



# ACHIEVEMENTS

1965





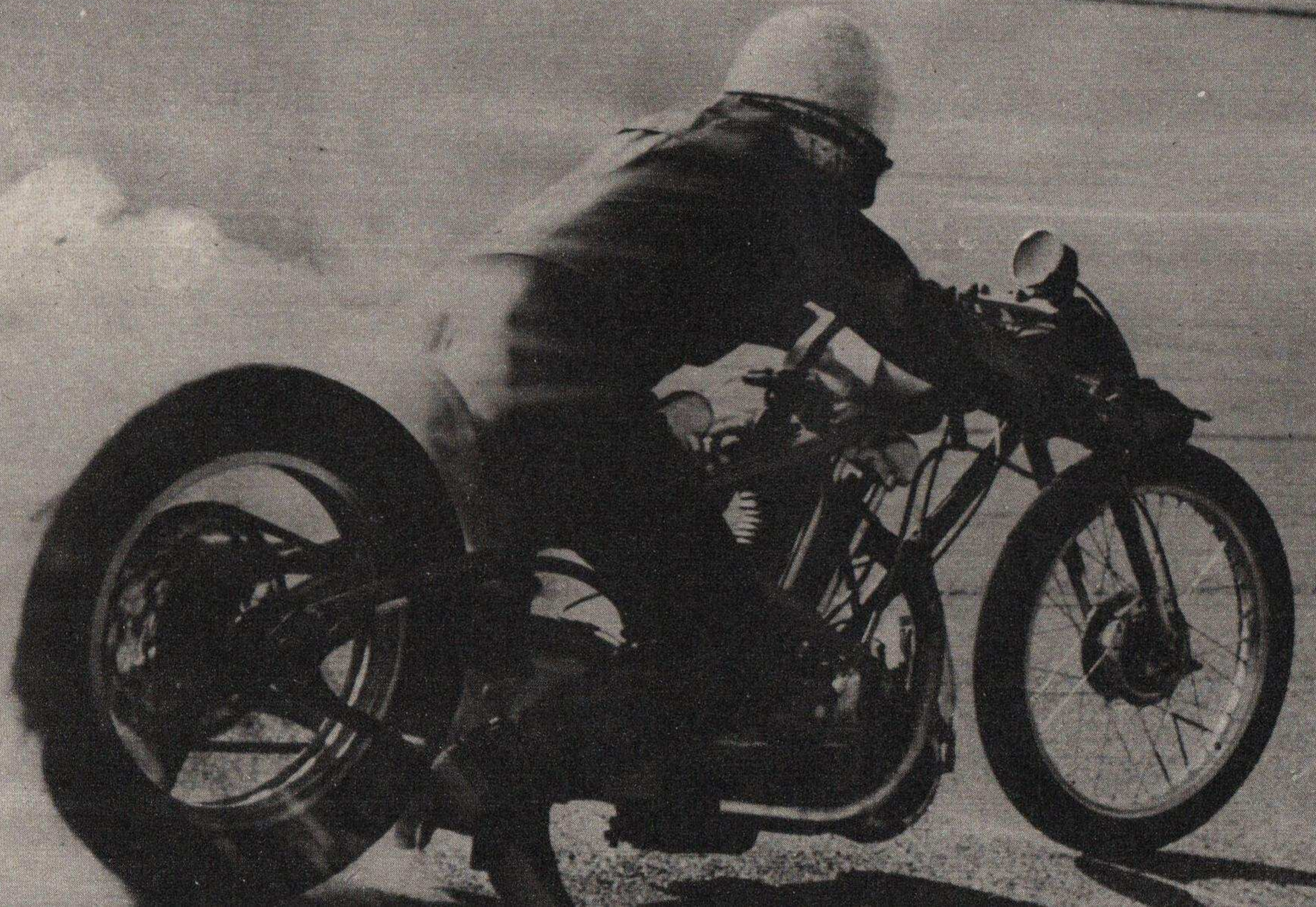
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# ACHIEVEMENTS

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

**1965**



# MONTE MONTE CARLO RALLY

WON ON CASTROL FOR SECOND SUCCESSIVE YEAR

The only crew penalty-free on the Road Section and the fastest on 8 of the 11 Special Stages.



That was the achievement of Finland's Timo Makinen with English co-driver Paul Easter who gained a convincing and popular win for B.M.C. for the second successive year. Makinen's mastery of the appalling conditions gave him a virtually untouchable position on arrival at Monte Carlo, a position put beyond doubt after the Speed Section held in the mountains above the Principality.

*A contrast in conditions—(1) The winning car just outside Monte Carlo and (2) in the all too familiar snow.*

*3. Highest placed Touring Car and a class win were the rewards for a great drive by Roger Clark/Jim Porter in their Rover 2000.*

*4. The victors: Timo & Paul photographed at the London Racing Car Show.*

*5. Not this time. 1964 Winners', Paddy Hopkirk/Henry Liddon, were delayed by damaged suspension, but still managed to win their class.*



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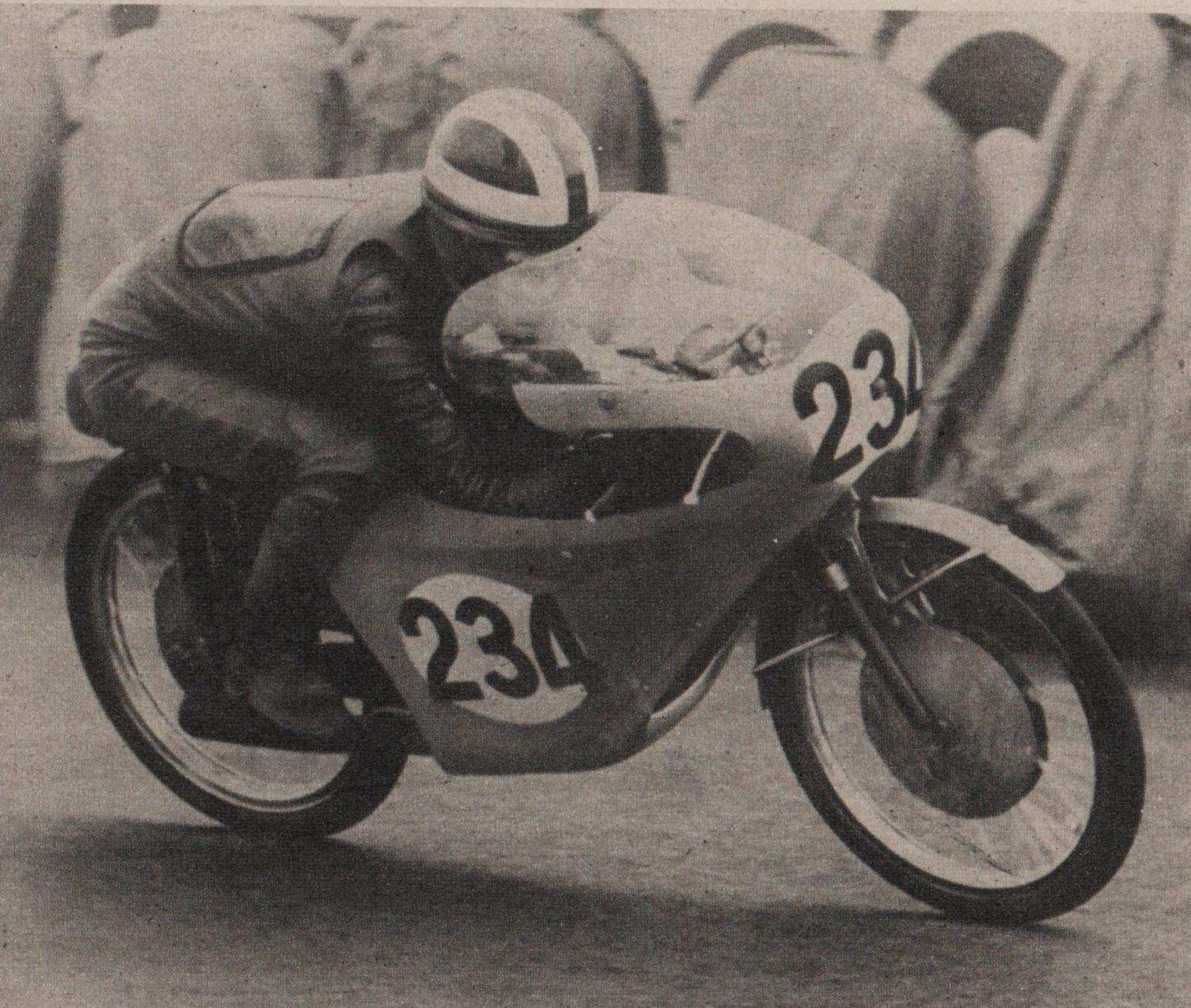


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WORLD MOTOR CYCLE CHAMPIONSHIP  
**WEST GERMAN GRAND PRIX**  
FIRST OF THE 1965 'CLASSICS'

Held on Germany's famous Nurburgring, the West German Grand Prix gave Irishman Ralph Bryans a win in the 50c.c. Race on his Honda after a great battle with the Spanish Derbi machines.

In the Sidecar Race, Fritz Scheidegger and John Robinson conquered not only the opposition but also heavy rain and sleet to win on their pushrod B.M.W. by 21 seconds. Here, they ease their machine round one of the Nurburgring's many corners.

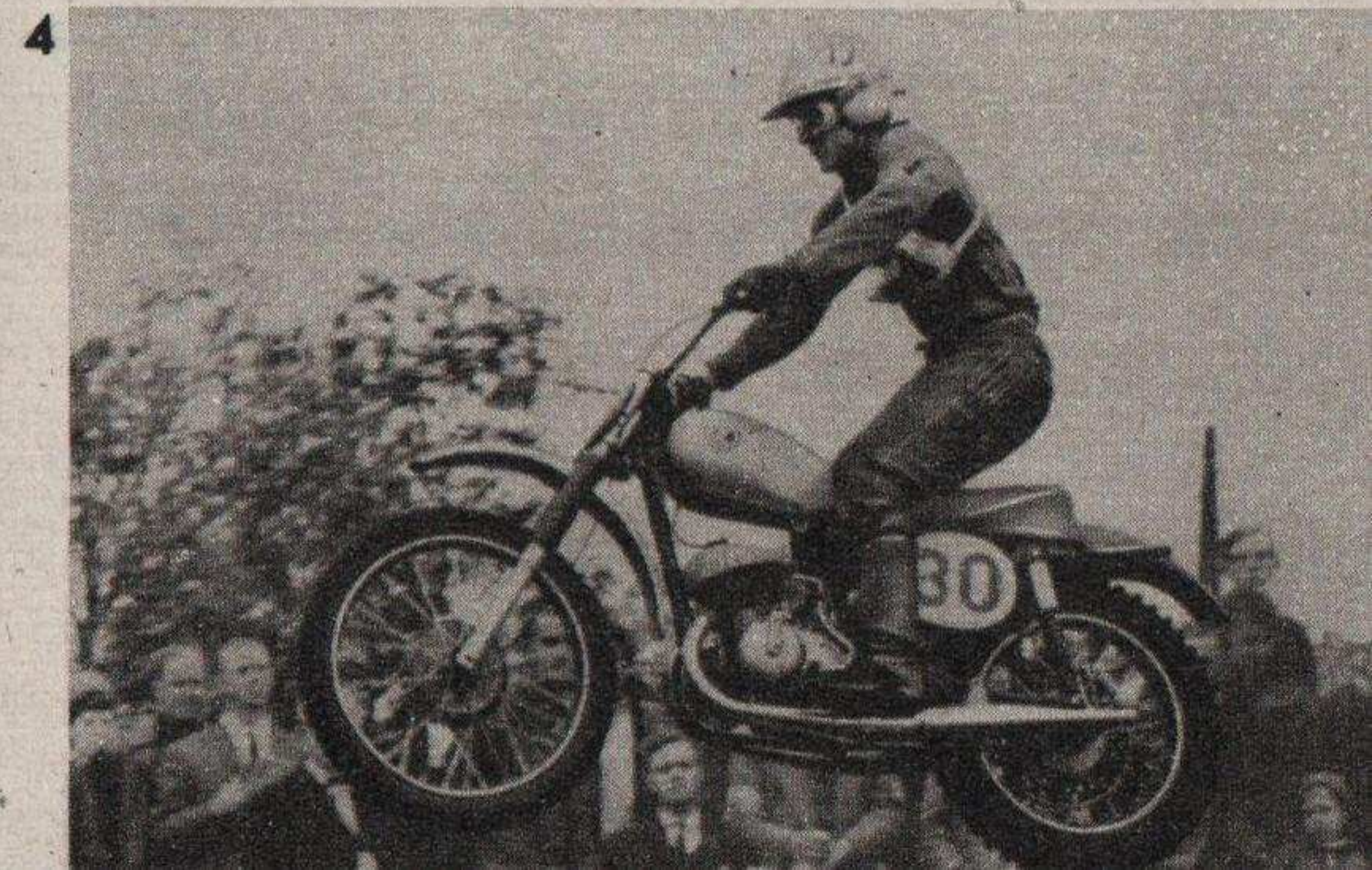
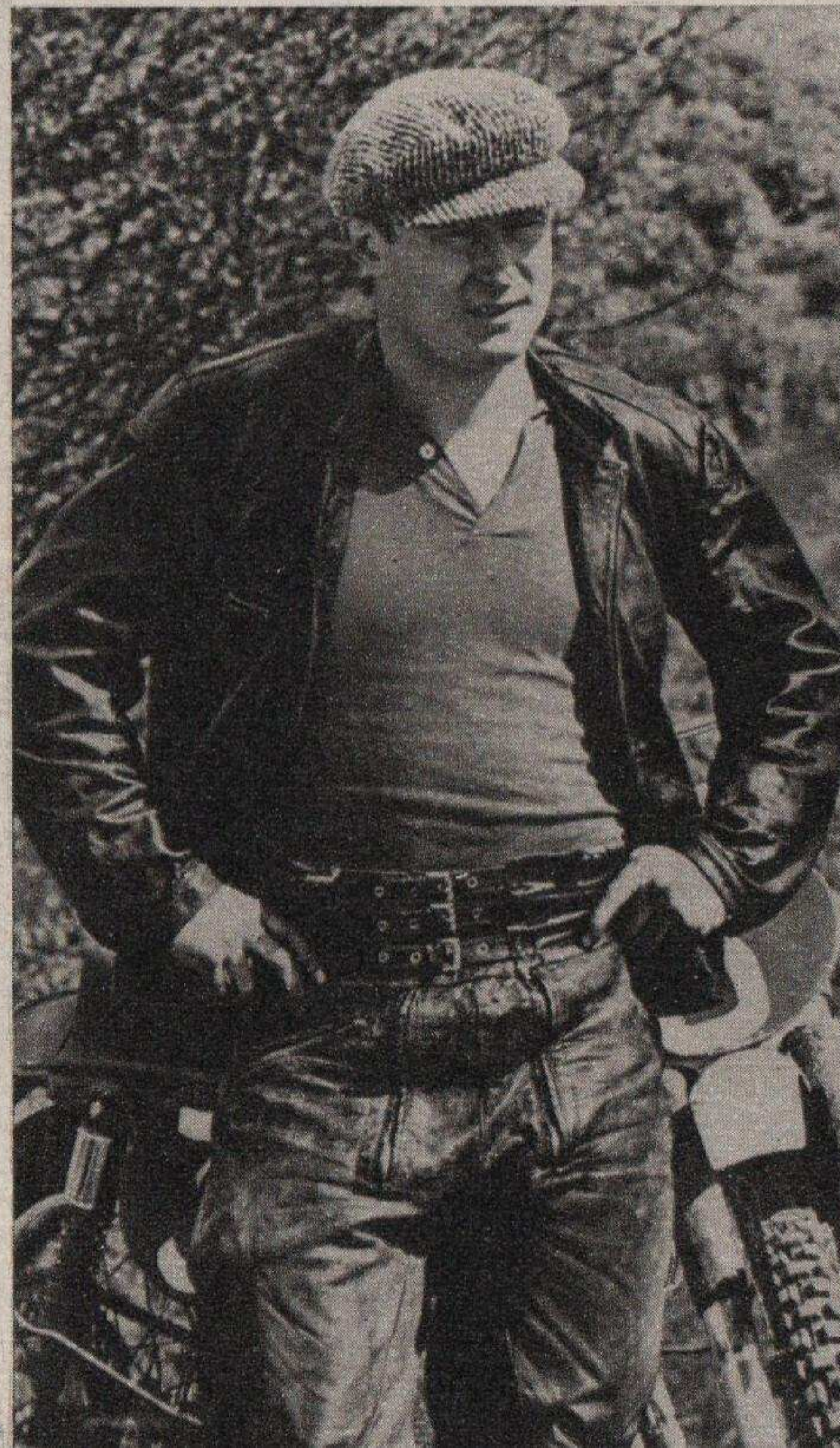


# ARBEKOV

FROM RUSSIA—VICTOR ARBEKOV  
WORLD 250 c.c. MOTO-CROSS CHAMPION

Riding a Works' C.Z. machine, Victor Arbekov became the first Russian ever to win the World 250c.c. Moto-Cross Championship. His victorious year included wins in the Italian, French, West German, Dutch and Polish Grands Prix. A great tally for a very accomplished rider.

1. With left foot dug into the dry earth, Arbekov rounds a corner on his way to victory in the Dutch 250. 2. Victor in relaxed mood before racing. 3. Emerging from the woods on his way to victory in the French round of the Championship. 4. High flying in Holland.

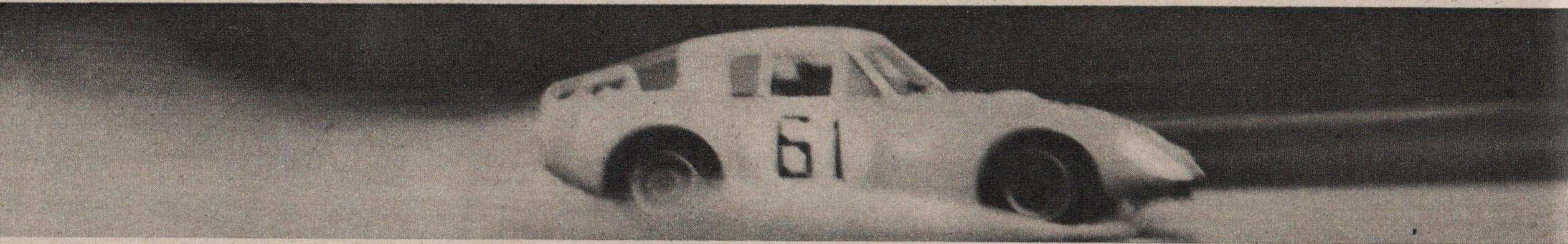




# SEBRING 12-HOUR RACE SUCCESSES

Shelby American Cobras 1 and 2 in the G.T. Category and B.M.C. cars winning 3 Classes—those were Castrol's successes in a Sebring 12-hour race that was run in weather ranging from very heavy rain to near unbearable heat.

1. The Rauno Aaltonen/Clive Baker Prototype Austin-Healey Sprite aquaplanes its way to a class win. 2. 1964 British Saloon Car Champion Warwick Banks partnered by Grand Prix driver Paul Hawkins in the class winning Austin-Healey 3000. 3. The Prototype Sprite again, this time in more favourable conditions. 4. The G.T. Category winning Cobra driven by Bob Bondurant and Jo Schlesser which also finished 4th overall.



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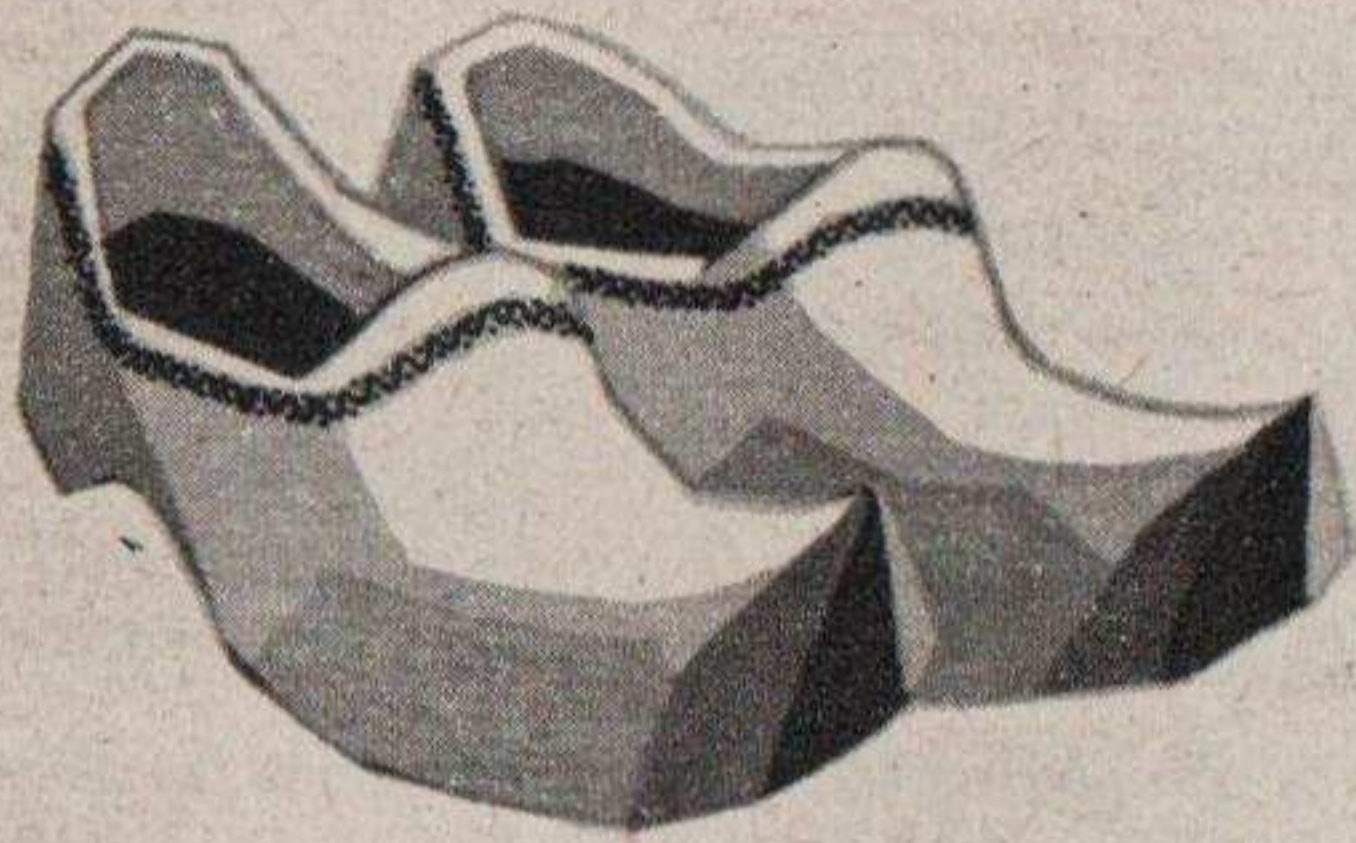
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# TIPTOE THROUGH THE TULIPS

Despite having the two fastest cars on scratch, B.M.C. were denied an outright victory on a snowy Tulip Rally by the marking system. Heavy snow and slush in the mountains above Champagne caused many retirements and made the 1965 Finisher's Bar a very coveted possession.

1. The Morley Brothers Austin-Healey 3000 receives a quick tyre check at St. Maurice-sur-Moselle. 2. Consistently fast throughout the rally, Timo Makinen and Paul Easter also found the marking system to be against them. They finished 6th overall and first in class J. 3. The Morley Brothers again, this time in action. Their Austin-Healey 3000 finished 8th overall and won its class by a big margin.



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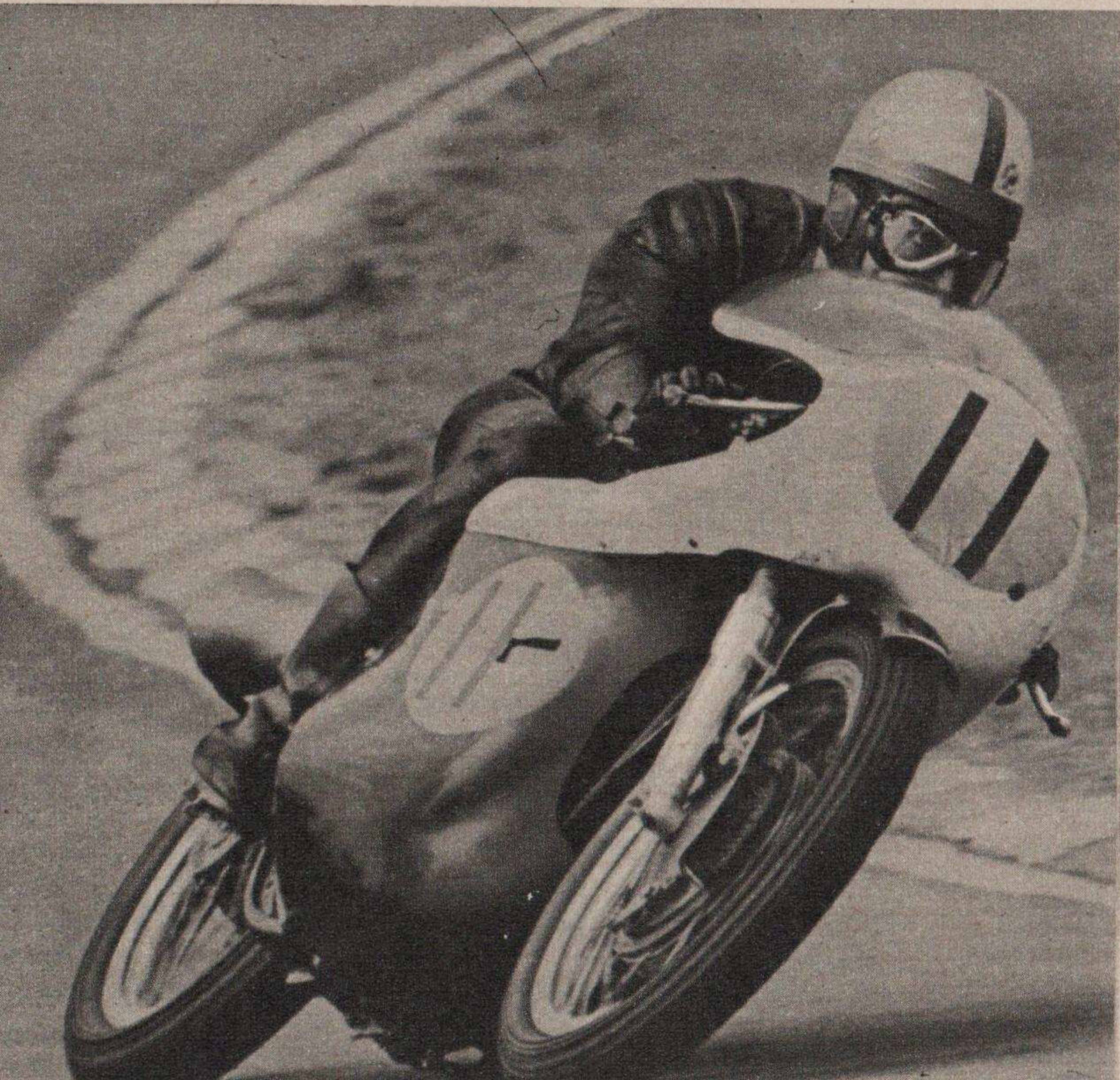
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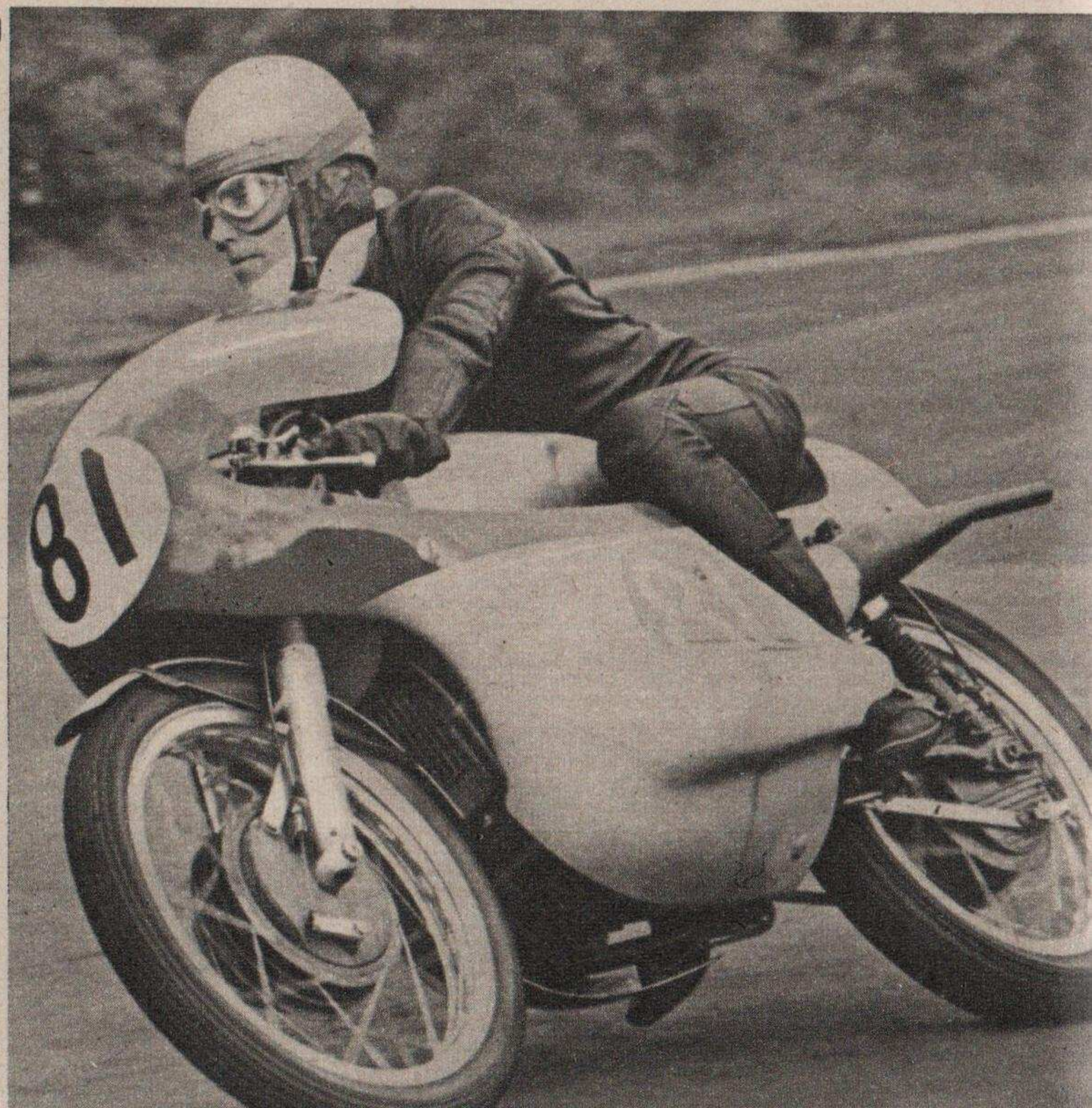
# THE TWO DEREKS MINTER & WOODMAN



1. Derek (King of Brands) Minter again showed his mastery of the tricky Kent circuit in 1965. Here he is seen in action on his 500c.c. Norton during one of his many winning rides. 2. Derek Woodman proves that he also knows his way round Brands Hatch. This shot shows him winning the 250c.c. Race there in October on his M.Z.



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# SMITH

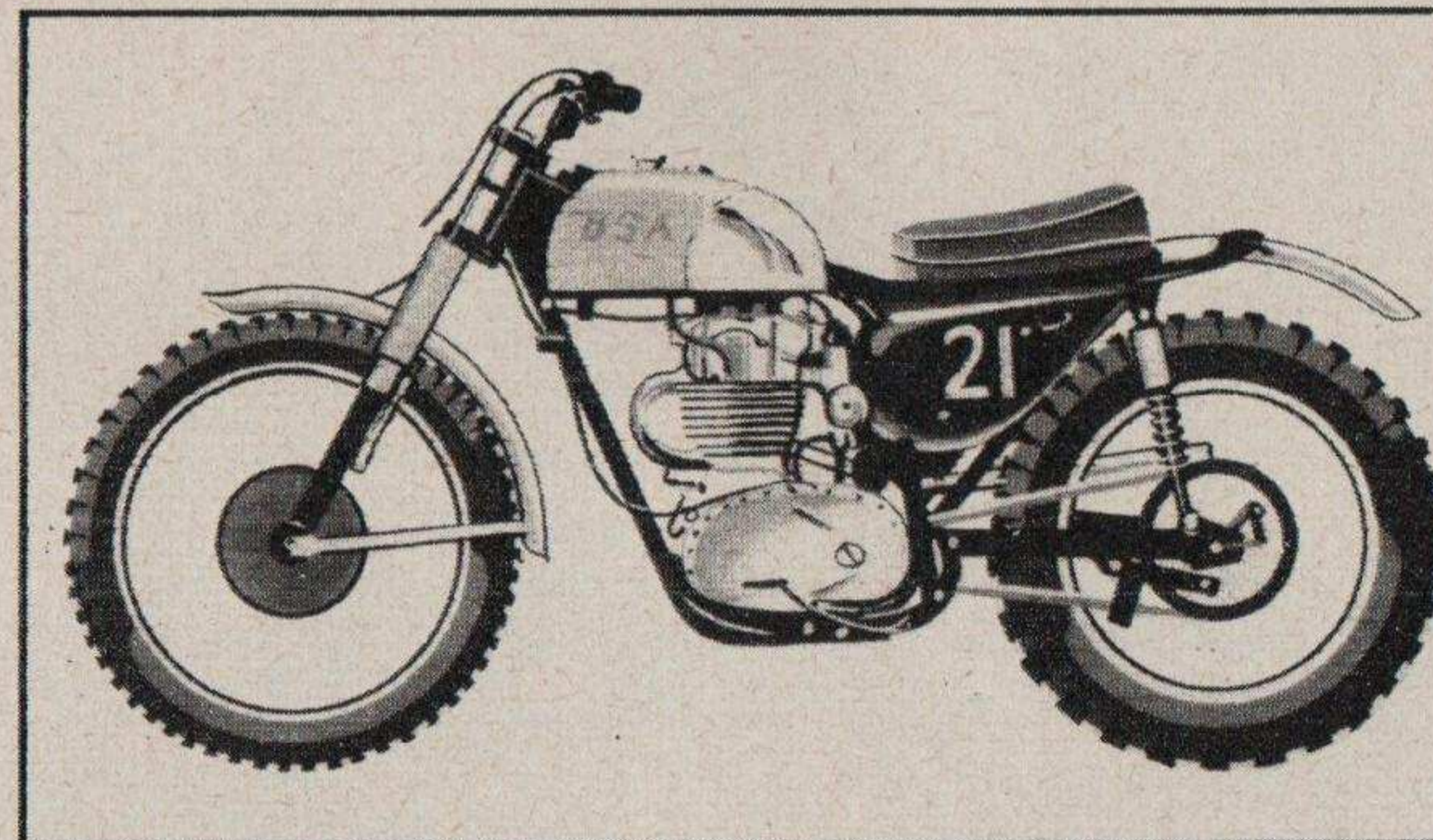
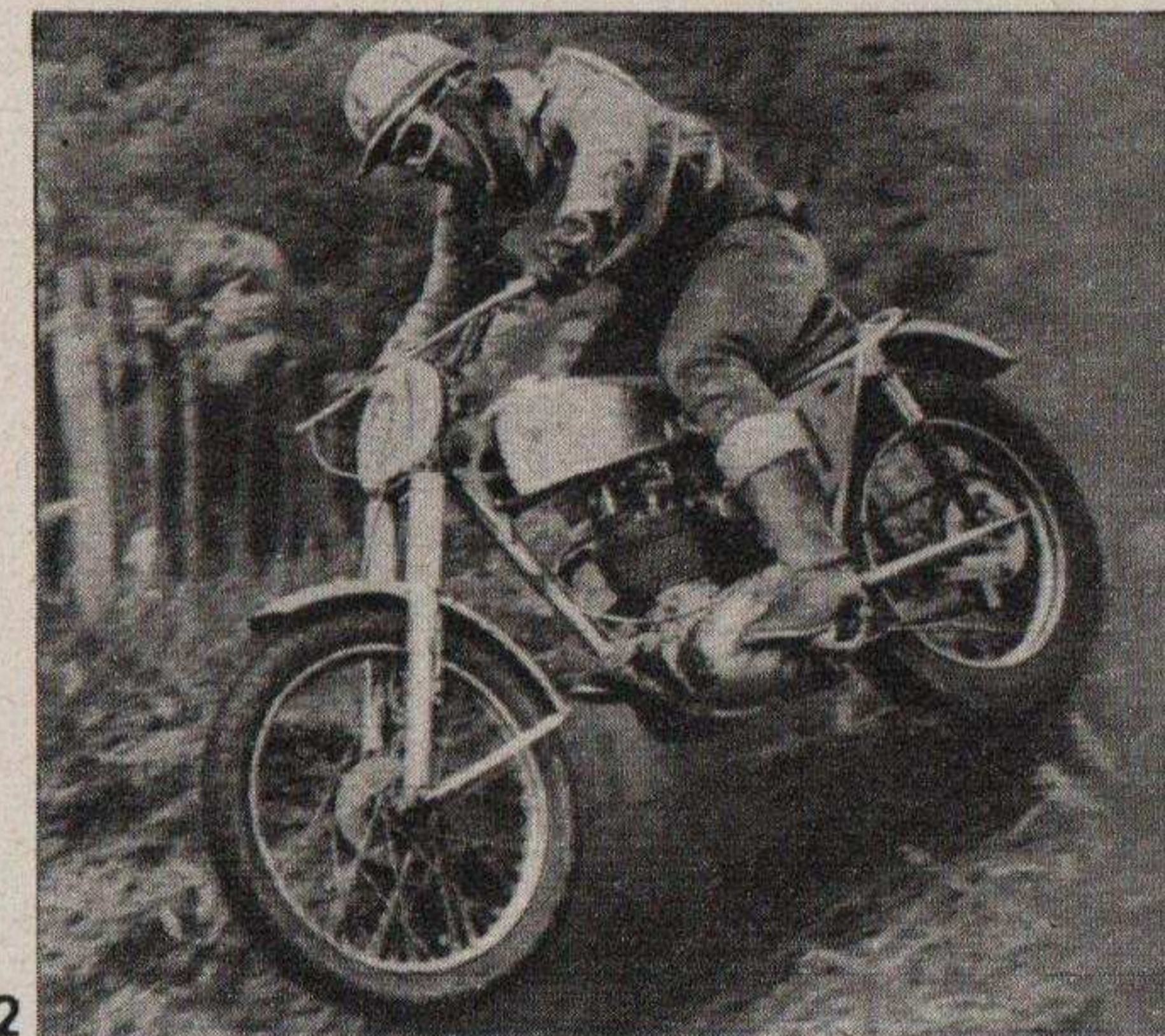
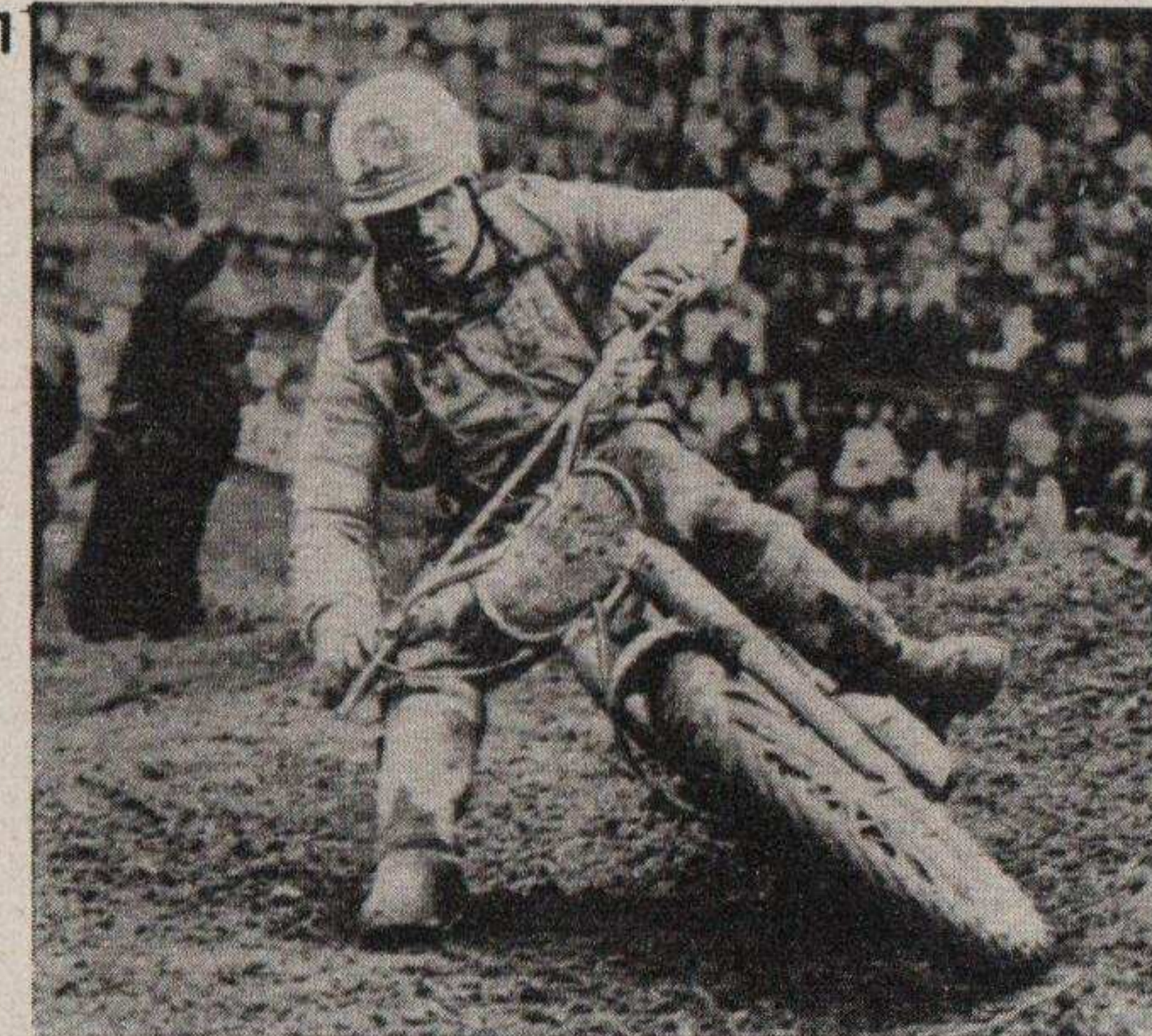
**UNBEATABLE JEFF SMITH!  
ON TOP OF THE WORLD AGAIN**

**500c.c. World Moto-Cross Champion for the second year running**

With victories in Switzerland, France, Finland, Sweden, England, Holland and Belgium, Jeff Smith defended his World Title to good effect. Riding the reliable B.S.A. machine, the British rider never looked like losing the Championship.

1. A mud-spattered Jeff on his way to victory in the French round of the Championship.

2. On home ground — the British 500c.c. Moto-Cross Grand Prix at Hawkestone Park — and another first in sight.



## SPECIFICATION

**ENGINE:** 441c.c. single cylinder four stroke.

**COMPRESSION RATIO:** 11.4:1

**CARBURETTOR:** Amal Monobloc type of 1 5/32 ins. bore

**FRAME:** Cradle type of Reynolds 531 tubing

**WHEELS:** Front: 20" with 3.00 tyre. Rear: 18" with 4.00 tyre

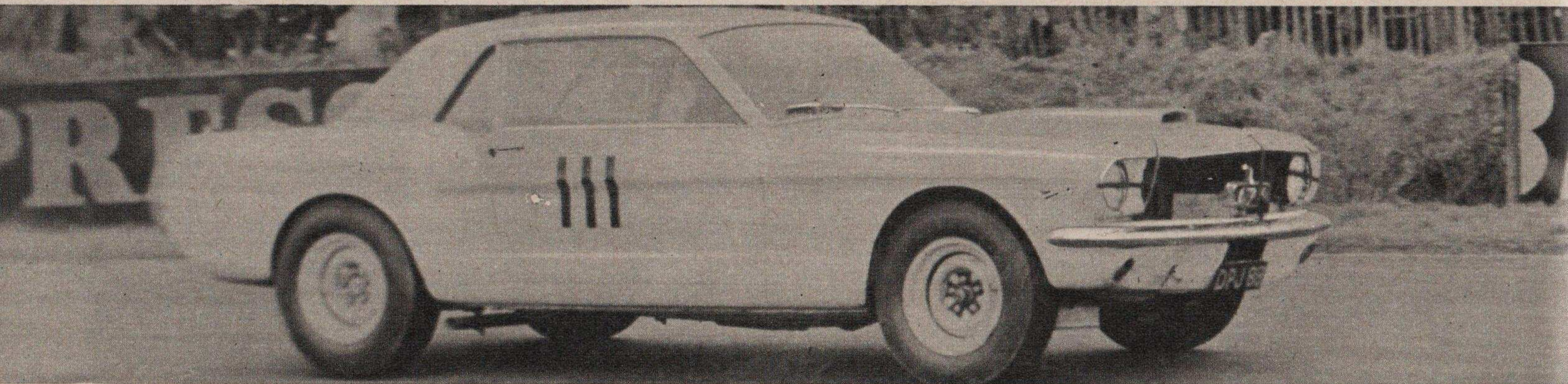


# BIG BANGERS IN BRITAIN

The B.M.C. Mini Cooper S's may continue to dominate the small classes in British saloon car racing but the big boys win outright.

1. *Early in the year, Alan Mann gave the Mustang its first victory in Britain at Brands Hatch.*

2. *Mike Salmon hurries his 4.7 litre Ford Mustang to victory in the Saloon car race at Snetterton in April.*



1



2

# MINI MOTORING

1. How to corner a Mini. John Rhodes goes sideways through Copse Corner, Silverstone, in a Cooper Car Co. Mini.
2. The Team Broadspeed cars keep close company at Crystal Palace.
3. Smoke . . . Rhodes again—this time at Brands Hatch.
4. Over the edge. Warwick Banks in the Cooper Car Co. car puts a wheel on the grass while trying to stay ahead of John Handley in the Broadspeed entry at Oulton Park.
5. Move over Big Boy.



# TRIALS

## APPLY NAMED

They call them Trials, and trials they are. In Britain there is probably no finer exponent than seven times Auto-Cycle Union Star winner, Sammy Miller.

It takes concentration to win events as Sammy shows in these shots from the Bemrose Trial and the Scottish 6 Days. For the 1965 season Sammy used his own beautifully prepared 248c.c. Bultaco machine.



# SIR JOHN

CONGRATULATIONS SIR JOHN WHITMORE  
EUROPEAN TOURING CAR CHAMPION  
Alan Mann entered Ford Lotus Cortina beats the top European Works' Cars

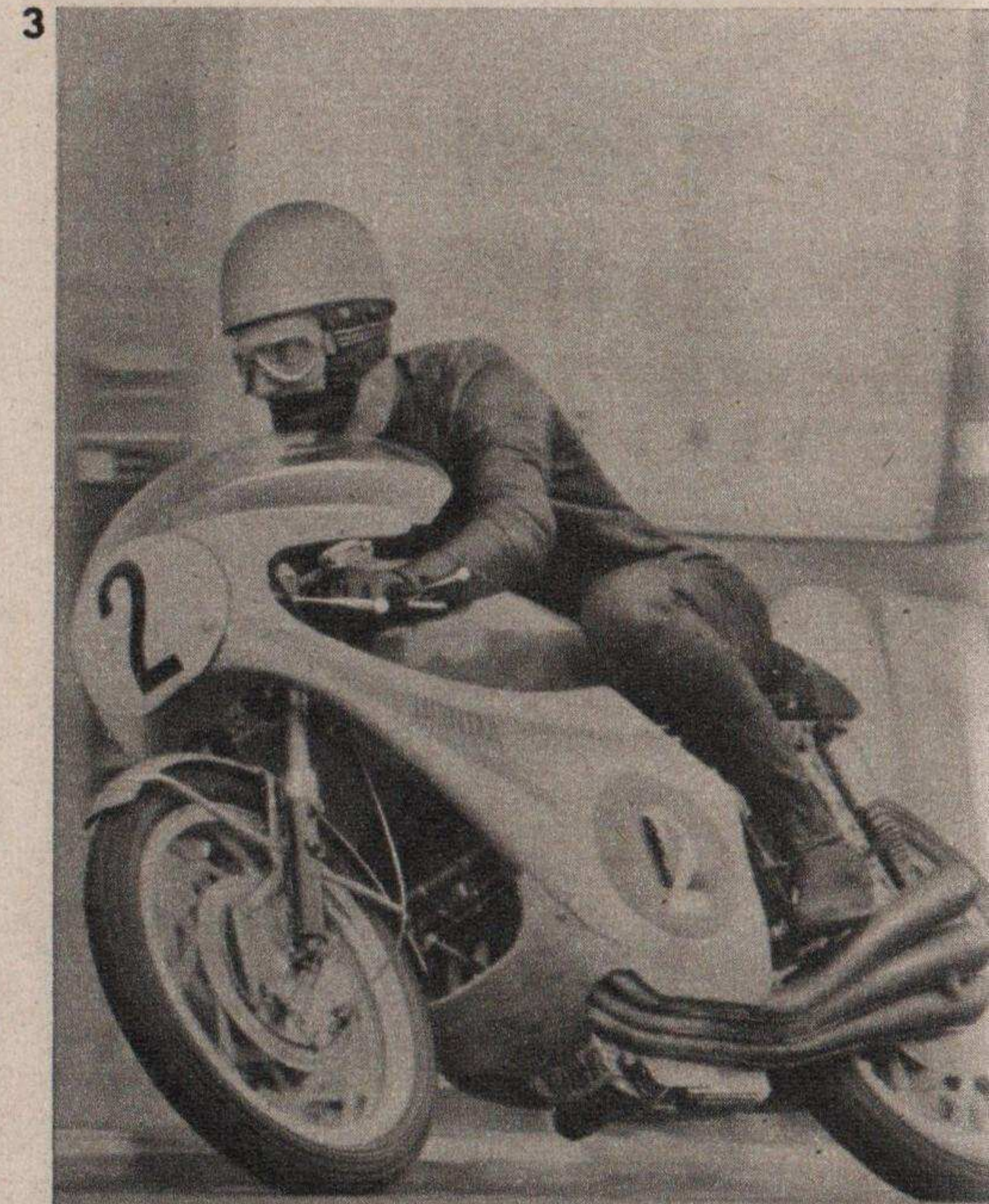
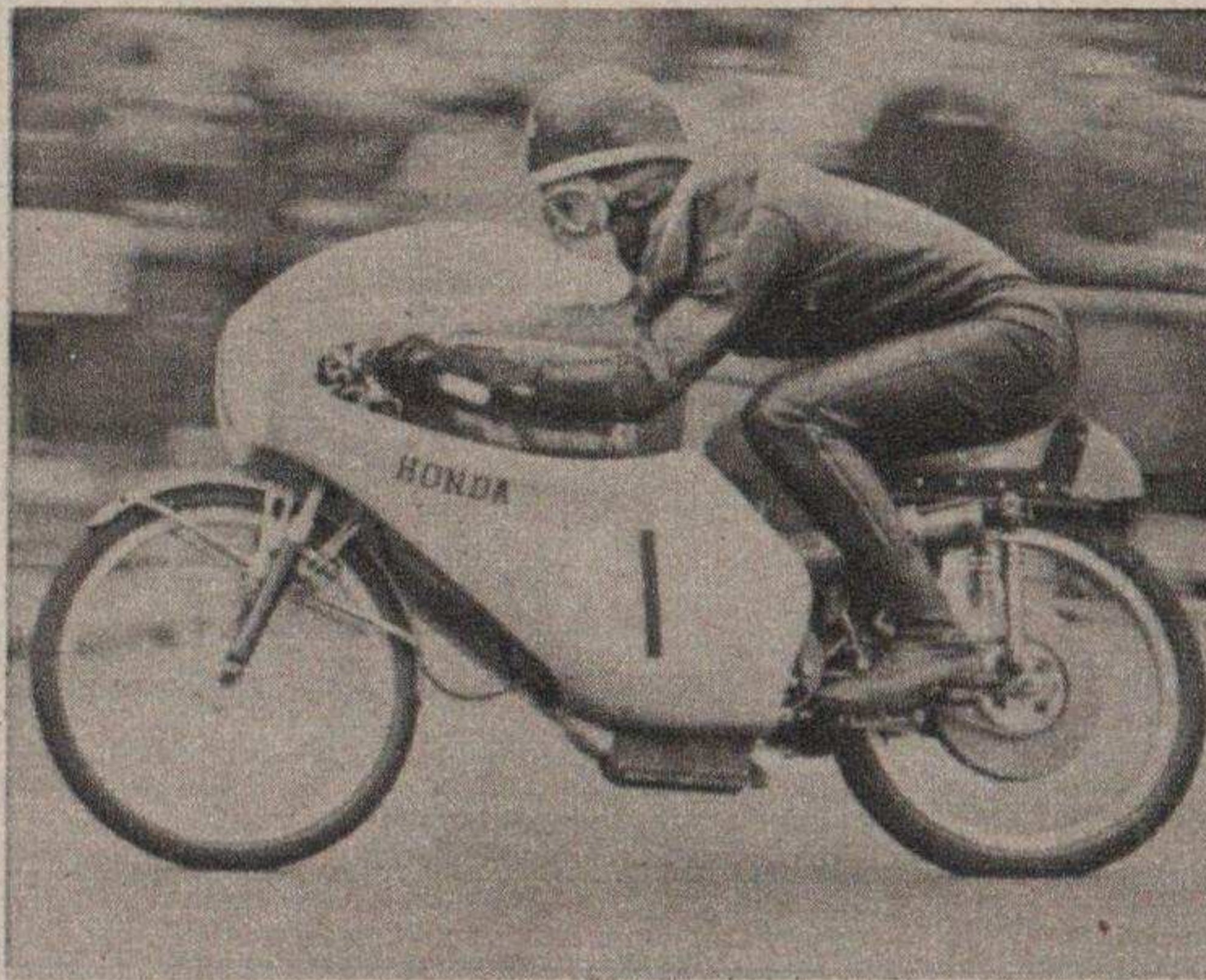
Contrary to what the name suggests, European Touring Car Championship qualifying events are held on racing circuits and mountain hill climbs. Sir John Whitmore demonstrated his versatility and speed by class wins in all but one of the rounds, and by winning outright no less than five events.

1. Mont Ventoux. 1st Overall, 1st in Class. 2. Olympia Hill Climb—The Austrian round of the Championship where Whitmore was again 'fastest saloon car'. 3. Snetterton this time, where the British round brought night racing. A 500km race lasting till 10 in the evening saw Whitmore win by a mere 13 seconds and thus clinch the Championship.



# T T IN THE ISLAND

**Jim Redman becomes first man to win both the 250c.c. and 350c.c. events three years running**

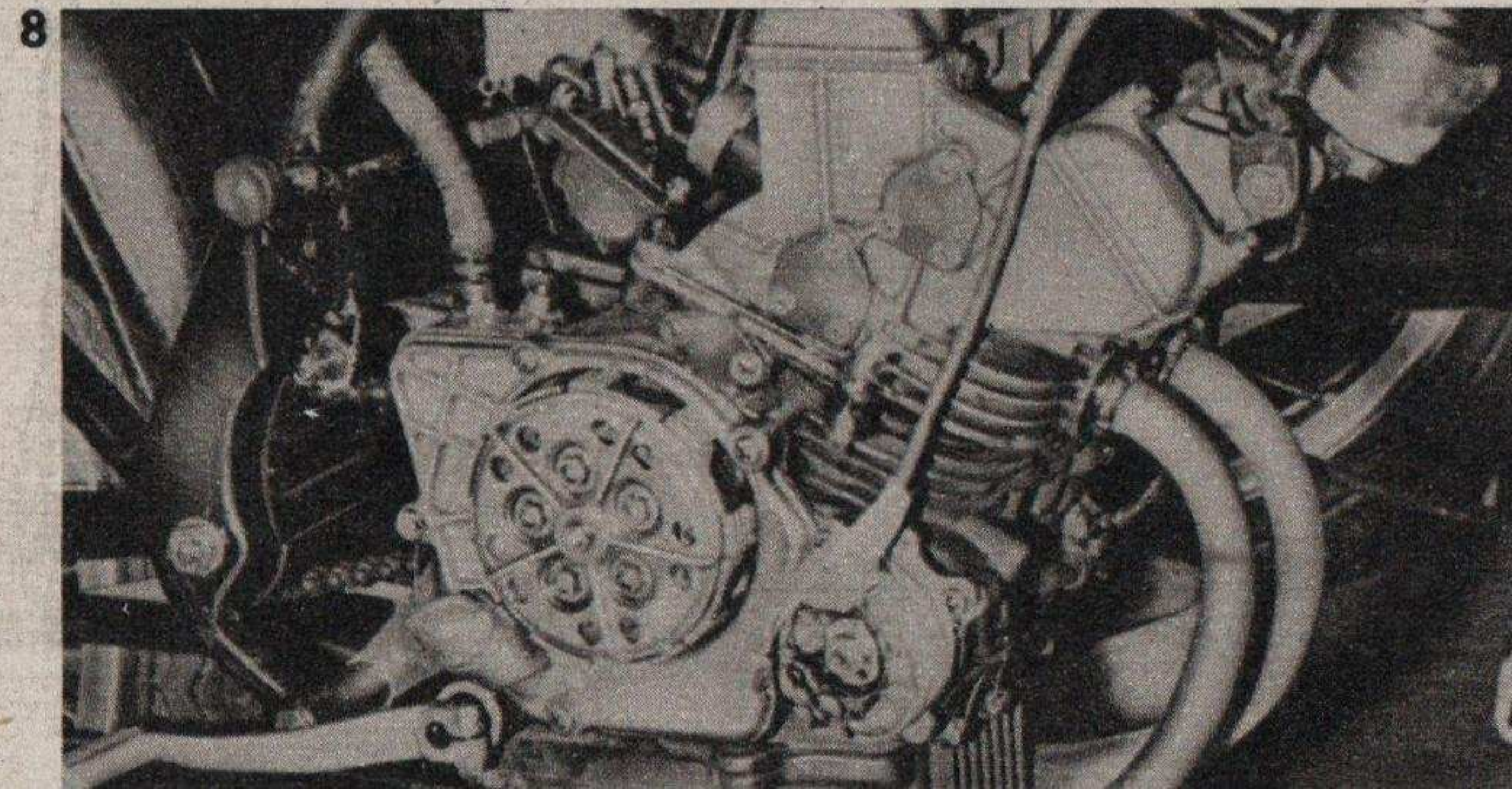
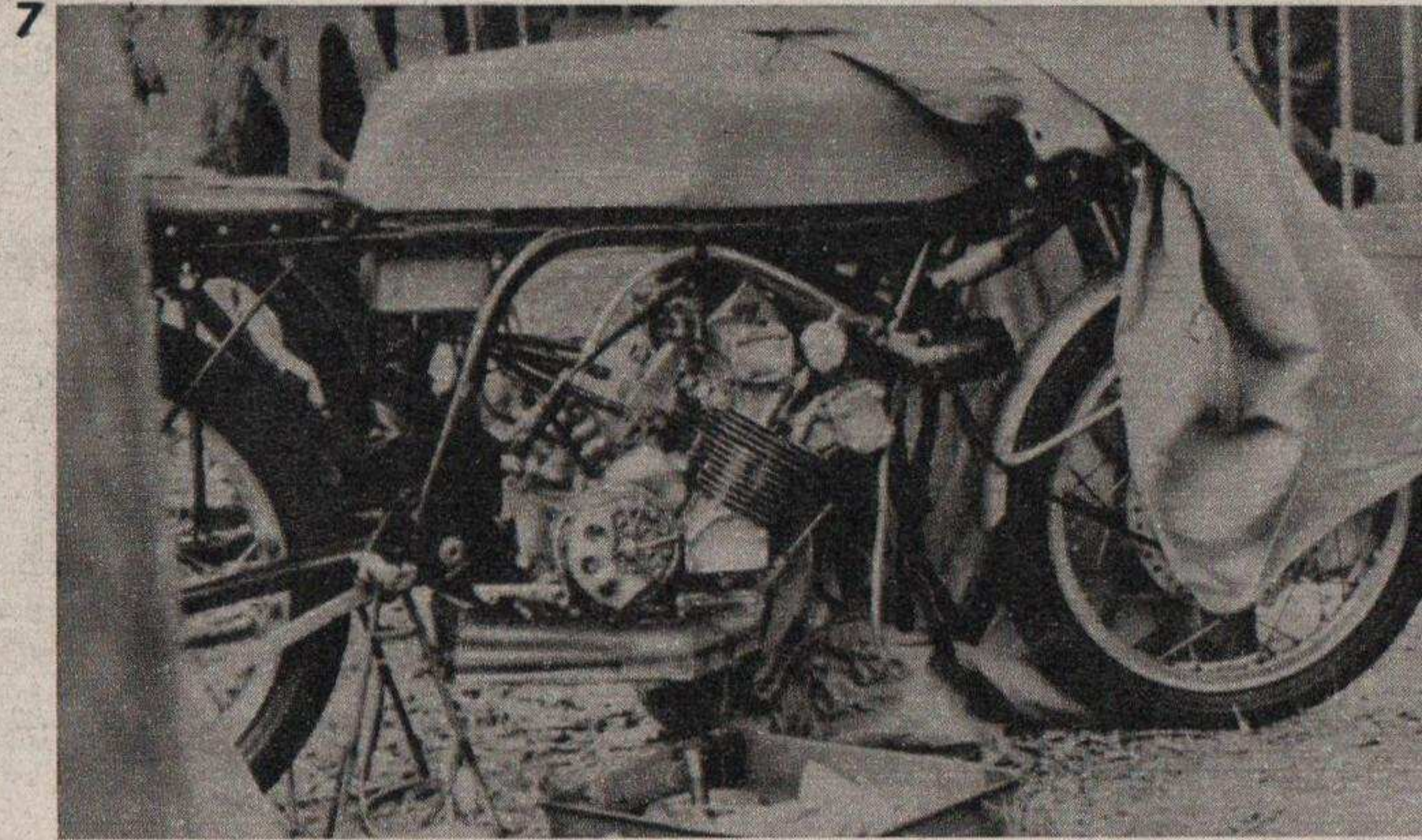




The experts said that no-one could win both the 250c.c. and the 350c.c. events three years running—but Jim Redman proved them wrong when he won the Junior and Lightweight T.T.'s in 1965.

1. Jim Redman jumps Ballaugh Bridge on his 4 cylinder Honda on his way to winning the Junior Event at an average speed of over 100 m.p.h.—the first man ever to achieve this. 2. Through Ramsey's Parliament Square

goes Redman on his lonely road to victory in the Junior T.T. 3. The Honda 6 in action. Redman concentrates hard as he goes through Quarter Bridge on his winning way in the Lightweight T.T. 4. Luigi Taveri gave Castrol a trio of triumphs in the Island. The photo depicts Luigi concentrating hard and with head down on his appropriately numbered Honda! 5. Luigi and his wife, a happy couple after the race. 6. Another 'after the race' shot—jubilant Redman with his young son. 7. The 250c.c. Honda 6 in the paddock before the race. 8. A close-up of the 50c.c. Honda engine.



# TWO CLASSIC RACES

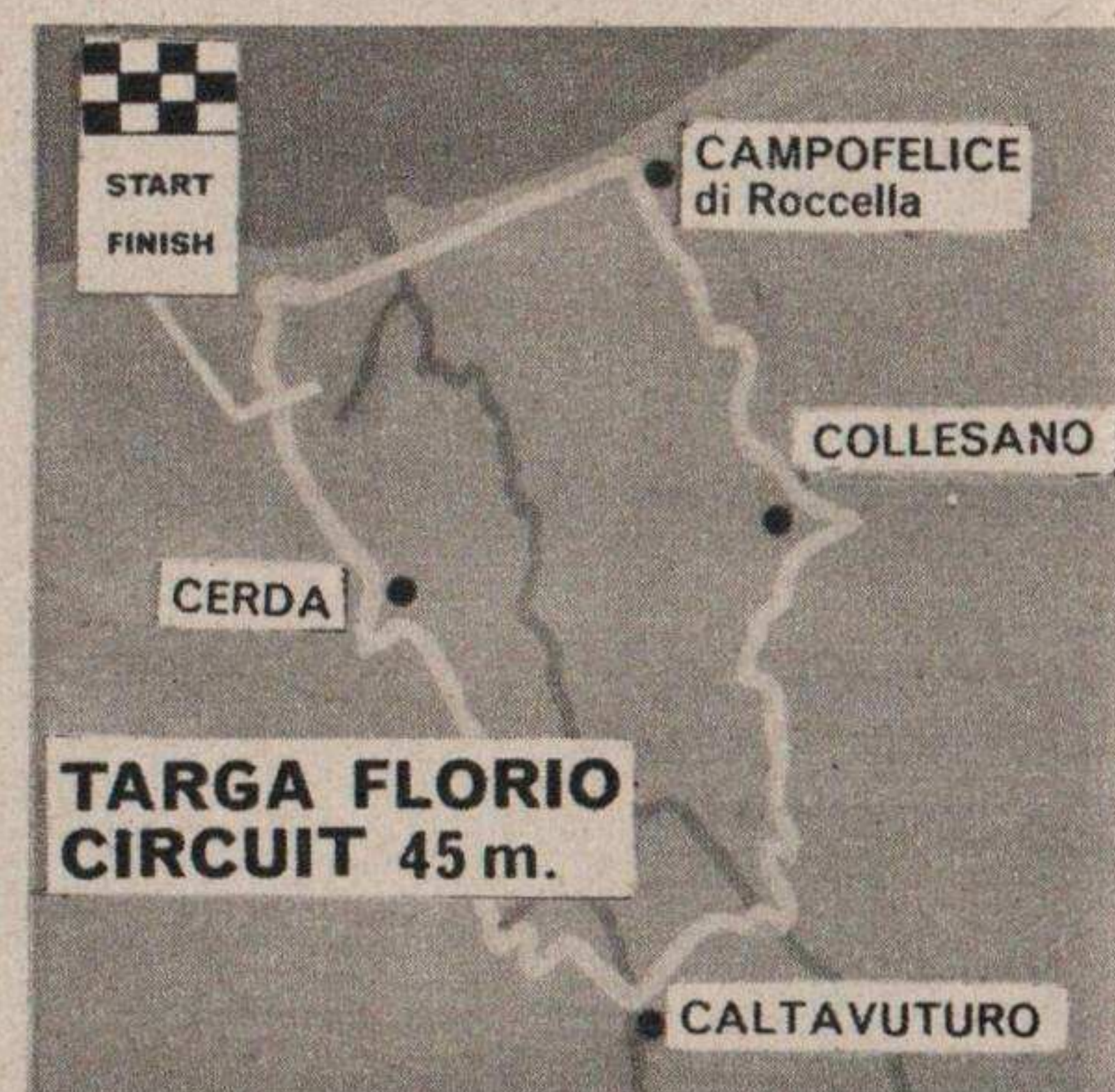
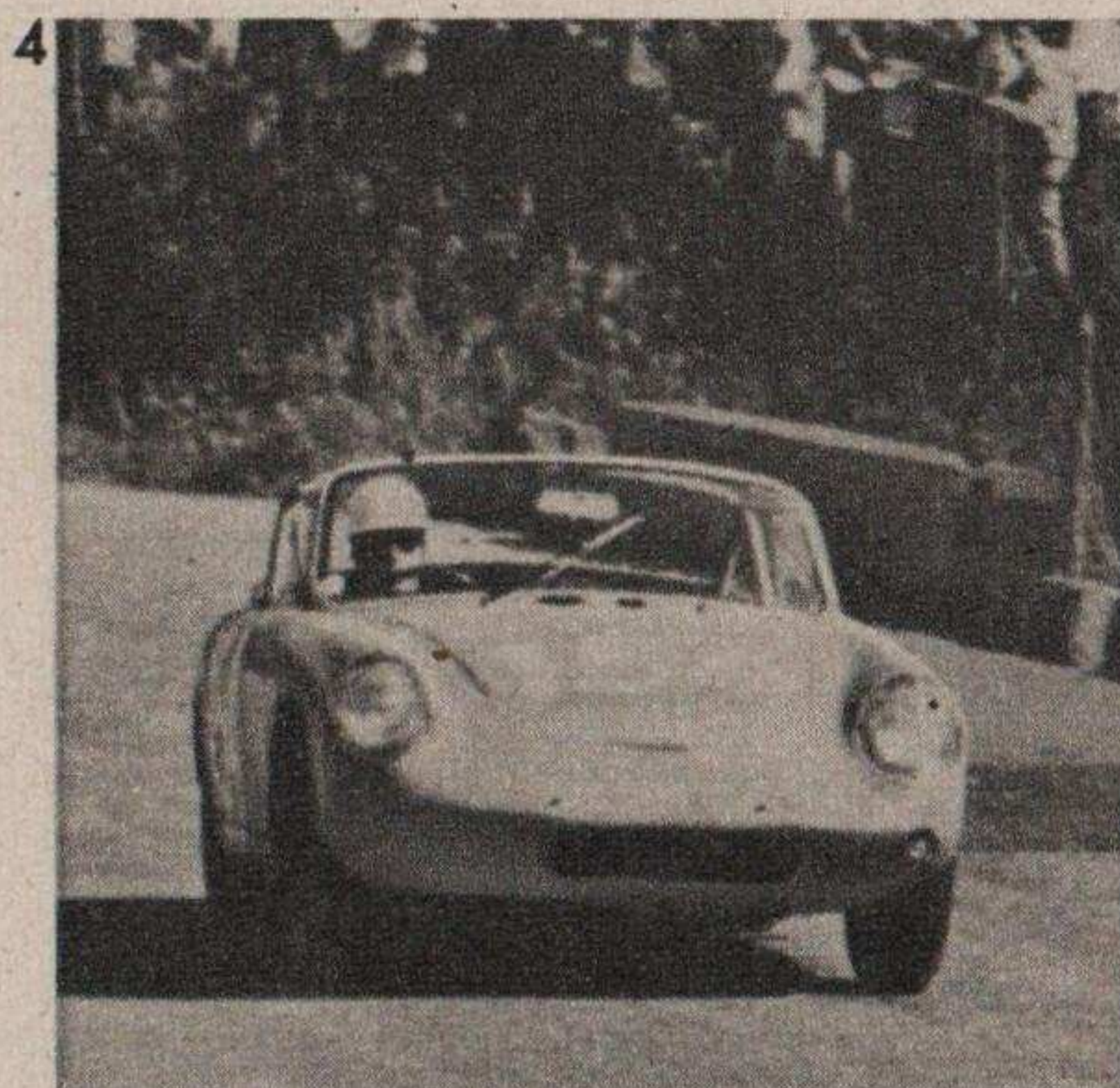
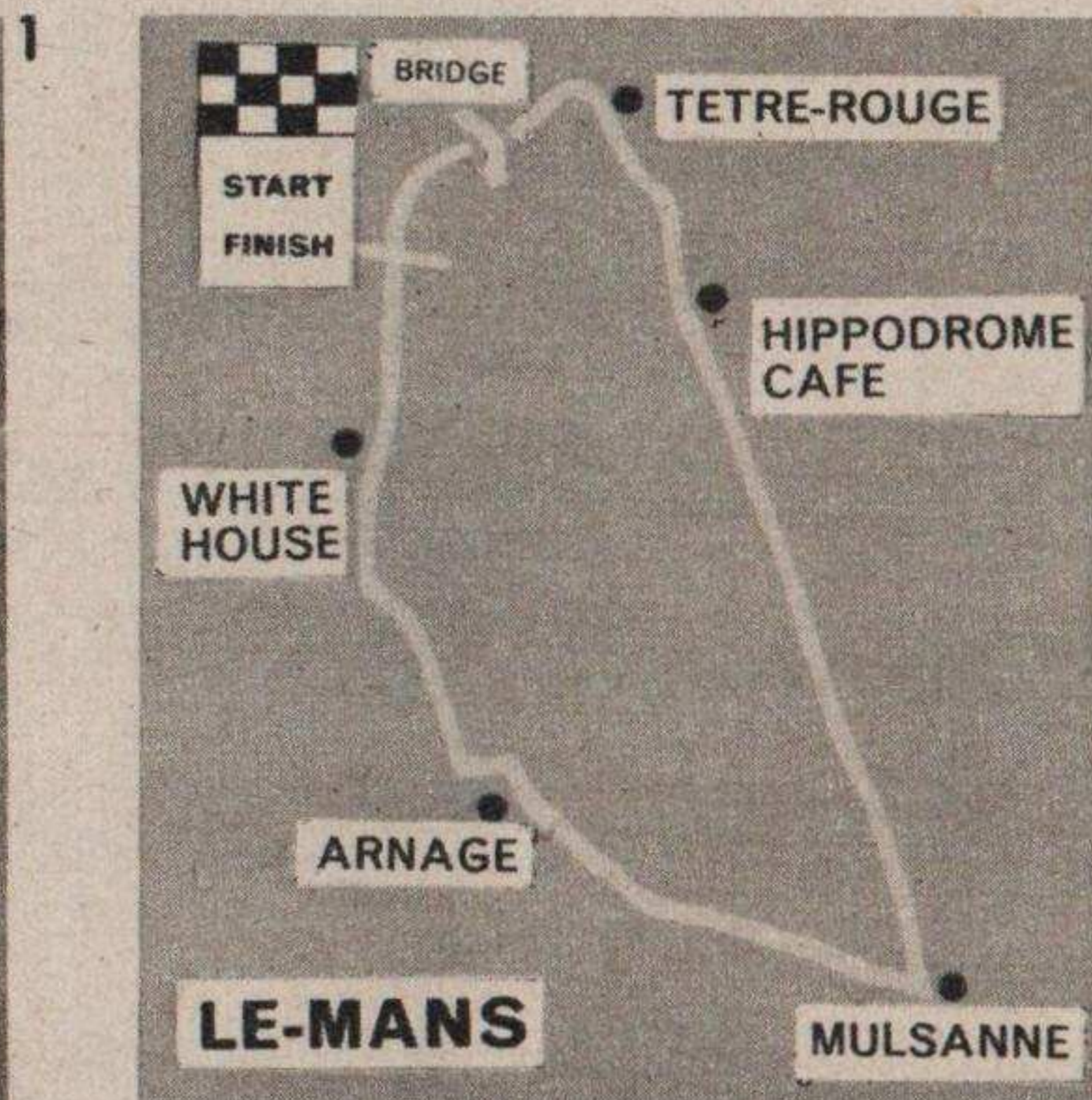
## FRANCE . . . Le Vingt-Quatre Heures du Mans

Run at a blistering pace in 1965, the classic 24-hour race again proved a Ferrari benefit, but British cars showed their reliability

1. The special bodied Austin-Healey Sprite of Paul Hawkins and John Rhodes which won the 1000c.c.-1300c.c. class. 2. Battle scarred—the 4.7 litre Cobra of Jack Sears/R. Thompson which won the 4000c.c.-5000c.c. G.T. class and finished 8th overall. 3. The near standard M.G.B. driven by Andrew Hedges and Paddy Hopkirk that completed the 24-hour race for the third year running. The car finished in 11th place.

## SICILY . . . The Targa Florio

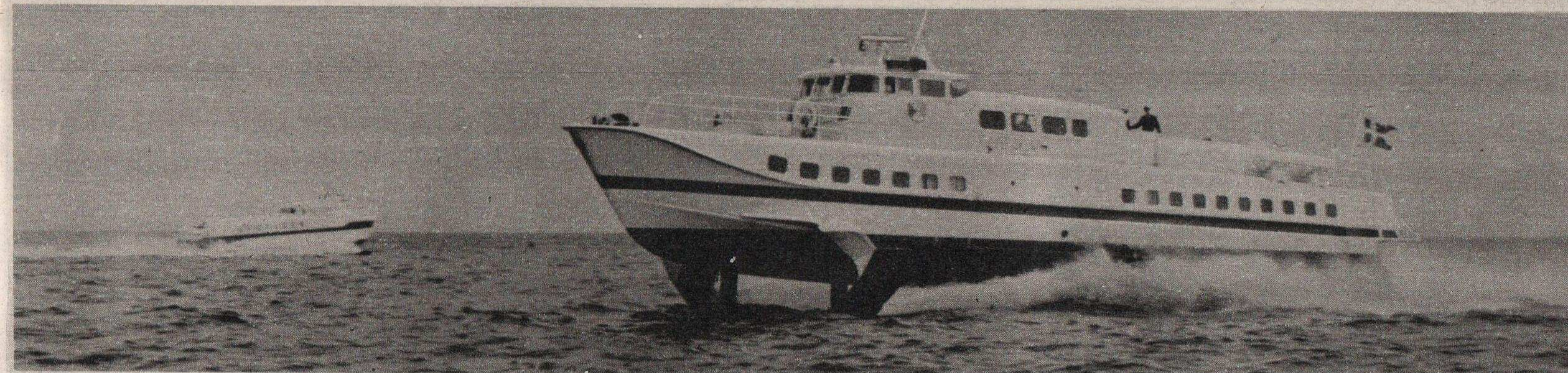
4. The Rauno Aaltonen/Clive Baker Prototype Sprite climbs one of the many hills on the 45-mile Piccolo Madonie circuit. They won their class. 5. The Rupert Jones/Peter Harper Sunbeam Tiger that finished second in its class to the race winning Ferrari.



# BOATS

## FAST AND MODERN

1. DENMARK . . . Castrol is chosen to lubricate the first hydrofoil boat, 'Flyvefisken', operated by the Danish State Railway.
2. AUSTRIA . . . World 350c.c. Class Racing Boat Champion—Peter Frisch.
3. NEW ZEALAND . . . 'Little Cracker', the North Island and New Zealand 266c.c. Vee-Bottom Champion for the second successive year.
4. AUSTRALIA . . . J. Haines from Queensland won the outright speed section in the Castrol 100 Around the Bay Power Boat Race. His 19 ft. Bertram hulled boat is powered by twin 100 h.p. Mercury motors. He completed the course of 85.85 nautical miles in 2 hours 2 minutes 49 seconds.



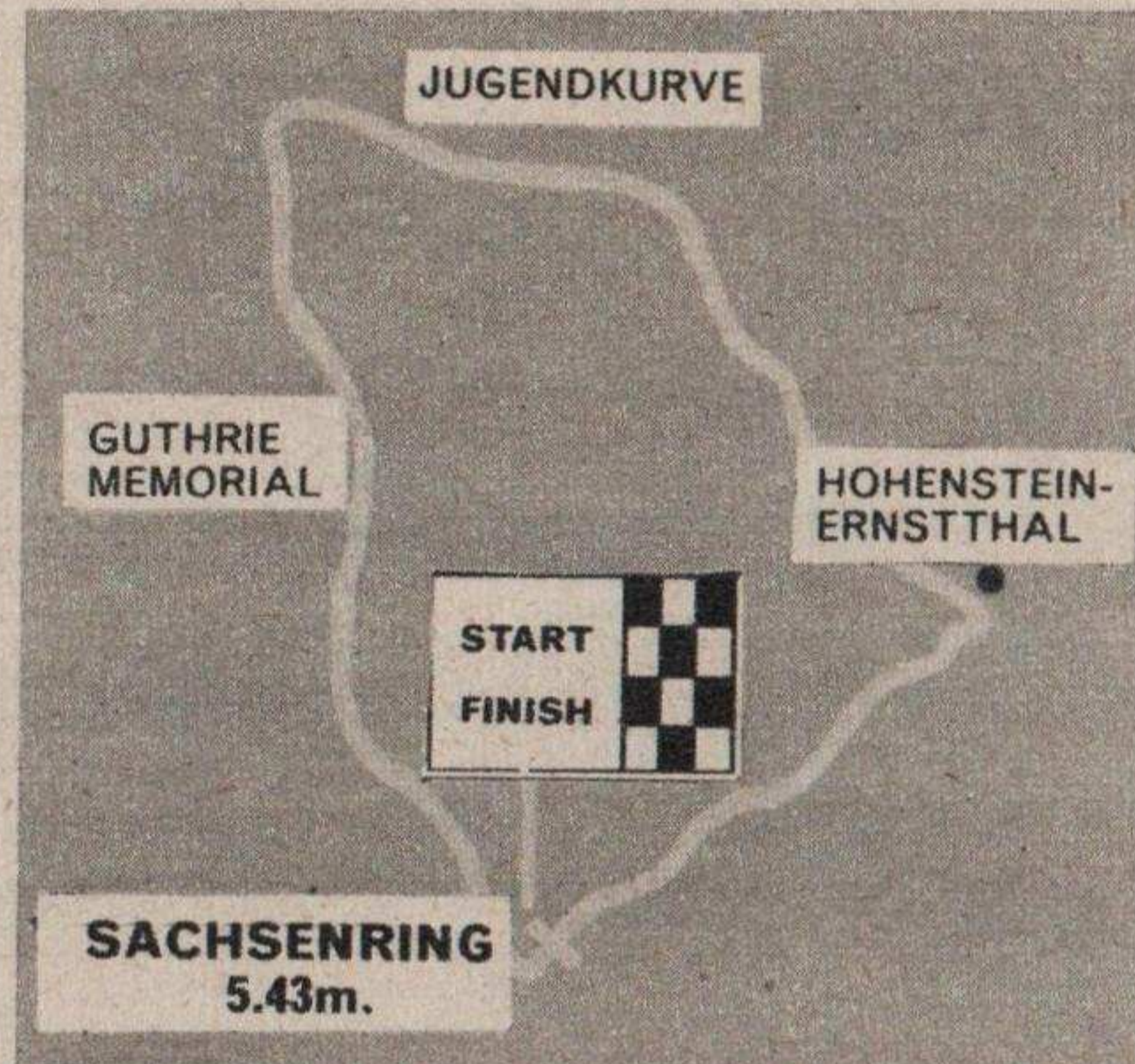
# CHAMPIONSHIP MOTOR CYCLING IN EASTERN EUROPE

**EAST GERMANY.** Again the Sachsenring proved a lucky circuit for Jim Redman. He won both the 250c.c. and 350c.c. Races for Honda.

1. With the Honda 6 on full song, Jim Redman hurries to make up lost time in the 250c.c. race. 2. Second place man in the 350c.c. Race—Derek Woodman, 251 M.Z.

**CZECHOSLOVAKIA.** After an early battle with Agostini, Jim Redman once again brought his Honda 4 home to victory in the 350c.c. Race at the Grand Prix meeting.

3. Unusual machinery. Nicolai Sevastianov heels his Russian 350c.c. Vostock through one of the Brno Circuit's many corners.



# 6 HOURS ROUND THE RING

First 3 places and 4 class wins for Castrol in Germany's premier saloon car Race

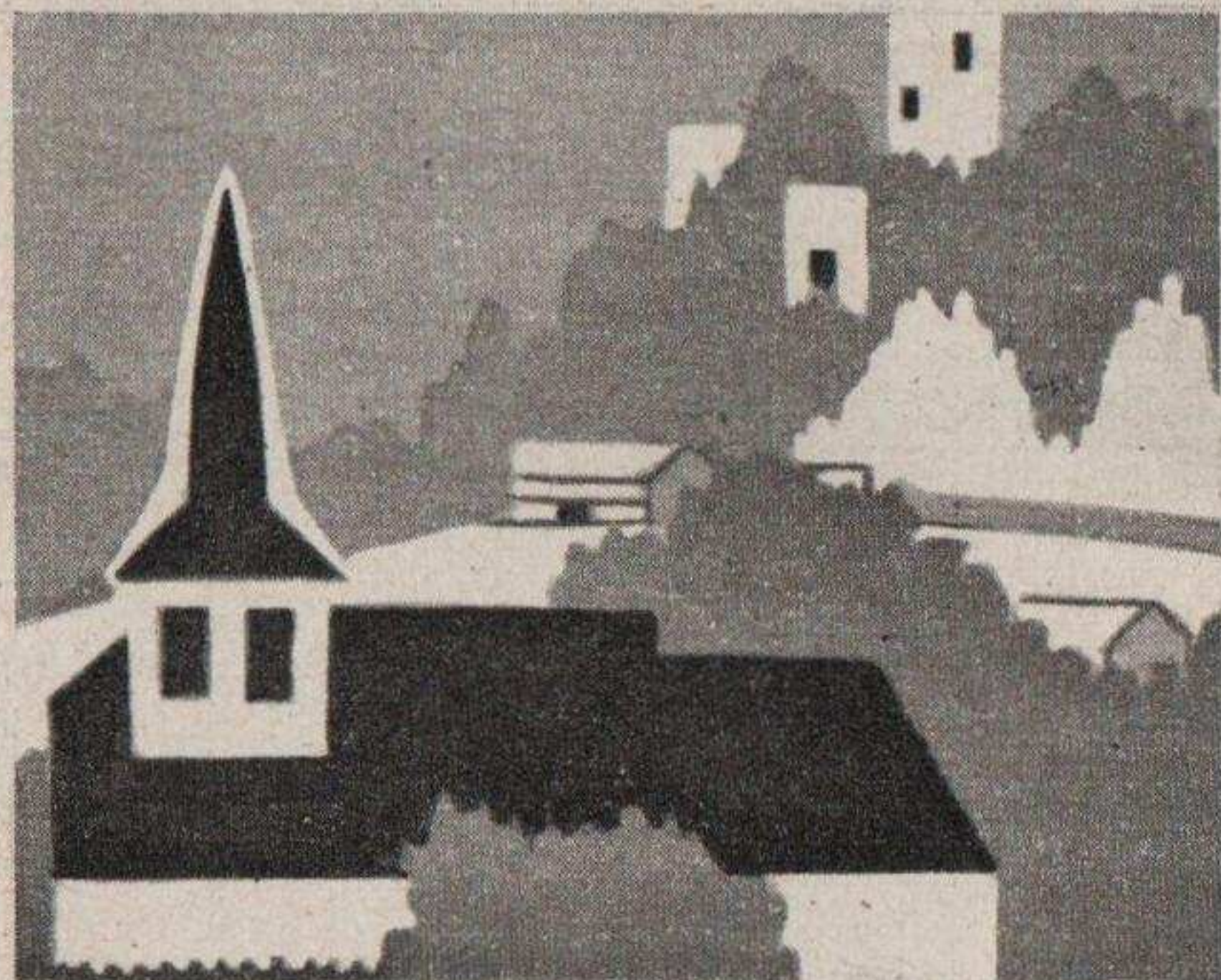
After setting up fastest time in practice, Sir John Whitmore proved the reliability of the Ford Lotus Cortina by winning this round of the European Touring Car Championship—setting a new Touring Car lap record of 10 minutes 19.2 seconds in the process.

1. Obeying orders from team manager Alan Mann (right), the Sir John Whitmore/Jack Sears Ford Lotus Cortina and the Roy Pierpoint/Jo Neerpach Ford Mustang cross the line together. The Cortina won the race as it was leading at the official finish at 4 p.m. 2. Winners of the up to 1300 c.c. class by 2 laps and 3rd overall, the Broad-speed B.M.C. Mini-Cooper 'S' of John Handley/John Terry.



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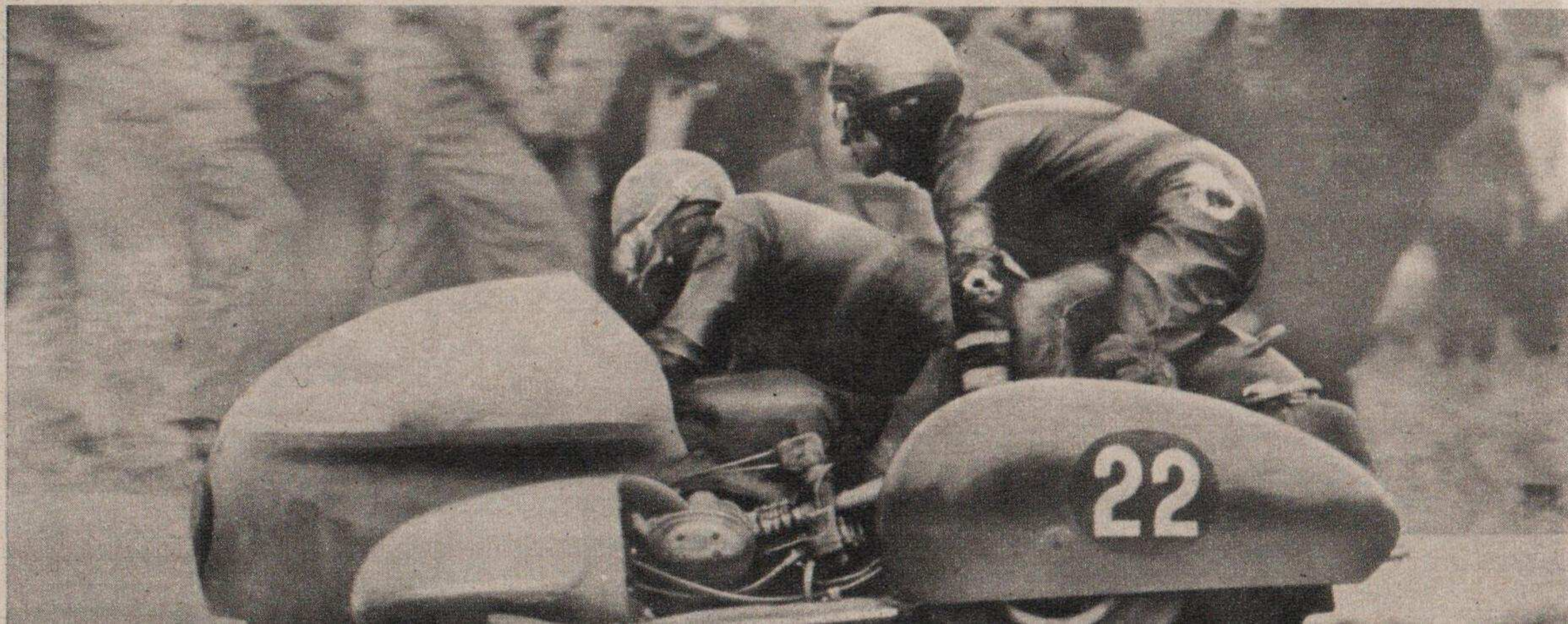
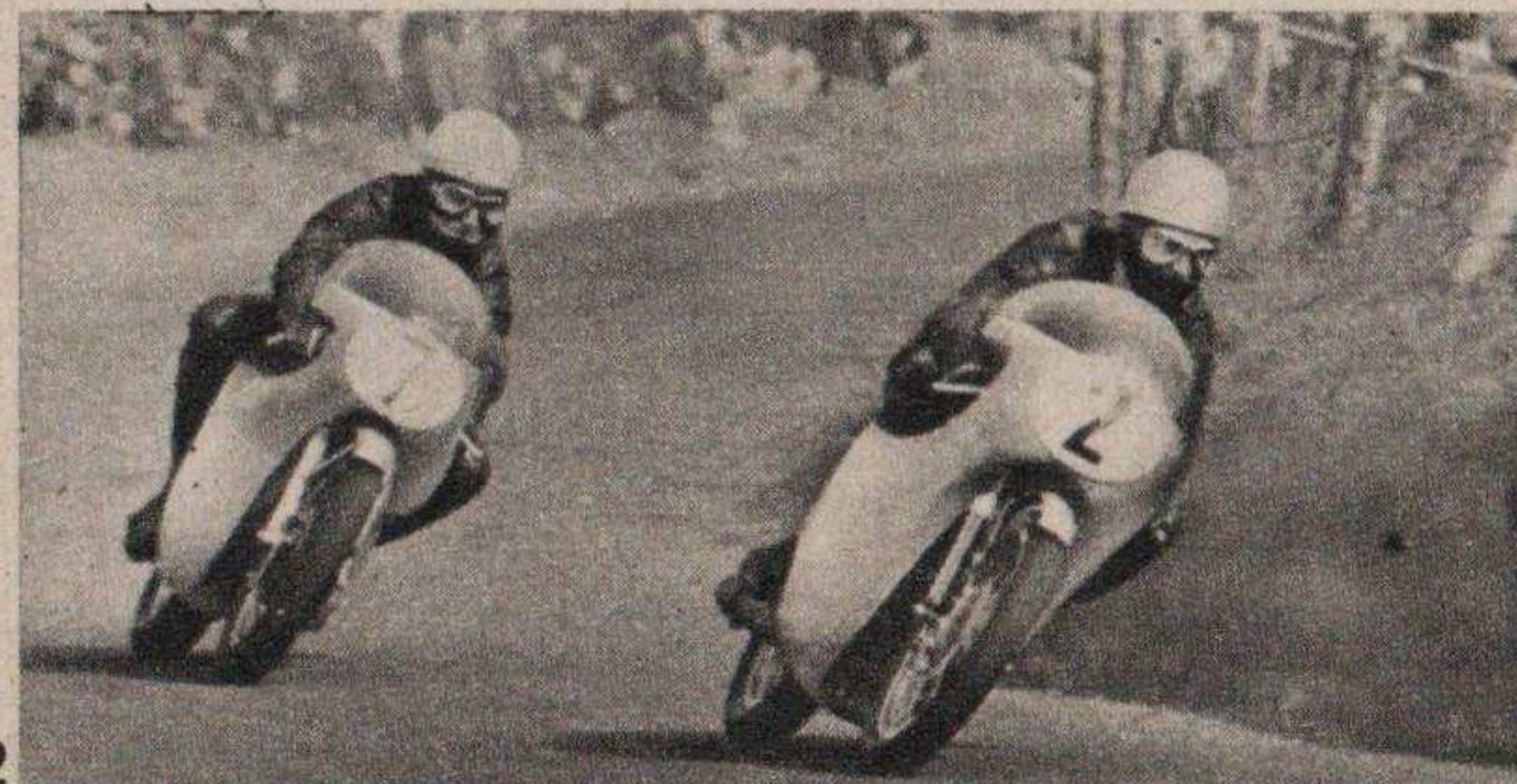
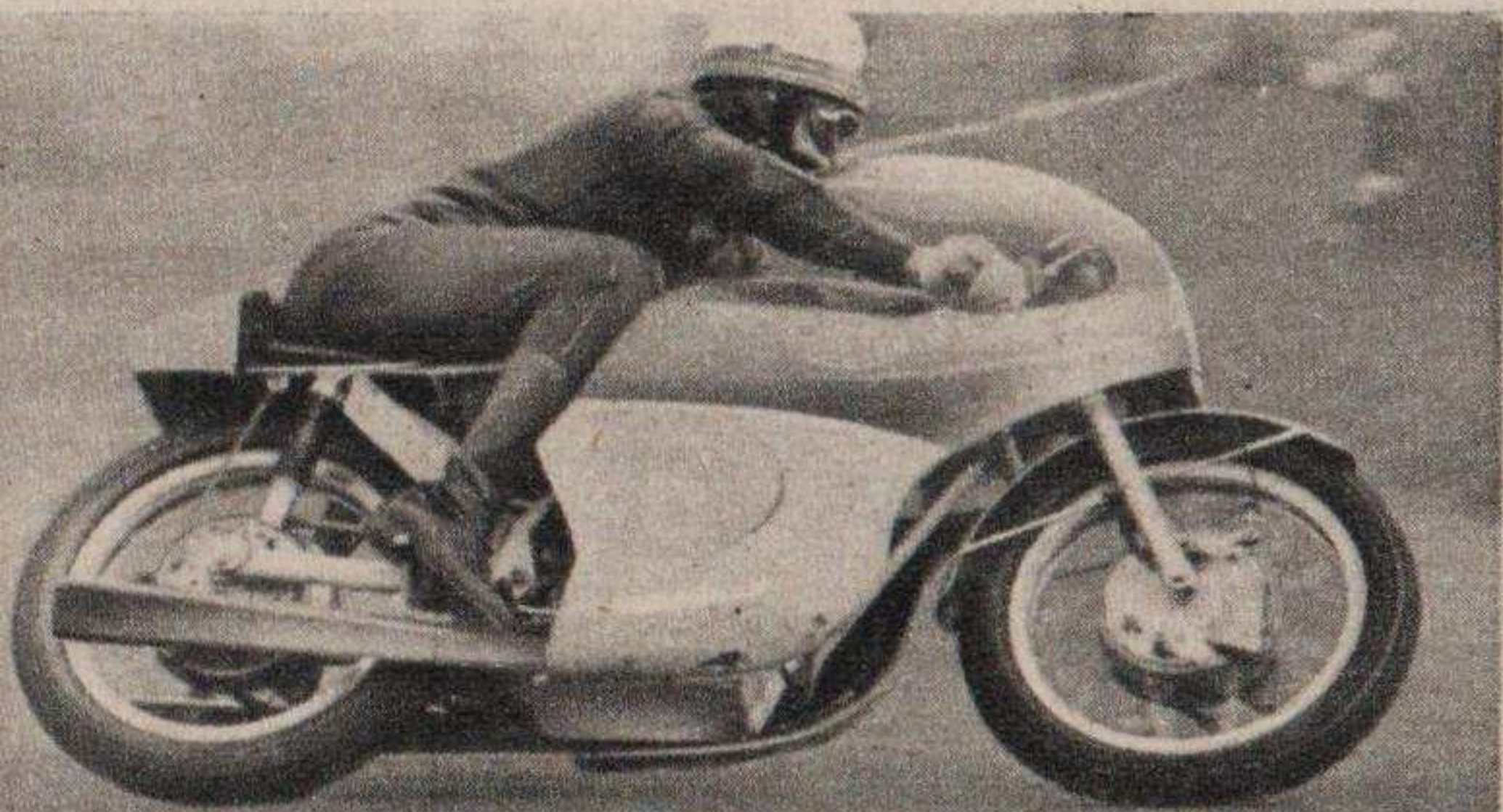


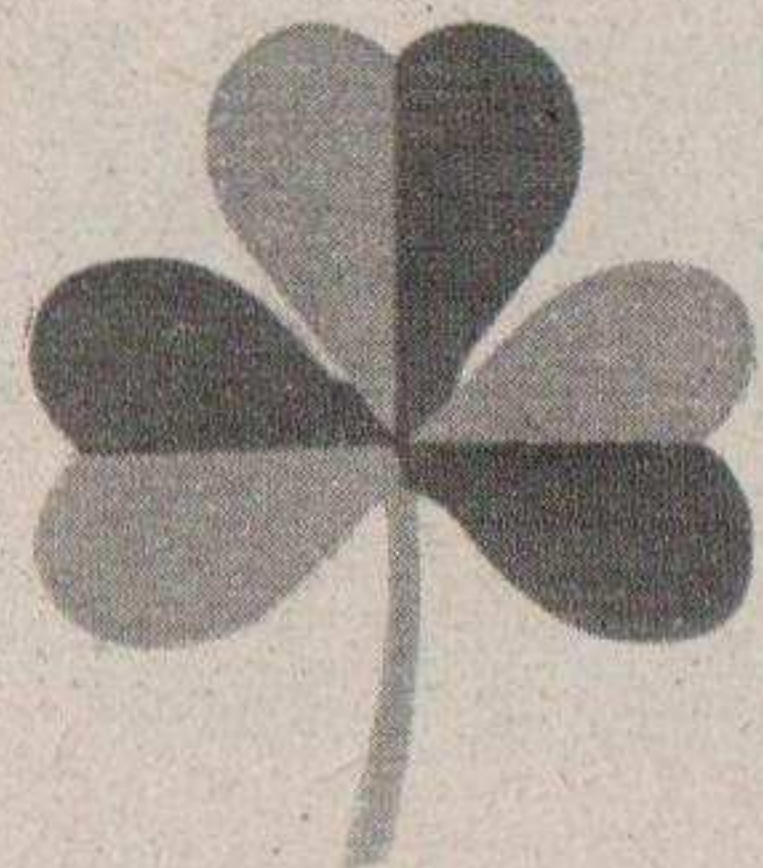
# IRELAND + BELGIUM

## THE MOTOR CYCLE BOYS BATTLE ON!

**IRELAND.** 1. 350c.c. Race winner Franta Stastny on his Jawa. 2. Honda mounted Bruce Beale leads Jawa rider Gustav Havel on the famous Dundrod circuit. They finished 2nd and 3rd in the 350c.c. Race.

**BELGIUM.** 3. Leaning hard over, Jim Redman speeds on to victory in the 250c.c. Race. 4. By winning the sidecar race on the ultra fast Francorchamps circuit the Anglo-Swiss pair, Fritz Scheidegger/John Robinson, won the World Sidecar Championship. Note the holes in Robinson's leathers indicating close contact with the ground!

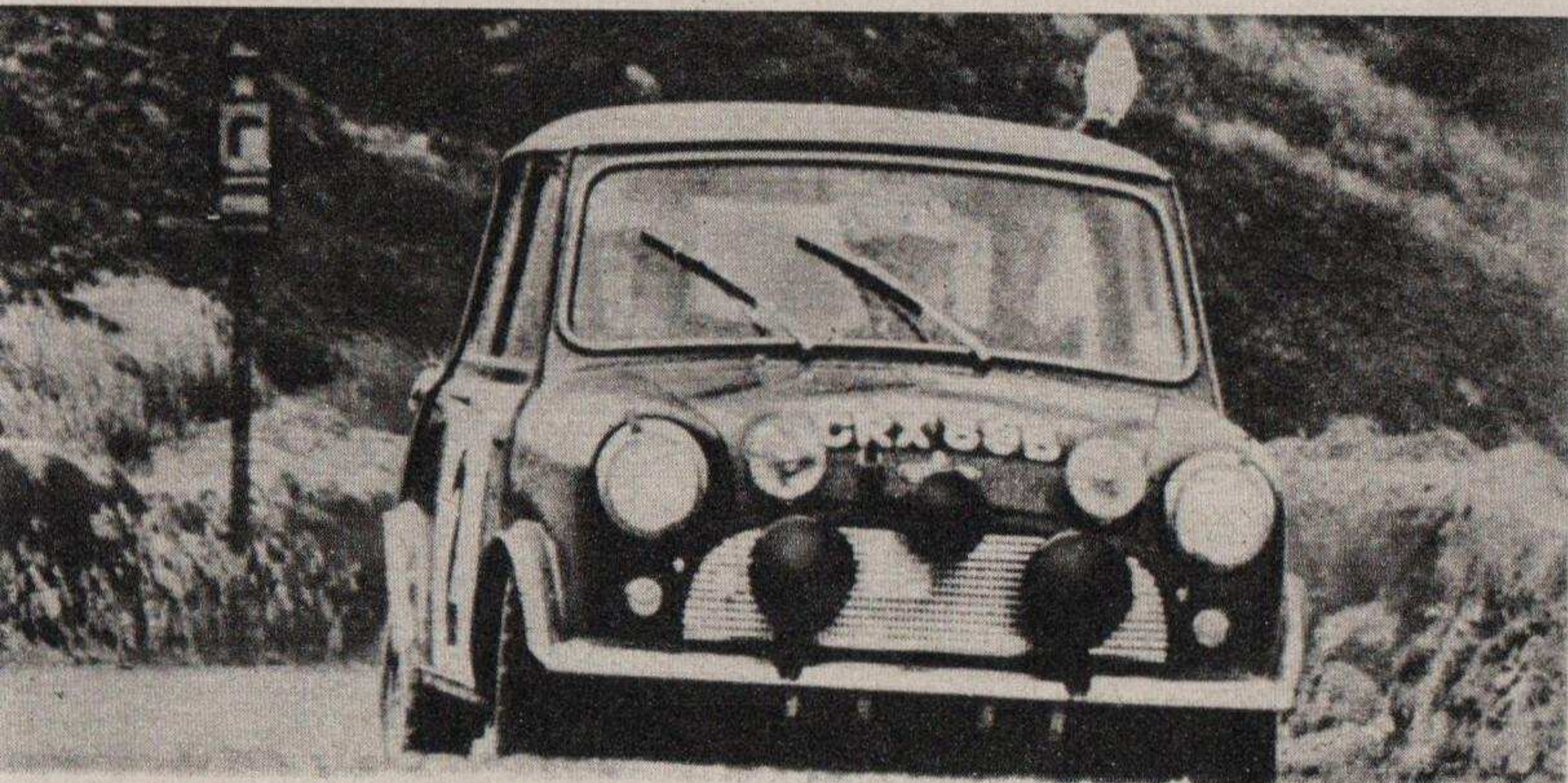




# CIRCUIT OF IRELAND

FIRST 3 PLACES AND ALL 7 CLASSES  
THAT'S CASTROL'S SUCCESS STORY

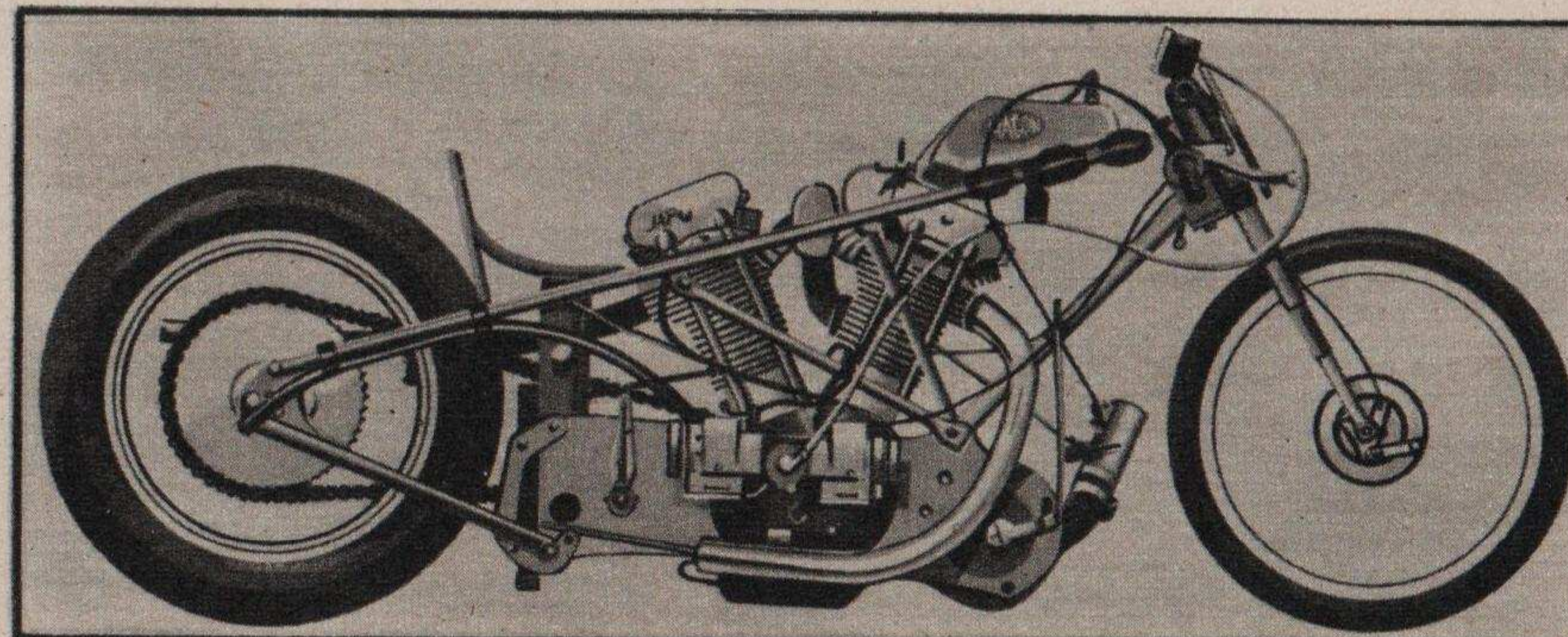
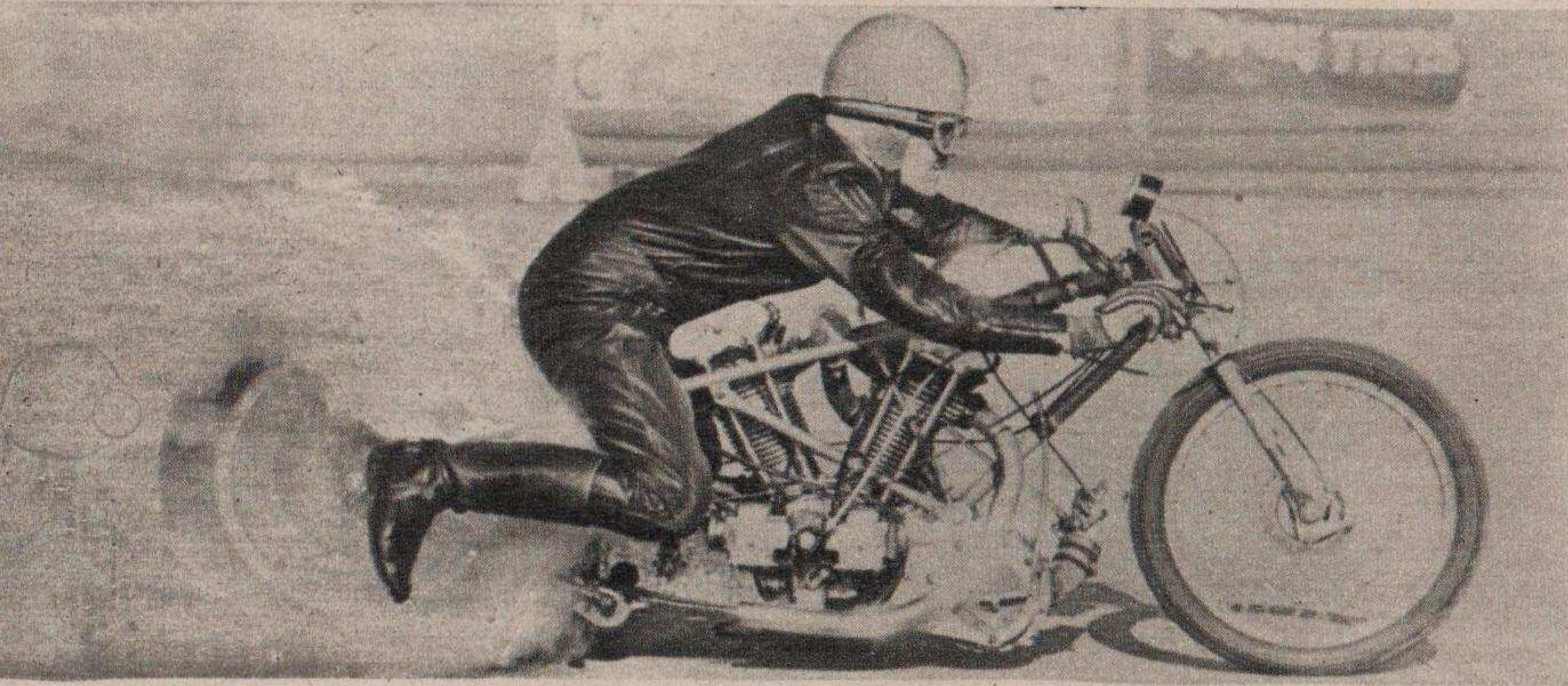
*Paddy Hopkirk wins after a rally long battle with Vic Elford. 1. The winning 1275c.c. B.M.C. Cooper 'S' of Irishmen Paddy Hopkirk and Terry Harryman on the Punchbowl Special Stage. 2. Close communication. Geoff Davis reads the pace notes through the intercom to Brian Melia on the Mullaghanish Stage during the latter part of the rally. This car, together with those of Vic Elford and David Seigle-Morris, won the Manufacturer's Team Award for Ford. 3. Two more local boys, K. Shields and P. Lyster, throw their Vauxhall Cresta round a tight Irish lane. They won Class 5. 4. The Class winning Saab of C. Harkness and N. Henderson finds a watersplash on one of the forest stages.*



# 3 WORLD RECORDS FOR CASTROL

Riding his own 1150c.c. JAP engined machine, Alf Hagon broke three world records at Elvington Airfield in Yorkshire in October. They were:- 1Km flying start in 16.22 seconds, a speed of 137.89

m.p.h. 1Km standing start in 19.90 seconds, a speed of 112.41 m.p.h.  $\frac{1}{4}$  mile standing start in 10.64 seconds, a speed of 84.63 m.p.h. These are all world 1300c.c. records.



## SPECIFICATION

**ENGINE:** V Twin J.A.P.  
Overbored to 1150c.c.

**SUPERCHARGER:**  
Shorrock.

**COMPRESSION RATIO:**  
8:1.

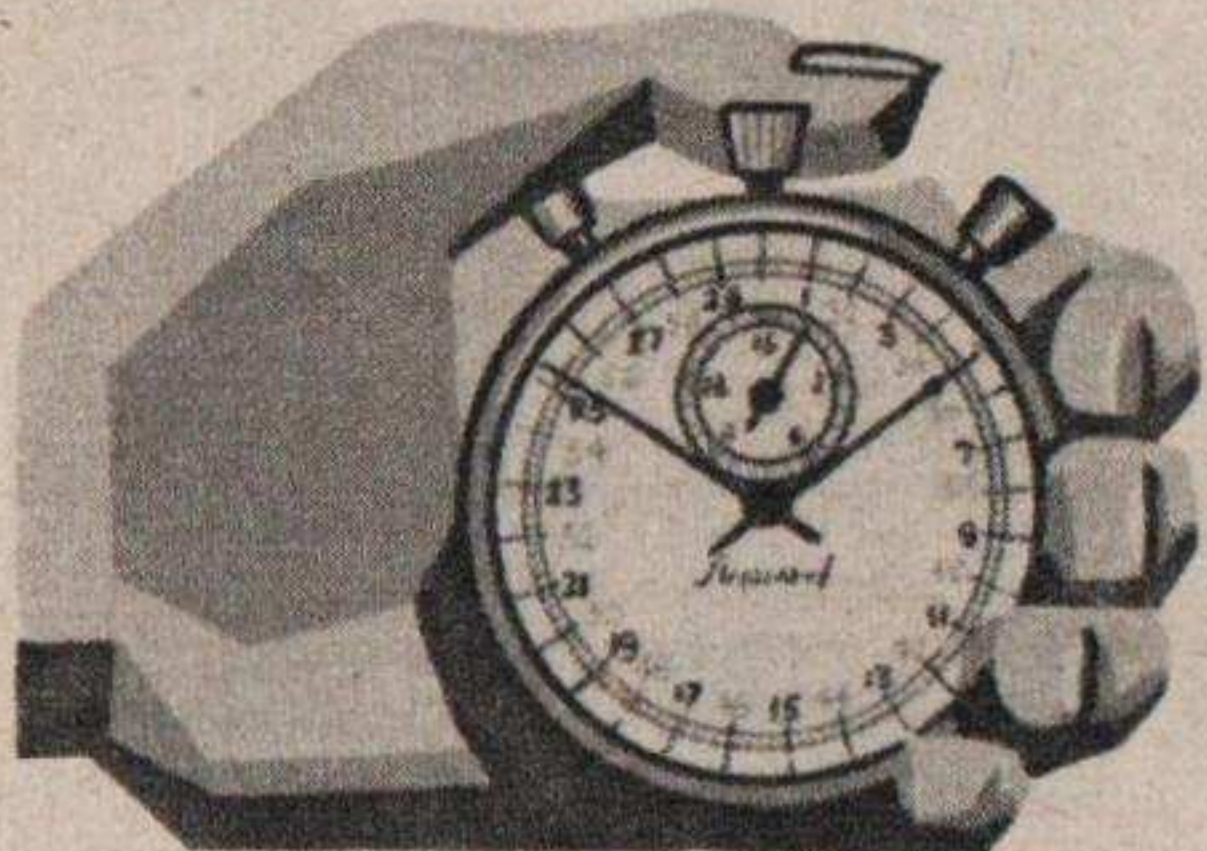
**FUEL:** 50/50 Methanol  
and Nitro Methane.

**REVS TO:** 7,000 r.p.m.

**FRAME:** Tubular to own design.

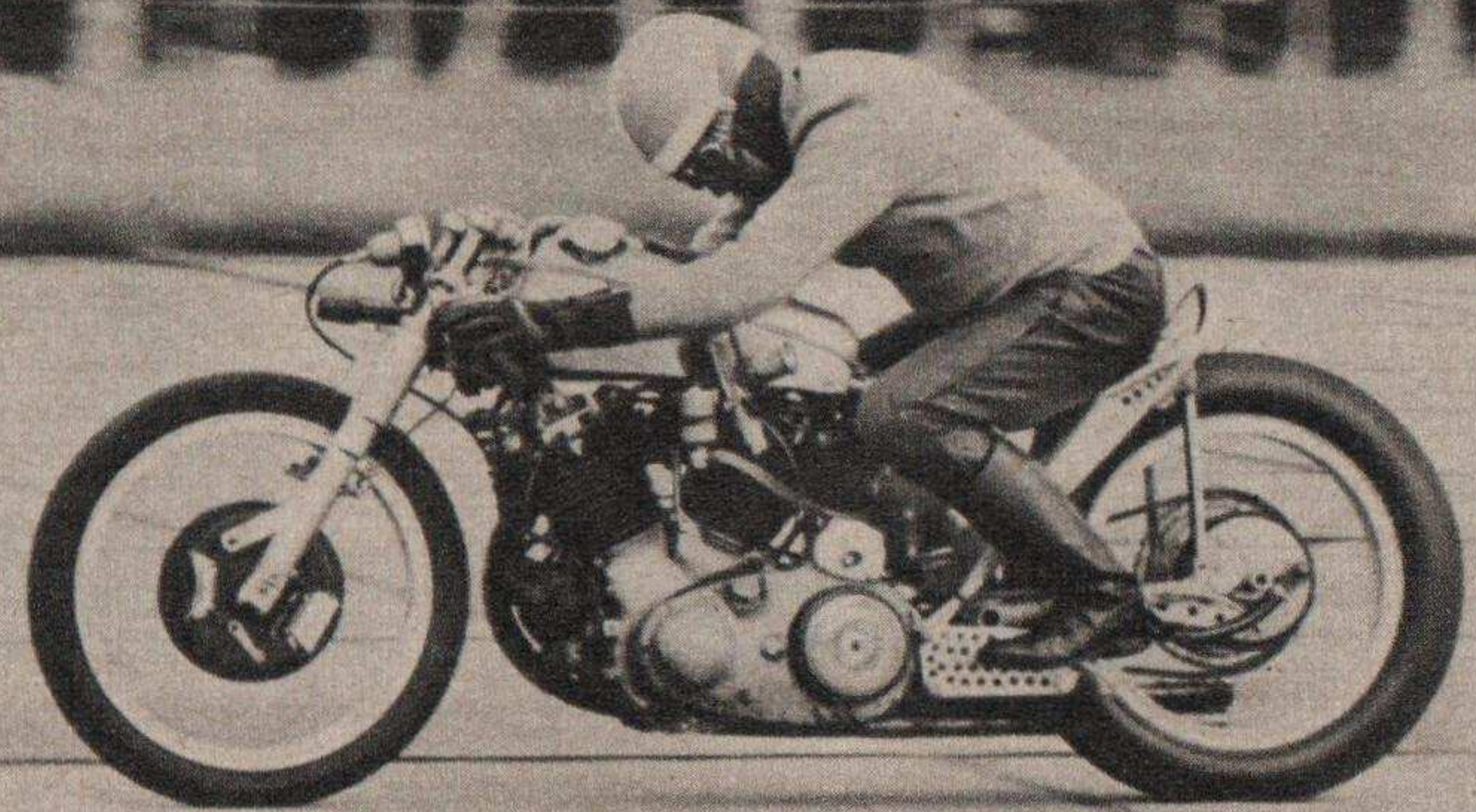
**WHEELS:** Front 18" with  
2" Tyre. Rear 18" with 4" Slick.



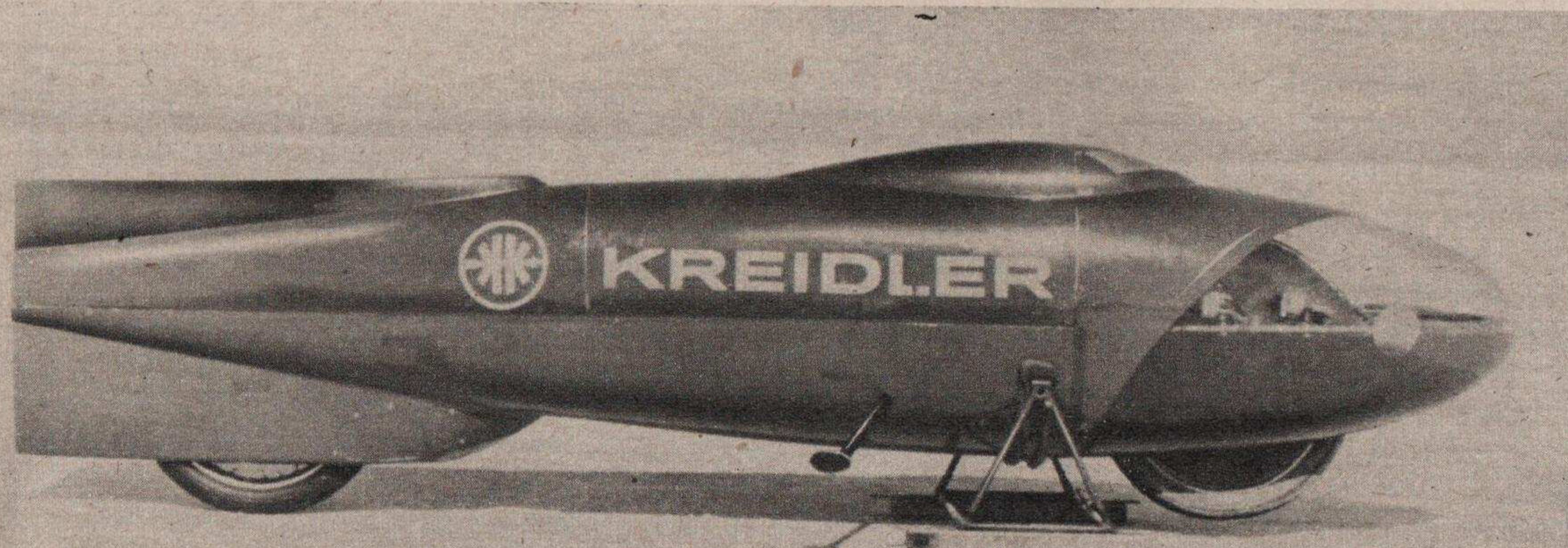


# AND MORE WORLD RECORDS

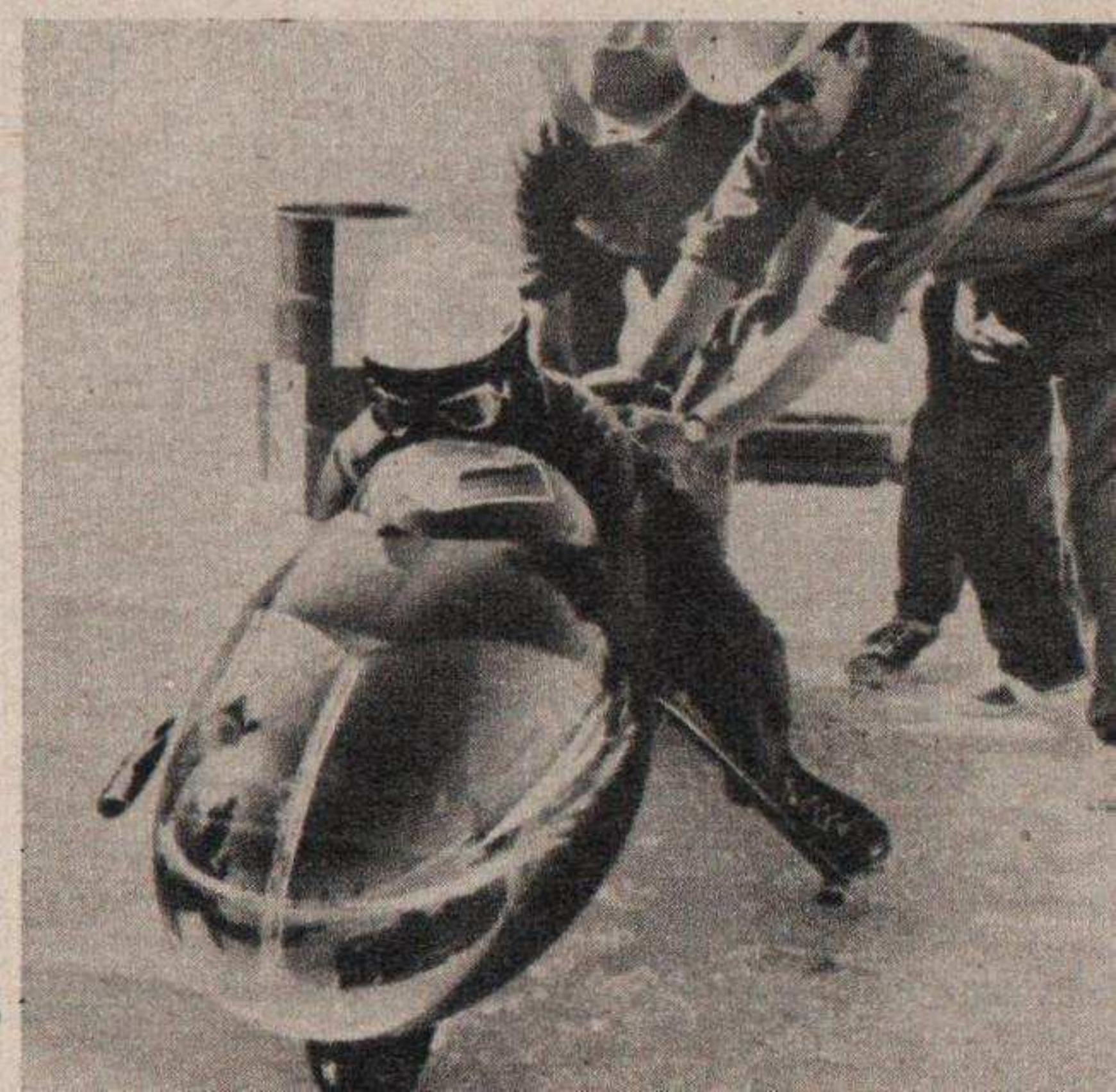
1. Also at Elvington Airfield, in October, George Brown on his Super-Nero established a new world record for the Standing Start  $\frac{1}{4}$  mile in the 1000 c.c. class. Time: 10.31 seconds. Speed: 87.29 miles per hour.  
2. & 3. On the Utah Salt Flats in America, again in October, Richard Kunz riding a streamlined 50 c.c. Kreidler motor cycle established the following new world records:- 1 Mile with Flying Start 209 Km/h (129.9 m.p.h.). 1 Km with Flying Start 211 Km/h (131.1 m.p.h.). 10 Kms with Standing Start 181 Km/h (112.4 m.p.h.).



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# THE RALLY SCENE



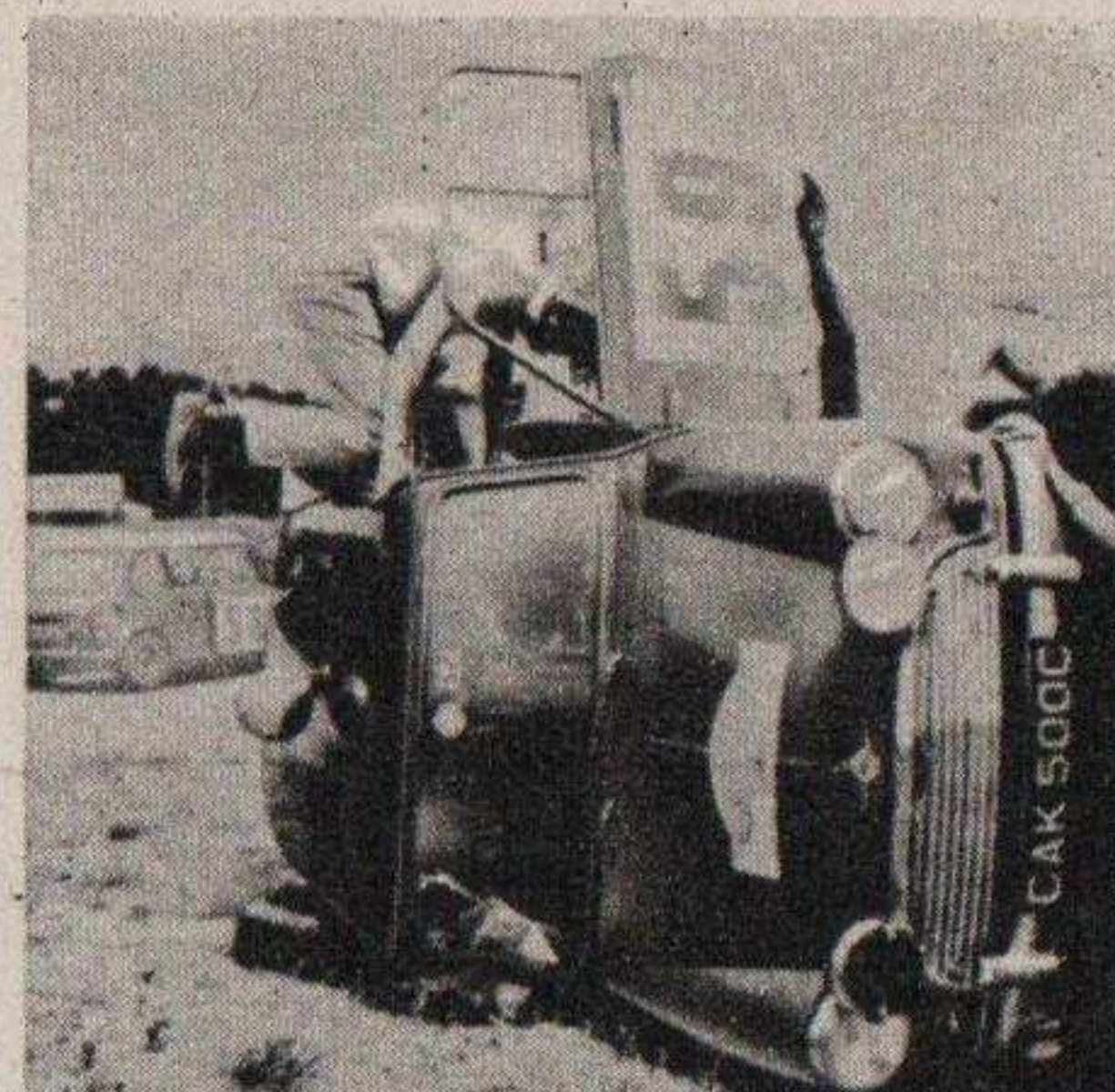
For those of us in the B.M.C. Competitions Department, the time spent away from home in '65 proved well worth while because it was our best ever year in International rallying; in fact the only snag is that it is going to be extremely difficult to do an encore in future years.

We are frequently asked what are the ingredients for rally success; I find it difficult to improve on the Morley Brothers 'recipe' which is: one third car, one third crew and one third backing. It is obviously imperative to have a competitive car and critics who say that rally cars, especially Group 2 and Group 3 cars, bear no relation to those found in garage showrooms should remember that all manufacturers are tuning to the same, rigorous, set of regulations, so that although the performance of rally cars may be higher than standard versions, at least the comparison between competitive makes still holds. Incidentally, for the 1966 season there will be even stricter regulations for some events, to the extent that even steering wheels and front seats will have to remain

as sold. A competitive car alone is not enough: it must have a good driver at the wheel. As the results of the 1965 R.A.C. Rally showed, there has been an increasing shift towards Scandinavian drivers, particularly for events which are run on loose or icy going. Regrettable though this Scandinavian emphasis may be for the British enthusiast, I suppose it is inevitable considering that they have much better opportunities for practising in Scandinavia than do British drivers. The position is not entirely hopeless and coming men such as Roger Clark and Tony Fall may help to redress the balance in future years.

As to the final third, the backing, this includes the preparation of the cars, service in the field and the clerical side—booking hotels and travel, etc. When I joined B.M.C. I was fortunate enough to inherit a team of first class competition mechanics and they have contributed enormously to our success. Rally mechanics are constantly accused by their friends of taking long continental holidays but anyone who has

# Summarised by Stuart Turner B.M.C. Competitions Manager



seen them working ankle deep in snow on the Monte or in freezing rain on the R.A.C. often in the middle of the night, has a very different picture. As well as having our own service cars on the International rallies we have been ably backed by Castrol who, if you will forgive the pun, have excelled with the XL. Once the special stages start on an event like the Monte or Alpine there is no time for major rebuilds and service usually consists of a quick oil check, a screen clean and a word of encouragement (or abuse—depending on how well the driver is doing!).

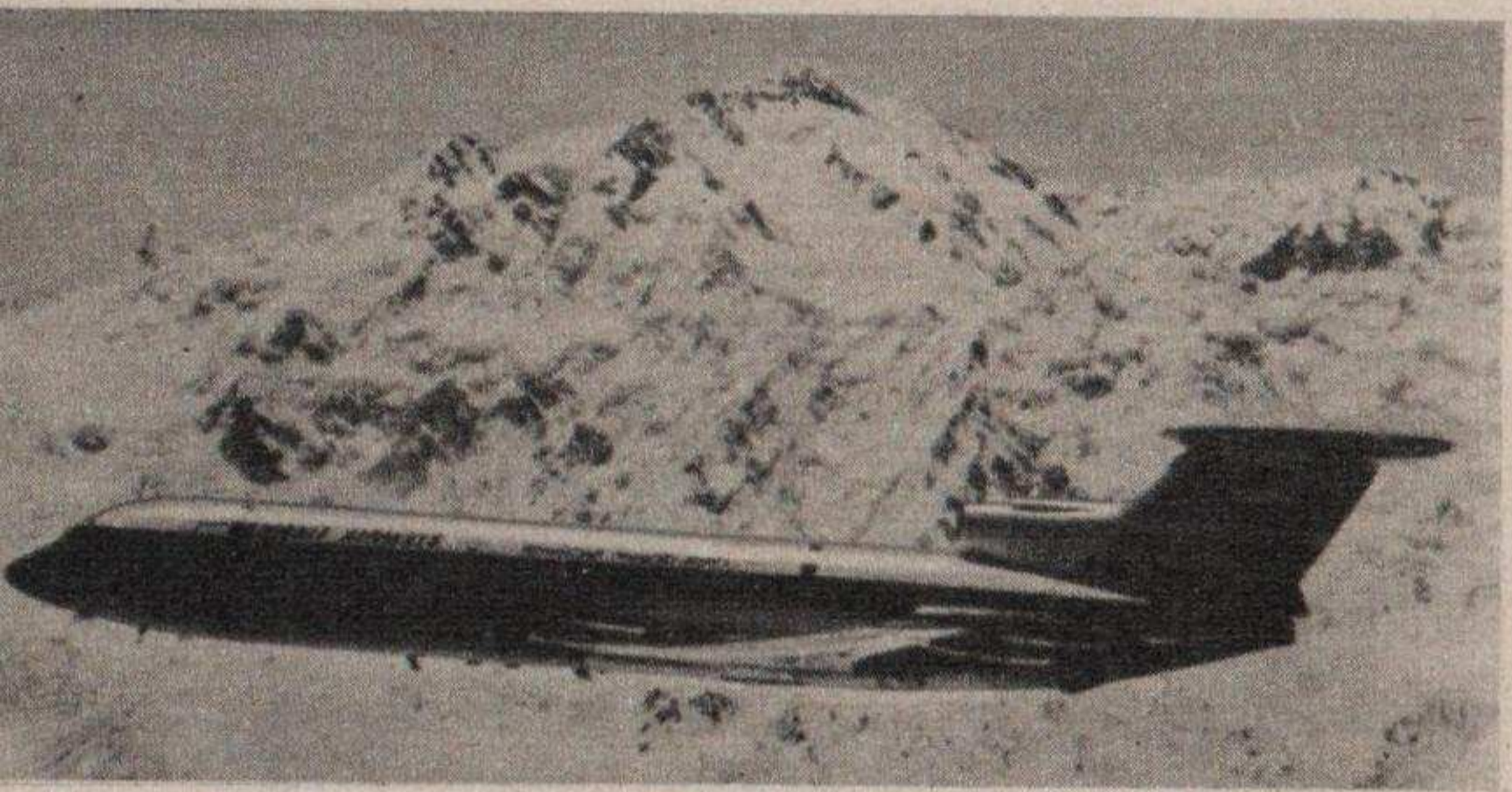
As well as being a memorable year for B.M.C., 1965 saw changes in the International rally world. The Tour de France was cancelled, while the Liege changed so much from its original conception of a road event that it was ignored by most major manufacturers. The loss of these two classic events brought a shift to East European countries so that rallying became well and truly International. Competitors found events such

as the Polish, the Czech and Munich-Vienna-Budapest well organised and they were made very welcome in the promoting countries. Whether such events will ever achieve real stature among rally enthusiasts will depend to some extent on private owners; what many of them may not realise is that these events qualify for manufacturers (and trade) bonus schemes, so that a successful private owner can offset his cost a little.

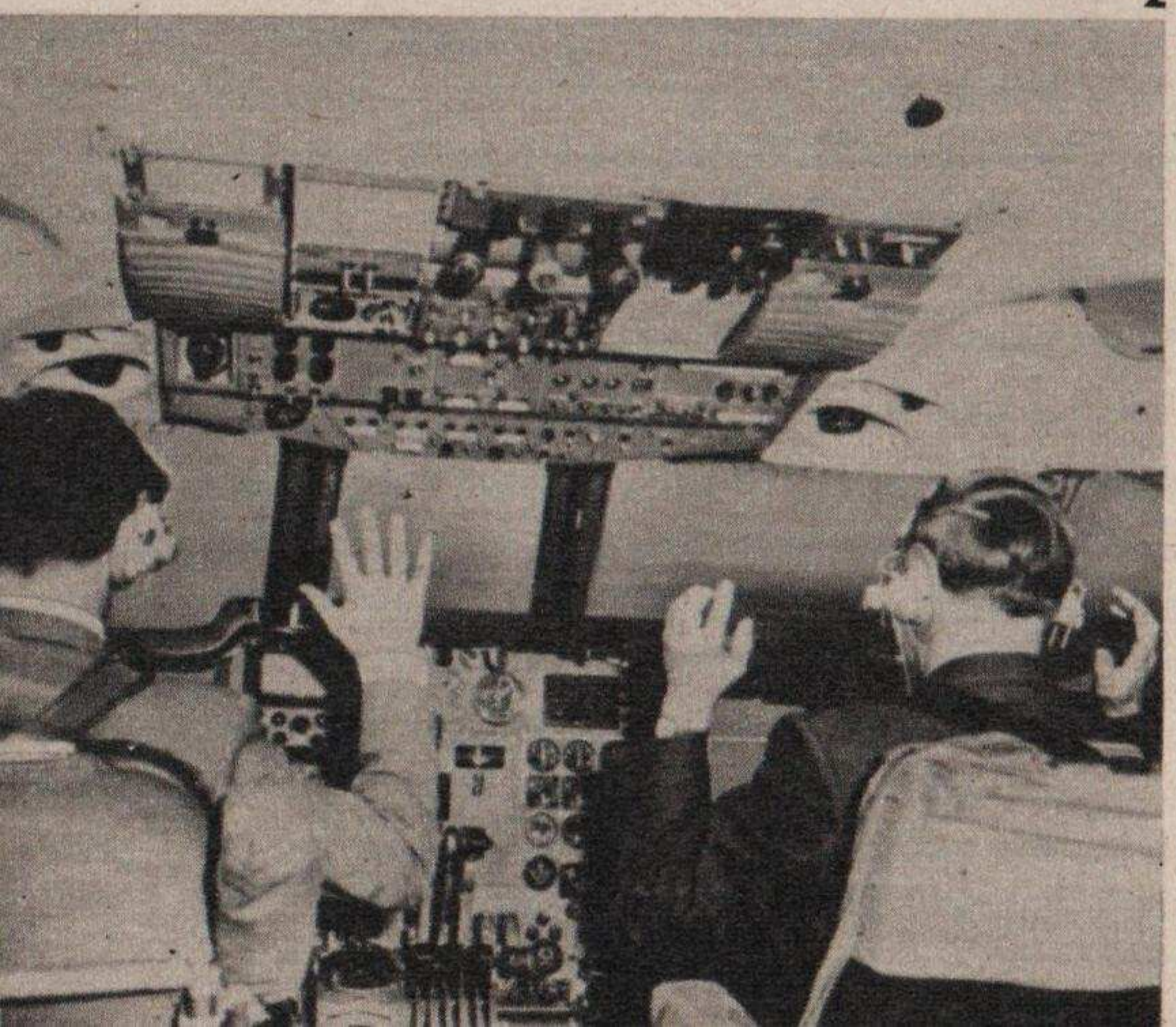
Rising costs are the curse of rallying, but a private owner who plans his entry with care and, for instance, enters Group 2 when the works cars of the same make as his are entering Group 1, stands a much better chance of collecting cash and kudos than if he attempts a head-on clash with the works drivers. It would be possible to cut down rally costs if organisers could find some way of banning service cars, complicated tyre arrangements, and practising. But attempts to do this in the past have failed, so that rallying remains costly and time consuming, but nevertheless can be very rewarding.

# IN THE AIR

1. Up high. A Kuwait Airways' Trident, with the 26,660 ft. Nanga Parbat in the background, the seventh highest mountain in the world, during crew familiarisation trials over the West Punjab Himalayas. 2. Hands up. No, it's not piracy in the air, but a Hawker Siddeley Trident 3-jet air-liner making a fully automatic landing at Hatfield. On June 10th at London Airport, a Castrol lubricated BEA Trident 1 became the first plane in the world on a commercial air-line service to make an automatic touch down.



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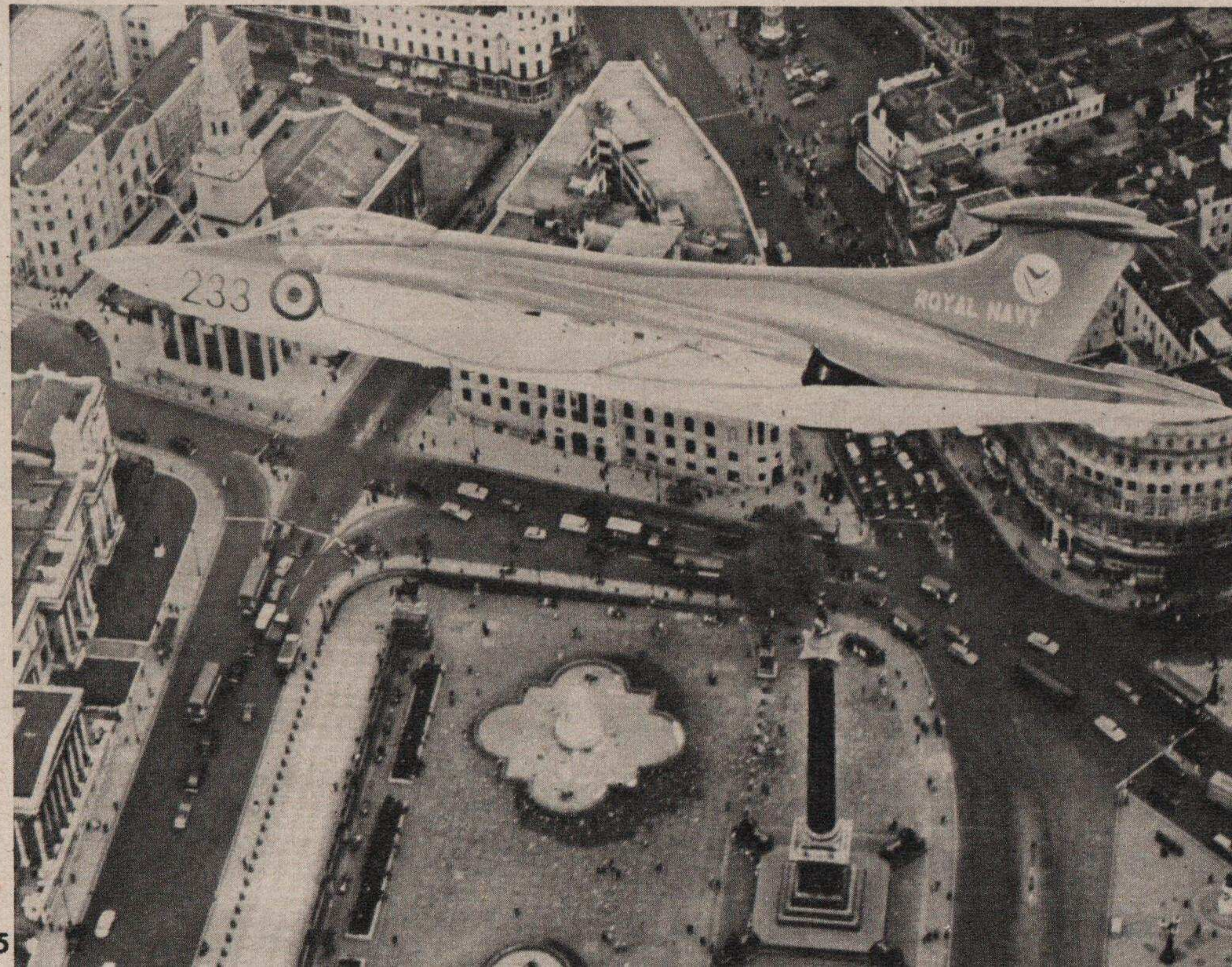
# 25 INTERNATIONAL AIRLINES FLY ON **CASTROL**

**Military aircraft rely on Castrol.** 3. A vertical take-off demonstration. The Hawker Siddeley P.1127 Kestrel strike aircraft, powered by a single Bristol Siddeley Pegasus vectored-thrust turbo-fan engine. The Kestrel is the world's first operational V/STOL fighter, and has been undergoing evaluation with the Anglo/US/German Tripartite Squadron. 4. The British Aircraft Corporation Lightning F.3, a Mach 2

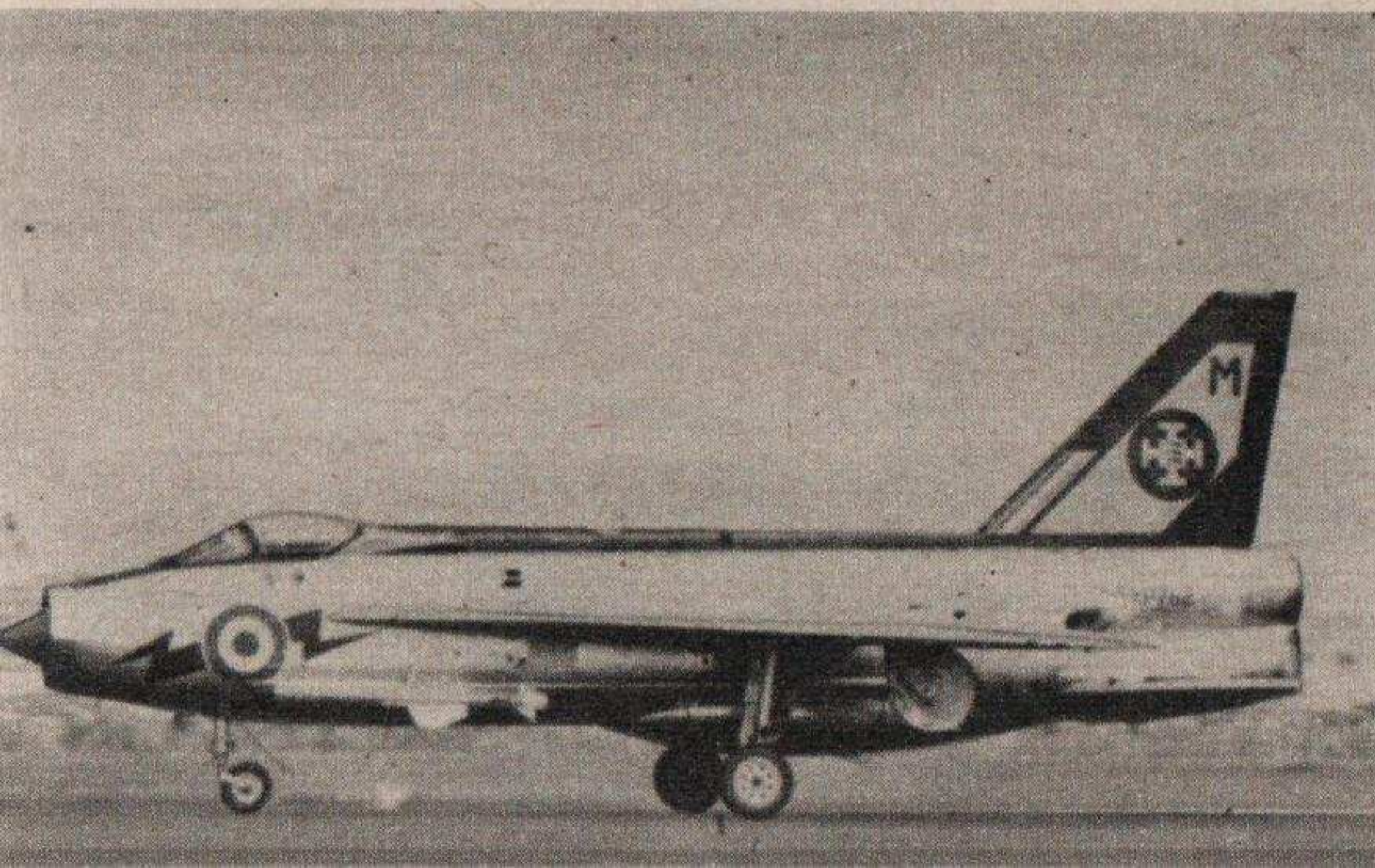
interceptor powered by two Rolls-Royce Avon 301 turbojets. 5. Low over London. The Hawker Siddeley Buccaneer S.2, high speed low-level attack aircraft in service with the Royal Navy. **Private operators choose Castrol.** 6. An H.S. 125 of Gregory Air Services Ltd., the first company in the field of executive jet charter in the United Kingdom.



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# SCOTTISH RALLY

## ROGER CLARK, FORD, WINS FOR SECOND SUCCESSIVE YEAR

After a tussle with Timo Makinen's Austin-Healey 3000, which lasted for 3 of the 5 days, Roger Clark and Jim

Porter emerged victorious in what must be one of the roughest rallies ever run.

1. With opposite lock hard on and the tail hanging out Roger Clark presses on to a well deserved victory. 2 & 3. Henry Taylor, Ford Works' driver and now Competition Manager, finds throwing a Cortina about (2) hungry work (3). He won his class. 4. Scotsmen, Logan Morrison and Johnstone Syer, brought their Rover 2000 home to a very creditable 3rd Place. They also won the class for Touring Cars from 1601c.c. to 2000c.c.

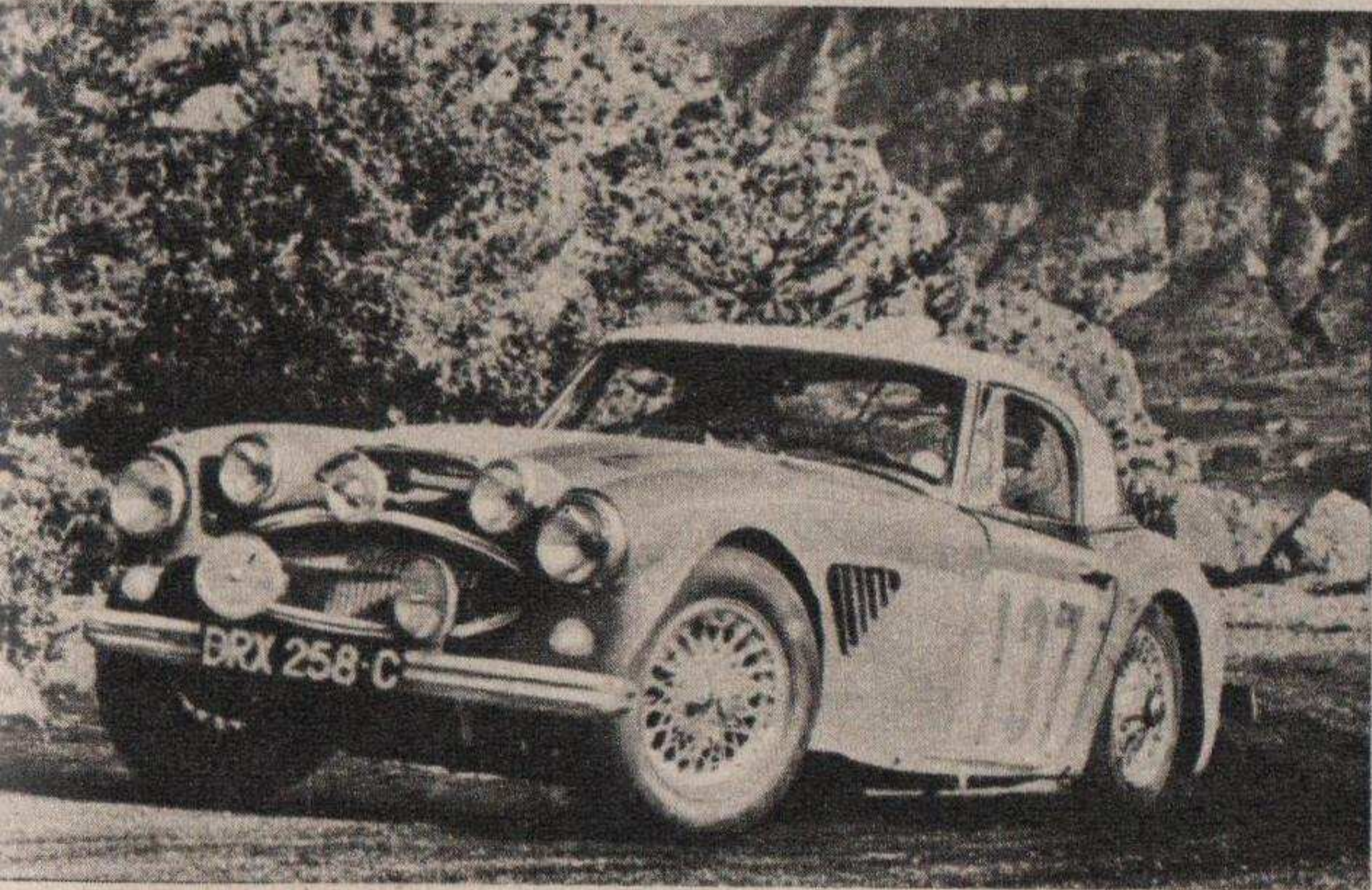




# COUPES GALORE!

Four of the 8 Coupes awarded go to Castrol lubricated cars. Paddy Hopkirk wins Coupe d'Argent for 3 non-consecutive clean runs.

1. Veterans of many Alpine Rallies, the Morley Brothers drive their Austin-Healey 3000 up the Col de Felines 'in anger'. 2. Showing signs of contact with the scenery, the David Seigle-Morris/Tony Nash Ford Lotus Cortina descends one of the many tricky cols. 3. A Coupe des Alpes was just reward for a brilliant drive by private entrant Tony Fall partnered by Mike Wood. 4. Touring Category Coupe de Dames winners, Pauline Mayman and Val Domleo, on the Col de Brauss. 5. Winners of the 1601 c.c.—2500 c.c. class in the G.T. Category, Andrew Cowan and Bryan Coyle.



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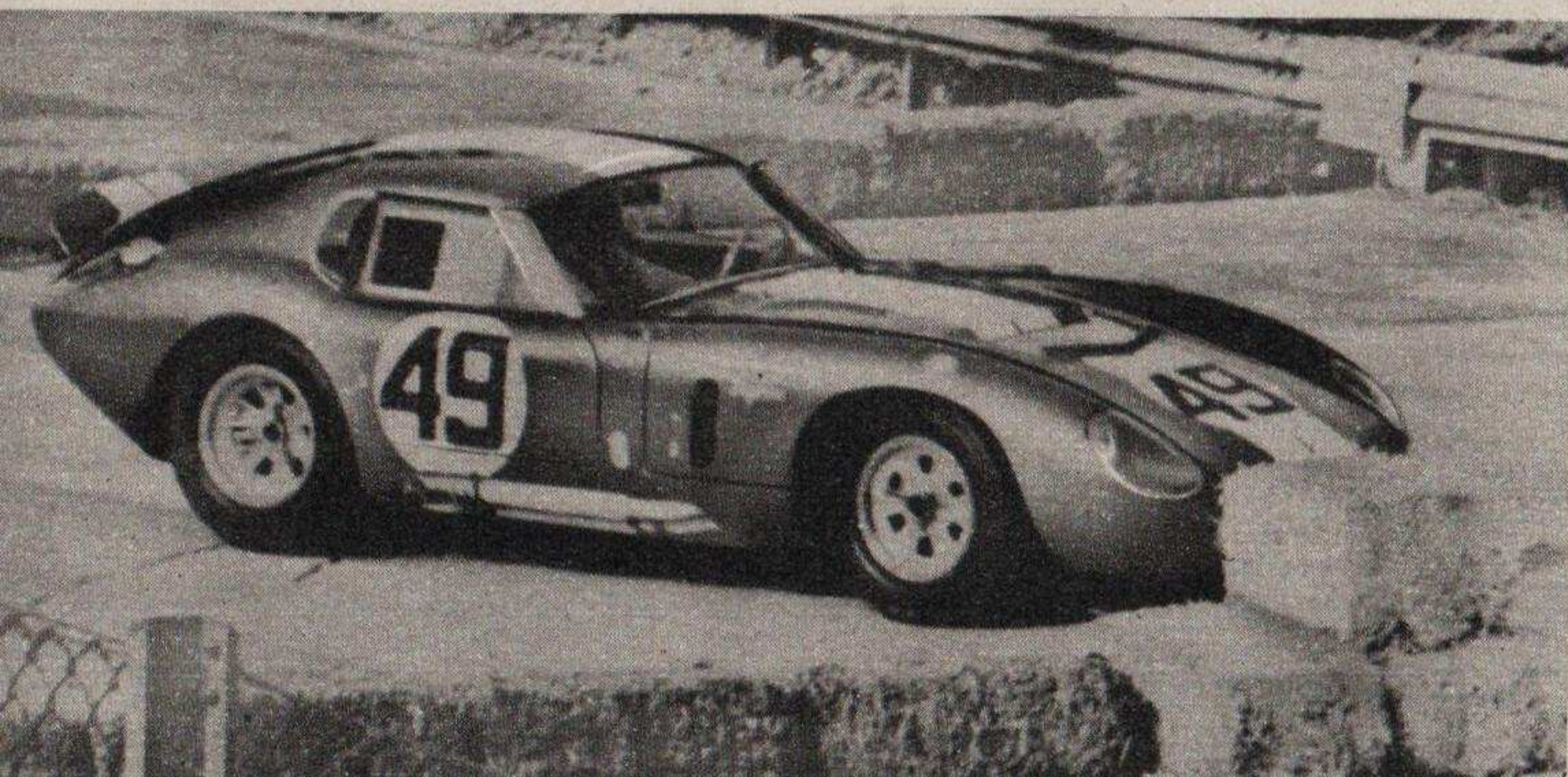
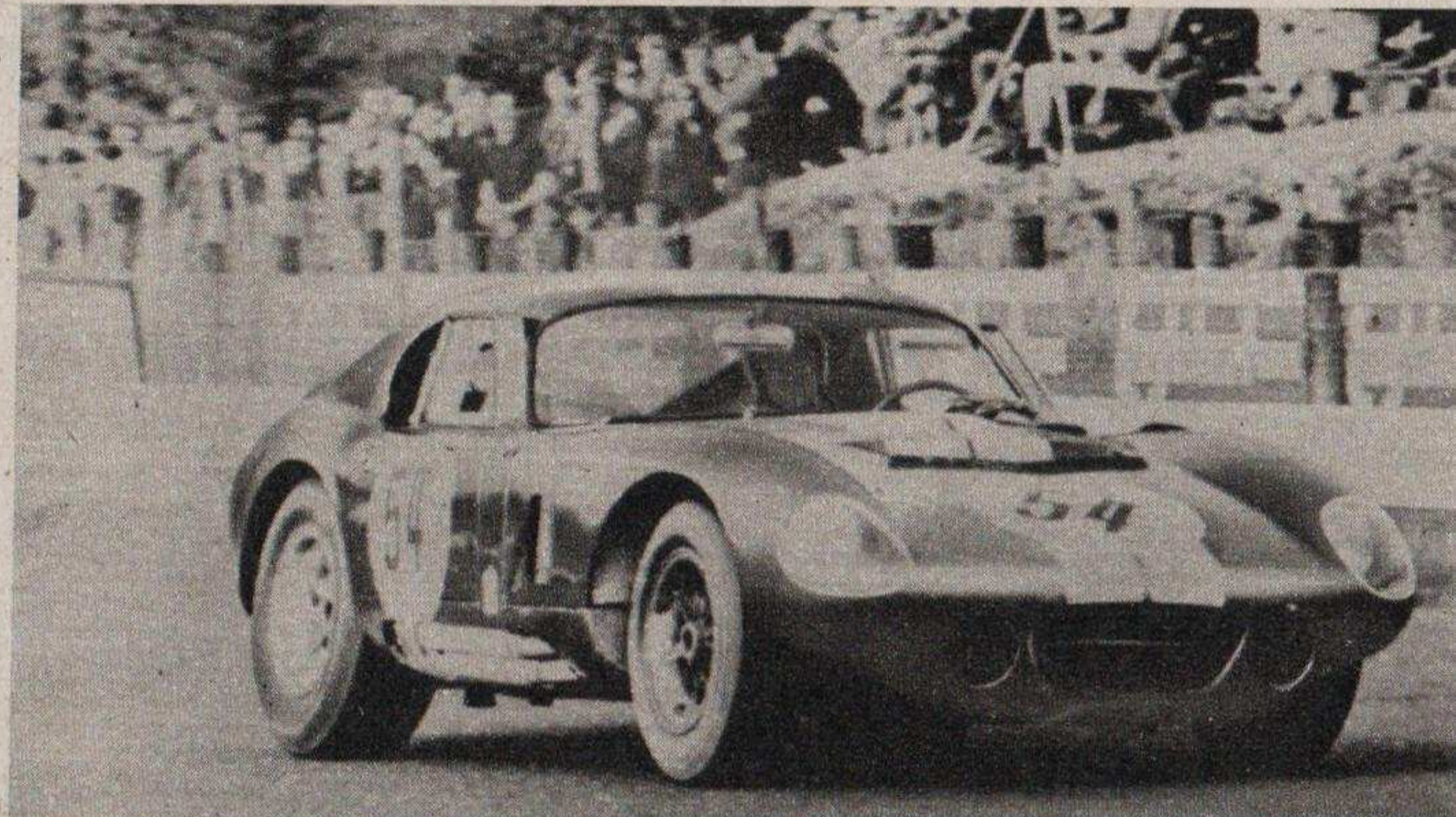
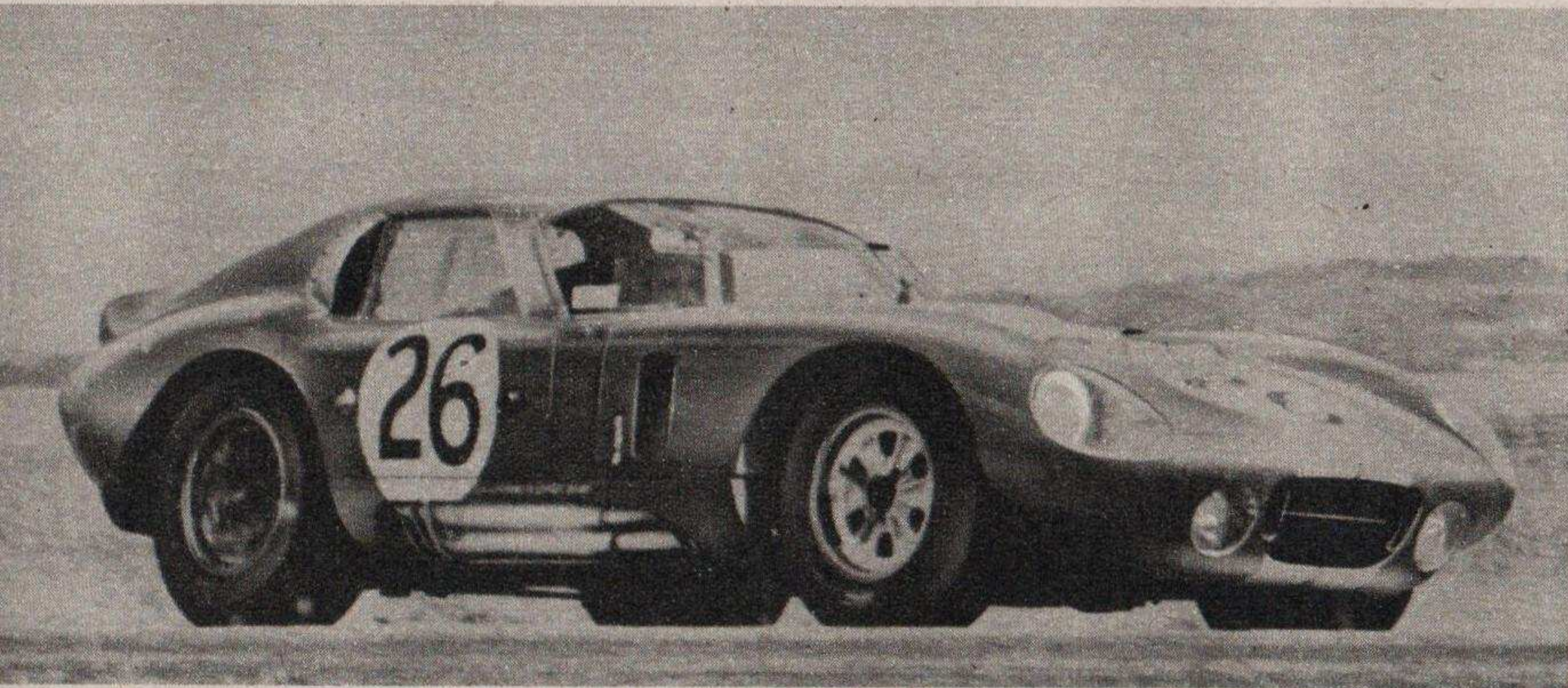


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# EUROPE

LONG DISTANCE RACES IN EUROPE CLINCH  
MANUFACTURERS' G.T.3 WORLD CHAMPIONSHIP FOR COBRA

1. The long, fast straights of the Reims circuit were very much to the Cobra's liking. Here the Bob Bondurant/Jo Schlessler car speeds on to victory in the G.T. category. 2. Cobras again showed their speed and reliability in the 1000 Kms race at the Nurburgring. Bob Bondurant partnered this time by Jo Neerpach gained another victory for the marque in the G.T. Category. 3. Against very little opposition, the Alan Mann entered Cobra of Whitmore/Sears won the G.T. Category in the Monza 1000 Kms Race. 4. That classic English race, the Tourist Trophy, now run on the tricky Oulton Park circuit, gave Sir John Whitmore another outright victory in the G.T. Category.

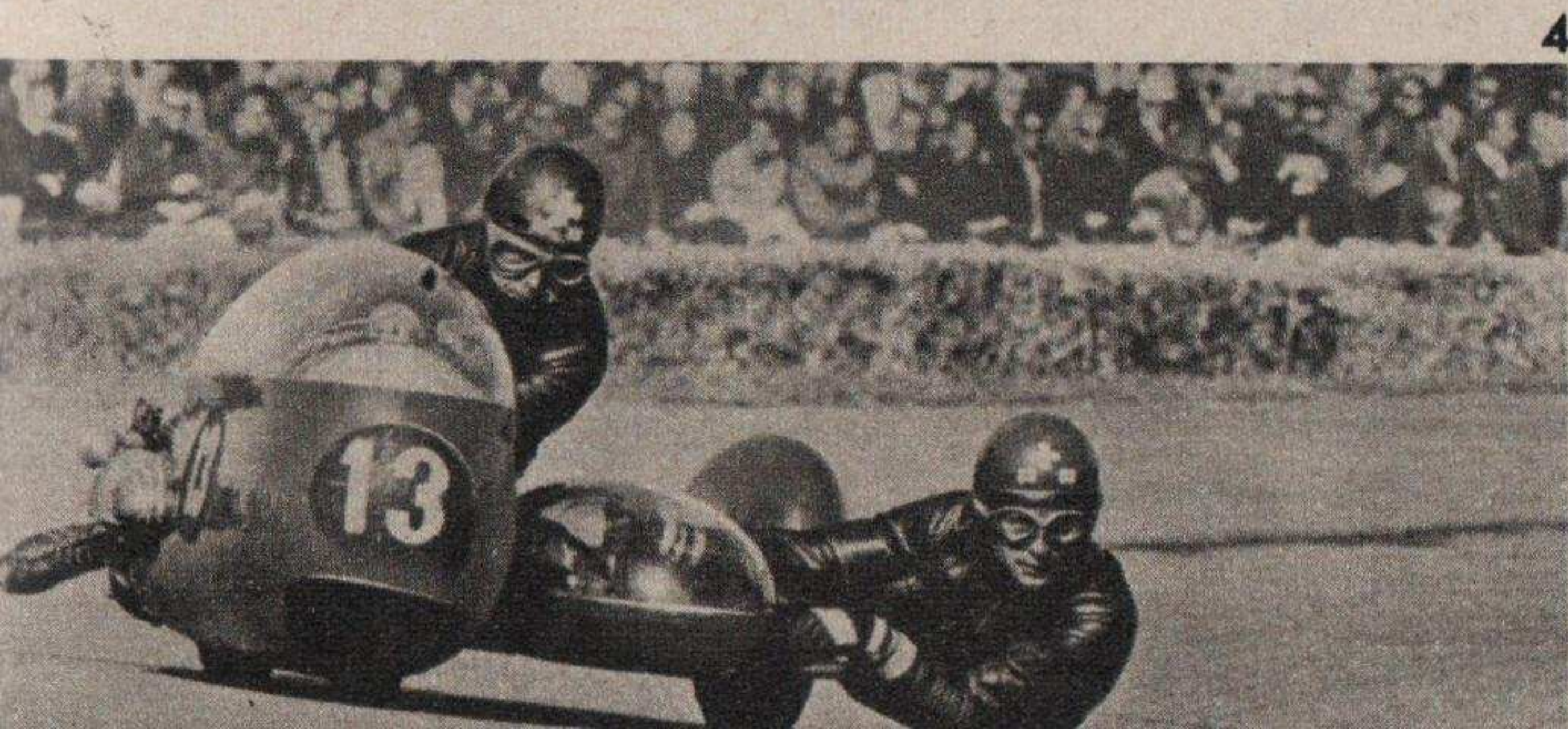
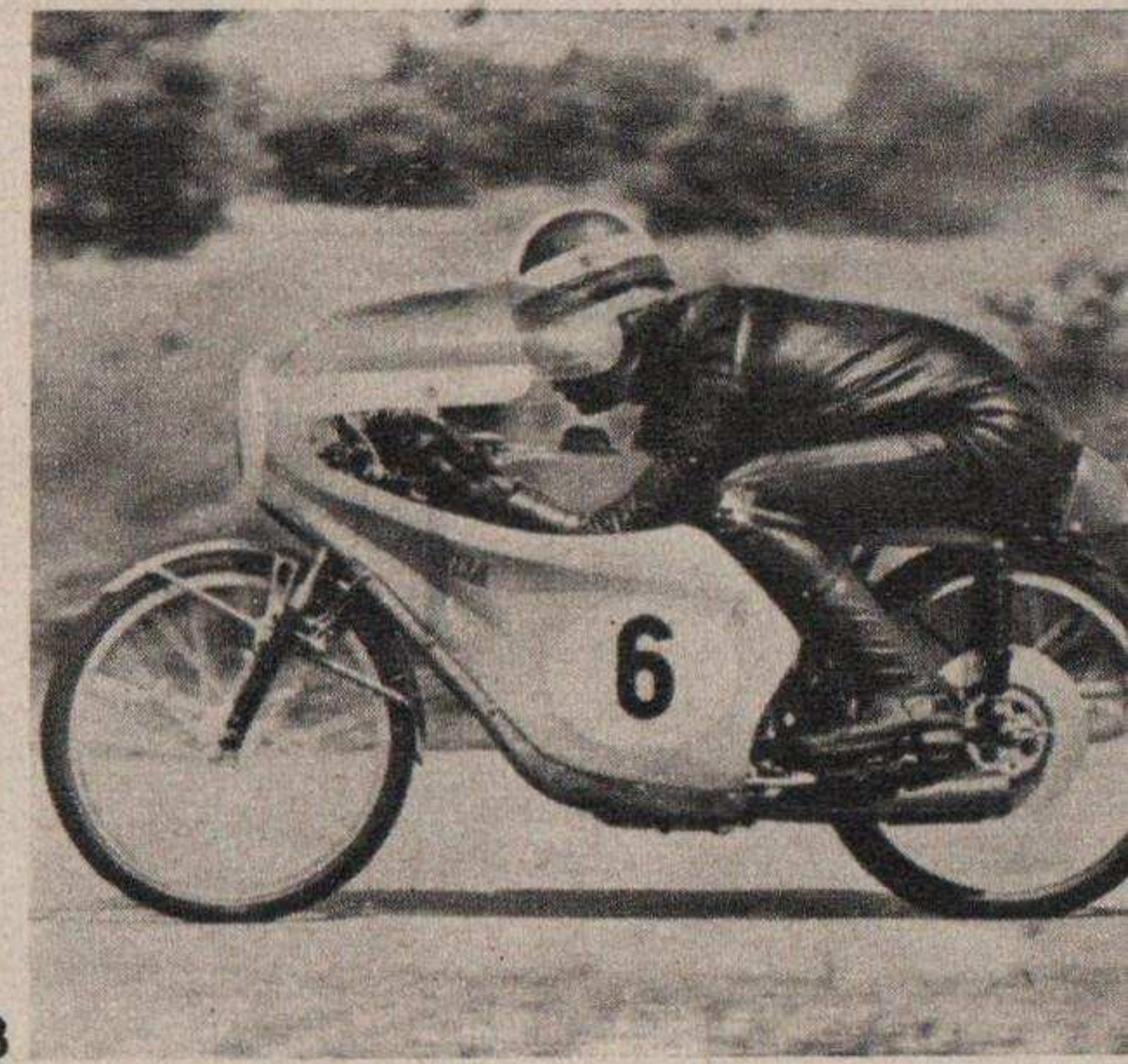
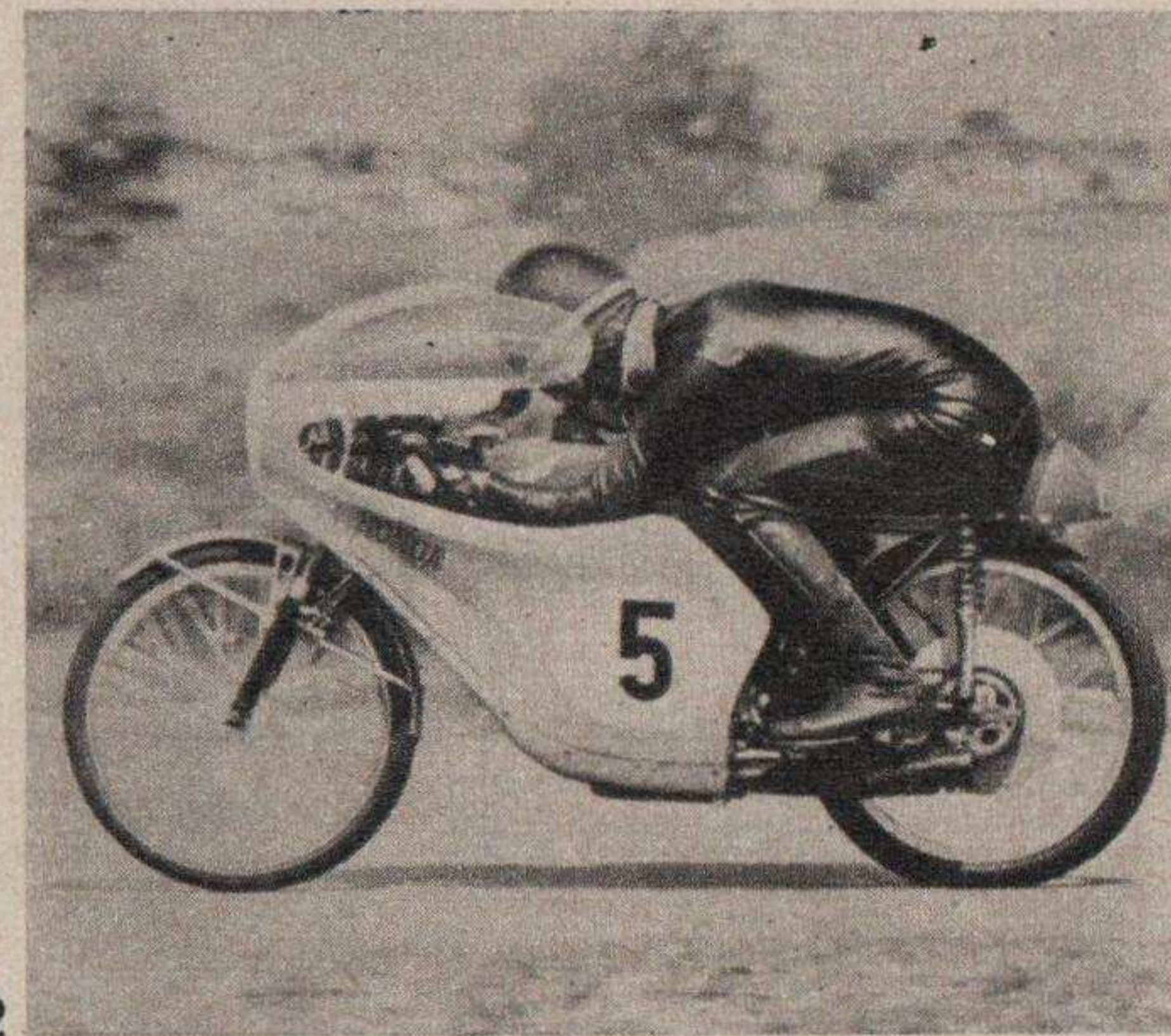
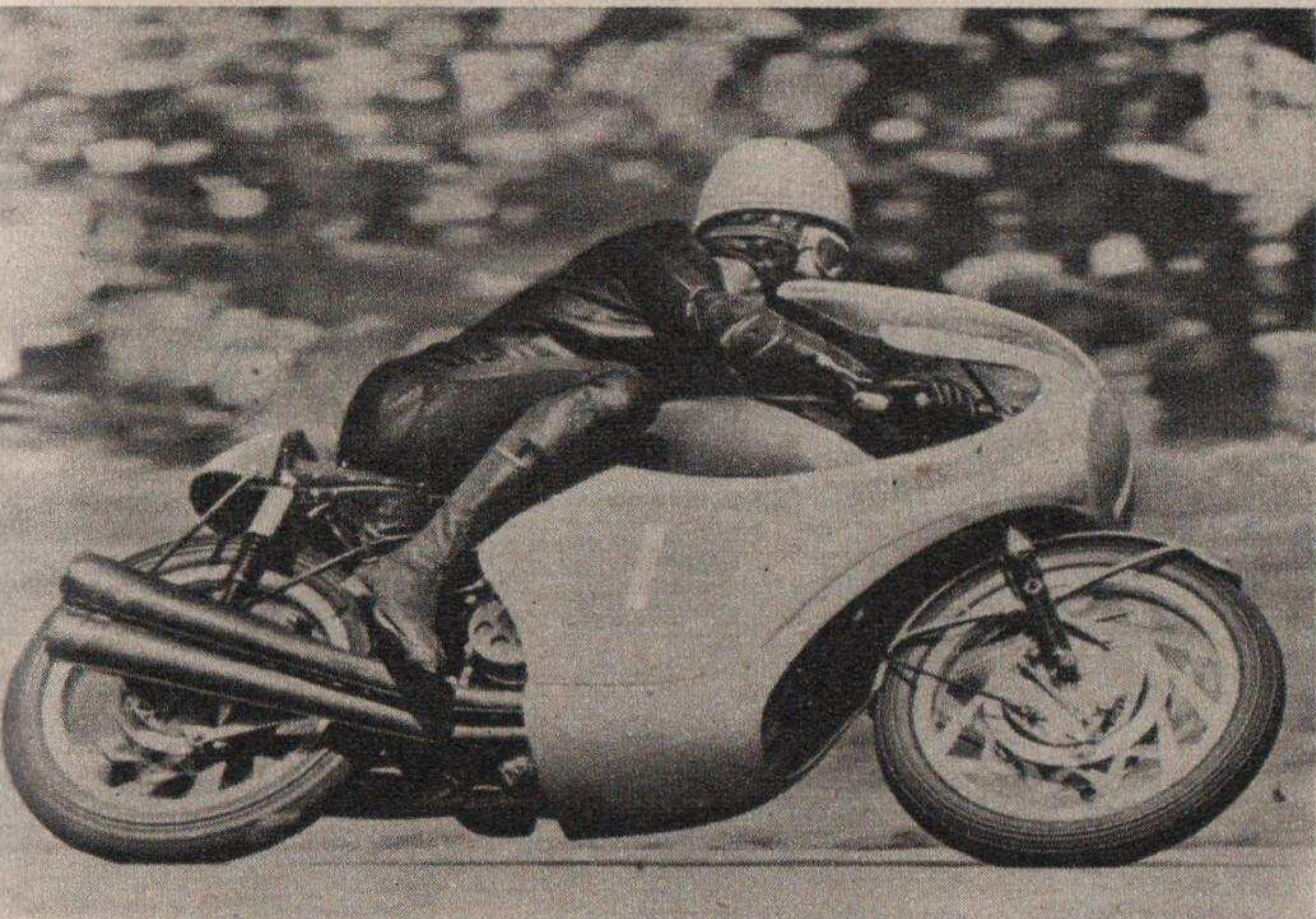




# FRANCE + HOLLAND

## THE MOTOR CYCLE CHAMPIONSHIPS CONTINUE

1. The relaxed technique of the experienced Jim Redman. With right leg resting on the fairing, he rides to victory in the 350c.c. Race at the Dutch T.T.  
2. An interesting shot of 50c.c. third place man Luigi Taveri, resting his chin on the tank.  
3. Taveri's team mate and 50c.c. Race winner—Honda mounted Ralph Bryans.  
4. With his leathers only just clear of the ground, John Robinson helps Fritz Scheidegger to another victory, in the Sidecar race at the Dutch T.T.  
5. A competitor's view of Jim Redman's 6 cylinder Honda in the 250c.c. Race.  
6. Bryans again, this time in the 50c.c. race at the French Grand Prix and another victory is in sight.



# RAUNO AALTONEN

WINS EUROPEAN RALLY CHAMPIONSHIP



Driving a Works' 1275 c.c. B.M.C.-Mini Cooper 'S', Rauno Aaltonen accompanied by the unshakable Tony Ambrose conquered Europe's finest rally drivers to win the 1965 Championship convincingly.

The Road To Victory . . . 1. Watched by a large crowd, Rauno leans the Cooper 'S' over hard on the Vltava Rally, one of his

many conquests. 2. Rauno watches while Tony pours a bottle of champagne over their Cooper 'S' after the R.A.C. Rally—and the Championship is won. 3. Splashing on through one of the Special Stages on the R.A.C. Rally, the last round in the Championship. 4. Cornering hard on a Timed Test on the Geneva Rally, and another victory is almost in sight. 5. Incidentally, Rauno can also find his way round a racing circuit to good effect. Here, he is seen after a class win in the Bridghampton 500 Race in America. 6. Nose diving over a bridge on the R.A.C. Rally.

**WELL DONE RAUNO!** In the 1965 European Rally Championship, Rauno Aaltonen and Tony Ambrose gained Outright Wins in the Polish, the Vltava, the Geneva, the Munich-Vienna-Budapest and the R.A.C. Rallies. A magnificent record.



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# 10th International POLICE RALLY

The 1965 International Police Rally run in Belgium resulted in victory for former B.M.C. Rally Team Captain, John Gott. Chief Constable Gott and his co-driver Sergeant Nicholson were the only crew unpenalised on the road section. B.M.C. cars took the Marque Team Prize and 3 classes.

1. John Gott and David Nicholson climb out of their Sunbeam Tiger at the finish of the rally. 2. C. J. Heaver/J. Potter, 850 Mini, corner hard on one of the Timed Tests. 3. R. Leach/A.R.G. Fleming, Wolseley Hornet.



2



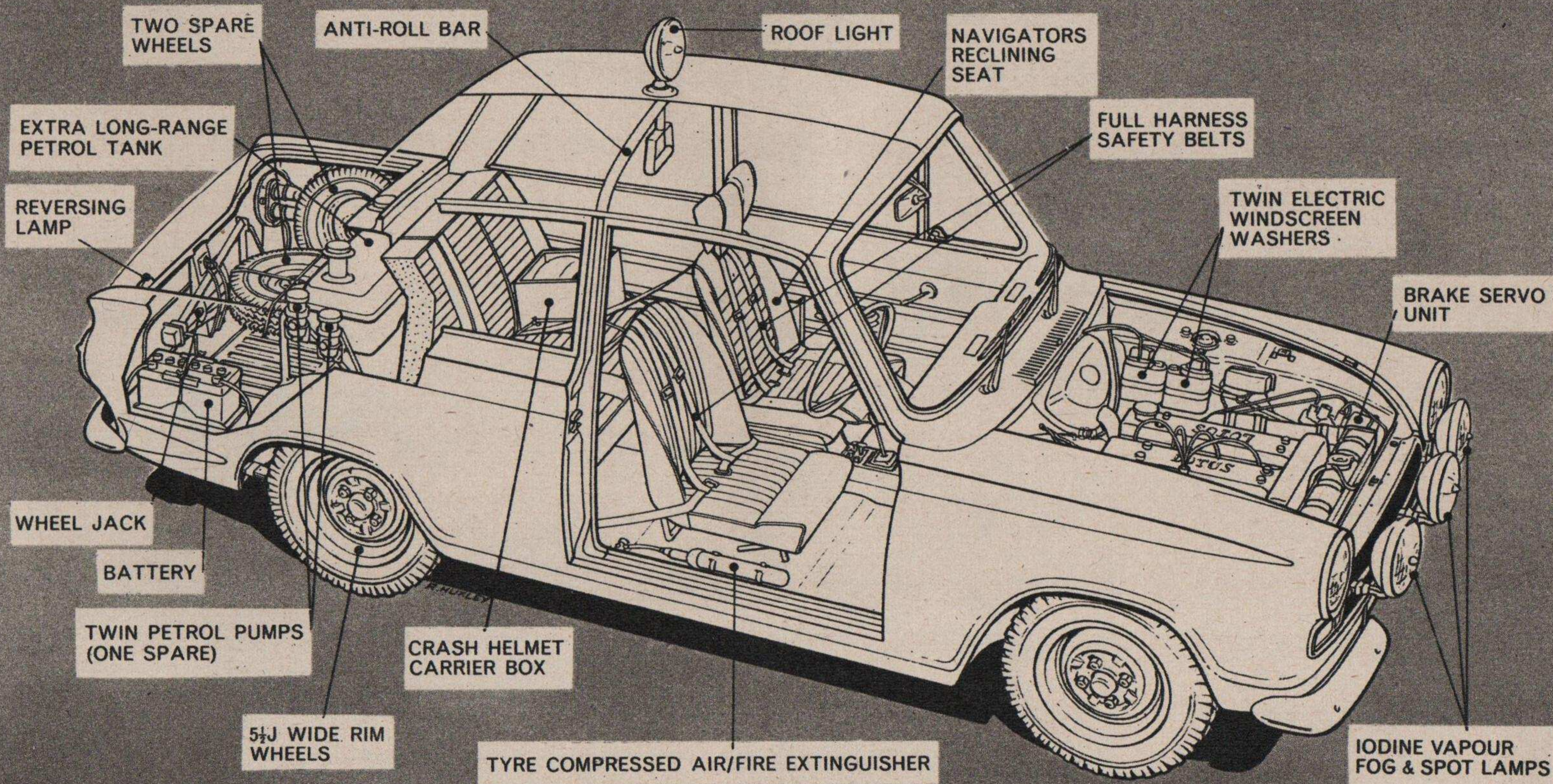
3

# RALLY CAR

## A TYPICAL FORD CORTINA WORKS CAR IN DETAIL

The drawing depicts a Ford Lotus Cortina prepared to the Group 1 specifications of the Appendix J regulations laid down by the F.I.A., which were applicable in 1965. It will be seen that there is very little difference between this car and the ones available through any dealer. For 1966 the F.I.A. are trying to reduce still further the

differences. For instance, only two auxiliary lights will be allowed, the seats must remain standard, the light in the roof will be prohibited and only one fuel tank will be allowed, unless at least 5,000 vehicles with these extras on them have been built in one year. Additionally, the carburetors cannot be changed, only their jets.

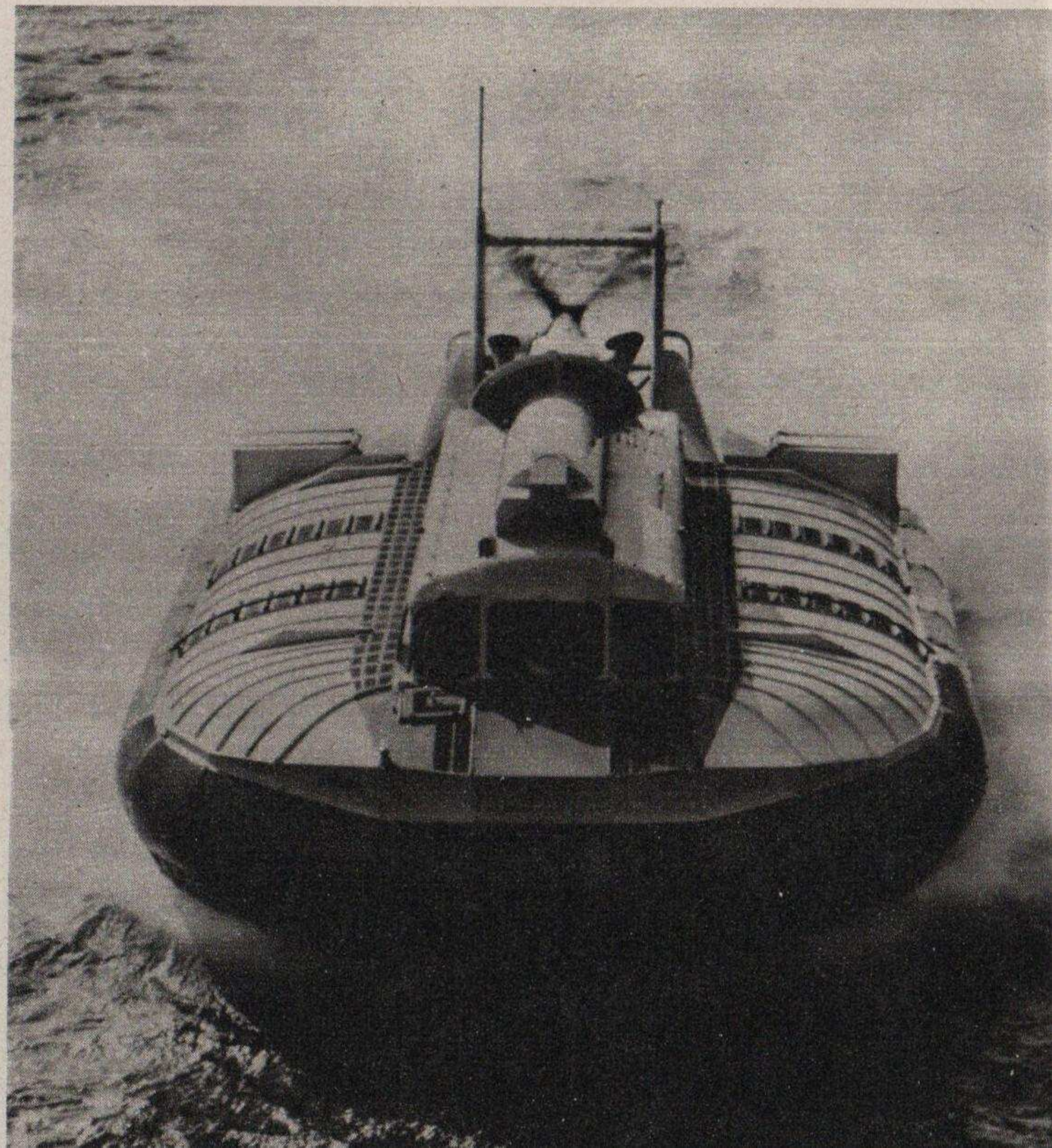


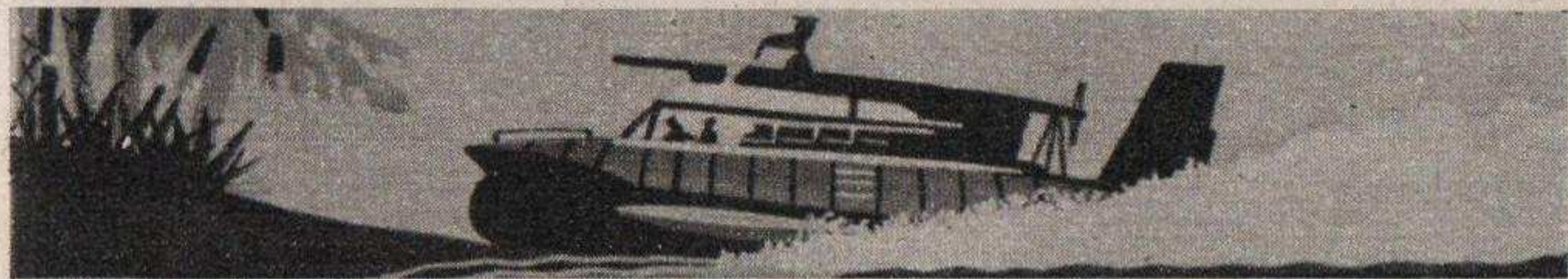
# HOVERCRAFT

WESTLAND LEAD THE WORLD

Westland's Saunders-Roe Division designed and built Britain's first hovercraft, the SR.N1, in 1959. Since then they have gained more hovercraft operating experience than any other manufacturer. All of their gas turbine powered air cushion vehicles have been developed on Castrol.

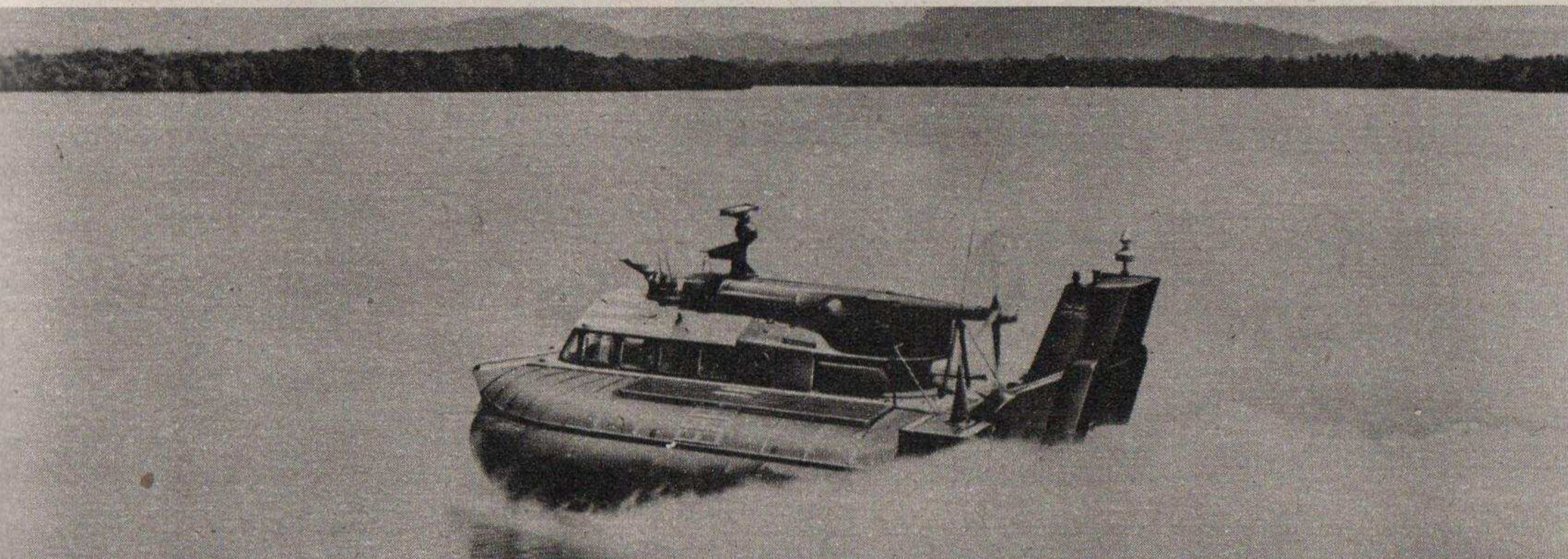
1. The 27-ton SR.N2, the first commercial hovercraft, was launched in January 1962. On scheduled passenger services, it has carried 33,600 passengers and covered 13,000 miles. 2. The 37-ton SR.N3 was delivered to the British Inter-service Hovercraft Trials Unit in June 1964. It is currently the world's largest hovercraft. 3. The 7-ton, twenty passenger SR.N5 was put into production in August 1963, and was the first hovercraft to be produced in quantity. 4. The latest production, the Westland SR.N6 that will carry 38 passengers or 3 tons of freight.

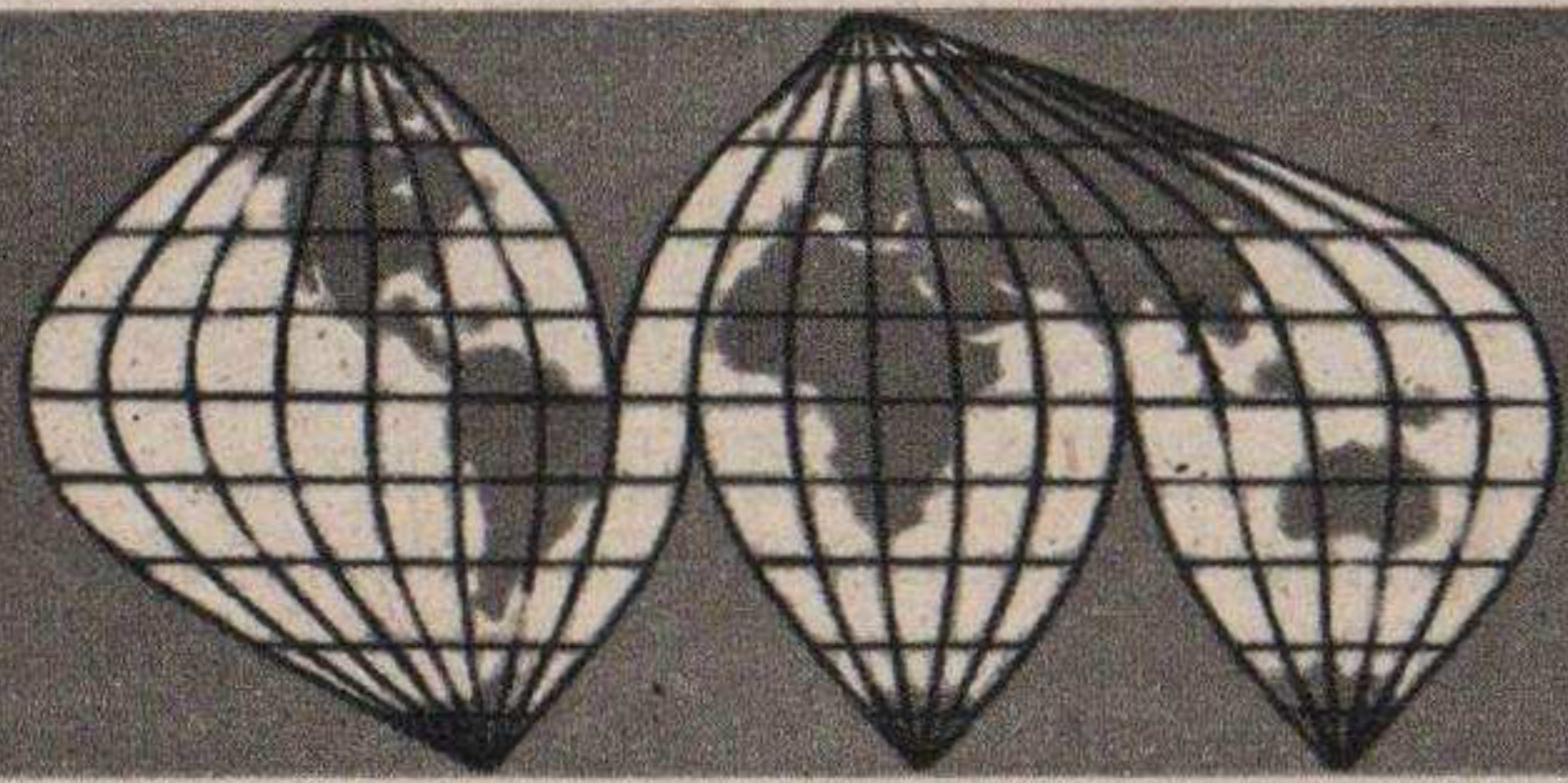




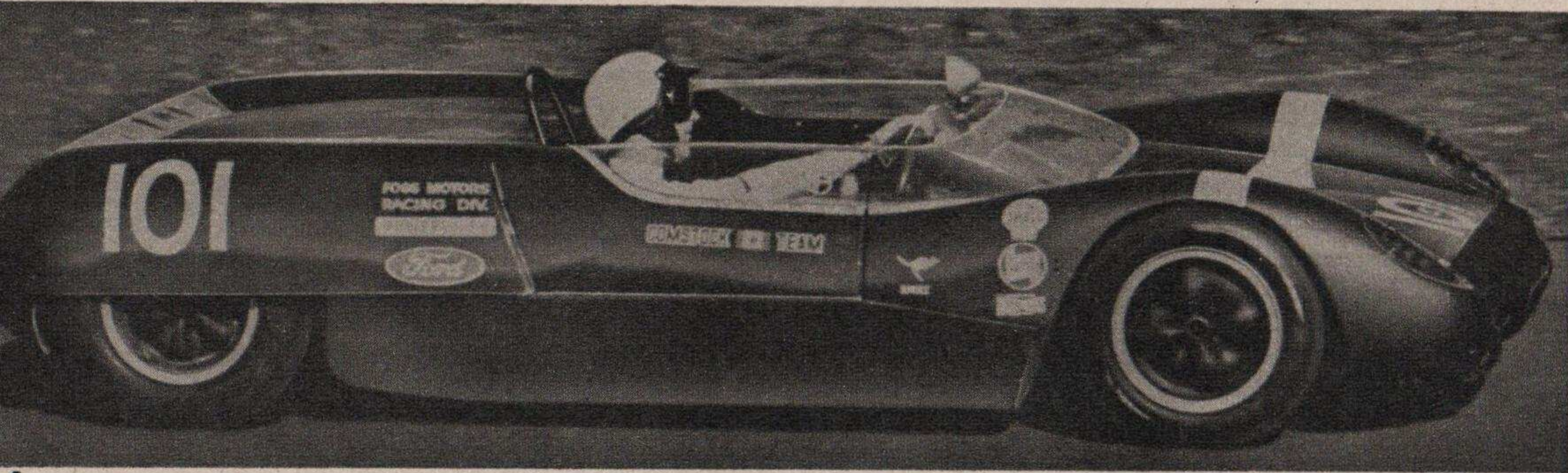
# HOVERCRAFT ON ACTIVE SERVICE

The British joint-service Hovercraft Unit (Far East) at Tawau, Eastern Sabah, equipped with armed Westland SR.N5's, is the world's first operational military air cushion vehicle unit. The unit has been set-up to evaluate ACV's in operational conditions over a variety of military roles. The Kalabakan River, seen here, with its tortuous course through swamp and jungle, its fairly fierce currents and its swift increases in level and flow speed after up-country rainstorms, is a good test and a good means of demonstrating the superiority of hovercraft over more conventional means of transport.





# SOME SUCCESSFUL CASTROL USERS



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# ROUND THE WORLD

1. & 2. In Canada, Bob McLean won the 1965 Racing Drivers' Championship with his Lotus 23B (1) . . . And the West Canadian Sedan Championship with his Ford Mustang Sedan (2). 3. A. D. Collison from New Zealand. 1st in North Island 350c.c. Miniature T.T., 1st in 250c.c. New Zealand Scramble Championship, and top point scorer in 500c.c. Class North Island v. South Island Scramble. 4. Dirty car, happy crew. The Rev. Rupert Jones and his co-driver John Clegg look

pleased after their rewarding drive in a B.M.C. Mini on the tough Castrol Danube Rally. 5. New Zealand's Max Cleverly setting up a new Beach Speed record on his Norton of 124.8 m.p.h. 6. The official B.M.C. Works' team entry—a Morris Mini de Luxe crewed by Evan Green (driver) and John Keeffe (navigator) which finished equal first in the recent Castrol 500 Reliability Trial in Australia. 7. Italian National Rally Champion, E. Martoni, with his Alfa-Romeo.



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# INTERNATIONAL SIX-DAYS



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# TRIAL

The International 6 Days' Trial, run for the first time ever on the Isle of Man, proved a severe test for both man and machine. The first two teams in the International Trophy section, the winning Silver Vase team, and the first two Club teams were all running on Castrol.

1. M.Z. rider B. Uhlmann keeps his large machine straight on the muddy rocks. He led the M.Z. team which won the International Trophy. 2. K. Wagner of the International Trophy winning team of M.Z.'s from East Germany heads upstream. 3. Wagner's team-mate H. Webber on the bleak Island moors. 4. H. Lohr finds time for a quick bite to eat between sections. 5. W. Salevsky, also M.Z. mounted, concentrates hard on a particularly slippery section. 6. E. Reichenbach of the Gesellschaft Fur Sport Und Technik team finds time for a quick chat before setting off on a timed test. 7. K. Wagner sits contentedly while everyone looks after him.



6



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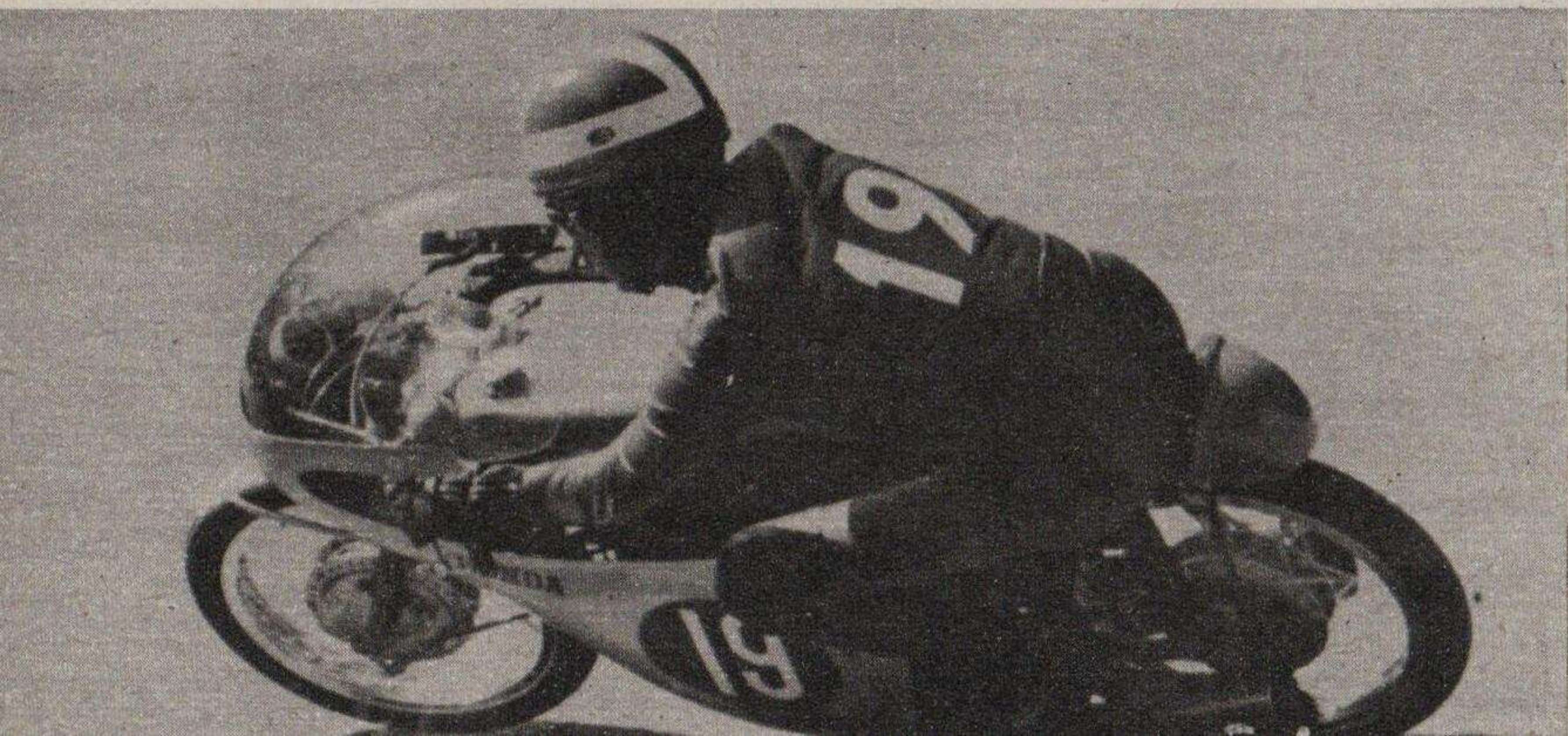
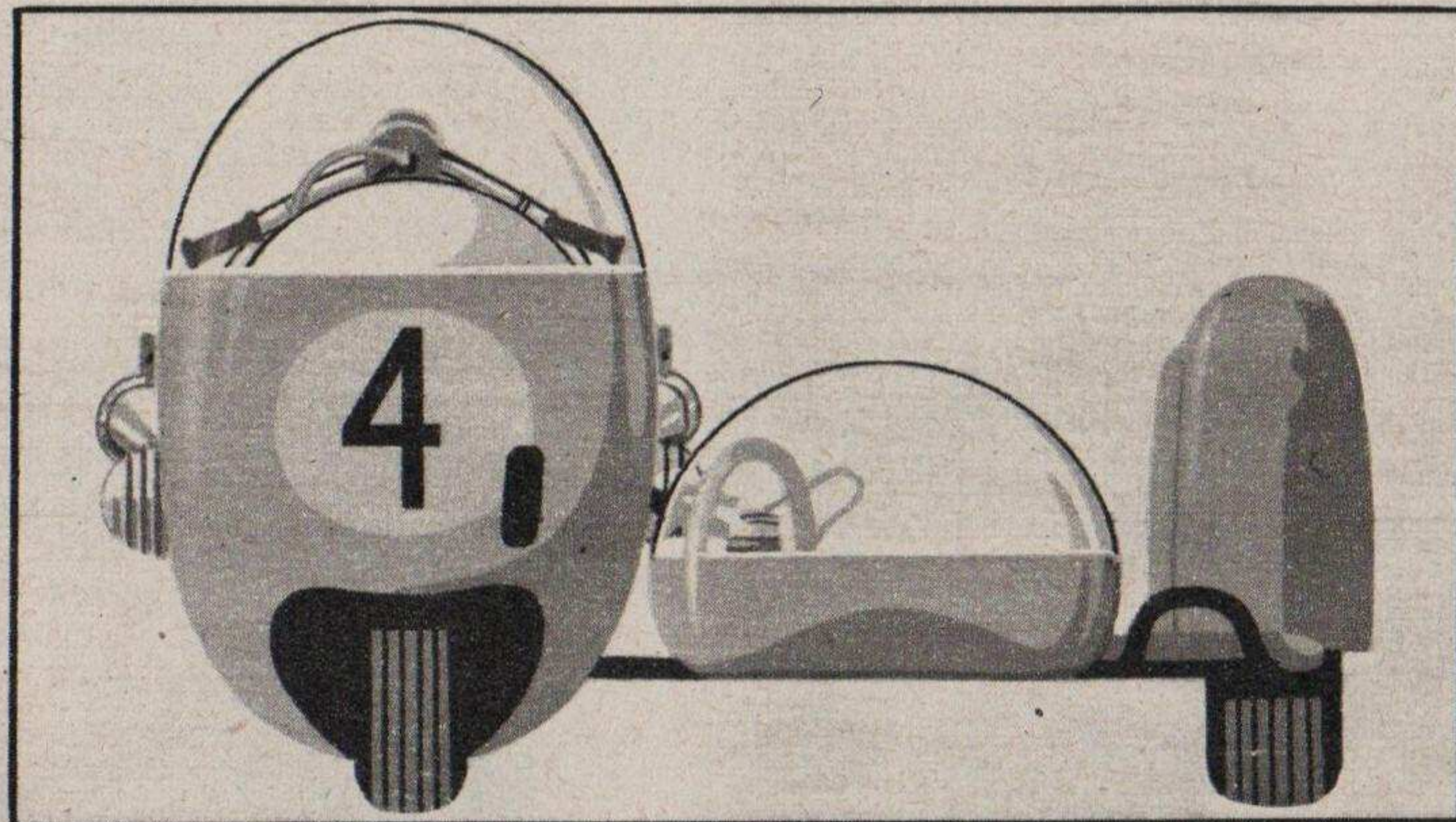


# A TRIO OF CHAMPIONS

CASTROL'S ROAD RACING KINGS OF 1965

## Fritz Scheidegger—Sidecar World Champion. (3)

Swiss ace, Fritz Scheidegger, accompanied by English passenger John Robinson won the Sidecar Championship on a B.M.W. At the end of 1964, Fritz announced his retirement but when the 1965 season started he missed the sport so much that he just had to come back—to win the Championship. At his best in adverse conditions and on fast circuits, 34-year old Fritz has been racing for 15 years, the last 3 with John Robinson.



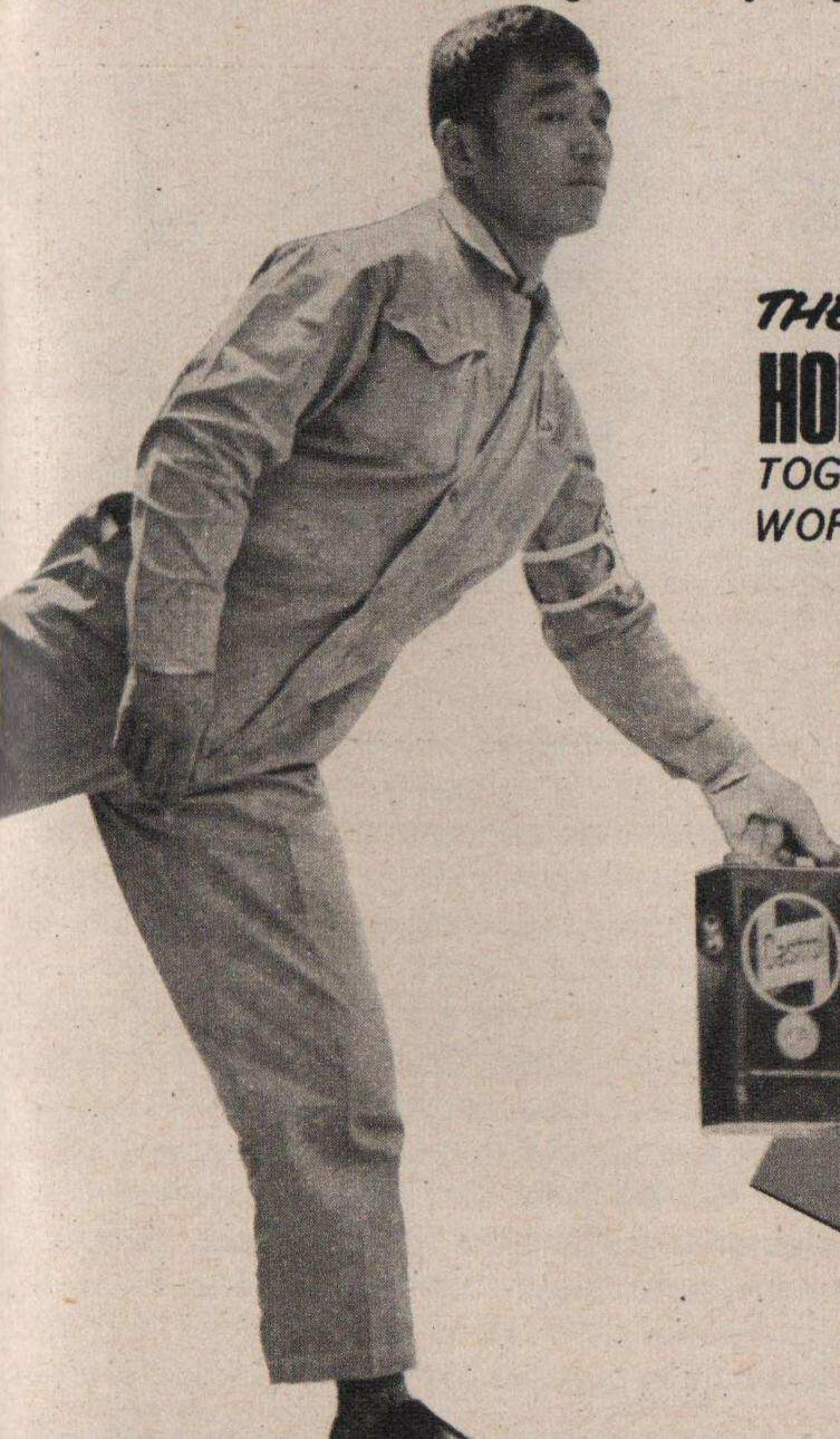
**Ralph Bryans—50 c.c. World Champion.(2)**

The 23-year old Irishman became the first man from Ireland to win a world motor cycle title when he won the 50 c.c. Championship on his Works' Honda. Consistent throughout the year, wins at the Nurburgring, Rouen and Assen helped clinch the title for this popular young rider who has been racing for only 4 years.

**Jim Redman-350 c.c. World Champion.(1)**

1965 was Jim's 4th successive year as 350c.c. World Champion, and this win brought his World Championship total so far to 6, and also saw him become the first man to do a 'treble double.' In the Isle of Man he won both the 250c.c. and 350c.c. T.T. Races for the 3rd year in succession. A remark-

able performance by Honda's Team Leader. Jim has had a busy 1965, winning in Belgium and East Germany on 250c.c. machines, and in Holland, East Germany and Czechoslovakia on 350c.c. machines. 32 years of age, with a number of seasons behind him, Jim still enjoys his racing and is riding a Works' Honda again in 1966. Best of luck, Jim!



*THE UNBEATABLES*  
**HONDA + CASTROL**  
*TOGETHER HAVE WON 10*  
*WORLD CHAMPIONSHIPS*



3





# THE MEN BEHIND



Motor sport without Castrol would seem like Monte Carlo without the Casino. Ever since the early days of racing and record-breaking, Castrol has had a close association with motor sport. But just what is gained by this association and who are the men who are currently running the small but vital International Competitions Department? Apart from the publicity value of competition successes, much useful technical information can be obtained from the hammering meted out to lubricants used in a rally car which has been flogged over Alpine passes, or in a motor cycle engine which has lapped the Isle of Man T.T. Circuit at something in excess of 100 m.p.h.

The Competitions Department's job is basically to provide a lubrication service for those who take part in motor and motor cycle sport. 'Basically' because in practice the demands made upon the Department can range from the organisation of record attempts from scratch to carrying sets of spiked tyres to the top of a snow-covered Alpine pass on the Monte Carlo Rally. Quite often the oil is incidental!

In charge of the Department and responsible for all its many and diverse functions is Competitions Manager, Ray Simpson. He is assisted by two representatives; Jimmy Simpson (no relation!) whose main job is servicing international rallies and car race meetings, and Malcolm Edgar whose aim in life is to keep the motor cycle boys happy whether they be bog-wheelers keeping their feet up on the Scottish Six Days' Trial or road racers keeping their heads down at Silverstone or Suzuka. Although there would appear to be a great deal of glamour attached to jobs such as these (and there is!) the work is often extremely demanding and has to be carried out in conditions ranging from intense heat to near-Arctic blizzards. On last year's Monte Carlo Rally one of the staff had some trouble with his car! It was dark, miles from anywhere, and so he elected to park by the road-side and sleep in the car until day-break. He woke a few hours later to find that he was completely buried in snow!

Travelling to and from events takes up a great deal of the Competitions

# THE SCENES



staff's time. Mostly they travel by car and tot up an average of 35,000 miles a year per man. Cars are used not because they are the quickest form of transport (aeroplanes are faster and much less hard work!) but because a car is essential to a Castrol Competitions man's duties. During practice for a World Championship motor cycle race on the Continent he will spend much of his time ferrying oil to competitors' hotels which may be as many as 15 miles from the circuit. He may even be called upon to drive to the nearest airport to collect some vital part which has not arrived until the last minute. Before an international rally the Castrol representative will cram up to 70 gallons of assorted lubricants into his car plus sump-draining equipment, a full tool kit and welding gear prior to setting off to look after his 'customers' round a 2,000-mile route.

But round the U.K. circuits and often farther afield as well, the presence of Castrol International Racing service is denoted by one of the Department's specialized racing service vehicles. One is built on a 36-seater

coach chassis; the other has as its basis a 5-ton lorry frame. Both are fully equipped to carry a full range of Castrol products and are furnished with a complete kitchen including a refrigerator and hot and cold running water. A third vehicle exists which has been specially designed for transporting cars built for record attempts to and from circuits.

The Department's title of 'International' is no idle one. Ray Simpson and his men travel widely. It may be to East Africa to pursue the Safari Rally or to Japan to fly the Castrol flag at that country's motor cycle Grand Prix. Scandinavia and Eastern Europe are happy hunting grounds for the rally service crews as are France and Greece. Sicily is visited for the classic Targa Florio sports-car race and record attempts and endurance runs have made places like Monza and Miramas almost second homes for the Department's staff. But Castrol racing service is international and it is these men who see that it is truly so.

# THE R.A.C. RALLY

B.M.C. WIN TOUGHEST EVER EVENT

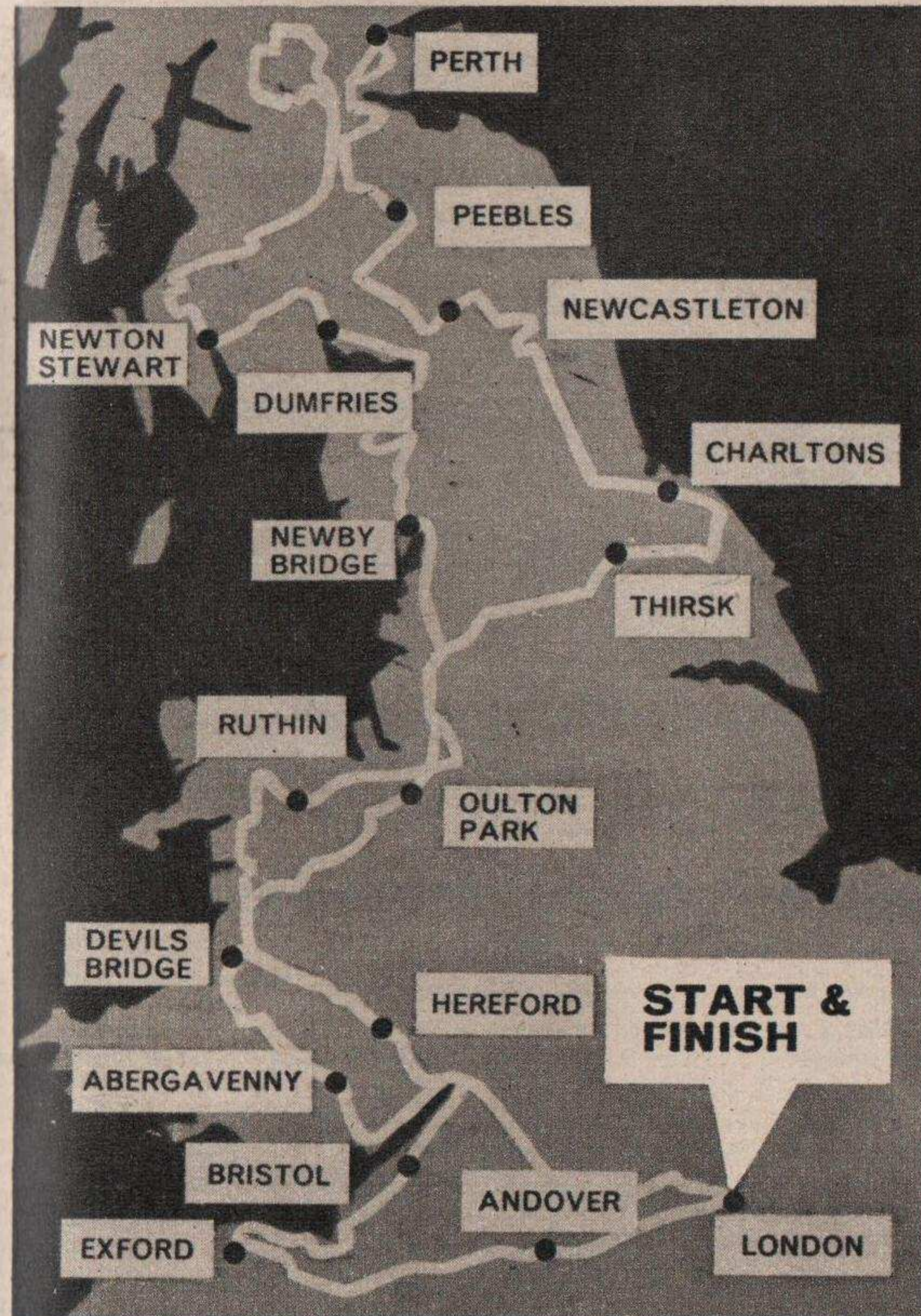






**Outright Winner, Best Touring Car, Best G.T. Car and 5 Class wins for Castrol.** Driving a 1275c.c. B.M.C. Cooper 'S', Rauno Aaltonen/Tony Ambrose crowned a highly successful year by winning a very slippery R.A.C. Rally. Ice and deep snow hampered competitors virtually from the Start and of the 162 starters only 62 were classed as finishers at the end of this 5 day event.

1. Timo Makinen/Paul Easter, Austin-Healey 3000, on the Glentool Special Stage in Scotland. After leading the rally for most of the way, this crew had difficulty in climbing a particularly slippery hill in Wales on the last night and had to give way to Aaltonen. 2. Rauno Aaltonen waits while helpful onlookers push Timo Makinen through the deep snow which competitors encountered in North Yorkshire on the second night. 3. Roy Mapple and Graham Marrs drove their 970 Cooper 'S' (the Orange Box) to a very creditable win in class 3. 4. The victor in his element. Rauno Aaltonen in snowy Wales. 5. The privately entered Ford Cortina G.T. of A. Chappell/A. Vaux which won Class 11.



4

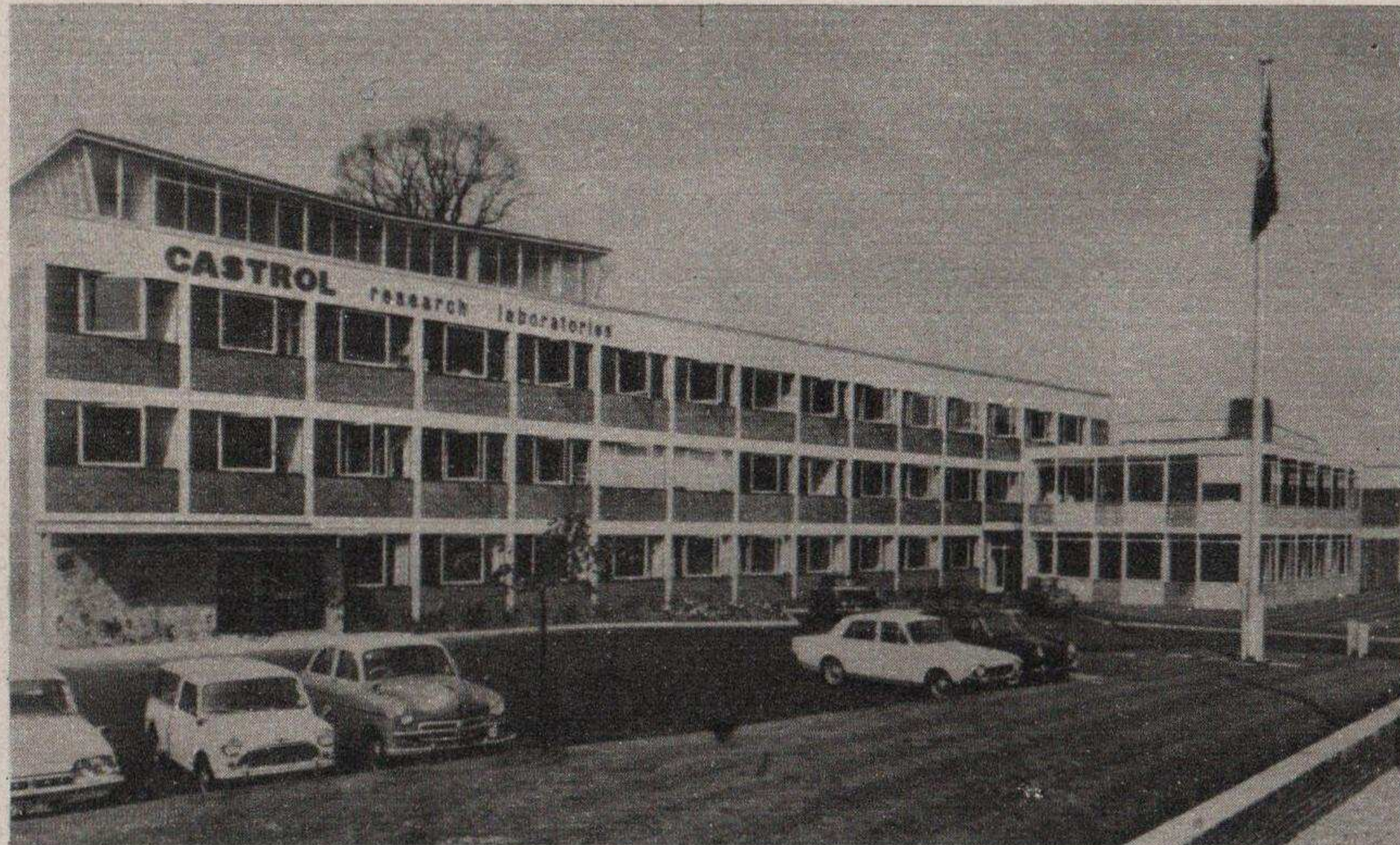


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# ACHIEVEMENTS IN RESEARCH



The result of constant research is the production of lubricants that keep pace with changing times. As a manufacturer increases the power developed by his engines still further, so he can be confident that an oil will exist which can fully protect it. As a motorist or motorcyclist, you can share this confidence.

Research work in the Castrol laboratories is deeply concerned with all facets of vehicle lubrication. There is, too, a continual investigation of lubrication problems in applications ranging from atomic power stations to jet aircraft. This helps to make Castrol the 'leaders in lubrication'.

That is why leading car and motorcycle manufacturers choose Castrol for their competition teams. Under peak-performance conditions where reliability counts, they know that they can put their trust in Britain's most successful motor oil. You can, too. Follow the experts, always ask for Castrol—by name!

## COVER SUBJECTS

*Front Cover:* Rally drama. B.M.C.'s European Rally Championship winning Mini Cooper 'S' follows its stablemate, an Austin-Healey 3000, in typical rally country. *Photo: Art in Marketing Ltd.*

*Inside Front Cover:* Portrait of a successful team. The European Touring Car Championship winning Ford Lotus Cortina with driver Sir John Whitmore and, on the right, entrant

Alan Mann. *Photo: Art in Marketing Ltd.*

*Inside Back Cover:* Beauty above the clouds. Four Hawker-Siddeley Kestrels silhouetted against the sun. *Photo: Ian Macdonald (Photographs) Ltd. for Hawker-Siddeley Ltd.*

*Back Cover:* The style of champions. World Sidecar Champions, Fritz Scheidegger, and passenger John Robinson with their B.M.W. outfit. *Photo: John Stoddart.*

## PHOTOGRAPHY

Alluafoto · Art in Marketing · Autocar · Autosport · B.M.C. · Al. Bochroch  
 Leslie Bryce · Bernard Cahier · M. Carling · H. R. Clayton Ltd. · Flight  
 Brian Foley · Ford of Britain · Foster & Skeffington · Foto-Service · Gordon Francis  
 Graham Gauld · Max Le Grand · W. Gruber · Hawker Siddeley · Brian Holder  
 Peter Hulbert—Sportscar · Kreidler Motor Cycles · The Motor · The Motor Cycle  
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 Evans Selwyn-Smith · Norman Sharpe · Leonard J. Shaw · H. Stanfield  
 John Stoddart · Gavin Trippe · J. J. Van Linthout · A. C. K. Ware · Mick Woollett





# ACHIEVEMENTS

1965

