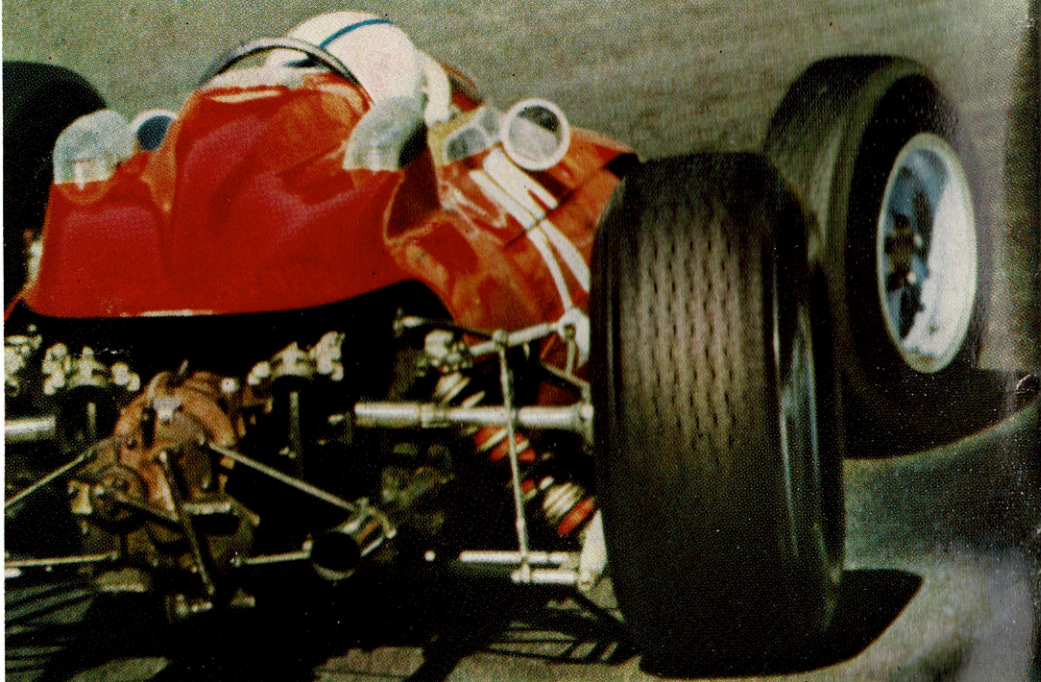




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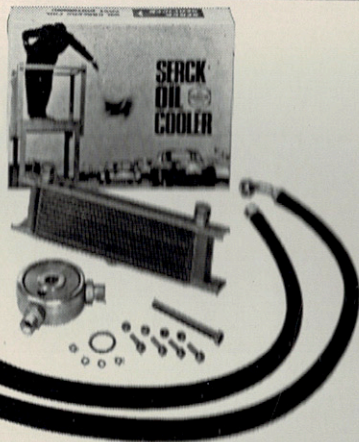
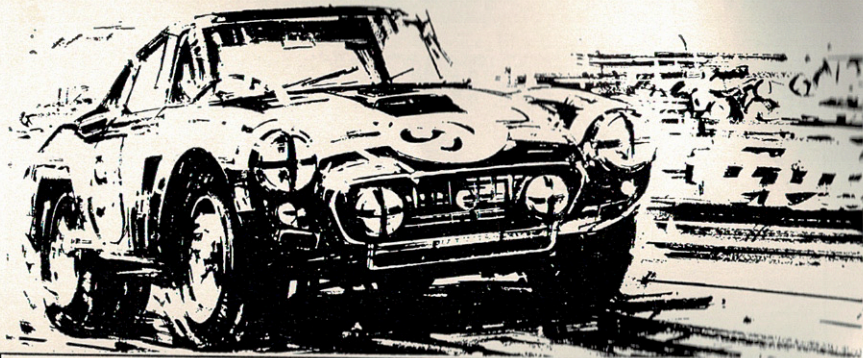


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RepcO - Brabham

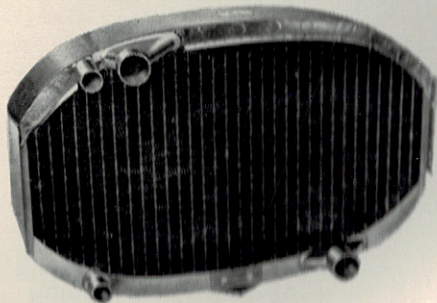
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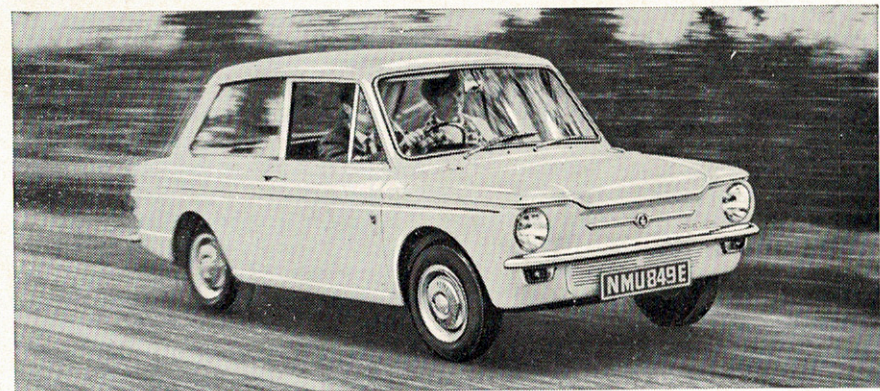
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Do you rotate?

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

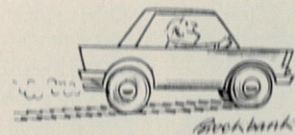
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Contents

- 11 Foreword by The Hon. Gerald Lascelles, President of the British Racing Drivers' Club
- 12 Officials of the Meeting
- 15 Trophies and Awards
- 17 19th Daily Express Trophy Basil Cardew
- 21 The Formula 1 Scene Alan Brinton
- 29 The Age of Cornering Power Charles Bulmer
- 35 Plan of Circuit
- 48 Silverstone Lap Records
- 50 Lap Speed Tables
- 55 All the Inside Information Harold Dev Dvoretzky
- 69 Previous Results

The "Caravans International" Trophy Race for Formula III Cars 10.30 a.m.

- 36 Entrants
- 37 Lap Score Chart

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

- 38 Entrants
- 39 Lap Score Chart

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

- 42 Entrants
- 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

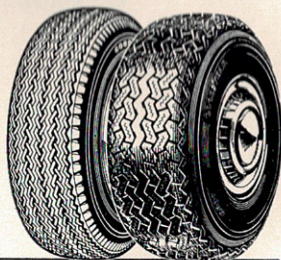


GOODYEAR LED AGAIN IN 1966

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With Dan Gurney's win in the
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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.

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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.

Gerald Lascelles

April 29th, 1967.

*President
British Racing Drivers' Club.*

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.

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

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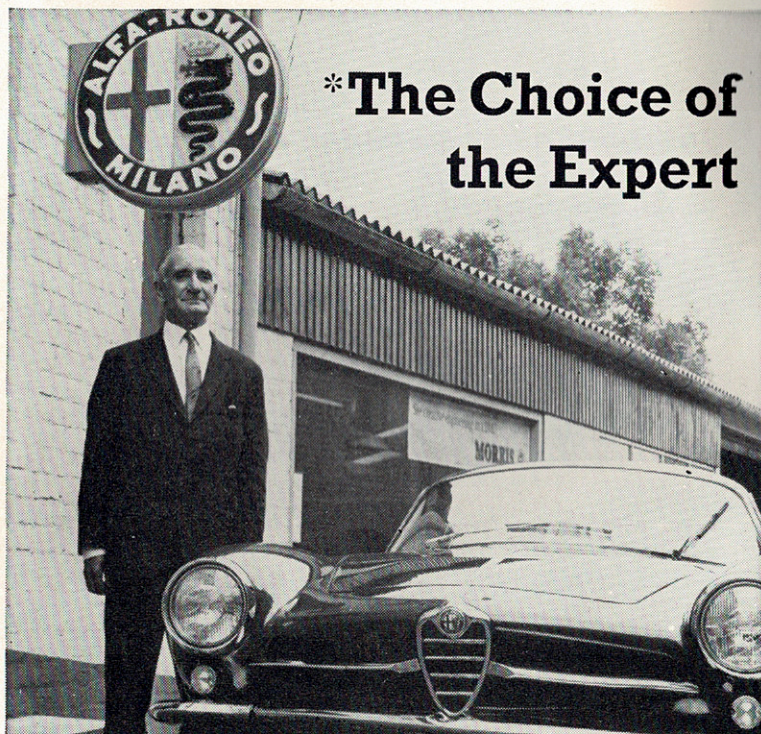
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TRACK MANAGER: J. W. Brown.


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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.

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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 1.

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.

A Full scale
Mini-drift
at Silverstone



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 1 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 1 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



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, Guiseppe Farina, Luigi Villorosi 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
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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.

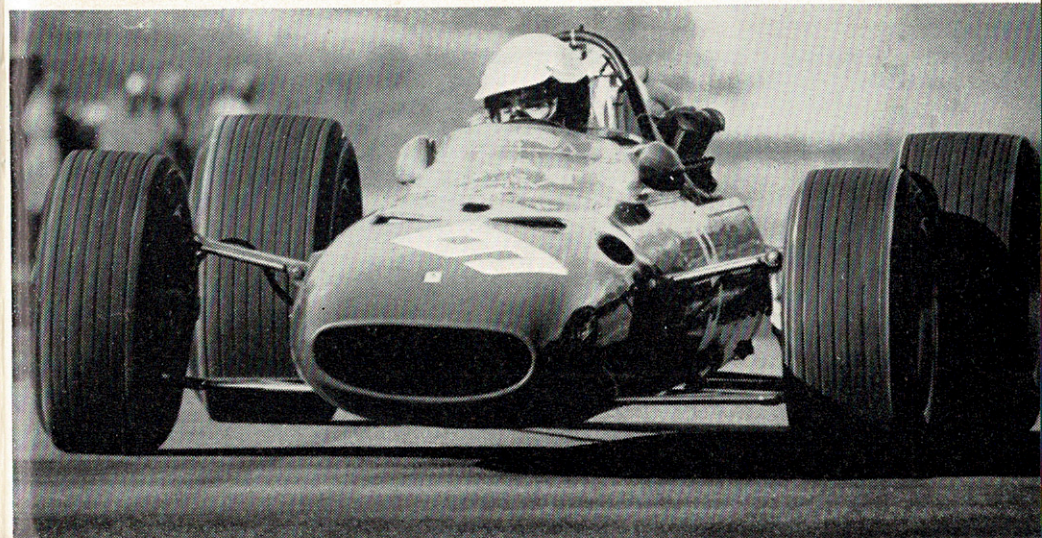
Jack Brabham, of course, won this race last year, and went on to achieve his third world championship. This year, he will undoubtedly find the going tougher, but with new and more powerful Repco V8 engines in smaller and lighter chassis, Jack and Denis Hulme are still the team to beat this season.

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





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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.

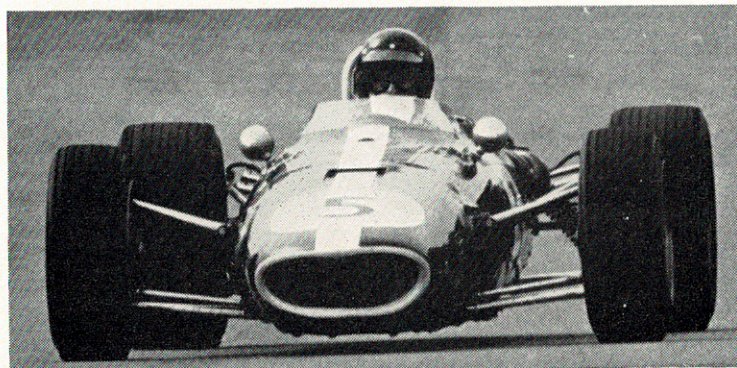
Like the Eagle, the B.R.M is giving over 400 brake horsepower, but it is in a heavy car, and one wonders whether the new V12 engine—which should be ready for delivery in July or August—might prove to be the better bet.

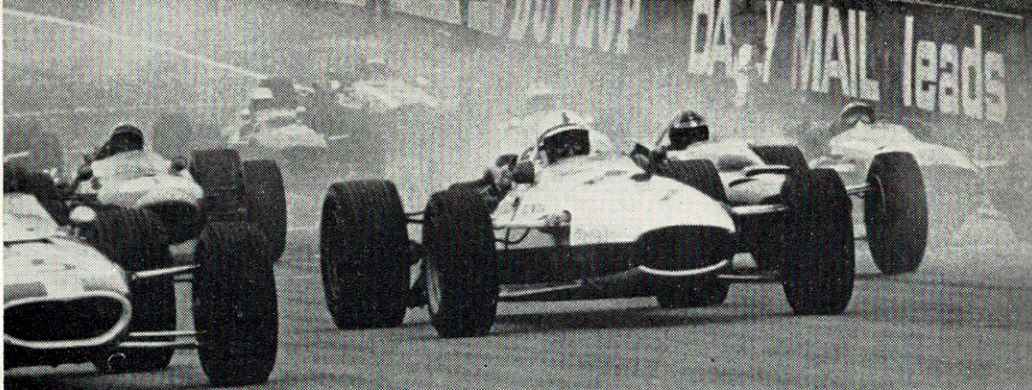
Tim Parnell, who is in effect running a second B.R.M team, will probably be using the V12 engine later this season, but meanwhile his cars will stick to the H16 power units.

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.

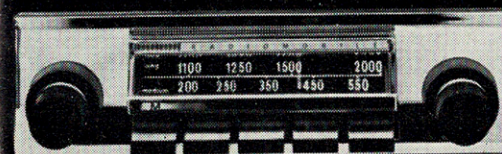
Ferrari are making a bigger F1 effort this year, and are ringing the changes on different versions of their V12 engine in a search for higher output. The new car which Lorenzo Bandini drove at Brands Hatch in March is some 150 lbs lighter than last year's models, and promises to be a real threat, particularly 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.



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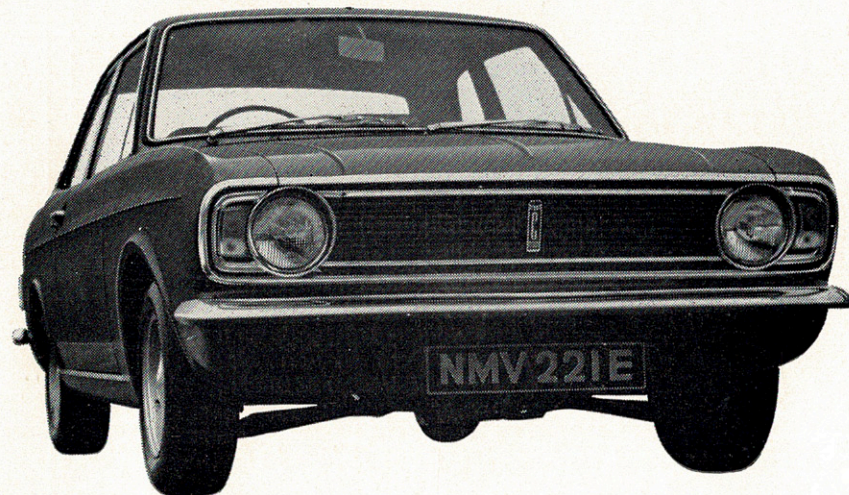
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