

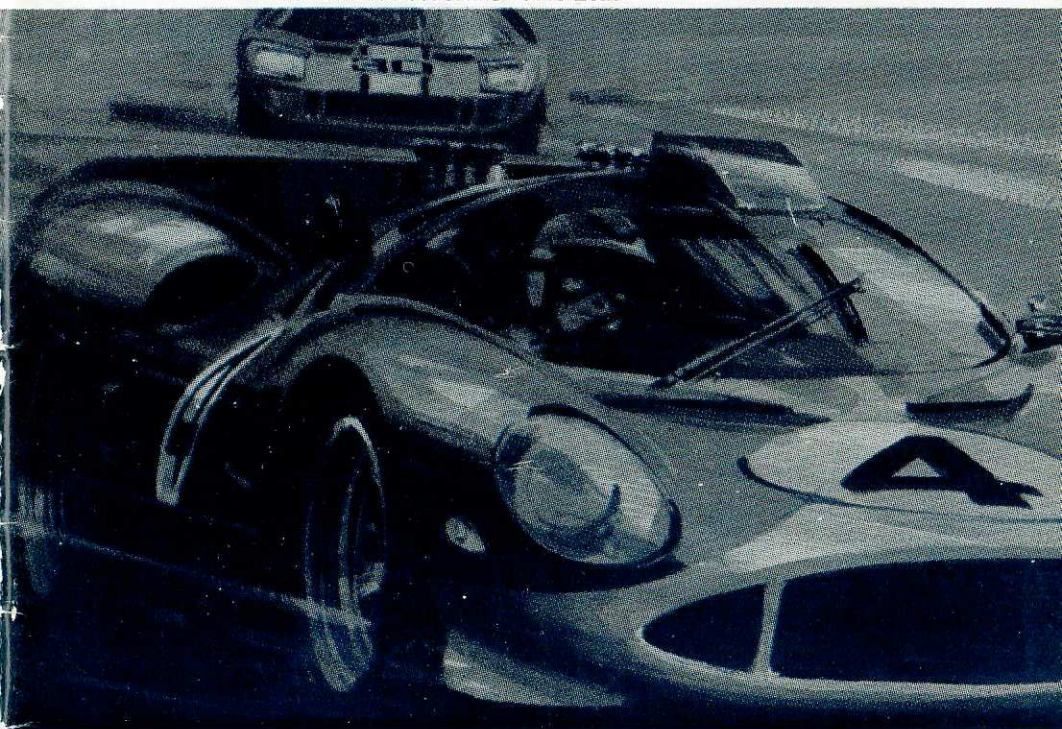


BOAC INTERNATIONAL 500

PROGRAMME 2s 6d

BRANDS HATCH JULY 30

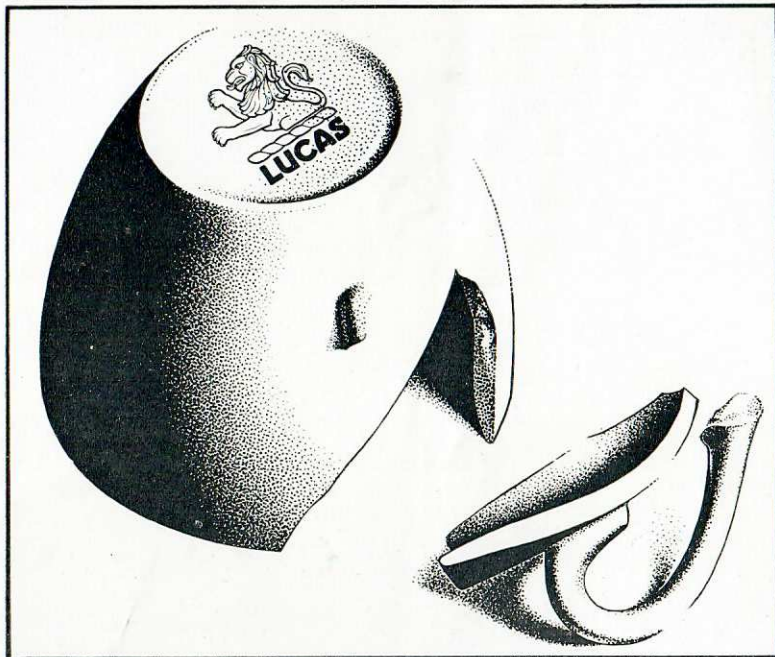
*Organised by the British Racing & Sports Car Club
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Held under the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules of the Royal Automobile Club, and Supplementary Regulations.

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MOTOR RACING / SUNDAY 30th JULY 1967

BRITISH RACING & SPORTS CAR CLUB



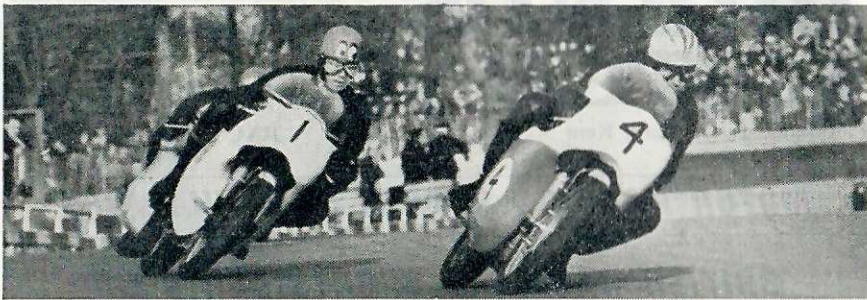
BOAC INTERNATIONAL 500 RACE MEETING

For Prototype Sports Cars complying with Appendix 'J' (1967) Group 6 and Sports Cars complying with Appendix 'J' (1967) Group 4 to the International Sporting Code

CONTENTS OF THIS PROGRAMME

	Page
OFFICIALS OF THE MEETING	3
FLAG SIGNALS AND ANNOUNCEMENTS	5
PROGRAMME OF EVENTS AND AWARDS, AND ACKNOWLEDGEMENTS	7
FIRE DEMONSTRATION (<i>Editorial</i>)	9
BOAC INTERNATIONAL 500	10-11-12-14-15-16
SPEED TABLE	21
BOAC CHAIRMAN'S MESSAGE (<i>Editorial</i>)	23
LIST OF COMPETITORS — GRID POSITIONS	24-25
HOURLY SCOREBOARD	27-29-30
FINAL RACE POSITIONS	31
FIXTURES 1967	33
MAP OF BRANDS HATCH CIRCUIT	inside back cover

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UNION JACK	Start.
RED	Stop immediately.
YELLOW (Waved)	Great danger : prepare to stop.
YELLOW (Motionless)	.....	.....	.....	Take care : danger.
BLUE (Waved)	.....	.....	.....	Another competitor is trying to overtake.
BLUE (Motionless)	.....	.....	.....	Another competitor is following closely.
YELLOW WITH RED STRIPES	.....	.....	.....	Oil on the course.
WHITE	.....	.....	.....	Ambulance or service car on the course.
BLACK (With Number)	.....	.....	.....	Car with that number must call into the pits.
BLACK AND WHITE CHEQUERED	.....	.....	.....	End of race.

FOR THE ATTENTION OF SPECTATORS

Please do not leave litter about the grounds — take it with you.

The B.R.S.C.C. wish to acknowledge with thanks the valuable assistance given by the individual marshals in conducting this event.

If an accident occurs, leave it to the marshals, the doctors and St. John Ambulance men who are in attendance.

Remember to drive with care and caution when leaving the ground.

To safeguard both competitors and public — **dogs are not admitted unless kept on a leash. This is most important.**

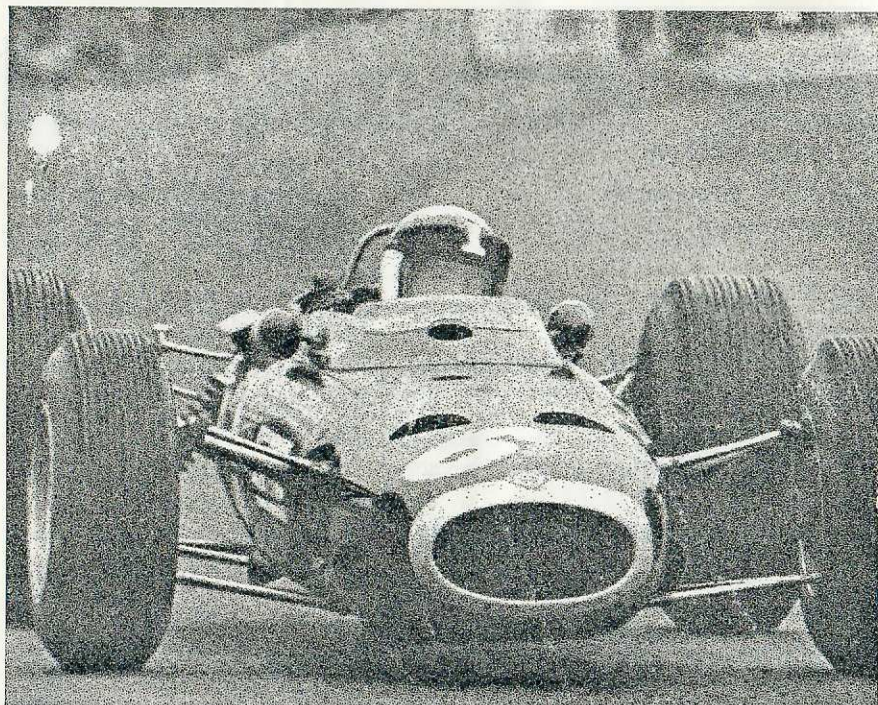
Prohibited Area Notices — The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Ltd.

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BRM's lesson '66 No less than 7 firsts out of the 8 races in the Tasman series, and another first at Monaco.

Shell work with the winners



Programme of Events and Awards

Warming-up lap for competing cars (First driver only)	11.30 am
Competing cars in position on Starting Grid	11.45 am
Competing cars under Starter's Orders	11.55 am
BOAC INTERNATIONAL 500 CHAMPIONSHIP	
SPORTS CAR RACE	12.00 noon to 6.00 pm
Winner's Trophy Presentation	6.10 pm (approx.)

BOAC INTERNATIONAL 500 SPORTS CAR RACE

OVERALL WINNER: £1000 and the BOAC Trophy.

In each class:
 1st — £200
 2nd — £100
 3rd — £50
 4th — £25

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WARNING

MOTOR RACING IS DANGEROUS

Persons attending at this meeting 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 drivers and owners of the vehicles and passengers of the vehicles are absolved from all liability arising out of accidents causing damage and/or personal injury to spectators.

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TBA Aluminised Asbestos Cloth in action!

At this meeting and all major meetings this season, the TBA mobile service team will be in action. All fire marshals will be protected by TBA Aluminised Asbestos Cloth.

This material is tailor-made for the job. The shiny-silver, reflective surface gives wearers maximum protection against very high temperatures, enabling them to enter the actual flame zones for limited periods. It's also lightweight, flexible, and resistant to oil, petrol and molten-metal splashes. Tailors nicely too.

Fire is an ever-present danger in motor racing, but TBA Aluminised Asbestos Cloth is doing much to reduce the hazards involved in rescue and extinguishing operations at meetings all over the country.

Wearing their suits of TBA Aluminised Asbestos Cloth, firemen from the Cheshire County Fire Service dash in to make a mock rescue at a recent Oulton Park meeting.

Manufacturers of fire-protective clothing who use TBA Aluminised Asbestos Cloth:
Bell's Asbestos & Engineering Co. Ltd., Slough, Bucks
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Fire Rescue Demonstration

There have been two tragic accidents recently on European racing circuits where drivers have been severely burned. Their injuries could have been minimised if rescuers had been able to get through the barrier of flame around the car.

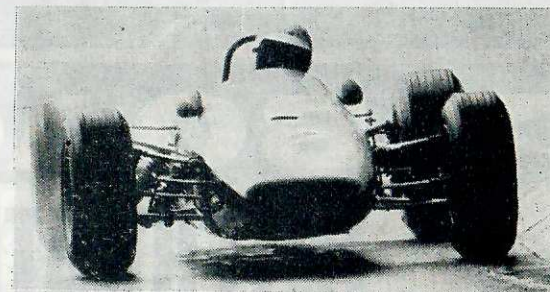
Bell's have developed a new lightweight rescue suit, made from aluminised asbestos fabric. A demonstration of the suit under fierce flame conditions will be given at 11.15 a.m. in front of the Top Straight Grandstand. The first test features a metal frame 8-ft. long x 7-ft. high covered with felt soaked in paraffin. After setting fire to the felt a man wearing one of the new suits will walk through the tunnel of fire twice. He will carry a piece of normal clothing to show how quickly it is destroyed under such conditions.

In the second test a dummy will be rescued from a mock racing car that is enveloped in flame. The demonstration will show how quickly a rescue can be effected even through a wall of flame.

Onlookers are advised not to approach closer than 25 yards due to the excessive heat that is generated during the tests.

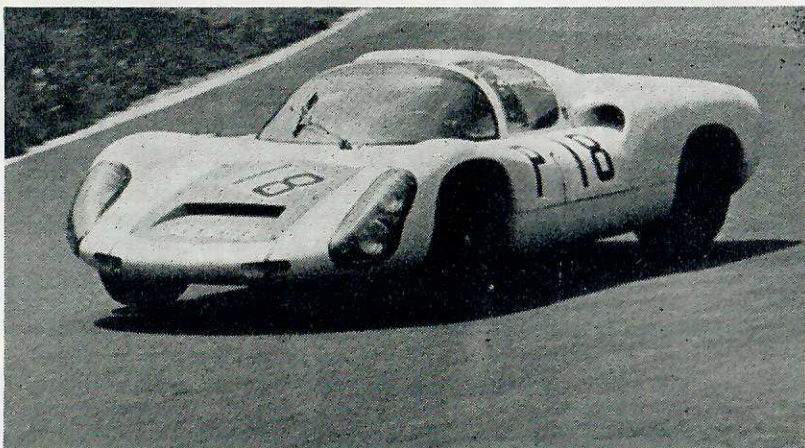
THE CHEQUERED FLAG

1ST

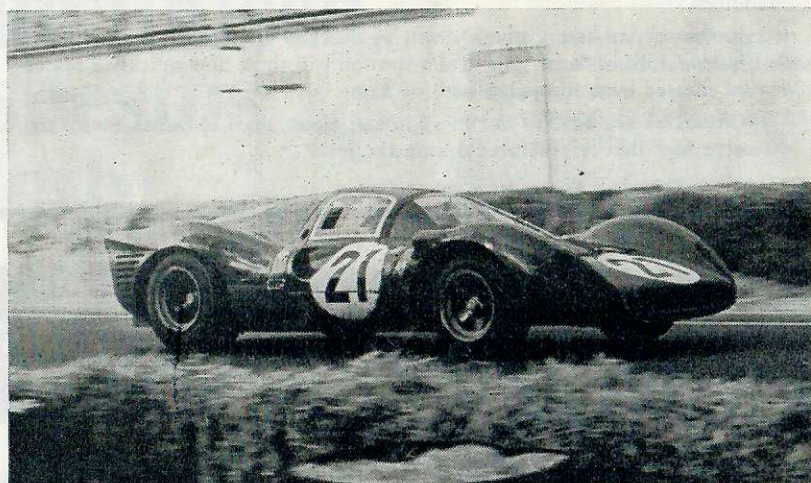


Chris Irwin won 17 F3 races in 1966 with his Chequered Flag entered and prepared Brabham F3. The same first class Chequered Flag standard is in every one of their fabulous sportscars on show in Chiswick and Nottingham. After-sales service; hire purchase, insurance, helpful and efficient service from THE unrivalled sports-car people — for your next sports car — go to the Chequered Flag.

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Photographs by G. Goddard.



BOAC

**INTERNATIONAL
500**

*Major works support for the final and
deciding round of the sports car
manufacturers' World Championship series*

Left: One of the Porsche 910s during the Nurburgring 1,000 Kms, a race which the German team won outright and helped them to their current one point lead in the Championship.

Lower left: A Ferrari 330P4 at Le Mans. Ferrari trail Porsche by that single point and will be all out to score a maximum here today.

Below: A flock of privately-entered 4.7 litre Ford GT40s contest the over 2 litre Group 4 class with several Ferraris and a lone Austin-Healey 3000.

Welcome to Brands Hatch for the first-ever BOAC International 500 sports car race. This six-hour event on the 2.65-mile Brands Hatch Grand Prix Circuit ranks with such classic long-distance races as the Daytona 24-hours, Sebring 12-hours, Monza 1000-kilometres, Spa Grand Prix, Targa Florio, Nurburgring 1000-kilometres and Le Mans 24-hours as a World Championship race for sports car manufacturers.

BOAC, the world's second largest longhaul airline, are sponsoring what is confidently expected will become one of the most famous sports car races of the world. Air travel is international — and so is motor racing. Both, too, are developing far



Photograph by G. Goddard.

beyond the confines of Europe, especially in the Far East, so it is only natural that both these fast-moving markets should come together in this way.

Today's race has attracted the majority of the world's top factory teams — Chaparral from America, Ferrari and Alfa Romeo from Italy and Porsche from Germany. From Britain we have works Lola, Mirage, Chevron and Lotus entries. The race has attracted drivers from Austria, Australia, Belgium, Germany, Holland, Ireland, Italy, New Zealand, South Africa, Switzerland, the United States of America and the United Kingdom. Prize money totals £2,300.

DECIDING CHAMPIONSHIP RACE.

The BOAC International 500 race, which starts at noon and lasts six hours, is the final and deciding round of the 1967 World Sports Car Manufacturers' Championship. At the moment the overall positions show Porsche in the lead with 32 points with Ferrari only one point behind. Ford are third — out of the hunt with 22 points.

Calculations show that, based on the stipulated five best performances from the results of the Daytona, Sebring, Monza,

(Continued over)

One of the Championship rounds, the Spa 1,000 Kilometres event in Belgium, was won by this J. W. Automotive Engineering-built Mirage. Basically a GT40 with oversize engine and redesigned bodywork, the Ford Motor Company hoped that points from this victory would go to their credit. The governing body, however, ruled that the Mirage was really a Mirage, and not a Ford at all!



Photograph by G. Goddard.

Spa, Targa Florio, Nurburgring, Le Mans and the BOAC race, if a Porsche wins today the German firm gain the championship or if a Ferrari wins then the Italians can rejoice — regardless of who finishes second.

To try to win the day's honours Porsche, the German sports car firm from Stuttgart, have entered no fewer than five of their sleek, white cars. It is the first time since 1959 that they have entered a full team of their sports cars in this country. Among their drivers are the fiery Austrian Jochen Rindt, the Swiss Jo Siffert, Britain's Graham Hill and Vic Elford, New Zealander Bruce McLaren and Germans Hans Herrmann, Jochen Neerpasch, Kurt Ahrens and Udo Schutz. Three 2.2-litre and two 2-litre cars have been listed.

Ferrari, too, are determined to win. Three of the 4-litre 330P4 cars (winners at Sebring and Monza) are coming over from Italy with drivers Jackie Stewart, Chris Amon, Lodovico Scarfiotti, Peter Sutcliffe, Jonathan Williams and Paul Hawkins in the team.

A fourth Ferrari, a 330P3/4 entered by their British agents Maranello Concessionaires, is to be driven by British drivers David Piper and Richard Attwood.

THREAT FROM AMERICA. ...

Although it is a big car, the American 7-litre Chaparral 2F is most definitely a big threat for victory, for this futuristic motor car has proved its speed on both slow and fast circuits this year. Brands Hatch is particularly demanding on cars and good road-holding, acceleration and braking counts for more than pure high speed.

To be driven by the American Phil Hill and Britain's Mike Spence, the Chaparral sports car is unique in that it features a "wing" mounted on struts at the rear of the car that can be adjusted by the driver to act as an air-brake and stabiliser — it is operated by the driver's left foot. In addition this very special two-seater has automatic transmission and a highly-developed aluminium V8 Chevrolet engine.

(Continued on page 14)



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' is a 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.

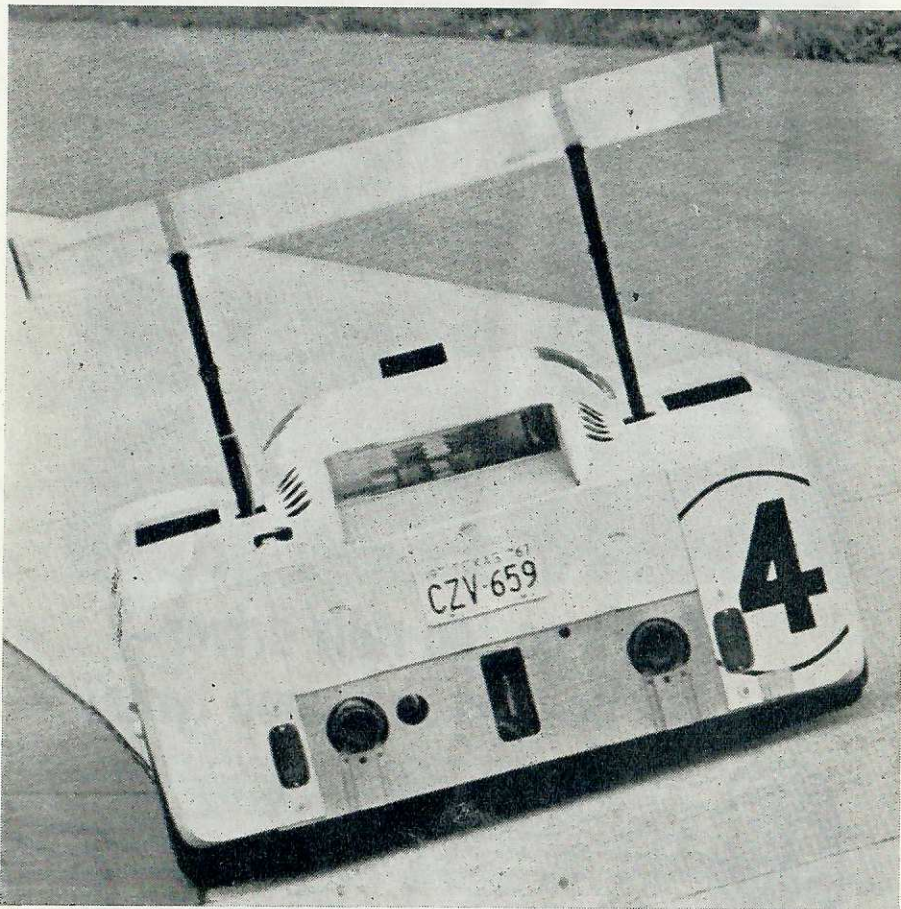
Reminder — Never mix radial-ply and cross-ply on the same axle or use radial-ply tyres on the front wheels if you have cross-ply on the back. For advice on correct tyre fitment and pressures, on care and maintenance and on any mechanical adjustment that may be necessary to prevent irregular or excessive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



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RALLY-PROVED FOR YOUR KIND OF MOTORING

The Texan-designed and built Chaparral 2F which is due to run today in the extremely experienced and capable hands of Phil Hill and Mike Spence. The car has shown immense speed this season, while its weird elevated stabiliser makes it the most easily recognisable entry at any circuit.



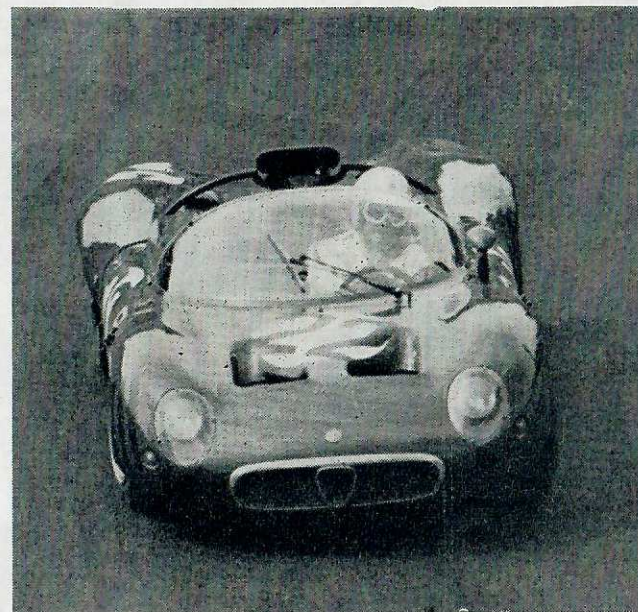
Photograph by D. Nye.

Completing the foreign challenge are three dark horses — the 2-litre V8 Alfa Romeo Tipo 33s from Italy. So far this year they have shown a considerable turn of speed but have proved unreliable, but during the past two months Alfa technicians have further developed the cars so today might even see them in the number one position. Alfa have chosen up-and-coming Italian drivers for their cars plus the Belgian Lucien Bianchi. They are Andrea de Adamich, Ignazio Giunti, Giovanni Galli, Giancarlo Baghetti and Spartaco Dini.

Britain offers a serious challenge, too, especially with the special Chevrolet-engined Lola T70s. John Surtees and David Hobbs in the official factory car plus Jack Brabham and Denis Hulme in Sidney Taylor's entry could well dictate the pace of the race, while one must not under-rate Mike de Udy's similar car nor the American Ford-engined Mirage entered by JW Automotive Engineering from Slough, Bucks.

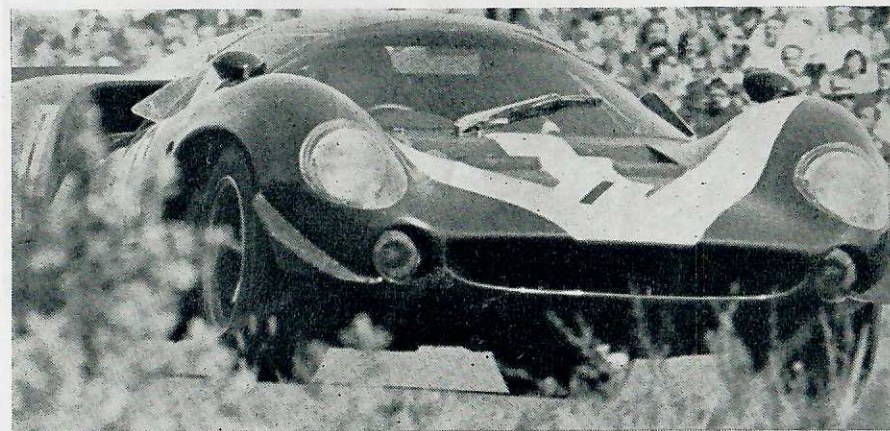
In the 2-litre class five British cars will be fighting the Porsches and Alfa Romeos — three Chevrons and two Lotuses.

Right: Autodelta, the official works Alfa Romeo team, have three Tipo 33 2 litre V8 cars entered today, and will be trying all out to defeat the Porsche 910s in their class. Their season has been punctuated with race retirements and races missed for further development.



Below: The Lola Racing T70 Mark 3 GT of John Surtees and David Hobbs which may well spring a British surprise in today's race. Watch out for the sleek green and white coupe.

Photographs by G. Goddard.



FORD AND FERRARI BATTLE.

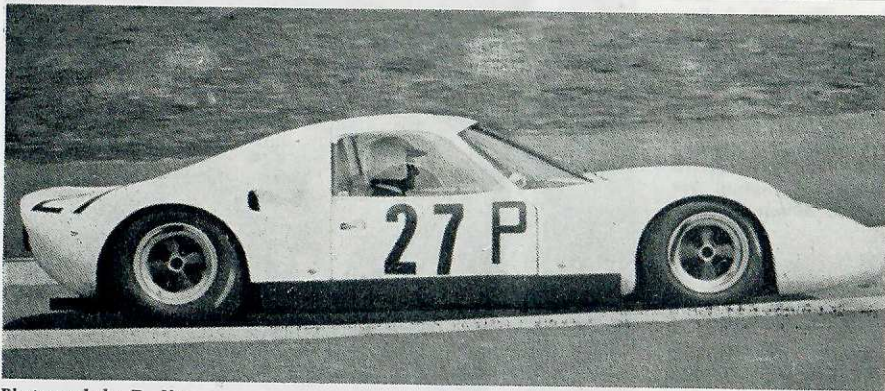
The Group 4 sports car class — for recognised series-production cars (50 of which must be constructed within the space of 12 months) there is a Ford versus Ferrari battle in the big class, while Lotus, Porsche and MG are to fight it out in the smaller, 1301 - 2000 cc class.

So there you are. There are no fewer than 12 makes of car with drivers from all over the world taking part. The race is organised by the British Racing & Sports Car Club, whose secretary Nick Syrett has done a marvellous job gathering together the entries.

Pit-stops during the six-hour race are bound to play an important part in the overall results. Drivers and mechanics will have to change wheels, refuel and carry out many other operations as

(Continued over)

Below : Chevron took the club GT scene by storm late last season with wins on their first few appearances, but will have their work cut out against today's top-class opposition. **Bottom :** The Lotus Components Lotus 47 coupe is another all-British car which will be fighting hard to keep the honours in the home country.



Photograph by D. Nye.



Photograph by F. Smith.

quickly as possible. It is easy to lose 10 seconds over a rival during a pit-stop but very difficult to make up lost time back on the track.

LAP RECORDS.

No Group 6 prototype sports cars have raced before at Brands Hatch, but it will be interesting to see how times compare with Dan Gurney's outright circuit record of 1 min 32.6 secs (103.02 mph) set in his Eagle-Gurney-Weslake in the Formula 1 Daily Mail Race of Champions last March and the 1 min 35.6 secs (99.79 mph) of Chris Amon who set this time during the Guards International Trophy sports car race last August. His car was a Group 7 McLaren-Elva-Chevrolet.

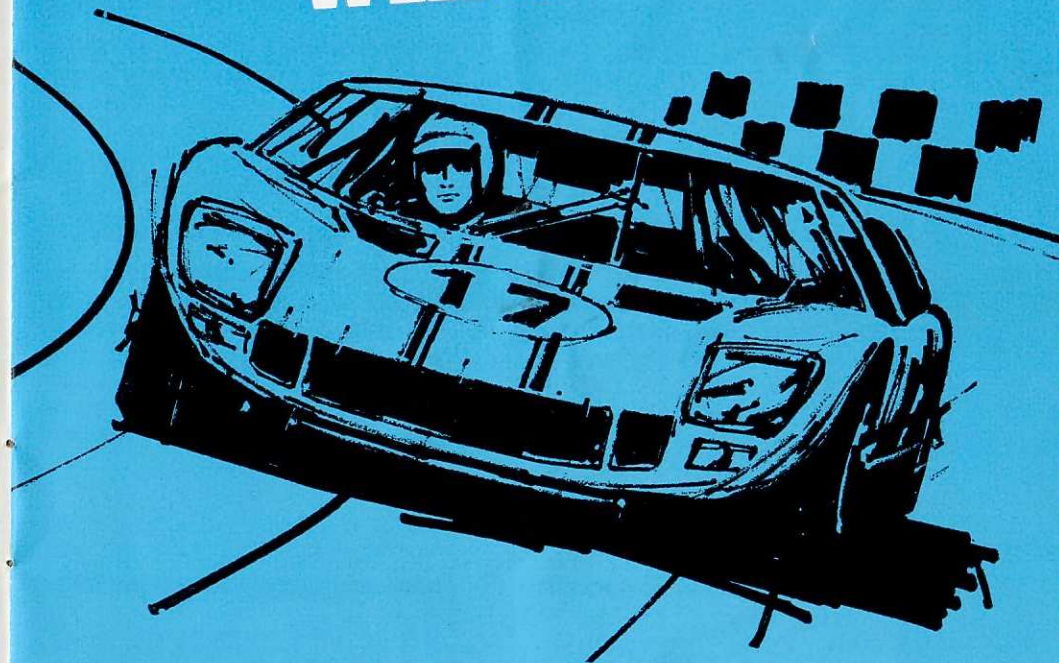
The current Group 4 lap records are as follows :

1301 - 2000 cc :	Mike de Udy	(1991 Porsche 906)
	1m 43.4s	92.26 mph
Over 2000 cc :	Mike Salmon	(4727 Ford GT40)
	1m 44.4s	91.38 mph

Truly the BOAC International 500 should be the finest-ever sports car race yet seen on a British circuit.



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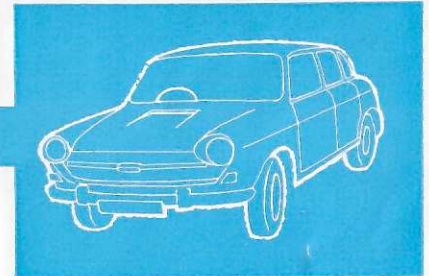
RAC International Rally of Great Britain.

RSAC International Scottish Rally.

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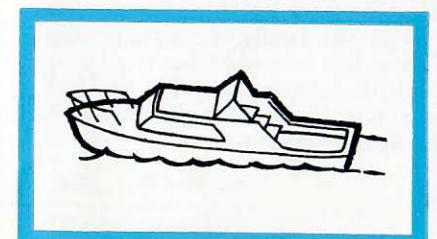
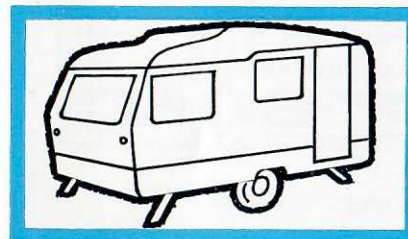
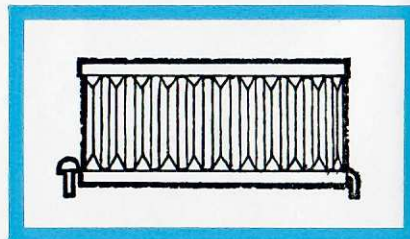
In conjunction with leading companies, Lombard Bank have devised a scheme whereby you can afford the clean, carefree, central heating system of your choice now; whilst the instalment costs are spread over a convenient period.

BUYING A CARAVAN

A holiday home on wheels can be yours simply and with the minimum financial outlay through Lombank. Lombank are experts at making credit finance arrangements for caravan purchase. Your trader has all the details.

BUYING A BOAT

Boats are a hobby of the future and Lombard Bank have a special Marine Division to deal with all matters connected with marine mortgage, building progress payments and hire purchase.



For further details of the **LOMBARD GROUP** facilities speak to your local Branch Manager

—see telephone directory for your nearest branch

We'll do more than agree with you that you need a good holiday.

We'll give you the credit for it.

If you think a good holiday is what you need, think about this. Together with Lombard Banking, we'll give you the credit for one of our sunshine holidays. You can use the easy save plan. Or the ticket instalment plan. For just a few pounds down, you can have a really good holiday anywhere you like in the world.

Don't think it's limited to holidays either. Visiting the family. Going on business. Taking up a new job. They're all covered. Fill in the coupon. Or pop round and see your travel agent. He'll give you the facts and we'll give you the credit.

To: BOAC, Airways Terminal, London S.W.1.
Please send me information about your travel instalment plans.

Name _____

Address _____

L.B.I.

BOAC TAKES GOOD CARE OF YOU



BRANDS HATCH LAP SPEED TABLE

1 Lap = 2.65 Miles

TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.
.8	73.50	.8	78.33	.8	83.83	.8	90.17	.8	97.55
.6	73.61	.6	78.45	.6	83.98	.6	90.34	.6	97.75
.4	73.72	.4	78.58	.4	84.13	.4	90.51	.4	97.95
.2	73.84	.2	78.71	.2	84.28	.2	90.68	.2	98.15
2/09.0	73.95	2/01.0	78.84	1/53.0	84.42	1/45.0	90.86	1/37.0	98.35
.8	74.07	.8	78.97	.8	84.57	.8	91.03	.8	98.55
.6	74.18	.6	79.10	.6	84.72	.6	91.20	.6	98.76
.4	74.30	.4	79.24	.4	84.87	.4	91.38	.4	98.96
.2	74.41	.2	79.37	.2	85.03	.2	91.55	.2	99.17
2/08.0	74.53	2/00.0	79.50	1/52.0	85.18	1/44.0	91.73	1/36.0	99.37
.8	74.65	.8	79.63	.8	85.33	.8	91.91	.8	99.58
.6	74.76	.6	79.77	.6	85.48	.6	92.08	.6	99.79
.4	74.88	.4	79.90	.4	85.64	.4	92.26	.4	100.00
.2	75.00	.2	80.03	.2	85.79	.2	92.44	.2	100.21
2/07.0	75.12	1/59.0	80.17	1/51.0	85.95	1/43.0	92.62	1/35.0	100.42
.8	75.24	.8	80.30	.8	86.10	.8	92.80	.8	100.68
.6	75.35	.6	80.44	.6	86.26	.6	92.98	.6	100.85
.4	75.47	.4	80.57	.4	86.41	.4	93.16	.4	101.06
.2	75.59	.2	80.71	.2	86.57	.2	93.35	.2	101.27
2/06.0	75.71	1/58.0	80.84	1/50.0	86.73	1/42.0	93.53	1/34.0	101.49
.8	75.83	.8	80.98	.8	86.88	.8	93.71	.8	101.71
.6	75.96	.6	81.12	.6	87.04	.6	93.90	.6	101.92
.4	76.08	.4	81.26	.4	87.20	.4	94.08	.4	102.14
.2	76.20	.2	81.40	.2	87.36	.2	94.27	.2	102.36
2/05.0	76.32	1/57.0	81.54	1/49.0	87.52	1/41.0	94.45	1/33.0	102.58
.8	76.44	.8	81.68	.8	87.68	.8	94.64	.8	102.80
.6	76.56	.6	81.82	.6	87.84	.6	94.83	.6	103.02
.4	76.69	.4	81.96	.4	88.01	.4	95.02	.4	103.25
.2	76.81	.2	82.10	.2	88.17	.2	95.21	.2	103.47
2/04.0	76.93	1/56.0	82.24	1/48.0	88.33	1/40.0	95.40	1/32.0	103.70
.8	77.06	.8	82.38	.8	88.50	.8	95.59	.8	103.92
.6	77.18	.6	82.53	.6	88.66	.6	95.78	.6	104.15
.4	77.31	.4	82.67	.4	88.83	.4	95.98	.4	104.38
.2	77.43	.2	82.81	.2	88.99	.2	96.17	.2	104.60
2/03.0	77.56	1/55.0	82.96	1/47.0	89.16	1/39.0	96.36	1/31.0	104.84
.8	77.69	.8	83.10	.8	89.33	.8	96.56	.8	105.07
.6	77.81	.6	83.25	.6	89.49	.6	96.75	.6	105.30
.4	77.94	.4	83.39	.4	89.66	.4	96.95	.4	105.53
.2	78.07	.2	83.54	.2	89.83	.2	97.15	.2	105.76
2/02.0	78.20	1/54.0	83.68	1/46.0	90.00	1/38.0	97.35	1/30.0	106.00

$$\text{SPEED (in m.p.h.)} = \frac{2.65 \times 3600 \times \text{No. of laps}}{\text{TIME (in seconds)}}$$

**Passengers
always pay us
something extra
when they fly
on our VC10.**

Compliments.

Our VC10 gets off the ground sooner, reaches cruising height faster, lands more comfortably than any other jetliner. It has seats that take care of your elbows, your hips, your back, your legs, your head. And listen. There's no uncomfortable jet noise. The engines by the tail leave it all behind. It's extras like these that make our VC10 an extra-ordinary jetliner. You can fly in it to North America, the Caribbean, Africa, the Middle East and Far East. It costs no more to fly in. Paying compliments is up to you.

BOAC TAKES GOOD CARE OF YOU


THE BOAC INTERNATIONAL '500'

by

Sir Giles Guthrie

BOAC CHAIRMAN



The association of an airline with a motoring classic like the BOAC International 500 is not strange.

The airline and the sports motoring industries are kindred spirits. It is true that BOAC never sets out to break speed records, let alone drive its aircraft to their mechanical limits. But both are go-ahead industries and the fall-out from their advanced technologies is of great eventual benefit to the public.

So BOAC is not only fostering a sport for which many have a great deal of affection, it is helping to promote an industry that provides it with a growing number of customers.

In any case, the racing fraternity are inveterate travellers and at one time or another most of the great drivers fly on BOAC services.

BOAC could not have picked a better race with which to start. The BOAC '500' is not only the last race of 1967's world sports car manufacturers' championships, it is also the decider.

For at the moment only one point separates Porsche, the leader, from Ferrari and the race, over the superb course at Brands Hatch, should be one of the most exciting ever held in Britain.

With so decisive a start, I am certain that the BOAC '500' will immediately take its place in popularity with Le Mans, the Targa Florio, the Nurburgring and the other classics which make up this championship series.

SIR GILES GUTHRIE
BOAC CHAIRMAN

THE BOAC INTERNATIONAL 500 RACE MEETING

For Prototype Sports Cars complying with Appendix 'J' (1967) Group 6 and Sports Cars complying with Appendix 'J' (1967) Group 4 to the International Sporting Code.
The event qualifies for FIA Manufacturers' Championship points towards (a) the FIA International Championship of Makes and (b) the FIA International Trophies for Manufacturers of Sports and Prototype Sports Cars as defined in Appendix 'J' of the International Sporting Code.

START: 12 noon

SIX HOURS

No.	Entrant	First Driver	Second Driver	Car	No. of Cyls.	cc
GROUP 6 PROTOTYPE SPORTS CARS — Over 2000 cc						
1	Chaparral Cars	Phil Hill (USA)	Mike Spence (GB)	Chaparral 2F	8	7000
2	Lola Racing Ltd.	John Surtees (GB)	David Hobbs (GB)	Lola 70 Mk 3GT	8	5967
3	J. W. Automotive Engineering Ltd.	Dr. Dick Thompson (USA)	Peter de Klerk (ZSA)	Mirage	8	5752
4	Sidney Taylor	Jack Brabham (AUS)	Denis Hulme (NZ)	Lola 70 Mk 3GT	8	5459
5	Michael de'Udy	Michael de'Udy (GB)		Lola 70 Mk 3GT	8	5426
6	Ferrari S.p.A. SEFAC	Chris Amon (NZ)	Jackie Stewart (GB)	Ferrari 330P4	12	3967
7	Ferrari S.p.A. SEFAC	Ludovico Scarfiotti (I)	Peter Sutcliffe (GB)	Ferrari 330P4	12	3967
8	Ferrari S.p.A. SEFAC	Jonathan Williams (GB)	Paul Hawkins (AUS)	Ferrari 330P4	12	3967
9	Maranello Concessionaires Ltd.	David Piper (GB)	Richard Attwood (GB)	Ferrari 330P3	12	3967
10	Porsche System Engineering Ltd.	Jochen Rindt (A)	Graham Hill (GB)	Porsche 910	8	2195
11	Porsche System Engineering Ltd.	Joseph Siffert (CH)	Bruce McLaren (NZ)	Porsche 910	8	2195
12	Porsche System Engineering Ltd.	Hans Herrmann (D)	Kurt Ahrens (D)	Porsche 910	8	2195

GROUP 6 PROTOTYPE SPORTS CARS — 1300 to 2000 cc						
21	Autodelta S.p.A.	Andrea de Adamich (I)	Ignazio Giunti (I)	Alfa Romeo T33	8	1995
22	Autodelta S.p.A.	Lucien Bianchi (B)	Giovanni Galli (I)	Alfa Romeo T33	8	1995
23	Autodelta S.p.A.	Giancarlo Baghetti (I)	Spartaco Dini (I)	Alfa Romeo T33	8	1995
24	Porsche System Engineering Ltd.	Vic Elford (GB)	Jochen Neerpasch (D)	Porsche 910	6	1991
25	Porsche System Engineering Ltd.	Udo Schutz (D)		Porsche 910	6	1991
26	Chevron Cars	John Cardwell (GB)	Derek Bennett (GB)	Chevron GT	4	1991
27	Robert Ashcroft Racing Ltd.	Digby Martland (GB)	Brian Muir (AUS)	Chevron GT	4	1991
28	David Bridges	Brian Redman (GB)	Alan Rollinson (GB)	Chevron GT	8	1983
29	Lotus Components Ltd.	John Miles (GB)	Jack Oliver (GB)	Lotus 47	4	1594
30	Team Elite	John Wagstaff (GB)	David Preston (GB)	Lotus 47	4	1594
RESERVES:						
31	Team Abarth	Peter Mould (GB)	Chris Ashmore (GB)	Abarth 2000 OT	4	1998
32	Chris Barber	John Hine (GB)	Keith Greene (GB)	Lotus 47	4	1594

GROUP 4 SPORTS CARS — Over 2000 cc						
51	Lucas (Engineering) Ltd	Charles Lucas (GB)	Roy Pike (USA)	Ford GT40	8	4736

52	Peter Sutcliffe	Julian Sutton (GB)	Richard Bond (GB)	Ford GT40	8	4736
53	J. N. Cuthbert	Eric Liddell (GB)	Peter Gethin (GB)	Ford GT40	8	4736
54	Colin Crabbe	Colin Crabbe (GB)	Roy Pierpoint (GB)	Ford GT40	8	4736
55	David Piper	Hugh Dibley (GB)	Mario Casoni (I)	Ferrari 250LM	12	3285
56	Jeff Edmonds	Jeff Edmonds (GB)	John Fitzpatrick (GB)	Ferrari 250LM	12	3285
57	David Prophet	David Prophet (GB)		Ferrari 250LM	12	3285
58	E. A. Worswick	Ted Worswick (GB)	Peter Clark (GB)	Austin Healey 3000	6	2982
RESERVES:						
59	T. J. Drury	Terry Drury (GB)	Keith Holland (GB)	Ford GT40	8	4736
60	Drummond Racing Organisation	Rollo Feilding (GB)	Peter Clarke (GB)	Ferrari 250LM	12	3285

GROUP 4 SPORTS CARS — 1300 to 2000 cc						
71	Michael de'Udy	Dieter Spoerry (CH)	Rico Steinemann (CH)	Porsche 906	6	1991
72	A. G. Dean (Racing) Ltd.	Tony Dean (GB)	Ben Pon (NL)	Porsche 906	6	1991
73	Midland Racing Partnership	Mike Costin (GB)	Bill Bradley (GB)	Porsche 906	6	1991
74	Roger Enever	Roger Enever (GB)	Alec Poole (IRL)	MG MGB	4	1798
75	Robert Gordon	Peter Jackson (GB)	Michael Crabtree (GB)	Lotus Elan	4	1594
76	Keith Burnand	Keith Burnand (GB)	Peter Taggart (GB)	Lotus Elan	4	1594
RESERVES:						
77	Metco Racing	John Morris (GB)	Martin Hone (GB)	Porsche 904	4	1966
78	Chris Barber	Bill Dryden (GB)		Lotus Elan	4	1594

Reserve drivers have been nominated for the following cars:

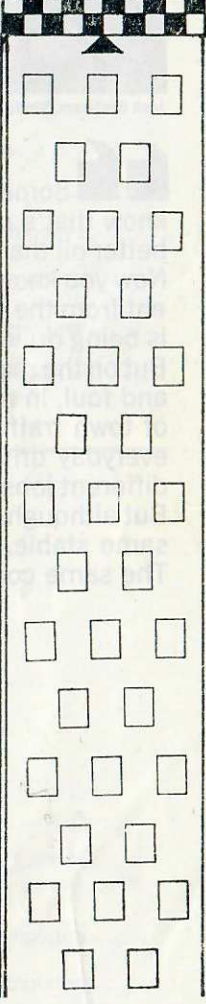
Car No. 1	Jim Hall (USA)	Trevor Taylor (GB)	George Drummond (GB)
Car No. 4	Sidney Taylor (IRL)	Alan Peer (GB)	Roddy Harvey Bailey (GB)
Car No. 28	David Bridges (GB)		

Code to Nationalities:

A — Austria
 AUS — Australia
 B — Belgium
 CH — Switzerland

D — Germany
 GB — Great Britain
 I — Italy
 IRL — Ireland

NL — Holland
 NZ — New Zealand
 USA — United States of America
 ZSA — South Africa





Jack Brabham, World Champion 1966

The strong silent man of motor racing says a few words about oil

“Some people say that all oils are the same, more or less. Well, I know that's not true. And let me tell you this: if I thought there were a better oil than Esso I'd use it – contract or no contract.

Now you know as well as I do that the oil I use on the race track is different from the oils we sell on our forecourts. On the race track the engine is being driven to its limits for – at the most – a few hundred miles.

But on the roads the oil must survive thousands of miles – in fair weather and foul, in hot and cold, on the motorway and in the stop-go driving of town traffic today. And so the motor oils used for racing and for everyday driving must be vastly different, because they have vastly different jobs to do.

But although the motor oils are vastly different, they all come from the same stable. The same scientists are responsible for them.

The same company produces them. And they're all winners.”

Jack Brabham



THE STRONG SILENT OIL

RACE LEADER BOARD

OVERALL LEADERS AT 1 pm

1st	Car No.	Laps completed
2nd	Car No.	Laps completed
3rd	Car No.	Laps completed
4th	Car No.	Laps completed
5th	Car No.	Laps completed
6th	Car No.	Laps completed

Class Leaders

Prototype Sports Cars—Over 2000 cc	1st Car No.....Laps completed.....
Prototype Sports Cars—1300 to 2000 cc	1st Car No.....Laps completed.....
Sports Cars—Over 2000 cc	1st Car No.....Laps completed.....
Sports Cars—1300 to 2000 cc	1st Car No.....Laps completed.....

OVERALL LEADERS AT 2 pm

1st	Car No. ³¹¹	Laps completed
2nd	Car No. ¹¹¹	Laps completed
3rd	Car No. ¹¹⁶	Laps completed
4th	Car No. ⁶⁷	Laps completed
5th	Car No.	Laps completed
6th	Car No.	Laps completed

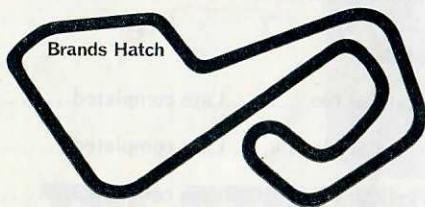
Class Leaders

Prototype Sports Cars—Over 2000 cc	1st Car No.....Laps completed.....
Prototype Sports Cars—1300 to 2000 cc	1st Car No.....Laps completed.....
Sports Cars—Over 2000 cc	1st Car No.....Laps completed.....
Sports Cars—1300 to 2000 cc	1st Car No.....Laps completed.....



Now you can race at Brands Hatch
and other real tracks with
MINIC
on a table top

**Sebring, Monaco, Silverstone,
Le Mans, Monza, Brands Hatch**



Brands Hatch

MINIC motor racing • motorways • motor rally racing • Made by ROVEX INDUSTRIES LTD.

RACE LEADER BOARD

OVERALL LEADERS AT 3 pm

1st	Car No.	Laps completed
2nd	Car No.	Laps completed
3rd	Car No.	Laps completed
4th	Car No.	Laps completed
5th	Car No.	Laps completed
6th	Car No.	Laps completed

Class Leaders

Prototype Sports Cars—Over 2000 cc	1st Car No.....Laps completed.....
Prototype Sports Cars—1300 to 2000 cc	1st Car No.....Laps completed.....
Sports Cars—Over 2000 cc	1st Car No.....Laps completed.....
Sports Cars—1300 to 2000 cc	1st Car No.....Laps completed.....

OVERALL LEADERS AT 4 pm

1st	Car No.	Laps completed
2nd	Car No.	Laps completed
3rd	Car No.	Laps completed
4th	Car No.	Laps completed
5th	Car No.	Laps completed
6th	Car No.	Laps completed

Class Leaders

Prototype Sports Cars—Over 2000 cc	1st Car No.....Laps completed.....
Prototype Sports Cars—1300 to 2000 cc	1st Car No.....Laps completed.....
Sports Cars—Over 2000 cc	1st Car No.....Laps completed.....
Sports Cars—1300 to 2000 cc	1st Car No.....Laps completed.....

RACE LEADER BOARD

OVERALL LEADERS AT 5 pm

1st	Car No.	Laps completed
2nd	Car No.	Laps completed
3rd	Car No.	Laps completed
4th	Car No.	Laps completed
5th	Car No.	Laps completed
6th	Car No.	Laps completed

Class Leaders

Prototype Sports Cars—Over 2000 cc	1st Car No.....Laps completed.....
Prototype Sports Cars—1300 to 2000 cc	1st Car No.....Laps completed.....
Sports Cars—Over 2000 cc	1st Car No.....Laps completed.....
Sports Cars—1300 to 2000 cc	1st Car No.....Laps completed.....

OVERALL LEADERS AT 6 pm

1st	Car No.	Laps completed
2nd	Car No.	Laps completed
3rd	Car No.	Laps completed
4th	Car No.	Laps completed
5th	Car No.	Laps completed
6th	Car No.	Laps completed

Class Leaders

Prototype Sports Cars—Over 2000 cc	1st Car No.....Laps completed.....
Prototype Sports Cars—1300 to 2000 cc	1st Car No.....Laps completed.....
Sports Cars—Over 2000 cc	1st Car No.....Laps completed.....
Sports Cars—1300 to 2000 cc	1st Car No.....Laps completed.....

Finishing Positions

OVERALL

1st.....	2nd.....	3rd.....	4th.....
Winner's Time.....	Speed.....		mph

Group 6 Prototype Sports Cars (Over 2000 cc)

1st.....	2nd.....	3rd.....	4th.....
Winner's Time.....	Speed.....		mph

Group 6 Prototype Sports Cars (1300 to 2000 cc)

1st.....	2nd.....	3rd.....	4th.....
Winner's Time.....	Speed.....		mph

Group 4 Sports Car (Over 2000 cc)

1st.....	2nd.....	3rd.....	4th.....
Winner's Time.....	Speed.....		mph

Group 4 Sports Cars (1300 to 2000 cc)

1st.....	2nd.....	3rd.....	4th.....
Winner's Time.....	Speed.....		mph

Did you know ?

That practising facilities existed at Brands Hatch for members of car and motor-cycle clubs to test their machines all day Wednesday and Saturday afternoons.

The cost is 15s. per half-hour for cars and sidecars and 10s. per half-hour for motor-cycles. You will need a current driving licence, a crash helmet and, if you are a motor-cyclist, leathers or a barbour's suit, goggles and gloves. Drivers of open cars will also need either goggles or a vizor, and all headlamps must be taped.

For further details write to Brands Hatch Circuit Ltd., Fawkham, near Dartford, Kent, or telephone West Ash 331.

**EUROPEAN CHAMPIONSHIP
RACE**

GUARDS INTERNATIONAL

Bank Holiday Monday
August 28th at 12.30 p.m.

See the stars at Brands Hatch again in this exciting 106 mile European Championship race for the 1600 cc Formula 2 cars

*GRAHAM HILL	*JOHN SURTEES
*BRUCE McLAREN	*JOCHEN RINDT
*JEAN-PIERRE BELTOISE	*JACKY ICKX
*JACK BRABHAM	*ALAN REES
*DENNY HULME	*FRANK GARDNER
*JACKIE OLIVER	*CHRIS IRWIN
*PIERS COURAGE	*ROBIN WIDDOWS

Sponsored by the makers of Guards cigarettes

Organised by the British Racing & Sports Car Club

Adults £1, Children free. Open stands 10s., covered stands 10s.-25s.
Paddock £1.

CAR PARKING FREE

Post this coupon to: **BRANDS HATCH CIRCUIT LTD.**
Fawkham, Near Dartford, Kent.

Please send me full details of the GUARDS INTERNATIONAL TROPHY RACE on August 28th plus a booking form.

Name

Address

.....

.....

BRANDS HATCH 1967 FIXTURE LIST

DATE	EVENT	RACES	CHARGES
5 Aug.	BMCRC Clubman's Motor Cycle Races	All Classes	7/6 A, CF, (R) 2/6 Pr
6 Aug.	Sevenoaks D.M.C. Clubman's Car Races	FL/S/GT/T	7/6 A, CF, (R) 2/6 Pr
13 Aug.	*EVENING NEWS HUTCHINSON 100 INTERNATIONAL MOTOR CYCLE RACES	All Classes	10/- A, CF, 5/- OS, 10/-S, 10/- P 2/6 Pr
20 Aug.	BARC Clubman's Car Races	FL/S/GT/T	7/6 A, CF, (R) 2/6 Pr
27 Aug.	Clubman's Motor Cycle Races	All Classes	7/6 A, CF, (R) 2/6 Pr
28 Aug.	*GUARDS INTERNATIONAL EUROPEAN AND BRITISH CHAMPIONSHIP CAR RACES (BRSCC)	Euro/GP4/T	20/- A, CF, 10/- OS, 15/0-25/-OS, 20/-P 2/6 Pr
3 Sept.	*Redex Trophy Motor Cycle Races	All Classes	10/-A, CF, (R), 2/6 Pr
10 Sept.	BRSCC Amasco Trophy Car Races	F3/S/GT/T	10/- A, CF, 5/- OS, 5/0-10/0 S, 10/- P 2/6 Pr
17 Sept.	RCDMC Clubman's Car Races	FL/S/GT/T	7/6 A, CF, (R), 2/6 Pr
24 Sept.	MMKMC Dartford Cup Car Races	F3/S/GT/T	10/-A, CF, 5/-OS, 5/0- 10/0S, 10/-P, 2/6 Pr
1 Oct.	*EVENING NEWS INTERNATIONAL MOTOR CYCLE RACE OF THE SOUTH	All Classes	10/- A, CF, 5/- OS, 10/-S, 10/-P, 2/6 Pr
8 Oct.	*BRSCC Grand Prix Circuit Races	F3/S/GT/T	10/- A, CF, 5/- OS, 10/-S, 10/-P, 2/6 Pr
15 Oct.	Jaguar D.C. Clubman's Races	FL/S/GT/T	7/6 A, CF, (R) 2/6 Pr
22 Oct.	*Relay Motor Cycle Races	All Classes	10/-A, CF, (R), 2/6 Pr
28 Oct.	Practice for Oct. 29	Euro/T	5/- A, CF, (R)
29 Oct.	*BARC INTERNATIONAL MOTOR SHOW 200 BRITISH CHAMPIONSHIP CAR RACES	Euro/T	20/- A, CF, 5/- OS, 10/0-15/-, 10/- P 2/6 Pr
5 Nov.	Surrey Sporting M.C. Sprint	S/GT/T	3/6 A, CF, (R)
12 Nov.	Sevenoaks D.M.C. Sevenoaks Cup Car Races	FL/S/GT/T	10/-A, CF, (R), 2/6 Pr
19 Nov.	RCDMC Clubman's Car Races	FL/S/GT/T	7/6 A, CF, (R) 2/6 Pr
26 Nov.	London M.C. November Cup Car Races	F3/S/GT/T	10/-A, CF, (R), 2/6 Pr
3 Dec.	East Surrey M.C. Sprint	S/GT/T	3/6 A, CF, (R)
10 Dec.	Mini-7 Club Car Races	F3/S/GT/T	10/-A, CF, (R), 2/6 Pr
17 Dec.	Lambretta Club Speed Trial	Scooters	No Charge
26 Dec.	BRSCC Boxing Day Car Races	F3/S/GT/T	10/-A, CF, 5/-OS, 7/6- 12/6S, 10/-P, 2/6 Pr

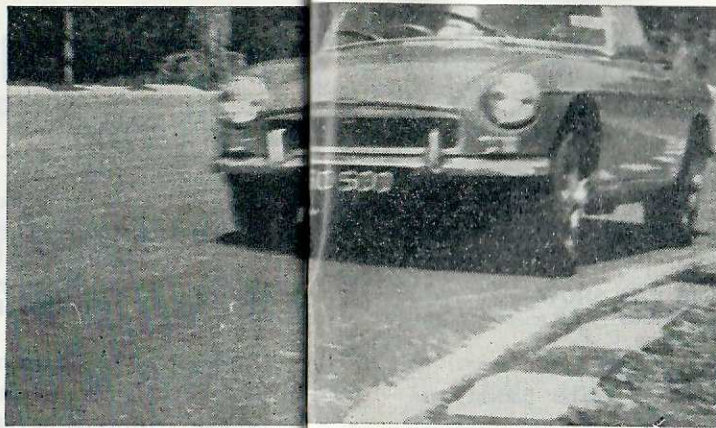
KEY

* On the 2.65 mile Grand Prix Circuit
A - Adults C - Children OS - Open Seats P - Paddock
Pr - Programme S - Covered Stands CF - Accompanied and
School Uniform Children Free. (R) - Stands and Paddock Free

Parking free at all Meetings.
All the above information is
given in good faith at the
time of publication.

YOU TOO CAN DRIVE AT 70 +

ON ONE OF BRITAIN'S
LEADING RACE TRACKS



BY JOINING THE
Brands Hatch Motor Club
Snetterton Motor Racing Club
Mallory Park Motor Club



For 2 or 3 guineas a year you
can experience something
new in Motor Club enjoyment

DRIVE ON A RACE TRACK

When you join a circuit car club you will be sent three tickets each entitling you to 20 laps driving your own silenced road car round the Brands Hatch, Snetterton and Mallory Park race tracks. All three circuits are open for this purpose on Tuesday and Thursday evenings each week during the summer, and on certain weekend days throughout the year. Each track is properly supervised and now has permanent catering services. Members are covered automatically by legal liability insurance and low-cost personal accident insurance is available as an optional extra.

A CIRCUIT CLUBHOUSE

Close to the paddock at Brands Hatch and Snetterton, and to the hairpin at Mallory Park, members have their own modern-style motoring pubs and clubhouse. They are open most evenings, weekdays, weekends, and on all practice and race days. Apart from their attractive bars, set against a background of motor badges and paintings, the clubhouses are also equipped with music and amusements. They are also the scene of film shows, dances and cocktail parties.

YOUR OWN YEAR BOOK

Through the post each December - or immediately if you join while stocks last - you will receive a bound copy of *Motor Racing Year* (post free value 22/6.) This splendid production, edited by the staff of the magazine *Motor Racing* reviews the previous year's racing scene and is packed with motor sport data and exclusive hitherto unpublished photographs.

In addition, regular news letters will keep you informed of club news, facilities and social events.

HOW TO JOIN

Complete the application form below and send it, with your remittance to:

The Secretary: Brands Hatch Motor Club,
c/o Brands Hatch Circuit Ltd., Fawkham,
Dartford, Kent. Tel.: West Ash 331

The Secretary: Mallory Park Motor Club, c/o
Mallory Park Circuit Ltd., Kirkby Mallory,
Leicester. Tel.: Earl Shilton 3306

The Secretary: Snetterton Motor Racing Club,
c/o Snetterton Circuit Ltd., Norwich, Norfolk.
NOR 10X. Tel.: Quidenham 303

Your membership card and further details concerning track use and season brochures will be forwarded immediately.

SKID ROAD KART TRACK

You also receive three more tickets, each entitling you to a weekend practice session on the Brands Hatch skid road, built specially for the High Performance Course of the British School of Motoring. In your own car you can spin safely on the special mastic surface through 360 degrees from only 20 m.p.h.

As a circuit car club member you will be able to use, on prior notice, a go-kart, a kart amusement track, and a crash helmet for only 7s. 6d. per 10-lap session instead of the normal charge of 10s.

CONSIDER THESE BENEFITS

MEMBER OF THREE

Membership of any one circuit car club allows you and up to three guests to use the clubhouses at Mallory Park, Snetterton and Brands Hatch. Similarly, members of any one circuit car club are also automatically members of the other two, and are entitled to exchange skid-road and race-track tickets (when applicable), to use the other facilities at concession rates, and to enjoy full clubhouse privileges.

CHEAPER SPECTATING

You can also purchase, at a guinea less than the public rates, low-cost car race spectator season brochures for yourself, one other male, and up to four ladies, at one or all of the three circuits involved. These admit your car to any public park and all brooch holders to the paddock at Mallory and Snetterton and any normal viewing area. At Brands Hatch a season brooch costs 5 gns. for adult males, and 4 gns. only for ladies, compared with individual admission tickets totalling more than £18 in yearly cost. At Mallory Park the brochures cost 4 gns. for males and 3 gns. for ladies for over £11 normal value. At Snetterton 3 gns. for males and 2 gns. for ladies for over £9 normal value.

AGAIN AT 70 +

As a member of a circuit car club you can again extract the maximum in speed and roadholding from your car. At Brands, Mallory and Snetterton you can enjoy real performance on roadways designed to bring out the best in driving skill and engineering. And you can do so within safety barriers, wide run-offs, and without the risk of oncoming traffic. And afterwards—you can relax in the clubhouse with people with interests just like yours.

JOIN TODAY

For 3 gns. a year (2 gns. if a B.R.S.C.C. member) you can enjoy all the advantages described. (Track membership.) For 2 gns. a year you can enjoy all the advantages described, except drive on the tracks and skid roads. (Social membership.) Each circuit car club has its own distinctive emblem which is reproduced on transfers, car and lapel badges, and on club ties.

FULL MEMBERSHIP APPLICATION FORM

Dear Sir,

Please enrol me as a member of the: Brands Hatch Motor Club, The Snetterton Motor Racing Club, The Mallory Park Motor Club. Please also send me the following:

£ s. d.
..... ties (green, blue, maroon) at 17s. 6d. each
..... lapel badges (pin) at 3s. 6d. each
..... car badges at £1 5s. each
..... 3 in. transfers at 1s. each

I also enclose:
3 gns. for twelve months track membership
2 gns. for twelve months social membership

TOTAL £

(Delete the inapplicable.)

Please make your cheque payable to the club of your choice.

NAME

ADDRESS

TELEPHONE NUMBER



The British Racing and Sports Car Club

The National Club for the Enthusiast

MEMBERSHIP ADVANTAGES INCLUDE

- * **"MOTOR RACING"**
This National Magazine free each month.
- * **MEMBERSHIP AGENCIES**
Throughout the country.
- * **CLUB NIGHTS**
Monthly Film Shows, talks, etc.
- * **RACING CAR SHOW**
Free admission and special Members' Lounge.
- * **CLUB INSIGNIA**
Car, Lapel & Blazer Badges, ties, etc.
- * **CIRCUIT RACING**
Throughout the year at nine different tracks.
- * **PROVINCIAL CENTRES**
Covering the whole country.
- * **DINNER DANCES & MIDNIGHT FILM SHOWS**
Grand Social occasions.

TO JOIN

ANNUAL SUBSCRIPTION	.. .. .	£3 3 0
ENTRY FEE	.. .. .	£1 1 0
ON APPLICATION	.. .. .	£4 4 0

If you wish to be placed on the racing register an additional fee of 10/- is payable.

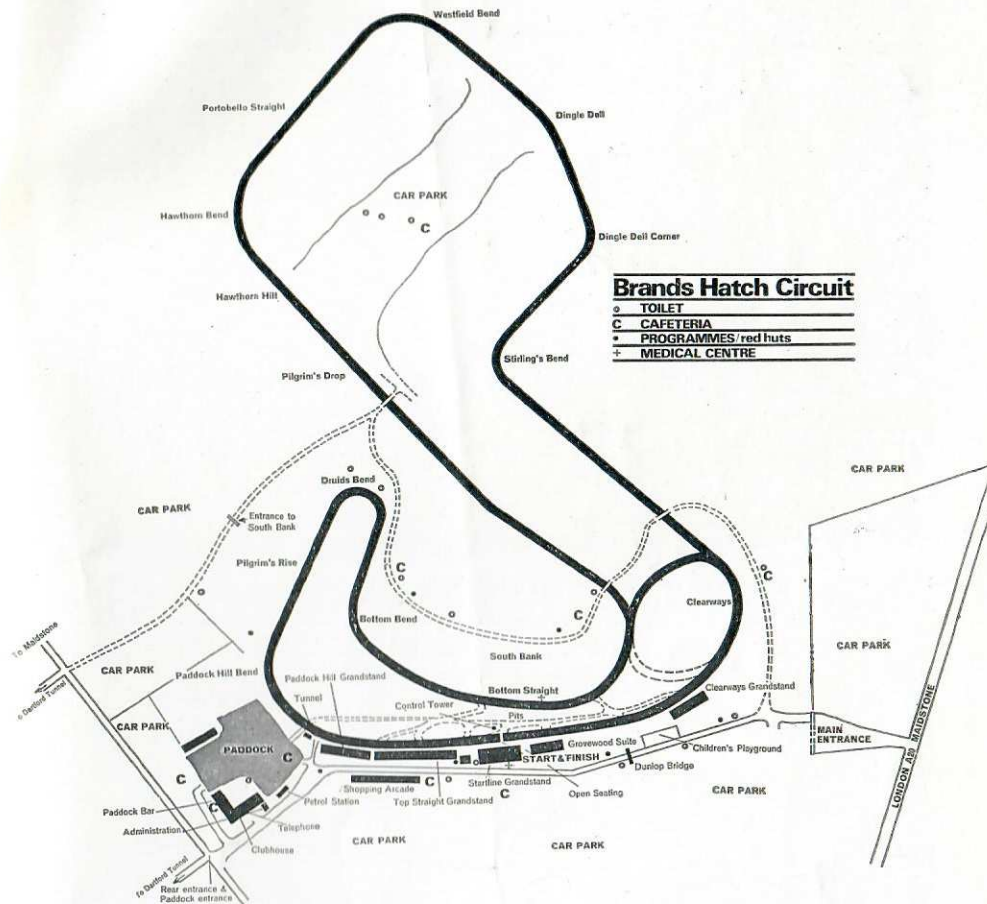
Please send for further details and membership application form to —

BRITISH RACING & SPORTS CAR CLUB

**EMPIRE HOUSE,
Chiswick High Road,
London, W.4.**

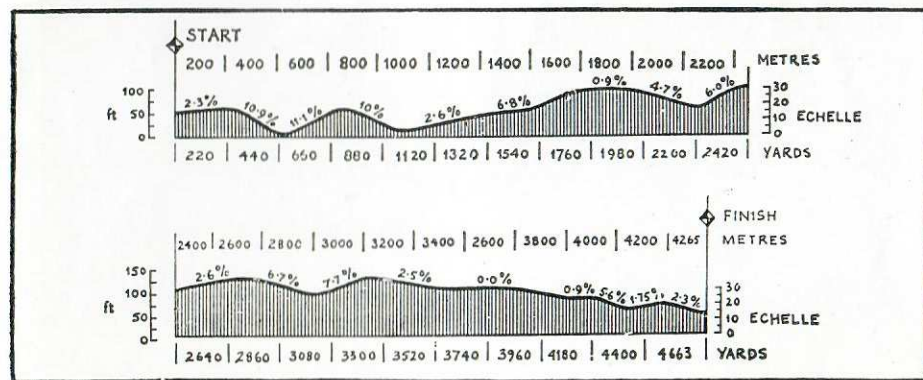
Telephone : 995-0345

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GRAND PRIX CIRCUIT 2.65 Miles

CLUB CIRCUIT 1.24 Miles



THE GRAND PRIX CIRCUIT 2.65 MILE IS IN USE FOR THIS MEETING

**Go Your
Own Way -
Get
National**

**SUPER
NATIONAL**

National

GALLONS

BECKMETER
GALLONS

GALLONS

SUPER