




MARTINI INTERNATIONAL

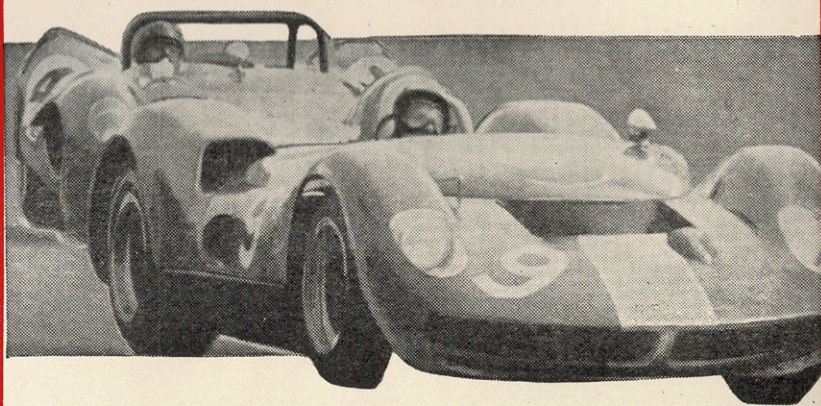


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Saturday May 20th, 1967

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Official Programme 2'6



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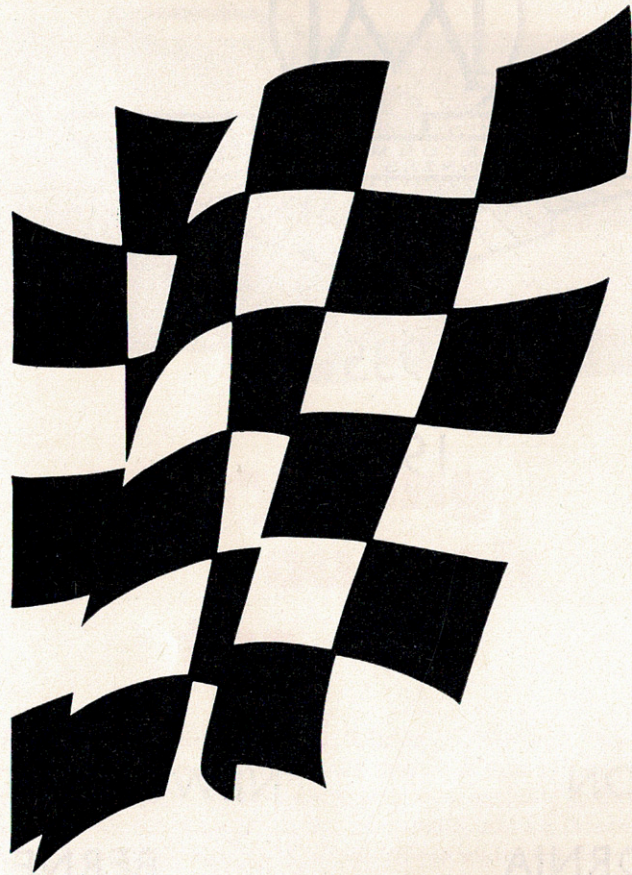
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GRAND PRIX CIRCUIT, SILVERSTONE
SATURDAY, 20th MAY, 1967

Held under the Sporting Code of the F.I.A., the General Competition Rules of the Royal Automobile Club, their Supplementary Regulations, and those of the Promoters

THE ASTON MARTIN OWNERS CLUB LTD.
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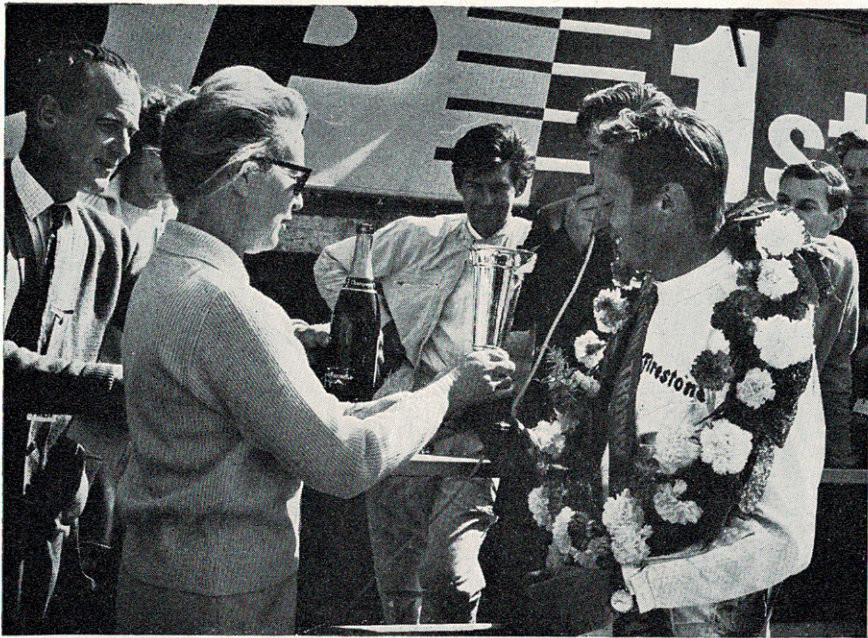
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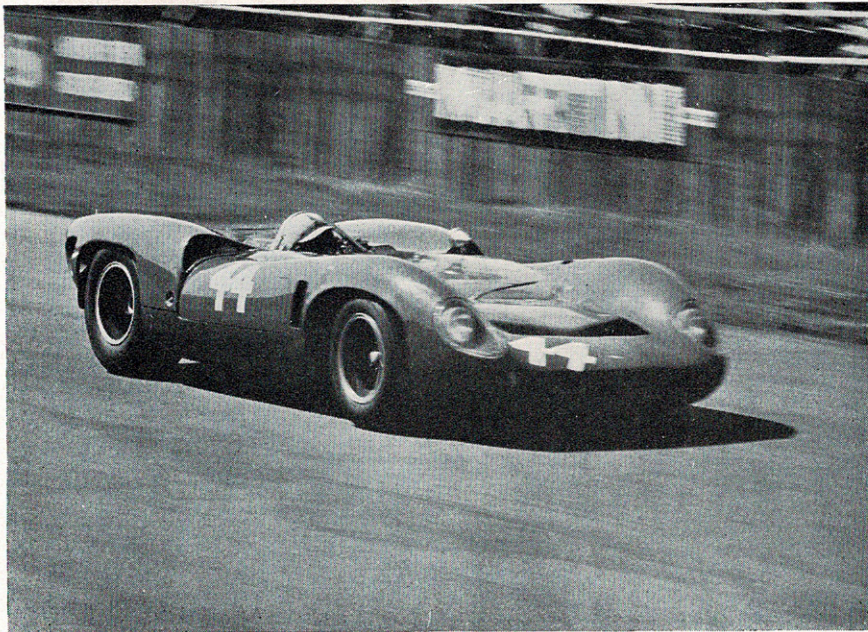
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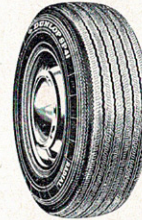
and to many others, without whose help it would be impossible to run this Meeting.



1965 Martini International. Winner Chris Amon receiving the trophy from Mrs. J. Covernton, and John Surtees putting up a then new Sports Car lap record and outright lap record of 1.31.2 in the 5960 c.c. Lola-Chev, a speed of 115.54 m.p.h., which Deny Hulme put up to 118.66 last year with a similar Group 7 car



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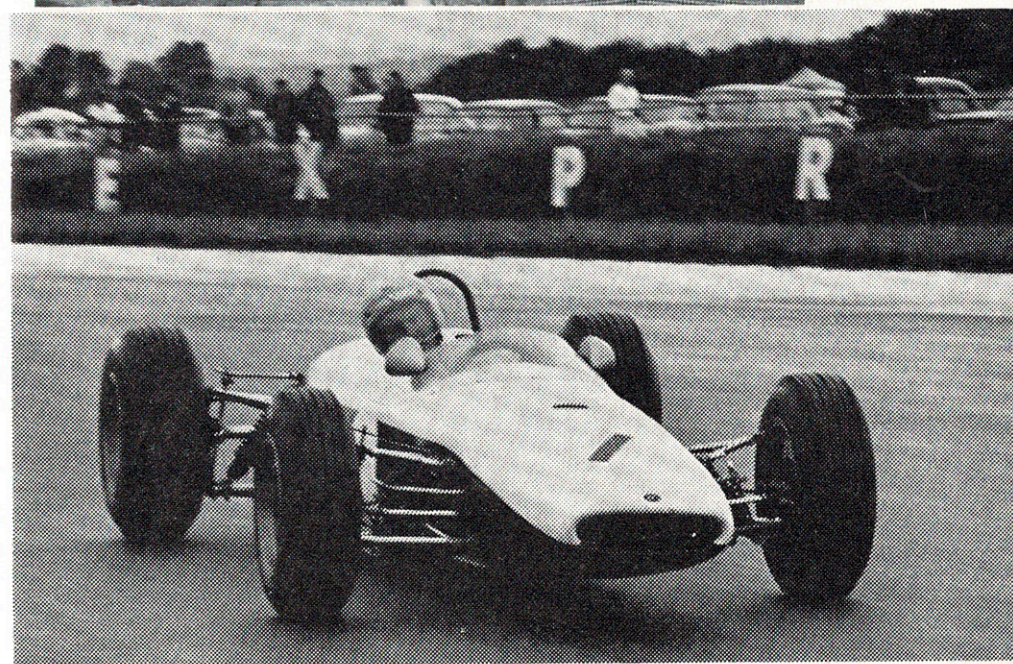
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(Left) Roy
Pierpoint
(Ford Fal-
con), winner
of the Saloon
Car race,
tries a little
Martini
Champagne.
(Photo:
Brunel)

1966 RACE WINNERS

Mike
Beckwith (be-
low) winner of
the Formula
III Club
Trophy drove
the Cheq-
uered Flag
Brabham
Ford without
fault.
(Photo:
Autosport)



EXTRACTS from the SUPPLEMENTARY REGULATIONS



GENERAL REGULATIONS.—Competitors are responsible for ensuring that their cars carry, clearly displayed on either side, their allotted number, printed in figures at least 10 ins. high and $1\frac{1}{2}$ ins. thickness and in front not less than 8 ins. high and $1\frac{1}{2}$ ins. thickness. There will be signwriters and facilities for the painting of these numbers available in the paddock. These numbers must be in position before the car is allowed to practice.

All cars must be fitted with a fireproof bulkhead between engine and cockpit and must have an efficient four-wheel braking system. All drivers in open cockpit cars must wear goggles or vizor. All drivers will wear crash helmets. Competitors are asked to wear clean overalls and to see that their cars are presented in a clean condition. Competitors must not display racing numbers when driving to or from the meeting. Passengers may not be carried during either practising or racing. Windscreens if erected must be of laminated glass or suitable plastic material. All drivers must be able to produce Medical Certificates in the prescribed form.

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FLAG SIGNALS.—The following flag signals will be used as necessary to signal to the driver of a car: *National*—Start. *Red*—Complete and immediate stop. *Yellow (waved)*—Great danger—be prepared to stop. *Yellow (motionless)*—Take care—danger. *Blue (waved)*—Another competitor is trying to overtake you. *Blue (motionless)*—Another competitor is following you very closely. *Yellow with Vertical Red Stripes*—Oil on track. *Green*—Returning track to normal condition. *White*—An ambulance or service car is on the circuit. *Black with White Number*—Competitor with this number to stop at pit on next lap. *Black and White Chequered*—Signal for end of race.

The driver of a car which does not stop after a black or red signal flag has been displayed to her/him will be excluded from the race.

FUEL.—Standard pump fuels only (Historic car race excepted). No additives except U.C.L. are allowed. *Placed cars may have samples of their fuel taken for analysis.*

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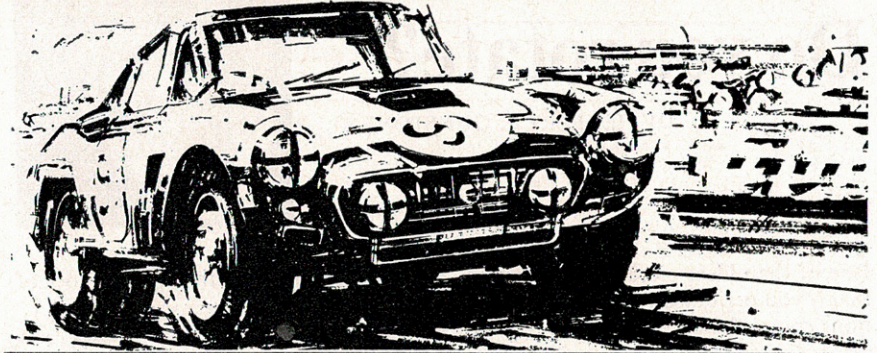
In the case of a protest by a Competitor or Driver, such protest shall be in writing and accompanied by a fee of £1 1s. 0d., which fee shall only be returned if the protest shall be deemed to have been well founded, or if so directed by the Stewards of the Meeting or the R.A.C. In the absence of the Stewards of the Meeting protests may be addressed to the Clerk of the Course.

The Organisers reserve the right to substitute any car or driver in any event for those printed in the official programme.

The right is reserved to exclude any Entrant or Driver for breach or non-performance of any one of the Rules and Regulations although exclusion is not expressly mentioned as the penalty in such Rules and Regulations. The Driver of any car who is not ready to start when called upon to do so, or who does not immediately comply with the Marshal's instructions, may be excluded. In case of exclusion, entrance fees will not be returned.

INTERPRETATION OF RULES.—The interpretation of the Regulations and Instructions shall rest entirely with the Stewards of the Meeting, who may from time to time add to, or omit from them subject to the provisions of the Sporting Code of the F.I.A. and General Competition Rules and Supplementary Regulations of the Royal Automobile Club and those of the Organisers the Aston Martin Owners Club Ltd.

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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.

SILVERSTONE G.P. CIRCUIT EXISTING LAP RECORDS AT 20th MAY 1967

Category	Time	Speed	Car	Driver	When Established
Racing Cars:					
Formula 1 (1946/53)	1 45.5	100.16	Thinwall Spec.	G. Farina	18/7/53
Formula 2 (1951/53)	1 50.0	97.79	Ferrari	A. Ascari	19/7/52
			Maserati	F. Gonzales	19/7/52
Formula 1 (1954/60)	1 34.2	111.86	Lotus	I. Ireland	14/5/60
Formula 2 (1954/60)	1 43.4	101.91	Lotus	C. Allison	3/5/58
			Cooper	J. Russell	2/5/59
Formula 3	1 54.0	92.43	Cooper	S. Lewis-Evans	3/5/58
Formula 1 (1961/65)	1 32.2	114.29	B.R.M.	G. Hill	10/7/65
Formula 1 (1966/70)	1 29.8	117.34	Brabham	J. Brabham	14/5/66
Formula 2 (1967/71)	1 29.2	118.18	Lotus	G. Hill	27/3/67
			Brabham	J. Rindt	27/3/67
Formula Jr. (1959/63)	1 39.4	108.01	Lotus	P. Arundell	20/7/63
Formula 3 (1964/66)	1 38.0	107.52	Brabham	C. M. M. Williams	29/3/67
Historic Racing (P/Wr)	1 55.8	90.99	E.R.A.	P. Waller	14/5/66
Historic Racing (Pt/Wr)	1 47.4	98.11	Maserati	C. Lucas	1/10/66
Formule Libre	1 36.6	109.08	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 51.6	94.42	Ford	J. Fitzpatrick	29/4/67
1000 to 1300 Grps. 1/2	1 55.2	91.46	Austin	S. Neal	24/7/65
1000 to 1300 Grp. 5	1 50.8	95.01	Austin Cooper	J. Rhodes	29/4/67
1300 to 1600 Grps. 1/2	1 51.4	94.59	Ford	J. Sears	10/7/65
1300 to 1600 Grp. 5	1 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 41.6	103.71	Ford	J. Oliver	29/4/67
Over 5000 Grps. 1/2	1 49.6	103.92	Ford	J. Sears	22/5/64
Over 5000 Grp. 5	1 41.4	99.97	Ford	F. Garone	29/4/67
G.T. Cars:					
Up to 750	2 24.4	72.97	Saab	S. Hurrell	2/5/59
750 to 1000	1 59.4	88.40	Marcos	T. Webber	20/7/63
1000 to 1300	1 47.8	97.75	Lotus	T. Taylor	12/5/62
1300 to 1600	1 43.0	102.30	Lotus	K. Burnand	29/3/67
1600 to 2000	1 36.0	109.76	Porsche	T. Dean	29/3/67
2000 to 2600	1 56.8	90.22	Morgan	A. House	3/10/64
2600 to 3500	1 34.6	111.38	Ferrari	D. Piper	29/3/67
3500 to 5000	1 34.6	111.38	Ford	D. Hulme	29/3/67

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FIRESTONE TYRE & RUBBER CO. LTD.

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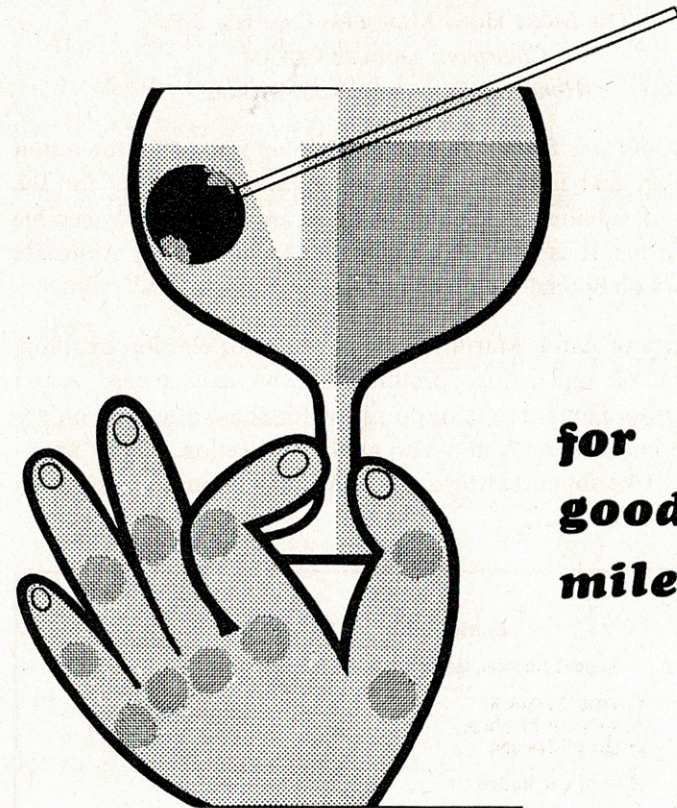
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JOSEPH LUCAS LTD.

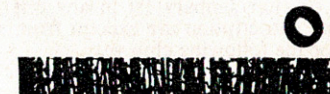
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MARTINI MEET SHELL



**for
good
mileage**



THE
ASTON MARTIN
OWNERS CLUB



President—

THE MOST HON. MARQUESS CAMDEN, J.P.

Chairman: DUDLEY CORAM

Honorary Secretary: R. J. STOKES

The Club was formed in 1935 to develop interest in the Aston Martin Car, and is the world organisation which caters for the Owners and admirers of Aston Martin cars—Vintage, Venerable and Modern. It is divided into Owner Members and Associate Members with special facilities for Family Members.

Owners of Aston Martin cars may apply for election by filling up a form of application. Enthusiasts who have owned Aston Martins, whose ambition is to do so, or for some other reason are interested in the *marque*, may also apply for election. Their application must be supported by a recommendation from one or more Members of A.M.O.C.

Entrance Fee: £1 10. 0.

Annual Subscriptions (payable before 1st April):

OWNER MEMBER	....	....	....	£3. 0. 0.
ASSOCIATE MEMBER	....	....	....	£3. 0. 0.
FAMILY MEMBER	....	....	....	£3.10. 0.
Hire of car badge	....	....	....	£2. 0. 0.

Members elected on or after January 1st in any one year having paid entrance fees and subscription are exempt from subscription for the following club year.

A.M.O.C. Secretariat

The Secretariat has an Information Office at this Meeting. It is to be found in the Paddock, near Race Control.

At this Office, Mr. J. L. Burchell will be pleased to answer all questions regarding the Club, both from existing Members and prospective Members from any country. Members wishing to volunteer as officials for future events may be put into touch with the A.M.O.C. Race Organisation here today.

Application Forms for Membership are available. Club Books, Ties, Literature, Badges and Cuff Links are on sale. Outstanding Subscriptions from Members will also be accepted!

If unable to attend the Information Office and you are anxious to become a Member or Associate, please complete the Form below and send to the Secretariat. An Application Form will be despatched by return.

To A.M.O.C. Secretariat, c/o JAMES L. BURCHELL,
13 Langton Avenue, Ewell, Surrey.

Please send me an Application Form for Membership.

Name

Address

.....

.....

PLEASE USE BLOCK LETTERS

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
FREE PARKING FOR CARS AND MOTOR CYCLES

FIRST RACE

Starting Time 12.15 p.m.

MARTINI INTERNATIONAL FORMULA III RACE

25 LAPS (APPROXIMATELY 75 MILES) SCRATCH FOR RACING
CARS CONFORMING TO FORMULA III SPECIFICATION

To the Entrant of the car recording the highest average speed a Trophy
and £100; 2nd £75; 3rd £50; 4th £25; 5th £15; 6th £5

No.	Driver	Car/Entrant	c.c.
1	M. BECKWITH	BRABHAM DAF/The Chequered Flag	997-7
2	R. PIKE	BRABHAM DAF/The Chequered Flag	997
3	A. LANFRANCHI	BRABHAM/Motor Racing Stables-Radio London	997
4	H. STILLER	BRABHAM/Motor Racing Stables-Radio London	997-6
5	R. WOODWARD	BRABHAM/Motor Racing Stables	997
6	M. DAGHORN	BRABHAM/F.I.R.S.T.	997
7	P. WESTBURY	BRABHAM/F.I.R.S.T.	997-3
8	D. BELL	BRABHAM/F.I.R.S.T.	997-1
9	M. WALKER	BRABHAM/Frank Manning Racing Ltd.	997
10	J. KENDALL	BRABHAM/Frank Manning Racing Ltd.	997
11	C. M. M. WILLIAMS	BRABHAM/Chris Williams Racing Ltd.	997
12	P. GETHIN	BRABHAM/Sport Motors (Manchester) Ltd.	997
13	J. DAVIES	BRABHAM/D.B. Metals (Racing)	997
14	P. GAYDON	BRABHAM/Special Motors Racing Team	997-2
15	D. R. J. MORGAN	BRABHAM/Driver	997
16	G. COAKER	BRABHAM/Driver	997
17	D. J. COLE	BRABHAM/Driver	997
18	K. CROOK	BRABHAM/Bernard Lewis Racing	997-5
19	R. BURTON	BRABHAM/C. Lucas (Eng.) Ltd.	997-8
20	M. SMITH	BRABHAM/David Bridges	997
21	R. FEILDING	BRABHAM/M. Pearson Racing	997
22	A. DEAN	BRABHAM/A. G. Dean (Racing) Ltd.	997
23	A. ROLLINSON	BRABHAM/Frank Lythgoe Racing Ltd.	997-X
24	D. WILLIAMSON	BRABHAM/P. & M. Racing Preparations	997
25	B. MASKELL	BRABHAM/Driver	997-9
26	J. B. JABOUILLE	BRABHAM/Driver	997
27	L. E. SELBY	COOPER/Driver	997
28	I. H. G. ASHLEY	LOLA/Ashlowe Racing Team	997
29	P. MARCHESI	LOLA/Driver	997
30	L. GIBBS	LOTUS/Driver	997
31	J. CARDWELL	LOTUS/Ron Harris Racing	997
32	M. NUNN	LOTUS/Driver	997
33	C. LUCAS	LOTUS/C. Lucas (Eng.) Ltd.	997-4
34	J. MILES	LOTUS/Lotus Components Ltd.	997
35	J. HINE	LOTUS/Driver	997
36	J. C. GUÉNARD	MATRA/Driver	997
37	M. J. BARTLE	MERLYN/Driver	997
38	T. BLOKDYK	PYGMEE/Constructions Mecaniques Pygmee	997
39	P. DAL BO	PYGMEE/Constructions Mecaniques Pygmee	997

1st.....Speed.....2nd.....3rd.....
Fastest Lap.....Speed.....

SECOND RACE

Starting Time 2.00 p.m.

The MARTINI INTERNATIONAL CLUB TROPHY

Counting for the Autosport Championship
52 LAPS 150 MILES APPROX.

Awards: 1st £50 2nd £25 3rd £10 in each class

No.	Driver	Car/Entrant	c.c.
1,300 c.c. to 2,000 c.c.			
1	P. JACKSON	LOTUS/R. Gordon	1594
2	K. BURNAND	LOTUS/Driver	1594
3	J. CALVERT	LOTUS/Driver	1594
4	R. ELLICE, JNR.	LOTUS/Uptune (Racing) Ltd.	1594
5	M. J. CRABTREE	LOTUS/Driver	1594
6	J. HINE	LOTUS/C. Barber	1594
7	J. R. NICHOLSON	LOTUS/Driver	1594
8	W. N. A. DRYDEN	LOTUS/J. N. Cuthbert	1594
9	D. MARRIOTT	LOTUS/Driver	1594
10	G. M. F. HUMBLE	LOTUS/Driver	1594
11	A. BAILLIE	LOTUS/P. Taggart	1594
12	W. NICHOLSON	M.G./Driver	1798
13	A. DE CADENET	PORSCHE/K. H. Luscombe-Whyte	1954
14	M. HONE J. MORRIS	PORSCHE/Mefco Racing	1991
15	T. DEAN	PORSCHE/A. G. Dean (Racing) Ltd.	1991
16	B. M. PON, JNR.	PORSCHE/Racing Team Holland	1991
17	W. BRADLEY	PORSCHE/David Prophet Racing	1996
18	M. G. DE UDY	PORSCHE/Driver	1996

No.	Driver	Car/Entrant	c.c.
Over 2,000 c.c.			
19	R. ATTWOOD	FERRARI/Maranello Concessionaires	3285
20	D. PIPER	FERRARI/Driver	3285
21	J. EDMONDS	FERRARI/Driver	3285
22	R. FEILDING	FERRARI/Drummond Racing Organisation	3285
23	D. SKAILES	FERRARI/Driver	3285
24	P. CLARKE	FERRARI/Driver	3285
25	D. PROPHET	FERRARI/David Prophet Racing Ltd.	3350
26	N. GRANVILLE SMITH	SHELBY COBRA/Driver	4727
27	E. NELSON	FORD/Driver	4727
28	R. FRY	FORD/Driver	4727
29	P. SUTCLIFFE	FORD/Driver	4727
30	J. HARRIS	FORD/M. Gartlan	4736
31	M. SALMON	FORD/Viscount Downe	4736
32	D. HULME F. GARDNER	FORD/Sidney Taylor	4736
33	P. HAWKINS	FORD/Driver	4736
34	E. J. LIDDELL	FORD/J. N. Cuthbert	4736
35	T. J. DRURY	FORD/Driver	4736
36	F. GARDNER	SHELBY COBRA/The Chequered Flag Ltd.	7001

No.	Driver	Car/Entrant	c.c.
Reserves			
37	L. CLOUDE	LOTUS/Ken Sheppard Customised Sports Cars	1594
38	JENNY TUDOR OWEN	M.G./Driver	1820
39	A. T. HOUSE	MORGAN/Roy North	2198
40	C. CRABBE	FORD/Driver	4727

No.	Driver	Car/Entrant	c.c.
Reserve Drivers			
41	P. TAGGART	30 M. PARKES	
42	J. MORRIS	43 F. GARDNER	
43	N. G. HILL		

THIRD RACE

Starting Time 4.00 p.m.

Martini International Saloon Car Race

Counts for the British Saloon Car Championship

12 LAPS (APPROXIMATELY 36 MILES) SCRATCH IN FOUR CLASSES (GROUP 5 APPENDIX J)

Awards: 1st £50; 2nd £25; 3rd £10 in each class

No.	Driver	Car/Entrant	c.c.
Up to 1,000 c.c.			
1	R. FRY	FORD ANGLIA/Driver	997
2	ANITA TAYLOR	FORD ANGLIA/Team Broadspeed	997
3	J. FITZPATRICK	FORD ANGLIA/Team Broadspeed	997
4	P. R. H. GAYDON	HILLMAN IMP/R. A. Driver	998
5	W. MCGOVERN	HILLMAN IMP/Ruckledge Service Station	998
6	R. W. WICKSON	HILLMAN IMP/Driver	998
7	ROSEMARY SMITH	HILLMAN IMP/Alan Fraser Racing Team	998
8	A. LANFRANCHI	HILLMAN IMP/Alan Fraser Racing Team	998
9	W. B. UNETT	HILLMAN IMP/Alan Fraser Racing Team	998
10	P. C. HUGHES	FIAT ABARTH/John Aley	998
1,000 c.c. to 1,300 c.c.			
11	H. RATCLIFFE	MORRIS COOPER/Vitafoam Developments	925(S)
12	P. LAGUE	AUSTIN COOPER/S. Greene	1275
13	J. HANDLEY	MORRIS COOPER/The Cooper Car Co. Ltd.	1275
14	J. RHODES	MORRIS COOPER/The Cooper Car Co. Ltd.	1275
15	A. FALL	MORRIS COOPER/Vitafoam Developments	1293
16	S. NEAL	AUSTIN COOPER/Equipe Arden	1293
17	P. DE BANKS	AUSTIN COOPER/Driver	1293
18	G. G. SPICE	MORRIS COOPER/Driver	1293
19	J. D. LEWIS	AUSTIN COOPER/Driver	1293
20	M. YOUNG	FORD ANGLIA/Superspeed Conversions Ltd.	1298
21	N. BRITAIN	FORD ANGLIA/Superspeed Conversions Ltd.	1298
1,300 c.c. to 2,000 c.c.			
22	B. NEWTON	FORD LOTUS CORTINA/Driver	1594
23	W. KAY	FORD LOTUS CORTINA/Driver	1598
24	W. F. VAUGHAN	FORD LOTUS CORTINA/Driver	1598
25	N. G. HILL	FORD LOTUS CORTINA/Team Lotus	1598
26	J. MILES	FORD LOTUS CORTINA/Team Lotus	1598
27	W. GREEN	B.M.W./Driver	1991
28	V. ELFORD	PORSCHE/Driver	1991
Over 2,000 c.c.			
29	B. MUIR	FORD FALCON/Sir Gawaine Baillie	4727
30	R. N. BOND	FORD FALCON/Driver	4727
31	R. F. PIERPOINT	FORD FALCON/Driver	5300
32	B. THOMPSON	FORD MUSTANG/Brian Thompson Racing	4736
33	J. OLIVER	FORD MUSTANG/Driver	4727
34	T. LYNCH	CHEVROLET CAMARO/Driver	5000
35	P. GETHIN	CHEVROLET CAMARO/R. Ashcroft Racing Ltd.	5000
36	F. GARDNER	FORD FALCON/Alan Mann Racing Ltd.	5300(S)
Reserves			
37	I. BAX	AUSTIN COOPER/S. Greene	970
38	M. DAVIES	FORD ANGLIA/Driver	997
39	M. BRANDON	HILLMAN IMP/Driver	998
40	D. BUCKETT	AUSTIN COOPER/Driver	1293
41	W. J. SHAW	AUSTIN COOPER/Driver	1293
42	C. MONTAGUE	MORRIS COOPER/Alexander Engineering	1293
Reserve Driver 45 J. WALES			

Up to 1,000 c.c.	1st.....	Speed.....	2nd.....	3rd.....
1,000 c.c. to 1,300 c.c.	1st.....	Speed.....	2nd.....	3rd.....
1,300 c.c. to 2,000 c.c.	1st.....	Speed.....	2nd.....	3rd.....
Over 2,000 c.c.	1st.....	Speed.....	2nd.....	3rd.....
Fastest Lap.....		Speed.....		

A.M.O.C. International Historic Racing Car Race

15 LAPS (APPROXIMATELY 45 MILES) SCRATCH IN TWO
CLASSES: PRE-WAR AND POST-WAR

Awards: Medallions for 1st, 2nd and 3rd in each section

No.	Driver	Car/Entrant	c.c.
Pre-War			
1	D. J. BROWN	E.R.A./B. E. Brown	1488(S)
2	W. R. G. MORRIS	E.R.A./D. N. Kergon	1488(S)
3	P. MARSH	E.R.A./Driver	1488(S)
4	D. H. DAY	E.R.A./Driver	1488(S)
5	S. I. DAY	E.R.A./Driver	1488(S)
6	R. C. J. WOOD	SEMMECE/Driver	1991
7	B. J. SIMPSON	FRAZER NASH/Driver	2053
8	W. F. ZEUNER	BUGATTI/Driver	1496(S)
9	G. S. ST. JOHN	BUGATTI/Driver	2270(S)
10	B. B. D. KAIN	BUGATTI/Driver	2262(S)
11	J. FREEMAN	ASTON MARTIN/Driver	1970
12	W. H. SUMMERS	ALFA ROMEO/Driver	2905(S)
Post War			
20	H. S. CLIFFORD	CONNAUGHT/Driver	1488
21	R. E. SALVAGE	CONNAUGHT/Driver	1960
22	D. E. BOORER	LOTUS/Driver	1960
23	J. LE SAGE	LOTUS/Driver	1991
24	J. DERISLEY	LOTUS/K. B. Eckersley	1991
25	D. J. BALMER	COOPER BRISTOL/Driver	1971
26	J. T. WILLIAMSON	COOPER BRISTOL/A. Mitchell	1971
27	D. W. KITCHENER	H.W.M./Driver	1961
28	K. KNIGHT	R.R.A./Driver	1961
29	C. CRABBE	MASERATI/Driver	2496
30	R. BERGEL	MASERATI/Driver	2496
31	Hon. PATRICK LINDSAY	MASERATI/Driver	2496
32	J. P. SPERO	MASERATI/H. C. Spero	2496
33	C. LUCAS	MASERATI/C. Lucas (Eng.) Ltd.	2496
34	N. CORNER	MASERATI/Driver	2496
35	P. BREWER	ASTON MARTIN/Driver	2493
36	F. LOCKHART	ROVER/Driver	2638

Pre War 1st.....Speed.....2nd.....3rd.....

Post War 1st.....Speed.....2nd.....3rd.....

Fastest Lap.....Speed.....

LAP SPEED TABLES

SILVERSTONE GRAND PRIX CIRCUIT

One lap of Silverstone Circuit equals 2 miles 2.927 yards (4.71 kilometres).
To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table.

TIME			SPEED			TIME			SPEED		
m.s.	m.p.h.	k.p.h.	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	75.27	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	86.37	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			

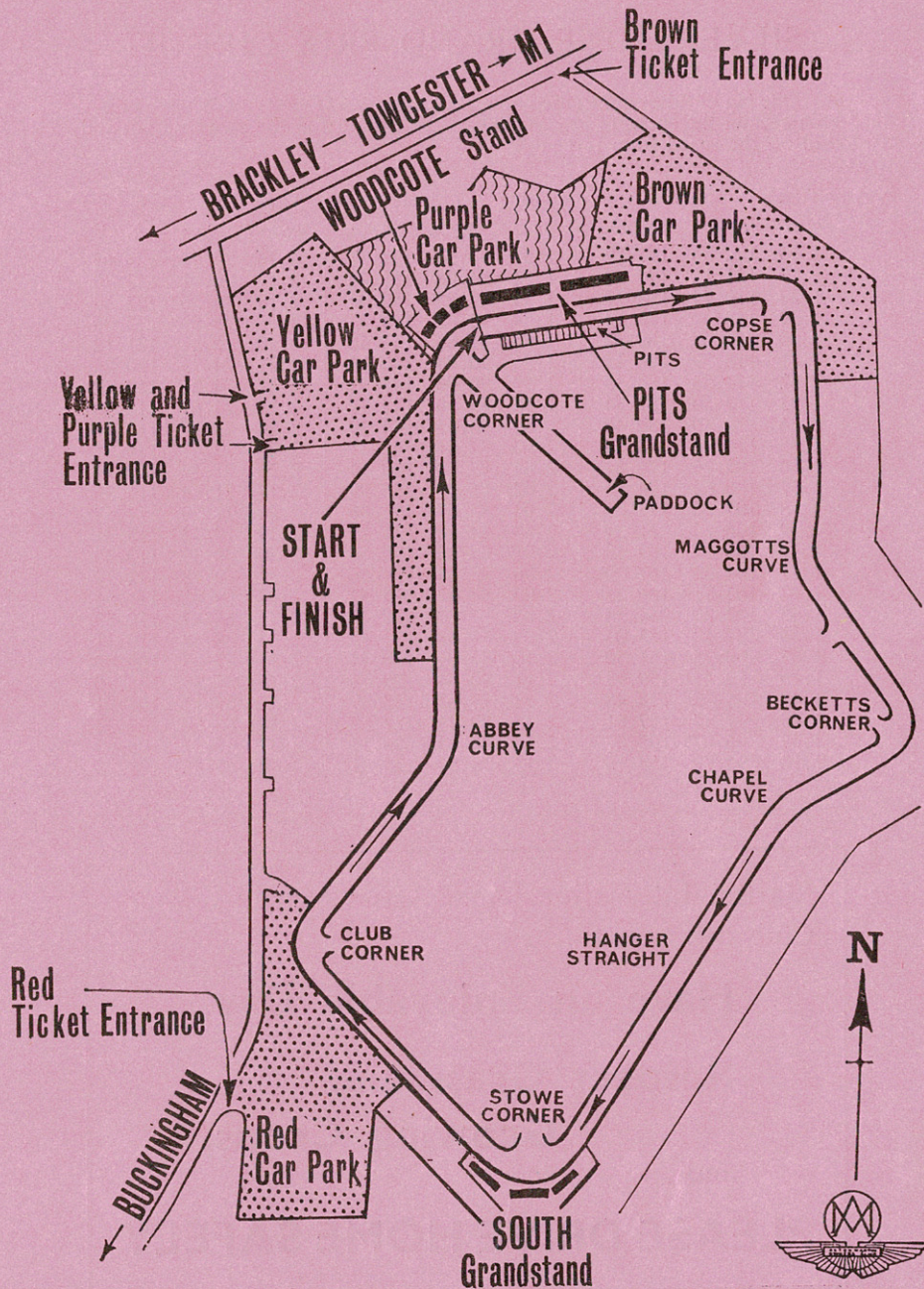
Martini International and Aston Martin Owners
Club ask you to

**Have an Enjoyable Day,
Respect Grass and
Growing Crops,**

and

PLEASE DRIVE HOME SAFELY

SILVERSTONE GRAND PRIX CIRCUIT



FRIARY MOTORS LTD.

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AUSTIN and FORD
Dealers

YOU CAN RELY ON THE SPECIALIST

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THE SILVERSTONE CLUB

founded to support the home of British motor racing

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

The already growing membership enjoys the following benefits:-

FOR AN ANNUAL MEMBER

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

FOR A LIFE MEMBER

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

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

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

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

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

THE SILVERSTONE CLUB Ltd.

founded to support the home of British motor racing

Arthur Dart,

Silverstone Club Ltd.,

Dun Mill,

Whitchurch,

Aylesbury, Bucks.

APPLICATION FOR MEMBERSHIP

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

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

FULL NAME.....

HOME ADDRESS.....

.....(Tel. No.).....

BUSINESS ADDRESS.....

.....(Tel. No.).....

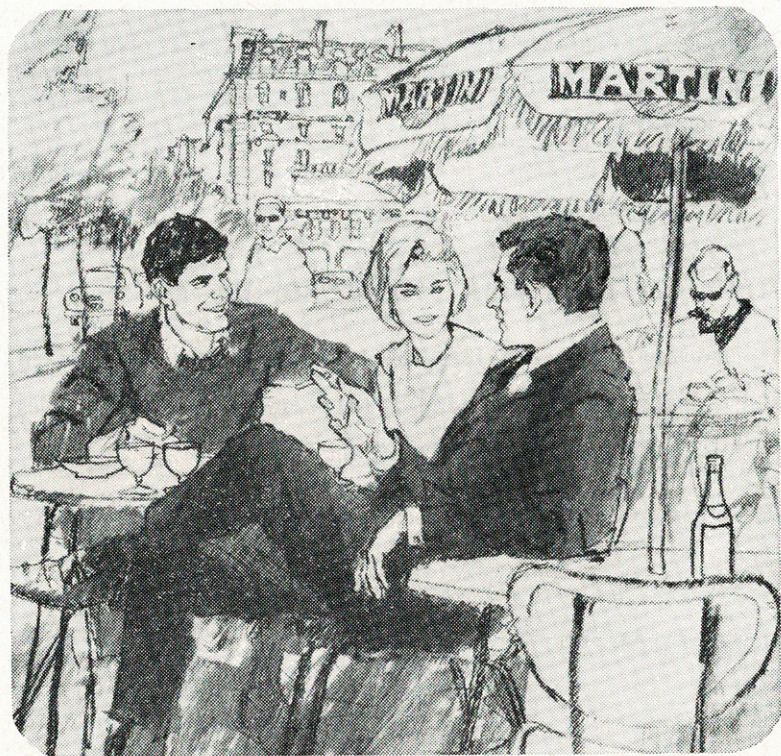
RANK/PROFESSION/OCCUPATION

OTHER CLUBS (if any).....

Applicant's signature.....

Member proposing.....

Member proposing.....



Join the Martini people!

Life's not what you do — it's how you do it. Martini people do everything with extra flair. Join them . . . in a glass of Martini — by itself or on the rocks. Wherever you are, Martini makes just that difference.



Martini Sweet • Martini Bianco • Martini Dry



Look at it . . .

(please turn over the page)



★ **CURBOROUGH**
SPRINTS

ORGANISED BY A.M.O.C.

SUNDAY JULY 16

at 1 p.m.

Classes for:

Aston Martins—all types
Vintage & Veteran Cars
Racing Cars—Historic & Modern
Sports, Saloons, & G.T. Models

ADMISSION FREE

CAR PARK 5/-

★ Curborough is near Lichfield, Staffordshire,
Map Reference 120/134 127



*... which ever way you like, you must admit that the make of car which calls
for admiring attention wherever it goes is ...*

THE MARTINI INTERNATIONAL CLUB

The Martini International Club was formed to organise for Martini & Rossi the sponsorship and support of a number of important international sporting and cultural events. Membership of the Club is only by the invitation of the Directors of Martini & Rossi and includes important personalities and leading sportsmen and sportswomen from many different countries.

Here are some of the Events for 1967 yet to take place in the United Kingdom, United States, France, Italy, Switzerland, Belgium, West Germany and West Indies.

- May**
28 *Motorsport* Martini International Club Centre will be present at the 1,000 k.m. Rennen at Nürburgring. WEST GERMANY
- June**
10/11 *Motorsport* Le Mans 24 Hour Race. Facilities for M.I.C. members and international press. FRANCE
15/17 *Golf* 7th Martini International Club £6,000 Invitation Golf Tournament in association with the Professional Golfers' Association, at Fulford Golf Club, York. (Leader Tournament for the Alcan Golfer of the Year Championship at St. Andrews in October, 1967.) ENGLAND
25 *Motorsport* Trophée Martini "Vitesse", at Reims. FRANCE
25 *Golf* "Balles d'Or Martini" at Versailles. FRANCE
- July**
8/9 *Motorsport* Trophée Martini "Vitesse", at Rouen. FRANCE
16 *Equestrian Sport*—Polo Cowdray Park Gold Cup Final; the Martini International Club in association with the Cowdray Park Polo Club, at Cowdray Park, near Midhurst, Sussex. ENGLAND
23/24 *Motorsport* Francorchamps 24 Hour Race. BELGIUM
- August**
6 *Motorsport* Martini International Club Centre will be present at the German Grand Prix, at Nürburgring. WEST GERMANY
9 *Golf* "Balles d'Or Martini" at Biarritz. FRANCE
20 *Motorsport* World Championships for Moto-Cross 500 c.c., at Wohlen, near Zurich. SWITZERLAND
Equestrian Sport Summer Meeting; race for the "Martini Vermouth Challenge Cup", at Barbados Turf Club. BARBADOS
Golf "Balles d'Or Martini", at Divonne-les-Bains. FRANCE
Golf 2nd Golf Tournament similar to the "Balles d'Or" Tournament held in France. Winner receives the "Balle d'Or" Trophy. BELGIUM
- September**
3 *Aquatic Sport* Grand Prix International de Hors-Bord, 9th Year, at Dinant. BELGIUM
17 *Motorsport* Trophée Martini "Vitesse", at Monthéry. FRANCE
23/24 *Motorsport* Trophée Martini "Vitesse", at Albi. FRANCE
Aeronautic Sport International Balloon Landing Contest for the Martini Challenge Trophy. BELGIUM
Tennis Match for the Champions of Common Market Clubs for the Martini Trophy. BELGIUM
Tennis Tennis Player of the Year 1966. Presentation of the new Martini & Rossi Trophy at New York. U.S.A.
- October**
8 *Golf* "Balles d'Or Martini", at Marseille-Aix. FRANCE
Equestrian Sport "Jumping International de Bruxelles", Martini Trophy, l'Echarpe d'Or. BELGIUM
Equestrian Sport—Point-to-Point Martini & Rossi Trophies presented to Steeplechase winners at the Annual Convention, at Middleburg, Virginia. U.S.A.
- November**
Equestrian Sport Autumn Meeting; race for the "Martini St. Leger", at Barbados Turf Club. BARBADOS
Motor Boating National High Points Championships (Hydroplane Unlimited Class) and National Predicted Log Contests for 1966. Presentation of Trophies to winners at Annual Convention of American Power Boat Association, at St. Petersburg, Florida. U.S.A.
Motorsport Presentation of the Martini & Rossi "Driver of the Year" Trophy and Award, at Las Vegas, Nevada. U.S.A.
- December**
Skiiing Critérium de la Première Neige—Trophée Martini, at Val d'Isère. FRANCE
Equestrian Sport Presentation of the Martini International Club Trophy and Medals to the Horsemen and Horsewomen of the Year 1967, selected by the readers of "Light Horse" and "Pony" Magazines and the Topic Magazine Group. Awards for Show-jumping, Horse Trials, Dressage, Point-to-Point and Showing. London. ENGLAND

Note: Where dates are not given, these can be made available in due course to anyone interested.

Note: *Equestrian Sport*. A fixture list of forthcoming Point-to-Points in Great Britain is issued by the Martini International Club at the start of each season (January) for Races in February, March and April.



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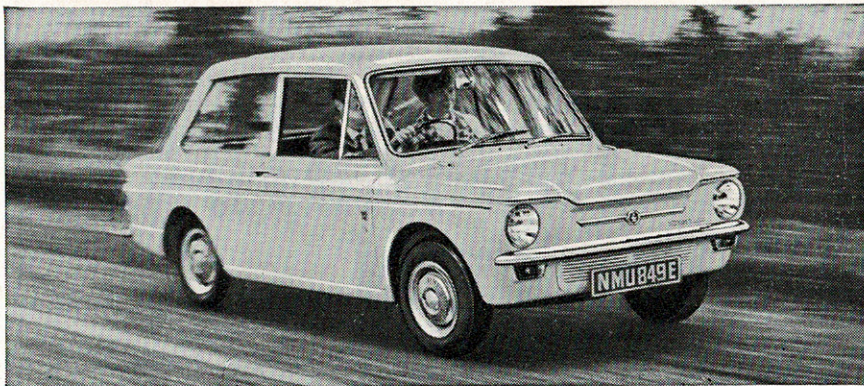
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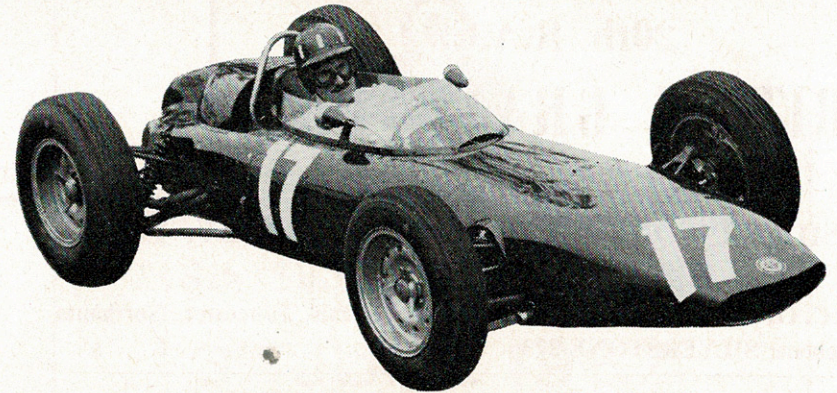
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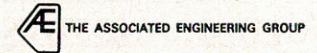
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1967 Silverstone Meetings

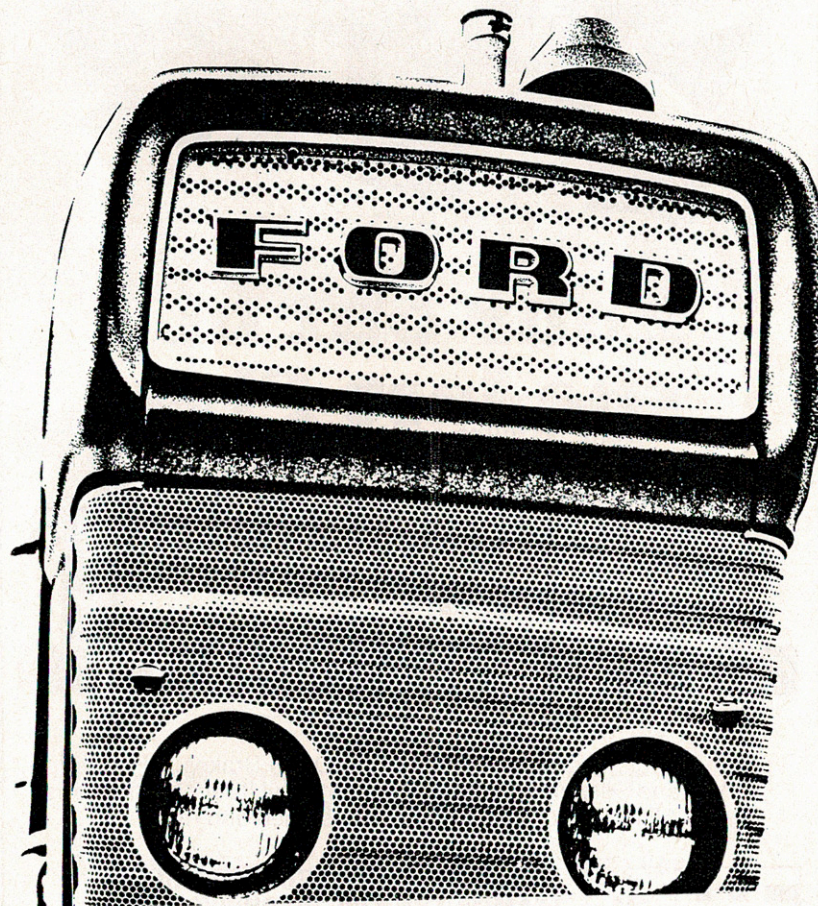
Not all spectators are aware that during the season there are no less than 44 meetings at Silverstone. To assist enthusiasts to enjoy many happy days motor racing, the remaining events in the 1967 Silverstone Calendar are shown below.

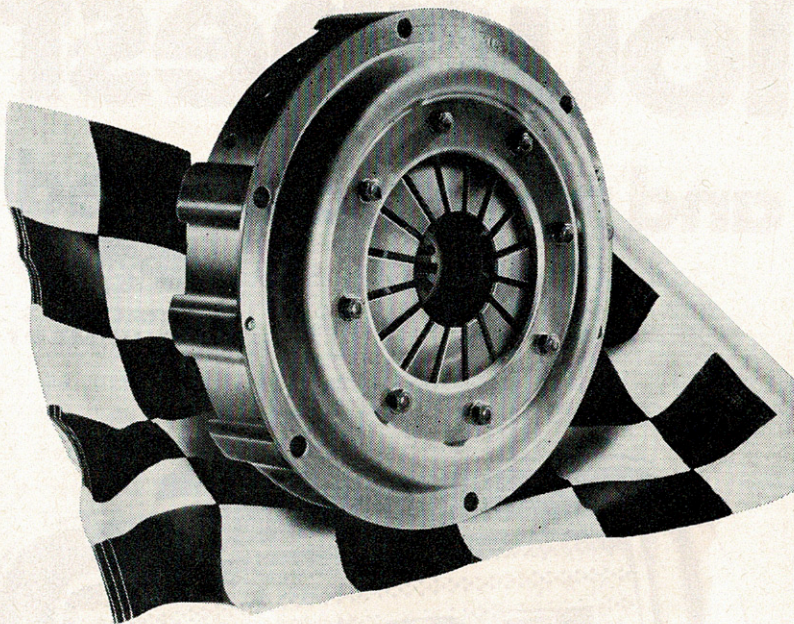
Sat. May 27	Club Meeting	M.G.C.C.
Mon. May 29	National Race Meeting	Notts. S.C.C.
Sat. June 3	Club Meeting	'8' Clubs
Sat. June 10	National Kart Meeting	Bath Karting Club
Thur. June 15	Test Day	Silverstone Club
Sun. June 18	Club Meeting	B.A.R.C.
Sat. June 24	St. John Horsfall Meeting	A.M.O.C.
Sat. July 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. Sept. 2	Club Meeting	S.U.N.B.A.C.
Sat. Sept. 9	Club Meeting	Peterborough M.C.
Thur. Sept. 14	Test Day	Silverstone Club
Sat. Sept. 16	Club Meeting	M.G.C.C.
Sun. Sept. 24	Club Meeting	Notts. S.C.C.
Sat. Sept. 30	Club Meeting	North Staffs. M.C.
Sat. Oct. 7	Club Meeting	B.A.R.C.
★ Sat. Oct. 14	Clubmen's Championship Meeting	A.M.O.C.—8 Clubs— 750 M.C.
Sat. Oct. 21	National Kart Racing	Bath Karting Club
Sat. Oct. 28	Test Day	Silverstone Club
Sat. Nov. 18	Test Day	Silverstone Club
Sat. Dec. 16	Test Day	Silverstone Club

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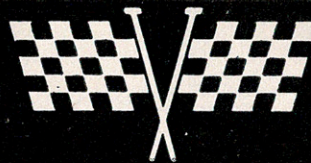
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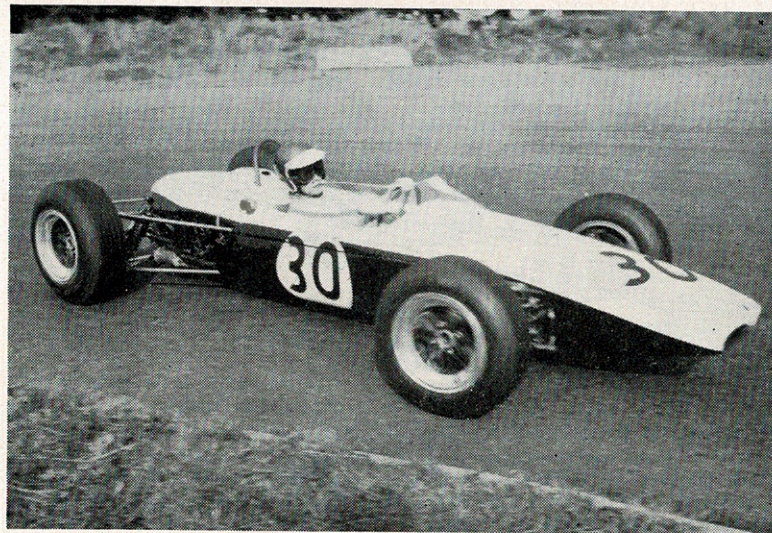


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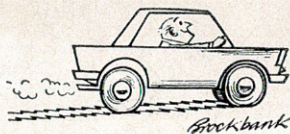
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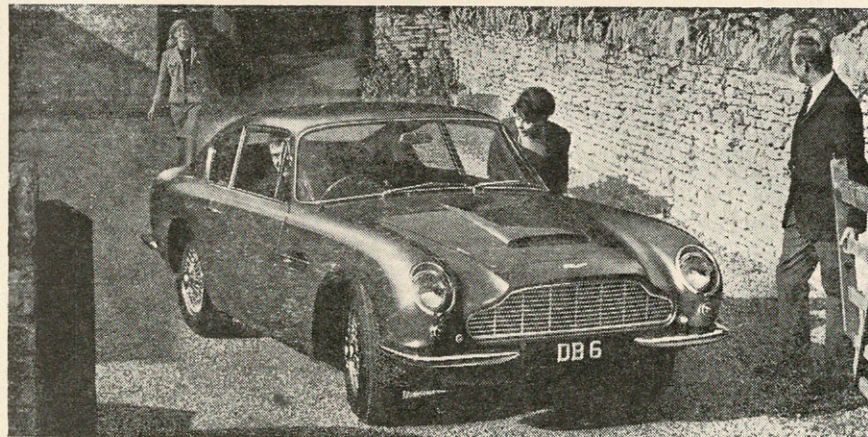
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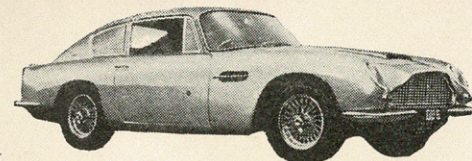
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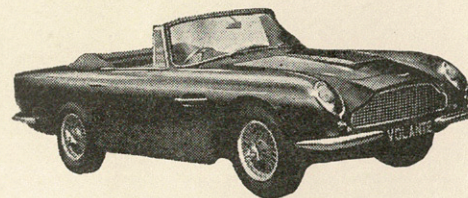
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