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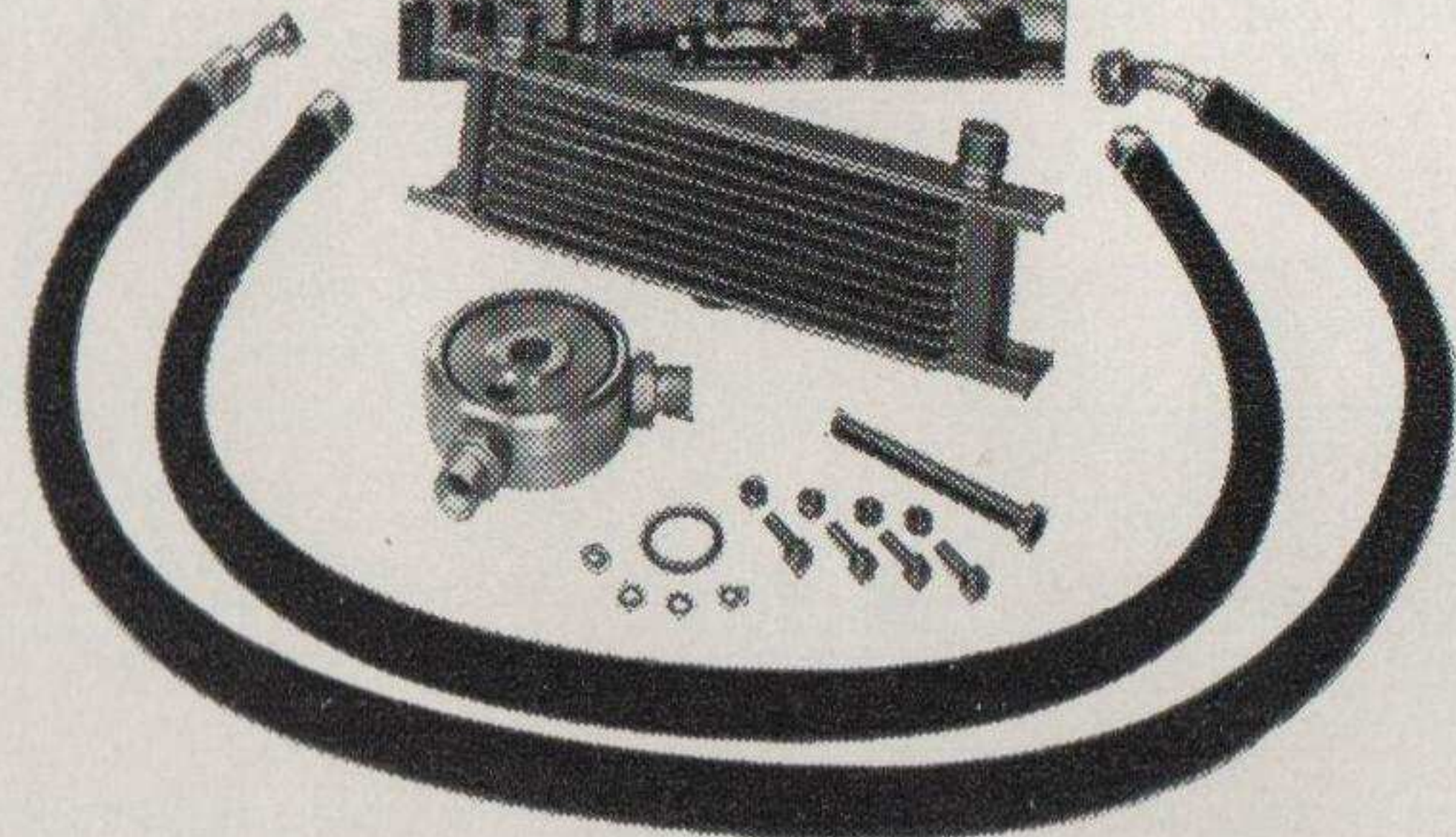
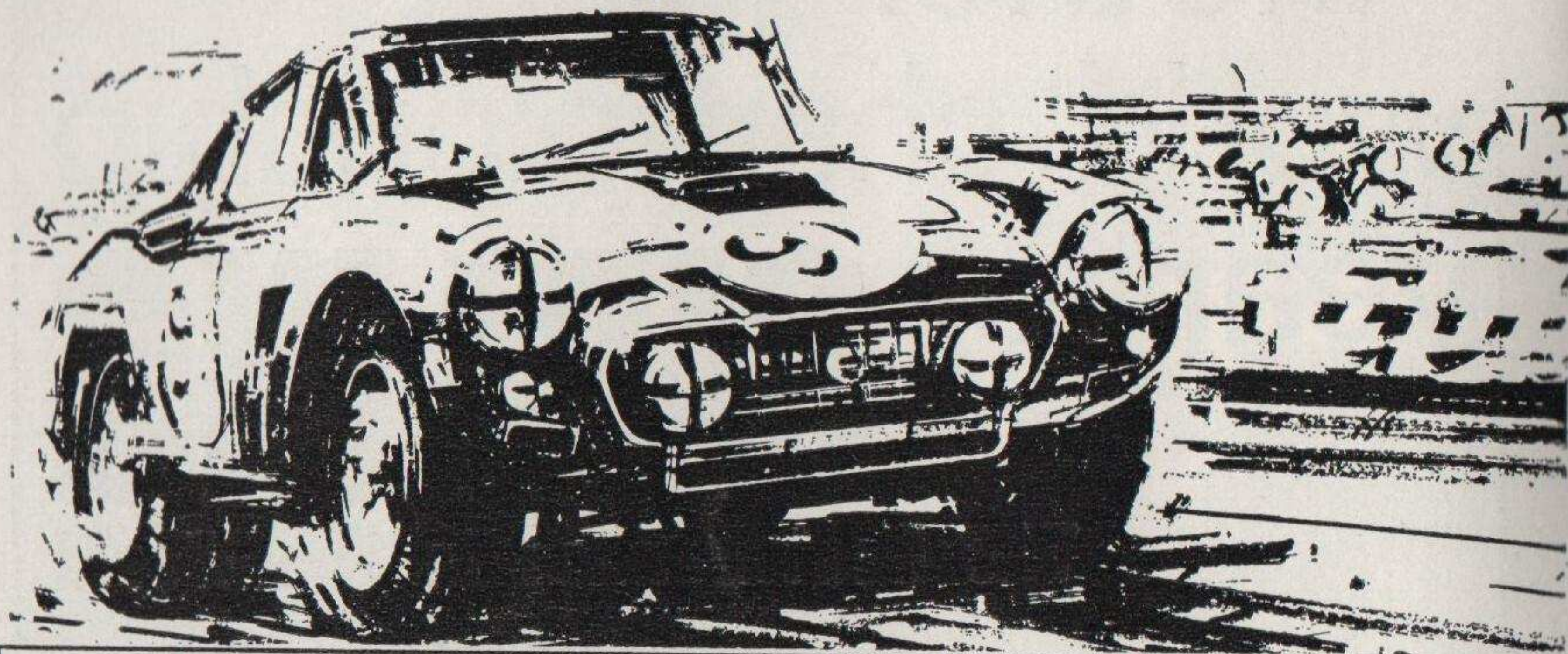


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RepcO - Brabham

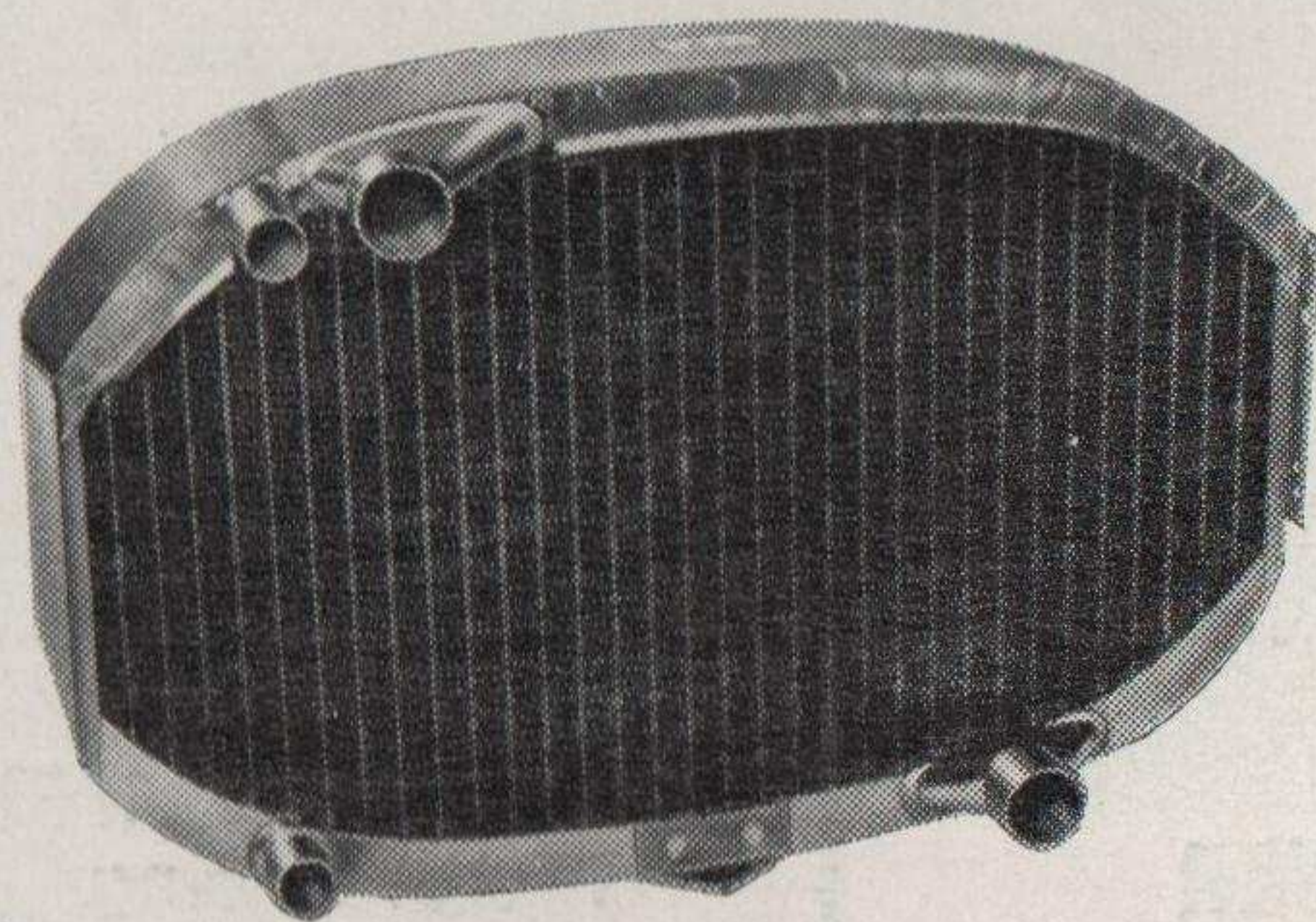
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Do you rotate?

by HERBERT E. GUNSTONE*

(READING TIME 3½ MINUTES)



One of the oldest pieces of tyre lore is that if you periodically rotate tyre positions round the car you even out tread wear and get greater mileage. Yes, there is something to it, but let's be realistic; periodic rotation of tyre positions can be time-consuming and in some circumstances so involved that saving in tyre wear may be offset by your expense.

There is another point. Some of the illustrations setting out alternative methods of rotation—and I have drawn them myself—look like wiring diagrams. Unless you are particularly clear headed and fastidious in your records the involved systems are not for you. You may finish up trying to put three tyres on one axle.

If you bring the spare into your rotation system you get equal wear on five tyres. On the other hand if you keep the unused spare in the boot, correctly inflated of course, you will probably only need to buy one new tyre at the first stage of tyre replacement, and this will be matched with the unused spare.

Now what about tyre and wheel balance? Each time you rotate you run the risk of upsetting the wheel balance particularly if you have had the assemblies balanced in 'situ'. You don't want to get involved in unnecessary rebalancing costs.

Is there anything else to think about? Well, it's easier to use a rotation system suited to the jacking system on the car. A disconcerting sight is the appearance of

the head of the jack through the floor of the car.

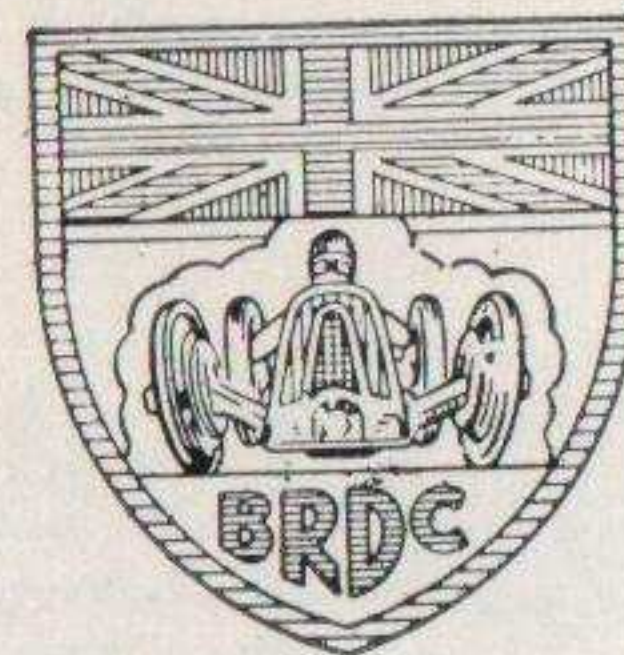
Of course, if you've got road type tyres on one axle and 'knobbles' on the other, you can only switch side to side unless you are the ultra keen type, in which case you can reverse the tyres on their rims. There is a snag even then because tubeless tyres are best kept permanently on the rims; dismantling and refitting can start leaks.

How do we sum this all up? Well, changing wheel positions will give you longer tyre wear, but change only when irregular wear appears (don't leave it too late!) the cost of frequent wheel positioning can exceed the saving on your tyre bill.

What is the best system to adopt? I'm all for simplicity myself so I go for a straight 'swop' of fronts to rears; the diagonal change involves complications. I haven't mentioned the spare; all things considered I opt for keeping it in the boot (correctly inflated) and matching it with the first new replacement tyre that you buy.

Finally, remember, radial tyres and cross ply tyres should not be mixed on the same axle. Also, if you have two of each type on the car, radials *must* be on the rear and cross ply on the front. If you change the tyre positions with mixed equipment, you can only move from side to side. It is, of course, better to have either cross ply or radials on all five wheels and not to mix.

*Group Service Manager, Avon Rubber Company Ltd.



19th International

TROPHY MEETING

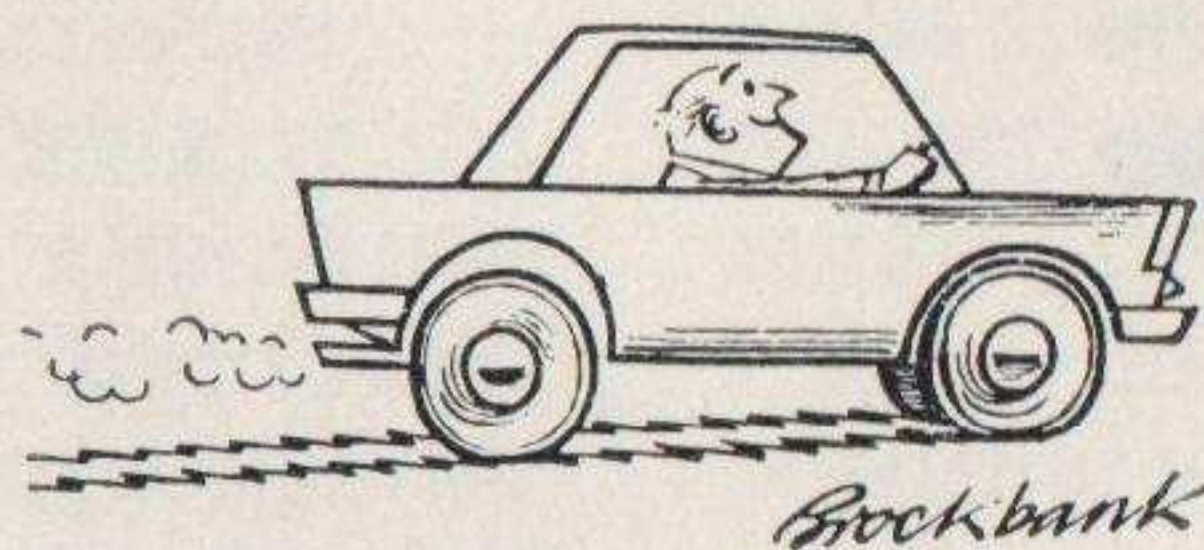
Saturday 29th April, 1967

SILVERSTONE

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



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- 36 Entrants
- 37 Lap Score Chart

The "W. D. & H. O. Wills" Trophy Race for Sports Cars 11.40 a.m.

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- 39 Lap Score Chart

The "Ovaltine" Trophy Race for Saloon Cars 12.45 p.m.

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- 43 Lap Score Chart

19th International "Daily Express" Trophy Race 2.30 p.m.

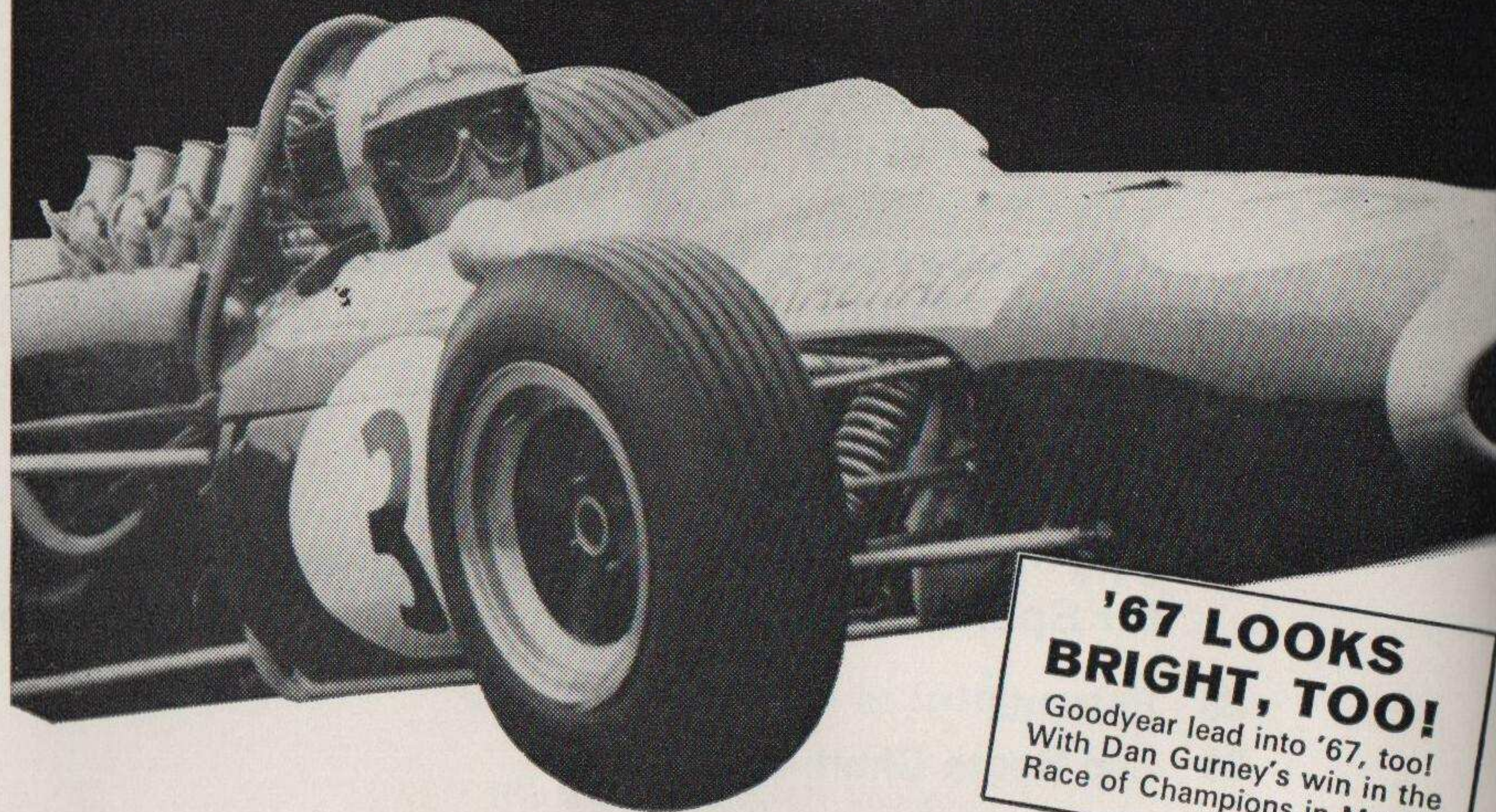
- 44 Entrants
- 45 Lap Score Chart

The "Kodak" Trophy Race for Historic Cars 4.30 p.m.

- 46 Entrants
- 47 Lap Score Chart



GOODYEAR LED AGAIN IN 1966



'67 LOOKS BRIGHT, TOO!

Goodyear lead into '67, too!
With Dan Gurney's win in the
Race of Champions in March.

For racing drivers on Goodyear tyres, 1966 was a great year. Goodyear tyres rolled to victory in big races like the French Grand Prix (European GP), British Grand Prix, Dutch Grand Prix, German Grand Prix, Le Mans 24-hour, Daytona 24-hour, Sebring 12-hour, Silverstone International Trophy Race.

R.A.C. British Rally, culminating in Jack Brabham's World Championship Victory. The experience gained in winning big races is also built into the Goodyear G8, first choice for everyday motoring, and G800, today's most advanced radial tyre. Both give safer cornering and braking, thousands of extra miles.



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GOODYEAR

Foreword

The Hon. Gerald Lascelles

President of the British Racing Driver's Club

THOSE of you who have attended our meetings at Silverstone regularly over the years may notice some important changes in the circuit's landscape.

First, you will see that an imposing "Daily Express" vehicle bridge has been erected on the straight between Farm and Woodcote, to provide direct access to the pits and paddock for both competitors, officials and the multifarious service vehicles. This will reduce the congestion at the main entrance, previously experienced by the build-up of such traffic waiting to cross the circuit.

Then, the Dunlop tower points its bold finger towards the sky, replacing the temporary structure which used to house television cameras, commentators and other vital links in the information centre of the circuit. It is no small tribute to our track manager—Mr. Jimmy Brown—that these and other construction works were completed during the winter months, against the onslaught of gales and wet weather, with the minimum disturbance to people using the circuit for private testing and practice.

Those of you who will be circulating in the Woodcote area will see the new Club House built by the Silverstone Club for their members.

I would like to draw your attention to two points in to-day's programme. One is the increasing interest taken by the importers of foreign cars as shown by the appearance of Alfa Romeo, Chevrolet, Ford and Porsche in the Saloon Car Race. The other is, that in organising a major Formula 1 Race one must inevitably accept the absence of one or two important contenders through late preparation, or other commitments. The latter point explains the non-appearance of Anglo-American Racers' Eagle-Weslakes; they are at the moment deeply involved in the preparation of their cars and drivers for the Indianapolis 500.

I thank you all for your support and wish you a happy and enjoyable day's sport and hope to see you all here again for the R.A.C. British Grand Prix on July 15th.

*President
British Racing Drivers' Club.*

April 29th, 1967.

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: The Most Hon. Marquess Camden, D.L., J.P.(R.A.C.), T. Blackburn, Esq., The Hon. Gerald Lascelles, J. A. Ellison, Esq., D. J. Scannell, Esq.

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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: Mrs. J. Banks, Mrs. K. Brown, Mrs. I. Cakebread, Mrs. K. Cooke, Mrs. B. Facer, Mrs. F. J. Godfrey, Miss C. Hinton, Mrs. L. Laird, Mrs. J. Leahy, Miss J. I. Osborne-Door, Miss E. Ridgeway, Miss C. Sadler, Mrs. C. J. Snowdon, Mrs. E. C. Zetl, Mrs. W. C. Winterbottom. Messrs. D. Buck, R. Darlow, L. George, R. N. Eason Gibson, M. McDougall Stuart, R. E. Reynolds.

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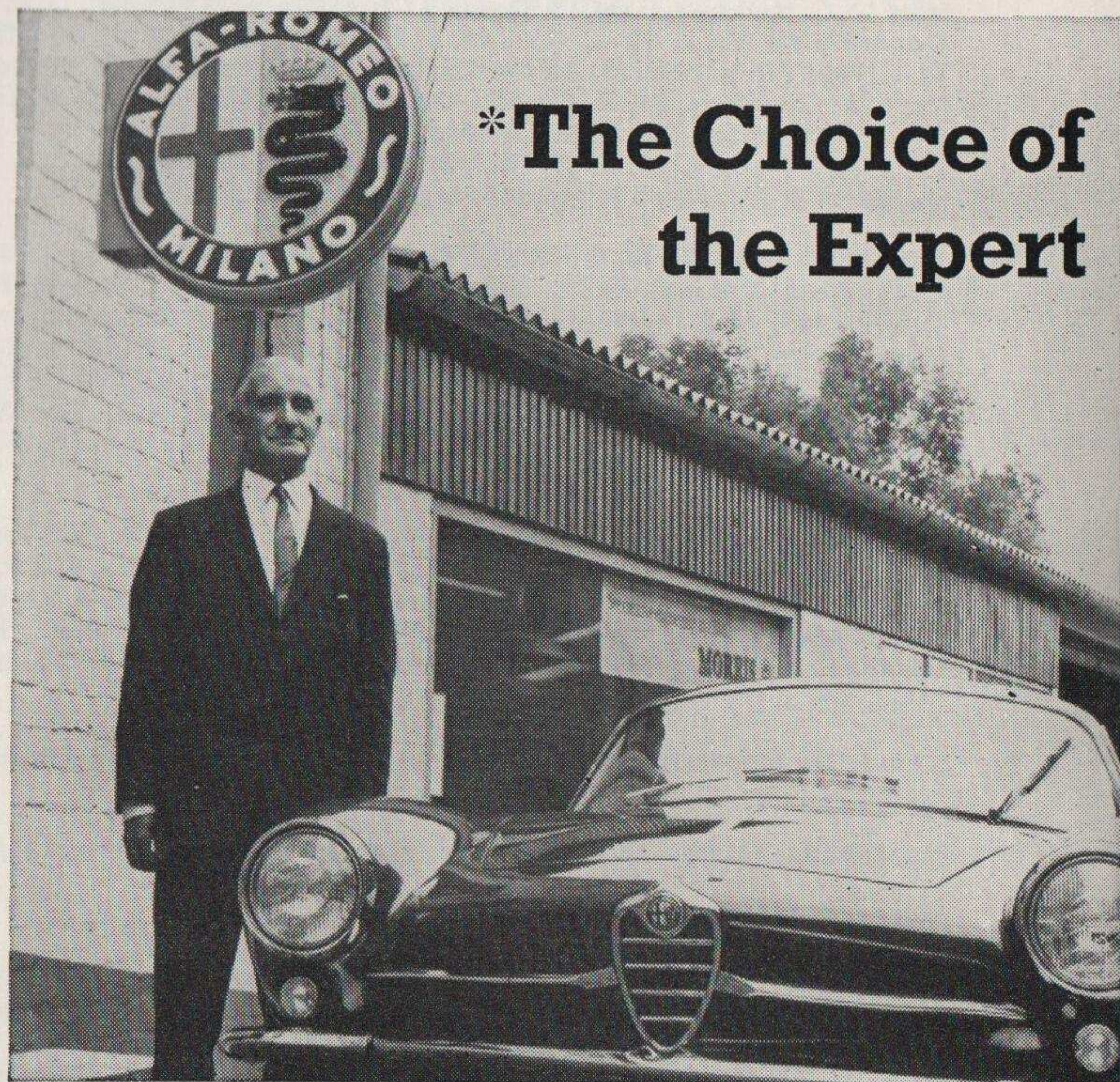
FIRE PROTECTION: Divisional Officer C. A. R. Howard and Units of the Northamptonshire Fire Brigade. Officers of the Birmingham Fire Brigades' Association.

COMMENTATORS: Peter Scott-Russell, F. Bassett, K. H. Douglas and A. E. Marsh.

TRACK MANAGER: J. W. Brown.

DEPUTY CLERK OF THE COURSE: W. M. Couper.

CLERK OF THE COURSE: J. Eason Gibson.



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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 the "W. D. & H. O. WILLS" Trophy

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

The "WILLS" Trophy

In each class:

1st £70. 2nd £40. 3rd £15.

International Saloon Car Race for the "OVALTINE" Trophy

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

The "OVALTINE" Trophy

In each class: *To the Entrant of the car finishing:*

1st £50. 2nd £25. 3rd £10.

Formula III Race for the "CARAVANS INTERNATIONAL" Trophy

To the Entrant of the car finishing:

1st The "CARAVANS INTERNATIONAL" Trophy and £100.

2nd £75. 3rd £30. 4th £25. 5th £15. £6 £5.

Historic Car Races for the "KODAK" Trophy

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

The "KODAK" Trophy

Total Prize Money £2,190. All trophies to be won outright.

Today's "Daily Express" Trophy Race

by **BASIL CARDEW** *of the "Daily Express"*

The 1967 Grand Prix season is likely to be a tremendously exciting year on the race tracks of the world. Not since the late fifties has so much talent, so much power and so much fine engineering been assembled to contest Formula I.

Today at Silverstone the 19th Daily Express Trophy Meeting should prove a fascinating preview of the season. Already the small exclusive band of Grand Prix drivers have shown that very little separates them in skill and ability to drive at tenths and with the 3 litre engines and cars reaching maturity in their development programmes, there is even less difference between the fastest and the slowest in the race.

The main event today could be won by any one of the five main marques represented on the grid—LOTUS—BRABHAM—B.R.M.—FERRARI—COOPER—or indeed by any one of the top ten drivers.

World Champion Jack Brabham heads the field with his Brabham-Repco which gave him the Championship for 1966, but it is expected that he will be using the latest all-new Repco power plant built especially for the 1967 season and seen in action for the first time today. Jack and his very fast team-mate Denny Hulme will be going all out for a 1-2 victory for these superbly prepared cars.

Hotly disputing the issue will be former world champion Graham Hill, who has shown in the early stages of the season that he is driving as well and as fast as at any time in his career. Hill will be team leader for Lotus, thus turning the wheel full circle—he started his career as a mechanic for Colin Chapman and got his first Formula I drive in the original front engined Lotus Grand Prix car. It is hoped that Hill's car will be powered by the new Ford 3 litre V.8 engine that is reputed to have cost £100,000 to develop.

In the mighty H 16 B.R.M. will be the young Scotsman Jackie Stewart, waiting to challenge his former leader and to repeat his victory in this same race in 1965.

Mike Parkes, possibly one of the most brilliant automobile engineers in this country, will be behind the wheel of a special long chassis Ferrari. Mike's belated debut in Formula I racing was probably due to the fact that he could never find a car long enough to match his 6' 3" frame. But after joining Ferrari, as a development engineer and putting up some notable performances in sports cars, Commendatore Enzo Ferrari decided to build the handsome Mike a specially long car. It will be racing at Silverstone today.

Bruce McLaren, driving a car of his own construction, can also be counted upon to be among the leaders.

All of which adds up to a fantastic duel for the main event of the day. An event which will certainly uphold the tradition of the Daily Express Trophy Meeting.

It started when Mr. Tom Blackburn, now chairman of Beaverbrook Newspapers, had the brilliant idea that a new standard should be set in the way a meeting should be put on.

He had been approached by Mr. Desmond Scannell, then

A Full scale
Mini-drift
at Silverstone





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



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

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

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

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



DUNLOP SP RADIALS

RALLY-PROVED FOR YOUR KIND OF MOTORING

Secretary of the BRDC, and it was decided that nothing should be spared in staging the first International Daily Express Trophy Meeting in August, 1949. Everything was to be the best—the racing, the drivers and the all-round day's entertainment.

At that time foreign drivers monopolised the sport—giants like Alberto Ascari, Giuseppe Farina, Luigi Villoresi and a host of others.

That initial meeting was a sell-out. The assessment of the people's needs and interests was right and the crowds rolled in from all over the country. Close on 100,000 spectators fringed the 3-mile Silverstone Circuit and this magnificent success story has been repeated at every Trophy meeting held since then.

The series brought to the fore our own drivers with the result that they have now ruled supreme on the race-tracks of the world for more than 12 years.

But from the very beginning of the Daily Express Silverstone meeting, the policy has been to provide a full day's entertainment, not just a single main race as is the case on the Continent.

So, today we have five big races plus special demonstrations during the luncheon break.

The Sports Cars race, always one of the more thrilling, will be a renewal of the Ferrari versus Ford battle, but this time with the constant threat of the Porsche. Then, in the Formula III event, the fact that there is a predominance of Brabham entries will place even more importance on the skill of the drivers to fight off the opposition from cars of relatively similar performance. But probably the most exciting event at the circuit will be the Saloon Car race. The crowd will, as always, be on their feet with excitement to watch the wheel to wheel, even door handle to door handle, battles that develop as vast American saloons try hard to shake off the embarrassingly fast Minis and Imps. Some of the faster cars in this race will be the 2 litre BMW (Chris McLaren), Lotus-Ford (Graham Hill), Porsche (Vic Elford), Ford Falcon (Brian Muir), Ford Falcon (Roy Pierpoint), 5 litre Mustang (Jack Oliver), and making its first appearance in U.K. the Chevrolet Camaro driven by B.O.A.C. pilot Hugh Dibley. There is also a nostalgic event for Historic Racing Cars—many of them similar to those that thrilled the crowds in the early fifties.

Finally, given reasonable weather conditions the lap record at Silverstone, Britain's fastest race circuit, is in great danger of being soundly beaten. At present it stands at just over 118 mp.h. It might well be in the region of 122 mp.h. by the end of today's racing.

CHAMPIONS WIN WITH CHAMPIONS!

IN 1965, World Champion Jim Clark won his title on Champion Spark Plugs.

IN 1966 Jack Brabham won the World Championship on Champion Spark Plugs. Eight out of nine 1966 World Championship Grand Prix Winners used dependable Champions.

IN 1967 again
Grand Prix drivers choose



WHY SETTLE FOR LESS
IN YOUR CAR?



STILL ONLY 5/- EACH
Recommended retail price

The Formula 1 Scene

ALAN BRINTON

Motor Racing Correspondent—THE OBSERVER

The first European round of the 1967 Formula 1 World Championship will be fought next Sunday afternoon round the narrow and tortuous Monaco circuit, and this afternoon most of the main contenders will be giving their cars a final test in the Daily Express International Trophy race.

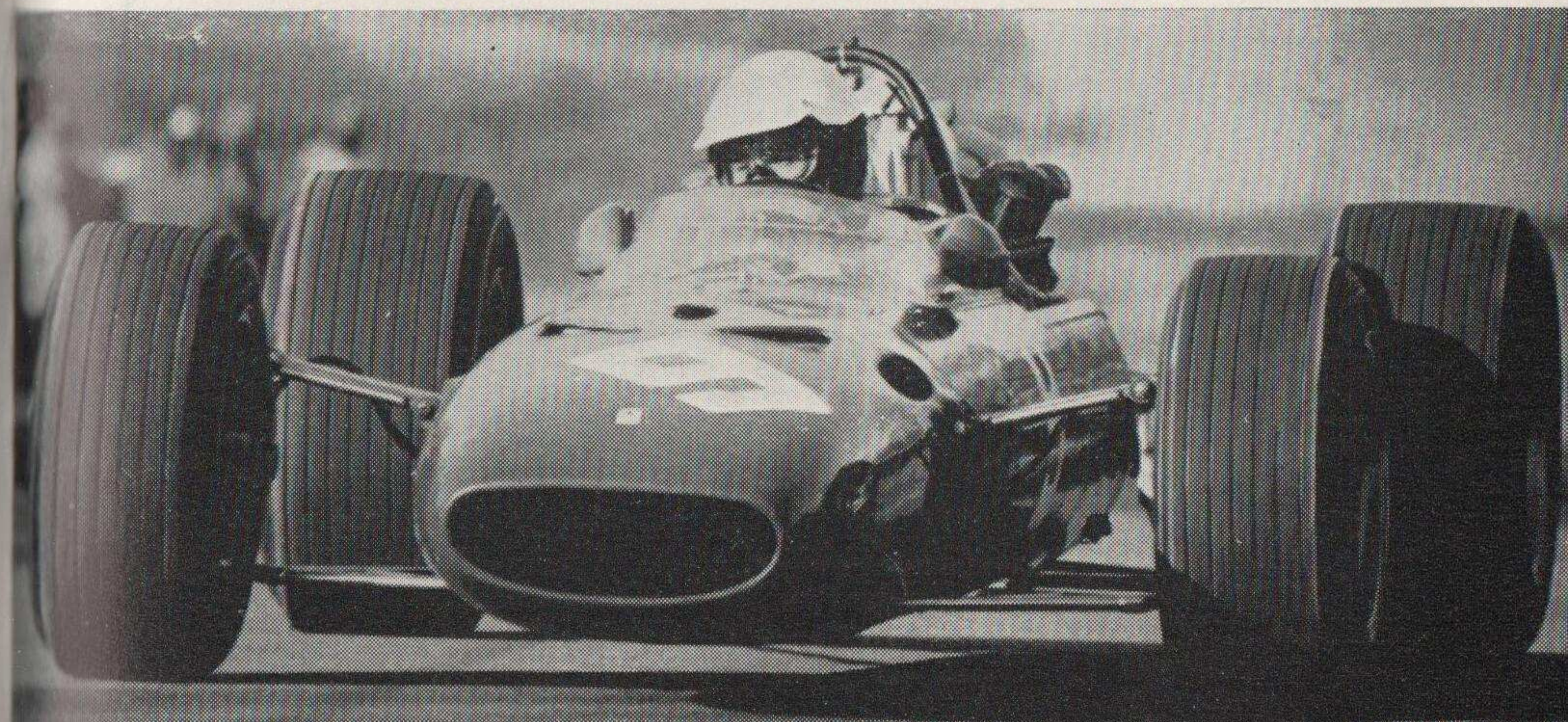
Jack Brabham, of course, won this race last year, and went on to achieve his third world championship. This year, he will undoubtedly find the going tougher, but with new and more powerful Repco V8 engines in smaller and lighter chassis, Jack and Denis Hulme are still the team to beat this season.

Jack is a great Silverstone exponent, and as he demonstrated so excitingly in the 'Race of Champions' at Brands Hatch seven weeks ago, even his 1966 car is still competitive. The 'old man of motor racing' still retains all the verve of youth, and this, allied to his tremendous experience, makes him a formidable competitor. And remember, too, that Hulme was fourth in last years' driver's championship.

There is little doubt, though, that the Eagles look like being the surprise of the year. Dan Gurney pulverised the opposition in the 'Race of Champions' and has been putting up some incredible times round Goodwood now that the beautifully designed and very compact Gurney Weslake V12 engine is showing enormous power and enviable reliability.

What sort of output? Well, one engine has given a reading of 427 brake horsepower on the test bed, and both Gurney and Richie Ginther will have comfortably more than 400 horsepower under their right foot when they go to the starting grid.

Lorenzo Bandini
1967—Ferrari





MOTORING:
BASIL CARDEW &
DAVID BENSON
DAILY EXPRESS

The Eagles, designed by Len Terry, have impressive road-holding—as shown by the way Gurney went last season with a veteran 2.7-litre Climax engine—and they look firmly set to win several races this year with the V12 on which cylinder head wizard Harry Weslake has worked his magic.

During the Winter, the boffins at Bourne have been slaving away to produce more reliability for the complicated H16 B.R.M engine—cooling seems to have been a main problem—and to improve the roadholding. Both Jackie Stewart and Mike Spence went back to Kyalami, scene of this year's South African GP, to pursue a meticulous test programme, and the results gave considerable satisfaction to Tony Rudd and his dedicated mechanics.

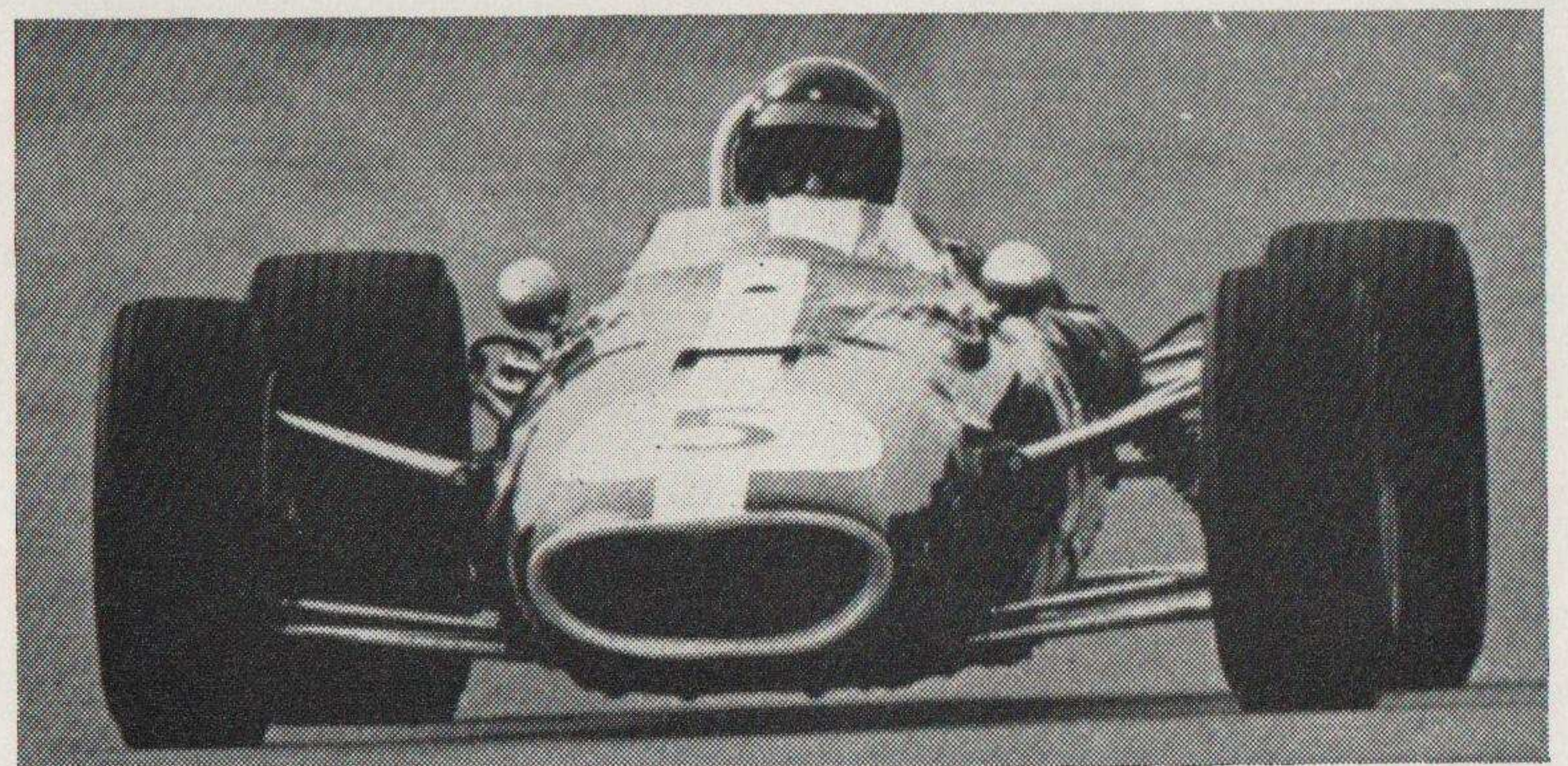
Like the Eagle, the B.R.M is giving over 400 brake horsepower, but it is in a heavy car, and one wonders whether the new V12 engine—which should be ready for delivery in July or August—might prove to be the better bet.

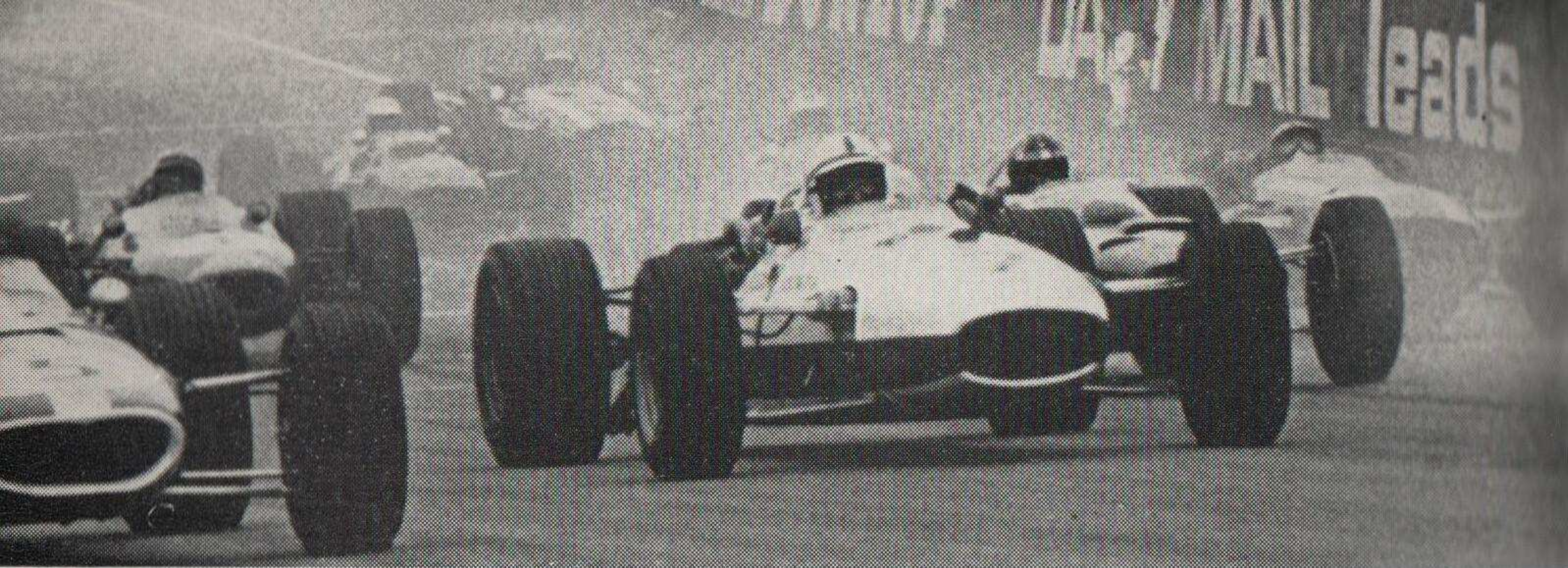
Tim Parnell, who is in effect running a second B.R.M team, will probably be using the V12 engine later this season, but meanwhile his cars will stick to the H16 power units.

Bruce McLaren, whose last season was dogged with disappointment through failing to find the right engine, is now using a 2.1-litre B.R.M V8 in a slightly modified Formula 2 chassis. Despite its capacity handicap, this car is a force to be reckoned with, and Bruce is expecting to have the B.R.M V12 later in the season.

Another top car in the power battle is the Honda, which John Surtees is driving this season. The Japanese firm have an uncanny skill in extracting high outputs from their engines, and the Honda is another contender in the 400 horsepower bracket. But like the B.R.M, the Honda is a heavy machine, and Surtees has been carrying out an intensive development programme in an effort to improve the car's handling qualities. He has already demonstrated that he knows how to wring

Dan Gurney
V.12 Eagle-
Weslake





John Surtees
V.12 Honda

performance out of the white, ear-splitting machine; no driver is more dedicated or more determined to take the chequered flag. Honda have wisely decided to leave much of the development of the car to Surtees, and I think this combination will be a very serious threat to the European machines.

After winning the last two world championship events—the Mexican GP last year, and the South African GP at the start of this season—the Cooper boys naturally have their tails up. At the moment, though, they are lagging in the power game, for the bulky Maserati V12 is giving only around 340 horsepower. Modifications have been made to trim off some of the car's surplus weight, and Maserati are working on a new three-valve-per-cylinder head which it is hoped will show around 390 horsepower. However, until the new engine proves its race worthiness, Jochen Rindt and Pedro Rodriguez will have to depend more on reliability for hopes of success.

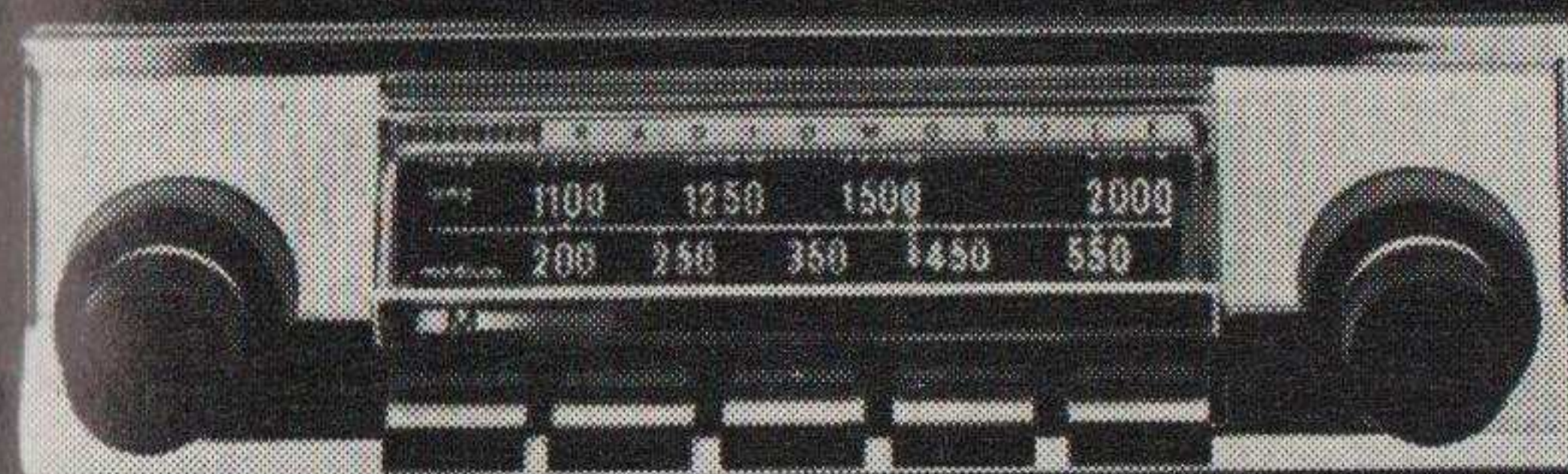
Ferrari are making a bigger F1 effort this year, and are ringing the changes on different versions of their V12 engine in a search for higher output. The new car which Lorenzo Bandini drove at Brands Hatch in March is some 150 lbs lighter than last year's models, and promises to be a real threat, particularly on high-speed circuits. With four drivers to choose from—Mike Parkes, Chris Amon, Bandini and Ludovico Scarfiotti—it is obvious that Enzo Ferrari means business this year.

And so do Lotus, who this year will have exciting new cars for Jim Clark and Graham Hill to drive. At the time of writing, the 1967 GP Lotus is shrouded in mystery, but if the Ford V8 engine, designed by Keith Duckworth, comes up to expectations and gives around 400 horsepower in a lightweight chassis, then everyone else may have to look to their laurels!

Today's race will provide some pointers to the way we can expect the world championship to shape. But it would be a rash person who would forecast the outcome with any confidence. It's definitely going to be tougher at the top in this second season of the 3-litre Formula 1.



This radio was built to be taken for a ride



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Radiomobile

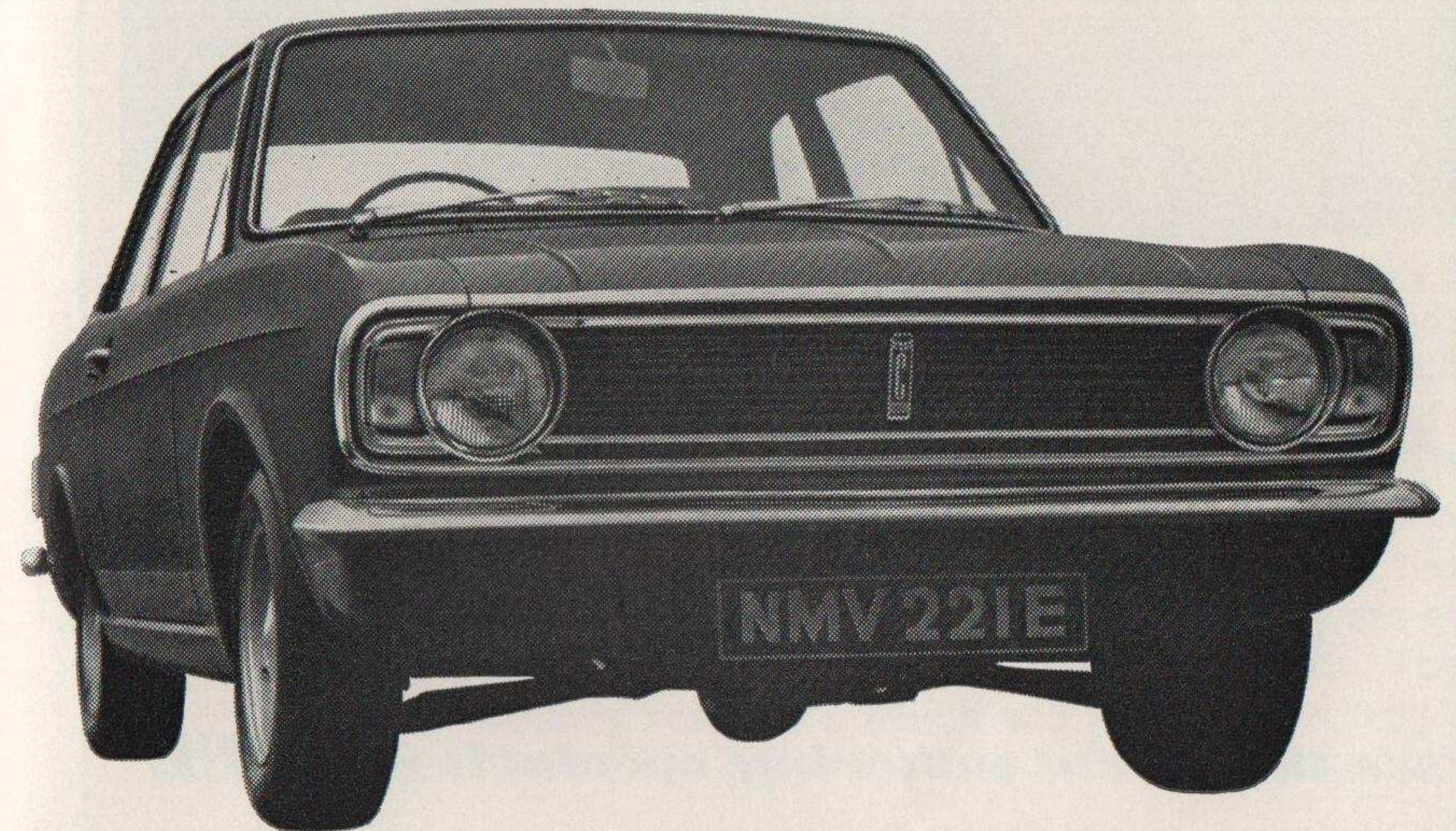
The only car radio exclusively recommended by BMC, Jaguar, Rootes and Standard-Triumph

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

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

Some define the new Cortina Lotus as a racing car disguised as a family saloon. Others say it's the other way round. Both definitions fit it exactly. New Cortina Lotus gives you a family-size saloon with rally car performance. The 1558 cc twin overhead camshaft engine fed by double twin-choke Weber carburettors accelerates from 0-60 in 10.4 seconds and develops a top speed of 108 mph. All this power is kept well in hand by radial ply tyres on 5½ J rims, servo-assisted brakes all round, anti-roll bar, radius arms, lowered suspension and all-synchromesh gearbox. Cortina Lotus holds its own on road or track. For looks and comfort it can't be beaten. Upholstered and trimmed in Cirrus 200. Deep-pile carpeted door-to-door. Contoured bucket front seats, spacious back seat. 'Aeroflow' ventilation freshens the air every 40 seconds. Full 'Gear'—wide range of special Cortina

car as having two seats, a racy Italian name and

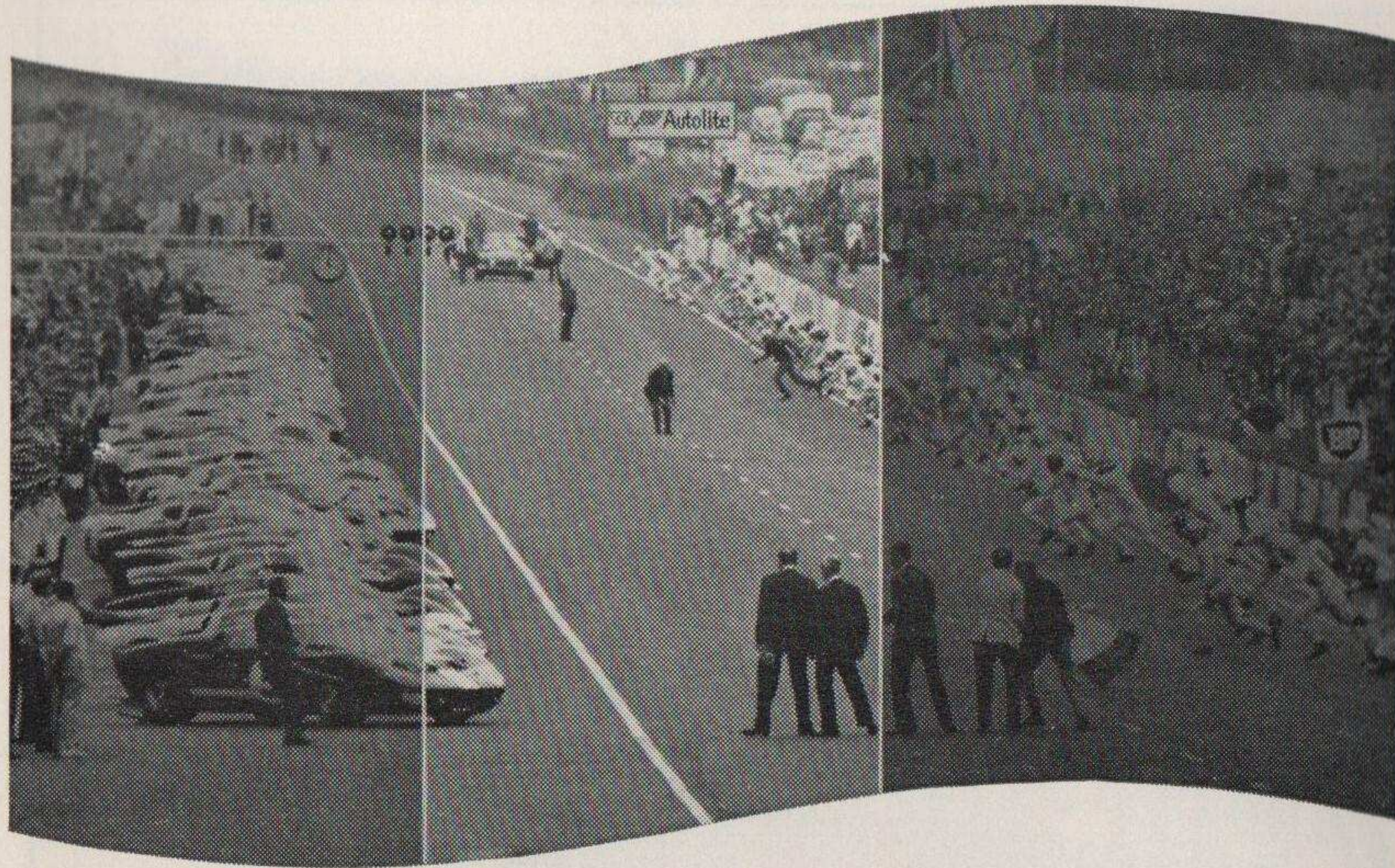


Lotus racing and rallying equipment available from the Ford Competitions Department. New Cortina Lotus. Recommended delivered price (including p.t.) £1,068*. And this means exactly what it says—with Ford there is no extra charge for delivery. Factory fitted seat belts in accordance with statutory regulations at extra cost.

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

New Cortina Lotus





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

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

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



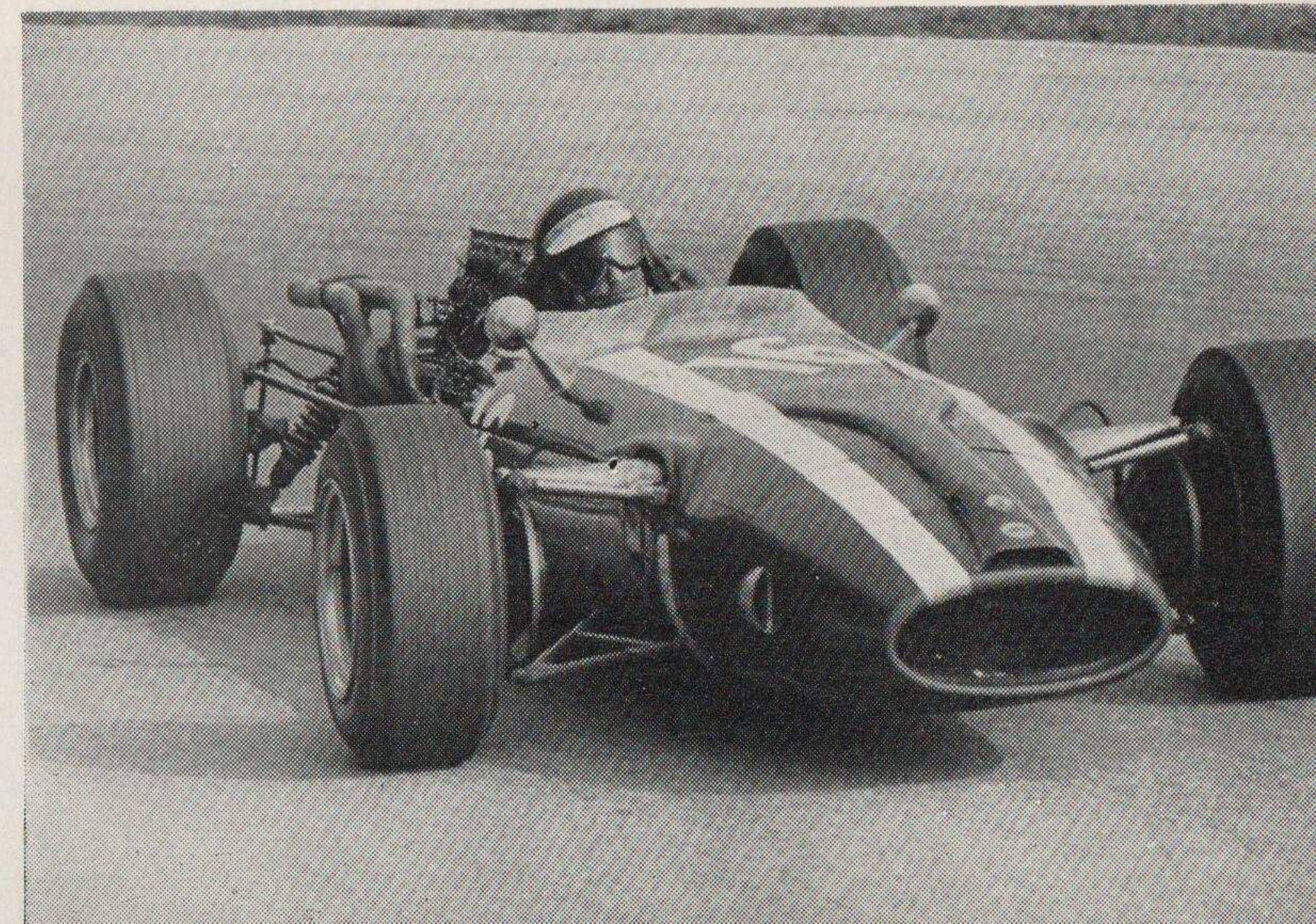
The Age of Cornering Power

CHARLES BULMER, B.Sc., C.Eng., A.F.R.Ae.S
Editor—MOTOR

THE late Laurence Pomeroy, who was a great enthusiast for statistical analysis, developed an empirical rule that a car's lap speed was proportional to the sixth root of its engine power on an average road circuit. In other words, if you doubled the power (without increasing the weight) the lap speed would improve by about 12%. This is a fairly small return but it is the approach which has dominated racing history until comparatively recently.

What would happen if you doubled a car's road adhesion and therefore the centrifugal force it can stand before it goes out of control? Cornering speeds would increase by just over 40% and lap speeds probably 20% on average circuits and considerably more on very slow courses with a lot of bends and few straights. Because nobody thought that adhesion could be improved very much, this line of attack was neglected until some 10 to 15 years ago; since then it has been just about doubled and this is why the puny F.1 cars of today would run rings round most of the pre-war giants. Today we have ordinary road cars which will stand about 0.6g centrifugal acceleration (although it sometimes needs a lot of skill

Jochen
Rindt-
Cooper
1966





1967 is STOP ACCIDENTS YEAR

Every year must be a 'stop accidents year'. But the slogan has particular significance in 1967, the year which marks the Golden Jubilee of the voluntary accident prevention movement in the United Kingdom. After 50 years of progress in this field, we must lay firm foundations for yet another 50 years of even more successful work for accident prevention. We have a golden opportunity to change the shape of things to come. For the sake of future generations, we must accept this challenge to us all to end the needless toll of suffering on our roads.



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

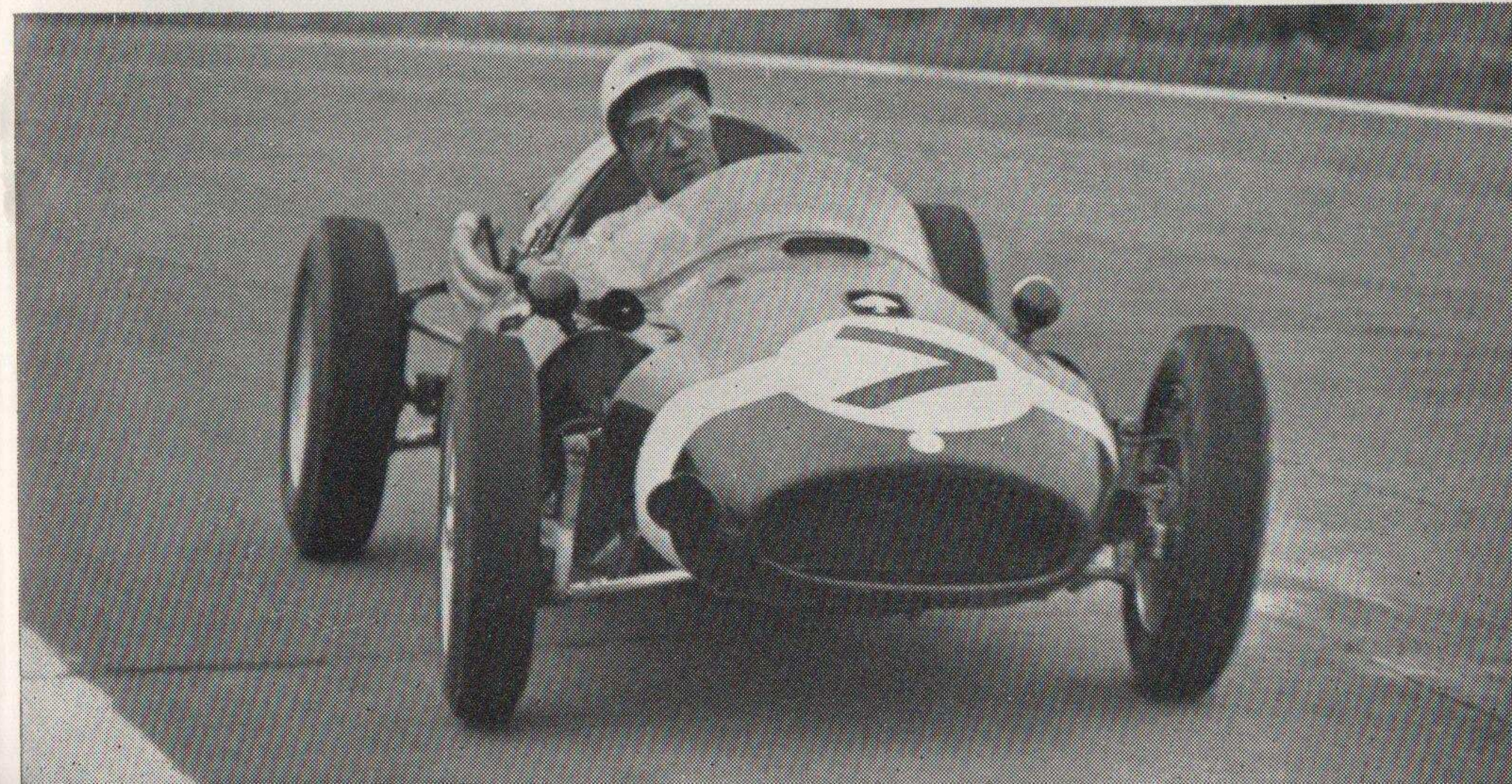
to get this), racing cars which can produce about 1.2g and an American go-cart with special tyres which has recorded 1.7g, so the development process isn't finished yet.

Looking back over this period it isn't easy to disentangle the dominant threads nor to distinguish the causes from the effects. But by the mid-fifties it had become clear that Coulomb's 'law', which says that the limiting friction between two surfaces depends only on the contact load and not on the contact area, certainly doesn't apply to tyres on roads. Bigger lower pressure tyres with larger contact patches were found to give better grip; at the same time cars were getting smaller and lighter and races shorter so that tyre wear was no longer a major factor.

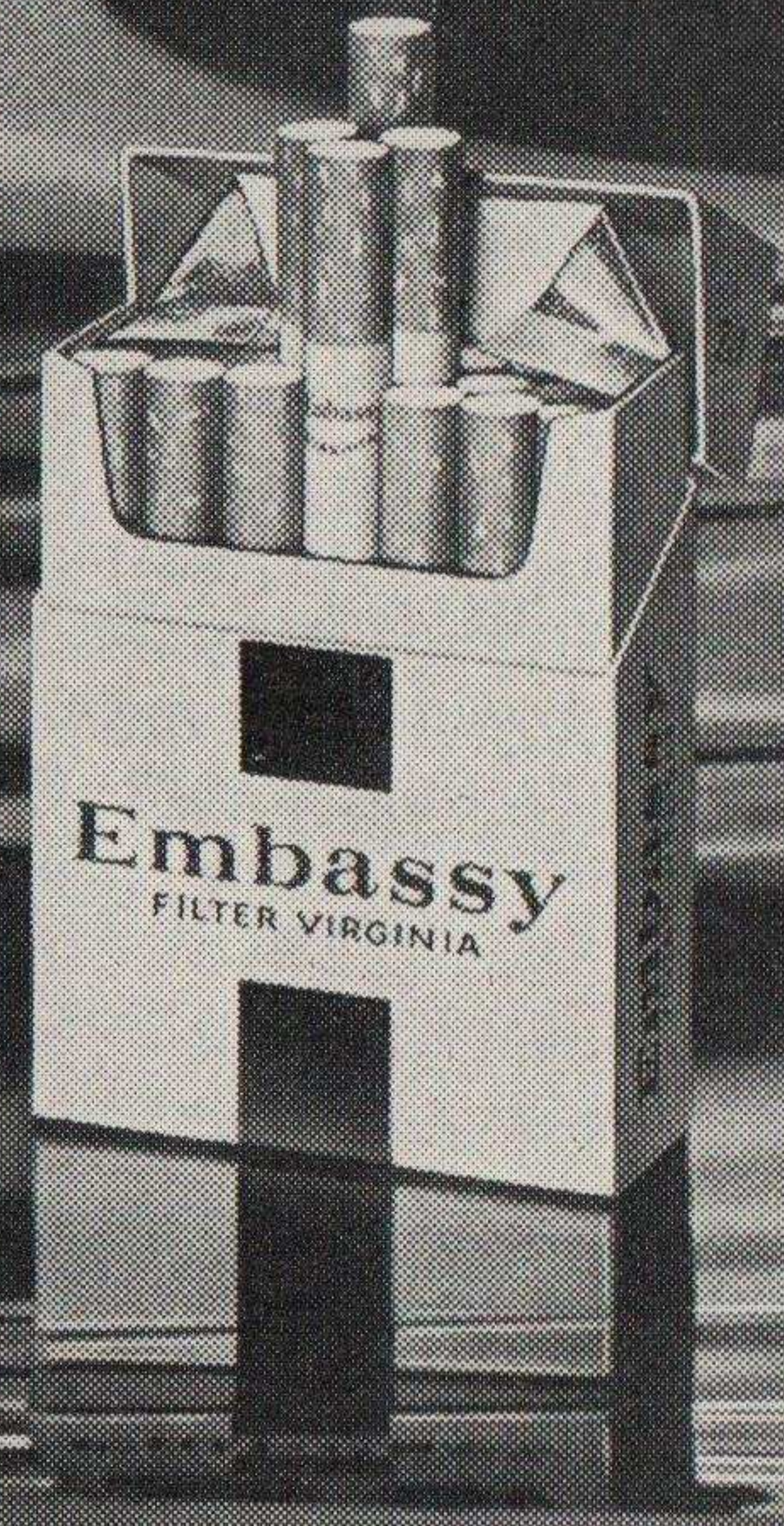
Then Dunlop introduced so-called high hysteresis rubber tread compounds for better grip in wet weather racing and people like Stirling Moss found that these rain tyres were also much faster in the dry if you could make them last—they ran much hotter and wore rapidly. Since that time there has been rapid development of tyre size, shape and tread compound towards the present cotton reel profiles which are designed to put down on the road the maximum possible area of high grip rubber. Their power absorption is extremely high; Colin Chapman pointed out that between 1962 and 1965 the power output of the 1½-litre Coventry Climax GP engine went up from 170 to 205 b.h.p. and that at the end of this period the Lotus was about 10 m.p.h. slower in top speed at Spa than it was at the beginning thanks to larger and larger rims and tyres. But the lap speed rose every year.

In parallel with tyre development, less spectacular changes were being made in suspension. Some of these were mechanical and aimed at more precise agreement between

Stirling Moss
(Cooper) at
Goodwood
1958



the best in smoking



MADE BY WILLS—PACEMAKERS IN TOBACCO

E.M.188

intended and actual wheel movements and some were concerned with a reduction in friction, particularly in the drive shafts where ordinary splines can lock up under load and stop the suspension moving. Geometrically, most designers were looking for two things—a reduction in lateral scrub on bumps and better control over wheel camber changes in corners. These two objectives are not entirely compatible but they were made much more so by the gradual realisation that racing cars can use exceptionally wide tracks without disadvantage since the aerodynamic drag of the whole car is not appreciably affected by the length of the slender members which join the wheels to the body.

A wide track and a very low centre of gravity means a reduction in weight transfer from inner to outer wheels on corners and this itself is of major importance. It also means less roll which helps in keeping the wheels vertical and this in turn means that the roll centre can be lowered which is the vital factor in reducing tyre scrub—lateral scrub of the contact patch on bumps is an 'unsticking' factor which can cause premature breakaway when the tyre is operating near the limit.

Working along these lines cars have been developed in which the outer wheels (the heavily laden ones which do most of the cornering) remain nearly upright under roll conditions and, in order to keep the full contact area, this has become more and more important as the treads have become wider and flatter. Unfortunately, this geometry doesn't work so favourably in straight line conditions. The change from violent acceleration to violent braking causes a very large change from nose-up to nose-down pitch attitude accompanied by a large change in wheel camber and a tendency to run on the edges of the flat treads which reduces traction and braking and leads to instability. This became obvious two or three years ago with the very powerful Indianapolis cars and is becoming a major factor in GP racing since the 3-litre cars arrived.

One way of countering it is to use harder springs and since the early sixties spring rates have doubled on some cars. But for two or three years now a few forward thinking designers have realised that the only suspension arrangement which always keeps the wheels upright is the old-fashioned beam axle. One team has already experimented with a de Dion rear end and found sufficient increase in cornering power to cause excessive understeer. Logically, then, the next step is to revert to a beam axle at the front as well—an arrangement already adopted on the Fraser GT which has yet to make its racing debut. So we needn't fear stagnation yet.



Choice of champions



JACK BRABHAM
WORLD CHAMPION 1959, 1960 & 1966



JIM CLARK
WORLD CHAMPION 1963 & 1965

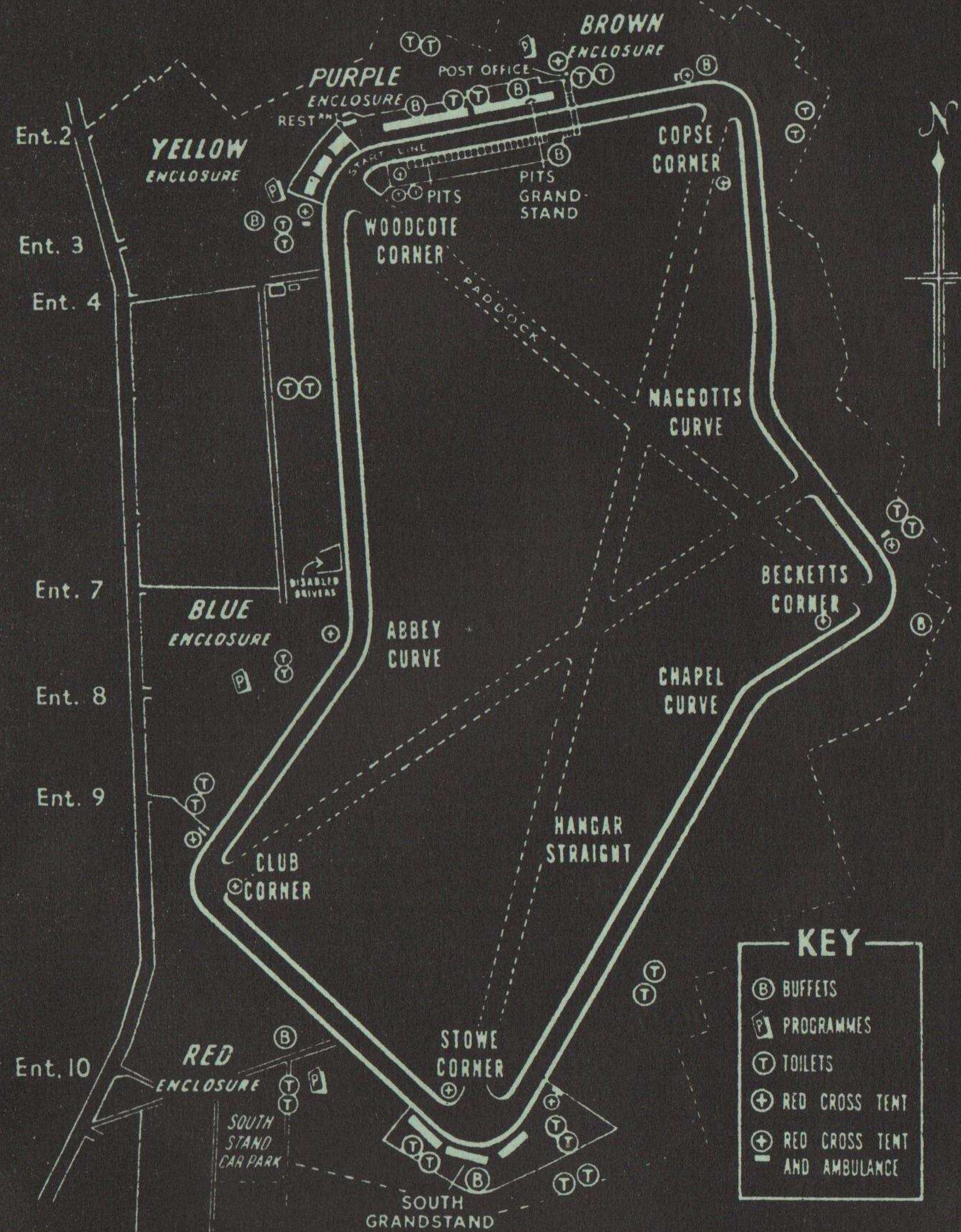


GRAHAM HILL
WORLD CHAMPION 1962

PUT A TIGER IN YOUR TANK WITH ESSO EXTRA

SILVERSTONE CIRCUIT

19th ANNUAL INTERNATIONAL TROPHY, APRIL 29th, 1967



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

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused, whether by negligence or otherwise, resulting in damage to property and/or personal injury to spectators.

ALL RACES ARE RUN IN A CLOCKWISE DIRECTION

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SILVERSTONE CLUB CIRCUIT

EXISTING LAP RECORDS AT 29th APRIL 1967

Category	Time	Speed	Car	Driver	Event	Date
Racing Cars						
Formula III	m. s. 1 04.2	m.p.h. 90.17	Brabham-Ford	H. Stiller	B.A.R.C.	18. 6.66
1000 to 1500	1 04.2	90.17	Brabham-Ford	A. Rollinson	B.A.R.C.	8.10.66
1500 to 3000	1 00.4	95.88	Lotus-Ford	M. Costin	B.A.R.C.	19. 6.65
Over 3000	1 02.4	92.77	Brabham-Ford	M. Costin	P'boro M.C.	10. 9.66
Up to 1500S	59.4	97.45	Lotus-Chev.	C. Summers	N.S.C.C.	30. 7.65
Over 1500S	1 09.8	82.93	E.R.A.	A. G. Murray	V.S.C.C.	14. 4.62
POST-WAR	1 10.1	82.64	E.R.A.	J. T. Stuart	V.S.C.C.	6. 4.57
	1 07.8	85.38	Maserati	L. Lucas	V.S.C.C.	30. 7.66
Sports Cars						
Up to 1100	1 05.0	89.06	Lotus B.R.M.	R. Widdows	B.A.R.C.	9.10.65
1100 to 1500	1 06.2	87.44	Rejo	D. A. Brown	B.A.R.C.	19. 6.66
1500 to 2000	1 02.6	92.47	Brabham	S. Taylor	B.A.R.C.	19. 6.65
2000 to 3000	1 05.4	88.51	Lotus	J. le Sage	B.A.R.C.	8.10.66
3000 to 4000	1 06.2	87.44	Lister-Jag.	G. Lee	N. Staffs	24. 9.60
4000 to 5000	1 04.6	89.61	Cooper-Chev.	A. Eccles	N.S.C.C.	30. 5.66
Over 5000	59.4	97.45	Lola-Chev.	R. Darlington	B.A.R.C.	8.10.66
750 Formula	1 20.2	72.36	Worden-Austin	A. E. Densham	P'boro M.C.	17. 9.60
1172 Formula	1 11.2	81.30	Milmor V.	B. A. M. Small	750 M.C.	16. 5.64
Touring Cars						
Up to 1000	1 12.6	79.74	Hillman Imp	A. D. Taylor	B.A.R.C.	8.10.66
1000 to 1300	1 09.8	82.93	Ford Anglia	L. F. V. Nash	B.A.R.C.	8.10.66
1300 to 1600	1 10.6	81.99	Ford Anglia	J. R. Hewitt	B.A.R.C.	9.10.65
			Ford Anglia	C. Jackson	B.A.R.C.	9.10.65
			Ford Anglia	P. Hawthorne	B.A.R.C.	8.10.66
1600 to 2000	1 08.2	84.88	Ford Anglia	R. Torrie	P'boro M.C.	10. 9.66
2000 to 2600	1 20.8	71.64	Ford Zodiac	J. Harris	N.S.C.C.	30. 3.64
2600 to 3500	1 09.8	82.93	B.M.C. Allen	R. Embley	N.S.C.C.	30. 3.64
3500 to 5000	1 09.8	82.93	Ford	D. Merfield	N.S.C.C.	30. 3.65
Over 5000	1 09.0	83.90	Ford Galaxie	J. Sears	M.M.K.M.C.	25. 4.64
G.T. Cars						
Up to 1000	1 12.0	80.40	Diva G.T.	D. Sims	P'boro M.C.	14. 9.63
1000 to 1300	1 10.6	81.99	Lotus Climax	A. P. Chambers	J.D.C.	7. 9.63
	1 10.6	81.99	M.G. Midget	J. Britten	B.A.R.C.	8.10.66
1300 to 1600	1 06.6	87.18	Lotus Elan	K. Simmons	B.A.R.C.	8.10.66
1600 to 2000	1 06.8	86.66	Porsche	J. Morris	B.A.R.C.	19. 6.65
2000 to 2600	1 11.0	81.53	Mogran	G. Miles	B.A.R.C.	8.10.66
2600 to 3500	1 04.0	90.45	Ferrari	V. Wilson	B.A.R.C.	9.10.65
3500 to 5000	1 04.0	90.45	Ford	R. Fry	B.A.R.C.	8.10.66
Over 5000	1 03.4	91.31	A. C. Cobra	F. Gardner	M.M.K.M.C.	25. 4.64

SILVERSTONE G.P. CIRCUIT

EXISTING LAP RECORDS AT 29th APRIL 1967

Category	Time	Speed	Car	Driver	When Established
Racing Cars					
Formula I (1946/53)	m. s. 1 45.5	m.p.h. 100.16	Thinwall Spec.	G. Farina	18. 7.53
" II (1951/53)	1 50.0	97.79	Ferrari	A. Ascari	19. 7.52
" I (1954/60)	1 34.2	111.86	Maserati	F. Gonzales	19. 7.52
" II (1954/60)	1 43.4	101.91	Lotus	I. Ireland	14. 5.60
" III	1 54.0	92.43	Lotus	C. Allison	3. 5.58
" I (1961/65)	1 32.2	114.29	Cooper	J. Russell	2. 5.59
" I (1966/70)	1 29.8	117.34	Cooper	S. Lewis-Evans	3. 5.58
" II (1967/71)	1 29.2	118.18	B.R.M.	G. Hill	10. 7.65
" Jr. (1959/63)	1 39.4	108.01	Brabham	J. Brabham	14. 5.66
" III (1964/66)	1 38.8	106.65	Lotus	G. Hill	27. 3.67
Historic Racing (P/Wr)	1 55.8	90.99	Brabham	J. Rindt	27. 3.67
Historic Racing (Pt/Wr)	1 47.4	98.11	Lotus	P. Arundell	20. 7.63
Formule Libre	1 36.6	109.08	Brabham	A. Rollinson	27. 3.67
			Brabham	C. Irwin	14. 5.66
			E.R.A.	P. Waller	14. 5.66
			Maserati	C. Lucas	1.10.66
			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 37.2	108.41	Brabham	D. Hulme	15. 5.65
2000 to 3000	1 37.6	107.96	Cooper	R. Salvadori	11. 5.63
3000 to 4000	1 41.6	103.71	Ferrari	M. Parkes	20. 7.63
4000 to 5000	1 30.8	116.05	McLaren	C. Amon	14. 5.66
Over 5000	1 28.8	118.66	Lola	D. Hulme	14. 5.66
Touring Cars					
750 to 1000 Grps. 1/2	2 01.8	86.51	Austin	W. Banks	15. 5.65
750 to 1000 Grp. 5	1 56.0	90.84	Ford	J. Fitzpatrick	14. 5.66
1000 to 1300 Grps. 1/2	1 55.2	91.46	Austin	S. Neal	24. 7.65
1000 to 1300 Grp. 5	1 53.0	93.25	Austin Cooper	J. Rhodes	14. 5.66
1300 to 1600 Grps. 1/2	1 51.4	94.59	Ford	J. Sears	10. 7.65
1300 to 1600 Grp. 5	1 48.0	97.57	Ford Lotus	P. Arundell	14. 5.66
	1 48.0	97.57	Ford Lotus	J. Ickx	14. 5.66
1600 to 2000 Grp. 5	1 55.2	91.46	B.M.W.	K. Greene	14. 5.66
2000 to 2600 Grps. 1/2	2 05.0	84.30	Ford	A. Mann	20. 7.63
2600 to 3500 Grps. 1/2	1 59.2	88.40	Jaguar	I. Bueb	2. 5.59
3500 to 5000 Grps. 1/2	1 50.0	95.79	Ford	M. Salmon	10. 7.65
			Ford	Sir G. Baillie	10. 7.65
3500 to 5000 Grp. 5	1 45.0	100.35	Ford	Sir J. Whitmore	14. 5.66
Over 5000 Grps. 1/2	1 49.6	96.14	Ford	J. Sears	22. 5.64
Over 5000 Grp. 5	1 45.4	99.97	Ford	B. Muir	14. 5.66
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 miles, 2-927, yards (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.
1-26 ...	122-53 ...	197-19	1-51 ...	94-93 ...	152-77	2-16 ...	77-48 ...	124-69
1-27 ...	121-12 ...	194-92	1-52 ...	94-08 ...	151-41	2-17 ...	76-91 ...	123-78
1-28 ...	119-74 ...	192-70	1-53 ...	93-25 ...	150-06	2-18 ...	76-36 ...	122-88
1-29 ...	118-40 ...	190-54	1-54 ...	92-43 ...	148-75	2-19 ...	75-81 ...	122-00
1-30 ...	117-08 ...	188-42	1-55 ...	91-63 ...	147-46	2-20 ...	75-57 ...	121-12
1-31 ...	115-79 ...	186-35	1-56 ...	90-84 ...	146-18	2-21 ...	74-73 ...	120-26
1-32 ...	114-53 ...	184-33	1-57 ...	90-06 ...	144-93	2-22 ...	74-21 ...	119-42
1-33 ...	113-30 ...	182-34	1-58 ...	89-30 ...	143-71	2-23 ...	73-69 ...	118-58
1-34 ...	112-10 ...	180-40	1-59 ...	88-55 ...	142-50	2-24 ...	73-17 ...	117-76
1-35 ...	110-91 ...	178-50	2-00 ...	87-81 ...	141-31	2-25 ...	72-67 ...	116-95
1-36 ...	109-76 ...	176-64	2-01 ...	87-08 ...	140-14	2-26 ...	72-17 ...	116-14
1-37 ...	108-63 ...	174-82	2-02 ...	85-37 ...	138-99	2-27 ...	71-68 ...	115-36
1-38 ...	107-52 ...	173-05	2-03 ...	85-67 ...	137-86	2-28 ...	71-20 ...	114-58
1-39 ...	106-43 ...	171-29	2-04 ...	84-98 ...	136-75	2-29 ...	70-72 ...	113-81
1-40 ...	105-37 ...	169-58	2-05 ...	84-30 ...	135-66	2-30 ...	70-25 ...	113-05
1-41 ...	104-33 ...	167-90	2-06 ...	83-63 ...	134-56	2-31 ...	69-78 ...	112-30
1-42 ...	103-31 ...	166-25	2-07 ...	82-97 ...	133-52	2-32 ...	69-32 ...	111-56
1-43 ...	102-30 ...	164-54	2-08 ...	82-32 ...	132-48	2-33 ...	68-87 ...	110-83
1-44 ...	101-32 ...	163-05	2-09 ...	81-68 ...	131-45	2-34 ...	68-42 ...	110-11
1-45 ...	100-35 ...	161-50	2-10 ...	81-06 ...	130-44	2-35 ...	67-98 ...	109-40
1-46 ...	99-41 ...	159-98	2-11 ...	80-44 ...	129-44	2-36 ...	67-55 ...	108-70
1-47 ...	98-48 ...	158-48	2-12 ...	79-83 ...	128-49	2-37 ...	67-12 ...	108-01
1-48 ...	97-57 ...	157-01	2-13 ...	79-23 ...	127-50	2-38 ...	66-69 ...	107-32
1-49 ...	96-67 ...	155-57	2-14 ...	78-64 ...	126-55	2-39 ...	66-27 ...	106-65
1-50 ...	95-79 ...	154-16	2-15 ...	78-05 ...	125-61	2-40 ...	65-86 ...	105-98

AEROBATIC DISPLAY BY THE WORLD FAMOUS
ROYAL AIR FORCE TEAM

THE RED ARROWS

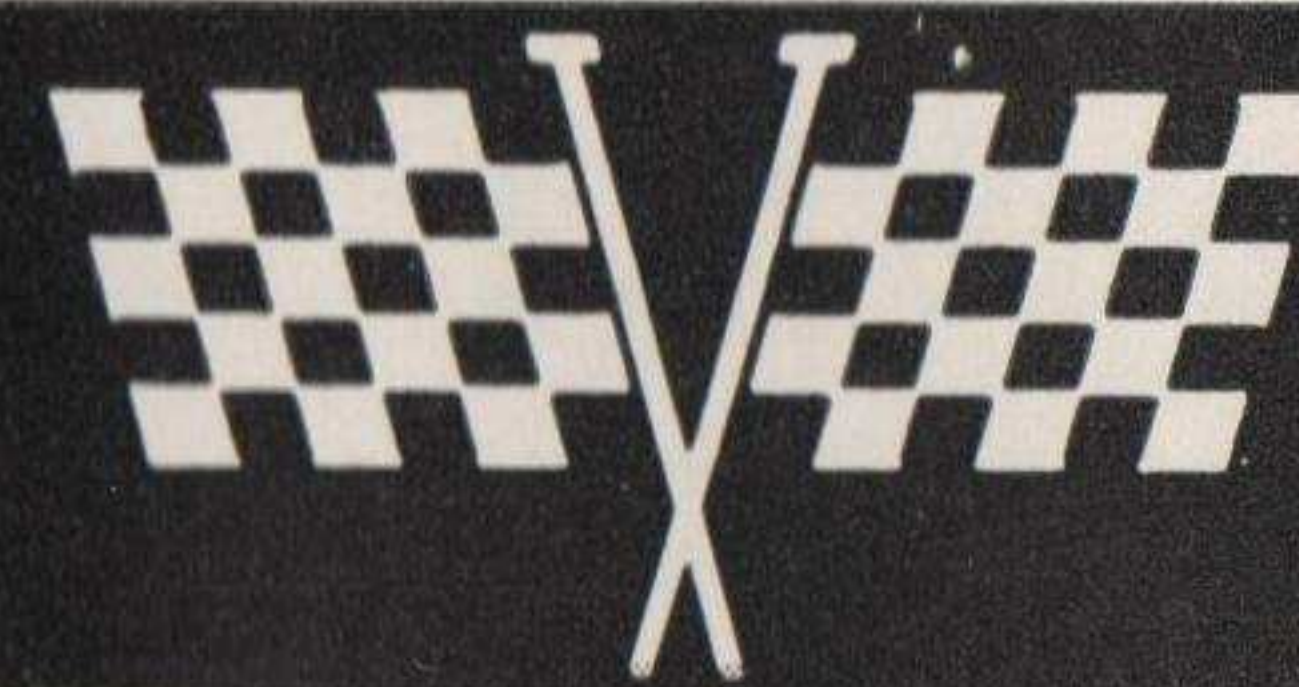
During the meeting a spectacular display of aerobatic and close formation flying will be given by the RED ARROWS.

The team, led by S/LDR. R. G. Hanna, A.F.C., are all flying instructors at the Central Flying School, and are based at R.A.F. Kemble in Gloucestershire.

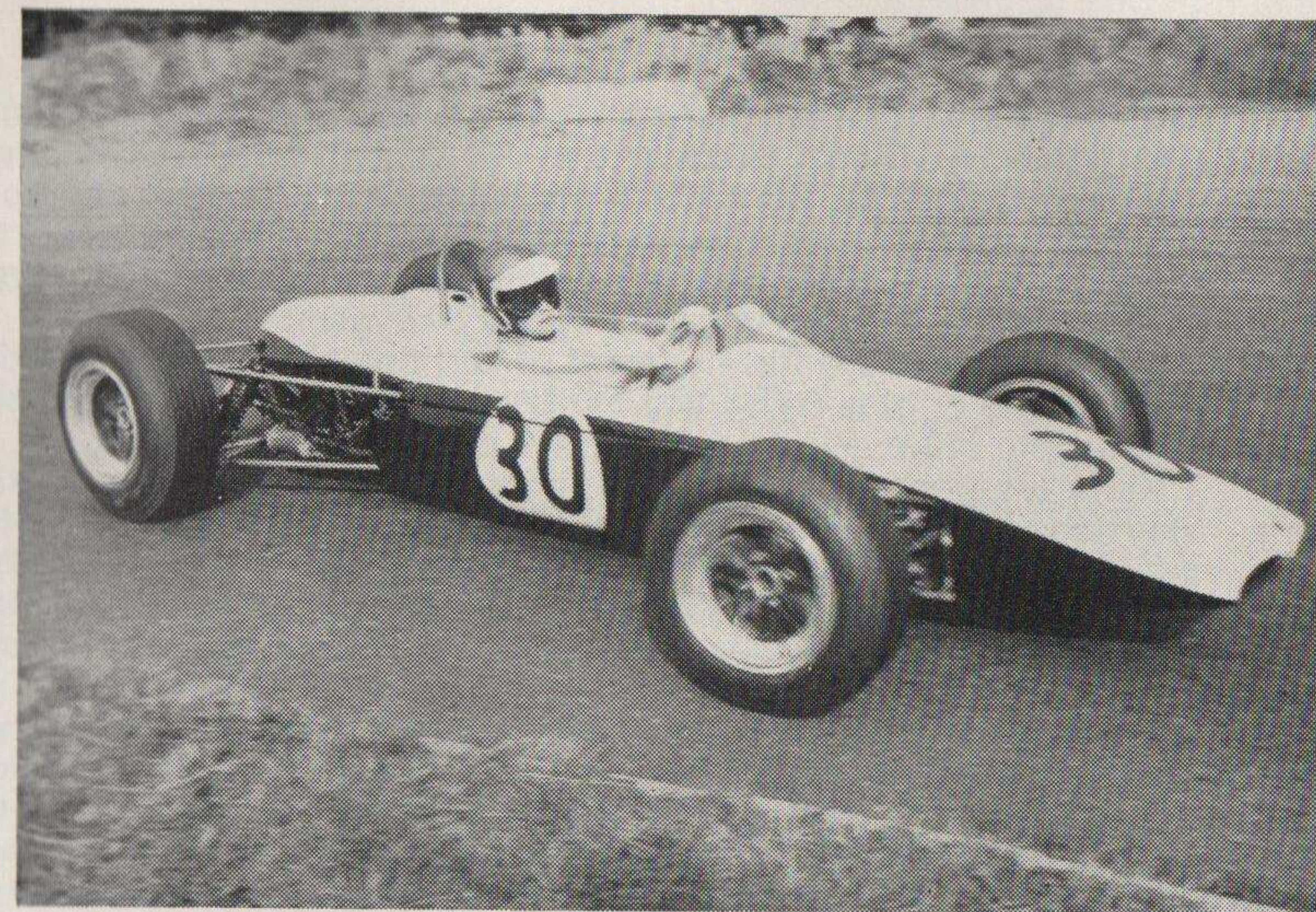
The Red Arrows display contains a large number of different formations, most of the changes from one to another being performed when the aircraft are inverted. The Red Arrows is the only team which rolls five swept-wing aircraft in line abreast.

The display takes about 16 minutes and will be completed with the "bomb burst".

The aircraft are Hawker Siddeley Gnat Advanced Trainers with a wing span of only 24 feet and powered by a 4000lbs thrust Bristol Siddeley Orpheus turbo-jet.



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What this kart racing business is about !!!

ALAN BURGESS

EDITOR KARTING MAGAZINE

As far as the kart historians can make out, it was 10 years ago that a man, named Art Ingels, decided to try out a small, motorised bodyless vehicle in California. His tiny car proved to be fun to drive and soon impromptu races were held. From this beginning, karting swept the world so that there are now, for example, more licensed kart drivers in Russia than in the originating country—America.

Such has been the development of kart engines and chassis that some of the entries today will be developing 30 b.h.p. and capable of reaching 110 m.p.h. from just 200 c.c.

Karts are governed by various regulations that try to ensure that they remain within certain bounds and do not develop into completely different types of vehicle. The overall length may not be more than six feet and, to ensure stability, the track must not be less than 2/3rds of the wheelbase. Bodywork is forbidden and only two-stroke engines can be used.

The karts racing today will have 4 speed gearboxes, many with close ratio gears for this very fast circuit and four wheel brakes. To extract such fantastic performances out of tiny two-stroke engines necessitates complicated expansion box exhaust systems and special carburettors—sometimes dual American diaphragm units. Quite a few karts have transistor ignition systems and all in all the equipment is to the standard of quality and preparation that one normally expects from a factory racing team despite kart owners being invariably just enthusiastic amateurs relying on their own limited resources to try and beat the opposition.

To provide fair racing, Class IV—as the 200 c.c. karts with gearbox are known, is divided into Class IV Standard (black number plates) and Class IV Super (red number plates).

The IV Standards have to use the Villiers engine with only internal modifications, whilst IV Super is open to the exotic Merlin, Bultaco and Montesa engines—the last two being Spanish.

It would not be fair to leave you with the impression that the racing you will see today is typical of karting. Of the 650 or so events held in Britain every year, less than a dozen take place on car tracks. The majority are held on kart circuits which probably have a lap distance of 800 yards or so and with twenty bends to test the incredible cornering power of karts to the utmost and provide close racing. The races on car tracks provide a completely different type of racing and apart from the special problems they create, drivers get a lot of pleasure in embarrassing racing car owners by lapping at indecent speeds with their miniscule motors.

To give you some idea just how fast they might lap, one, or two of them managed 80 m.p.h. on the previous occasion they gave a demonstration at Silverstone.

Karting is for the man who is yearning to race but who either can't afford it or get the permission from his wife. There are International

meetings held all over the world, a 12 nation European Championship, a World Championship final in Monte Carlo and many other exciting events including 24 hour races just like Le Mans. You can buy a secondhand Kart like those racing today for around £75, sometimes less, and for other classes you can buy a brand new kart for just £25. Taking the low cost, the excitement plus the advantage of being able to transport your 'racer' in the car boot and overhaul the engine on the kitchen table all into consideration, you can no doubt see why karting has got such an enormous following which is increasing all the time.

There are karting meetings still to be held at Silverstone this year on the short club circuit on Saturday, June 10th and on Saturday, October 21st.

NERUS PERFORMANCE EQUIPMENT

Enquiries for special tuning and race preparation will be welcomed and should be addressed to:



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SILVERSTONE

Saturday May 20th. 1st race 12 noon

**International 150 mile Trophy Race GT & Sports Cars (Groups 3 & 4)
Also International Formula 3, Saloon & Historic Racing Car Events**

Entrance to all enclosures including Stowe & Pits Stand seats 20/-
Woodcote Stand seats are 10/- extra. Pit & Paddock Transfer 20/-
All tickets available at Silverstone on day of race. Car Parking 10/-
Free Parking for advanced bookings. Motorcycles 5/- Coaches free.
Advance bookings write to: The Martini Trophy Booking Office,
80 Haymarket, London SW1.

All the Inside Information !!

HAROLD DEV DVORETSKY

*Australian Consolidated Press.
(He's used to being that way up!)*

'Write me,' said the programme editor, 'something about the funny side of motor racing. You and your colleagues must have had dozens of funny behind-the-scenes things happen to you.'

Funny?? Cor—he must be kidding. If I were to put down even a few of the things that have happened to me, my colleagues and drivers and patrons, I doubt if we'd ever be allowed near a meeting again.

For instance were I to tell about the time only last year one of my colleagues (just over from Australia) got into the paddock of the German Grand Prix at Nurburgring BY WALKING IN BACKWARDS!!!!!! He'd had several unsuccessful attempts walking in the right way round with what was supposed to be an accredited pass.

German officialdom being what it is the pass wasn't recognised for the paddock on race day (what it WAS recognised for remains a mystery). Anyway, me mate walked in backwards (instead of upside down, you understand) for 20 yards and got in.

Now if I were to reveal this and somehow the *pass* question got as bad in Britain as it is in Europe, and we wanted to try that gag again, we couldn't. They'd know all about it.

Dear me—if I told that story then I'd have to tell another German Grand Prix story. It was the time they held the German GP on the autobahn circuit at Avus in Berlin. The old Herrenfolk tried to do the dirty on us there too. The British Press, of which I was counted as one, were only allowed so many track armbands. It just wasn't enough. I suppose the programme editor would like me to tell how a certain ace movie cameraman (now sitting on his backside at Limegrove directing things) and one of the doyens of motor racing photographers, got around this small detail of not enough armbands.

He must be joking. Would he expect me to give the game away and tell how these two scoured West Berlin haberdashery shops for the right type of ribbon (it was green, I remember), the right type of ink from stationers to make up identical armbands as the official ones for those less fortunate colleagues (that was me) who didn't have one.

SPRITE STORM TO NEW WORLD RECORDS!

24 Hour run at 70.395 m.p.h. average speed

in thunder, lightning and torrential rain on Monza circuit, Milan.

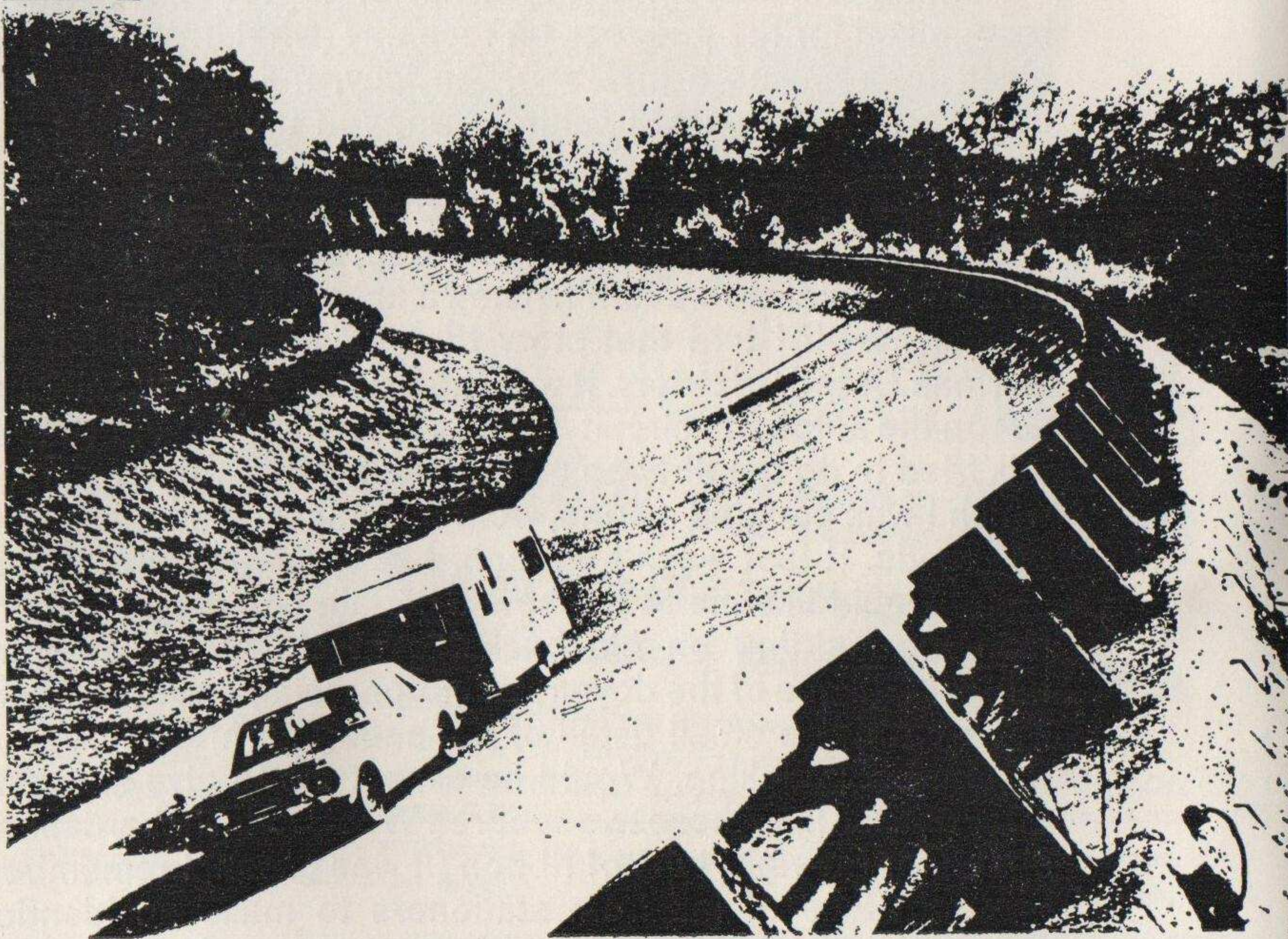
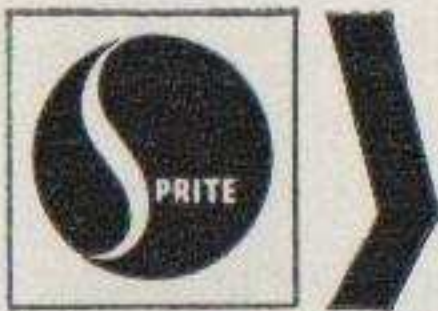
New Sprite Major and Ford Zodiac overtake previous endurance record attempts by 20 m.p.h. and cover 1,689 miles in 24

hours. Sprite now hold world speed and endurance

records—proof of the performance you can be sure of with the new Sprite line!

See the Major at the special Sprite display

at Motor Bridge—and the rest of the world-famous Sprite range.



It would be a lark to tell how this honourable pair made the official rubber stamp! Carved into a potato—a real, honest to goodness Jerry spud. I remember the result looked more official than the original.

But to tell that story publicly??? Blimey, I'd be out of the union before you could say "pass".

Telling stories about us journalists and photographers is one thing. That would be bad enough. But just think if I were to tell about the time I'd been up half the night helping to change an engine from one GP car to another. It was the night before the Monaco GP. When we'd run all the computations like taking an engine from one driver's car, the chassis from another and giving the completed car to another driver, we suddenly remembered about scrutineering. Being a crafty type I suggested we changed the dashboard registration plate from one car to another.

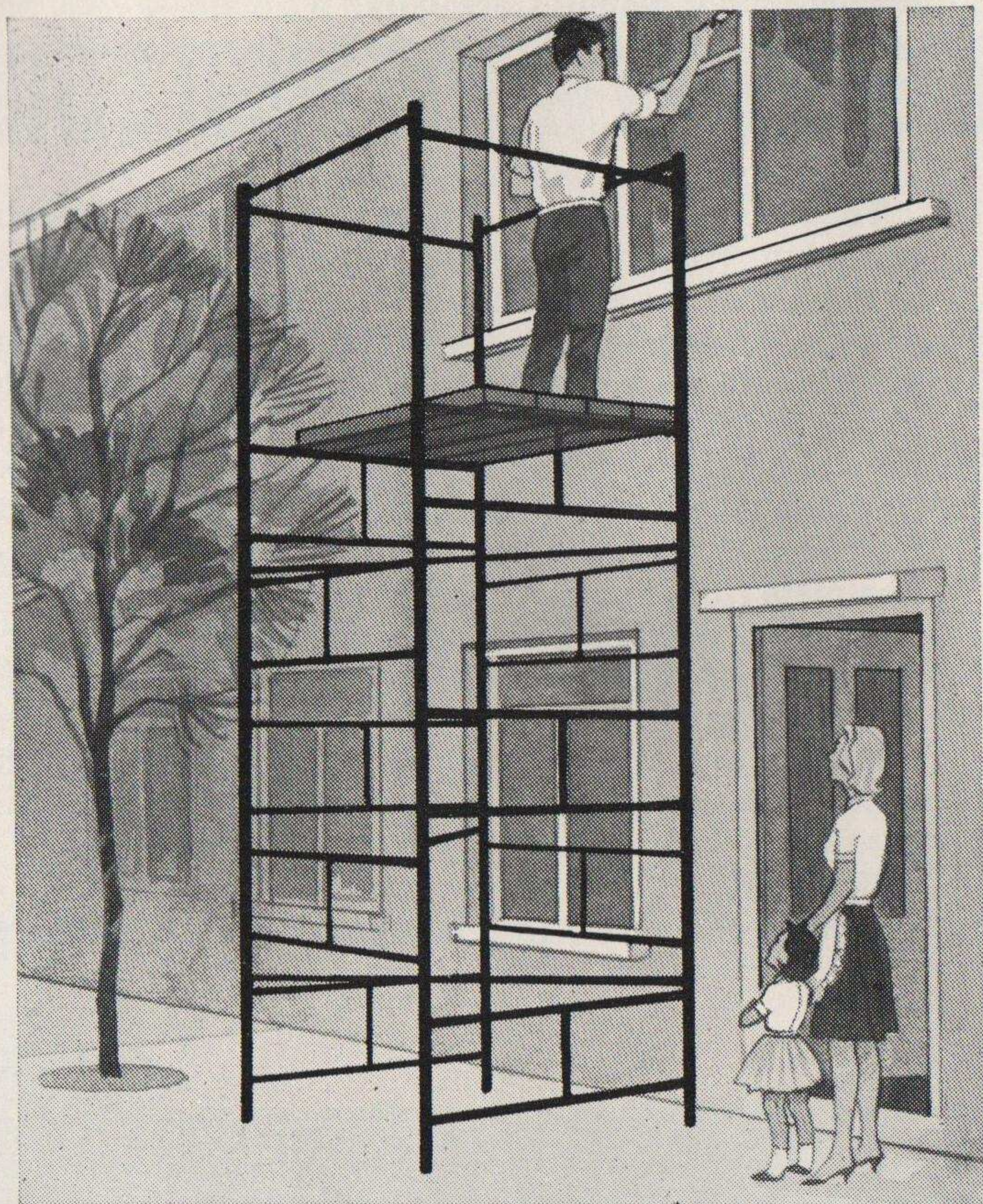
With no riveting machine available we were forced into finding small nuts and bolts to fix the switched plates to the dashboards.

If I told that story I'd have to tell another story of the well-known driver who blew every light in Rheims township by thinking a lamp adaptor was a slot machine for English halfpennys.

I would then have to relate how I put a Continental race

Some drivers have all the luck!





Get off the ground with Bantam!

How often do you wish you were 14 ft. tall? When you're painting the house? Clearing the gutters? Mending the roof? Pruning the pear tree?

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Address

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GKN

SRP



.... Even Françoise Hardy—Rheims 1966 !!

hotel in darkness by using the wrong voltage on my electronic flash charger.

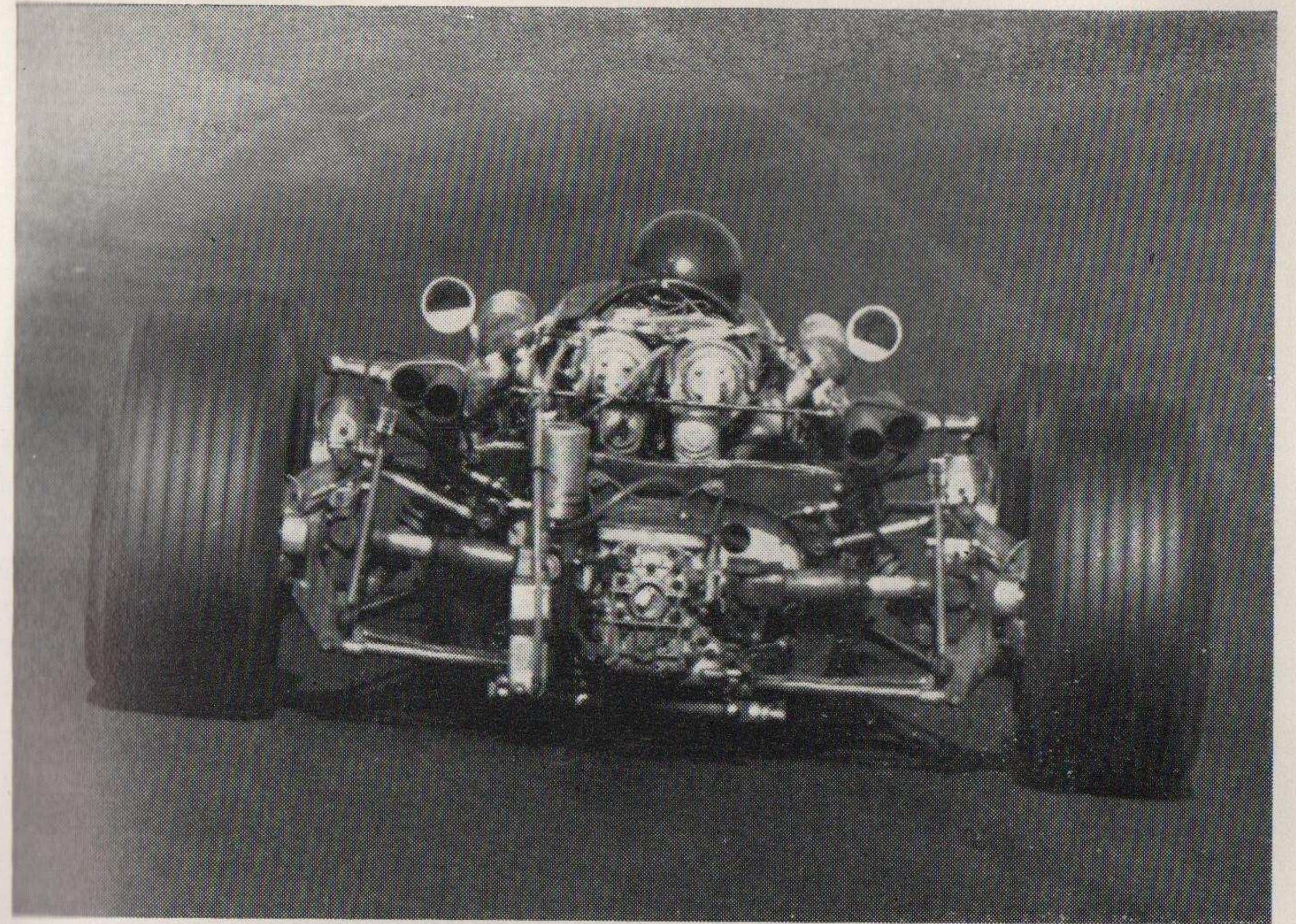
I would also have to explain that the black marks on washstand marble tops wherever we photographers stay are photographic chemicals and then we'd have to give away the secret of the bidets: You might have your own ideas about what they're for but ask any motor racing photographer and he will tell you: They're for washing chemicals from films and photographic prints.

Besides, the dangers of disclosure are many. There are so many people wanting to drop into our shoes—like drivers, who have all the fun and get all the girls (see Brabham with the girls and filmstars like Françoise Hardy with the camera (this page)). Come to think of it I mightn't mind Fran. . . . Forget it, he's not 'conning' ME into giving the game away.

Phippics

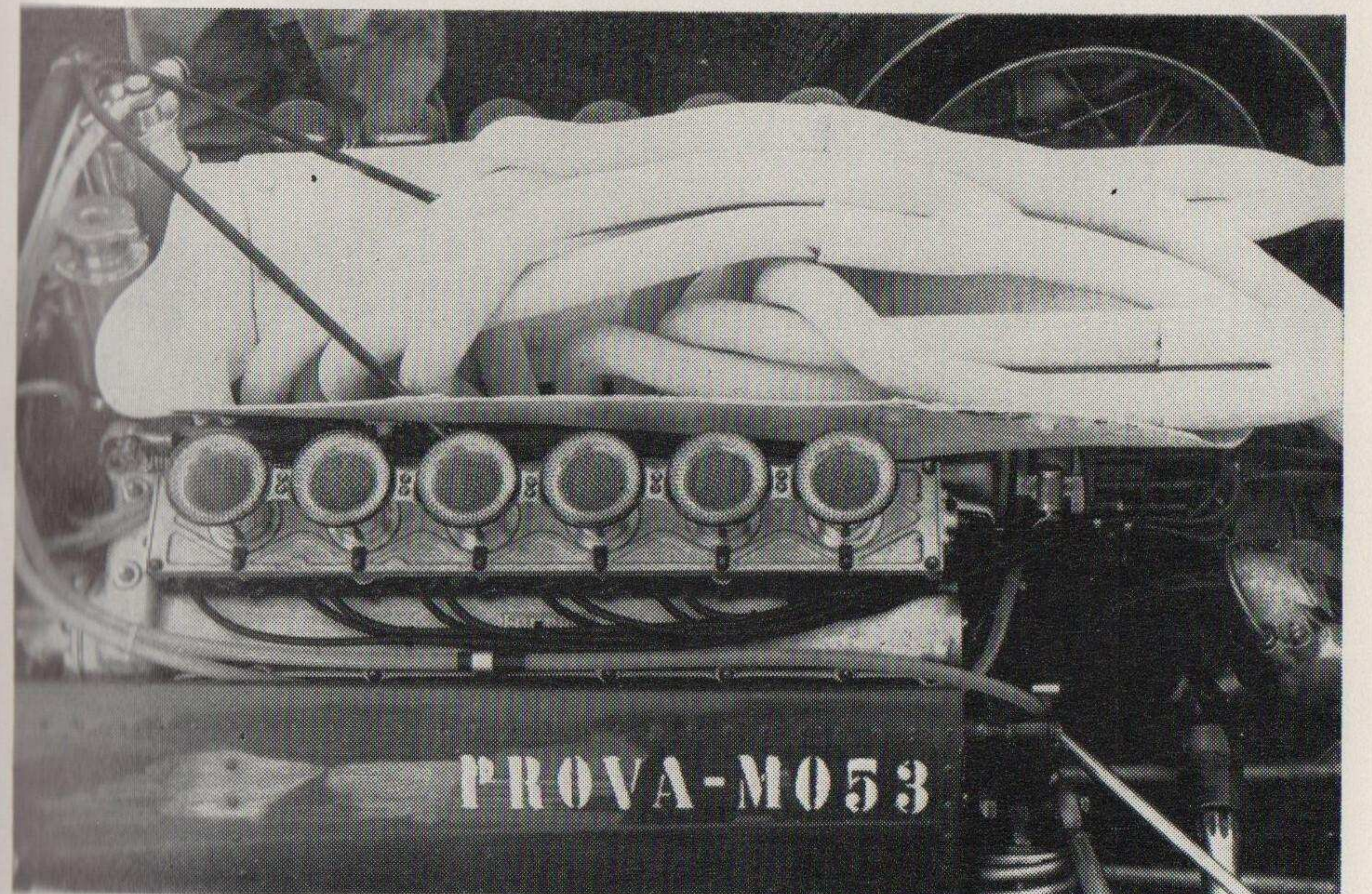
Photographs by DAVID PHIPPS

Well, I
dunno,
cobber!



It's all go! Jochen Rindt — Cooper Maserati

Spaghetti Modenese — 1967 Ferrari



A chap
must
have a
cuppa—
Mike
Parkes
at Monza



' so there
was I
coming up
fast and '
Lorenzo
Bandini—
Ferrari



Special facilities for photography— provided by **KODAK**



If you have brought your camera, here are three special services Kodak have provided for you today.

1. Special Section over Pits. A section of the exclusive Pits Balcony has been reserved for photographers for the whole meeting, and offers unique opportunities to get exciting pictures—even with the simplest of cameras. Entry is from the Paddock, by ticket only. You get a ticket when buying your Kodak film from any of Paddy Hopkirk's Mobile shops—there is one nearby in the Paddock. *But please don't stay for more than 10 minutes at a time*—we anticipate a heavy demand! (Please note that this ticket is NOT valid for entry into the Paddock, which costs 30/-, and that admission is subject to capacity).

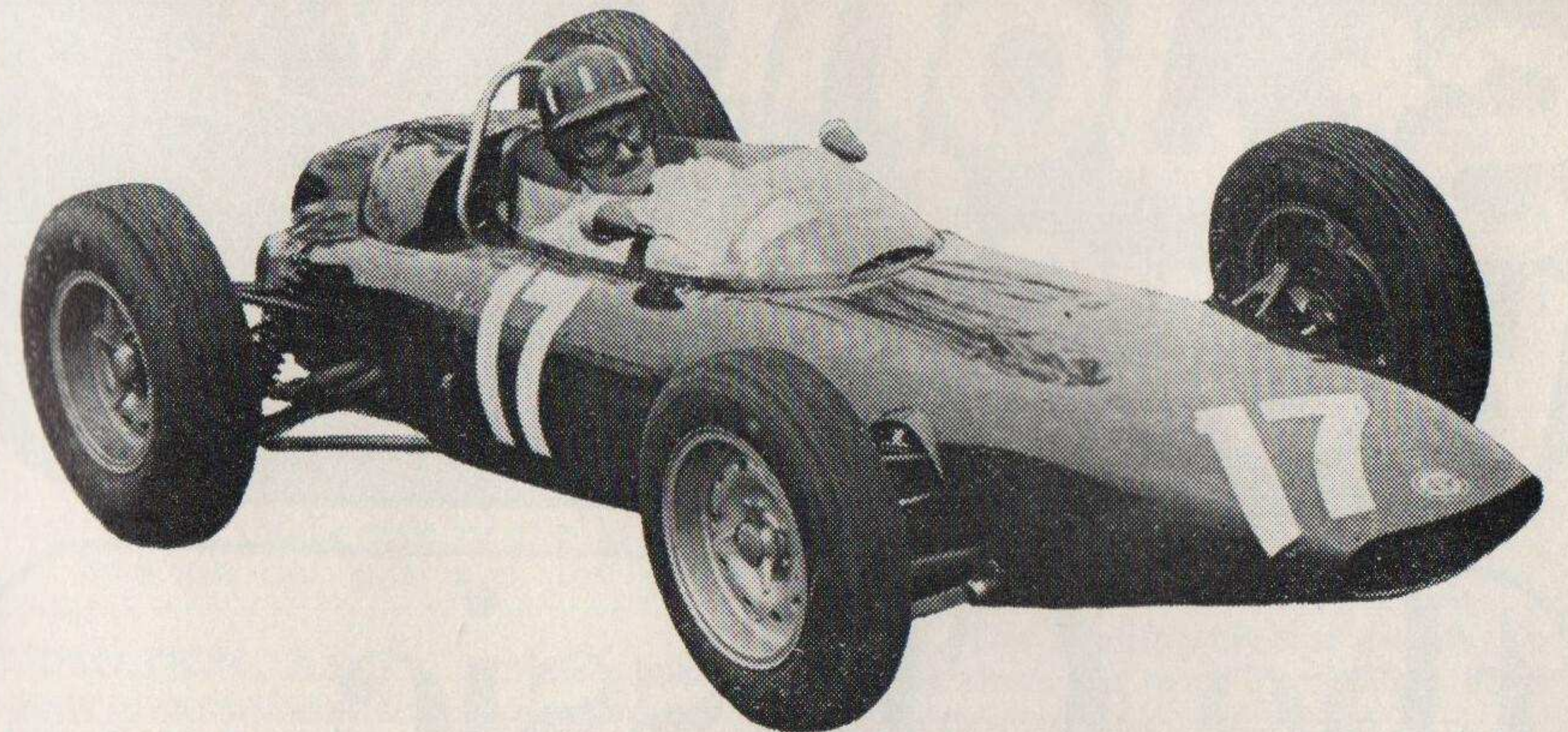
2. Immediately after the Kodak Historic Racing Car Race, the drivers have very sportingly agreed to do a slow 'photo-lap'. During this lap, you will be allowed right up to the safety banks—much closer than usual—so you can get better pictures of these wonderful cars in action on the circuit. So have your cameras ready—and wait for the announcement on the Public Address.

3. After the 'photo-lap', admission to the Paddock area will be FREE, and everyone with a camera will have a chance to take pictures of cars and drivers close-to.

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from Paddy Hopkirk's Mobile Shops and Kiosks,
and from the Kodak Girls

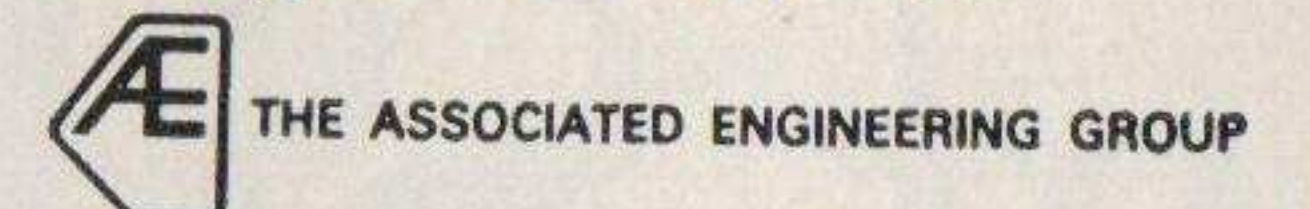
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Hepworth & Grandage Limited
Bradford 4



Soften the blow with a THOR Hammer

Illustration shows the versatile THORLITE Soft-faced Hammer Sets which are suitable for most hammering needs. A set comprises an aluminium-alloy head, 4 interchangeable screw-on rubber faces of flat, dome, cone and wedge shapes, and strong ash handle.



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Ref. 616, 2" dia. weight 1½ lbs.
Ref. 620, 2½" dia. weight 3 lbs.

The small size is suitable for light blows in garage, workshop or home, and being packed in an attractive carton is ideal as a gift. The medium size set — 2" is an excellent all-round hammer for motorists. It will suit a wide variety of jobs such as knocking out small dents in bodywork, repairs, servicing and constructing. The large set is available for heavy blows, tyre work and straightening bent parts.

WILL GIVE SAFE AND EFFECTIVE BLOWS — WITHOUT DAMAGE

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THOR Copper and Rawhide Hammer, 1½" dia. x 2½ lbs. for knock-off wheel nuts, Price 18/6d. each. (A similar but less expensive hammer is now made with faces of aluminium and plastics. Ref. 12AP. weight 1½ lbs. Price 10/0d.)

THOR Copper Hammer, 1" x 1 lb. A useful addition to every tool kit, Price 10/0d.

THOR HAMMER COMPANY has over 30 years of experience in manufacturing soft-faced hammers for the automobile, aircraft, engineering and metal-working industries. The types mentioned above have been produced for motorists, motor-cyclists, do-it-yourselfers householders and handicraft workers TO PREVENT DAMAGE and PROTECT THE FINISH.

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St John Horsfall



the Classic Club day at Silverstone Sat. June 24

Events include: The W. D. & H. O. Wills Trophy for Vintage and Venerable Cars. The 'Monte Cristo' Trophy for Sports and G.T. Cars over 1500 cc. The Radio London Trophy for Saloon Cars. The 'Car' Trophy for Sports and G.T. Cars up to 1500 cc. The 'Onyx' Trophy for Formule Libre Cars. The 'Glover' Speed Trials, and supporting races.

ADMISSION 5/- FIRST EVENT 12 NOON
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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 Attendant 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.

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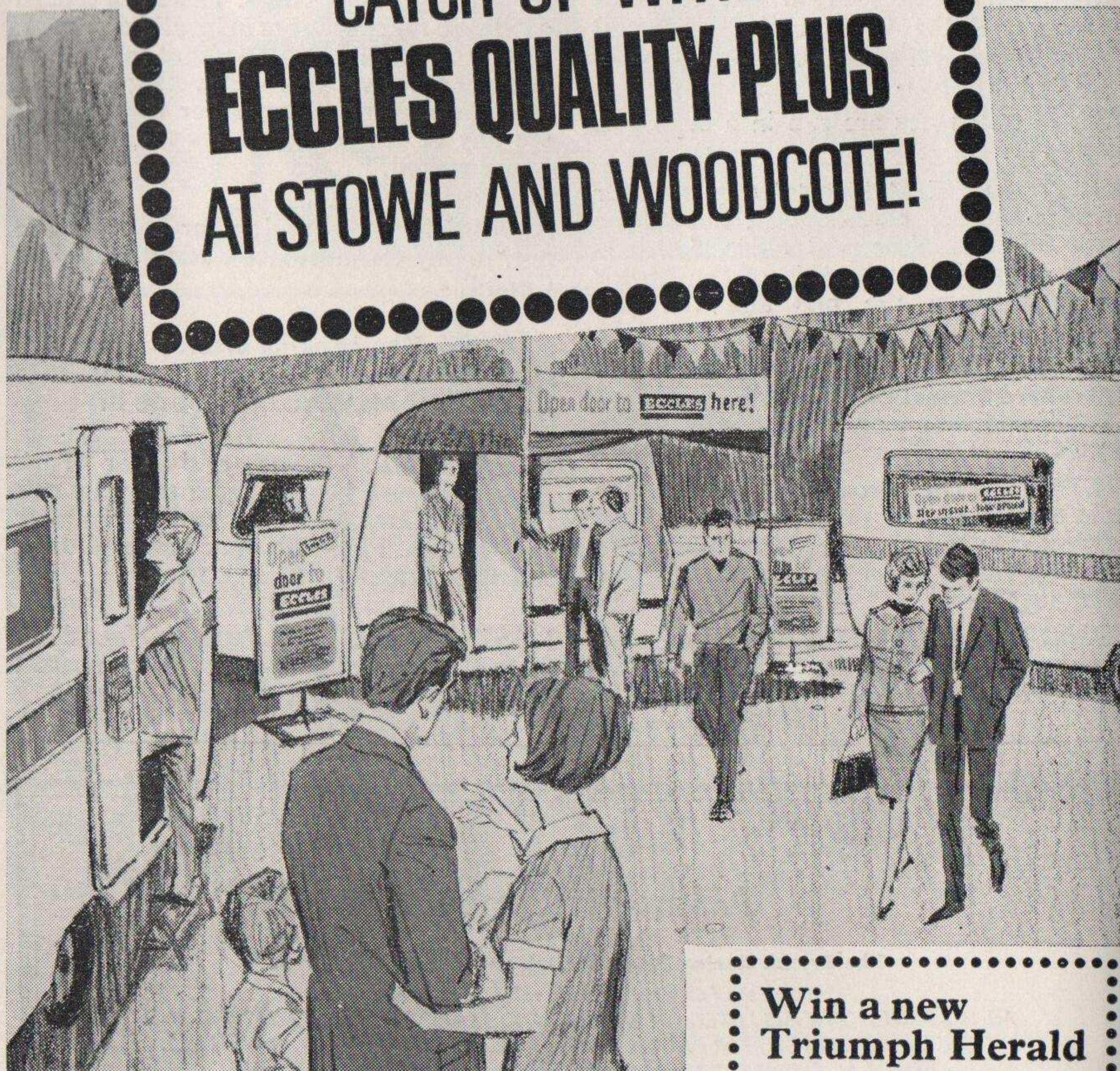
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 AT STOWE AND WOODCOTE!

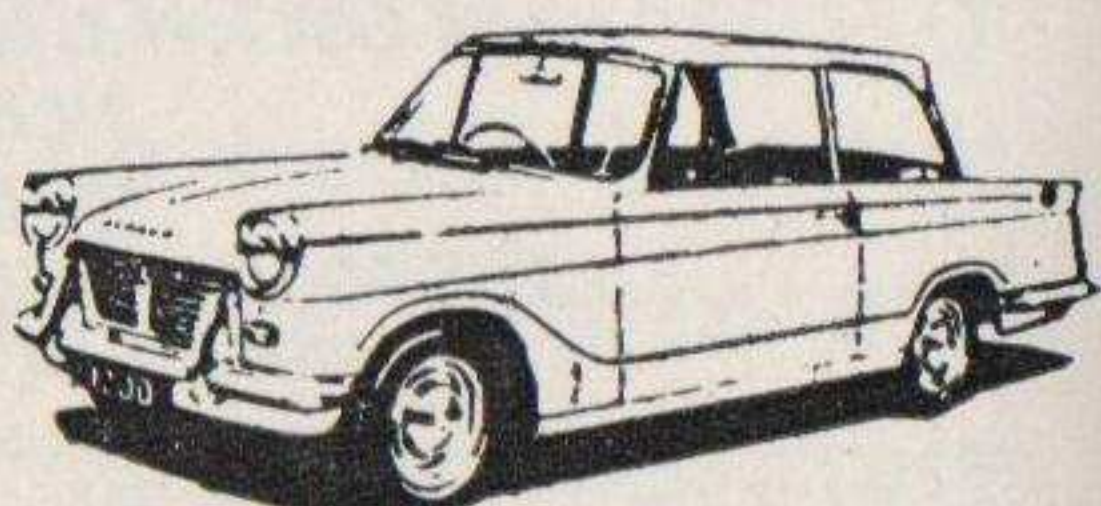


Today Eccles open the door to Quality-Plus to you! You've seen the exterior elegance of the exciting white Sapphire on the circuit. Now head for Stowe and Woodcote public enclosures, and sample true caravan luxury - inside a superb range of Eccles '67 models! Test floors, furnishings, fittings and enter the 'Win a Triumph Herald' competition. It's your chance to learn the 'inside story' of Eccles Quality-Plus!

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Triumph Herald



Win a new Triumph Herald. Or £50 voucher for caravan or car accessories. Free entry form only from the Stowe and Woodcote enclosures.

ECCLES

TROPHY MEETINGS 1949-1966

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. Villoresi (Ferrari).

PRODUCTION CAR RACE—25 LAPS

GENERAL CATEGORY: 1st: L. Johnson (Jaguar) 82.80 m.p.h. 2nd: P. D. C. Walker (Jaguar). 3rd: 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.

MALLORY PARK

SUNDAY 14th MAY 2.30 p.m.

INTERNATIONAL

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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. *1,101-1,500 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.

500 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).

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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 1,010 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

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—25 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) 93.02 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 (Lister-Jaguar) 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. Greenall (Lotus) 86.85 m.p.h.

TOURING CAR RACE—12 LAPS

GENERAL CATEGORY: 1st: I. Bueb (Jaguar) 86.57 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) 85.88 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.

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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) 85.42 m.p.h. CLASS RESULTS: *Over 2,600 c.c.*—1st: S. Moss (Aston Martin) 86.94 m.p.h. 2nd: R. Salvadori (Jaguar) 86.95 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 m.p.h. 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. 3rd: 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 c.c.*—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.

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: C. Hill (Jaguar) 98.40 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. Seabrook (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: N. H. Dangerfield (Triumph) 86.30 m.p.h. *Over 2,500 c.c.* See overall result.

FORMULA JUNIOR RACE—25 LAPS

1st: D. Hulme (Repco-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.I. 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) 110.97 m.p.h. 3rd: J. Sears (Lotus) 110.10 m.p.h.

"SENIOR SERVICE" TOURING CAR RACE—12 LAPS

1st: R. Pierpoint (Ford) 23.46 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 41) 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).

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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.

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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 SILVERSTONE CLUB Ltd.

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Whitchurch,
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OTHER CLUBS (if any)

Applicant's signature

Member proposing

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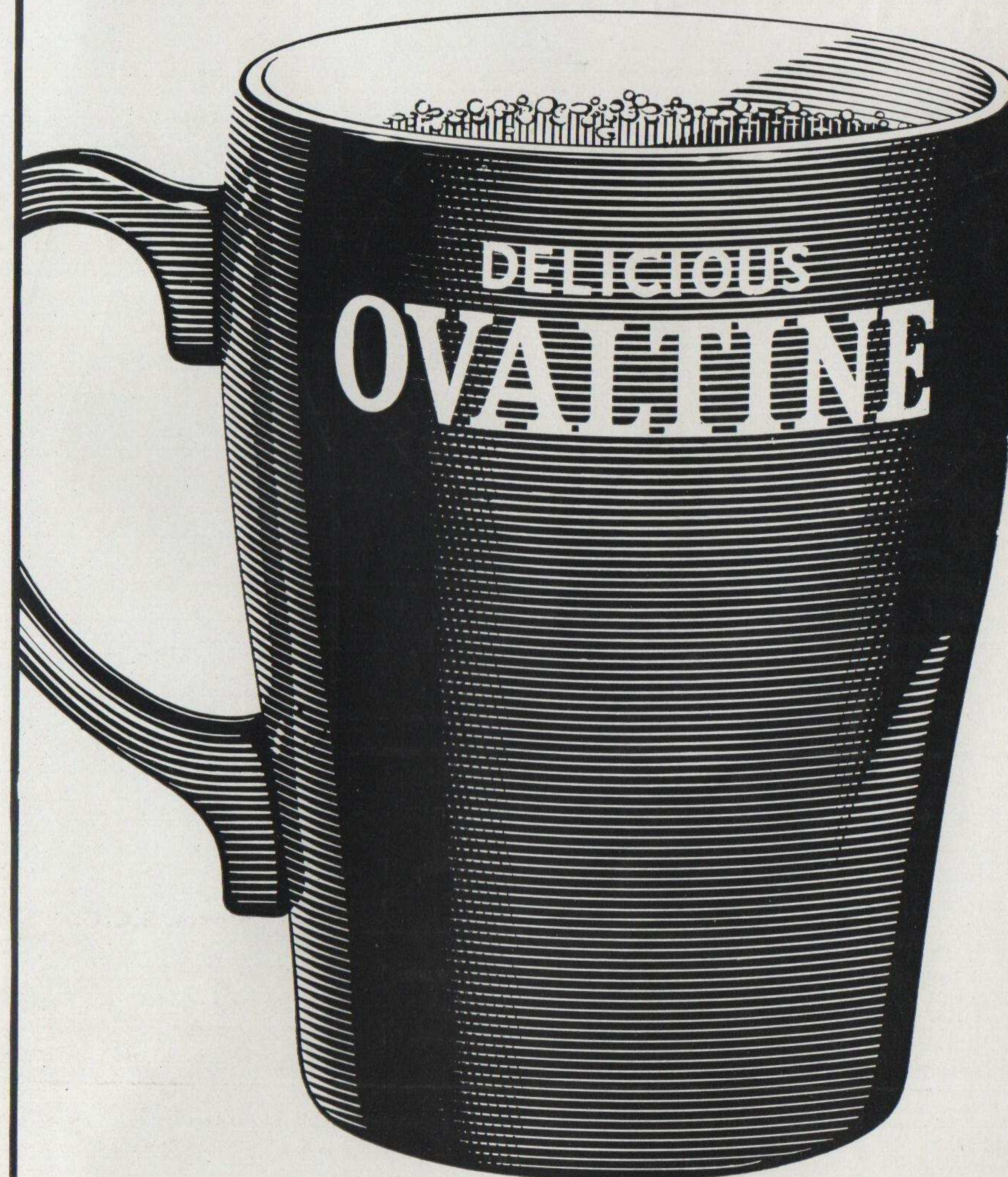
1967 Silverstone Meetings

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 1967 Silverstone Calendar is shown below.

Sat. March 4	Test Day	Silverstone Club
Sat. March 11	National Kart Racing	Bath Karting Club
Sat. March 18	Pomeroy Trials	Vintage S.C.C.
★ Mon. March 27	International Race Meeting	B.A.R.C.
Sat. April 9	Club Meeting	Notts. S.C.C.
Wed. April 12	Test Day	Silverstone Club
Sat. April 15	Club Meeting	B.A.R.C.
Sat. April 22	Club Meeting	Vintage S.C.C.
★ Sat. April 29	International Trophy Meeting	B.R.D.C.
Sat. May 6	Club Meeting	750 M.C.
Sat. May 13	Club Meeting	S.U.N.B.A.C.
Thur. May 18	Test Day	Silverstone Club
★ Sat. May 20	International Martini Meeting	A.M.O.C.
Sat. May 27	Club Meeting	M.G.C.C.
Mon. May 29	National Race Meeting	Notts. S.C.C.
Sat. June 3	Club Meeting	'8' Clubs
Sat. June 10	National Kart Meeting	Bath Karting Club
Thur. June 15	Test Day	Silverstone Club
Sun. June 18	Club Meeting	B.A.R.C.
Sat. June 24	Club Meeting	A.M.O.C.
Sat. July 1	Club Meeting	Midland M.E.C.
Sat. July 8	Club Meeting	M.C.C.
★ Sat. July 15	British Grand Prix	R.A.C.
Thur. July 20	Test Day	Silverstone Club
Sat. July 23	Club Meeting	Vintage S.C.C.
Sun. July 30	Club Meeting	B.A.R.C.
Sat. Aug. 5	National 6 Hour Relay Race	750 M.C.
Sat. Aug. 12	Club Meeting	Austin Healey O.C.
Thur. Aug. 17	Test Day	Silverstone Club
Sat. Aug. 19	Club Meeting	Bentley D.C.
Sat. Aug. 26	National Race Meeting	Jaguar D.C.
Mon. Aug. 28	Club Meeting	Notts. S.C.C.
Sat. Sep. 2	Club Meeting	S.U.N.B.A.C.
Sat. Sep. 9	Club Meeting	Peterborough M.C.
Thur. Sep. 14	Test Day	Silverstone Club
Sat. Sep. 16	Club Meeting	M.G.C.C.
Sun. Sep. 24	Club Meeting	Notts. S.C.C.
Sat. Sep. 30	Club Meeting	North Staffs. M.C.
Sat. Oct. 7	Club Meeting	B.A.R.C.
★ Sat. Oct. 14	Clubmen's Championship Meeting	B.R.D.C.
Sat. Oct. 21	National Kart Racing	B.R.D.C.
Sat. Oct. 28	Test Day	Bath Karting Club
Sat. Nov. 18	Test Day	Silverstone Club
Sat. Dec. 16	Test Day	Silverstone Club

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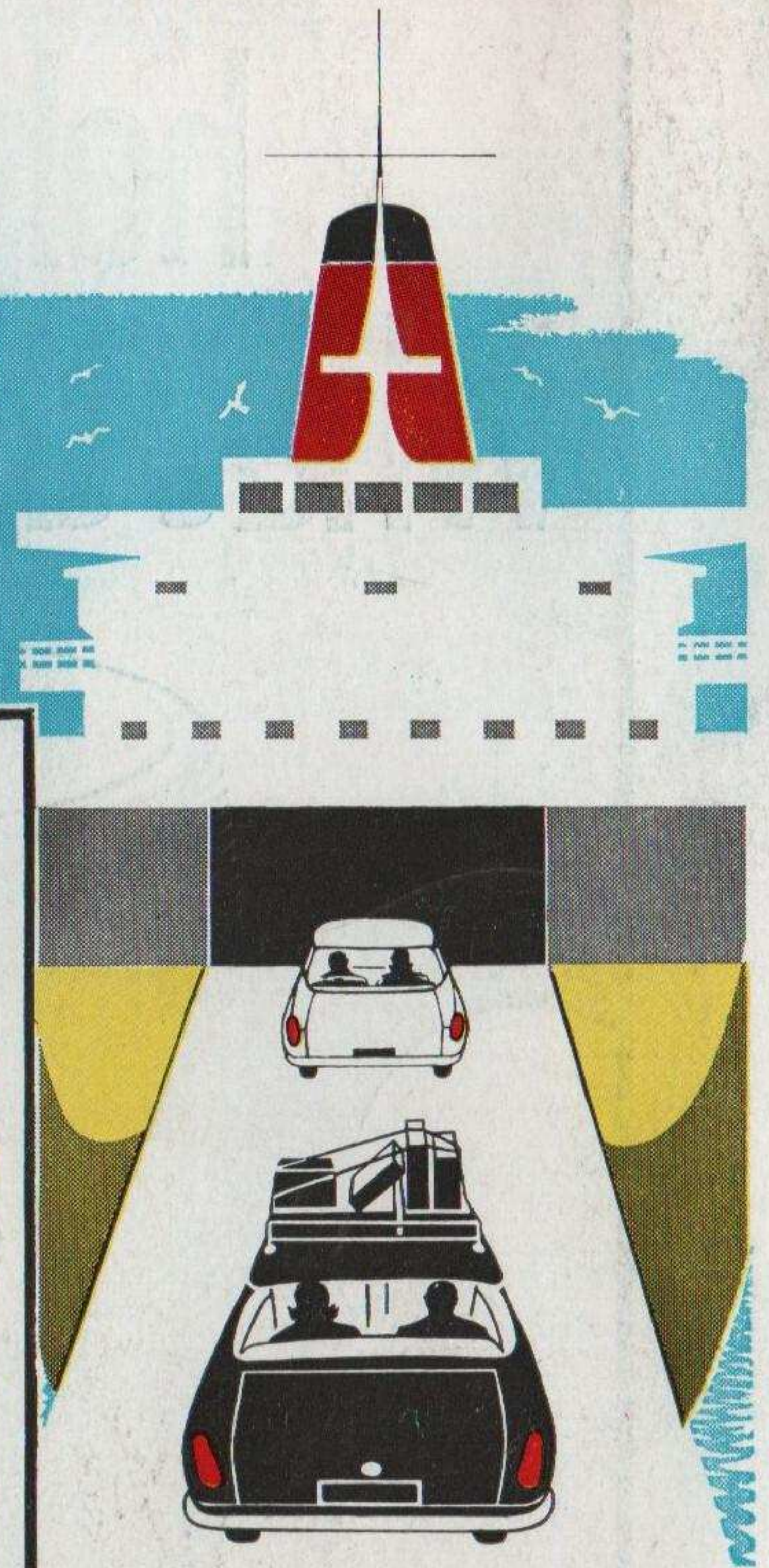
for Continental touring. Automatically converts left-hand dip beams to right-hand dip. Now available in two sizes to fit—7 ins. and 5 $\frac{3}{4}$ ins. headlamps. 27/6 and 24/6 per pair respectively.

THE NEW LUCAS 5SJ ELECTRIC 'SCREENJET'

Extra safety...at the touch of a button. A push on the press-button switch results in a powerful twin-jet spray onto the windscreen irrespective of motoring conditions. Set complete 79/6

"Crystal Clear" Screenwasher additive.
sachet 1/- bottle 3/9 (Recommended prices)

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



LUCAS CONTINENTAL SERVICING FACILITIES: Send for a copy of the Lucas Continental Guide giving the names and addresses of 1,200 Lucas Agents in 18 European countries. Invaluable if you need specialised service whilst abroad.

IMPORTANT. DIP RIGHT Lens Converters are not suitable for use in fog in the British Isles, besides being ineffective, they would prove dangerous to oncoming traffic.