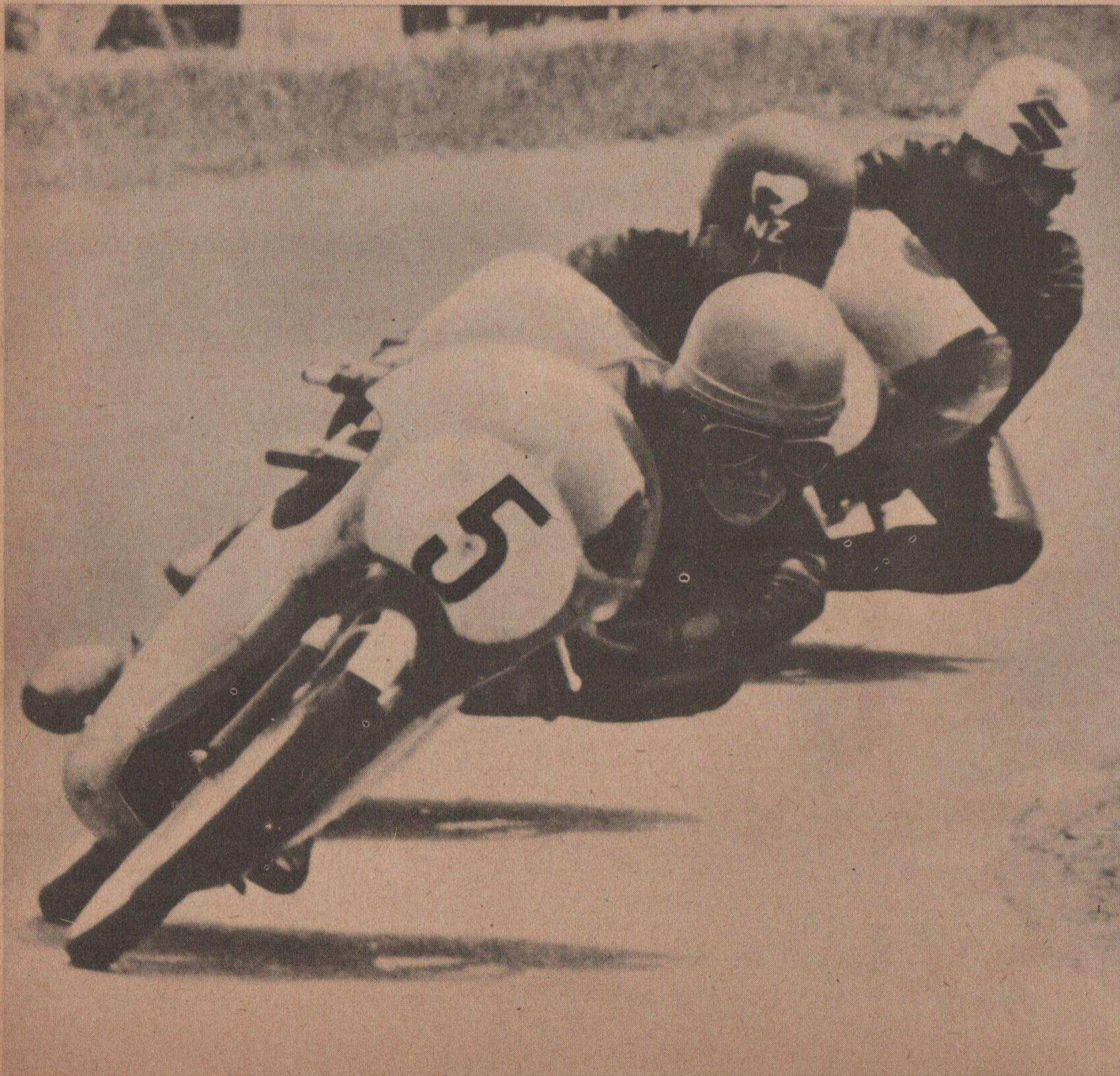




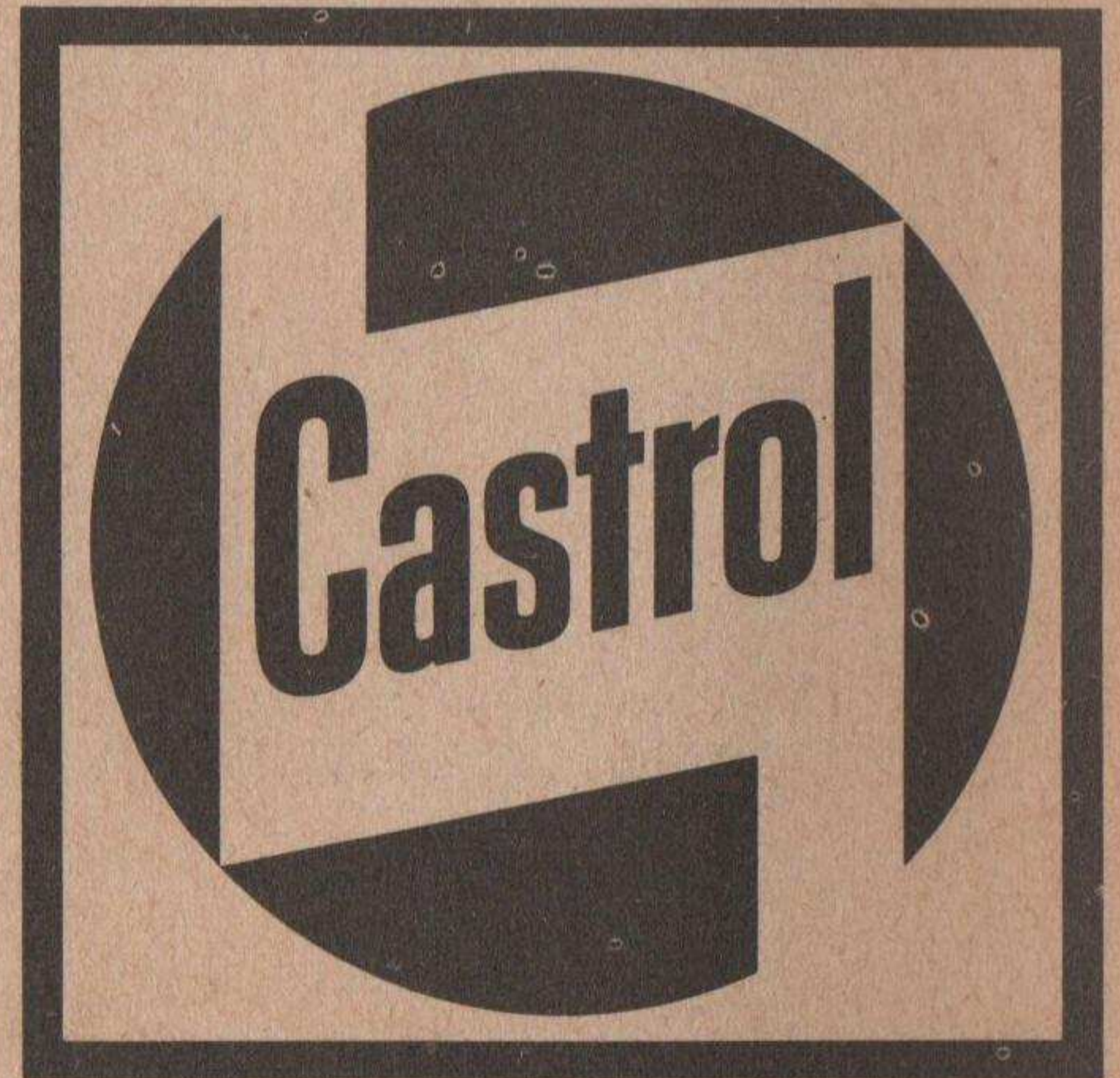
ACHIEVEMENTS 1964







ACHIEVEMENTS 1964



**CASTROL LIMITED
CASTROL HOUSE
MARYLEBONE ROAD
LONDON N W 1**



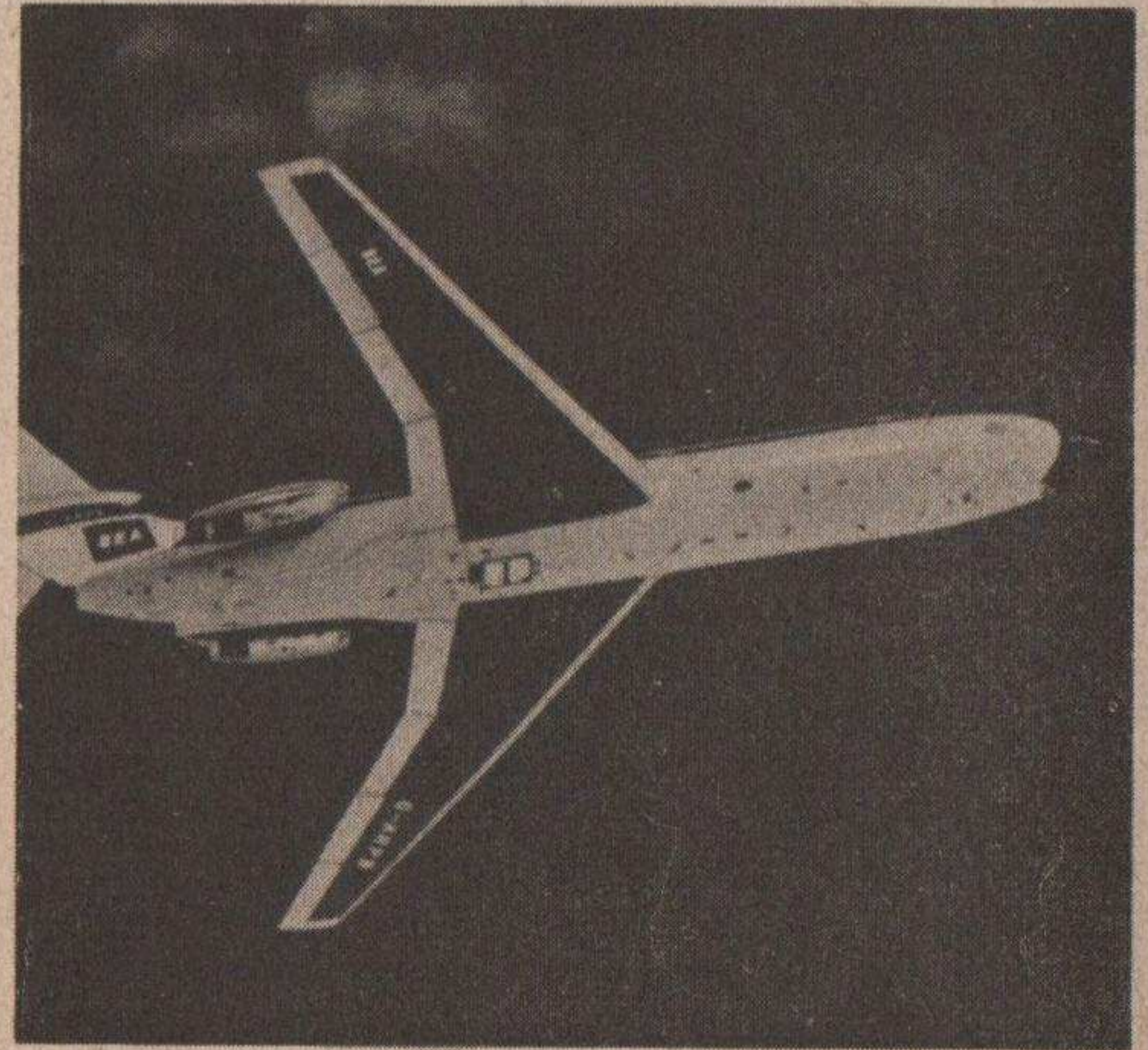
SUCCESS ON TWO WHEELS



SUCCESS ON FOUR WHEELS



SUCCESS OVER THE WATER



SUCCESS IN THE AIR

OUTRIGHT WIN FOR CASTROL IN THE MONTE CARLO RALLY

Great drive by Hopkirk and Liddon in B.M.C. Mini-Cooper 'S'



1

The popular outright winner of the 1964 Monte Carlo Rally was the Minsk-starting Mini-Cooper 'S' of Paddy Hopkirk and Henry Liddon. This was the first all-British car and crew to win this rally for eight years, and the first 'Monte' win for B.M.C., although they have won virtually every other major rally in the motor-sport calendar.

With mild weather at the start, the experts predicted a win for the bigger cars. In fact, second place overall went to the brilliant Swede, Bo Ljungfeldt, leading the team of Castrol lubricated American Ford Falcon Sprints. Ljungfeldt set fastest time on all five special stages over the mountains (sharing one with Paddy Hopkirk), and achieved fastest time on the Grand Prix Circuit at Monte Carlo, but he never quite beat the 'comparison factor' index that handicapped the Falcons with their large 4.7 litre engines.

1. The team of B.M.C. Mini-Coopers won the Manufacturers' Team Prize with drivers Hopkirk, Makinen and Aaltonen. Here, in a controlled slide, is the Timo Makinen/Patrick Vanson car that finished fourth overall.

2. Victors reward (photographed at the London Racing Car Show).



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3. A mile or two short of final victory. Paddy Hopkirk takes the B.M.C. Mini-Cooper 'S' up towards the Casino on the Monte Carlo Grand Prix circuit.

4 & 5 Two Castrol successes in Category 2. The Class 5 winning Ford Falcon of Anne Hall and Denise McCluggage; and the Class 4 winning M.G.B. of Donald and Erle Morley.

6. Rauno Aaltonen and Tony Ambrose at St. Martin on the fourth special stage.

7. Bo Ljungfeldt hurling the big Ford Falcon around one of the many bends on the Monaco circuit during his tremendous drive.



7

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ROUND THE CIRCUITS

MINIS CONTINUE TO THRILL THE CROWDS



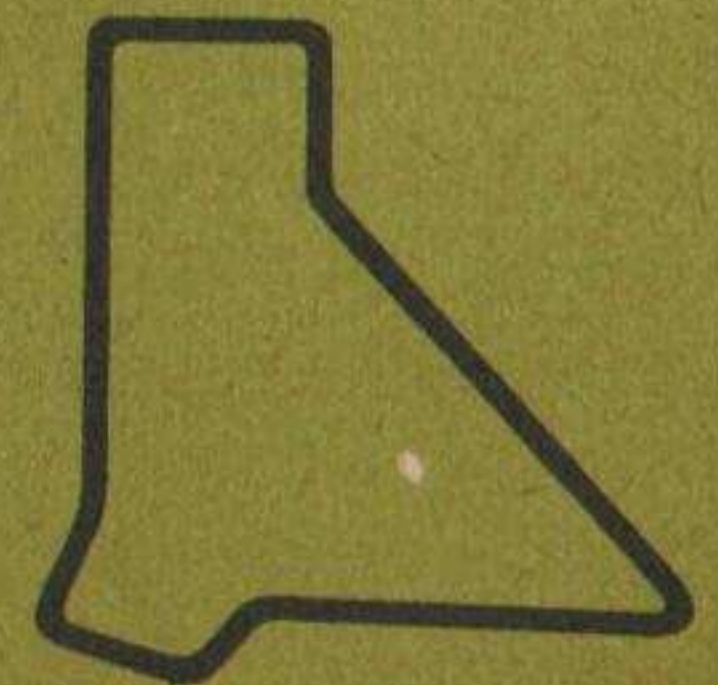
GOODWOOD

A memorable motor-race was the St. Mary's Trophy event at Easter for Saloon cars. During this race, a constant and ferocious battle for supremacy raged between the small cars.



SNETTERTON

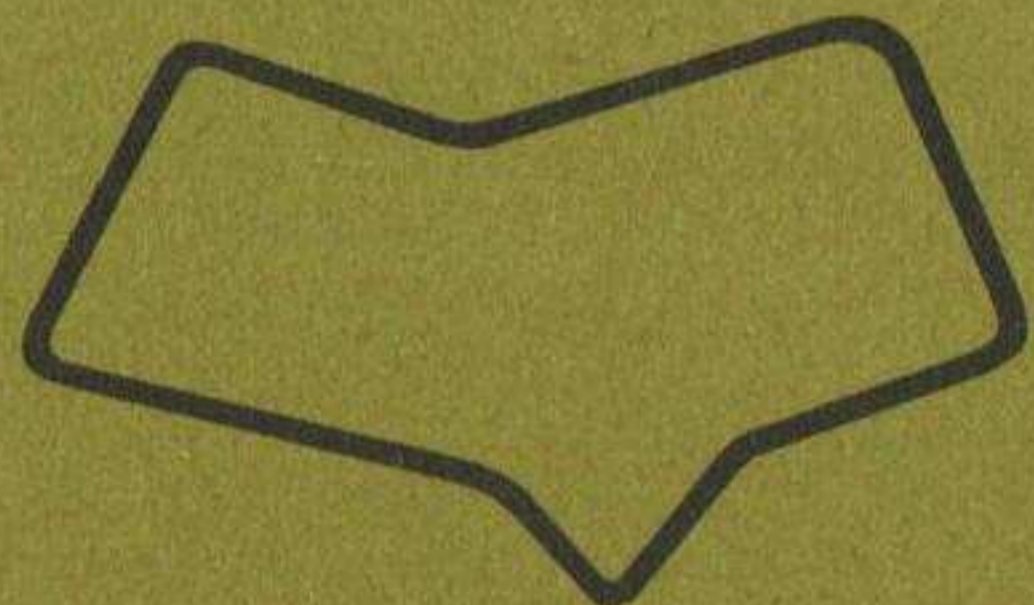
Cooper Car Company 'Minis' in formation. John Fitzpatrick eventually passed to beat Paddy Hopkirk, and the two Castrol cars finished 1st and 2nd in their class on this wet, March day.





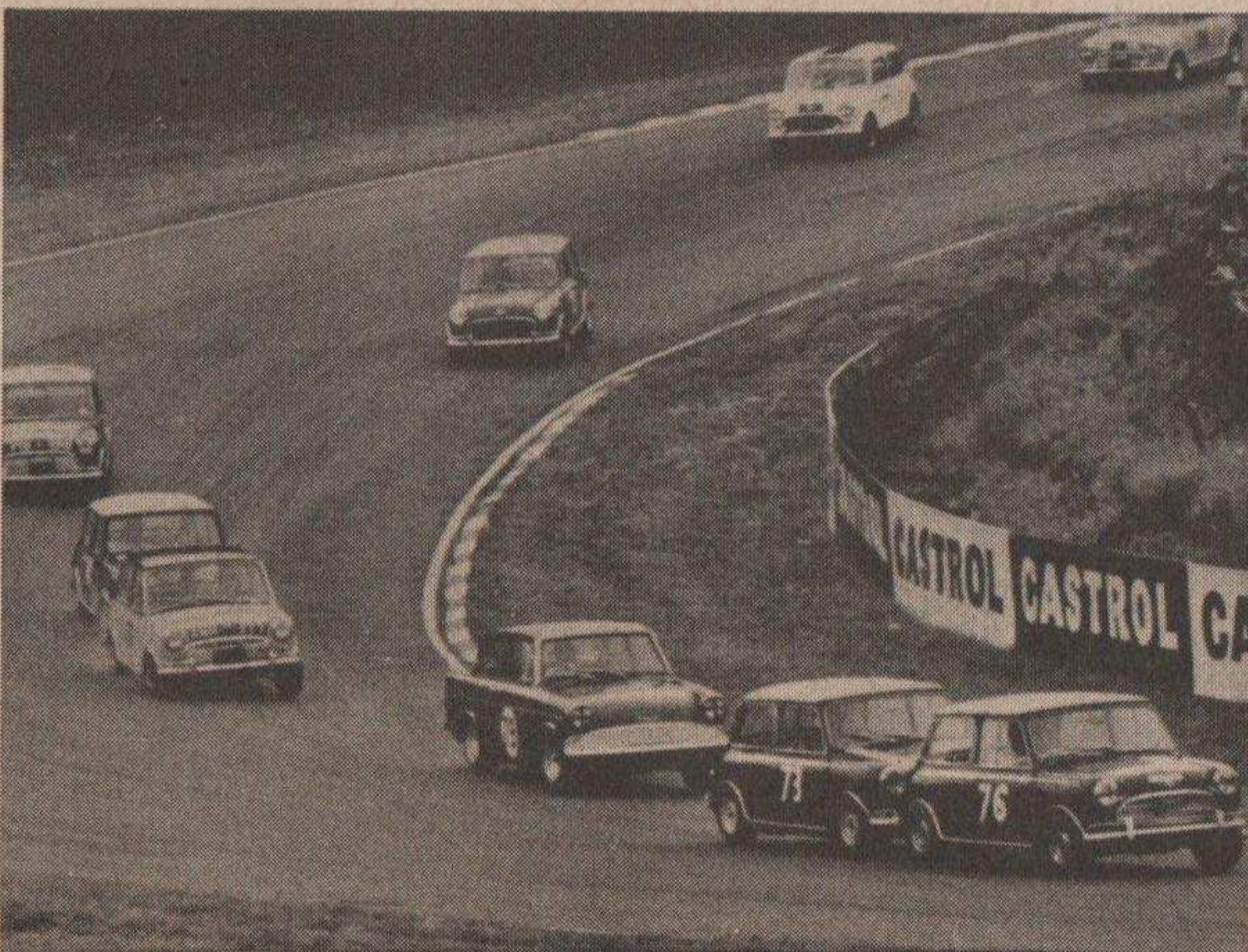
SILVERSTONE

Paddy Hopkirk drifting through Becketts during his class-winning drive at the International Trophy meeting.



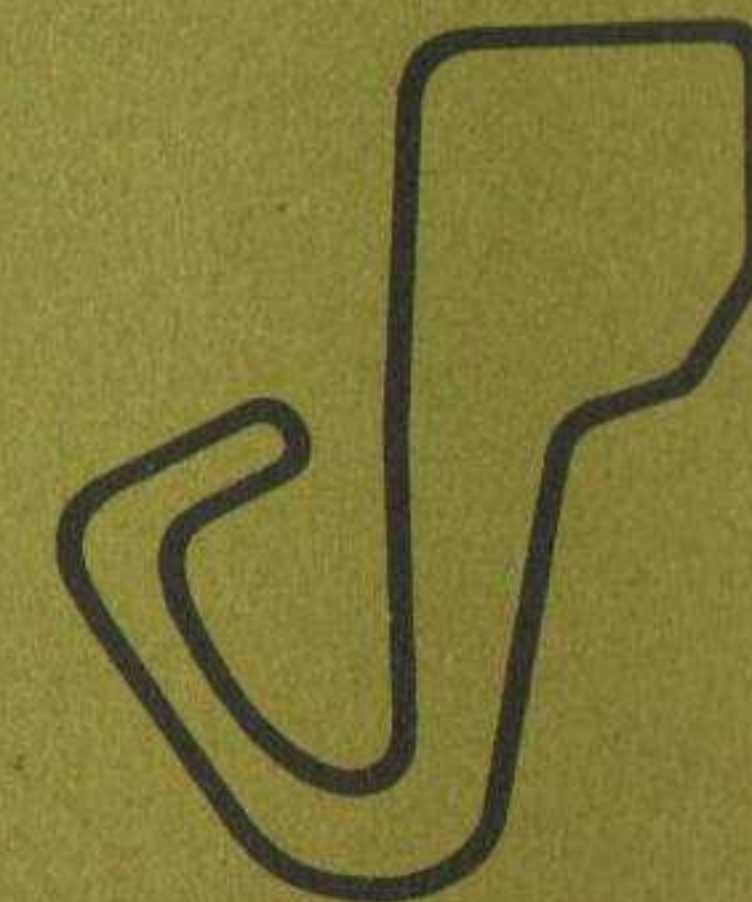
AINTREE

John Fitzpatrick takes to the grass at Tatts Corner during his fierce duel with Hopkirk at the International '200' meeting.



BRANDS HATCH

The European Grand Prix meeting, and Minis thrill the vast crowd assembled.



EAST AFRICAN SAFARI RALLY



In the rugged 3,180 miles Safari Rally, Dagenham entered Ford Cortina G.T.'s not only came 1st overall, but also won the Price Performance Index, the Manufacturers' Team Award, and were placed 1, 2, 3 and 4 in their class. This event is one of the most punishing tests ever devised for the everyday motorcar. It includes in its 3,180 miles only 300-odd of tarmac roads. Conditions during the rally, too, are usually appalling. Rain causes conditions where

cars for hours on end often have to plough through mud inches deep or through water splashes that seem to have no end. When the rain and mud relent, then the terrain turns to its dusty and uncertain best. Receded floods leave their mark upon the roads in the form of fissures, cracks and washaways, that are often big enough to accept a car. And over these horrors the organisers set average speeds from 50 to 58 m.p.h.!

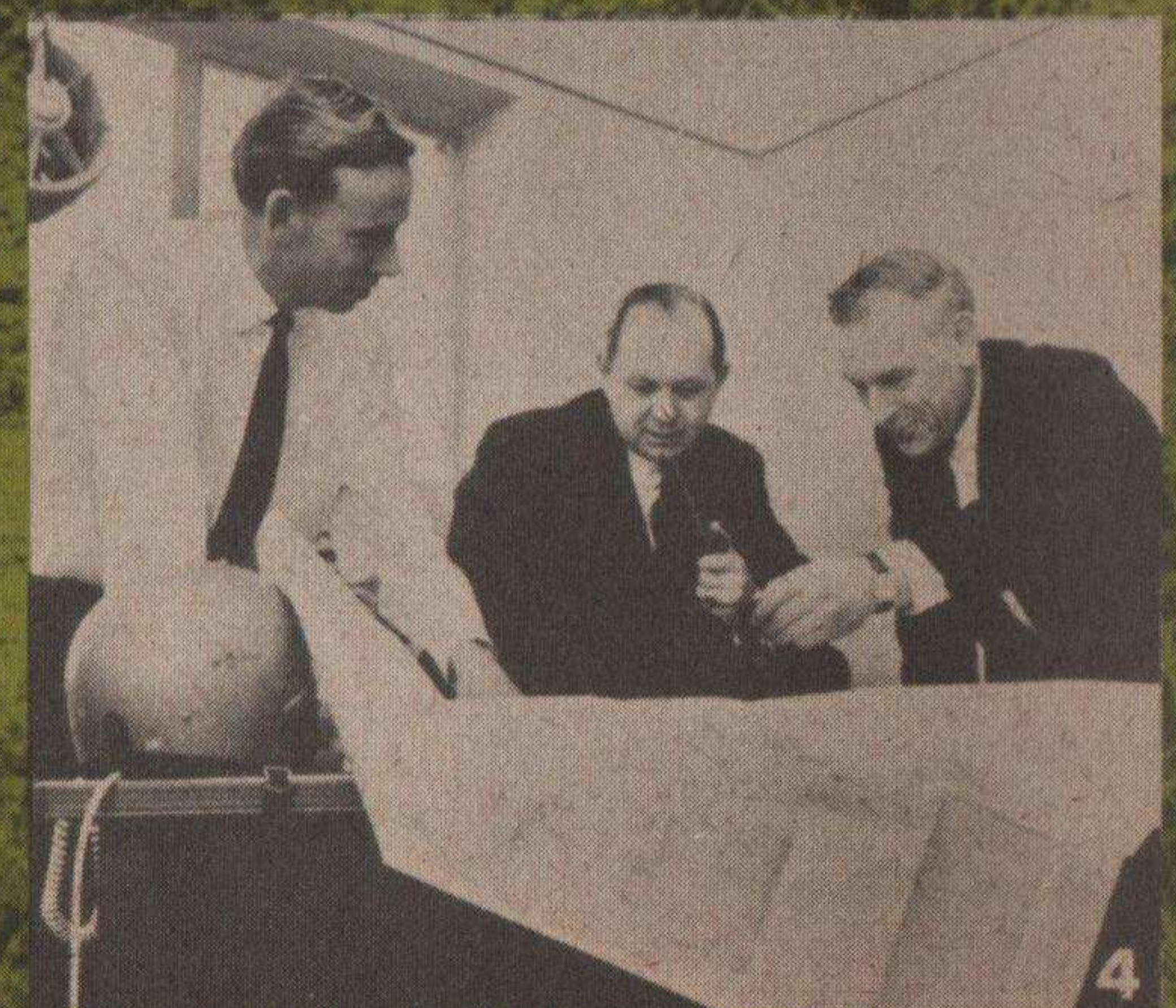
1. *The winning Ford Cortina G.T. of Peter Hughes and Bill Young kicking up the dust on a fast stretch.*

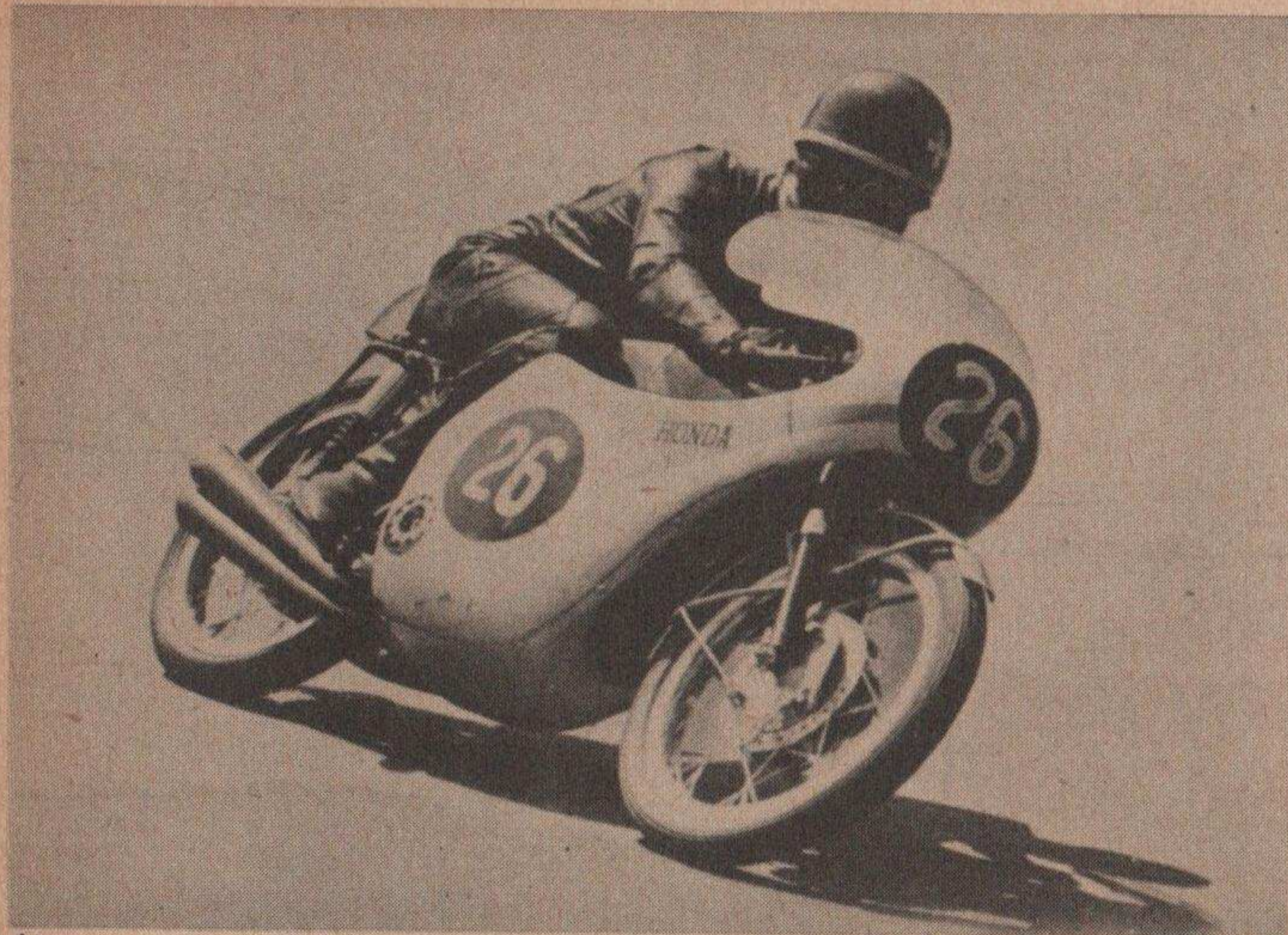
2. *Second car in the overall classification — the Armstrong/Bates Ford Cortina G.T.*

3. *The Safari Rally winning car on display at the International Motor Show, London, with many of the trophies won by Ford of Dagenham in 1964.*

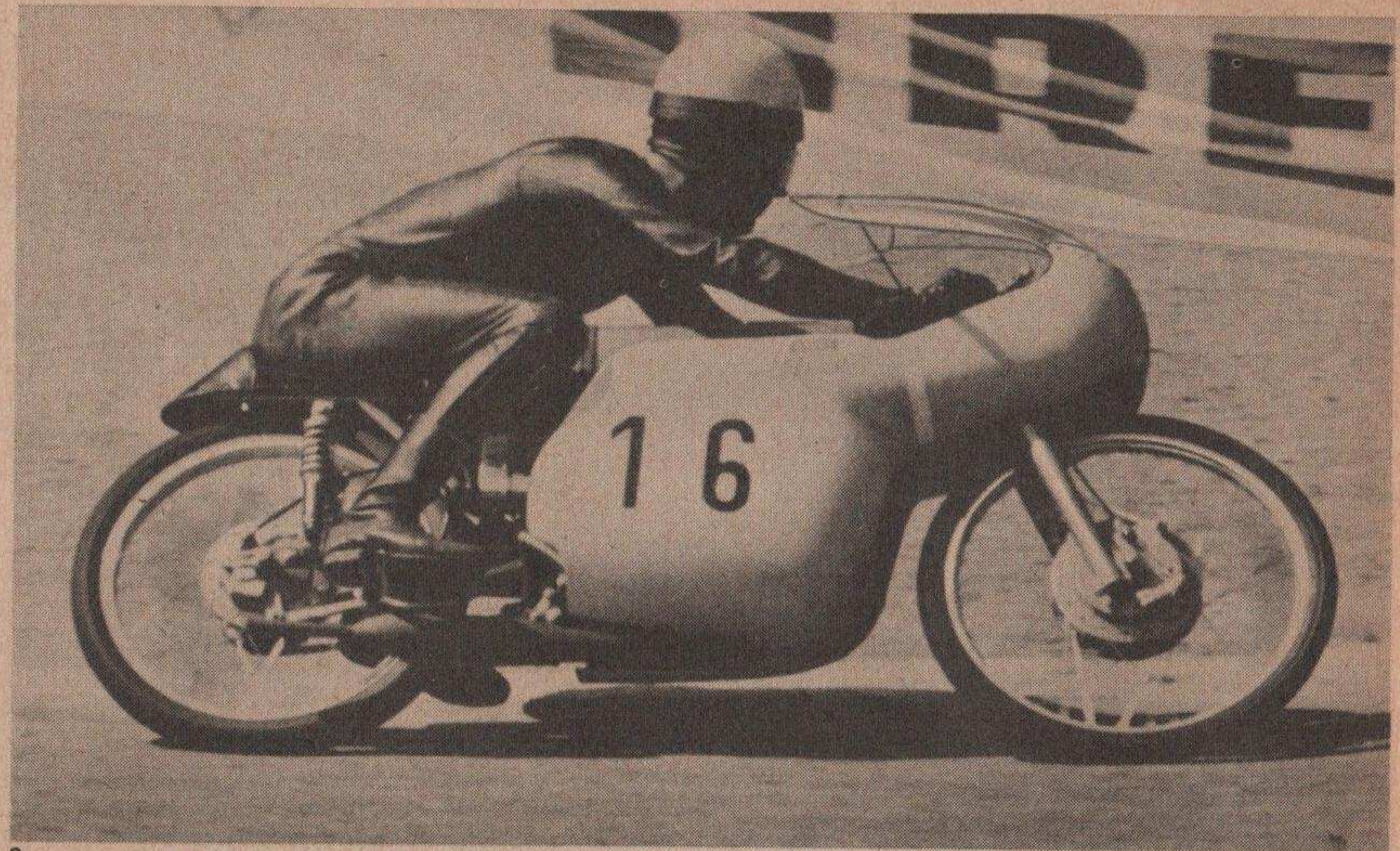
4. *Making plans for the Rally. From left to right: Ford Competitions Manager, Alan Platt; Rally Team Manager, Bill Barnett; and Rally Team Engineer, Jack Welch.*

Ford Cortina wins tough 1964 event

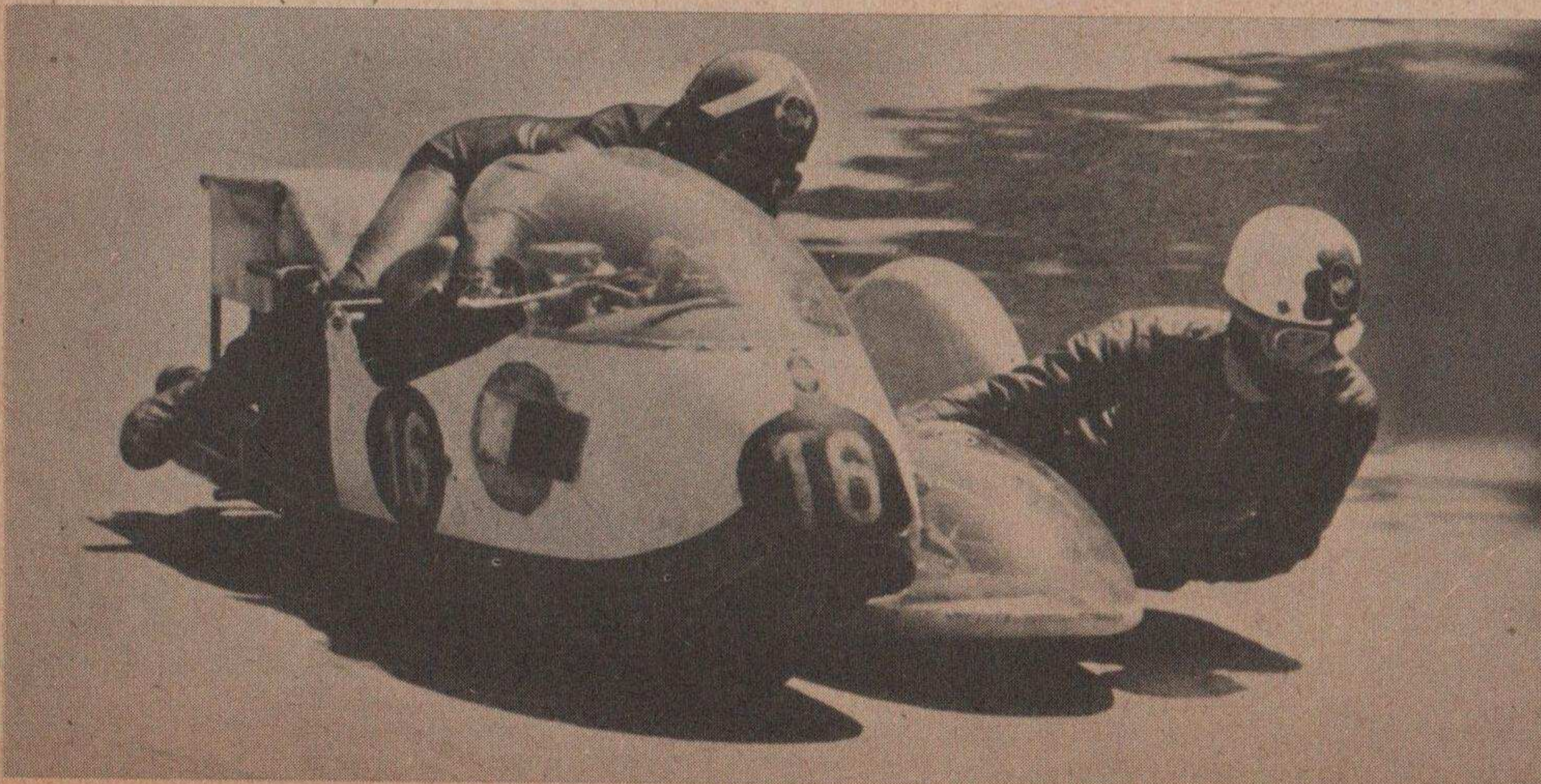




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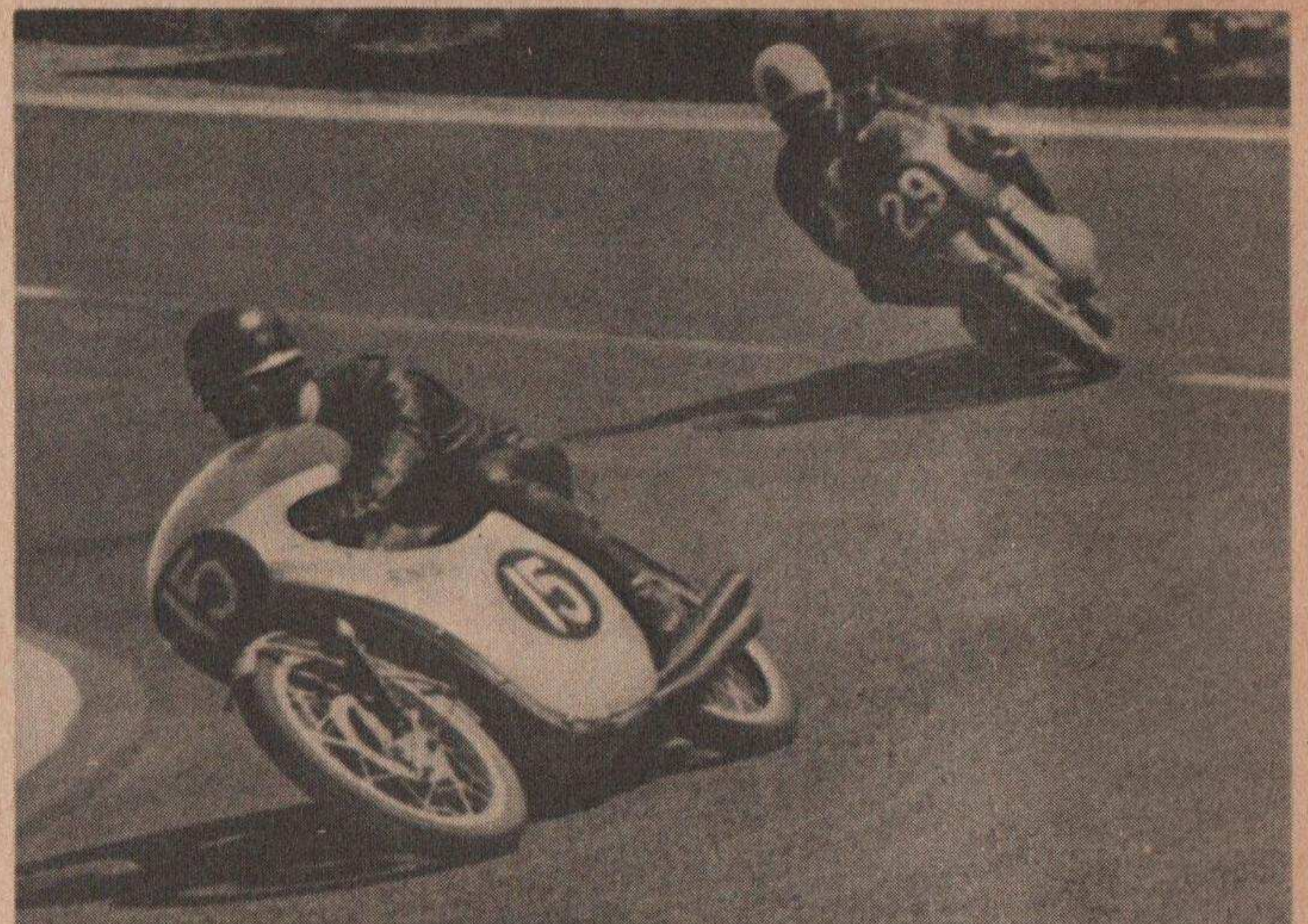
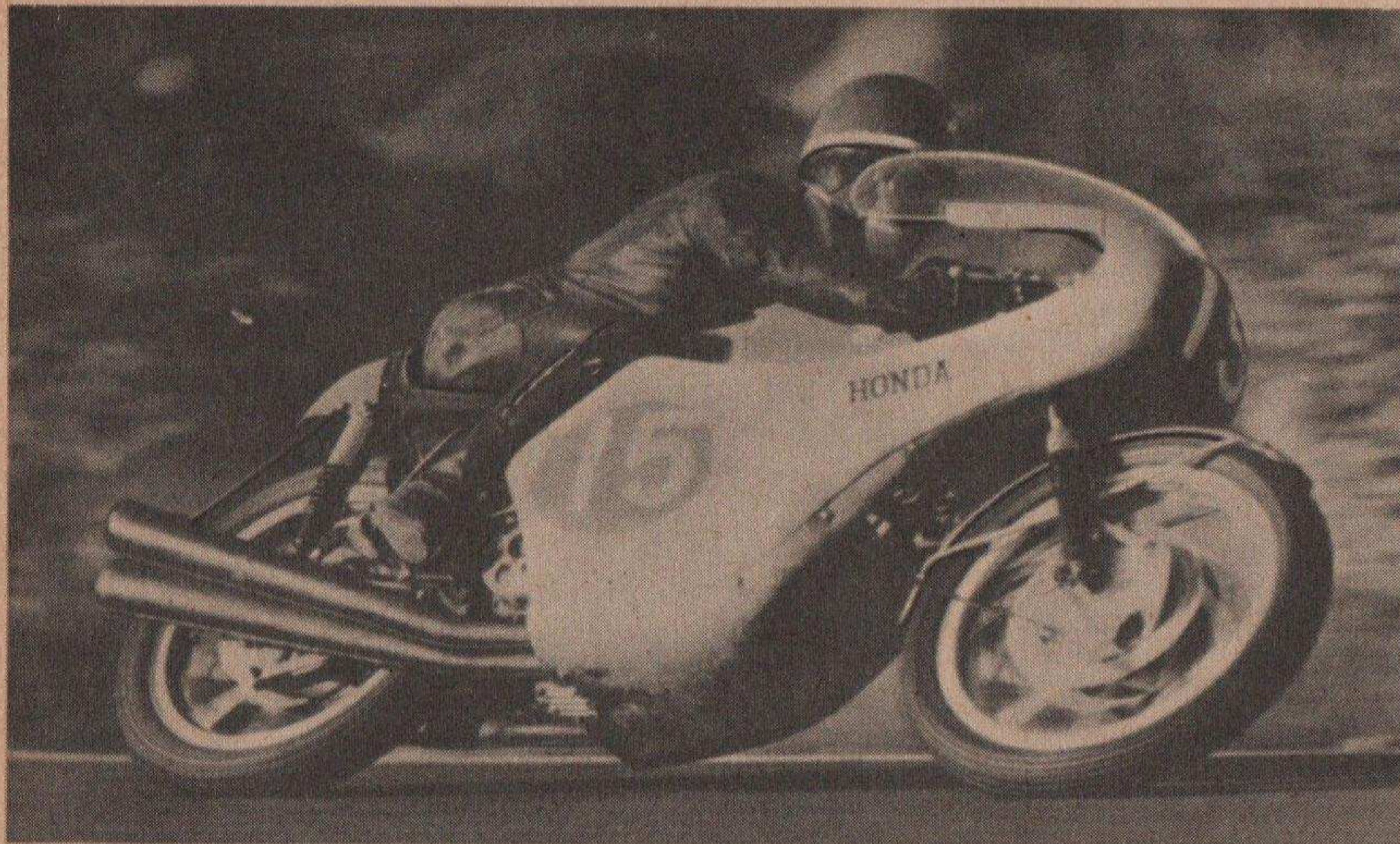
WORLD MOTOR CYCLE CHAMPIONSHIP **SPANISH GRAND PRIX**

The first European event in the world series, the Spanish G.P., at Montjuich Park, Barcelona, provided some real duels in the sun, and some surprises. None of the reigning World Champions won his race that day. Castrol lubricated machines were successful in three out of the four races run, with wins by Hans-Georg Anscheidt (Kreidler) in the 50cc event, Luigi Taveri (Honda) in the 125cc, and Florian Camathias (Gilera) in the Sidecar.

1. Swiss ace Luigi Taveri riding the slim 125cc Honda four to its first European win.

2. Hans-George Anscheidt during his winning ride on a Kreidler in the 50cc Championship race.

3. Sidecar winner Florian Camathias out front with his Gilera four outfit, where he stayed, averaging 66.4 mph.



WORLD MOTOR CYCLE CHAMPIONSHIP **FRENCH GRAND PRIX**

The following event in the world series was held in sizzling sunshine on the superb 4.9 miles Circuit de Charade, near Clermont Ferrand. Luigi Taveri repeated his 125cc win in Barcelona by beating Bertie Schneider (Suzuki), and Fritz Scheidegger and John Robinson won a thrilling sidecar event on their B.M.W. after being forced to start from the back of the grid by the organisers because of insufficient practice.

1. Luigi Taveri, winner of the 125cc race, takes his bigger Honda into second place in the 250cc event.
2. Luigi, again, leading Bert Schneider (Suzuki) in the early stages of the 125cc race.
3. Another Swiss, Fritz Scheidegger, with English Passenger John Robinson during their winning ride in the 13-lap sidecar race.



FAST BOATS

1. Austrian Franz Zimmerman setting up a new world speed record for U.I.M. class CU boats with an average over the two runs for the flying kilometre of 115.19 kmh. His German Heinemeyer boat is powered by a Koenig-Heinemeyer 500cc two-stroke series production engine.

2. New Zealand. The nose of the 70 mph 'Little Cracker' lifts high out of the water as the V-bottom boat surges forward under the full power of its Corvette engine during the Jesta Open Championship on the Waitara River.

'Little Cracker', driven by Colyn P. Lewis, holds the following records for the 1964 season:

New Zealand 266 cubic inch V-bottom Championship

North Island 266 cubic inch V-bottom Championship

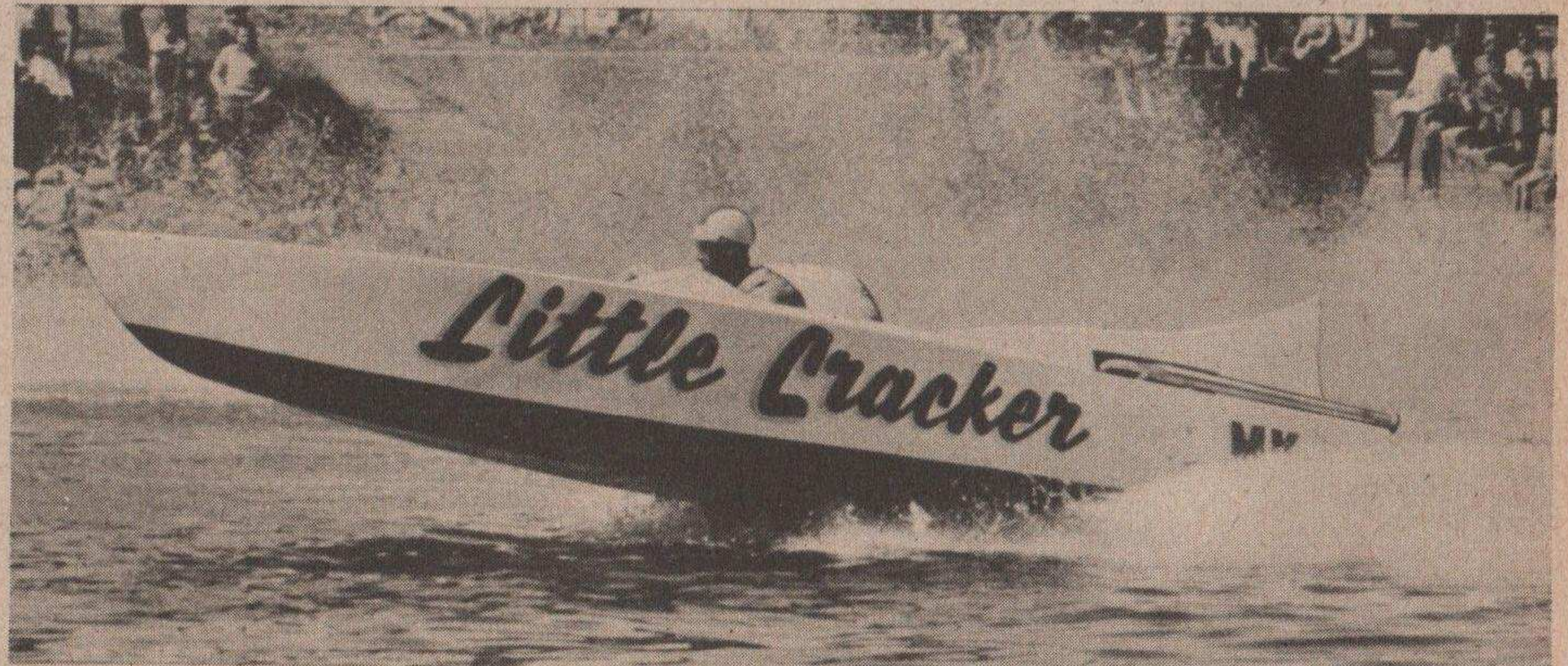
South Island 266 cubic inch V-bottom Championship

South Island unlimited V-bottom Championship

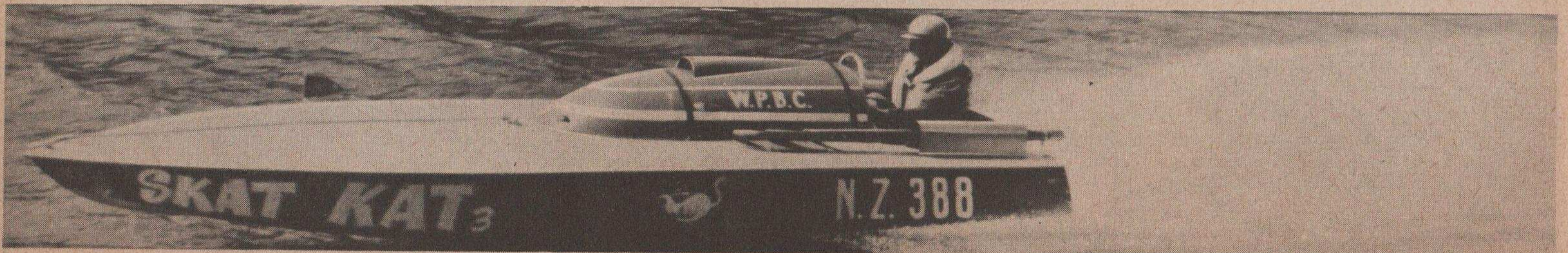
3. New Zealand again. W. E. Legge's V-bottom power boat, 'Skat Kat 3', powered by a Corvette motor, which won the South Island 330 Cubic Inch, and New Zealand Championship events at Lake Waitaki, Kurow.



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CIRCUIT OF IRELAND RALLY

1. *Winners Ronnie McCartney and Terry Harryman in their privately-entered Austin-Cooper 'S'.*

2. *Runners-up John La Trobe and Julian Chitty in the Alan Fraser entered Sunbeam Rapier on the Tralee Speed Test.*

3. *The class-winning Volkswagen of Robert Woodside/N. Devlin.*

Castrol sweeps the board. In the five-day Circuit of Ireland International Rally, Castrol lubricated cars came 1st, 2nd & 3rd Overall, and won 6 classes. Some idea of the toughness of this 1,500 mile event, starting at Bangor, Co. Down, and finishing at Larne, may be had from the 39 finishers out of 65 starters.

PORTUGUESE INTERNATIONAL RALLY



The Automobile Club of Portugal's 11th International Rally, counting towards the European Rally Championship, saw yet another outright win for a Castrol lubricated car in a major international rally. The winning car, an Alfa Romeo Giulia TI Super driven by Andrea de Adamich, belonged to the 'Jolly Club' of Milan team. His team-mate, Arnaldo Cavallari, driving a similar car came second.

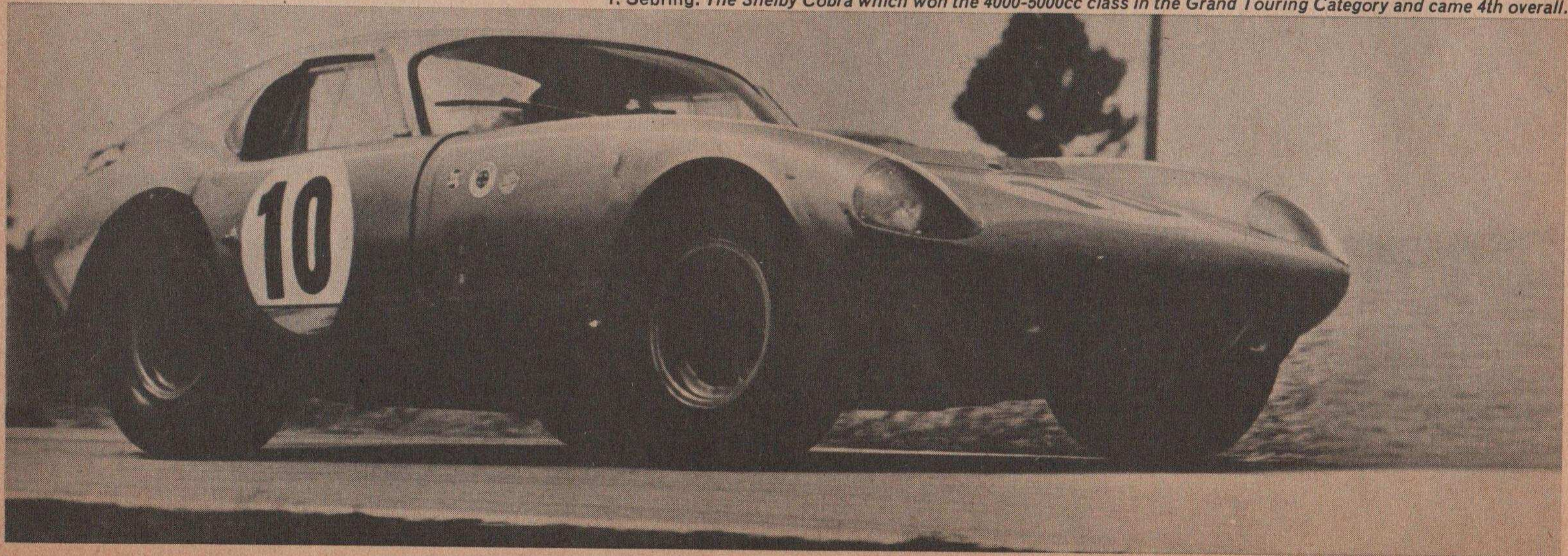
SEBRING 12 HOURS LE MANS NURBURGRING 1,000 KILOMETRES

Sebring. The setting for the 14th Sebring Grand Prix of Endurance was warm, sunny and typically American with gay, drum majorettes, brass bands and no less a person than the lovely Miss Florida on parade. Needless to say, the racing was good to watch too, and Castrol cars were not without success.

Le Mans. This classic 24 hour race saw an exciting start, and ended with the Castrol lubricated MGB of Andrew Hedges/Paddy Hopkirk winning the 'Motor' Trophy by being the highest-placed British-entered British car with an average speed of 99.96 mph.

Nurburging. The annual 1,000 kilometres race held on the tricky 22.81 kilometres Nurburging course attracted a large entry in 1964. In Class 8, Prototypes 1000-1300cc, the impeccably prepared and Castrol lubricated M.G. Midgets of Dick Jacobs' team ran beautifully to finish first and second, ahead of another Castrol entry, the Austin-Healey of Baker and McBradley. In Class 7, Prototypes up to 1,000cc, Castrol cars again came home in the 1, 2, 3 positions. The Diva of Peter Jackson/John Miles beating the Martini-B.M.W.'s of H. Gilges/P. Otto and H. Hulbusch/K. Louis.

1. Sebring. The Shelby Cobra which won the 4000-5000cc class in the Grand Touring Category and came 4th overall.





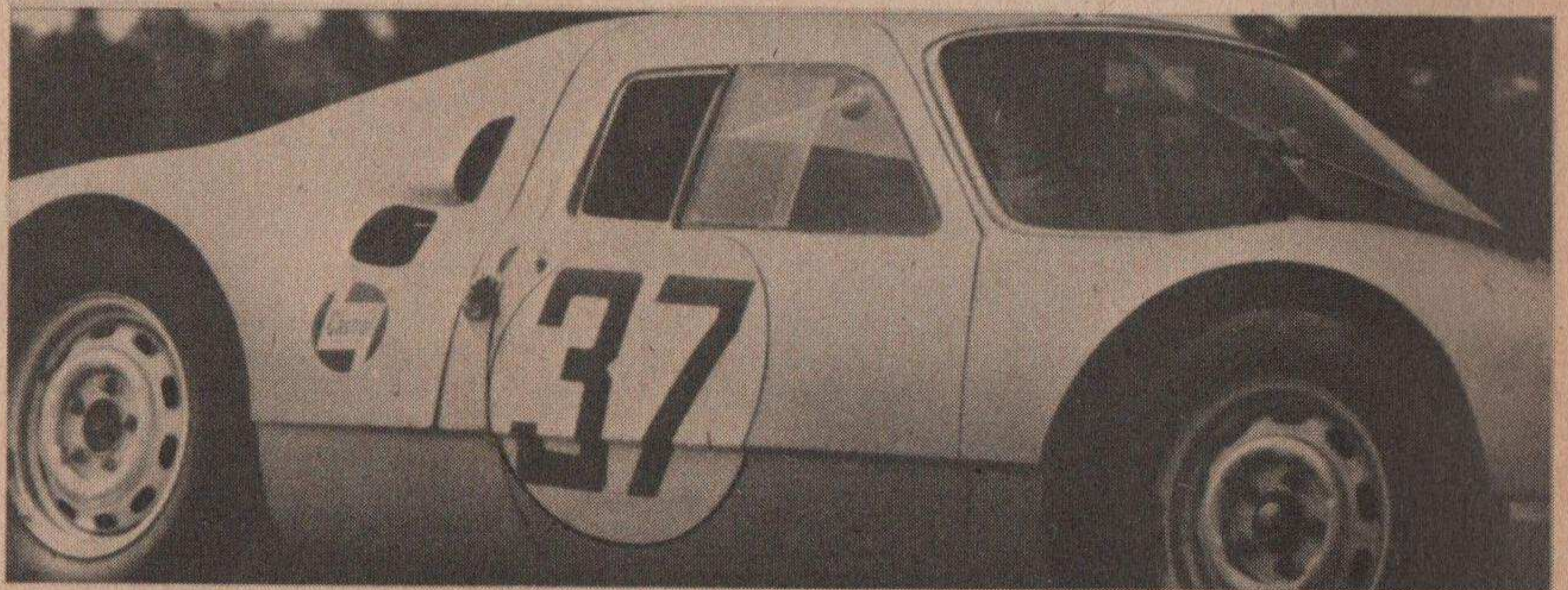
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2. Nurburgring. The class winning Diva driven by Peter Jackson and John Miles.

3. Nurburgring. One of the Dick Jacobs' M.G. Midgets that were placed 1st and 2nd in their class.

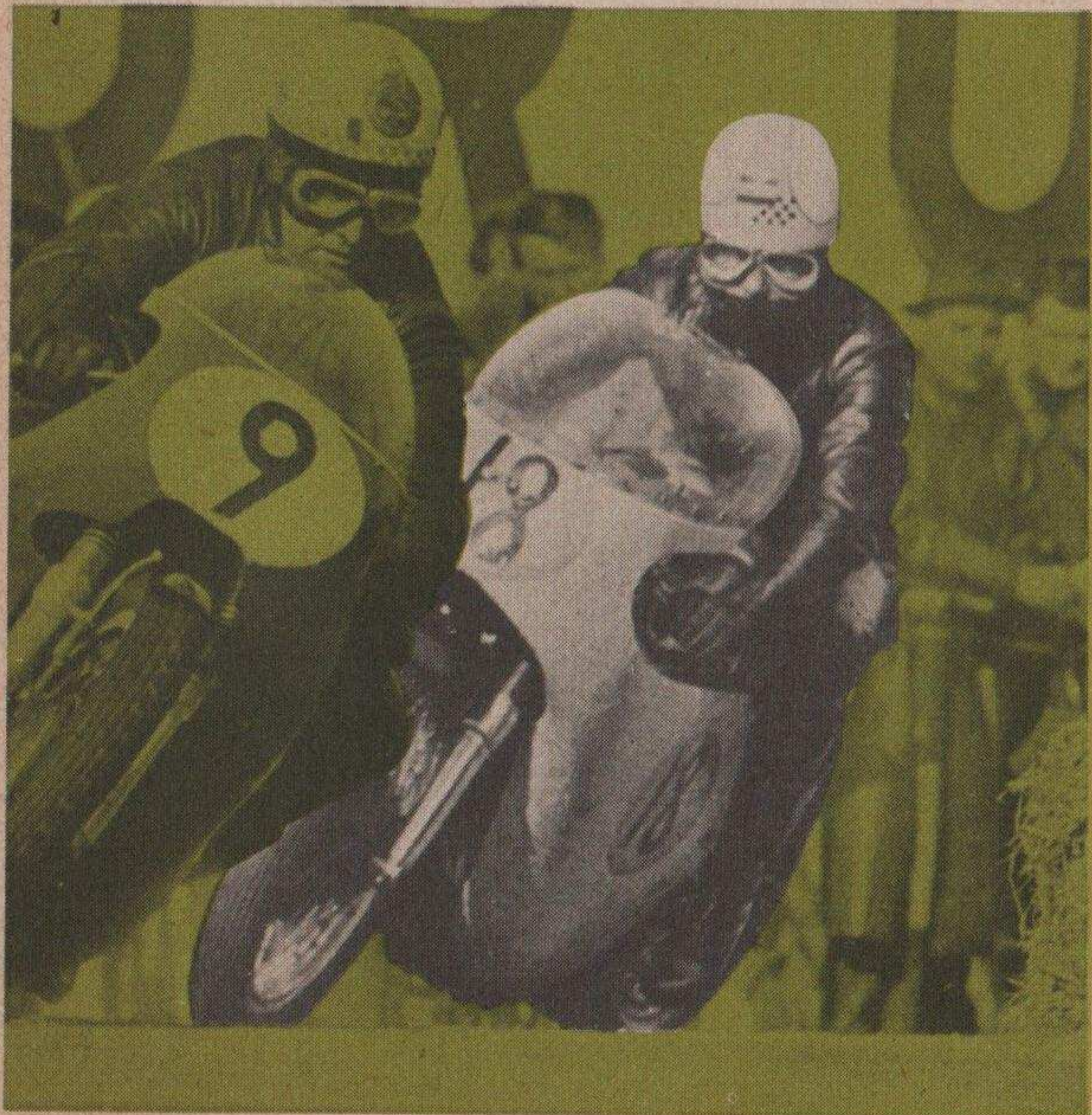
4. Nurburgring. H. Hulbusch/K. Louis—Martini-B.M.W.

5. Sebring. Winner of the under 2-litre class in the Prototype Category—Porsche 904.

6. Le Mans. The Andrew Hedges/Paddy Hopkirk M.G.B. snakes through White House.

AUSTRIA

500cc MOTO-CROSS G.P. MOTORCYCLE GRAND PRIX



1

The Austrian Moto-Cross G.P. at Sittendorf was the second in the year's 500cc series. Title-holder Rolf Tibblin won the event, but his successor, Jeff Smith — B.S.A., came second, with another Castrol rider, ex-World Champion Bill Nilsson, third on his Eso-Metisse.

3. *Jeff Smith, B.S.A.*

5. *Bill Nilsson, Eso-Metisse.*

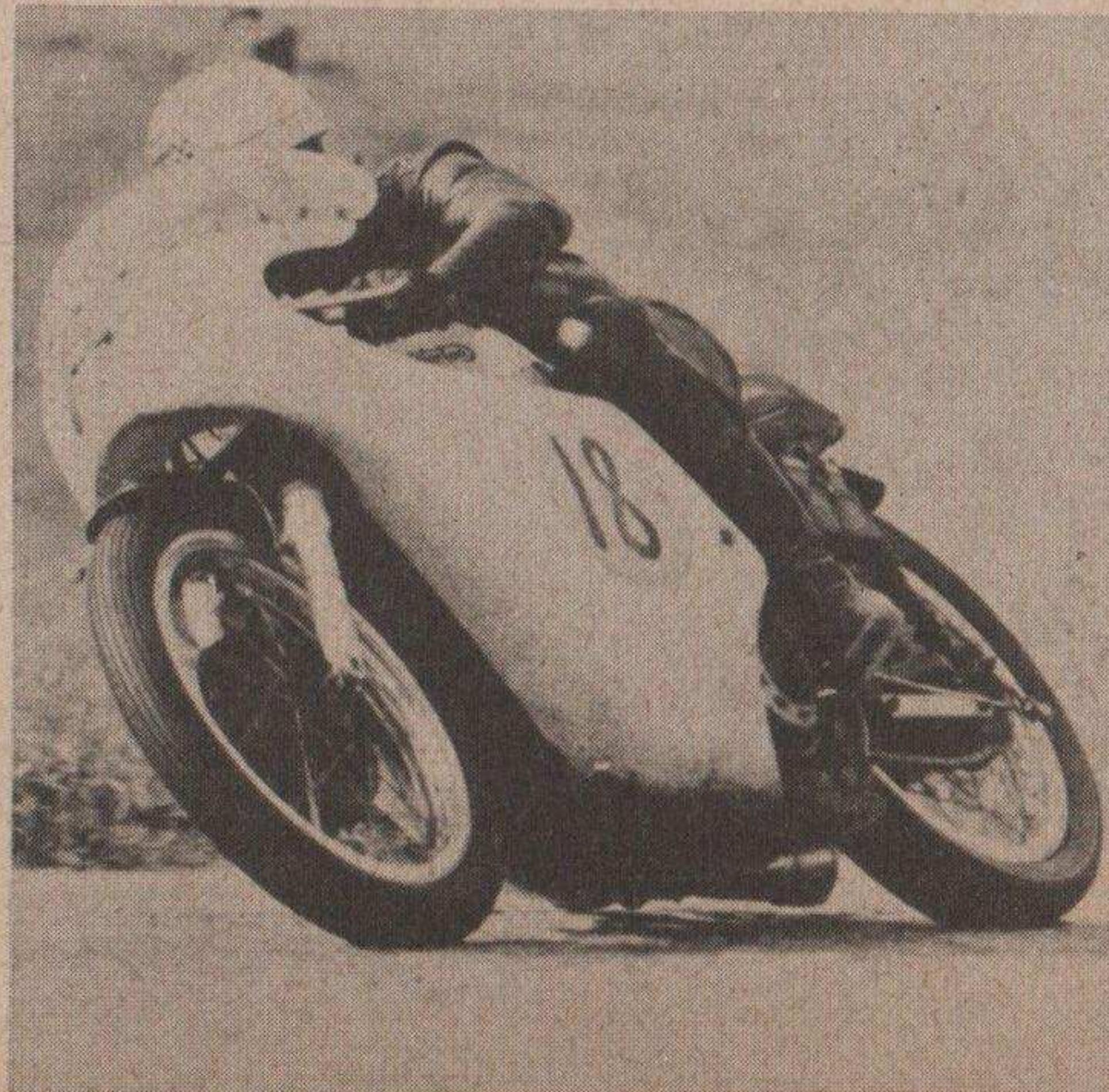
The Austrian Grand Prix held on a 3-mile autobahn circuit just outside Salzburg turned out to be a field day for Eastern European riders. Stefan Malina (CZ) of Czechoslovakia won the 250cc race, whilst his compatriot Gustav Havel (Jawa) won the 350cc, and Hungarian veteran Gyorgy Kurucz (Norton) took the 500cc honours.

1. *Highlight of the 500cc race was the dice between Syd Mizen (Dunstall Dominator), seen leading here, and winner Gyorgy Kurucz (Norton).*

2. *500cc winner, Gyorgy Kurucz, from a different angle.*

4. *Stanislav Malina, CZ, 250cc winner.*

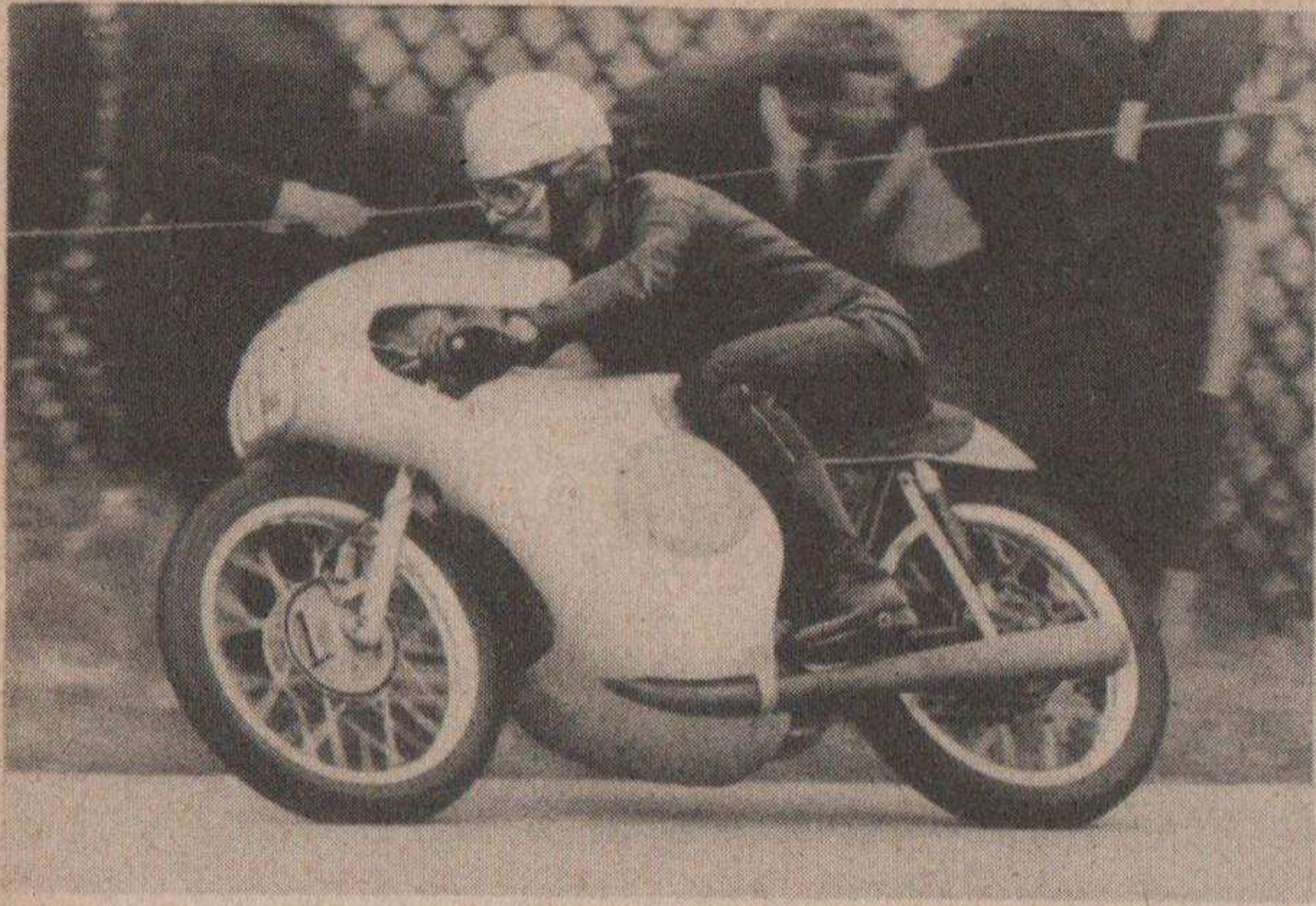
6. *350cc winner—Gustav Havel, Jawa.*



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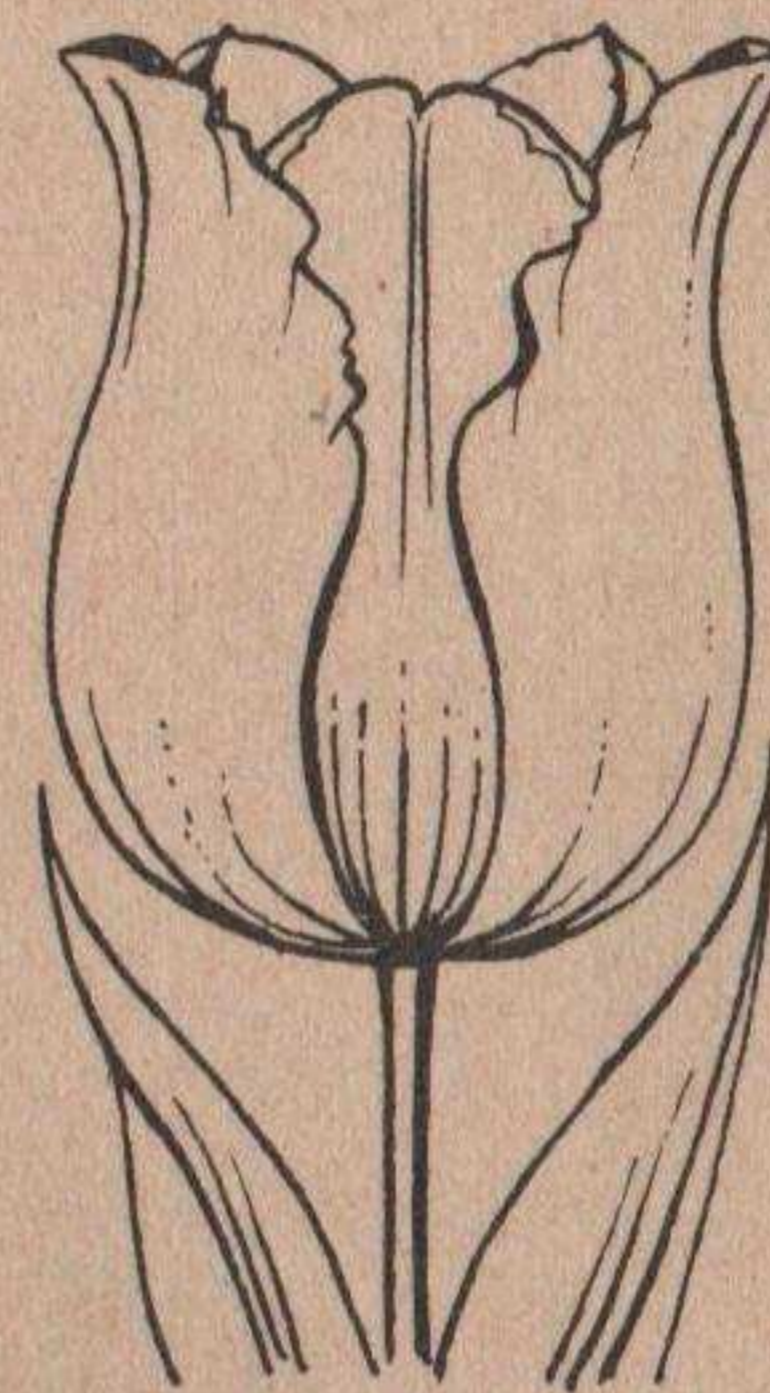
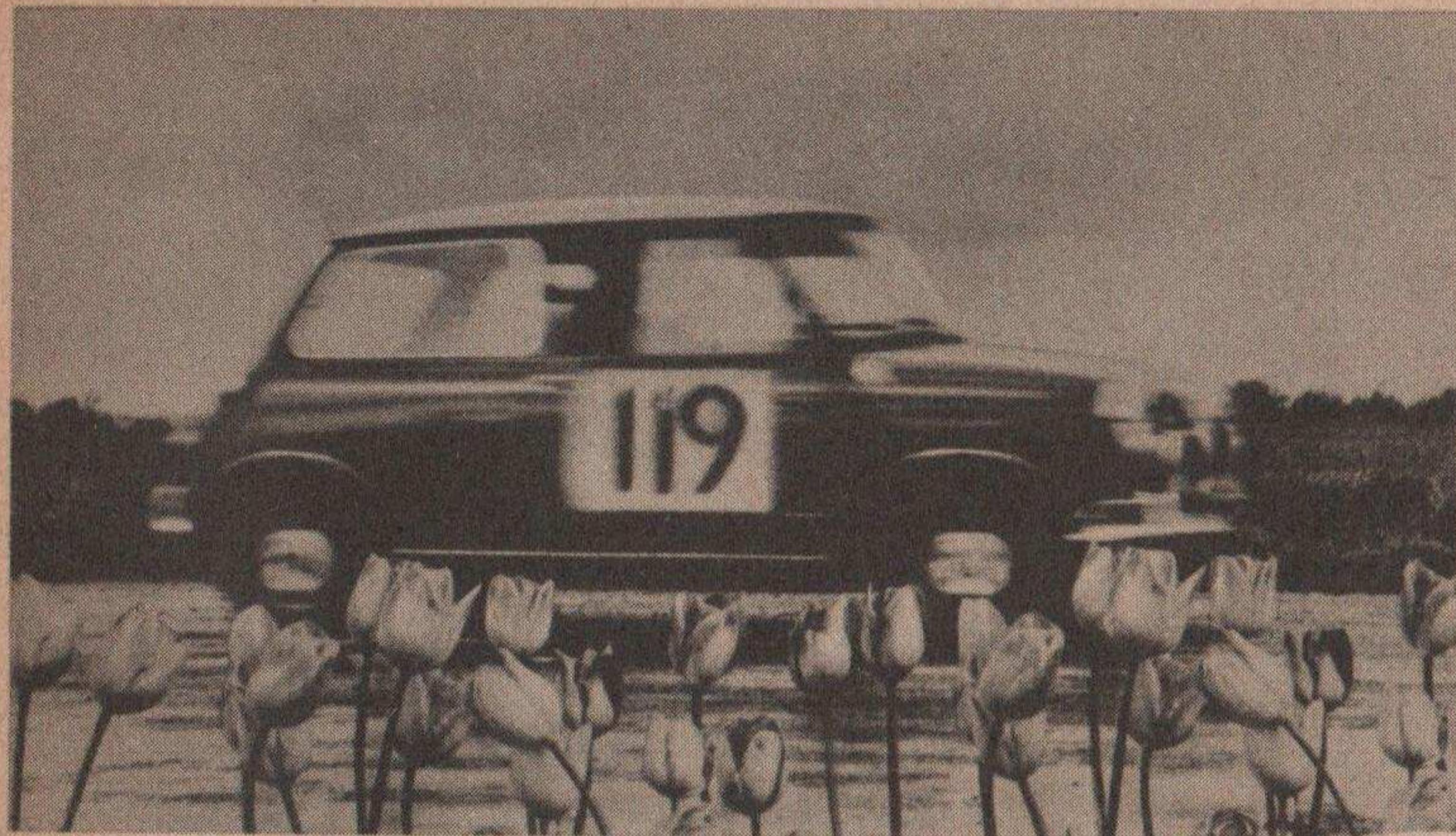
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TULIP RALLY

B.M.C. TAKE TOP HONOURS

B.M.C. cars won both the Touring Category and Grand Touring Category in the 1964 Tulip. The former going to Timo Makinen and Tony Ambrose in their 1,293cc Mini-Cooper 'S', who put up Best Performance Overall, and the latter to that highly efficient combination of the Morley twins in an Austin-Healey 3000 Mk3. Manufacturers' Team Prize also went to B.M.C., being won by the team of Mini-Coopers.



The successful B.M.C. Mini-Cooper 'S' of Timo Makinen/Tony Ambrose

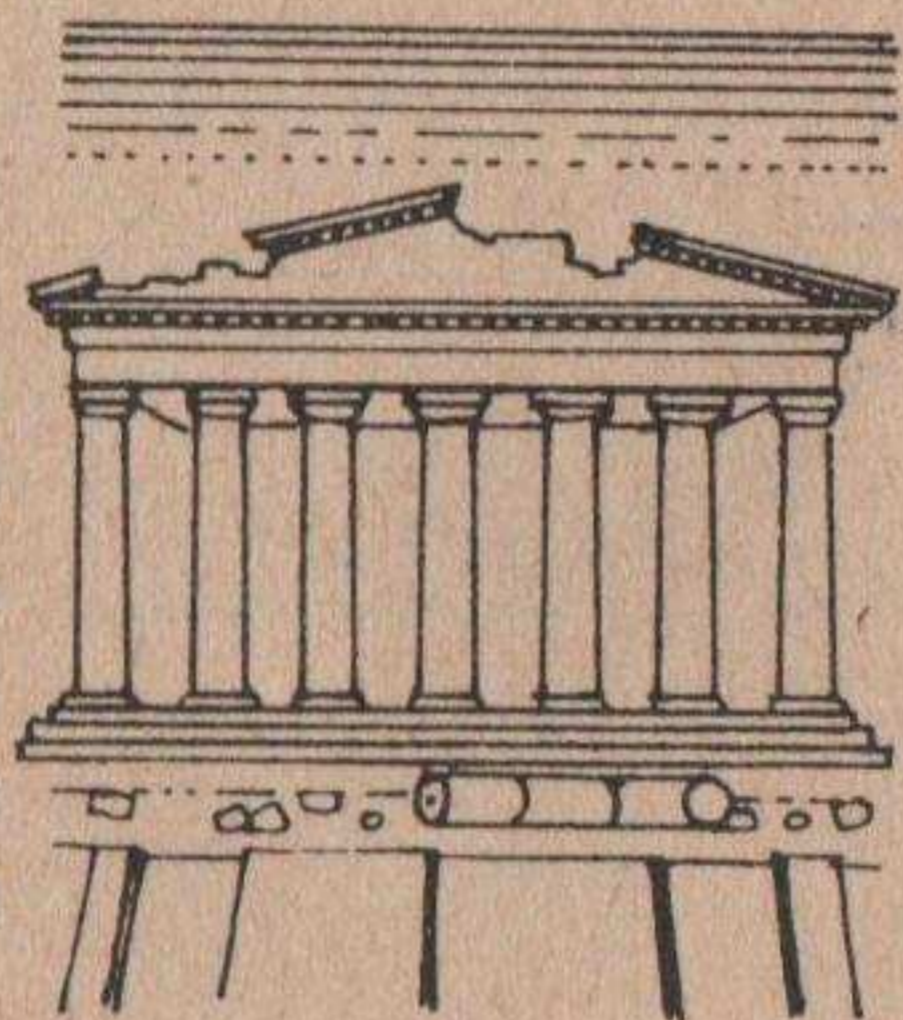


The Austin-Healey 3000 Mk3 of Donald and Erle Morley.

ACROPOLIS RALLY

A TRUE TEST OF STAMINA

In this exacting rally 72 cars started, and only 19 finished. Three of these were Rovers; the works' 3-litre cars of Ken James/Mike Hughes and Tony Cox/Willie Cave, and the private entry of Richard Martin-Hurst/Roger Clark—the second Rover car home. Other Castrol successes in this reliability proving rally were in the G.T. Category up to 1,300cc class with Mini-Cooper 'S' cars.



The privately entered Rover 3-litre of R. W. Martin-Hurst and R. Clark.



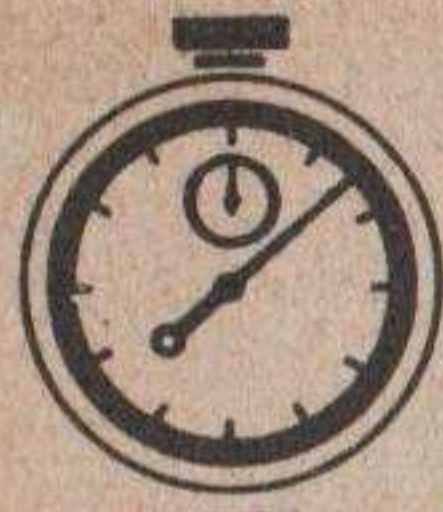
Third of the Rover finishers, the car of T. Cox/W. Cave.



The leading Rover 3-litre, that of Ken James and Mike Hughes.



The class winning Austin Cooper 'S' of D. Wilson-Spratt/A. Piggott.

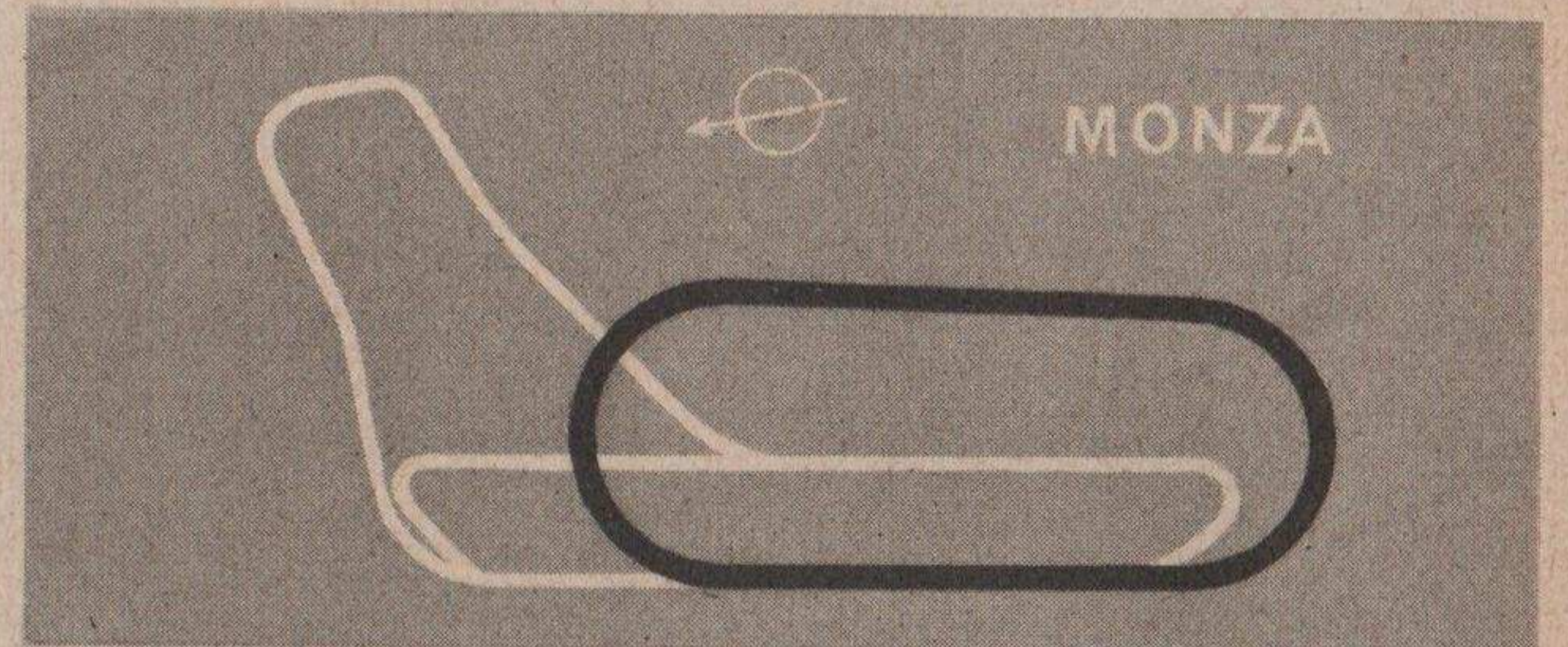


RECORDS AT MONZA

Ford Corsair G.T. breaks 9 International Class 'F' records.

In four days and four nights from May 14th to 17th, an inexpensive Ford 5-seater 1½ litre family saloon, covered almost 10,000 miles at an average of 99.1 mph. on the banked Monza circuit in Italy. In doing this, the Ford Corsair G.T. broke every time and distance record up to 15,000 kilometers for cars from 1100 to 1500cc. Just look at the records and times listed below. For the record attempt, the Castrol lubricated Ford was in standard mechanical form, the only alterations being the removal of the radiator grill and consequent slight modification to the bodywork, a bigger petrol tank to reduce fuel stops, and larger diameter tyres to give a little extra gearing. The six drivers: the Brookes brothers, Tony and Michael, John Clark, Arthur Taylor, Ben Porter and Michael Bowler.

The records: 5,000 kms - 101.1mph · 10,000 kms - 101.1mph · 15,000 kms - 98.8mph. · 2,000 miles - 101.1mph. · 5,000 miles - 101.3mph. 1 day - 101.6mph
2 days - 101.75mph · 3 days - 101.7mph · 4 days - 99.1mph.





...MORE RECORDS

Three World, one International and six National Records broken on Castrol at 'Records Weekend', Wellingborough, England.

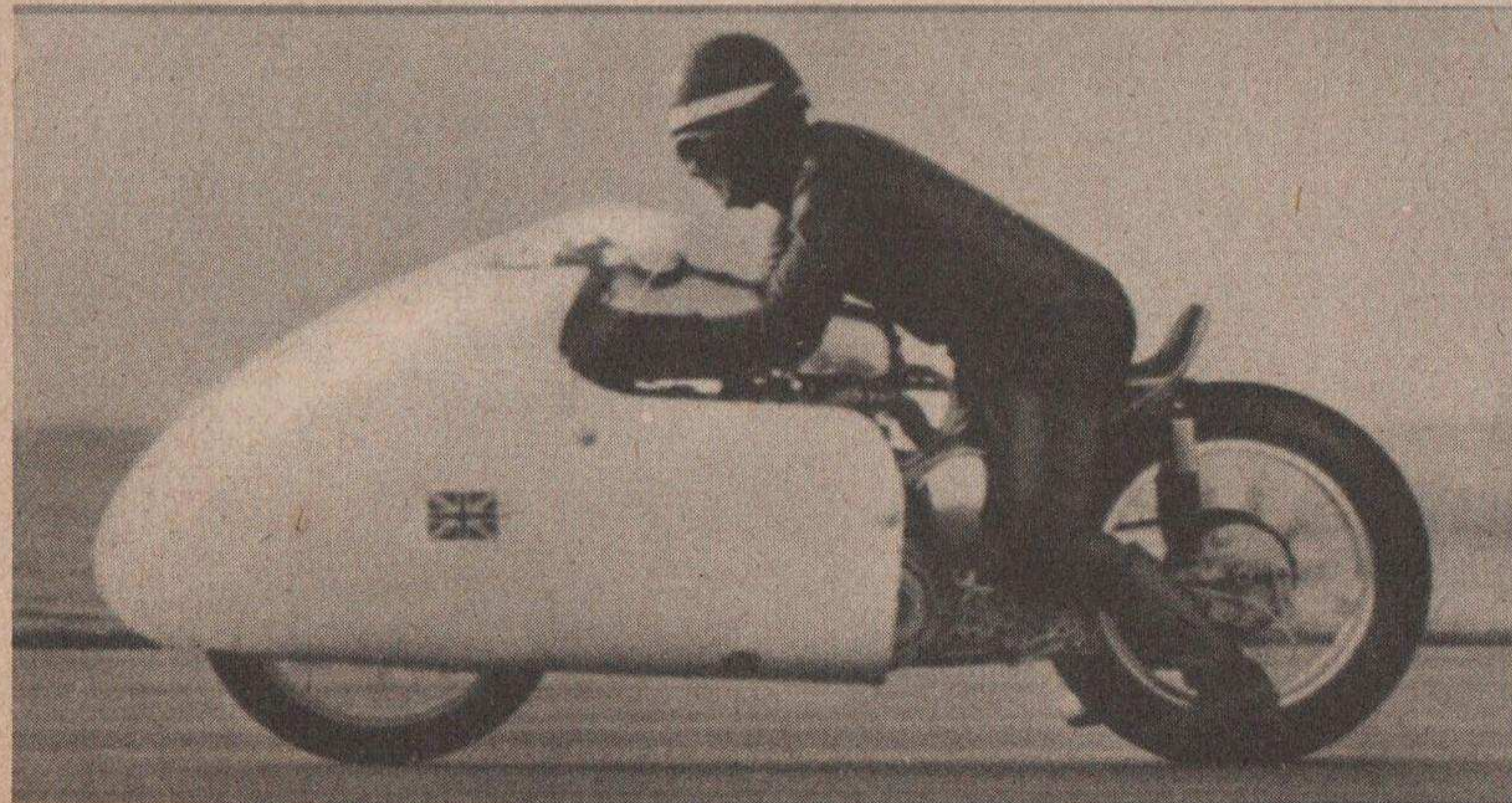
Motor Cycle Records. At Chelveston Aerodrome in June, George Brown on his Supercharged Vincent Special, 'Super Nero', set a new world standing start kilometre speed for 1,000cc machines of 114.83 m.p.h. This was a British National Record, too, and at the same meeting, George broke the national flying start kilometre and national flying start $\frac{1}{4}$ mile records.

Sidecar Records. Two World 1200cc Sidecar records fell to Maurice Brierley, 1,148cc Supercharged Vincent-Watsonian Special, at the same meeting. The standing start kilometre: speed — 96.19mph; and the flying start kilometre: speed — 138.51mph. The latter was also a British National Record.

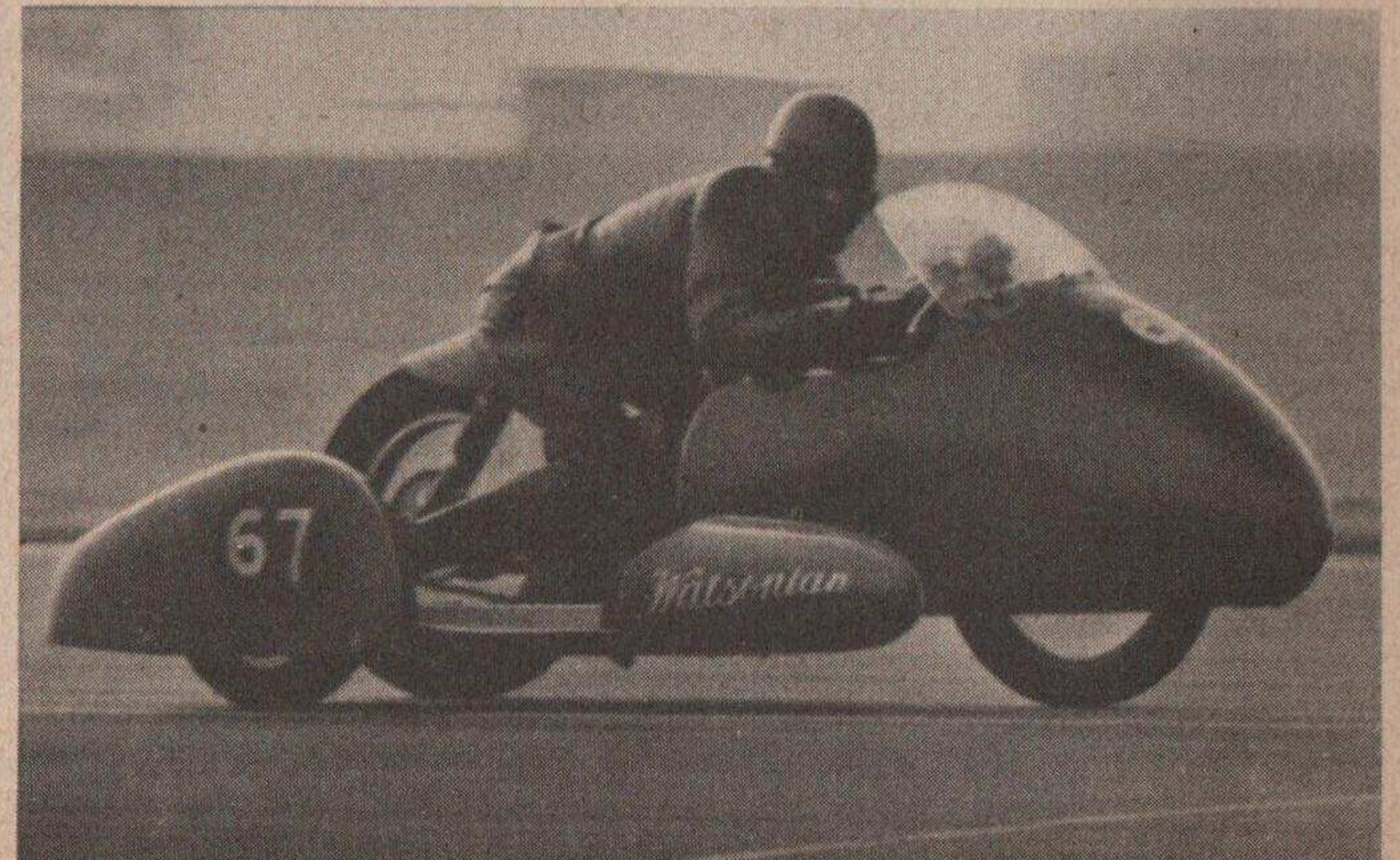


Dragster Records. Alan Allard with his Allard "Dragster Dragon" achieved a new International Class 'F' dragster speed for the standing start of 104mph. This constituted a British National Record, and so too did his speed for the standing start $\frac{1}{4}$ mile.

1. *George Brown unleashing Super Nero.*
2. *Maurice Brierley at speed on his Methamon sidecar outfit with lead ballast on the platform.*
3. *Alan Allard at Chelveston.*



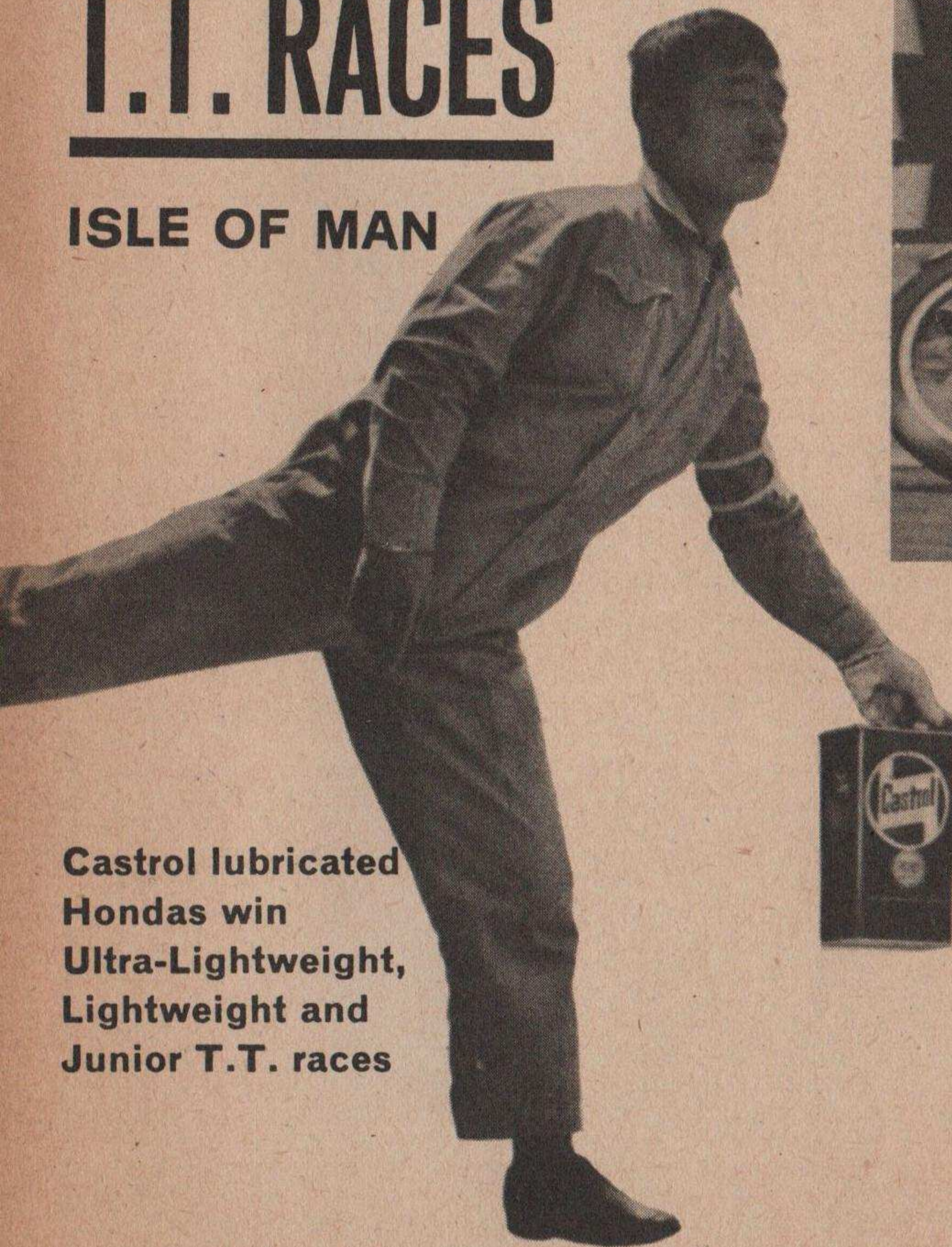
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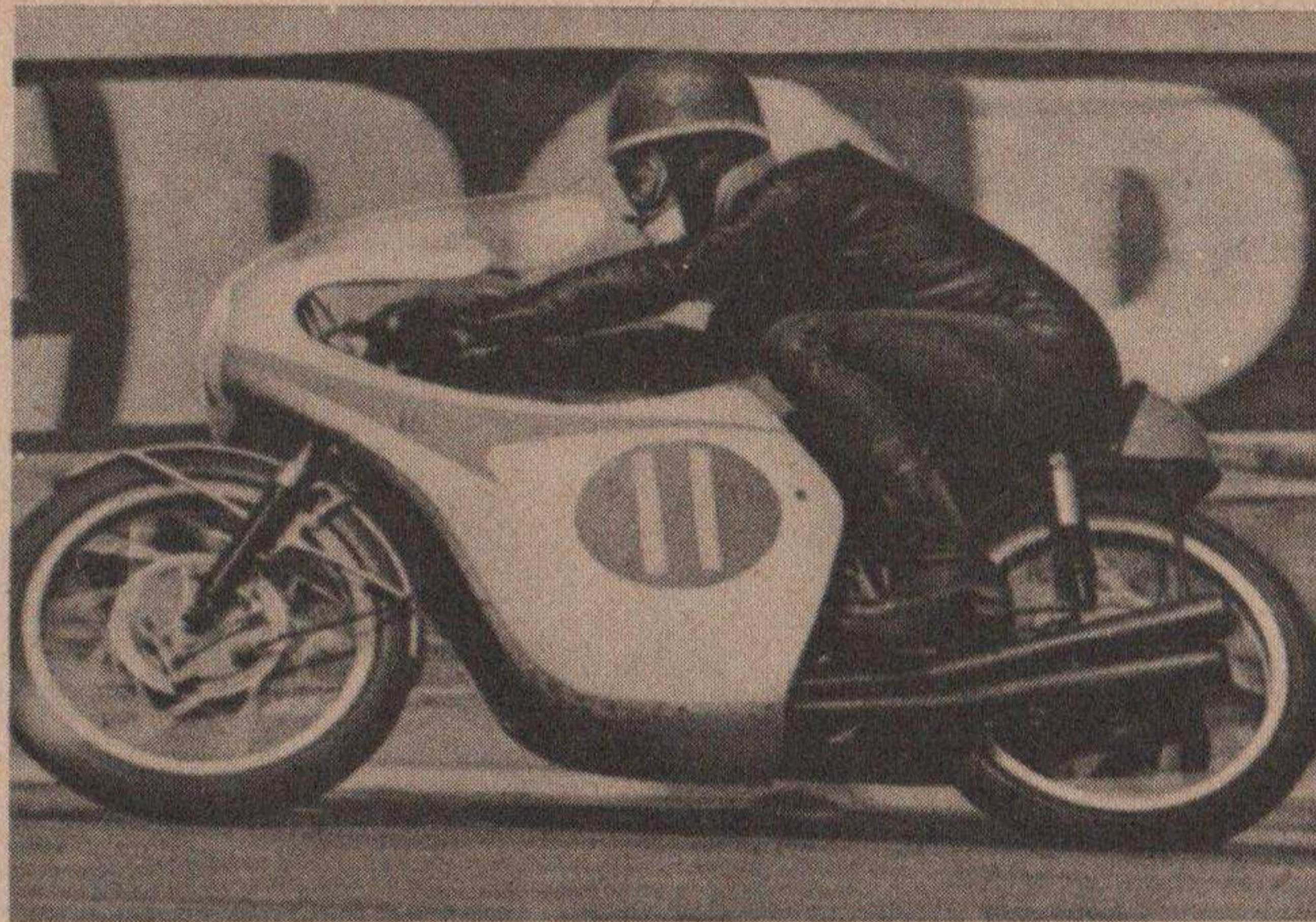
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T.T. RACES

ISLE OF MAN



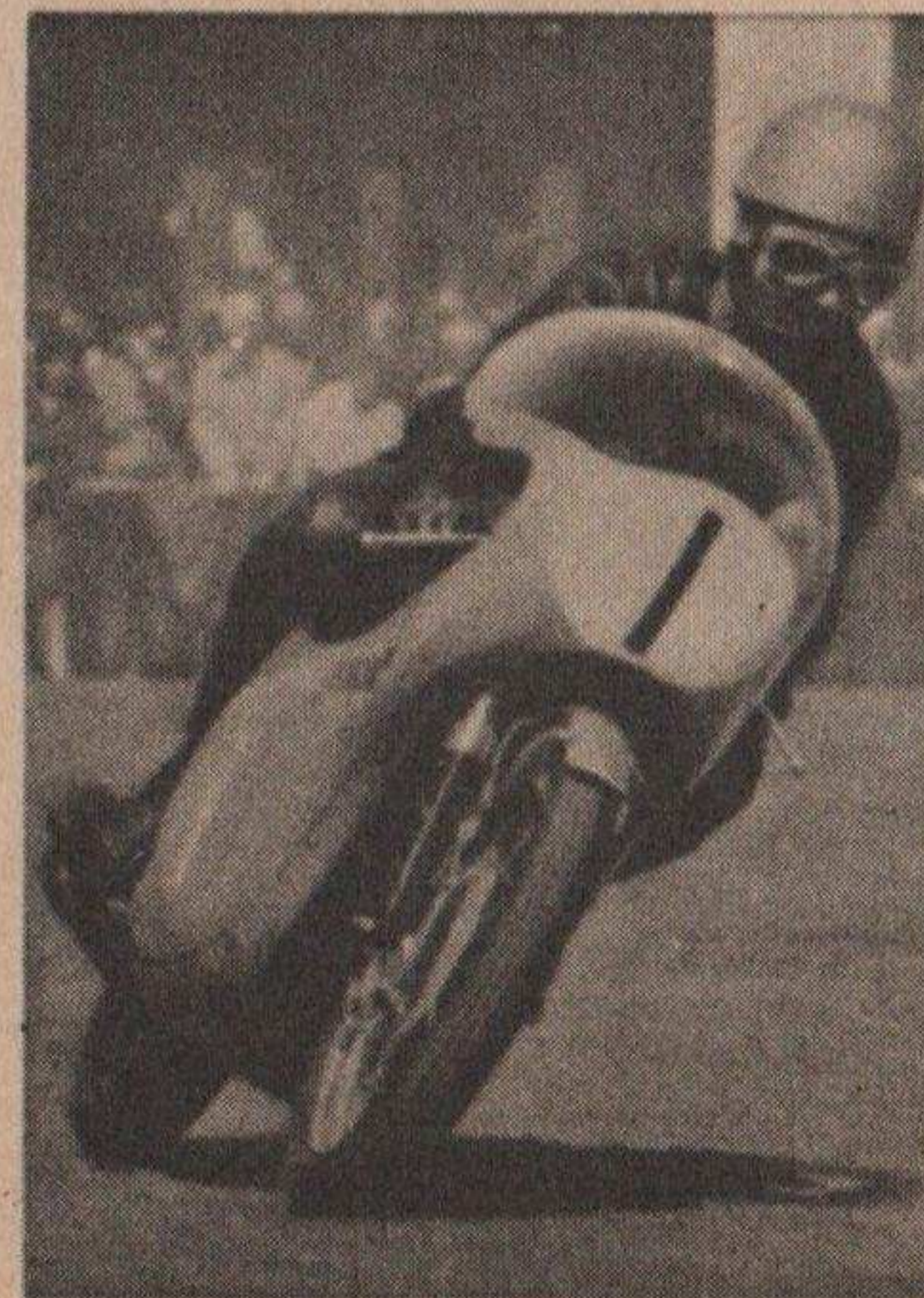
Castrol lubricated Hondas win Ultra-Lightweight, Lightweight and Junior T.T. races



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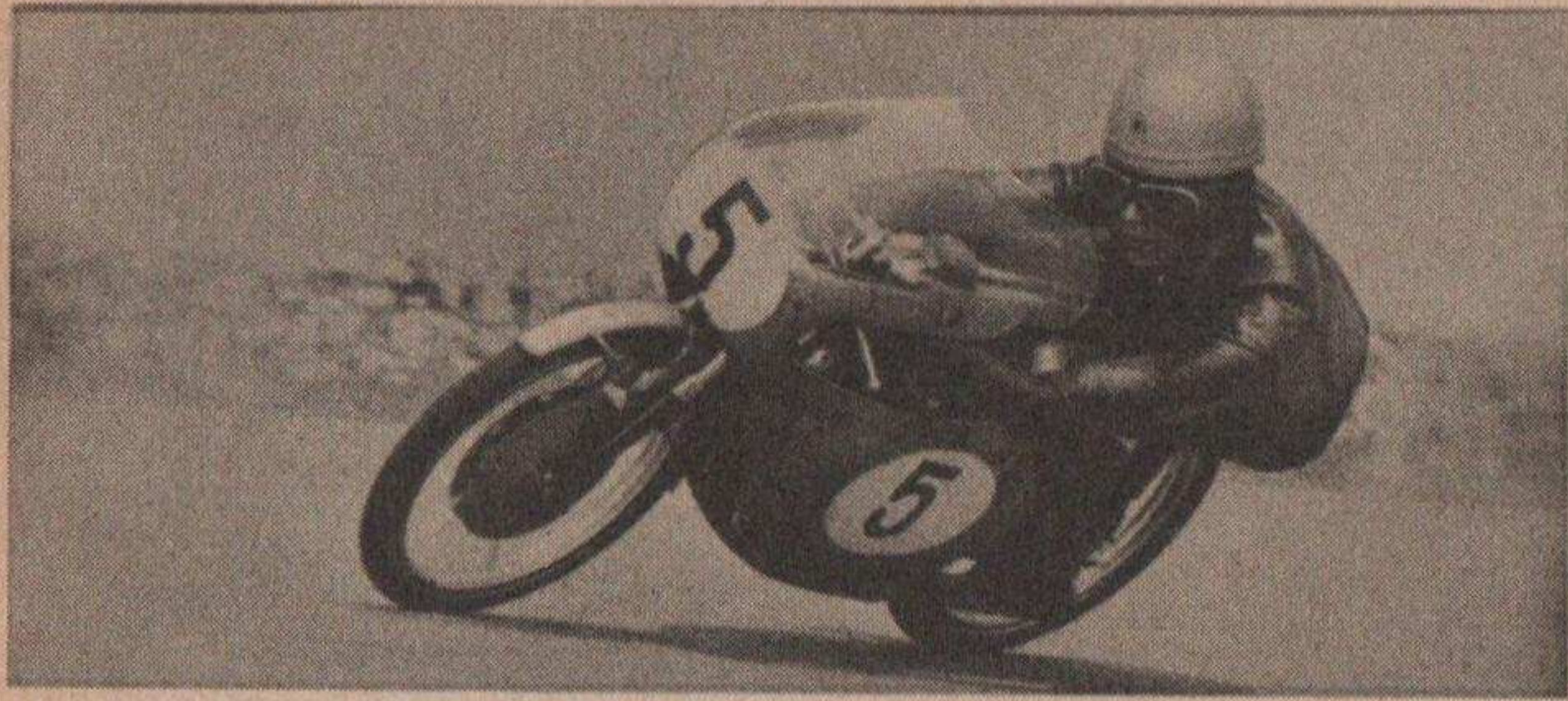
1. & 2. **Ultra-Lightweight T.T.** The first six machines home in the 125cc race were Castrol lubricated. Leading the bunch was Honda rider Luigi Taveri (1). Followed by Jim Redman. Then Ralph Bryans (Honda), seen here flying high in the 50cc race (2).

3. **Lightweight T.T.** Jim Redman passing through Parliament Square, Ramsey, in the 250cc race. He led most of the way to win at 97.45 mph.

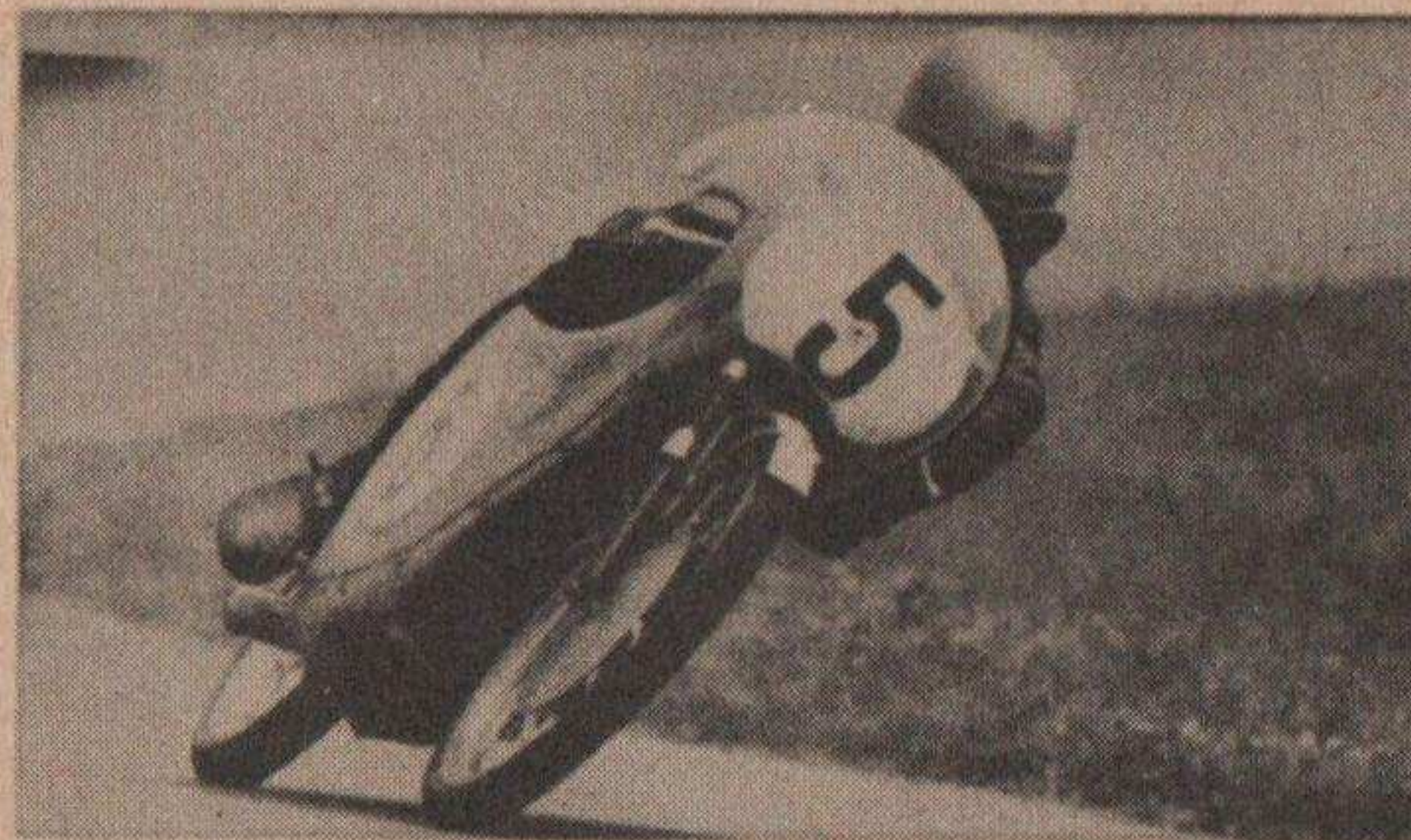
4. **Junior T.T.** Man of the week, Jim Redman, the only rider who lapped at over the 'ton' in the Junior. Jim scored a 'double' winning both the 250 and 350 races, and missed the hat-trick by only three seconds in the 125cc.

DUTCH T.T.

Castrol win 5 events
3 more successes
for Jim Redman

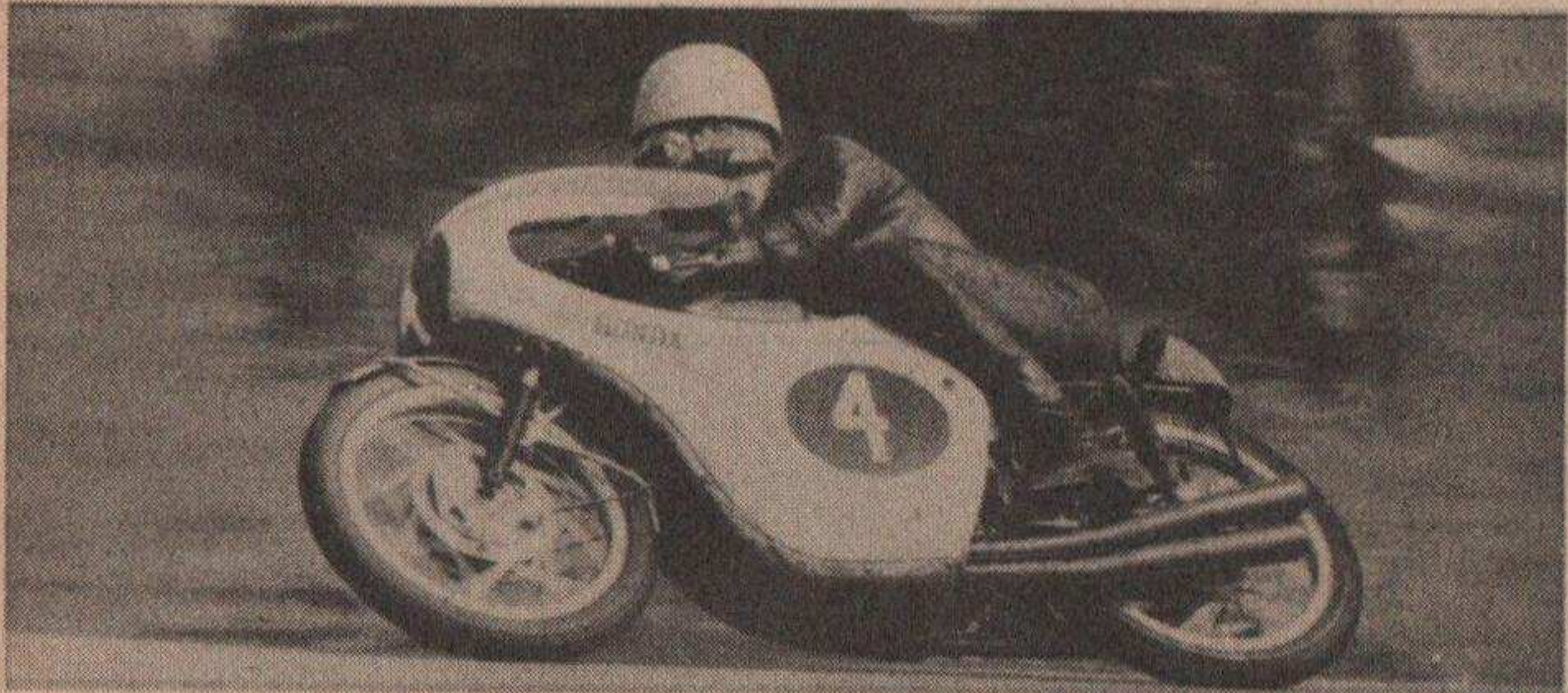


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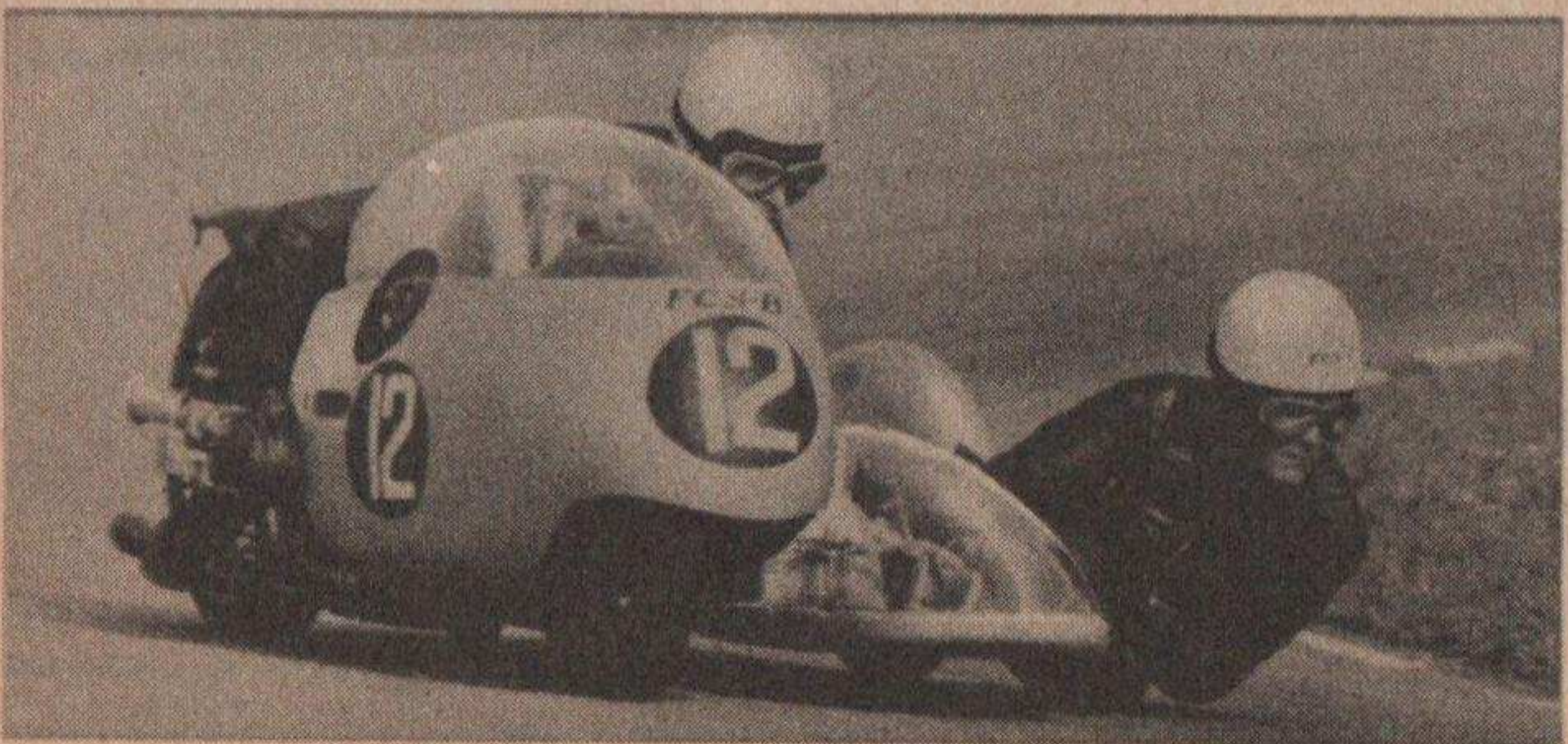


2

50cc Race Winner: Ralph Bryans—Honda. 1. How much farther can you go? Ralph Bryans' hanging-over-the-side cornering style on the Honda fifty. 2. The Bryans' cornering technique from a different angle.

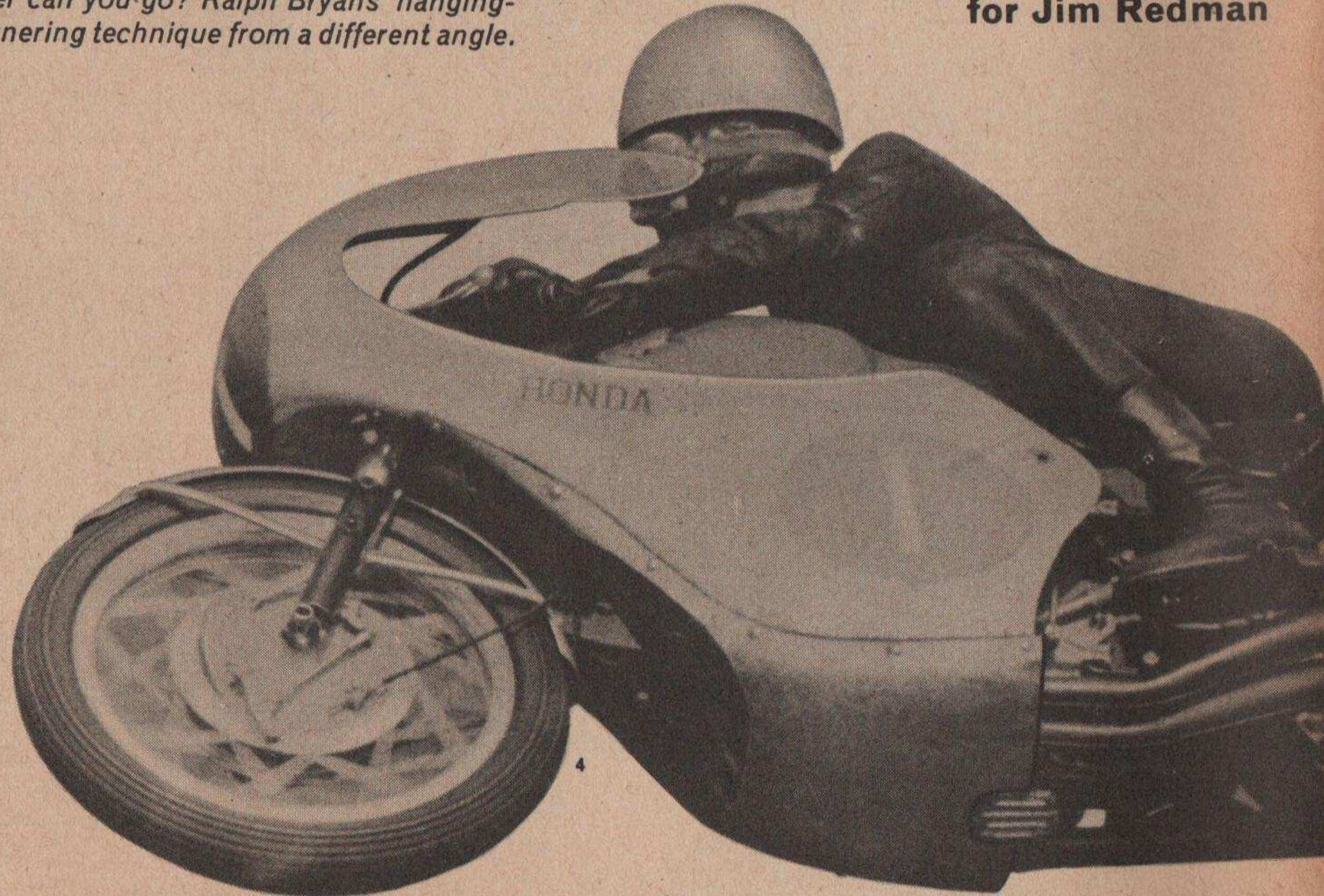


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Sidecar Race Winners: Colin Seeley/Walter Rawlings—FCS.B. 5. Colin Seeley with passenger Wally Rawlings take the Florian Camathias FCS.B way ahead of all challengers.



4

125cc, 250cc and 350cc Races Winner: Jim Redman—Honda. 3 & 4. The 'master' on full swoop on his way to winning the 250cc race (4) and the 125cc race (3).

AUSTRIAN ALPINE RALLY



Another win for Paddy Hopkirk. In this event counting towards the European Rally Championship, Paddy Hopkirk and Henry Liddon in an Austin-Healey 3000 were Outright winners, headed the G.T. Category, and came first in their class. Another Castrol lubricated car, the Alfa Romeo Giulia T.I. Super of Cavallari and Butieri, won the Touring Car Category, and their class.

1. Paddy Hopkirk/Henry Liddon, Austin-Healey 3000, who put up 'fastest time' in all seven special stages to become unchallenged Outright Winners and winners of the one and only Alpine Cup for G.T. cars.

2. Cavallari and Butieri in the 'Jolly Club', Milan, entered Alfa Romeo T.I.S, followed by Ossola in a similar Alfa on the Klipptzthoerl. This Bosato-prepared car won not only the Touring Car Category, but also the only Alpine Cup in this Category.



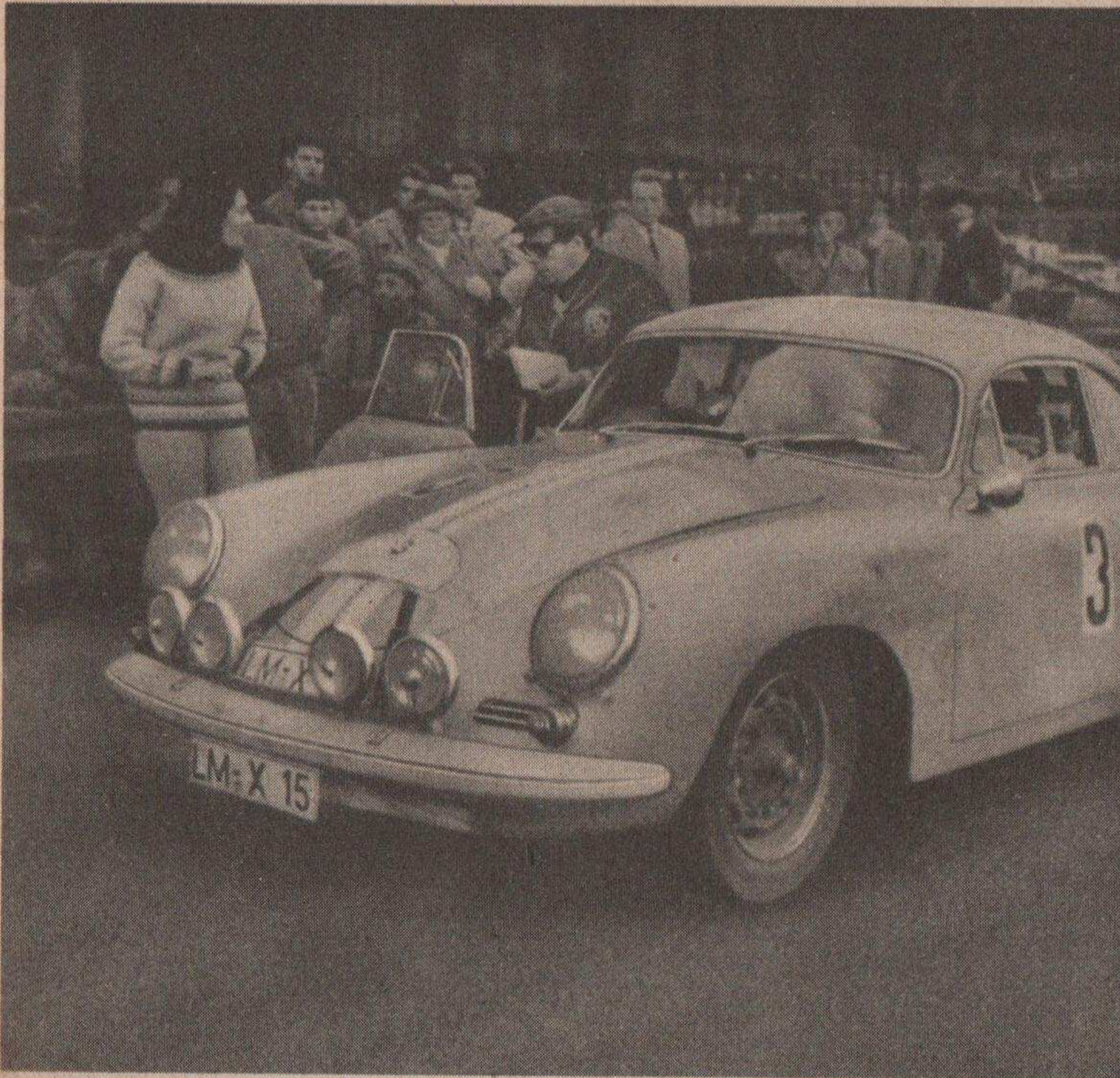
INTERNATIONAL SEMPERIT RALLY

1. Outright winners, Loisl and Antonie Wiener, Glas 1204 TS. In addition to becoming national champion of his class (his 4th championship award since 1958), Loisl Wiener was also winner of the Austrian Rally Cup in 1964. This is awarded for the best performance in the four International Rallies—the Austrian Alpine, the Semperit, the Munich-Vienna-Budapest, and the Castrol-Danube.

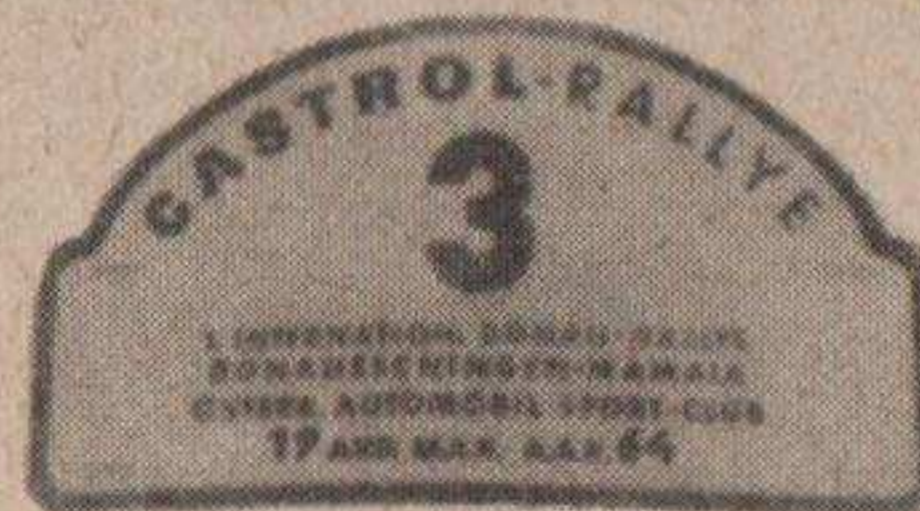
2. W. Gass/J. Saeckl, Porsche Carrera, first G.T. car in the general classification, and winner of the over 2,000 G.T. class. This combination of car and drivers also won its class and was placed fourth in the general classification in the Austrian Alpine Rally.

INTERNATIONAL 3-TOWN RALLY

(MUNICH-VIENNA-BUDAPEST)



1st INTERNATIONAL CASTROL/DANUBE RALLY



The Castrol/Danube Rally, run for the first time in 1964, proved exceedingly popular with the competitors. It is the longest event in the Austrian Rally Cup series, routed for more than 2,000 miles from Germany, through Austria, Hungary and Rumania to the Black Sea. In 1965, the event is scheduled to run through as many as seven countries, with a slightly longer route.

1. Winners of the G.T. Category (Group 3), F. Herborn and R. Aaltonen, Porsche Carrera.



Winners of the
Touring Car
Category, and
first in the
2,000cc class,
Alois Mueller
and Gerhard
Kiesenebner—
B.M.W. 1800 TI.

VLTAVA RALLY

Castrol cars come 1st and 2nd

The Vltava Rally was first organised in 1960. It is now the major rally in Czechoslovakia. To gain experience for an international event in 1964, the course was extended in 1963 to a total distance of 1,000 miles, with 12 special stages. Louis Chiron, the well known racing driver, now director of the Monaco Grand Prix and Monte Carlo Rally, went to Prague to watch the event and recommend its eventual inclusion in the European Championship. Following his advice, the rally was extended in 1964 to 1,600 miles and brought up to international status, with 16 special stages. It was a tough rally. Only 14 of the 81 starters finished.

1. *Outright winners Sobieslaw and Eva Zasada in their Steyr Puch 650 TR. The Zasadas also won the 1964 Polish Rally, counting towards the European Rally Championship.*

2. *Zdenek Treybal with co-driver Ladislav Sekac in their Saab 96 during the first speed test in the 1964 rally. Winners in 1963, this team finished 2nd overall. Zdenek Treybal is Czechoslovakia's leading rally driver.*



JEFF SMITH, B.S.A., WINS 500cc WORLD MOTO-CROSS CHAMPIONSHIP

During his winning rides in 1964, Jeff Smith was photographed many times. Here is a small selection of photographs showing the winning style of the champion . . .



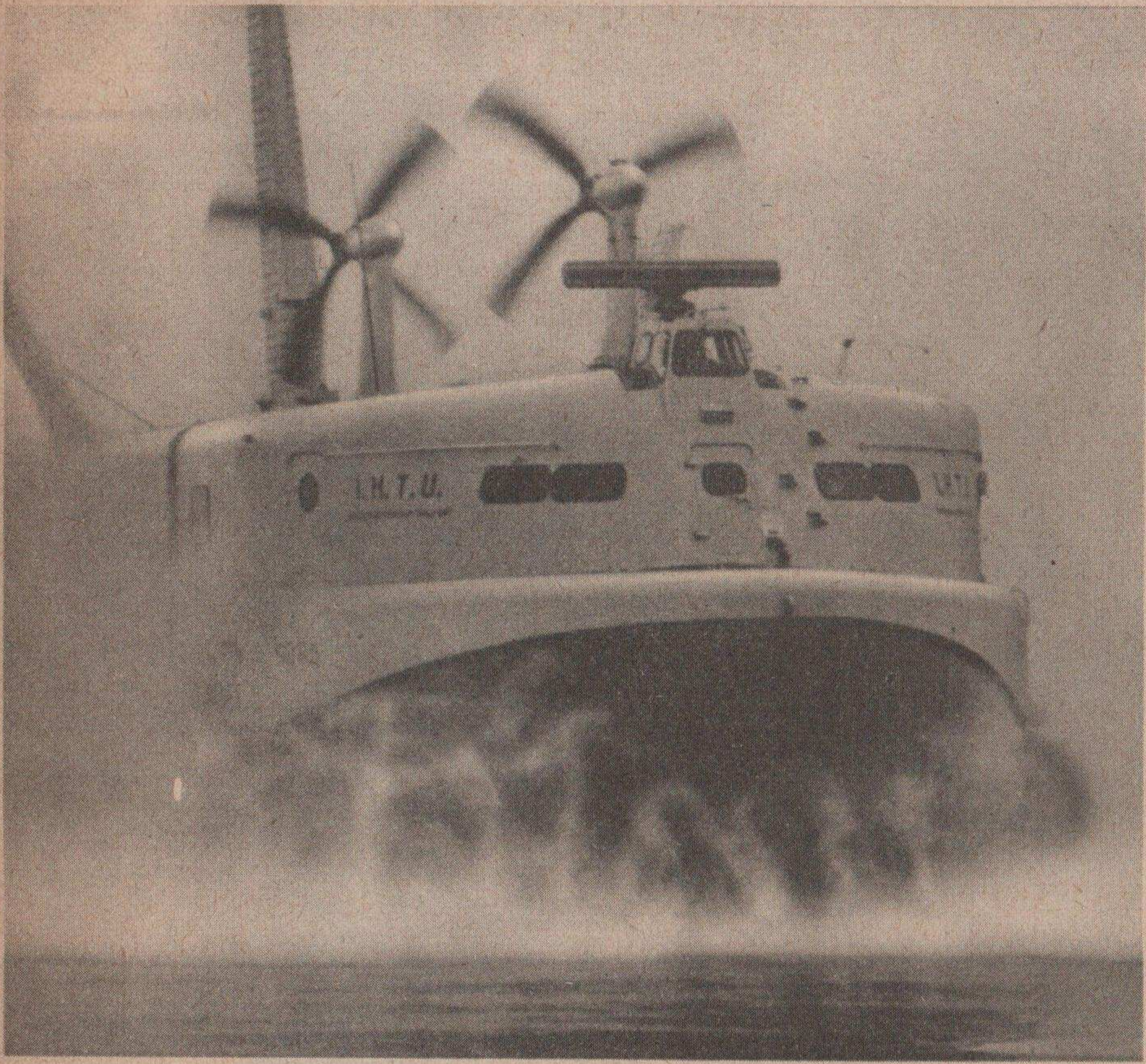
ON TWO WHEELS



ON ONE WHEEL



ON NO WHEELS



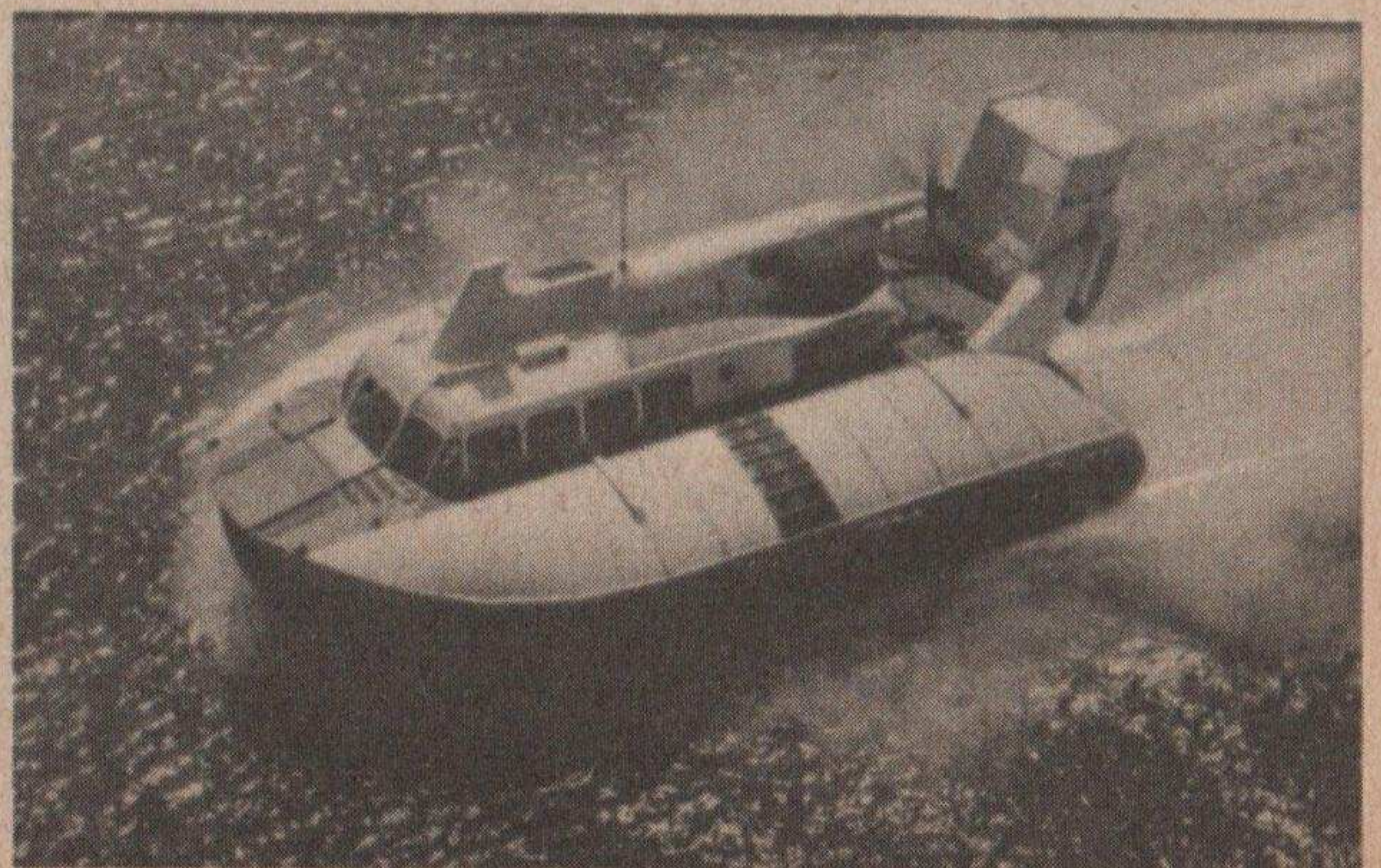
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SUCCESSFUL YEAR FOR WESTLAND

Much progress was made in 1964 by Westland Aircraft Limited in the development of their Castrol lubricated hovercraft. The 70-passenger SRN2 began by making a momentous journey of 200 miles over open sea—the longest non-stop trip ever made by a hovercraft. This was followed by a period of long and continuous passenger-ferrying service under contract between Southsea and Ryde, Isle of Wight. The largest hovercraft of them all, the 37-ton SRN3, built for military purposes, was handed over to the Interservices Hovercraft Trials Unit for evaluation. And a production line was laid down for the manufacture of ten of the smaller, twenty passenger-carrying SRN5's—the first hovercraft to be produced in quantity. Many of these SRN5's developed on Castrol, are now in service around the world and, in view of their success, further SRN5's are rolling off the production line.

1. *The Westland SRN3 demonstrating its prowess. Lt. Cdr. Ashmead driving the craft at 60 knots.*

2. *A Westland SRN5 speeding across the Solent during its trials.*



2

HOVERCRAFT

BRITAIN LEADS
THE WORLD



3. The Westland SRN2 on passenger-ferrying duties between Southsea and Ryde.



4. Off the land and on to the water, SRN5, with passengers on board.



5. Two production SRN5's at speed in the Solent.



The Coupe des Alpes is a classic among rallies, one of the hardest in the calendar. There is no outright winner, the main honours being divided between Touring and G.T. cars. The Touring Car Category in 1964 was won by a Castrol lubricated Ford Cortina driven by Vic Elford and David Stone, who also collected a Coupe des Alpes for completing the 2,100 mile rally route without penalty. In the Grand Touring Category, Castrol cars, namely the Austin-Healey 3000 of Donald and Erle Morley and the Mini-Cooper 'S' of Rauno Aaltonen and Tony Ambrose, came second and fourth respectively, at the same time collecting Coupe des Alpes. Castrol successes were completed by Pauline Mayman and Val Domleo winning the Coupe des Dames in their Mini-Cooper, and the team of B.M.C. Mini-Coopers winning the Team Prize. Only 25 of the 76 starters finished.

Completing the trio of Castrol cars receiving Coupe des Alpes, the class winning Mini-Cooper 'S' of Rauno Aaltonen and Tony Ambrose.



Winners of the Coupe des Dames — Pauline Maymen and Val Domleo (Mini-Cooper).

25TH ALPINE RALLY

Castrol wins Touring Car Category,
Coupe des Dames, Manufacturers' Team Prize,
4 Classes and 3 Alpine Cups.



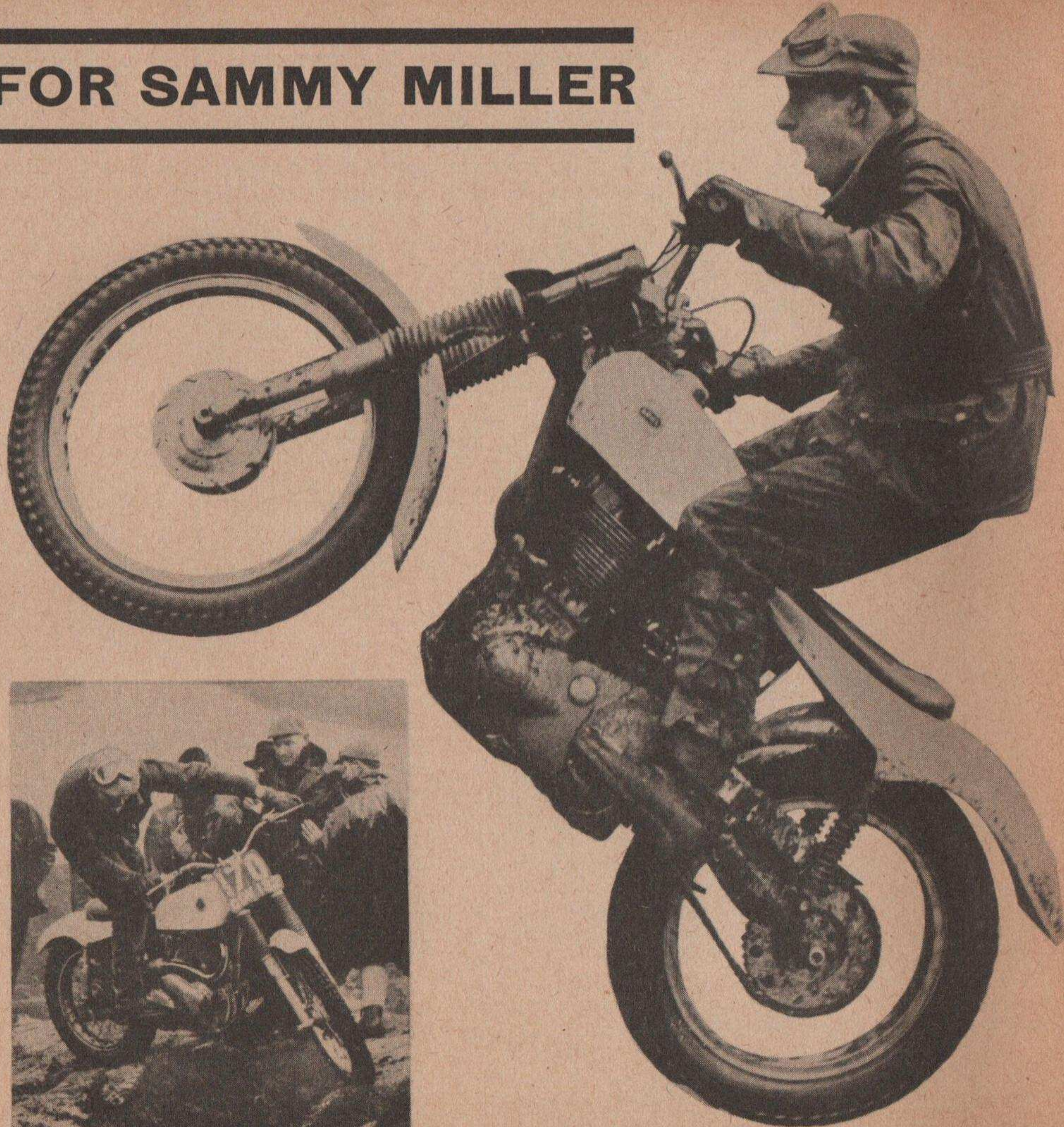
The triumphant Ford Cortina of Vic Elford / David Stone.



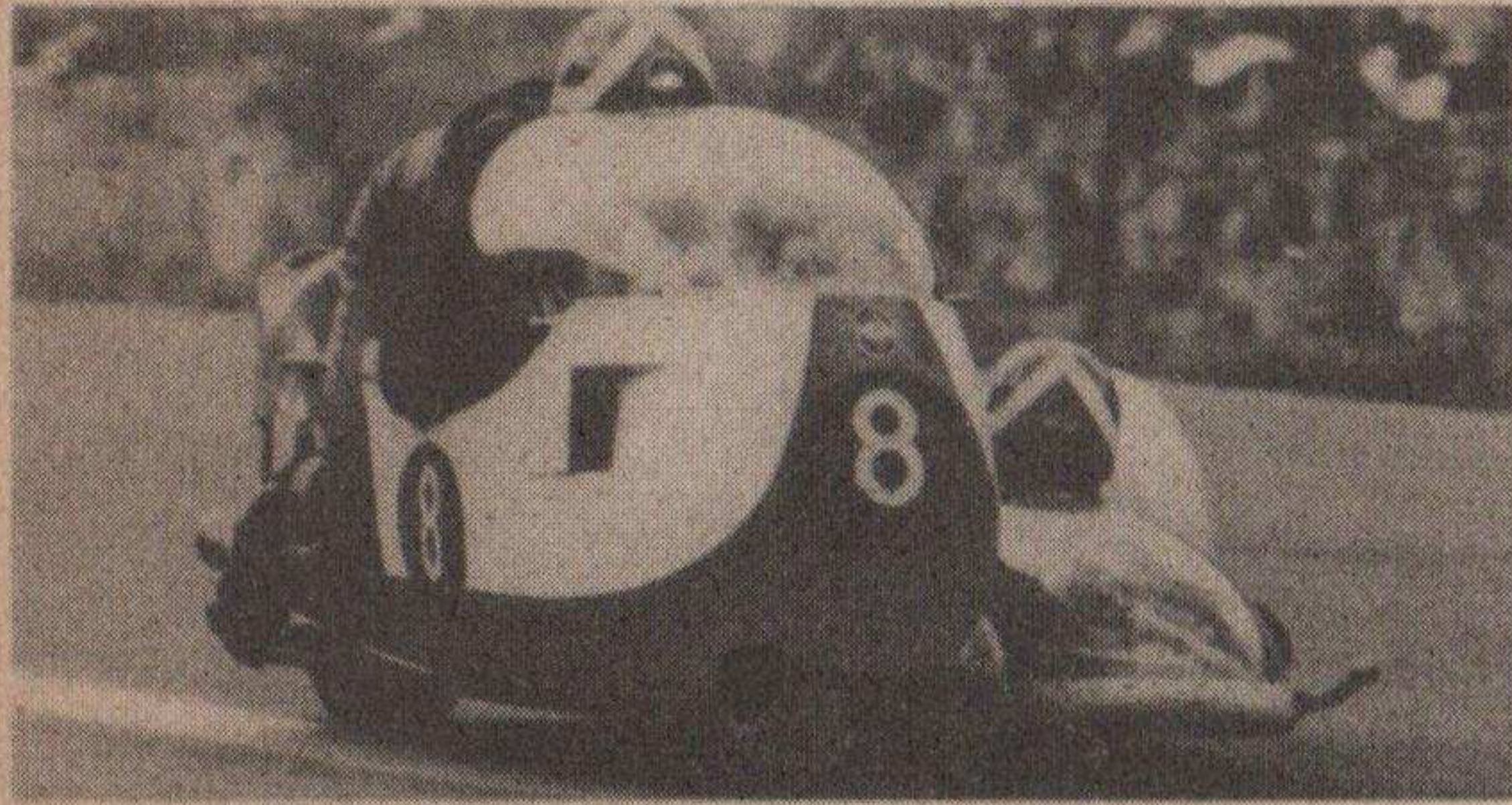
The Austin-Healey 3000 of the Morley Brothers, second in the G.T. Category, class and Coupe des Alpes winners

SUCCESSFUL YEAR FOR SAMMY MILLER

With star rider Sammy Miller, and the B.S.A. Works riders using Castrol in 1964, much success was achieved in British Trials. In these photographs we show the style, technique and concentration of Sammy Miller, outright winner, amongst many other events, of the Scottish Six Days Trial.



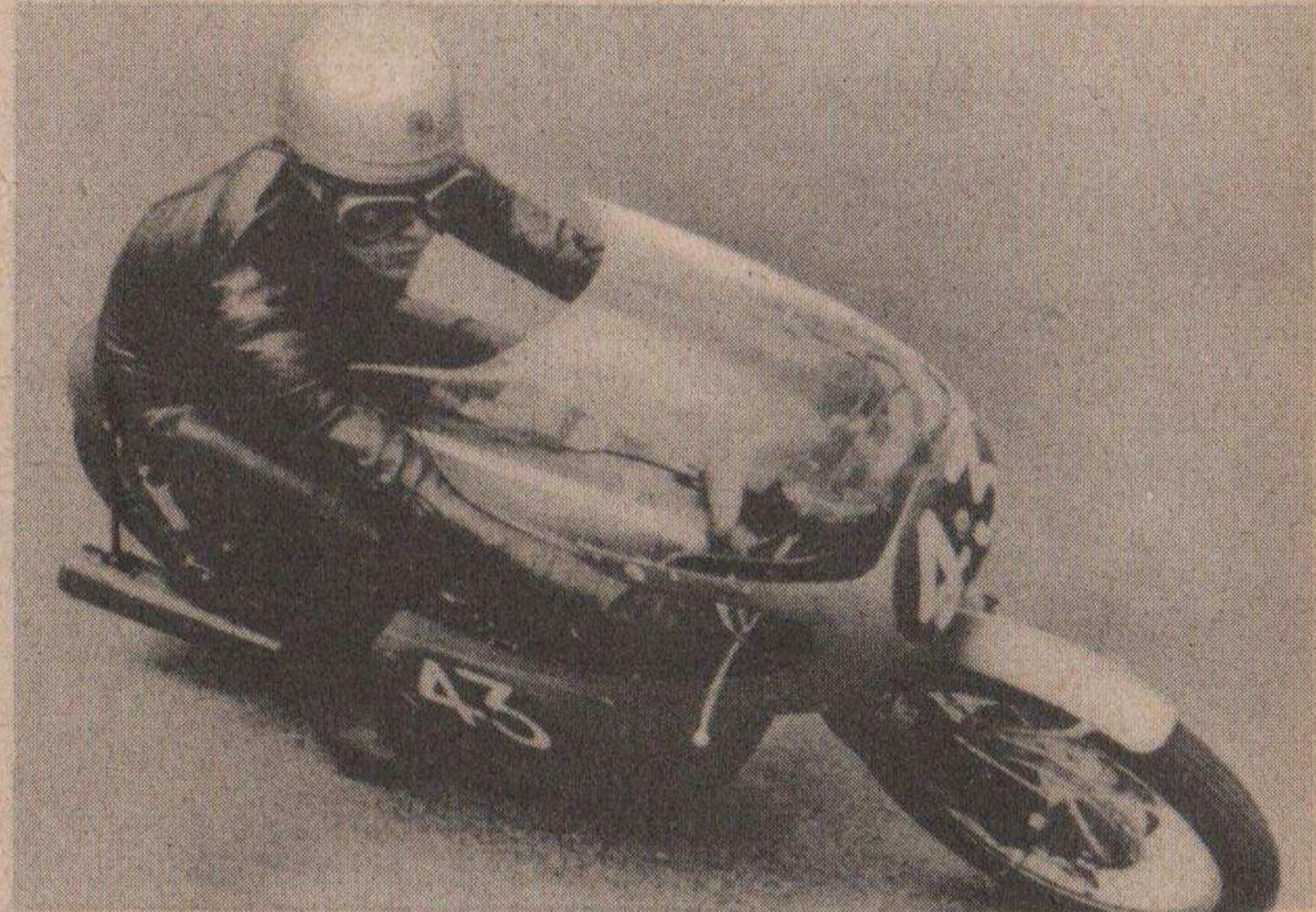
THE MOTOR CYCLE CHAMPIONSHIP CONTINUED



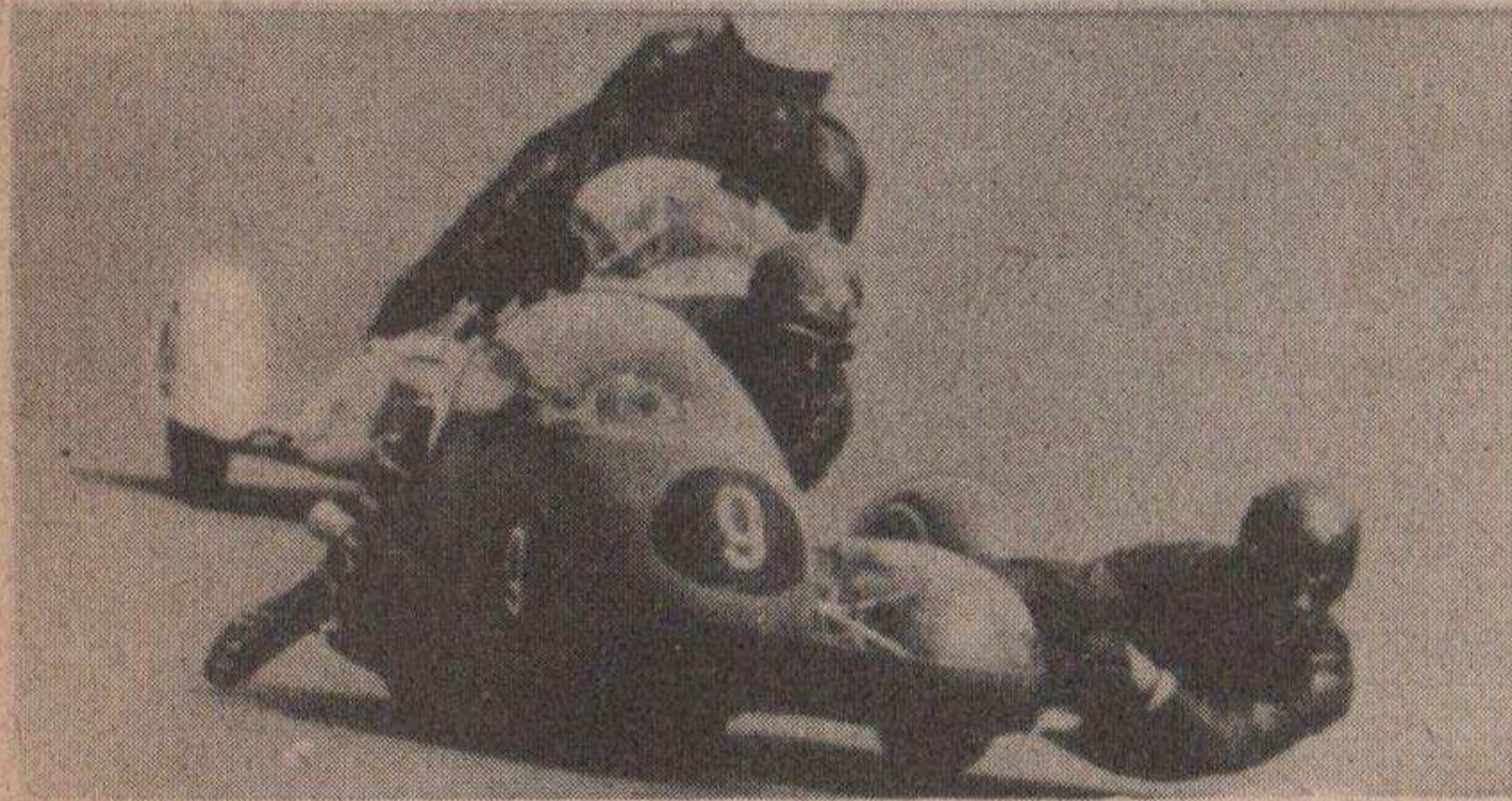
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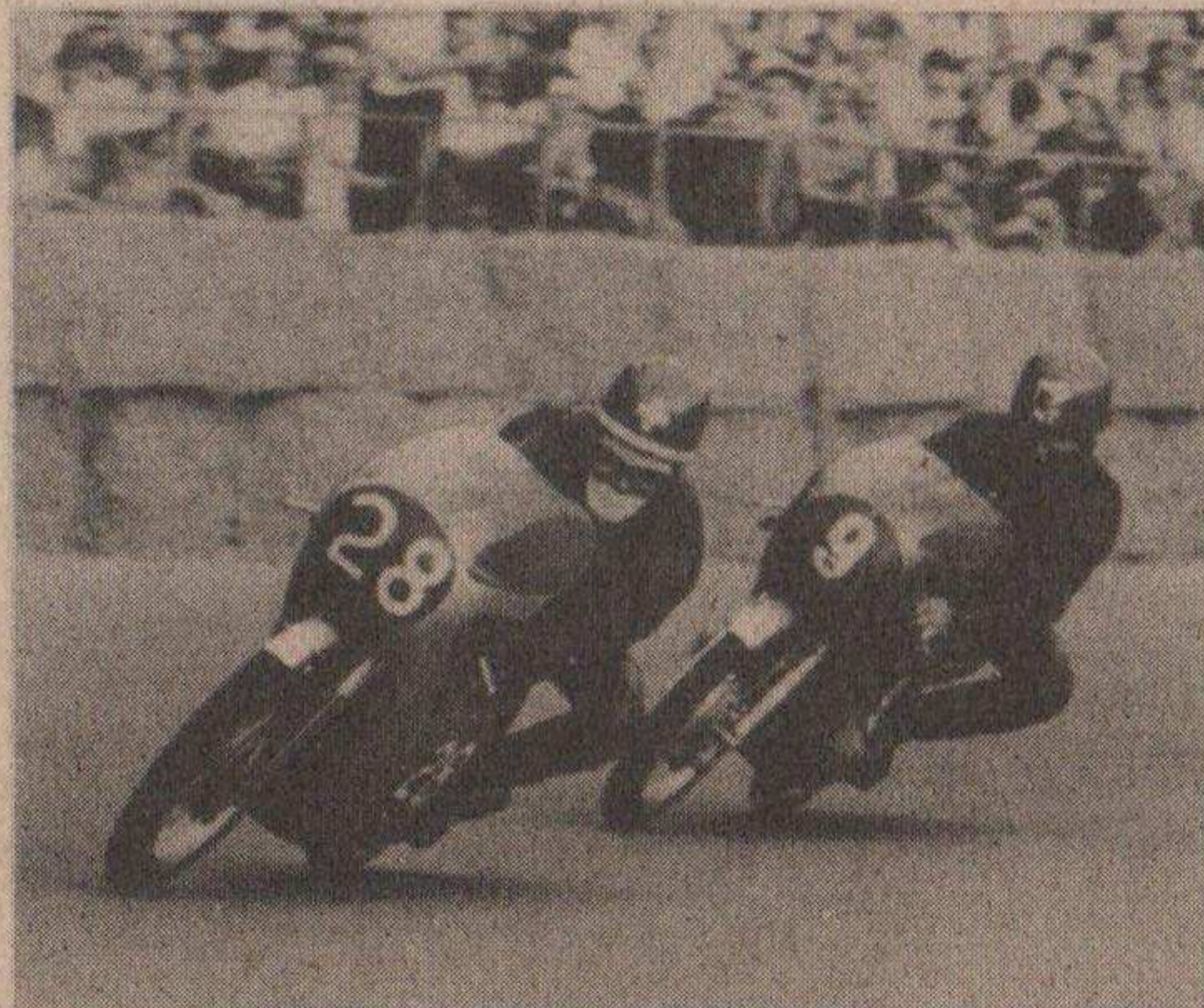
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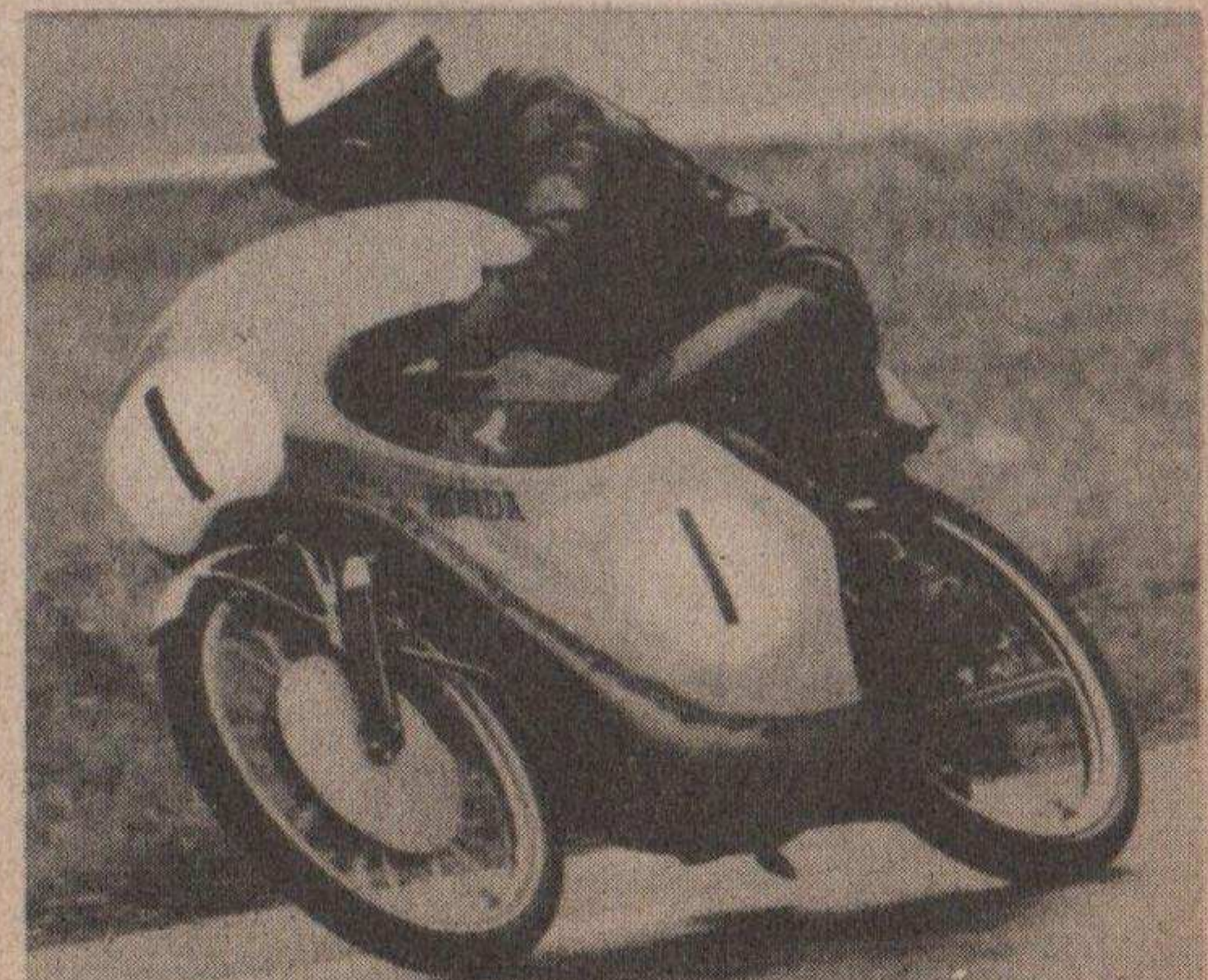
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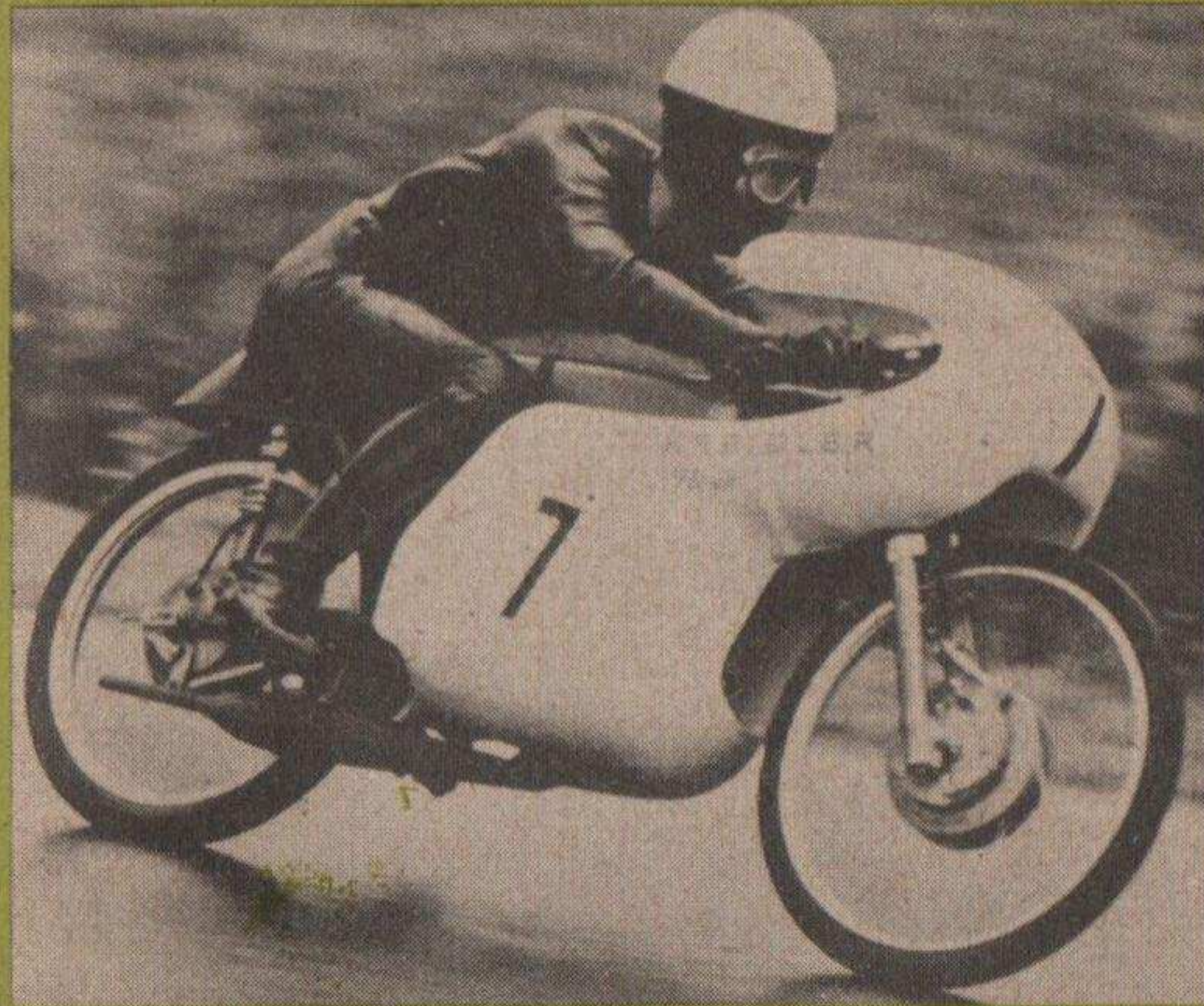
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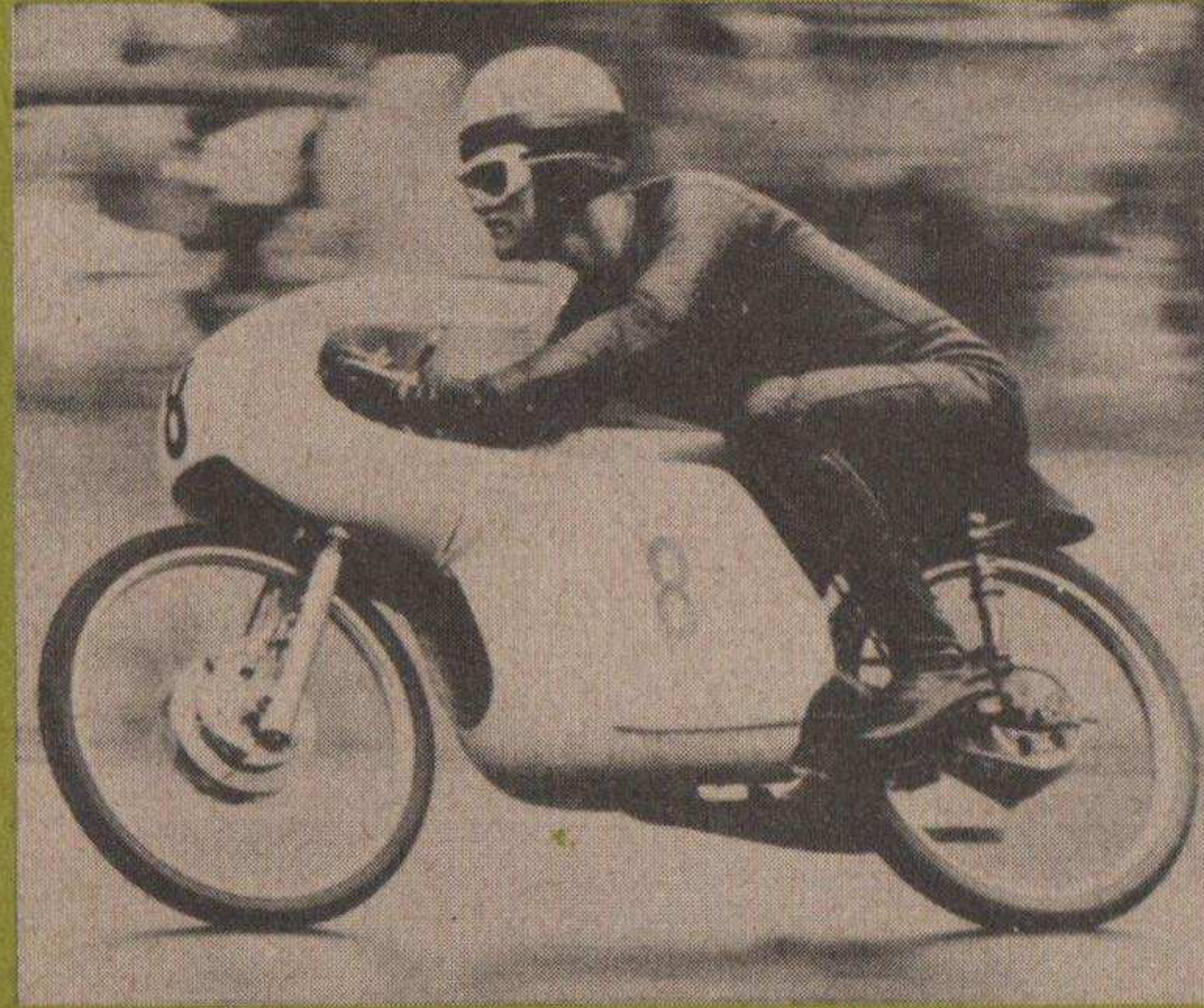
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1. Florian Camathias setting up fastest lap on his Gilera during the Belgian Grand Prix at Francorchamps. 2. Jim Redman winner of the 125cc and 350cc races at Solitude, photographed, in typical fashion, on his 125cc machine. 3. A nice shot taken during the Belgian G.P. of 250cc Honda mounted Ralph Bryans. 4. Fritz Scheidegger and John Robinson, B.M.W., leading Deubel and Horner on their way to victory in the W. German G.P. Sidecar race. 5. Almost identical cornering styles. Luigi Taveri leads Hugh Anderson during the W. German G.P. 125cc race at Solitude. Redman came first; Taveri second. 6. Looking fairly relaxed at Solitude, Ralph Bryans, winner of the 50cc event.

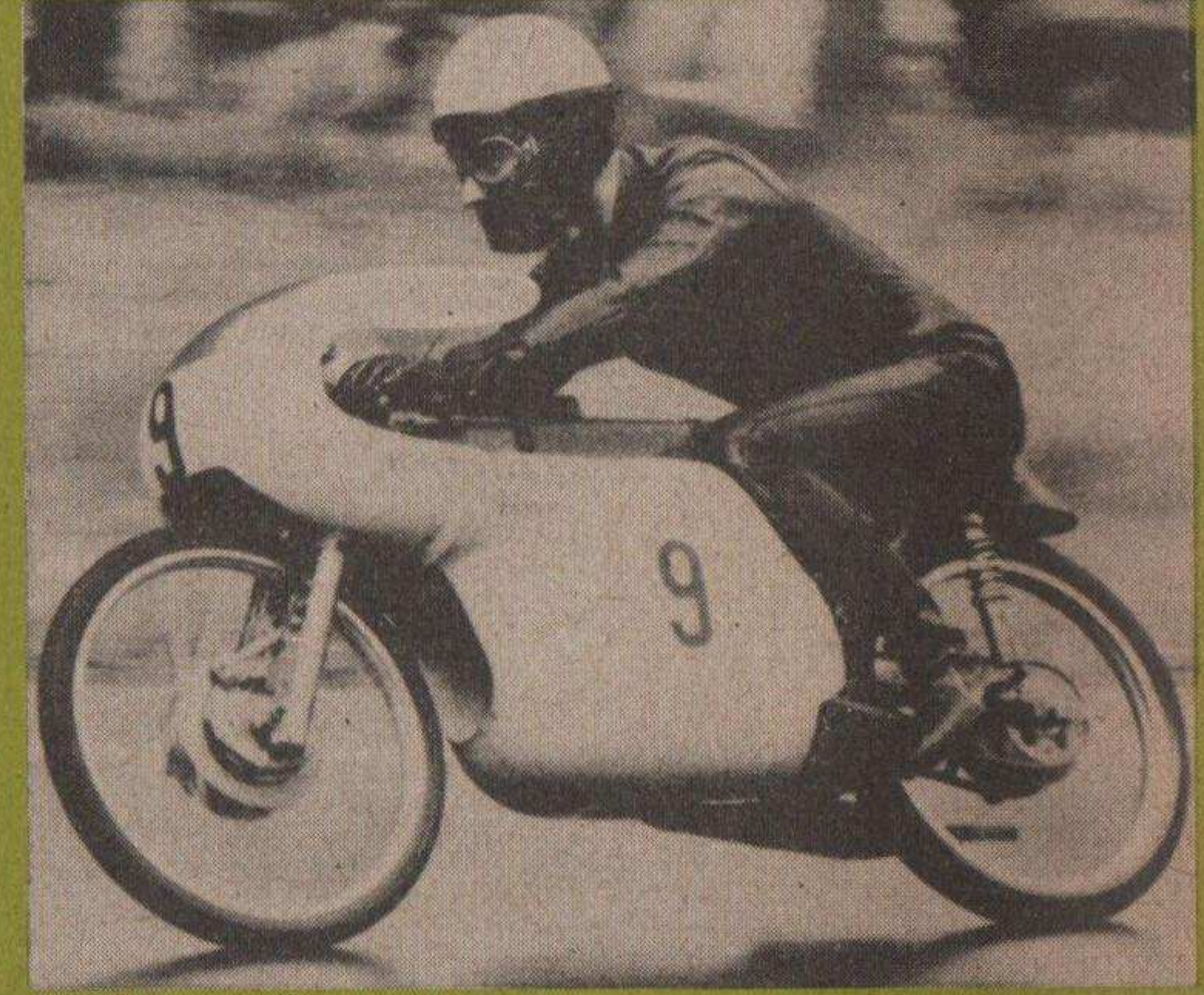
Kreidler Works' Riders on their 50cc machines **SEEN AT SOLITUDE**



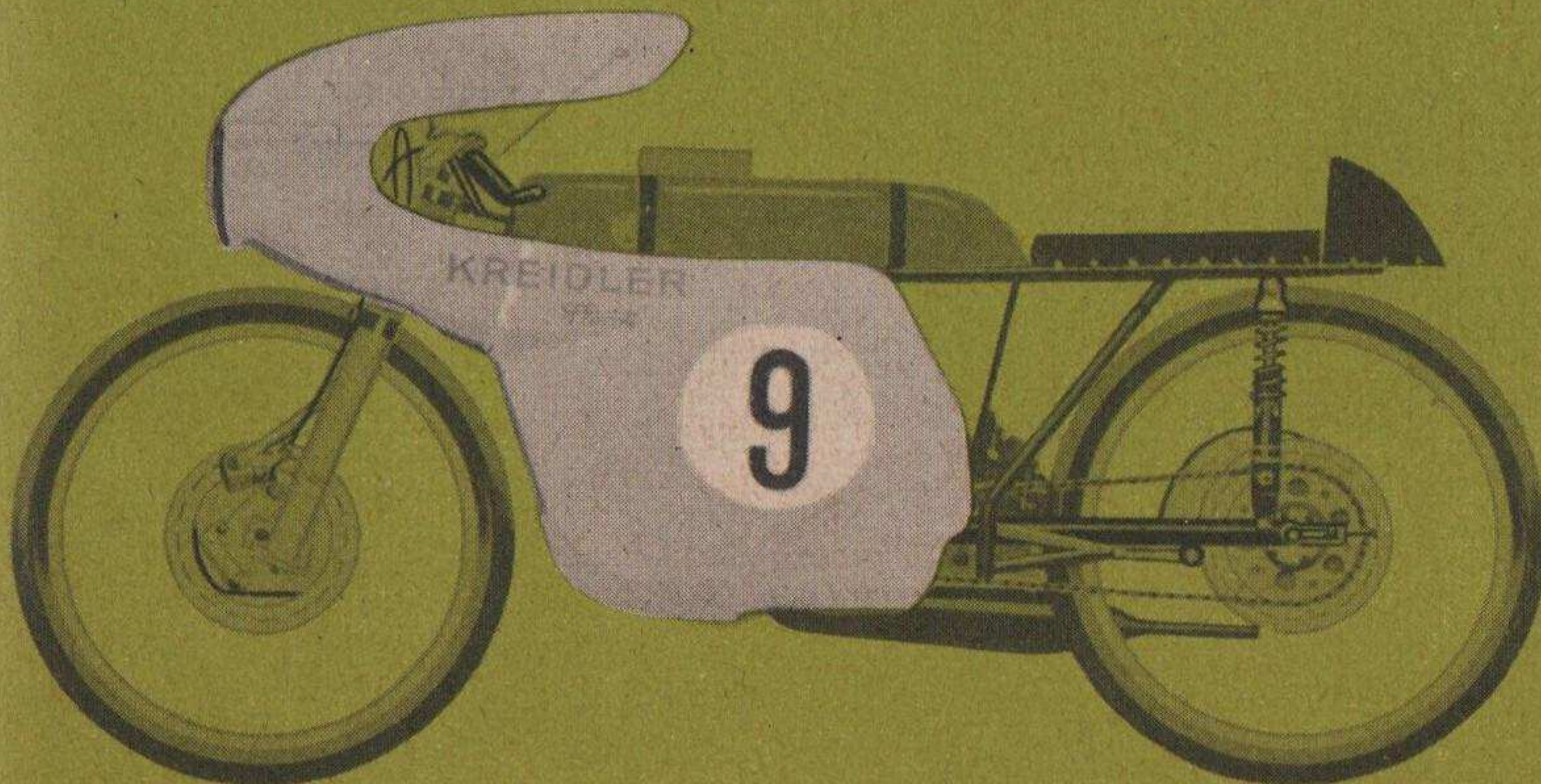
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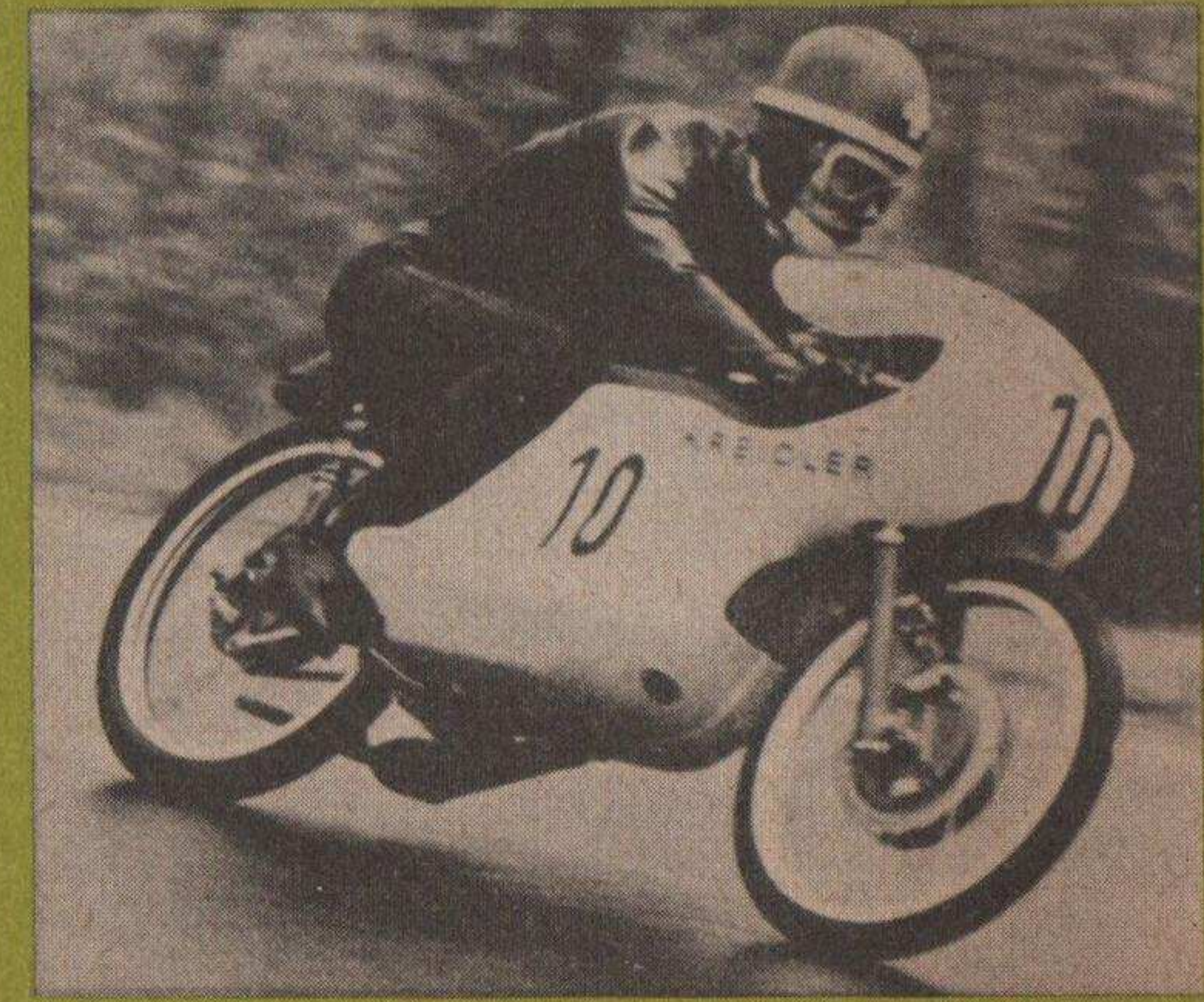
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7. Hans-George Ansheidt.
8. Walter Scheimann.
9. Rudolf Kunz.
10. Luigi Taveri.

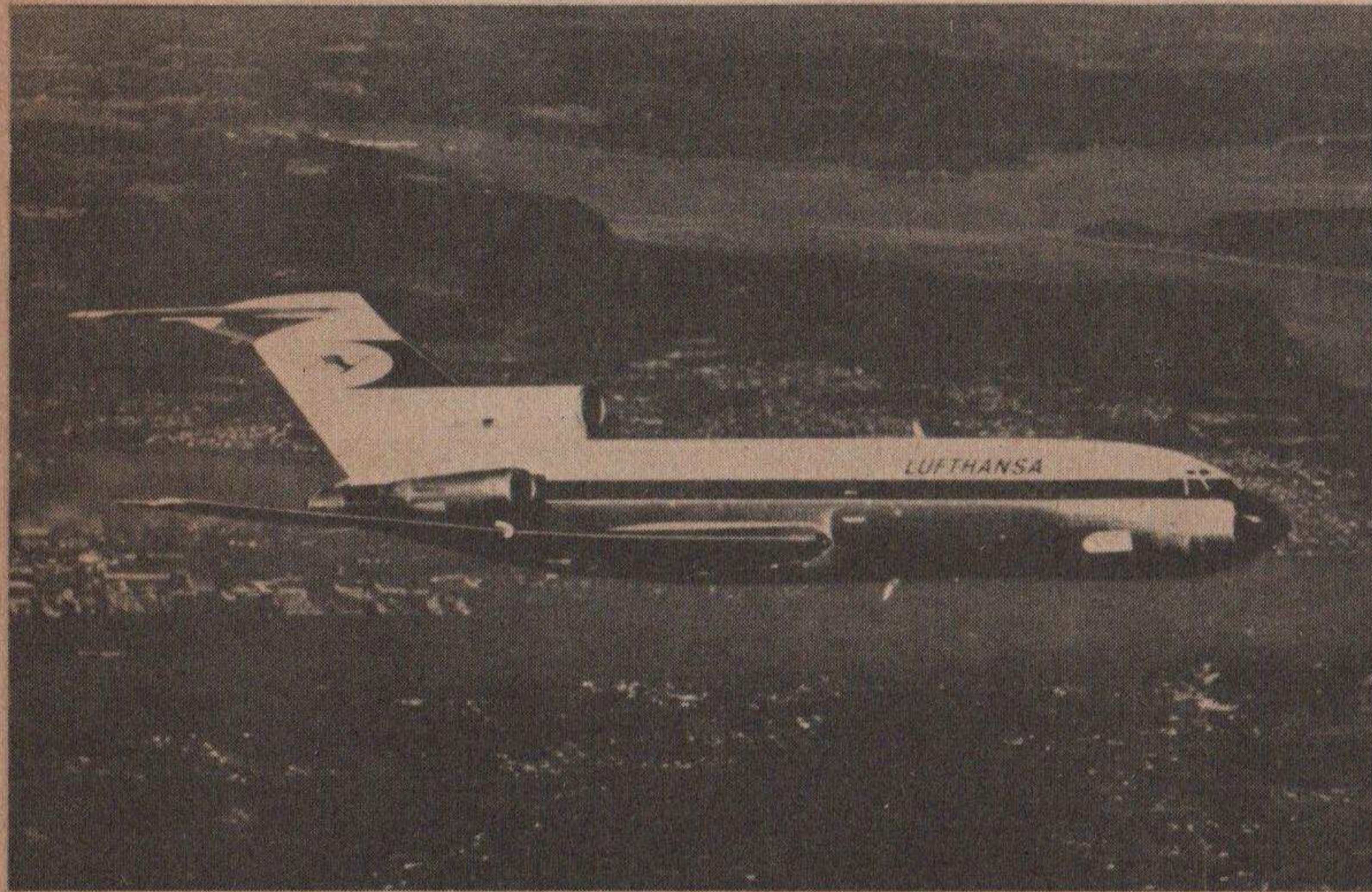


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SUCCESS IN THE AIR

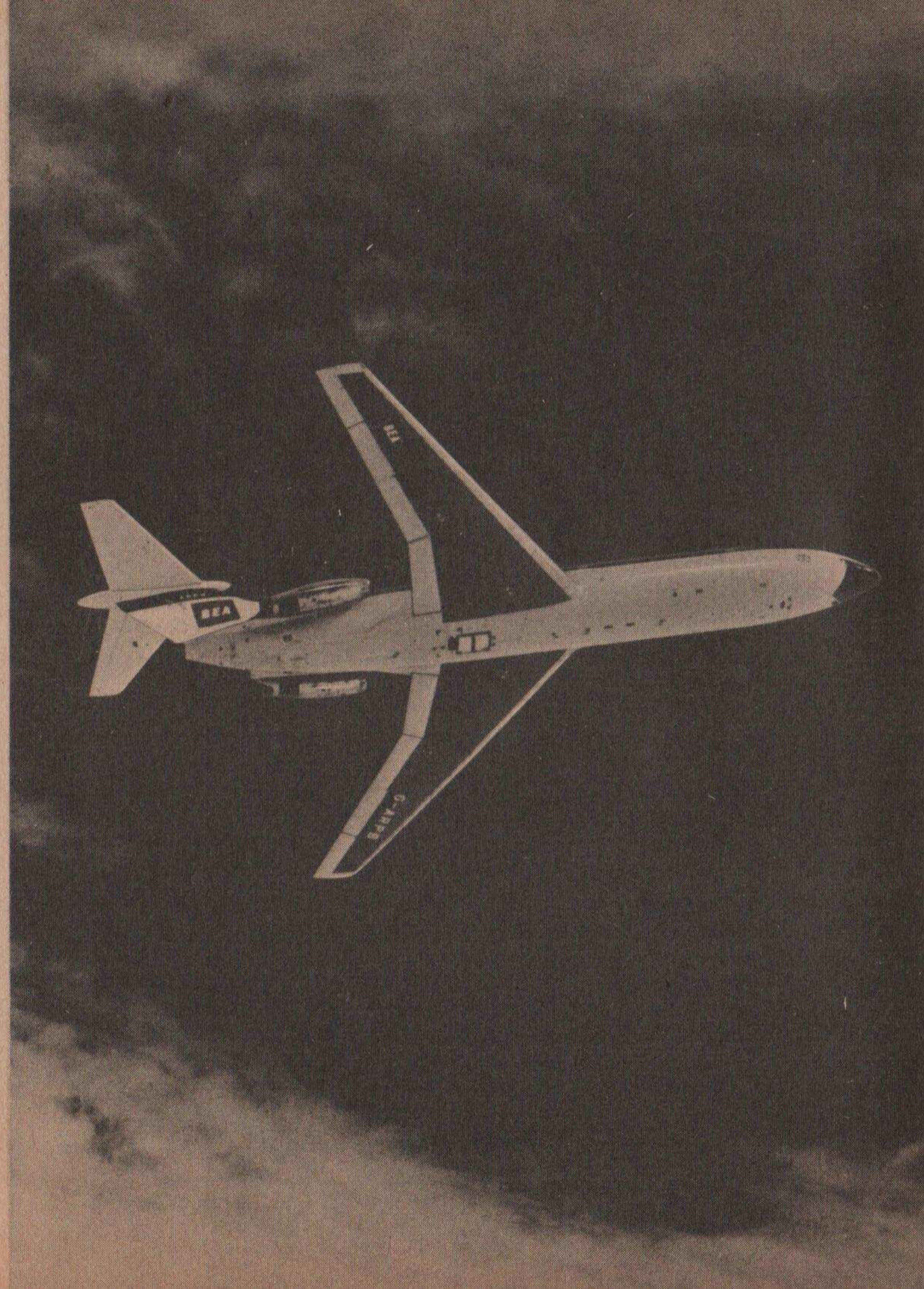
Trident breaks Stockholm-London flight record

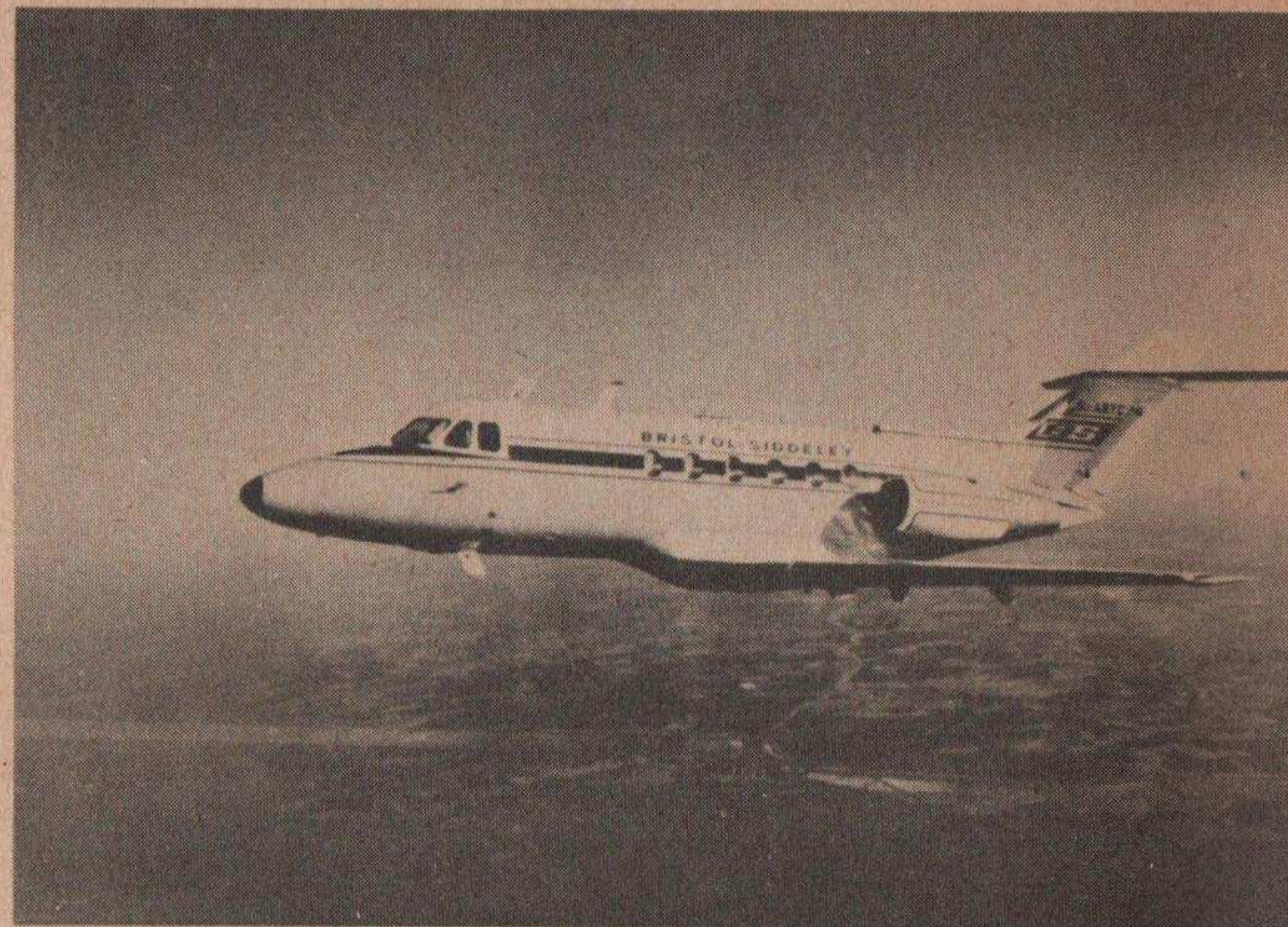
In March, before commencing scheduled services with B.E.A., a Hawker-Siddeley Trident jet airliner, powered by three rear-mounted Rolls Royce Spey engines, broke the Stockholm-London flight record held by a B.E.A. Comet, with a time of 1 hour 40 minutes (average speed — 600 m.p.h.). The record was achieved on Castrol, the oil chosen by Hawker-Siddeley for all development flying. All Tridents in service now with B.E.A., as with all B.E.A. jet aircraft, are lubricated with Castrol.



Lufthansa choose Castrol for Boeing 727 fleet

Lufthansa were the first airline outside the United States to take delivery of the Boeing 727, counterpart of the Trident. Following the successful operation of their Pratt & Whitney engined Boeing 707 and 720 aircraft on inter-continental routes using Castrol, Lufthansa again chose Castrol for their fleet of U.S. built Boeing 727's.





Castrol granted sole approval for Viper 520 jet engine

For the Bristol Siddeley Viper 520 jet engine, Castrol has been granted sole approval by both Bristol Siddeley and the Air Registration Board. This engine is being used to power two of the new generation of jet executive aircraft—the Hawker Siddeley 125, illustrated, and the Piaggio-Douglas PD 808 Vespa Jet.

Latest B.U.A. jets fly on Castrol

There is a new shape in the skies of Africa and South America. The long-range VC.10 jet airliner of B.U.A. Operating in arduous conditions ranging from sub-zero to tropical the four rear-mounted Rolls Royce

Conway engines of these B.A.C. VC.10's rely solely on Castrol. So, too, do the new short-haul B.A.C. One-Elevens powered by two rear-mounted Rolls Royce Spey engines that are now entering service. In fact, the whole B.U.A. jet fleet flies on Castrol.



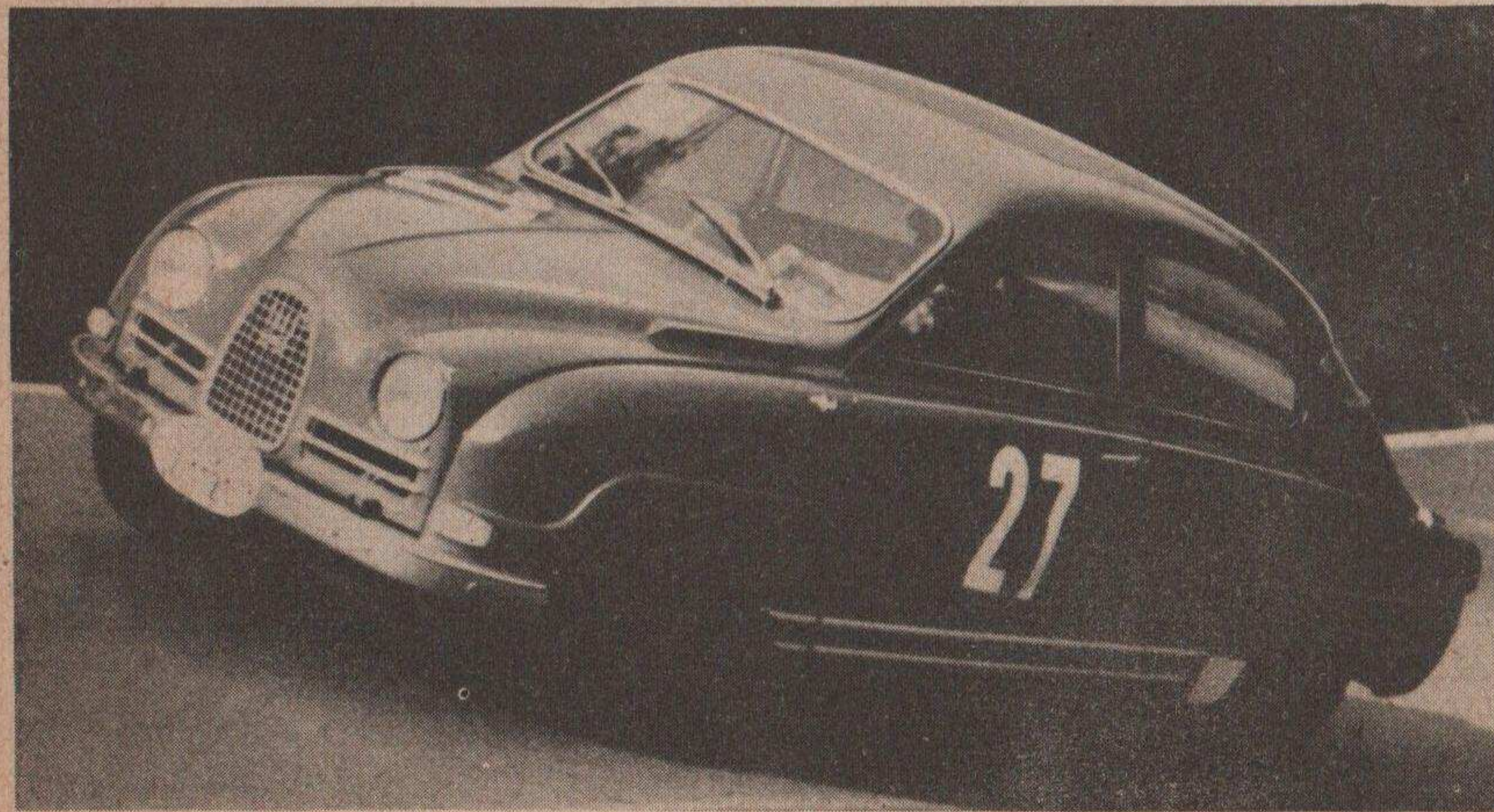
MORE RACING



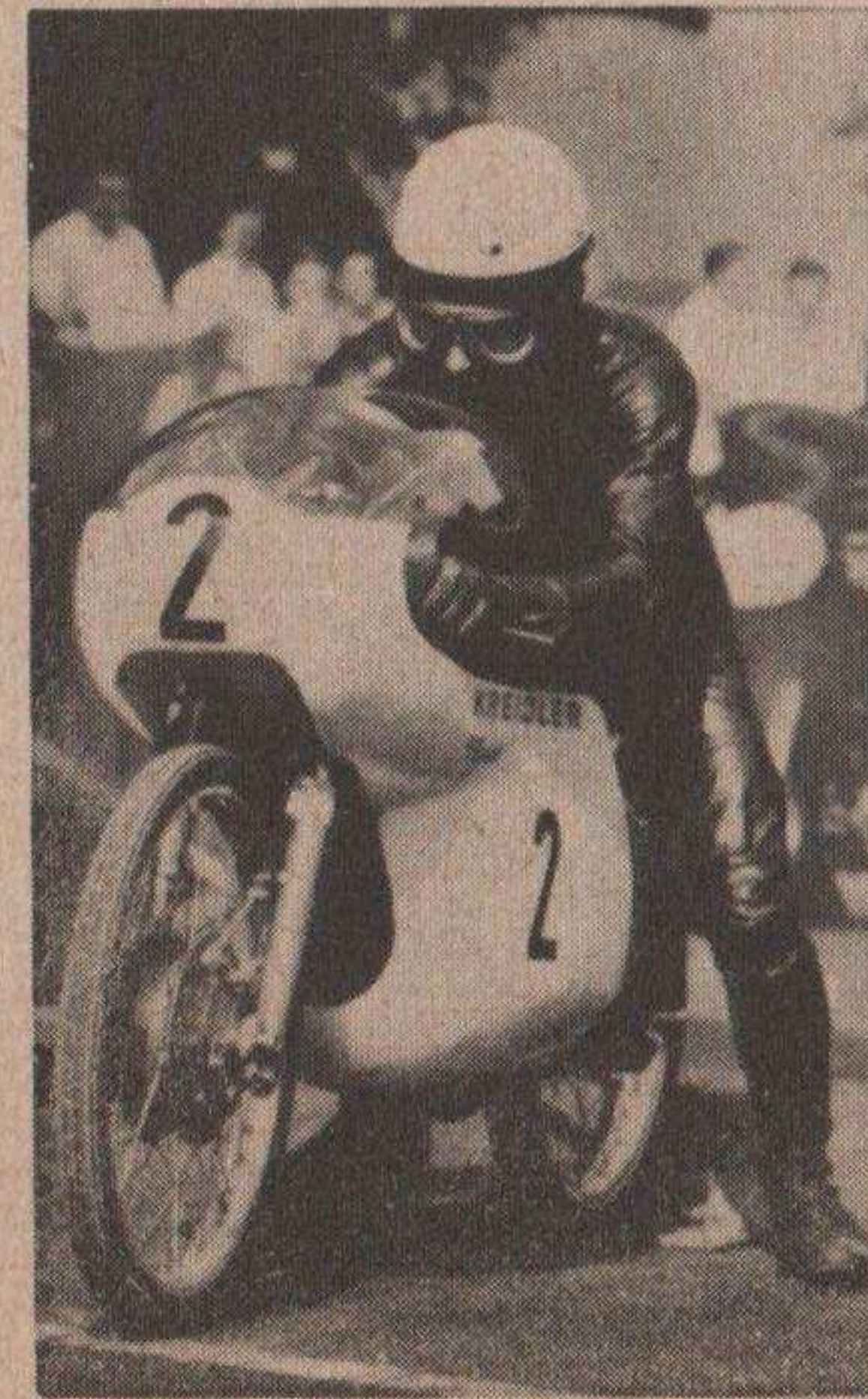
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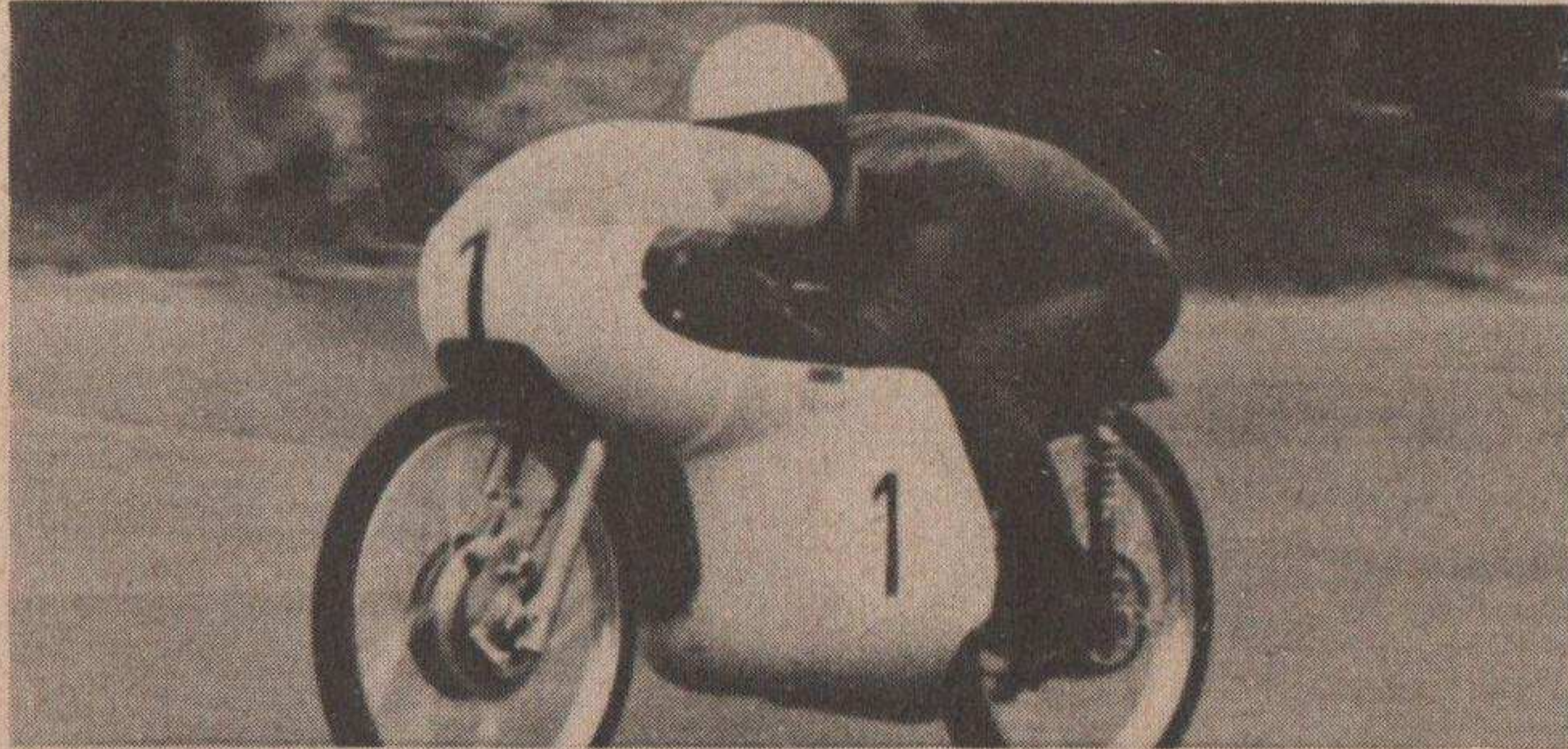


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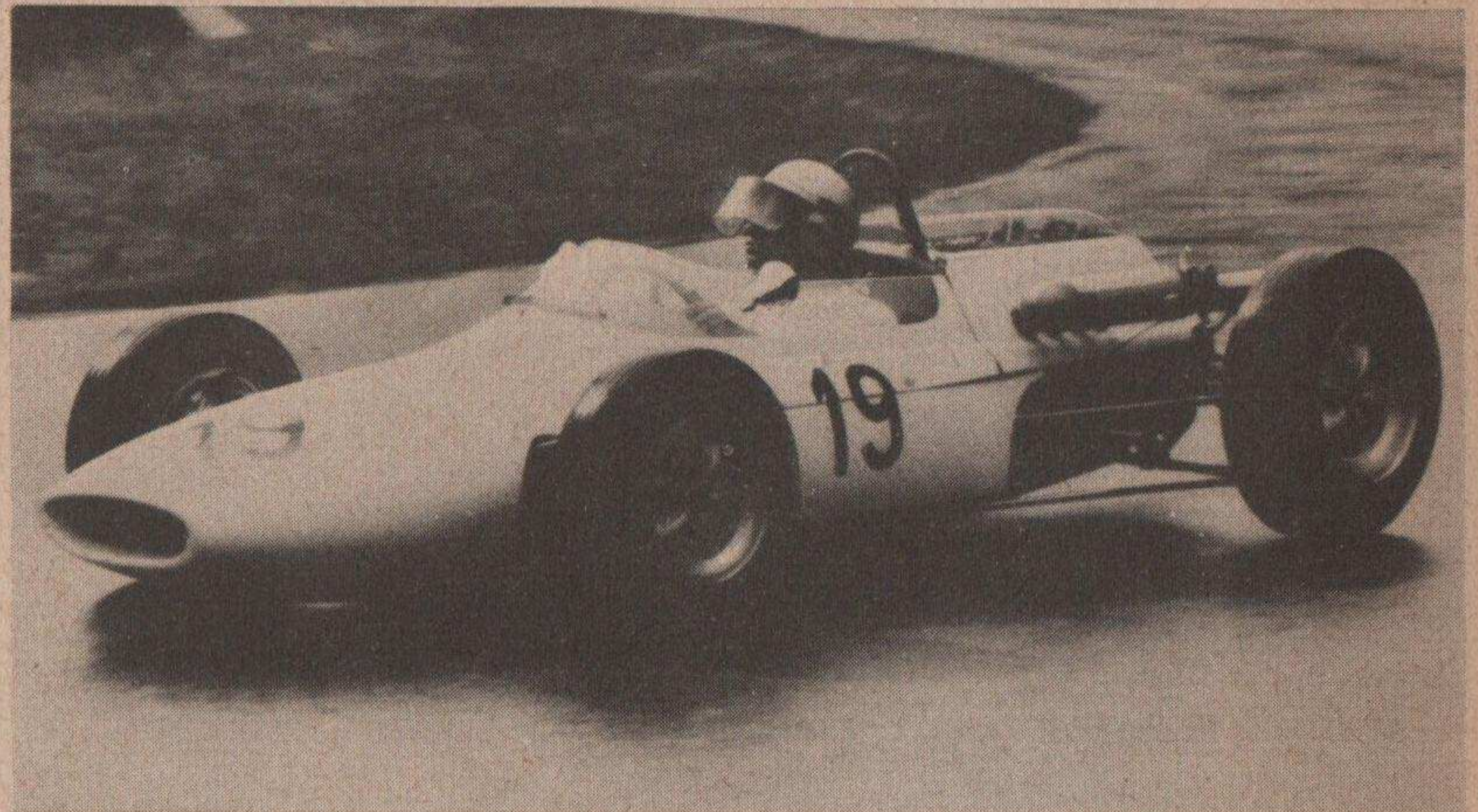


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IN GERMANY



6



7

Nurburgring 500 km Race

1. H. D. Dechent/E. Furtmayer, G.T. class winners with their Abarth at 115.8 kmh. 2. A Touring class winner, the Saab of E. Bitter which achieved 106.5 kmh.

ADAC Mountain Climb, Freiburg

3. J. Neerpasch in his Cobra which came second in the over 3000cc G.T. class. 4. Motor cycling with a difference. Anscheidt on the line with his 50cc Kreidler. 5. Another German star, Gunter Beer, about to go up the hill on his 250cc Honda.

Saarland Grand Prix

6. 50cc winner, Hans-George Anscheidt, Kreidler.

West German Grand Prix, Solitude

7. Erbst Maring in his supercharged 1.5-litre Borgward engined Lotus.

ADAC Eifel Race, Nurburgring

8. Luigi Taveri, triple victor. Winner of the 125cc races on his Honda, and of the 50cc race with his Kreidler. 9. Heiner Butz, winner of the 350cc class, on his Norton.



8



9



TOURING CAR CHALLENGE OF



1



2

The winner - Warwick Banks, driving the Cooper Car Company's B.M.C. Mini-Cooper 'S', seen here (1) during the Nurburgring 6-Hour Saloon Car Race (with Timo Makinen) and (2) on the Mont Ventoux Hill Climb.



Zolder — Belgium *The European Touring Car Challenge first round. Class winner, Sir John Whitmore, in his Ford Lotus Cortina.*

Brands Hatch — England *Whitmore again. The brief moment of triumph for the Galaxie is over. As the rain comes on Whitmore takes the lead.*

EUROPE—WON AGAIN ON CASTROL



Brands Hatch The 'Motor' Six Hours Saloon Car Race. Ford Lotus Cortinas of the Alan Mann equipe came first and second overall. Here is the winning car of John Whitmore|Peter Procter.



The second placed Ford Lotus Cortina of Henry Taylor|Peter Harper, in the Alan Mann pit.



Mont Ventoux Hill Climb Henry Taylor, Ford Lotus Cortina, sets up 'Best Time of the Day' for saloon cars.



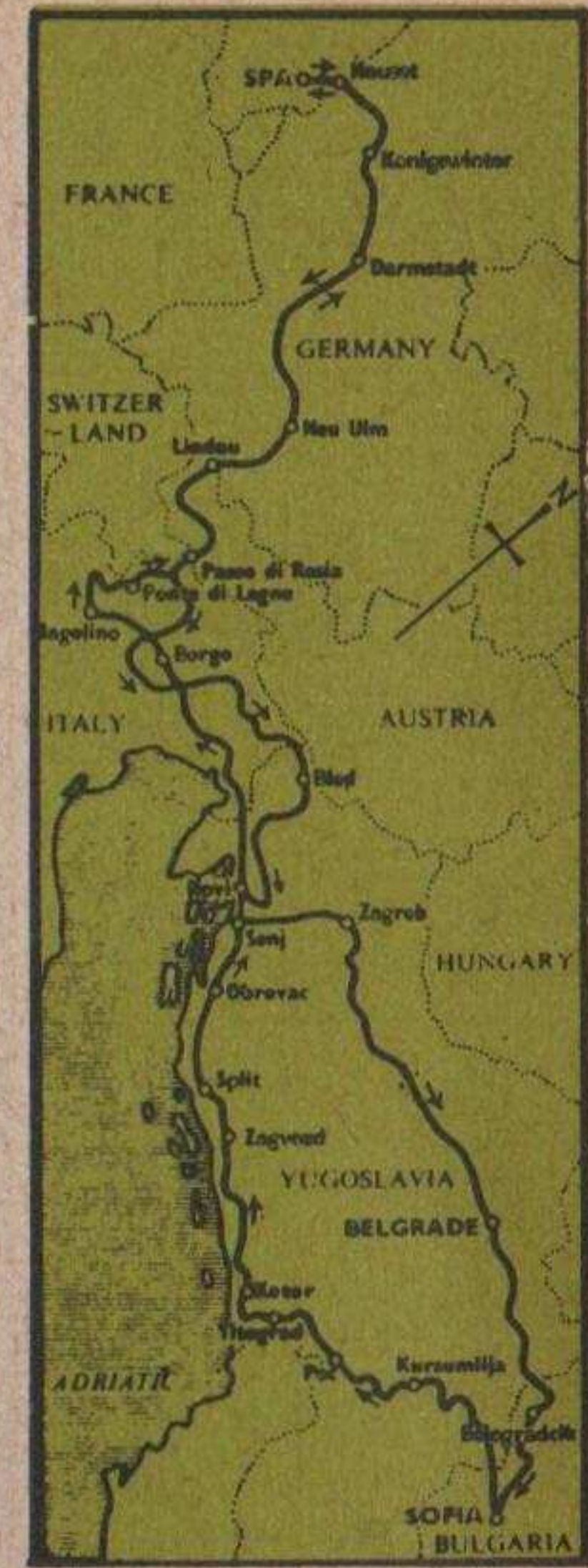
The 1000-1300cc class-winning Mini-Cooper 'S'.



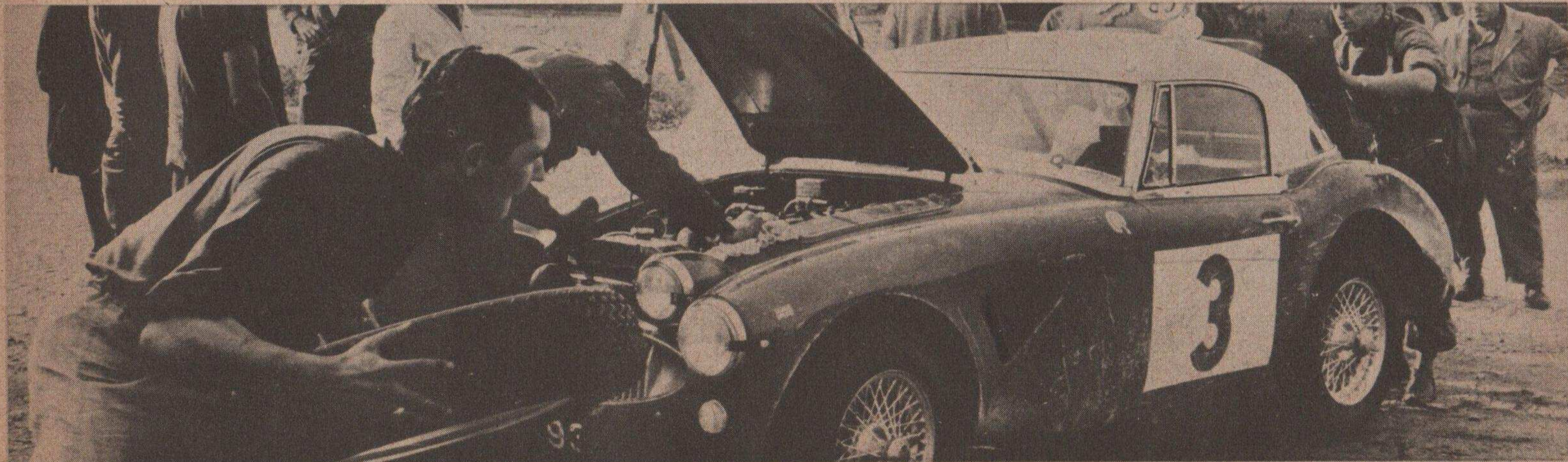
Timmelsjoch Hochalpenbergrennen Outright winner: Sir John Whitmore, Ford Lotus Cortina, entered by Alan Mann Racing Limited.

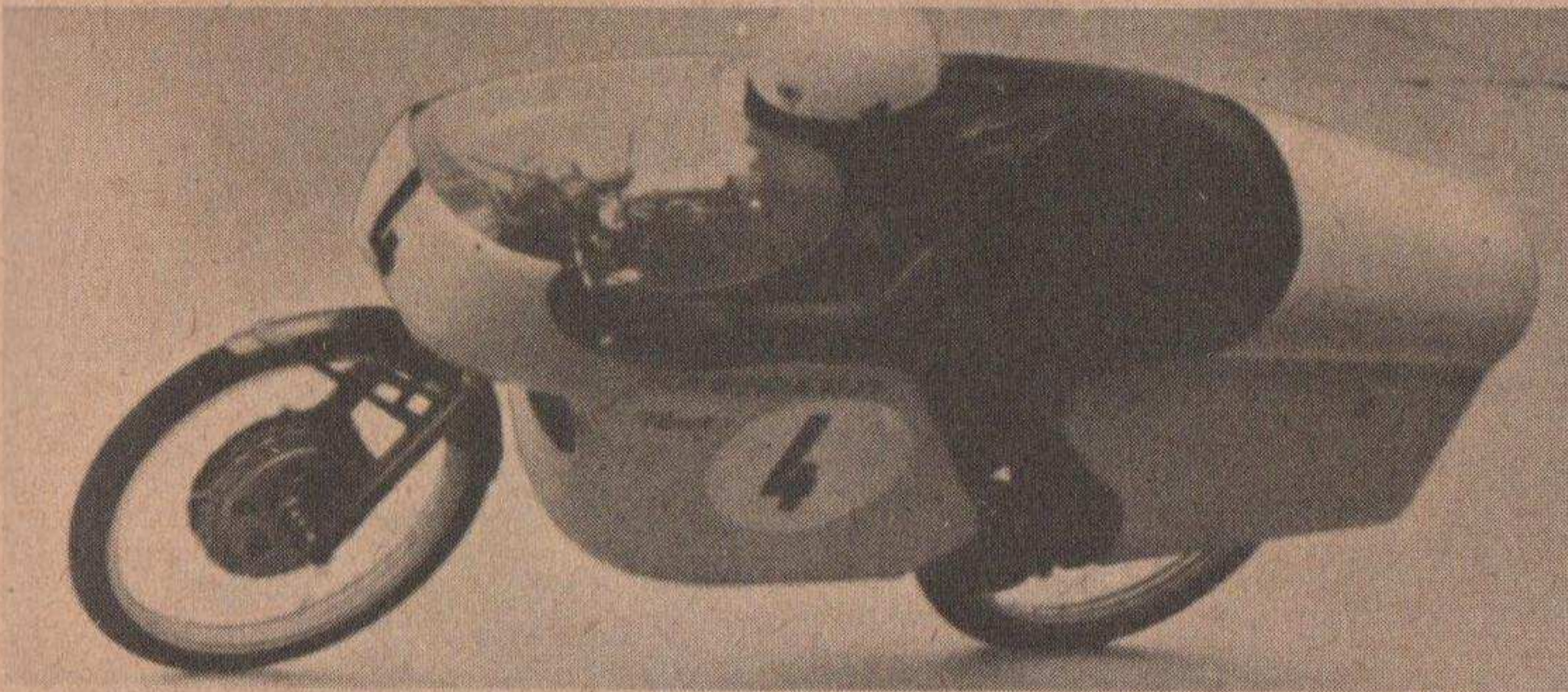
SPA-SOFIA-LIEGE RALLY

OUTRIGHT WIN FOR AUSTIN-HEALEY. The Marathon de la Route lived up to its reputation in 1964 with only 21 of the 98 competitors reaching the finish. In fact, it was one of the toughest rallies ever run in Europe. The victory of the Anglo-Finnish combination of Rauno Aaltonen and Tony Ambrose in the big Austin-Healey 3000 was, therefore, a very notable achievement.



The winners - Rauno Aaltonen and Tony Ambrose.





WORLD RECORDS AT MONTLHERY

George Ansheidt breaks 8 World Records on Castrol lubricated Kreidler. New 50cc and 75cc class standing start speeds: 10kms - 93.79m.p.h., 100kms - 98.55m.p.h., 1 hour - 98.8m.p.h., *6 hours - 86.64m.p.h.

**For this record, Ansheidt was assisted by C. Van Dongen and C. Vigreux.*

NEW BRITISH RECORDS

On September 6th at Chelveston, E. J. Hurley on his 348cc Manx Norton set new 350cc class times for the Standing Start Quarter Mile and Kilometre.

The new records: Quarter Mile S/S: 13.1975 secs. (68.195m.p.h.)

Kilometre S/S: 29.9055 secs. (86.350m.p.h.)



TOUR DE FRANCE

The long and arduous Tour de France Automobile was classified as a racing event and not a rally in 1964. The form of the event, however, with 6,000 kilometres of road section, eight circuit races and eight hill climbs, did not change very much. The major Castrol successes came in the Touring Category, where the Ford Mustangs entered by Alan Mann Racing Limited came first and second in the general classification, and the Ford Lotus Cortina of Vic Elford and David Seigle-Morris won the Handicap.

1. *The V-8 Ford Mustang of Peter Procter and Andrew Cowan, winners of the Touring Car Category, leading Henri Greder on the Cognac circuit.*

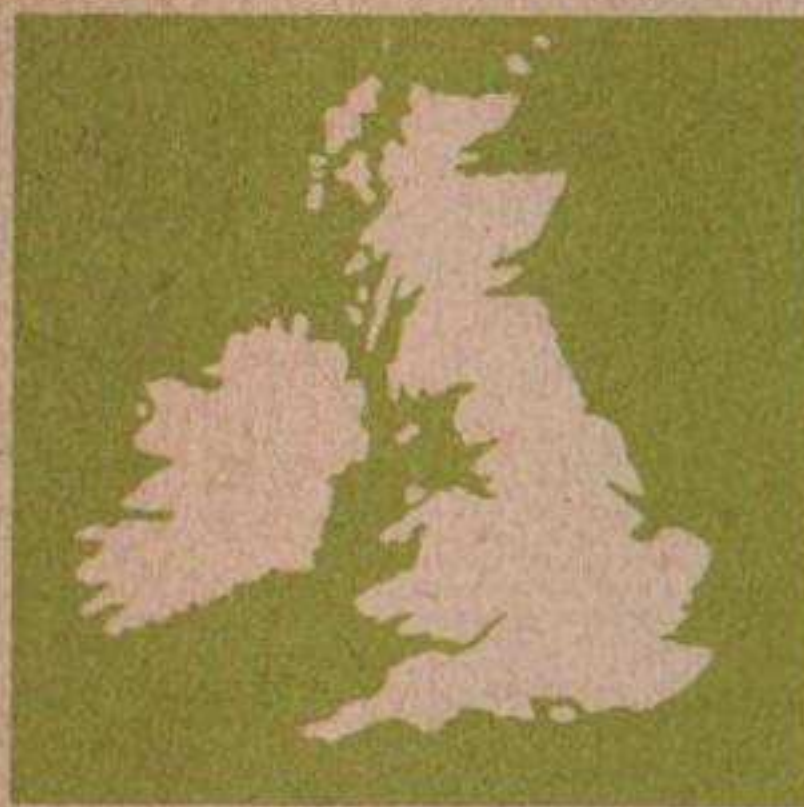
2. *Handicap winner in the Touring Category was the Ford Lotus Cortina of Vic Elford and David Seigle-Morris.*



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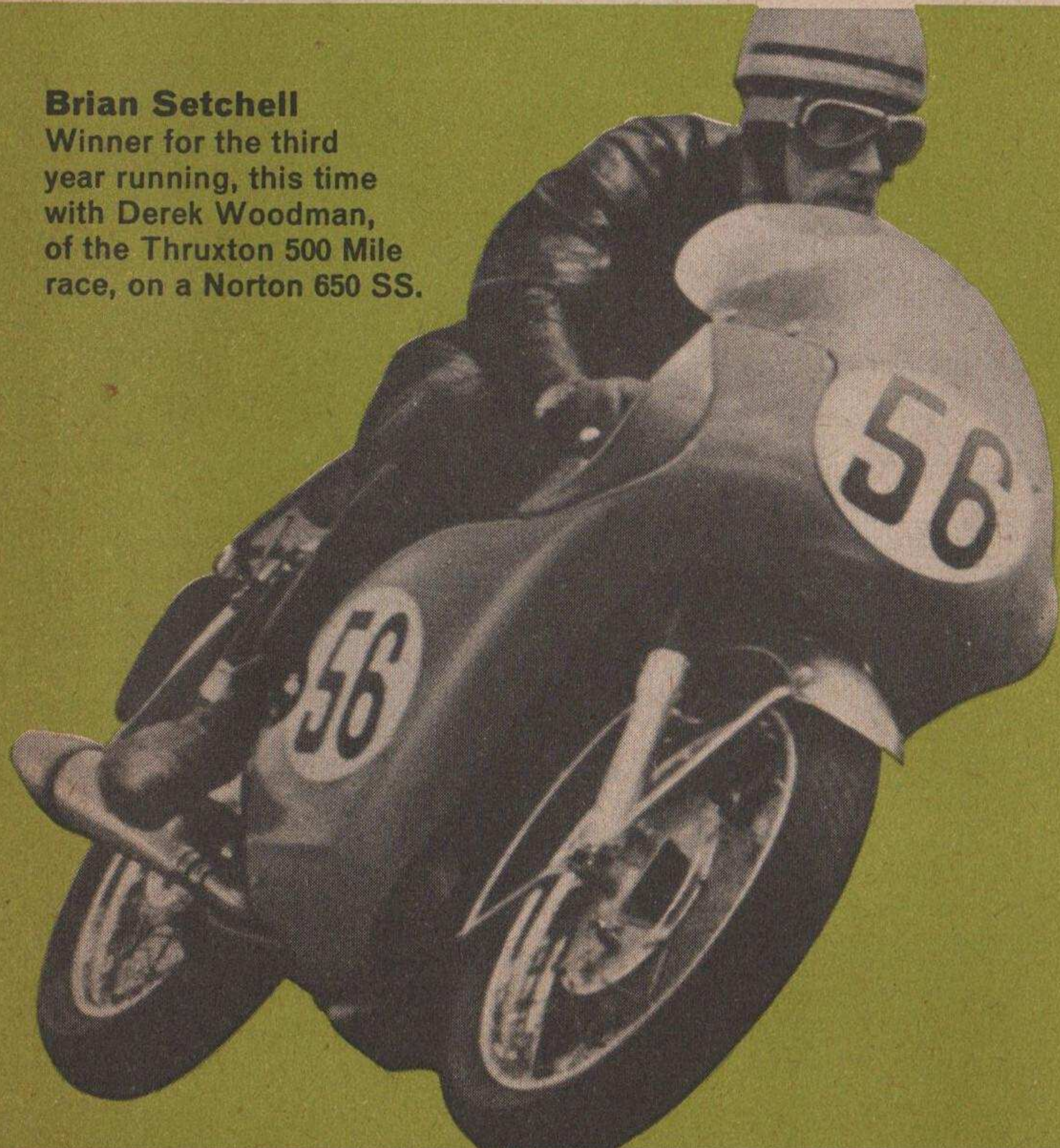
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MOTOR CYCLE STARS IN GREAT BRITAIN

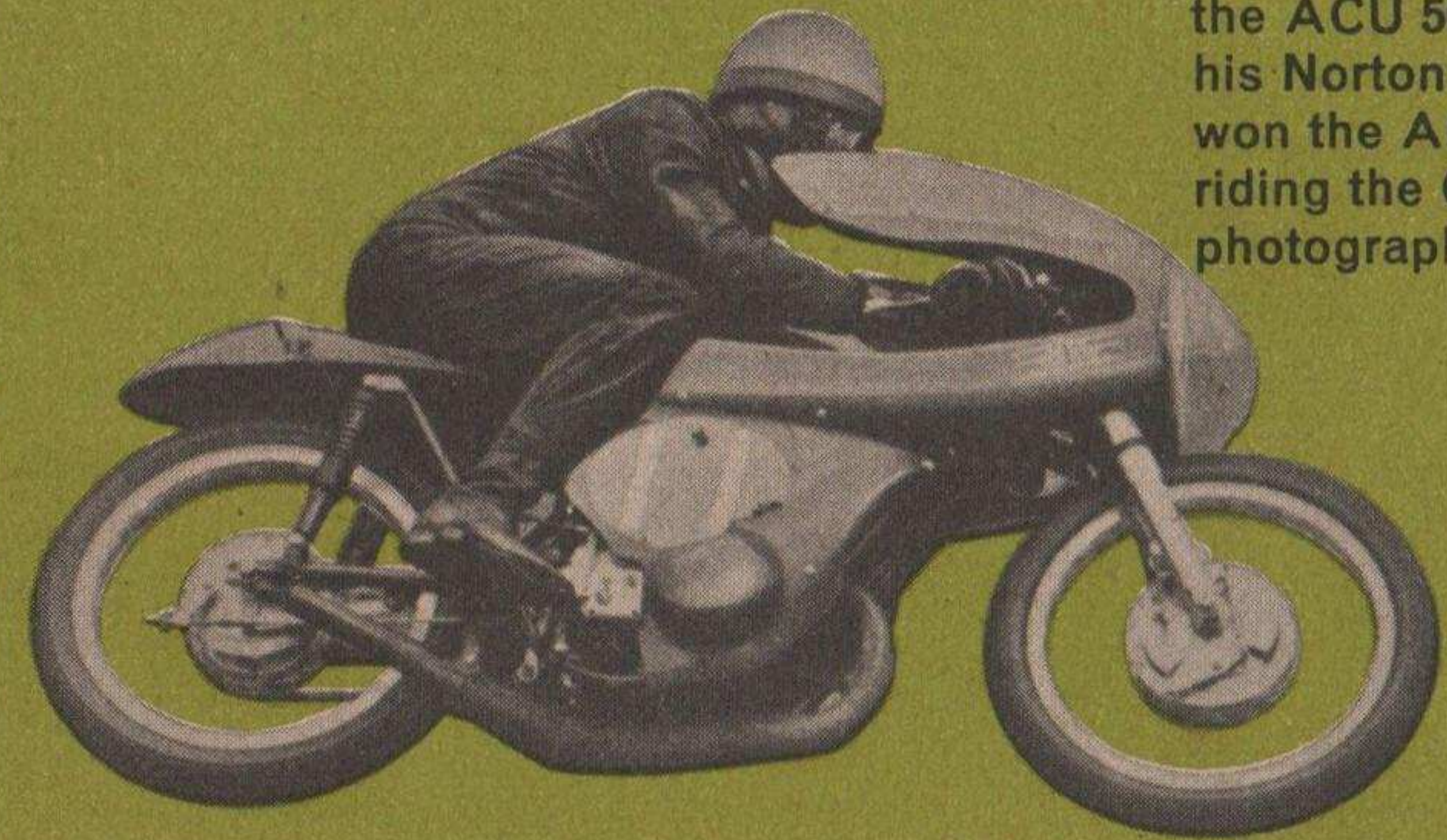
Brian Setchell

Winner for the third year running, this time with Derek Woodman, of the Thruxton 500 Mile race, on a Norton 650 SS.



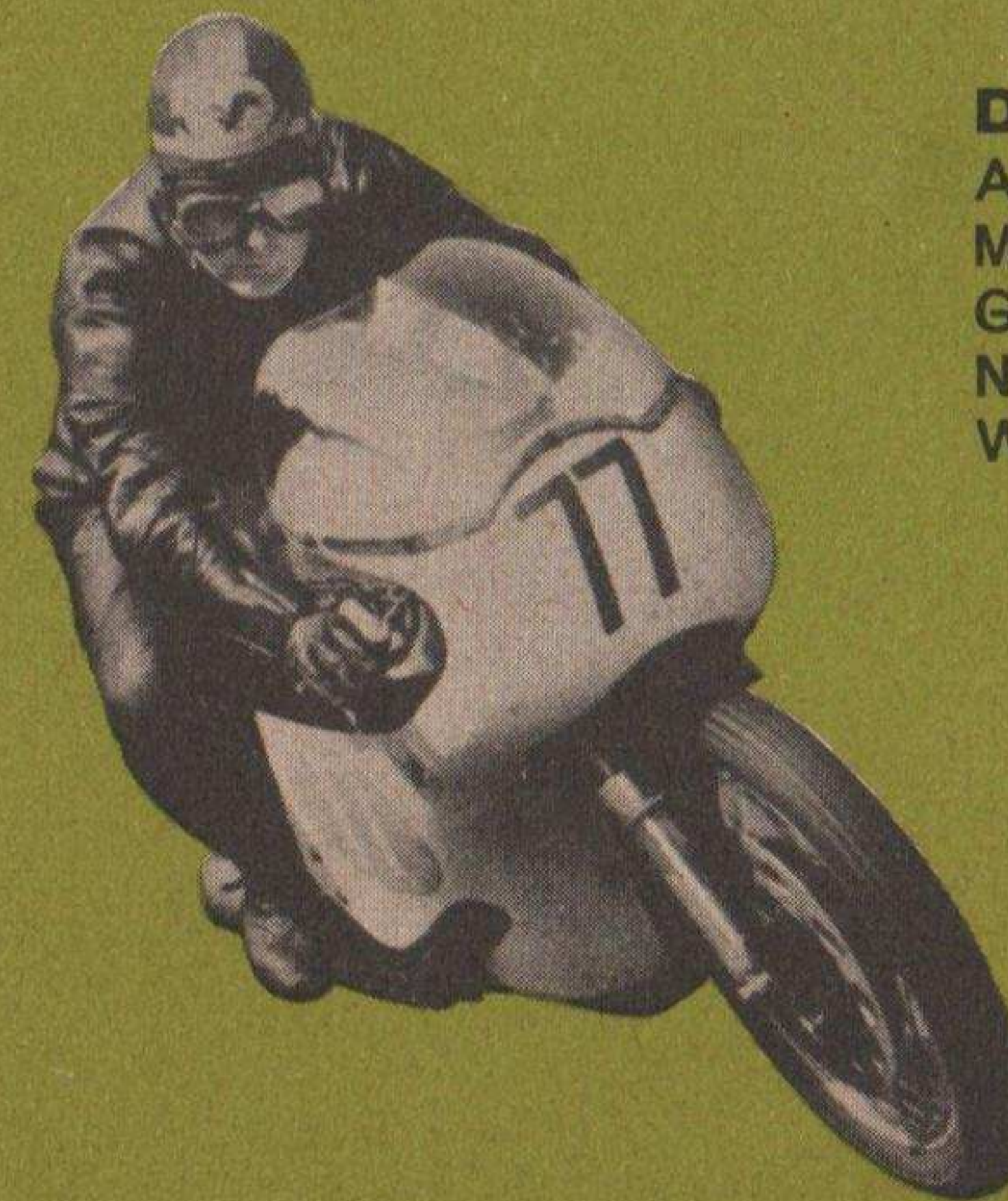
Derek Minter

Winner of the 500cc British Championship Race at Oulton Park, and the ACU 500cc Star, on his Norton. Derek also won the ACU 250cc Star, riding the Cotton in this photograph.

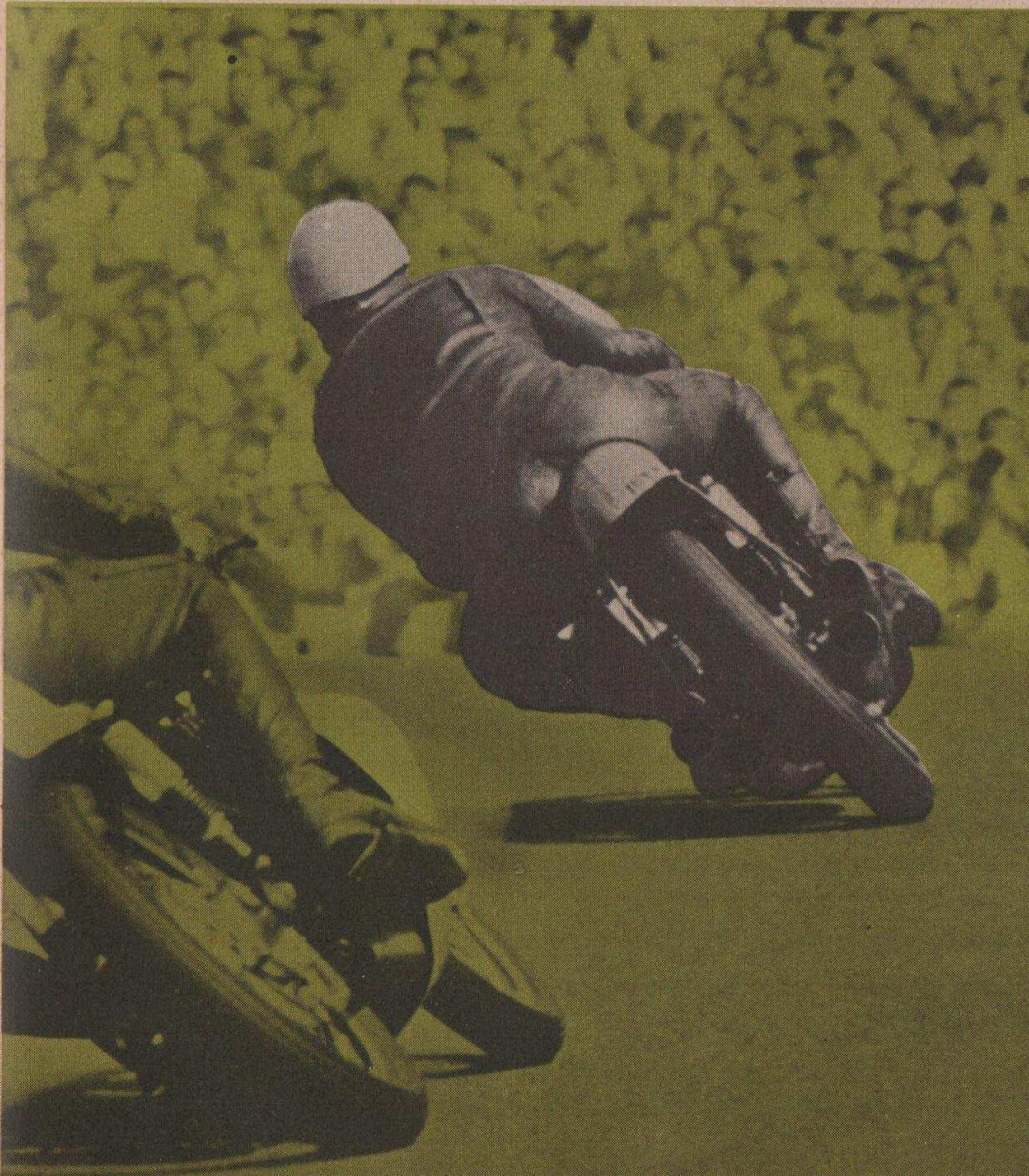


David Williams

A new star in the Isle of Man. Winner of the Manx G.P. Junior Race on his Norton based Mularney-Williams special.

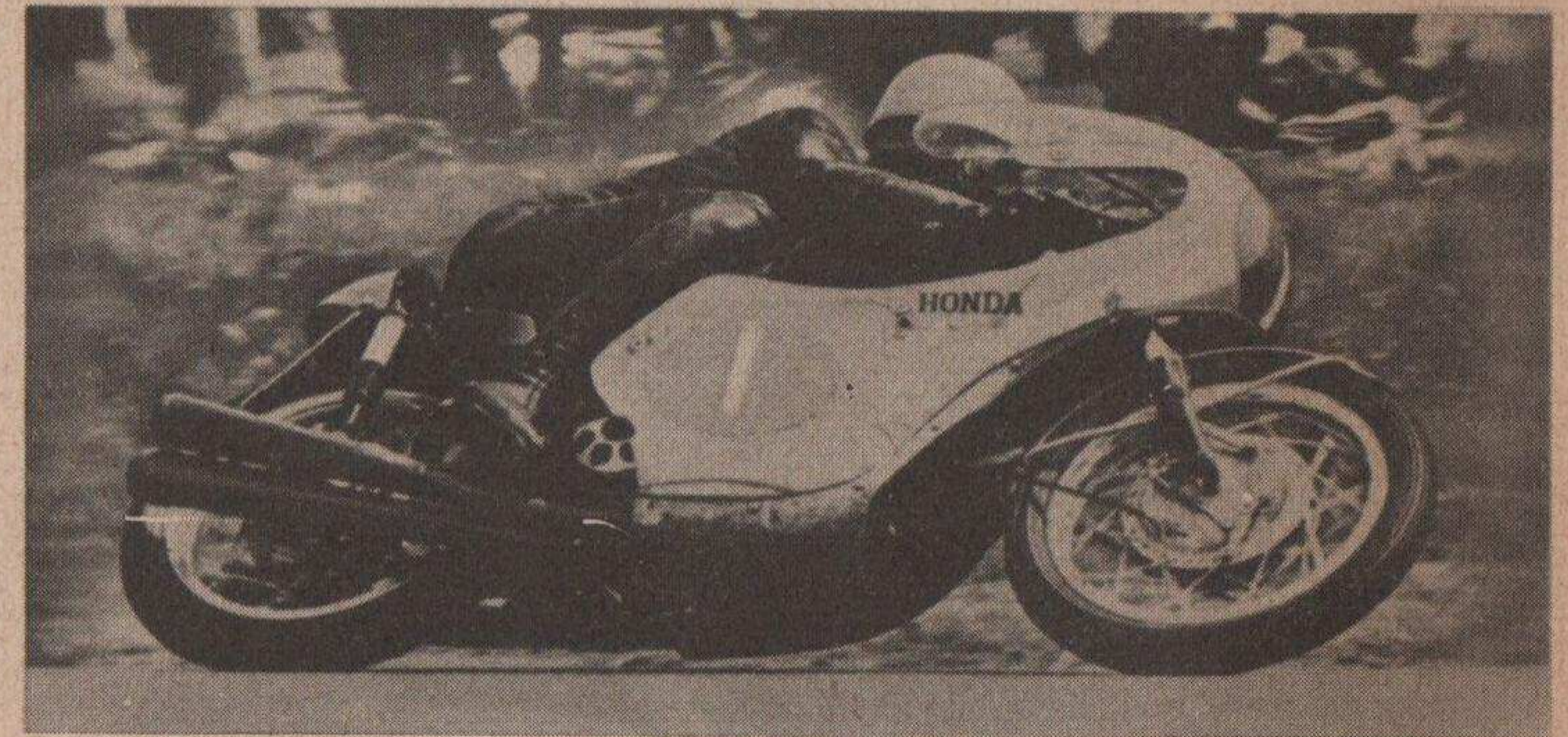


UNBEATABLE JIM REDMAN GAINS 5TH WORLD CHAMPIONSHIP

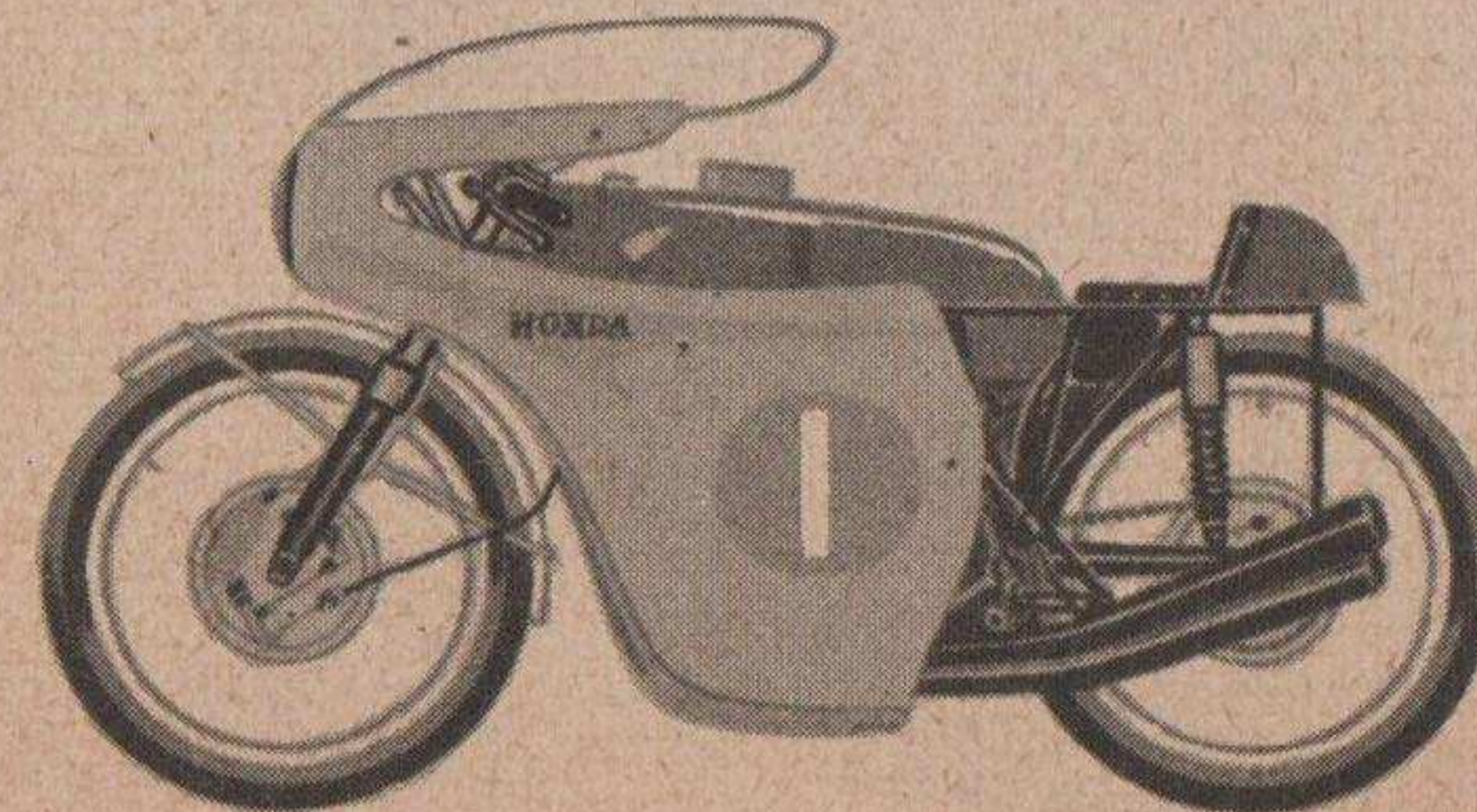


This view, left, of Jim Redman at the East German Grand Prix with Phil Read in tow is the one that riders usually get of Jim. He followed his 350cc win in East Germany with one at the Ulster Grand Prix, and by winning that event became 350cc World Champion for the third year running.

To show that the win was no fluke, Jim Redman won the 350cc races at the three remaining World Championship meetings, the Finnish, Italian and Japanese.



ANOTHER CHAMPIONSHIP FOR HONDA, TOO!



1964 saw Honda win the 350cc Manufacturers' Championship for the third year in succession. A brilliant record for these outstanding Castrol lubricated motor cycles.

SALUTING ANOTHER WORLD CHAMPION

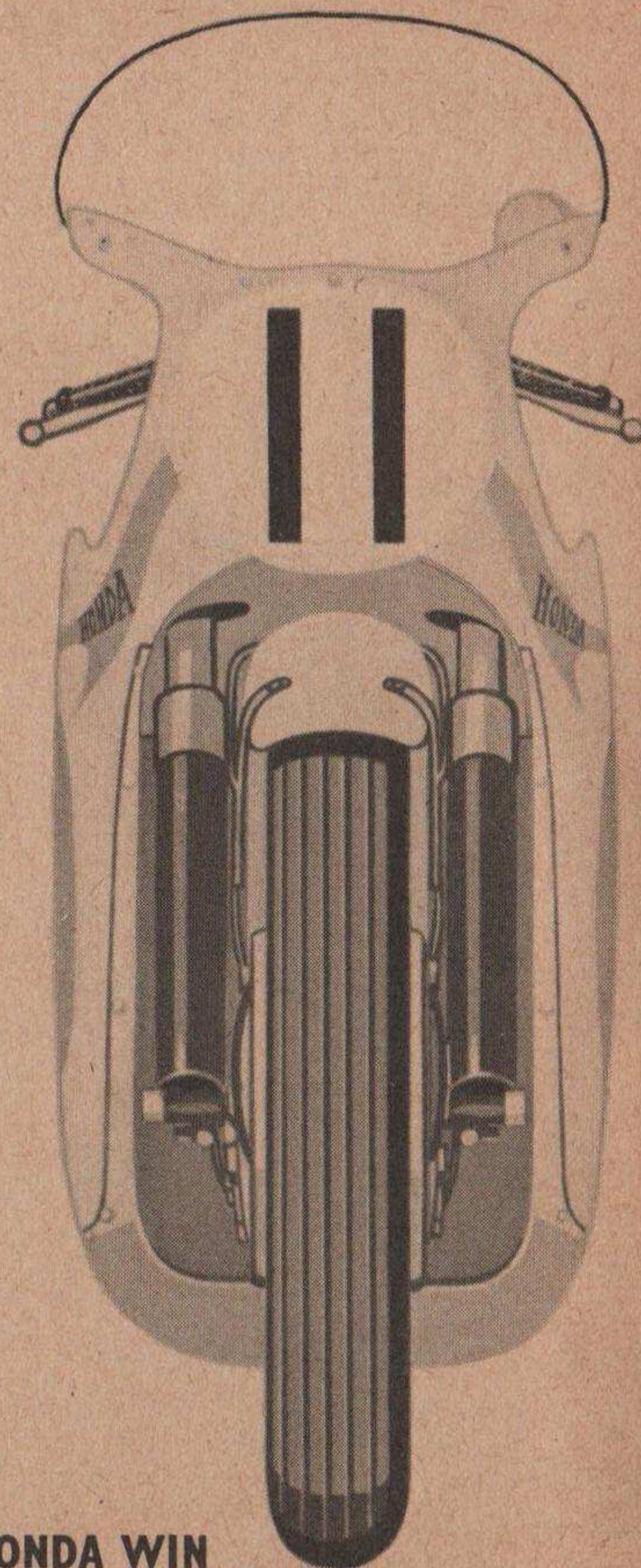
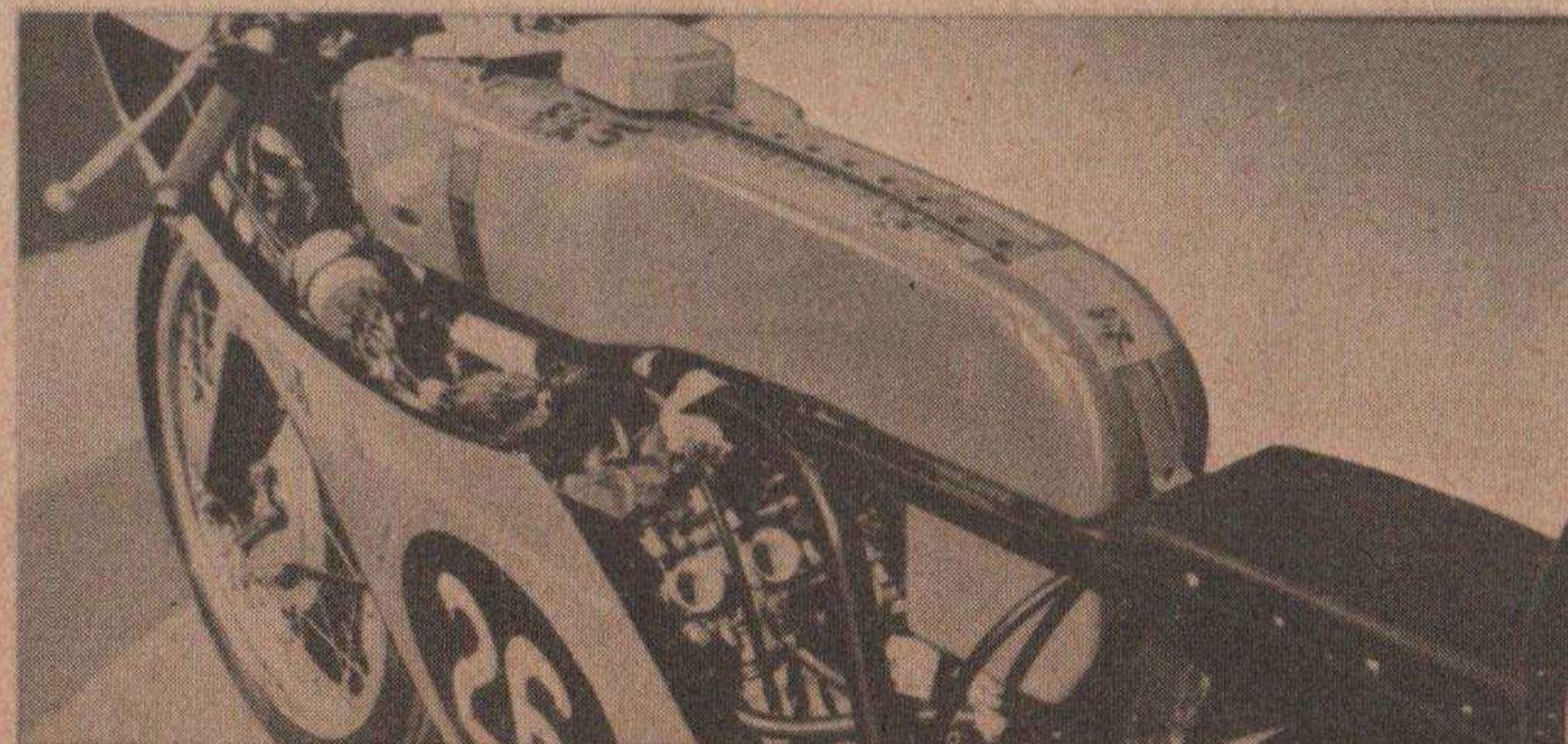
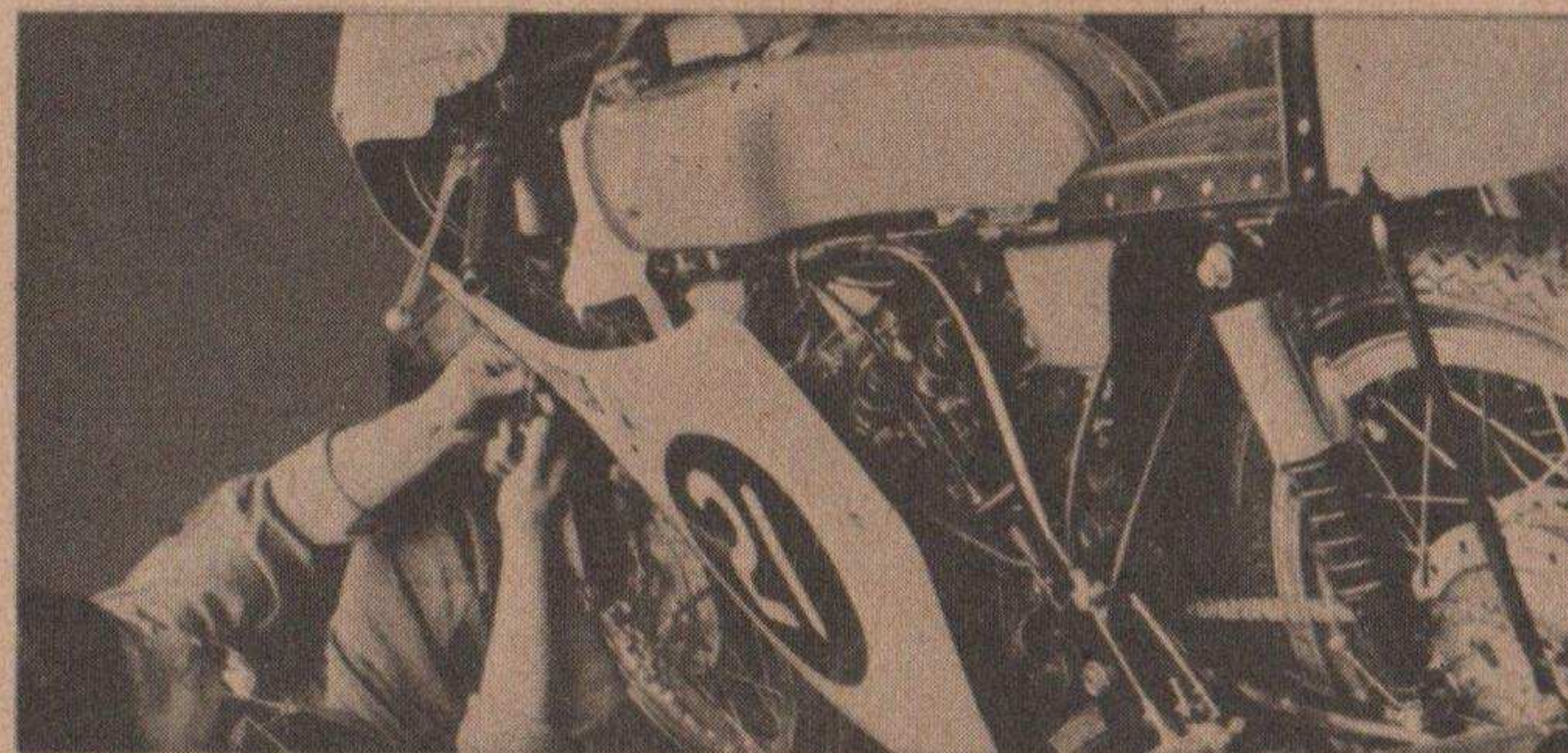
LUIGI TAVERI

125cc World Champion

With considerable experience on the road racing circuits around the world behind him, 125cc Honda mounted Luigi Taveri was able to out-ride his rivals in 1964 and become a worthy and popular World Champion.

1. A close-up shot of the beautifully engineered, four cylinder Honda 125cc machine which Luigi rode to victory. It is fitted with an eight speed gearbox and revs to over 17,000 r.p.m.

2. Another interesting shot. Note the complex ignition system, and the fact that part of the glass fibre tank is left unpainted on the side so that the mechanics and rider can see at a glance how much fuel is in it.



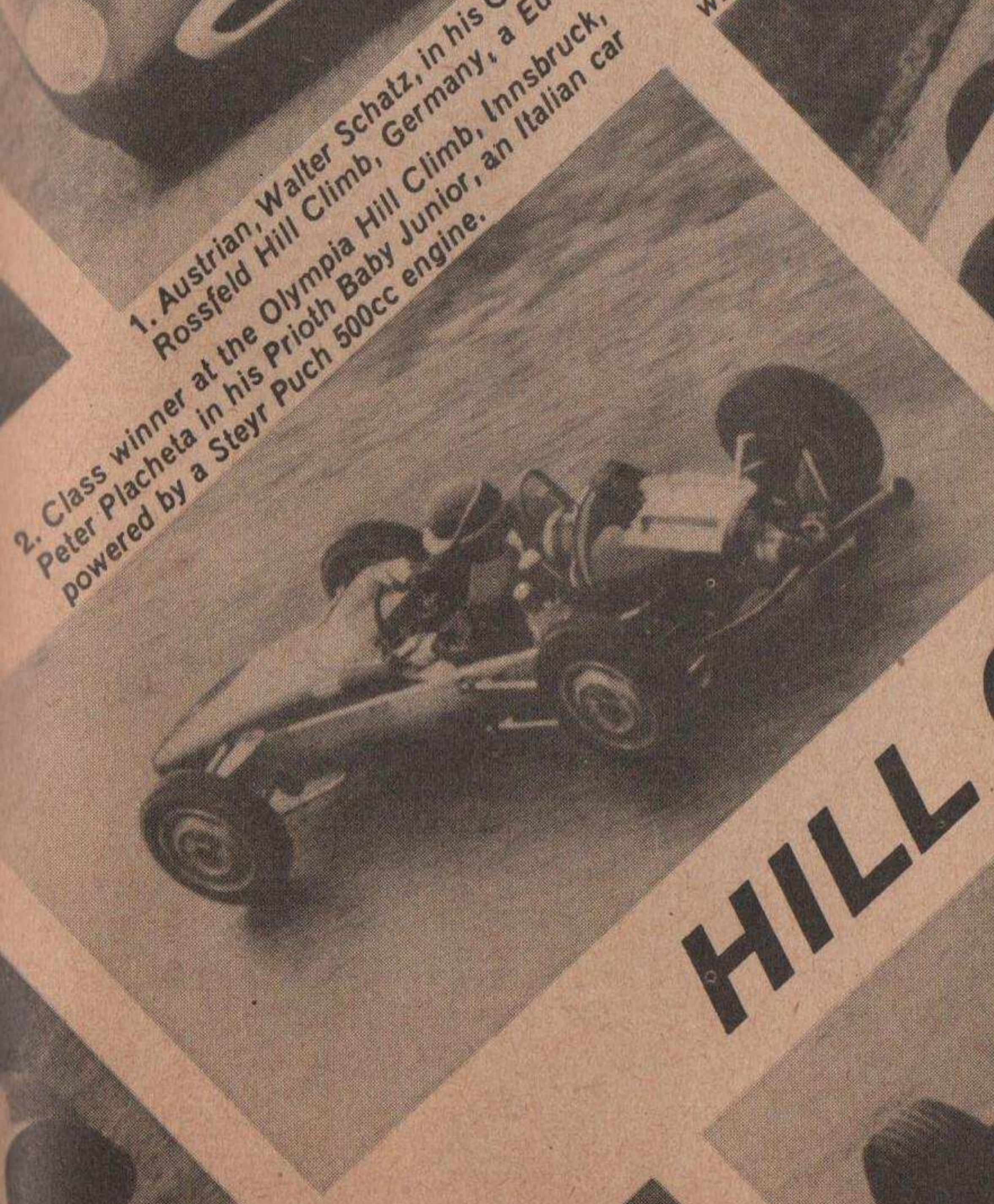
**HONDA WIN
125cc MANUFACTURERS' CHAMPIONSHIP
FOR THE THIRD TIME ON CASTROL**

The triumphal progress from Championship to Championship continues. The end of another racing season sees yet more laurels awarded to Castrol and Honda.



1. Austrian, Walter Schatz, in his Cosworth Ford engined Lotus 23—class winner at the Rossfeld Hill Climb, Germany, a European Hill Climb Championship event.

3. Successful British Hill Climber, Peter Boshier-Jones, in his Lotus-Shorrock-Climax, winning at the 'Rest & Be Thankful'.



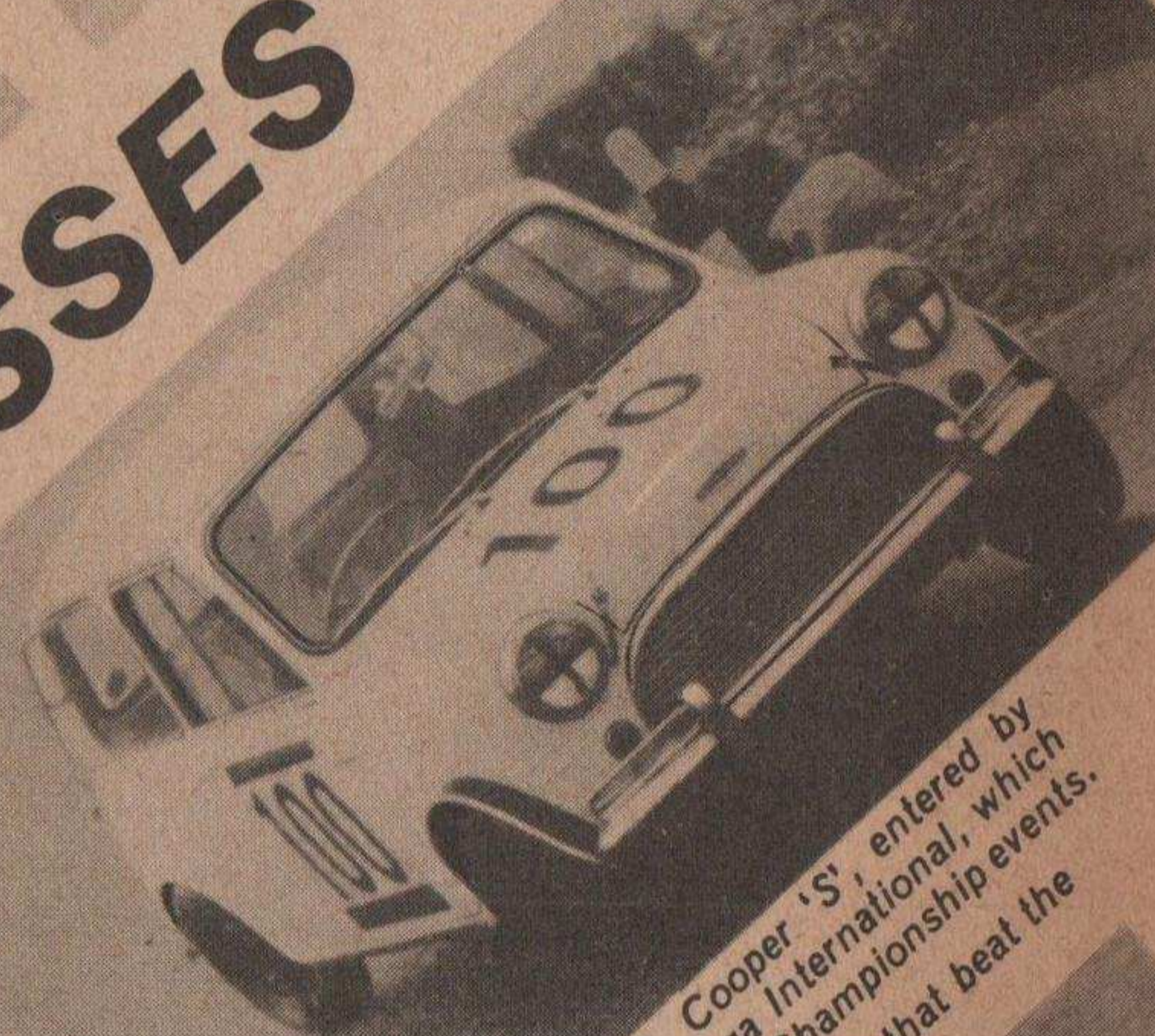
2. Class winner at the Olympia Hill Climb, Germany, a European Hill Climb Championship event, Peter Placheta in his Prioth Baby Junior, an Italian car powered by a Steyr Puch 500cc engine.

HILL CLIMB SUCCESSES

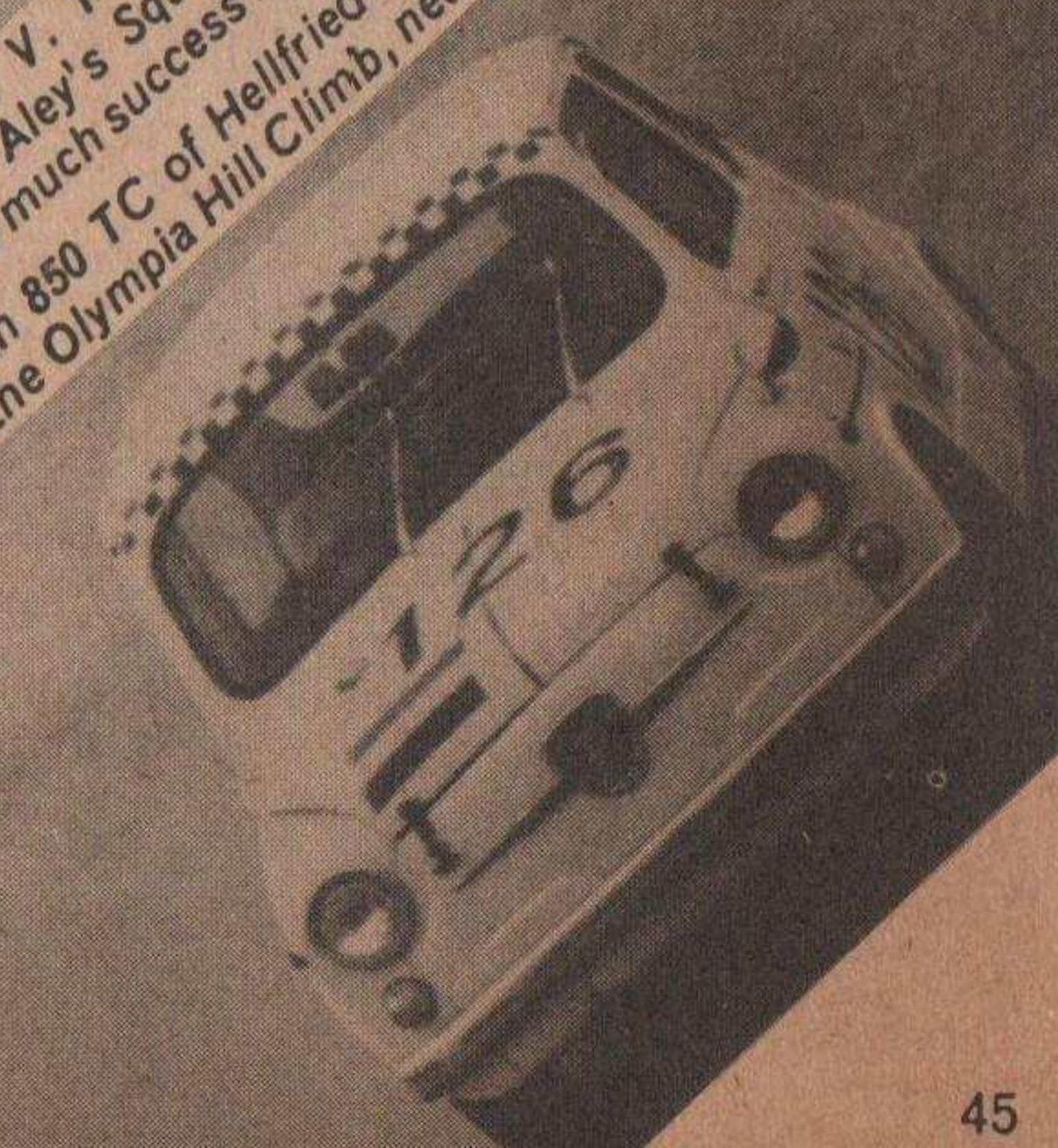


4. Peter Boshier-Jones setting a record for the quickest climb at Shelsley Walsh.

6. The privately-entered Italian Abarth works cars at the Olympia Hill Climb, near Innsbruck.



5. John V. Terry's B.M.C. Cooper 'S', entered by John Aley's Squadra Tartaruga International, which had much success in European Championship events.



7. Hellfried von Kiwisch that beat the

RAC INTERNATIONAL RALLY OF GREAT BRITAIN

THE RALLY SEASON ENDS ON A WINNING NOTE

Competitors in this event had additional special stages to contend with in 1964, as well as a great deal of fog and ice. Both Ford and B.M.C. had a good rally with the Timo Makinen/Don Barrow Austin Healey 3000 winning the G.T. Category and coming second overall, and the Vic Elford/David Stone Ford Cortina G.T. being placed third in the general classification and helping Ford win the Manufacturers' Team Prize.

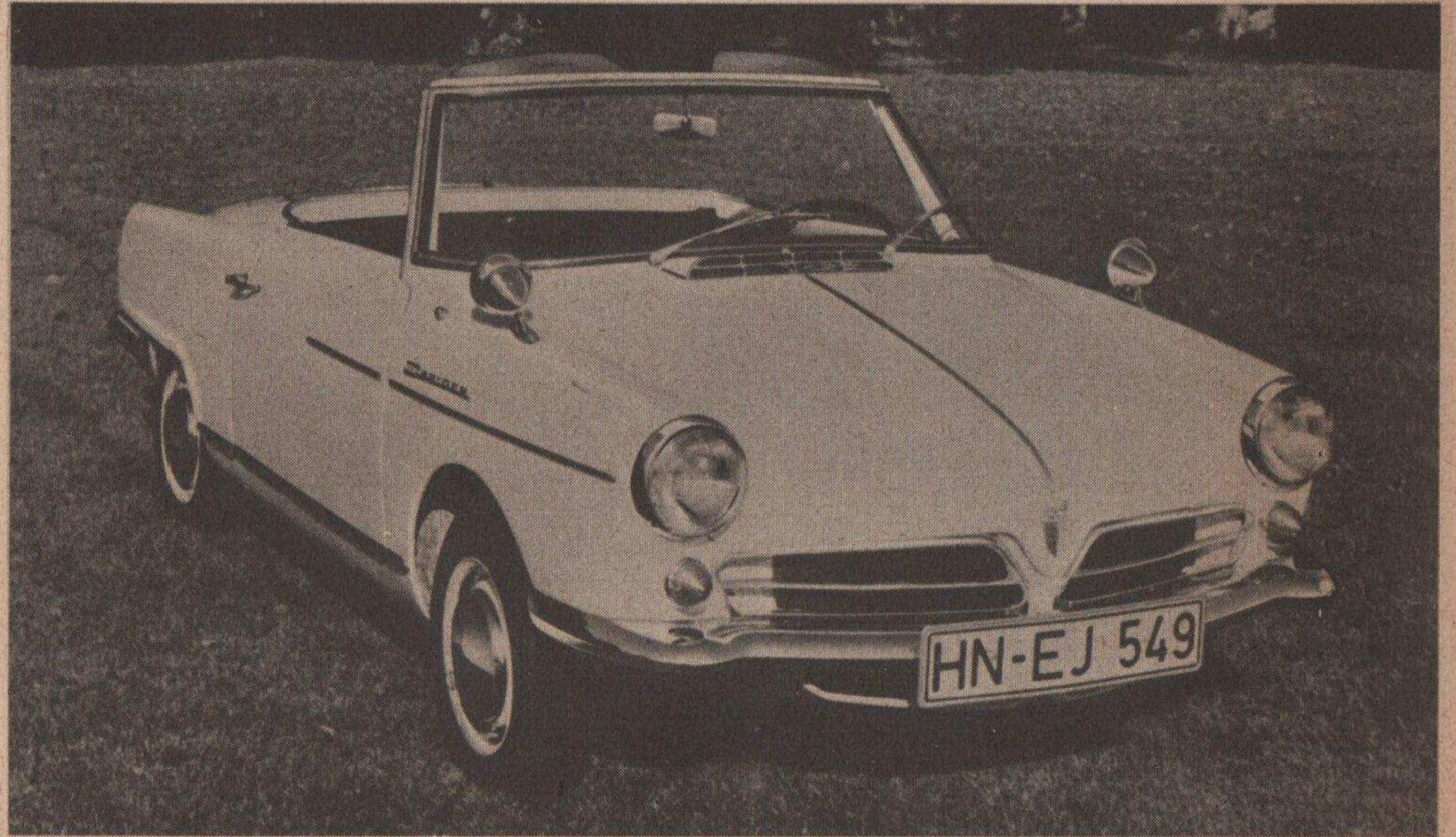
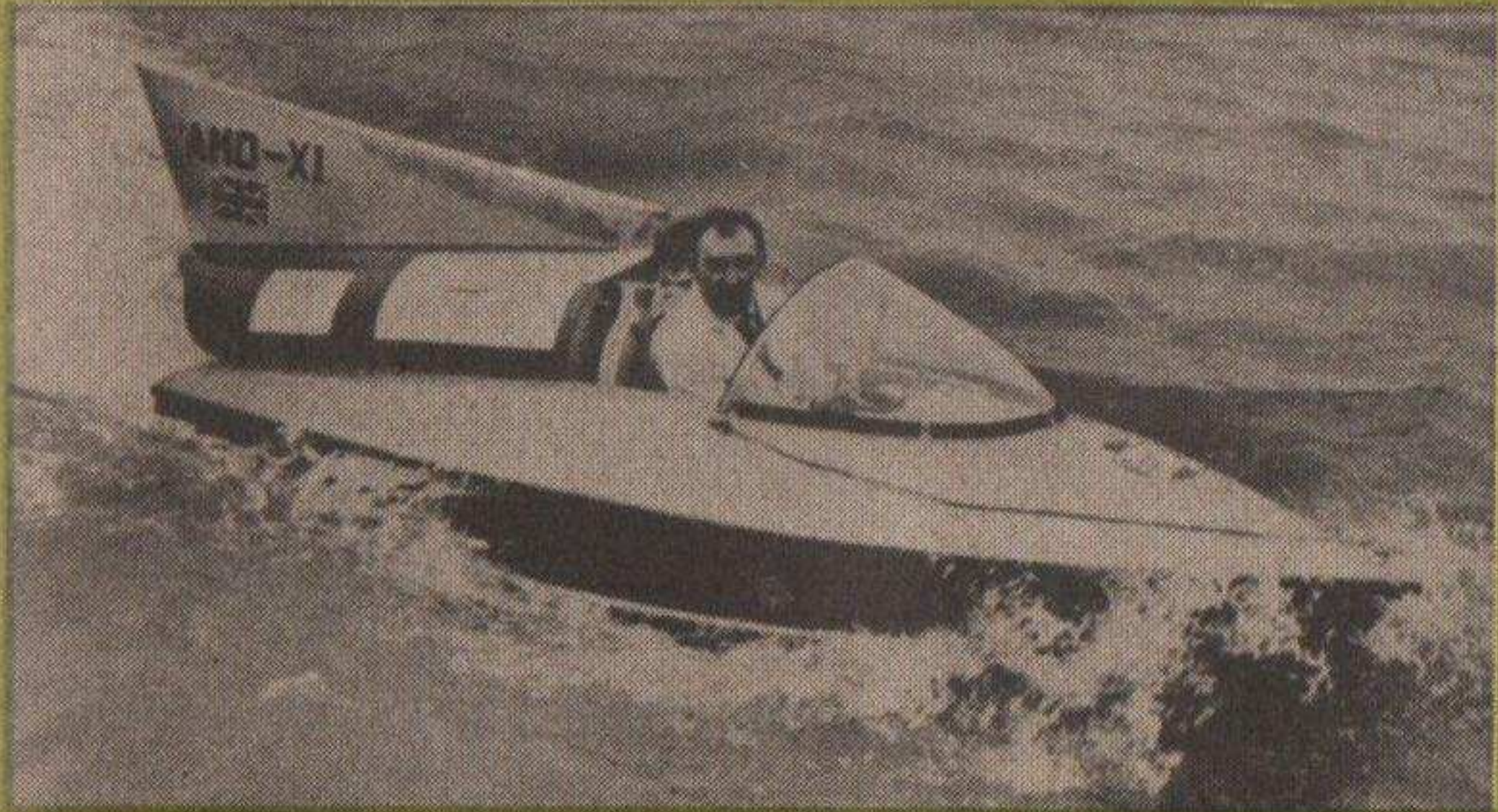
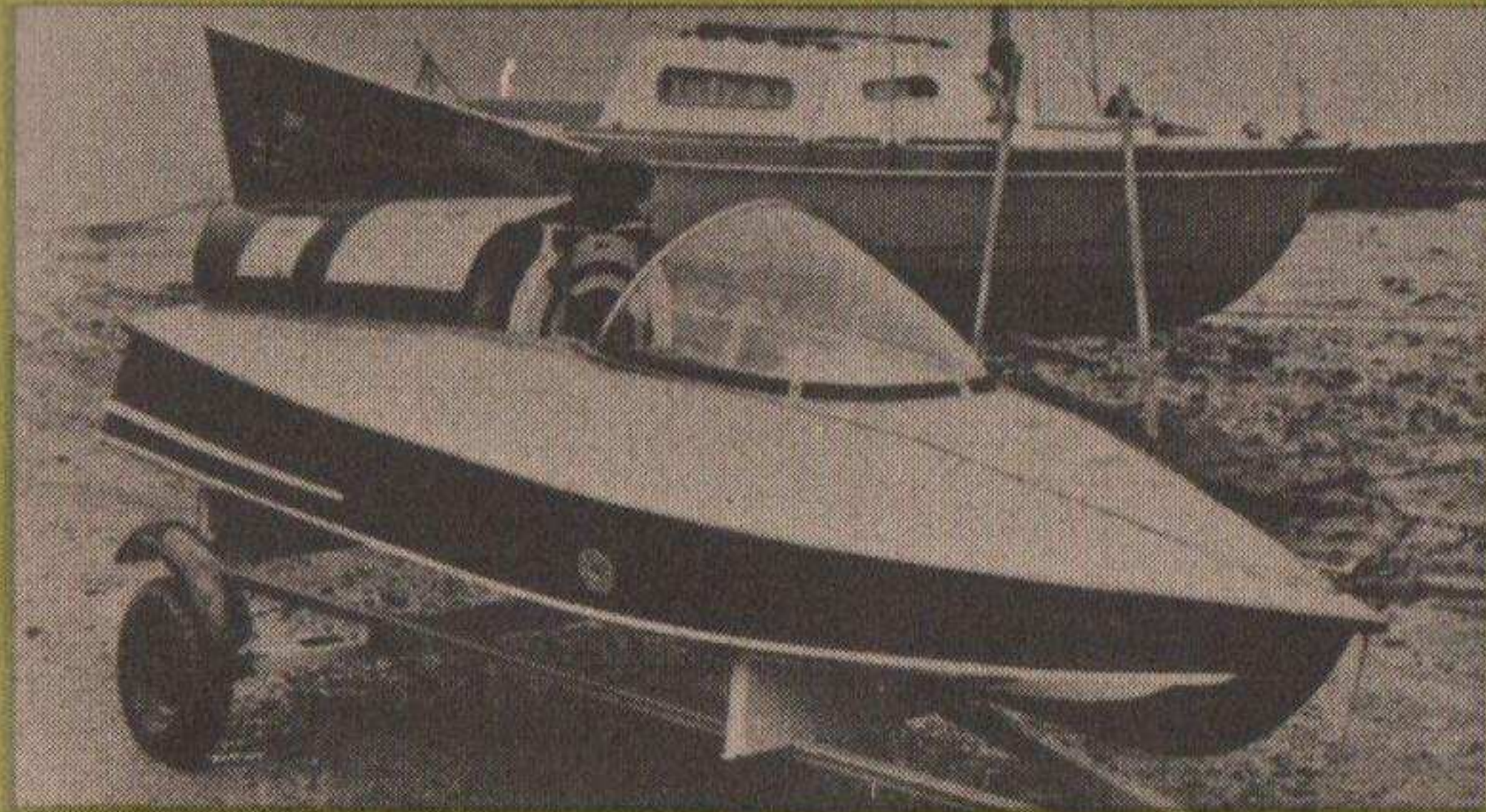


The victorious team of Ford Cortina G.T.'s that won the Manufacturers' Team Prize. Vic Elford leads Henry Taylor and David Seigle-Morris at Snetterton.

Timo Makinen leaving the main hairpin on the Porlock special stage . . . and in the fog at Oulton Park.



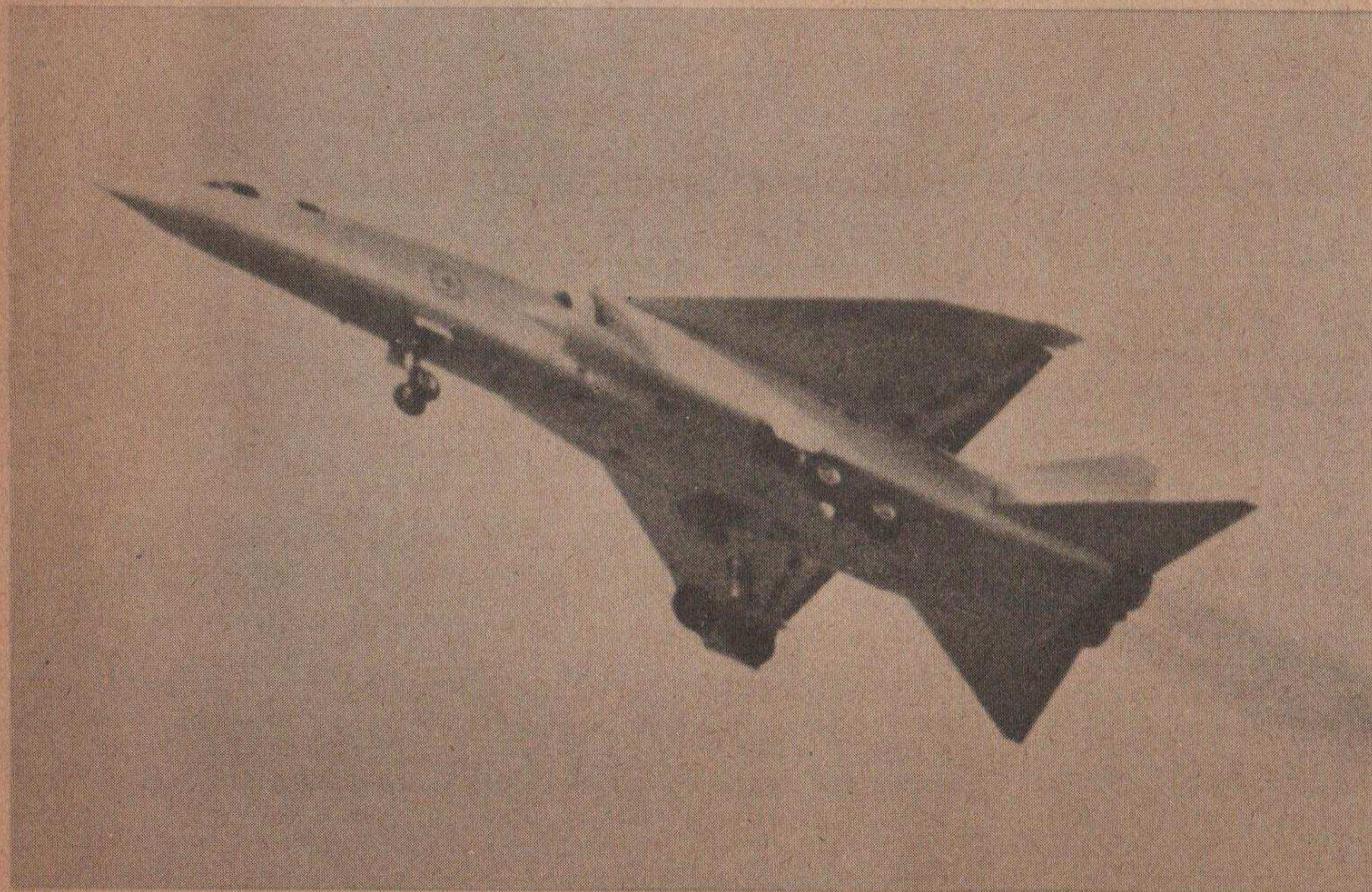
TODAY'S EXPERIENCE LEADS TO TOMORROW'S DEVELOPMENTS



The first production car in the world to be powered by the revolutionary N.S.U. Wankel engine is the N.S.U. Spider, a sporting two-seater. It is powered by a 500cc Wankel unit which gives it a top speed of over 90 m.p.h. and a consumption of 35 m.p.g. The engine has no conventional pistons, connecting rods or valve gear and is installed beneath the floor of the car boot. Castrol have contributed intensively to the development of the N.S.U. Wankel engine. The Bubble Boat makes its debut—Cmdr. Basil Hurle-Hobbs puts his bubble boat AMD-XI through its paces. This 60 knot speedboat designed by Cmdr. Hurle-Hobbs

glides through the water on a cushion of air bubbles. The boat has two skins, the outer one being made of a nylon material which is water-tight but not air-tight. Air is forced between the two skins, and millions of tiny bubbles form on the outer skin lessening drag and increasing buoyancy, a principle copied from the porpoise. The 15 foot craft is powered by a 1,500 lb thrust jet and a car engine, lubricated with Castrol.

One of the world's most sophisticated military aircraft from the technological angle is the British Aircraft Corporation's supersonic tactical strike reconnaissance plane, the TSR 2, powered by two Bristol Siddeley Olympus engines. For the development work on these engines, Castrol was chosen.



COVER SUBJECTS

Front Cover: The Monte Carlo Rally winning B.M.C. Mini-Cooper 'S' of Paddy Hopkirk and Henry Liddon. *Photo: Motor Sport.*

Inside Front Cover: East African Safari winner—the Ford Cortina G.T. of Peter Hughes and Bill Young. *Photo: Ford Motor Co. Ltd.*

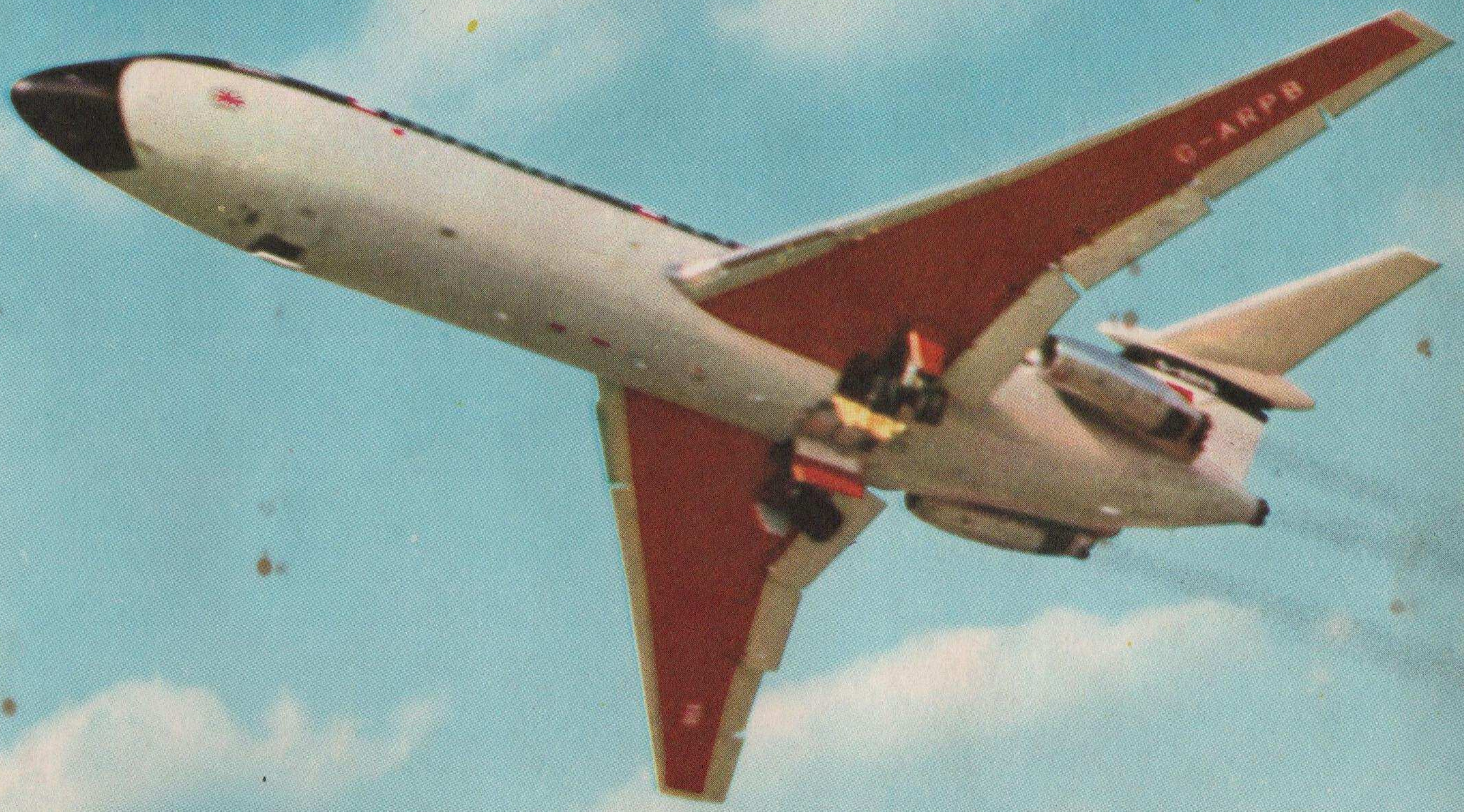
Inside Back Cover: The successful Hawker-Siddeley Trident in B.E.A. livery. Castrol lubricated, like all B.E.A. jet aircraft. *Photo: B.E.A.*

Back Cover: Jim Redman, Honda, 350cc World Champion for the third year running. *Photo: J. Stoddart.*

PHOTOGRAPHY

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