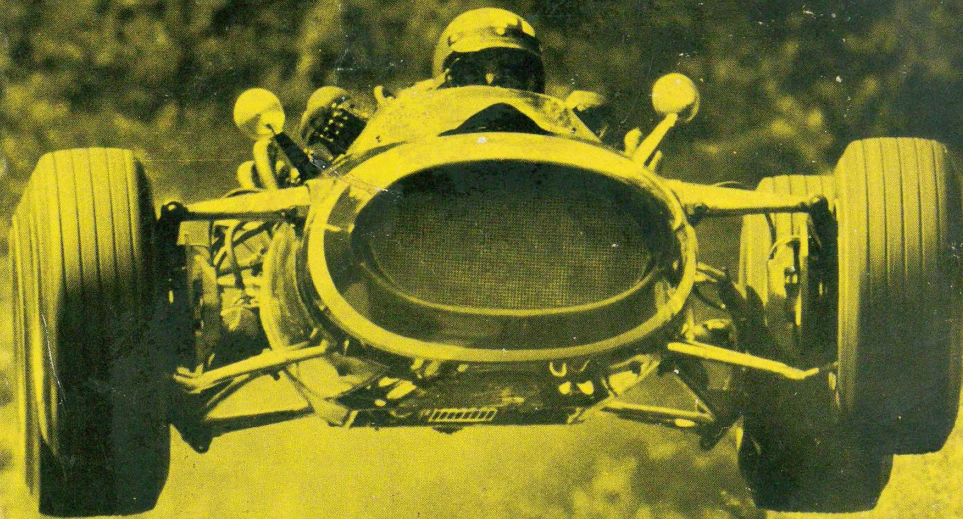


MOTOR RACING ***YEAR 1967-8***



Edited by the staff of *MOTOR RACING* magazine

95p (16)

MOTOR RACING YEAR 1967-8

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Contributors

Doug Nye
Cyril Posthumus
Alan Brinton
Nick Brittan
John Sprinzel
Paul Watson

Production by

Michael Rogers

Printed by

Wood Westworth & Co Ltd



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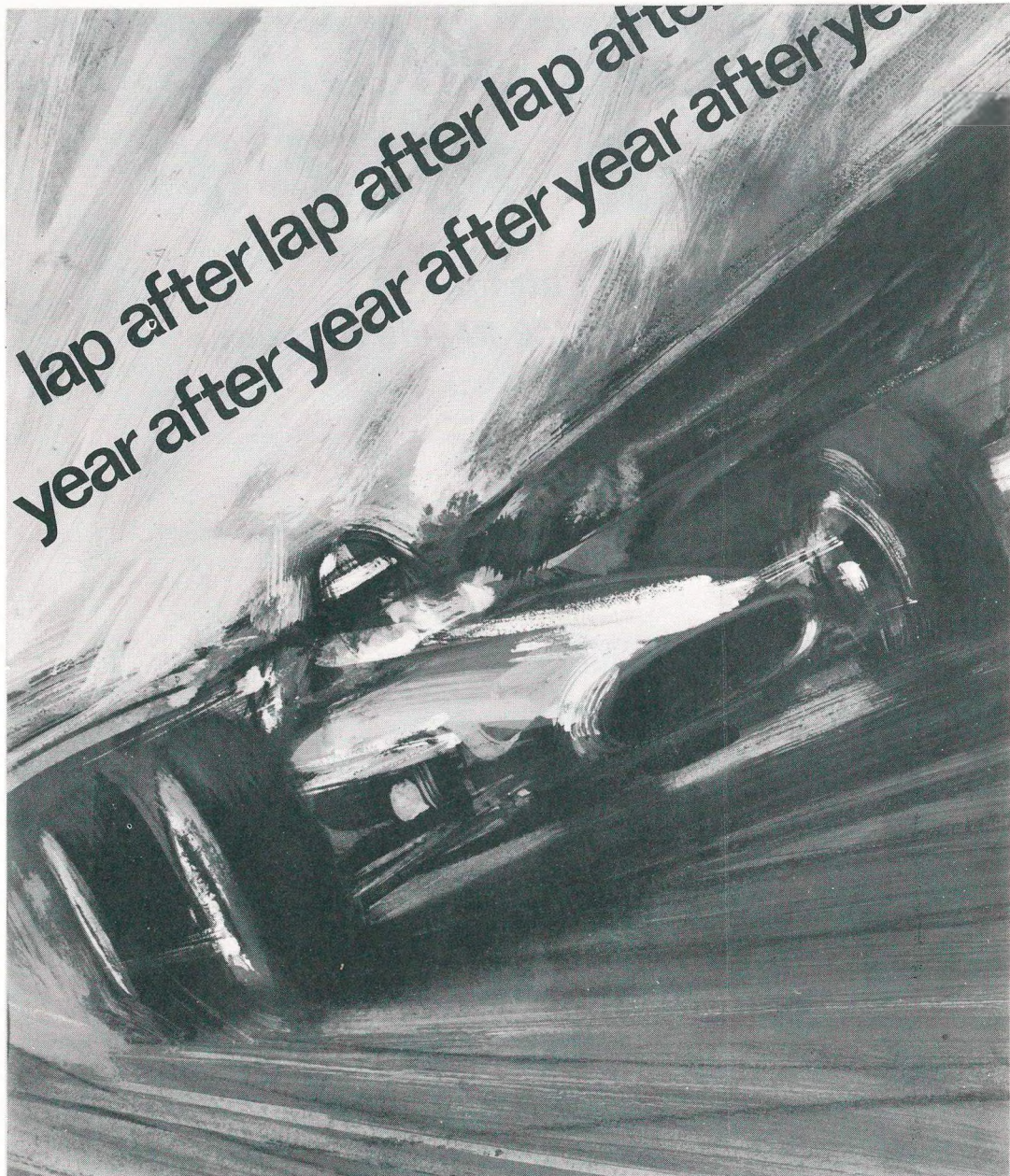
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year after year after year after year



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PHOTOGRAPHERS

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whose pictures appear in this book:

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WORLD CHAMPION

wins again with



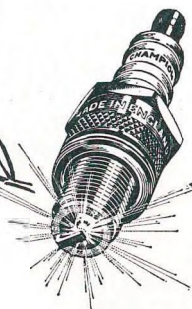
Yet again—for the
third year running—
a World Champion wins with
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Brabham Racing Organisation
(winners of 1967 Constructors Championship)
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driven by

DENNY HULME

1967 WORLD CHAMPION DRIVER



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1967—Season of Contrasts

THE 1967 motor racing season will live in memory as one of contrasts—of new heights in mechanical and personal achievement; of brilliant new cars outpacing old ones only to lose out on reliability to classic, conservative designs; of fantastic speeds set at Indianapolis by a turbine-powered car which led with such ease before an eleventh hour breakage that it virtually outlawed itself from future races; of grim depths in the toll of life taken by this dramatic but dangerous sport, with Bandini, Anderson, Pittard, 'Geki', Klass, Weber and Rolland among the victims.

Of the eleven qualifying rounds for the World Drivers' Championship, Jim Clark in the new and devastatingly fast Lotus 49 with Cosworth-designed 3 litre V8 Ford engine won four, at Zandvoort, Silverstone, Watkins Glen and Mexico City; Jack Brabham, 'gaffer' of the Repco Brabham team, won two at Le Mans and Mosport Park; Denny Hulme, his number two, won two at Monaco and Nurburgring, and Pedro Rodriguez (Cooper-Maserati), Dan Gurney (Eagle-Weslake) and John Surtees (Honda) scored one each at Kyalami, Spa and Monza respectively. And out of it all that tough New Zealander Denny Hulme emerged as a worthy World Champion, his victories at Monaco and Nurburgring—two of Europe's hardest courses—reinforced by three second places (French, British and Canadian GPs), three thirds (Dutch, US and Mexican) and a fourth (South Africa), his eligible score taking him five points ahead of Jack Brabham and 10 points ahead of Jim Clark.

Naturally, Brabham as a marque took the Manufacturers' Championship as well, repeating their 'double' of 1966, a true vindication of the Brabham-Tauranac policy of sticking to a proven and thoroughly reliable design. A single ohc, circa 325 bhp V8 engine in a tubular space frame sounds decidedly conservative in these days of 400 bhp and monocoque construction, but excellent power to weight ratio and superb road-holding and handling are more intangible assets which put the Brabhams unexpectedly on top for another season.

One says 'unexpectedly' because of the new Lotus 49's fantastic debut in the Dutch GP, when Clark sent circuit records tottering and won at a speed bettering the previous lap record. After that performance it looked like being Lotus all the way for the rest of the season, but the teething troubles which Lotus, Cosworth and Ford were miraculously spared at Zandvoort reared their ugly heads subsequently at Spa and Le Mans, partly relented at Silverstone, and returned with redoubled energy at Nurburg, Mosport and Monza. Clark's final 'two on the trot' wins at Watkins Glen and Mexico City came too late to do anything about the Championship title, but without a doubt the Lotus-Ford 49 stood at the end of the season as the fastest Grand Prix car of all, and Jim Clark, once again, as the fastest driver. His team-mate Graham Hill had a bitter season, with compensation for endless breakages offset only by spasmodic, temporary leads, a record practice or race lap or two, and a second place in the US GP.

Great things were expected of the extremely promising Anglo-American Racers Eagle with V12 Weslake engine, and the public were almost as disappointed as popular Dan Gurney that this fine design was persistently dogged by troubles. After an immensely encouraging warm-up win in the Race of Champions early in the season, a maddening succession of troubles set in. At Monaco and Zandvoort the fuel injection system failed, but Gurney's great day came at Spa, where he won the Belgian GP he was 'owed' ever since he lost it on the last lap in 1964. He averaged a staggering 145.98 mph, the fastest ever so far in any Grand Prix, scoring the nearest to a true American GP victory since Jimmy Murphy won the 1921 French GP in a Duesenberg. But after Spa the bugs descended on the Eagles again, and no more victories came their way—instead for Gurney it was more fuel feed snags in the French and British, a broken drive shaft when leading in the German with just one lap to go, a third in the Canadian, a broken con rod at Monza, broken front suspension in the US and a holed radiator in the Mexican. Eagle second drivers fared little better, Richie

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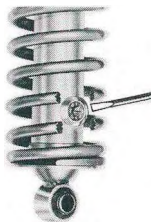
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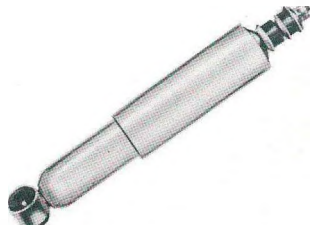
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Ginther retiring from racing after Monaco, while Bruce McLaren and Scarfiotti never managed a finish with their fast but fraught cars.

BRM had a deplorable season, quite in the old Bourne style of the 'fifties before Graham Hill and Tony Rudd pulled them out of the morass. Their gutty-sounding H16 cylinder cars never came near to winning a race, while just to finish in one was an achievement which the steady Mike Spence and even new boy Chris Irwin seemed to manage better than the mercurial Jackie Stewart. The Scot's chief F1 activity during 1967 seems to have been a search for gears and/or brakes preliminary to walking home, save for one brilliant exception when he persuaded his recalcitrant beast into a splendid second place at Spa, steering with one hand and holding the car in gear with the other!

BRM's second hope, the V12 engine intended for supply to private owners, came as a tonic to jaded Bourne when, installed in Bruce McLaren's latest monocoque, it came very close to winning the Canadian GP first time out, until the battery failed. As with the Lotus-Ford its teething troubles caught up in subsequent races, but next season should see Bourne on the offensive again; Tony Rudd still believes in the ultimate potential of the complex H16 power unit, but they may well field works V12s as well; both engines being in new, lighter chassis.

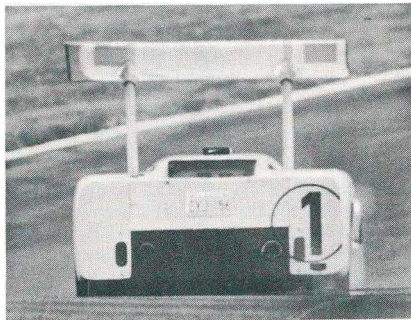
Another adherent to V12 principles, Honda of Japan, looked formidable at the opening of the season when John Surtees contracted to drive for them. A third in the South African GP, a heat second at Brands and a third at Oulton Park gave early encouragement, but the rot set in for Monaco, and thereafter the big hunky Japanese car couldn't hold its fleet, lighter rivals despite all that Surtees could do. But at Monza he turned the tables, appearing with a new car of obvious Lola derivation, even to the Indianapolis nose section, and succeeded in pipping Jack Brabham to victory on the last corner of the last lap, making the Italian GP one of the most remarkable races of recent years. A fourth in the Mexican GP made a satisfying finale to a generally frustrating season for Surtees.

For the illustrious Scuderia Ferriar, 1967 was a bitter year indeed. Encouraging early wins for Parkes at Silverstone, for Parkes and Scarfiotti jointly at Syracuse, and a fighting second by Lorenzo Bandini in the Race of Champions, were horrifyingly countered by Bandini's death in the Monaco GP, a calamity which set race organisers the world over checking and improving on their fire-fighting equipment, and justified the inauguration earlier in the year of the International Grand Prix Medical Service. For Italy it was a cruel blow, depriving Ferrari of their number one driver. Mike Parkes and new team member Chris Amon stepped into the breach nobly, Amon placing third at Monaco, fourth at Zandvoort and third at Spa, but this same race brought fresh disaster when Mike Parkes crashed heavily on lap 1 and put himself out of racing for the rest of the season. The culmination of these dramas decided Scarfiotti to withdraw from the team, leaving New Zealander Chris Amon virtually on his own. He responded magnificently in very tough company, with thirds at Silverstone and Nurburgring, and came close to victory in the US GP until his engine failed. Certainly his efforts brought praise to a driver whose talents were hitherto largely neglected, and many look to the young New Zealander for a truly rousing 1968 season.

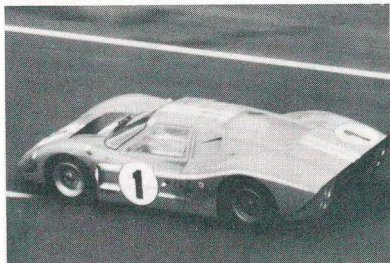
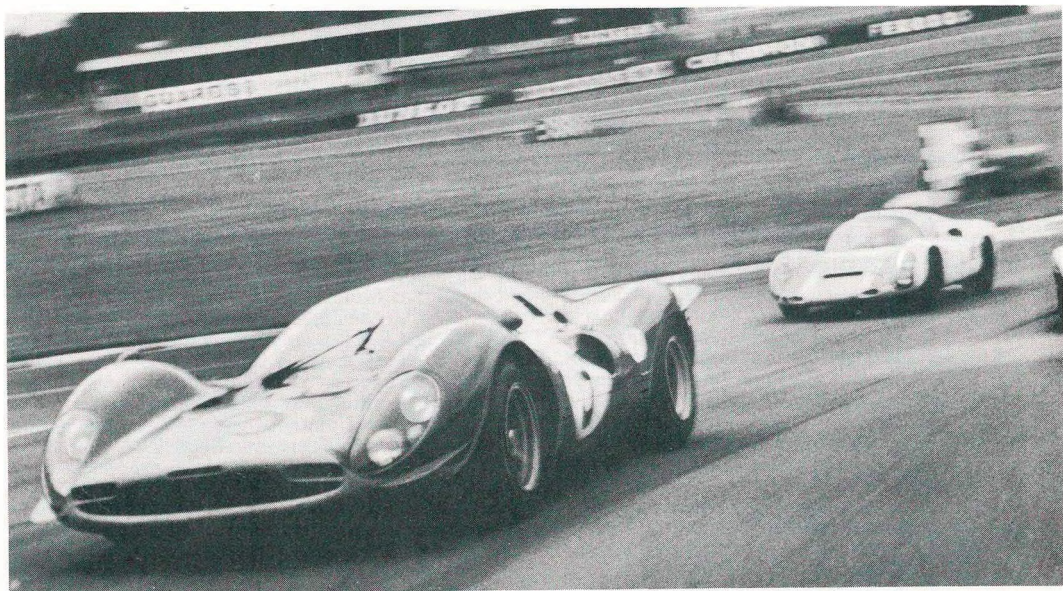
Despite Pedro Rodriguez's lucky win in the South African GP, the Cooper-Maseratis were very much also-rans in the 1967 Grands Prix. The cars were too heavy, and the engines short of power, even with the introduction of new three-valve and three-plug-per-cylinder heads and a lighter, slimmer (and uglier) hull, so that all the spectacular efforts of the dauntless Jochen Rindt were in vain. The young and decidedly up-and-coming Belgian, Jacky Ickx, drove a Cooper at Monza, finishing a sober but excellent sixth in his first F1 race, and retired with overheating in the US event; he is committed to the Ken Tyrrell team for next season, however, and with Rindt also leaving, Coopers look like lacking a 'tiger' in their team as well as performance next season—unless a change in engines is made . . .

Tail end of the 1967 season

(in which 7 out of 8 FIA Group 6 races were won on Shell)



◀ The Chaparral took to Brands like a bird to the breeze to win the last major Prototype race of the season, the BOAC International 500-mile race. After a season of fast laps with unlucky breakages, this was probably the most popular win of the year.



⚔ **Top of the league.** Ferraris and Porsches juggled with the Championship, again at Brands, and the Italians took the trophy by two points. Porsches of course gobbled the 2-litre class in every race in '67.

◀ **The big prize.** Le Mans was nothing like a repeat of the 1966 echelon finish, but Fords proved their point nonetheless, then promptly withdrew from the Championship.

7 great wins. Daytona, Sebring, Monza, Nurburgring, Le Mans, Targa Florio, BOAC International 500: 7 great endurance races, all won on Shell.

Ferrari, Ford,
Porsche, Chaparral
— all winners on Shell



The slender ranks of the 'independent' contenders were sadly thinned with the death of Bob Anderson while testing his Brabham-Climax at Silverstone. Joseph Siffert has struggled on with the Walker-Durlacher Cooper-Maserati (affectionately, but tellingly dubbed 'Torrey Canyon', the Swiss getting in one or two encouraging performances in between troubles; the somewhat dilettante Jo Bonnier has campaigned his Cooper-Maserati at the pleasanter circuits with mild success long after many have felt he should have retired, while Frenchman Guy Ligier, too, fielded a Cooper-Maserati until mid-season, when he suddenly acquired Hulme's Monaco-winning Brabham and began to enjoy himself.

But overshadowing all in 1967 was the financial 'squeeze', the effects of which spread from everyday life to sports such as motor racing. Firestone of America, so vigorous in the tyre war in recent years, and BP, staunch supporters on the fuel front for decades, were the first to announce their withdrawal of support, and next the Esso concern joined in the economy drive. Just how these blows, and possible further ones, will affect next year's motor racing cannot be foreseen at the time this book goes to press, but the repercussions could be very serious indeed for the sport.

In classes other than Formula 1, racing has also been dramatic. Formula 2 developed into a tense struggle between the British-built Brabhams and the French Matras, all powered by Cosworth-Ford FVAs; Jacky Ickx for Matra and Jochen Rindt for Brabham proved the star drivers, Ickx emerging as European F2 Champion (the non-graded driver title), with Rindt the RAC Champion (the graded driver title).

Formula 3 was a veritable needle match between rival marques and drivers—the Matras and Brabhams being joined by Tecno and de Sanctis from Italy, DAF from Holland, Alpine of France and Lotus, Titan and Chevron and the odd Cooper from Britain. The result has been magnificently close racing throughout the season, Henry Pescarolo of the Matra team proving outstandingly successful amongst the foreigners, with the Felday team of Brabhams, headed by Peter Westbury and Derek Bell providing Britain's most consistent defence.

On the sports car side of racing, non-French manufacturers are still vibrant with indignation at the FIA's high-handed mid-season action in decreeing 1968 capacity limits of 3 litres for prototypes and 5 litres for Group 4 cars. At a stroke this rendered obsolete the Fords which had just won Le Mans again, and the Lolas and bigger Ferraris too, while leaving French projects, such as the 3 litre Alpine-Renault V8, sitting pretty. As a result, Ford have renounced Le Mans for 1968, Lola are concentrating on single-seater projects and Ferrari is currently 'saying nuffin'. The Italian doyen is probably in the best position of all, with his firm's well-known ability for speedy production of a specific-sized engine, but many believe that Le Mans, 1968, will prove the FIA and the AC de l'Ouest to have been over-hasty in their actions.

Other sports car races of 1967 saw the German Porsche concern in a very strong position, with wins in the Targa Florio and the Nurburgring 1,000 Kms amongst others, while Ferrari carried off the Daytona 24 Hours and Monza 1,000 Kms which, with seconds at Le Mans and the BOAC 500 at Brands Hatch and third at Spa, clinched the 1967 Manufacturers' Trophy for the Italian marque. The British-developed Mirage, based on the Ford GT40, won the Spa and Paris 1,000 Kms races, Ford won Sebring and Le Mans with their formidable 7 litre bolides, and the American Chevrolet-engined Chaparral with its unique adjustable spoiler, descended on Brands Hatch to beat the Ferraris and Porsches in the BOAC 500 in one of the best races of the year.

Group 7 racing, outlawed in Britain, continues to thrive in America, thanks largely to the much-dollared Can-Am series of races. These proved a magnificent vindication of the McLaren marque, which dominated the series, Denny Hulme and Bruce McLaren between them sharing the honours with wins by the former at Elkhart Lake, Bridgehampton and Mosport Park, and by the latter at Laguna Seca and Riverside. Although both retired from



the final round at Las Vegas, Bruce's successes were enough to bring him the title of Can-Am Champion and his team something over £58,000 in prize money!

On the British saloon car front, always a stormy battlefield and a tremendous crowd attraction, the struggle for the BRSCC Championship swayed between Frank Gardner in the Alan Mann-prepared Ford Falcon and John Fitzpatrick in the Broadspeed Ford Anglia, 1966 winner. Only in the final round at Brands Hatch in October was the title decided in Gardner's favour, with Fitzpatrick, Vic Elford (Porsche), and Rhodes (Mini Cooper 'S') as class winners.

Lastly, that uniquely important American race, the Indianapolis 500 Miles, was even more sensational than ever. The British entries which have upset the Indy establishment so drastically in the past few years did not provide the sensations this time; they were almost also-rans, for no cars could match the pace of Parnelli Jones in the turbine-powered STP Paxton. After a false first start, halted by rain after 18 laps, the race was run on the morrow when the Paxton Turbocar just ran away from everyone until, with just three of the 200 laps to go, a ball race in its Ferguson four-wheel drive transmission broke up. Thus A. J. Foyt found himself the lucky winner at 151.2 mph in what is now a conventional Indy car—European rear-engined *à la* Lotus, accentuated by a last-lap melée of five cars which he adroitly negotiated, being the only driver to complete the full distance before the red flag came out, stopping the race. Best 'European', and Rookie of the Year, was Denny Hulme, fourth home in a private Eagle-Ford.

Then, the organisers and interested (defeated) parties decided that turbine-engined cars were a bit too-too, and got through a new ruling restricting the turbine annulus area to 15 square inches, effectively strangling the future use of turbine power at Indianapolis, since no proprietary turbine is that small, and development costs are astronomical. This cavalier action, coupled with the FIA/AC de l'Ouest prototype capacity cut at Le Mans and withdrawal of sponsorship by Firestone, BP and Esso, emphasises very clearly the hard truth that big time motor racing depends very heavily on big business, and can stand or fall by its whims. Such are the handicaps of a sport as expensive as motor racing, and we can but hope that enthusiasm and determination will pull it through next season and make 1968 as successful and exciting a season as its predecessors.

CYRIL POSTHUMUS

World Champion driver, 1967. Taking the title in only his second full FI season, Denny Hulme has reason to look happy.

World-wide, more races are won on Firestone tyres than on all other makes.

(including 6 of the 11 World Championship Grands Prix.)

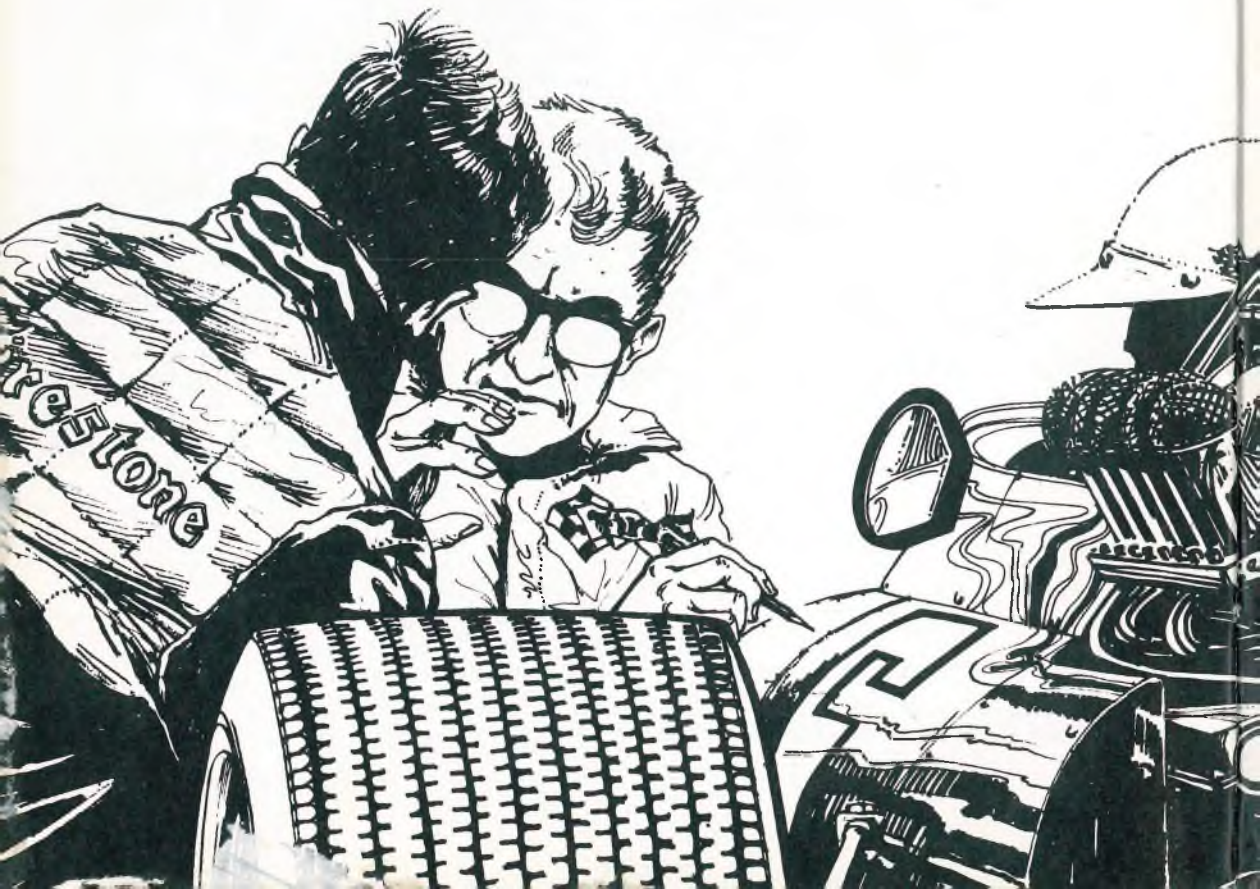
1967 has been a great year for Firestone in motor racing - 147 major races won on Firestone tyres out of the 209 run to date*. Jim Clark won 4 of the 11 Drivers World Championship Grands Prix, John Surtees won one and Pedro Rodriguez won the other - all on Firestone.

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Hill, Surtees, Amon, Rindt, Parkes, Andretti are but a handful - are researching your tyres of tomorrow, researching new compounds, durability, wet adhesion, suppleness for adhesion when cornering and all the fine engineering required to help make your car that much safer on the road.

And we're all looking forward to the 1968 programme which starts on 1st January with the South African Grand Prix.



1967 Major Events Scoreboard to date*

	Firestone	All others		Firestone	All others
Formula I Grand Prix	6	5	NASCAR Production Cars (Grand National)		
Formula I (Not Championship)	11	3	250 miles or more	10	7
Formula II	13	5	Less than 250 miles	20	7
Sports Cars (International)	24	5	Sports Cars (U.S.A.)	2	0
Production Cars			USRRC (Sports Cars)	6	2
(International-Saloon)	18	0	Trans-American Sedan Series	3	9
Production Cars (U.S.A.)	21	3	Tasman Series		
USAC Championship	8	7	(Australia & New Zealand)	5	3
			Canadian-American Series	0	4
			Others	0	2
			Total	147	62

*18 October 1967

From racing research has come the superb Firestone range of tyres available today. The F7 crossply, the F100 radial, the Sport 200 'Speedcat' radial and the newest of them all - the Firestone Super Sports Wide Oval.



F100 Radial

F7

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SOUTH AFRICAN GRAND PRIX

Cooper's Lucky Day

FOR the first time, the first Grande Epreuve of the season, the South African GP, was run on the 2½ mile Kyalami circuit near Johannesburg. January 2 was a hot and arid day, and the temperature, combined with the highly abrasive nature of Kyalami's surface, dictated the race.

Heading the entry list, of course, were the World Champion entries of Jack Brabham and Denny Hulme in a pair of Repco Brabham BT20s. These were as used in Mexico City at the last GP of the '66 season, and as with all the entry some difficulty was found with mixture settings to cope with the 5,000 feet altitude of the circuit. For the race their Lucas high-pressure fuel pumps were shielded in aluminium and packed around with dry ice to keep them cool. A long trunking ran forward from this shroud to duct cold air into it.

Cooper, winners of the Mexican GP (with Surtees), also had their Mexico cars along. Jochen Rindt had been promoted to number one, and the Mexican, Pedro Rodriguez, was being given a trial drive in Surtees' old car.

Lotus also turned up with a new driver, Graham Hill having his first outing for the team since leaving BRM. He was still BRM-powered, however, as the Ford V8 engine was not due for a long time yet and both Hill and Clark were in H16 BRM-propelled Lotus 43s.

The Bourne team themselves brought along two P83 H16 cars with Stewart and Spence as drivers, and both were much louvred and vented for cooling, although not going to the extreme of running without nose cowlings as at Mexico City.

One-car works teams were entered by Anglo-American Racers and Honda, Dan Gurney having his last race in the 2.7 litre Coventry Climax 'four'-powered Eagle (chassis 101), while John Surtees was having his first drive for the Japanese team in the wide-track Honda raced by Ginther at Mexico City. The team was at Johannesburg some days before the race practice began, when quite a bit of preliminary suspension sorting of this heavy car had taken place.

The regular F1 private entrants, Rob Walker, Jo Bonnier, Reg Parnell Racing and Bob Anderson were all present; Jo Siffert in the Walker Cooper-Maserati, Bonnier in his similar car, Piers Courage

having his first F1 GP drive in Parnell's 2 litre Lotus-BRM V8, and Bob Anderson with his own 2.7 litre Brabham-Climax BT11—now resplendent in pale blue.

But this did not complete the list, for Formula 1 is the top racing class in the Union, and the local contingent was headed by SA Champion, John Love, in his ex-Tasman 2.7 Cooper-Climax. Dave Charlton and Luki Botha both had similarly-engined Intercontinental Brabhams, while Sam Tingle had another 2.7 Climax in his Doug Serrurier-built LDS.

Particularly troubled by the heat and altitude in practice were Cooper and BRM, while Lotus had to replace leaking fuel tanks on Hill's car (which was also plagued by metering diaphragm breakage), and Honda had both their engines go stiff on them due to fouled oil being used. This meant a hasty strip down to build one good unit from the two. All these troubles more or less left Brabham to get on with it, and the two green and gold cars occupied the front row of the two-by-two grid in team order with 0-6s between them and 0-1s between Hulme and Clark, the next man up.

Under a blistering sun, and before a huge crowd of getting on for 100,000, the field thundered away from the grid, with Hulme taking an immediate lead after a perfect start. Luki Botha was left with the Brabham refusing to start, and he joined the race just as the leaders completed their first lap. The circuit had been rather liberally coated with cement laid on oil dropped in the supporting races, and Hulme had a clear view of the circuit ahead, enabling him to steal a clear lead while his pursuers had to drive through the clouds of dust raised by the Brabham's wheels.

Surtees, Rodriguez, Clark and Rindt followed the Brabham duo through, but on lap 3 Stewart's engine exploded after he had lain eighth, and Surtees and Brabham touched at Crowthorne Corner, Jack spinning wildly, but snapping back the right way to rejoin fourth.

Rindt moved past his cadet team-mate into third spot but overdid the opposite-locking on one corner and dropped back to sixth. Hulme was extending his lead from Surtees, going well first time out in the Honda, Brabham, Rodriguez, Clark and Rindt, well spaced out, while a great scrap was developing between the 'fours' of Gurney, Love, and Charlton and the 'twelves' of Siffert and Bonnier.

On lap 6 Hill's first drive of this latest stint at Lotus ended when the 43 shot off course, breaking a wishbone, rupturing an oil pipe and anointing the circuit fairly thoroughly as he retired to the pits. Rindt repassed Clark, and Siffert got ahead of the mid-field battle, and after a while Surtees, Brabham and Rodriguez formed a bunch, passing and re-passing for a while until the Mexican lost second gear and slowed. Siffert had made a stop with misfiring, and Clark also pitted with misfiring, overheating and a sticking throttle.

Brabham and Rindt gradually moved back through the field after their excursions, displacing Rodriguez and then Surtees as the Honda overheated, and its handling deteriorated on the messy circuit.

On lap 21 Brabham took second place from Rindt, using all the road and some of the gravel to stay ahead once past, but then Rodriguez had a go and displaced his team-mate for a lap. Clark retired with a fuel metering unit diaphragm breaking again, and Dave Charlton stopped to find some brakes on the Scuderia Scribante Brabham. But the works Repco-engined cars were running well in first and second, Rindt trying hard in his under-revving car to hold them. Surtees was heaving the Honda round, fourth, while local man Love and Gurney fought hard for fifth place in their 2-7s.

Bonnier exited with a broken valve spring—the engine having suffered on changes after the clutch went—and Spence's H16 went out with a burst oil pipe and no oil. The abrasive surface was beginning to tell, with Tingle looping into the pits with one tyre in ribbons, and the crowd were urging Love on in his fight with the Eagle. Botha made two stops with electrical trouble, while the 2-7s passed Surtees with Love leading, and then Rindt, whose tyres were now bald, had his engine fail and he pulled in.

But next Brabham's engine cut dead, then burbled in for a long stop before rejoining, still sick, and running so until the end. Siffert's engine had broken and then, on lap 44, Gurney's left-rear lower wishbone mounting pulled away from the monocoque, and he was out. Tingle crashed the LDS into a bank in trying to make up lost time after his stop and then, on lap 59, Hulme found his

brakes had disappeared and stopped briefly to tell the mechanics he needed brake fluid. One more slow lap and in again for the reservoirs to be filled, only to have to stop again three laps later to have them bled. But this was not possible without taking a wheel off, and so Denny rejoined to finish a disheartened and disappointed fourth.

These incidents elevated Love to first place in his home Grande Epreuve, until the fuel pump in his reserve tank (needed for the long race) packed up and he had to stop to have two gallons of fuel poured into the main tank. This left Rodriguez, who had plodded on admirably after gearbox trouble had slowed his fast start, to inherit the lead. Love rejoined in second place but was so far behind the Mexican that Roy Salvadori, the Cooper team manager, held out 'slow' signals to his driver, who ambled home an elated winner of his first GP ever, and Cooper's second in a row since their last previous Championship win at Monaco in 1962.

Surtees brought the Honda home third with one completely deflated worn-out tyre and one deflating, with a choked Hulme behind him. Bob Anderson had soldiered on quietly in his Brabham-Climax to take fifth place, while the gov'nor took the flag a misfiring sixth.

It had been a gruelling and freakish race, and that 'no ifs in motor racing' saying was seldom truer than at Kyalami on the second day of January.

South African Grand Prix, Kyalami, January 2

80 laps, 203.2 miles

THE GRID

J. BRABHAM
(Recco Brabham)
1m 28.3s

J. CLARK
(Lotus-BRM H16)
1m 29.0s

J. LOVE
(Cooper-Climax '4')
1m 29.5s

J. RINDT
(Cooper-Maserati)
1m 30.2s

J. STEWART
(BRM H16)
1m 30.3s

D. GURNEY
(Eagle-Climax '4')
1m 30.7s

M. SPENCE
(BRM H16)
1m 32.1s

G. HILL
(Lotus-BRM H16)
1m 32.6s

L. BOTHA
(Brabham-Climax)
1m 33.1s

D. HULME
(Recco Brabham)
1m 28.9s

P. RODRIGUEZ
(Cooper-Maserati)
1m 29.1s

J. SURTEES
(Honda)
1m 29.6s

D. CHARLTON
(Brabham-Climax '4')
1m 30.2s

B. ANDERSON
(Brabham-Climax '4')
1m 30.6s

J. BONNIER
(Cooper-Maserati)
1m 31.8s

S. TINGLE
(LDS-Climax '4')
1m 32.4s

J. SIFFERT
(Cooper-Maserati)
1m 32.8s

P. COURAGE
(2.0 Lotus-BRM)
1m 33.8s

Non-starter; Richie Ginther (Eagle).

Results

1, Pedro Rodriguez (Cooper-Maserati), 2h 5m 45.9s, 97.095 mph; 2, John Love (Cooper-Climax '4'), 2h 6m 12.3s; 3, John Surtees (Honda), 79 laps; 4, Denny Hulme (Recco Brabham), 78 laps; 5, Bob Anderson (Brabham-Climax '4'), 78 laps; 6, Jack Brabham (Recco Brabham), 76 laps; 7, Dave Charlton (Brabham-Climax '4'), 63 laps; 8, Luki Botha (Brabham-Climax '4'), 60 laps.

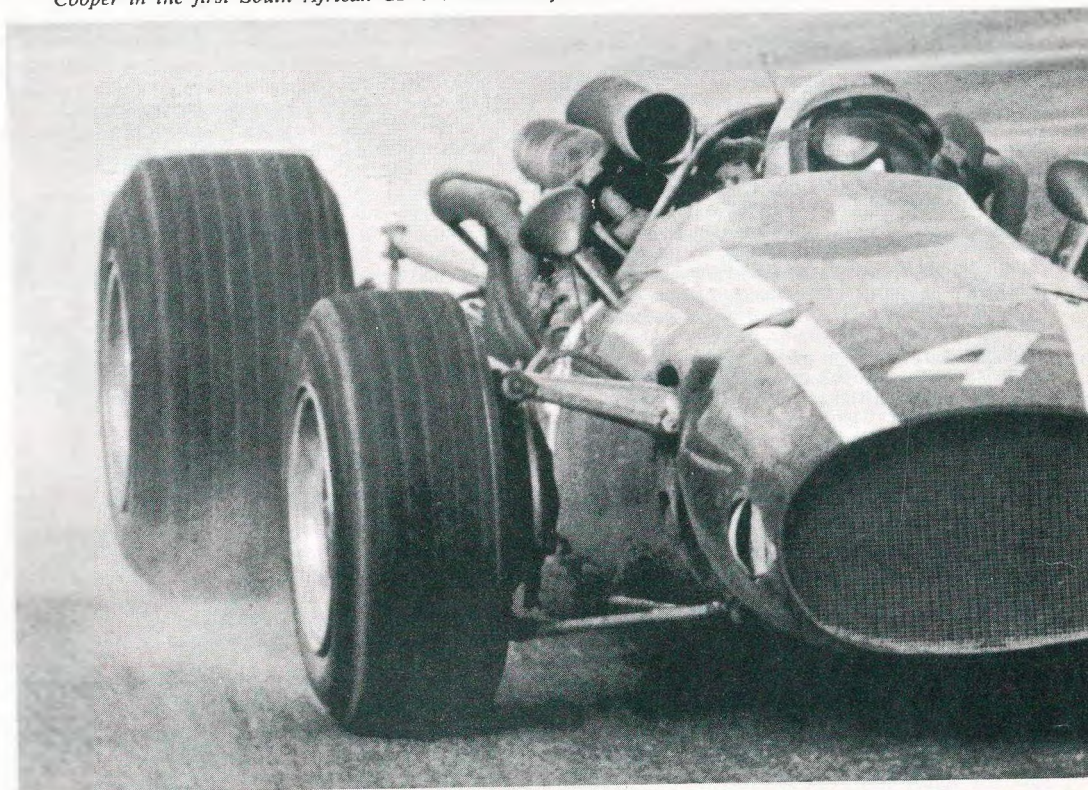
Retirements

Jackie Stewart (BRM H16), 2 laps, engine breakage; Graham Hill (Lotus-BRM H16), 6 laps, suspension and pipe damage; Jim Clark (Lotus-BRM H16), 22 laps, broken metering unit diaphragm, overheating; Jochen Rindt (Cooper-Maserati), 38 laps, engine breakage; Jo Bonnier (Cooper-Maserati), 30 laps, broken valve spring; Dan Gurney (Eagle-Climax), 44 laps, broken suspension pick-up; Piers Courage (2.0 Lotus-BRM), 51 laps, broken oil pipe; Jo Siffert (Cooper-Maserati), 41 laps, engine breakage; Mike Spence (BRM H16), lap 31, oil loss; Sam Tingle (LDS-Climax), 56 laps, crash.

Fastest Lap

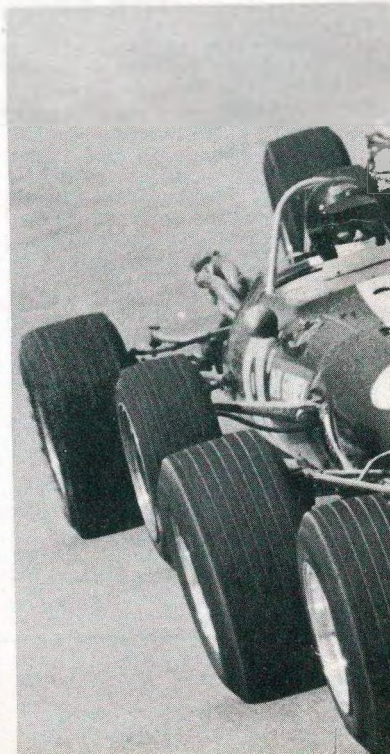
Denny Hulme (Recco Brabham), 1m 29.9s, 101.876 mph (new record).

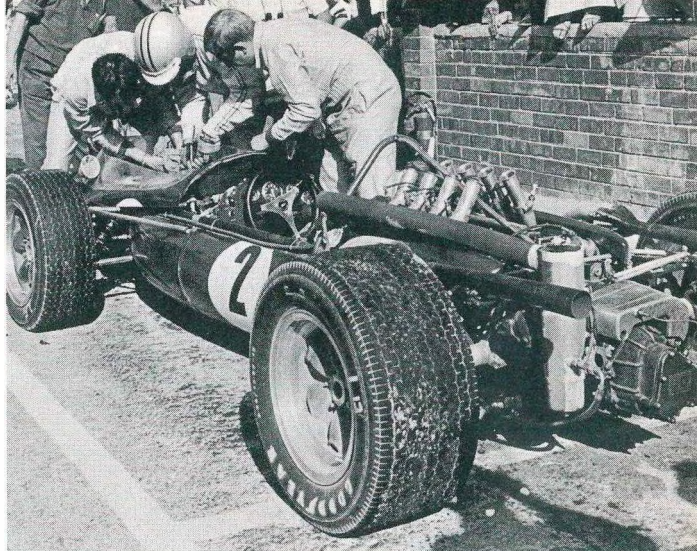
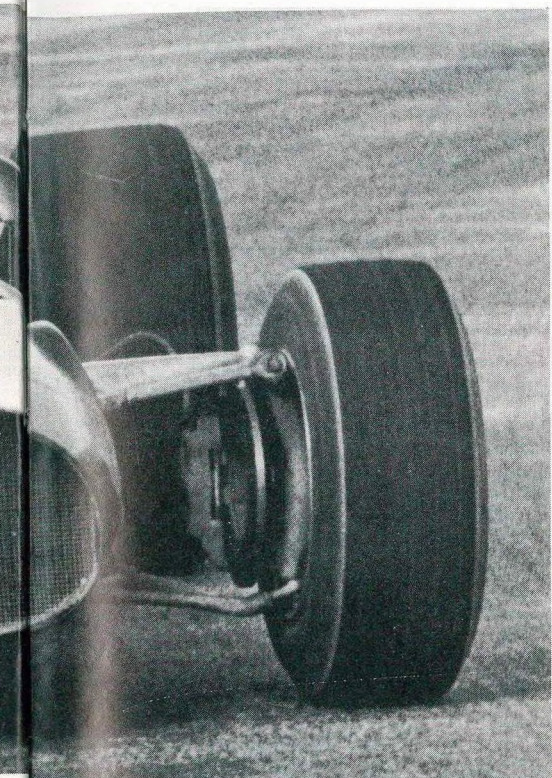
BELOW: Pedro Rodriguez scored a freakish, but welcome, win for Cooper in the first South African GP ever run at Kyalami.



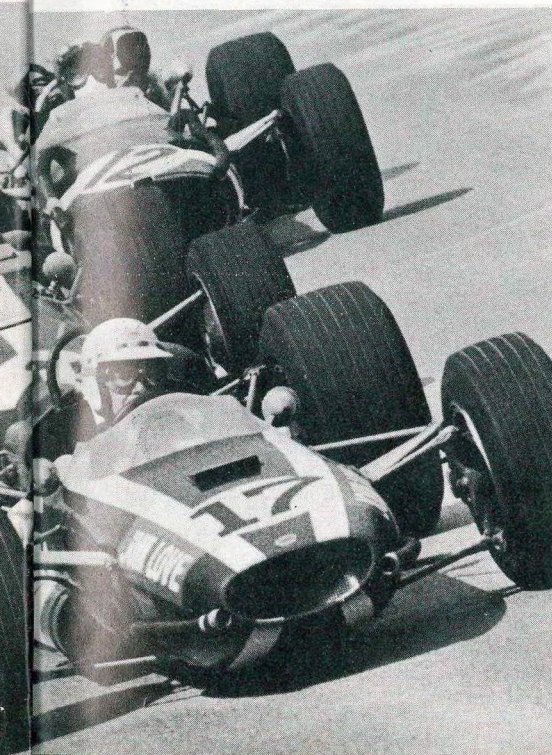
RIGHT: The mid-field battle between John Love's 2.7 Cooper-Climax "four", Dan Gurney's similarly engined Eagle (having its last outing in his hands) and Siffert's Cooper-Maserati kept the vast crowds excited.

BELOW: Love looked all set for a home win until the fuel pump in his reserve fuel tank failed and he had to stop to have a few more precious gallons poured in. So near, and yet . . .



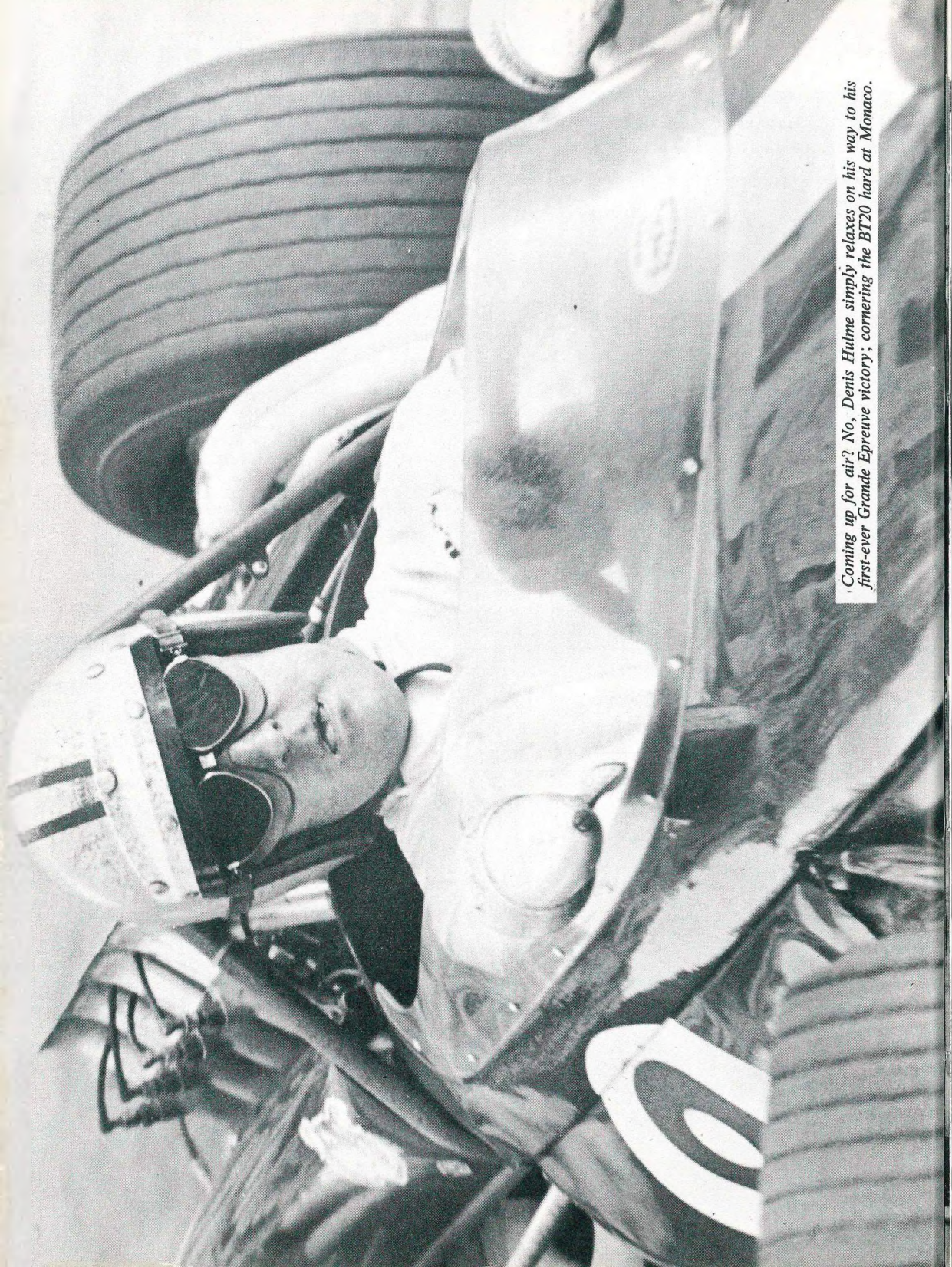


ABOVE: Denny Hulme led for most of the race until his brake fluid disappeared. One stop to warn his pit of the trouble, another to top up the reservoirs and then a final one because the system needed bleeding dropped him back to fourth after he had looked like scoring his first Grande Epreuve victory.



BELOW: John Surtees, in his first race with the Honda V12, leads Jack Brabham and Pedro Rordiguez during their tremendous scrap early on. The crowd numbered around 100,000.





'Coming up for air?' No, Denis Hulme simply relaxes on his way to his first-ever Grande Epreuve victory; cornering the BT20 hard at Monaco.

MONACO GRAND PRIX

Kiwi Triumph, Italian Tragedy

THE European Grand Prix season began with the Monaco race through the streets at Monte Carlo on May 7. The long off-season between the South African race in January and the event in the tiny Mediterranean principality had seen a lot of development work going on, but most of the entry at Monaco consisted of either existing machinery or small-capacity cars being used purely because they suited the circuit so well.

The Brabham Racing Organisation had a pair of BT20 cars for Jack Brabham himself and Denny Hulme. Brabham's was fitted with an interim Repco V8 engine using the old block and latest heads with the exhausts in the middle of the vee, while Hulme had an old outside exhaust unit. But Jack had the interim engine blow up following a rod breakage in practice, and fitted an all-new

engine (which had reached the works only just before they had left for Monaco) for the race.

Cooper, winners of the last two World Championship-qualifying races, Mexico in the '66 series and South Africa in '67, had Rindt and Rodriguez as drivers once again in a pair of their heavy T81s. A new Maserati V12 engine, with 36 valves in Heron type cylinder heads was in the spare car, and though this was claimed to be lighter yet produce more power, it was not raced.

BRM turned up with H16s for Jackie Stewart and Mike Spence, and one of the handy 2.1 litre P261 Tasman cars which had won the previous year for Stewart if he should prefer it. Reg Parnell Racing, under Tim Parnell's management, of course, also had a 2.1 litre car for Piers Courage. Other BRM-powered cars came from Lotus, a type 33 monocoque for Graham Hill, and Bruce McLaren, who had converted one of his type M4A F2 chassis into a handy little F1 car with a 2 litre BRM V8 in the back, and increased fuel tankage, and called it the type M4B. This was designed to act as a stop-gap car until such time as the ordered 3 litre V12 BRM unit should appear from the Bourne factory.

In addition to Graham Hill in the 2 litre BRM-powered car, Team Lotus had a 1,967 cc Climax V8 engine in a type 33 chassis for Jim Clark, again more or less the same combination as the previous year.

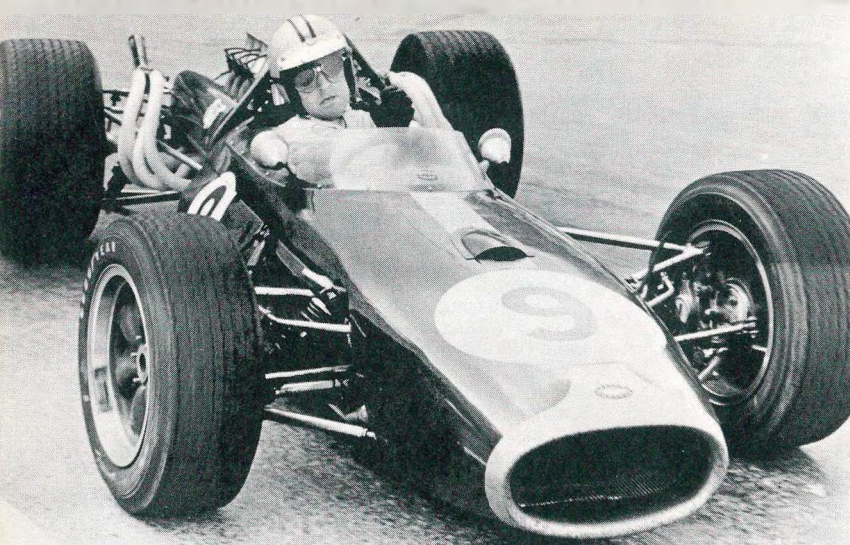
Ferrari had intended to bring along three cars with definite entries for Lorenzo Bandini and Ludovico Scarfiotti, and have Chris Amon attempt to qualify the third in his first F1 race for the team. But instead Scarfiotti went down to Sicily to practise for the Targa Florio, and Amon was given a brand new '67-chassis with the latest 36 valve engine completed only the night before first practice. Both cars were fitted with large brake cooling ducts at front and rear, and Bandini was among the favourites to do well in this race on a circuit where he had always excelled.

Anglo-American Racers Inc brought along a pair of Eagle-Weslake V12s for Dan Gurney and Richie Ginther, one with a new type of injection layout giving a claimed 417 bhp. The other had 411 bhp, and both drivers tried both engines, the cars' suspensions being changed rather than the bigger job of swapping the engines.

John Surtees had two Hondas to choose from, both fitted with new twin shaft five speed gearboxes. The heavy cars seemed very unsuited to Monaco, but Surtees' skill and determination set fastest practice time at one point and heaved the car round in the first four during the race.

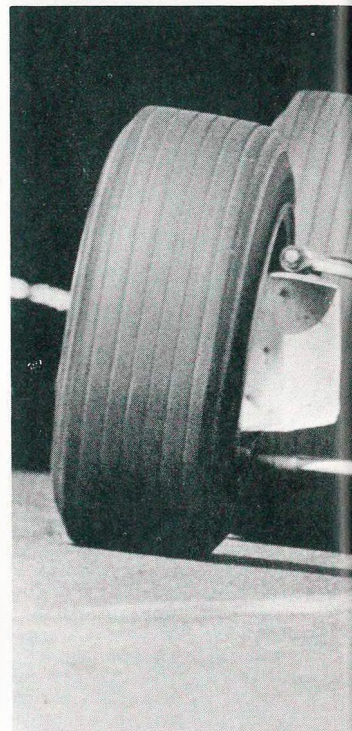
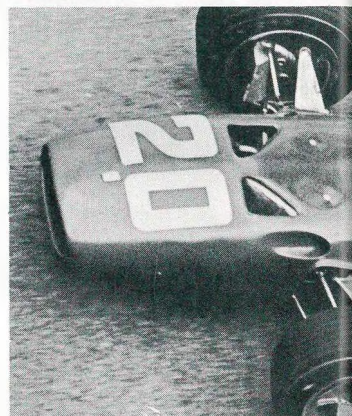
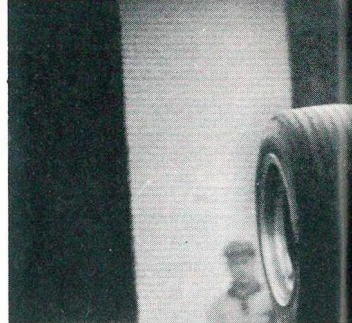
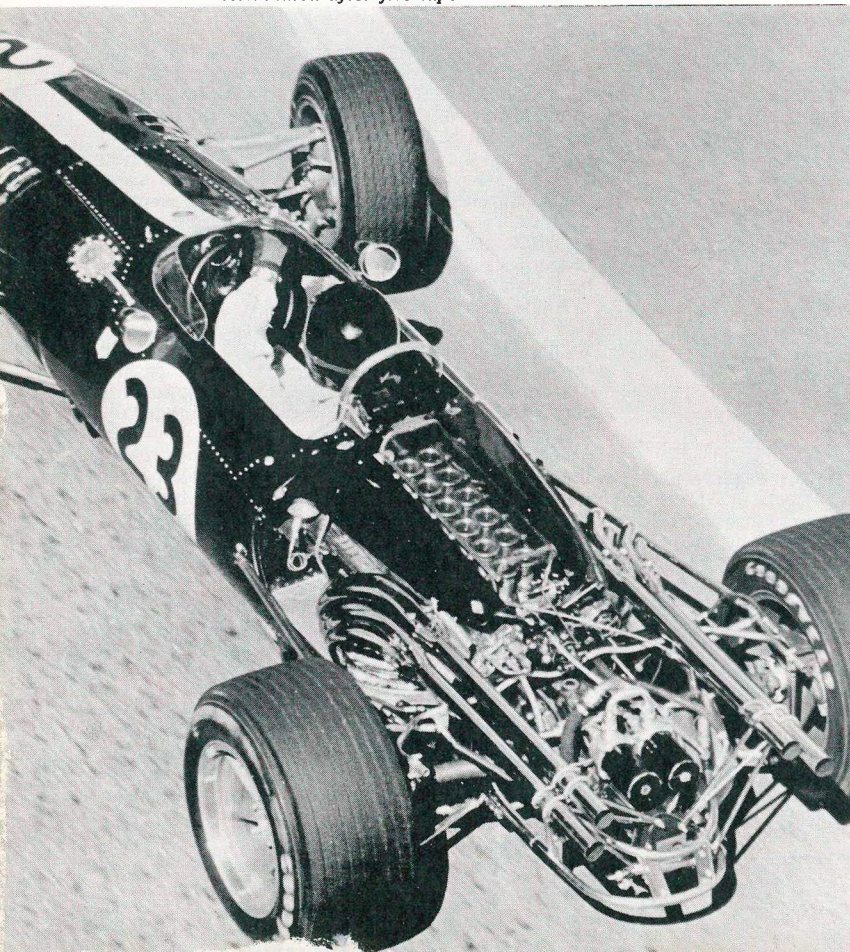
Jo Siffert had Rob Walker's immaculate Cooper-Maserati, Bob Anderson brought along his faithful 2.7 litre Brabham-Climax 'four' and Matra Sports had a couple of F2 Matra-Cosworth FVAs ballasted up to the F1 minimum weight limit for Jean-Pierre Beltoise and Johnny Servoz-Gavin.

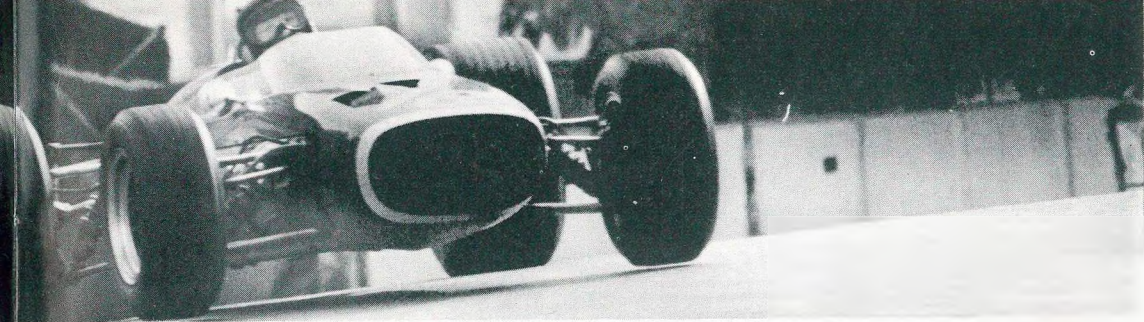
The organisers had reserved 11 grid positions for works cars, two each for Brabham, BRM, Cooper, Ferrari and Lotus and one for Honda, and the five places remaining had to be fought for among the eight other drivers, including the two Eagle-Weslakes.



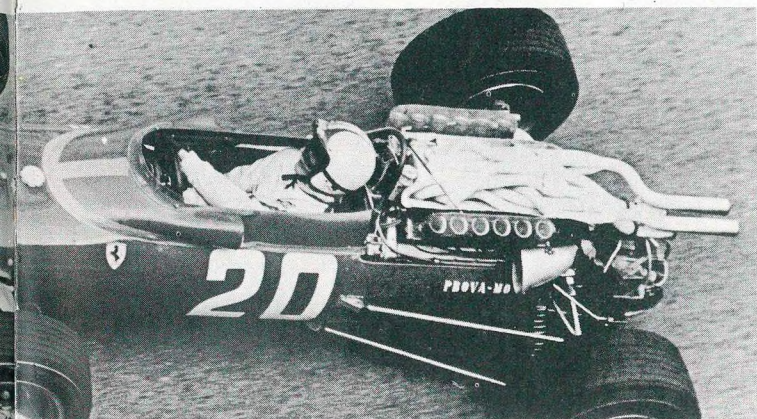
ABOVE: Denny Hulme opposite-locked and one-handed his way to a magnificent first Grande Epreuve win. Here at the Gasworks Hairpin he demonstrates his winning technique.

BELOW: Left hand down a bit at Mirabeau Inferieur as Dan Gurney takes his Eagle-Weslake through the Monte Carlo streets. His efforts in the race terminated after five laps when a belt drive broke.

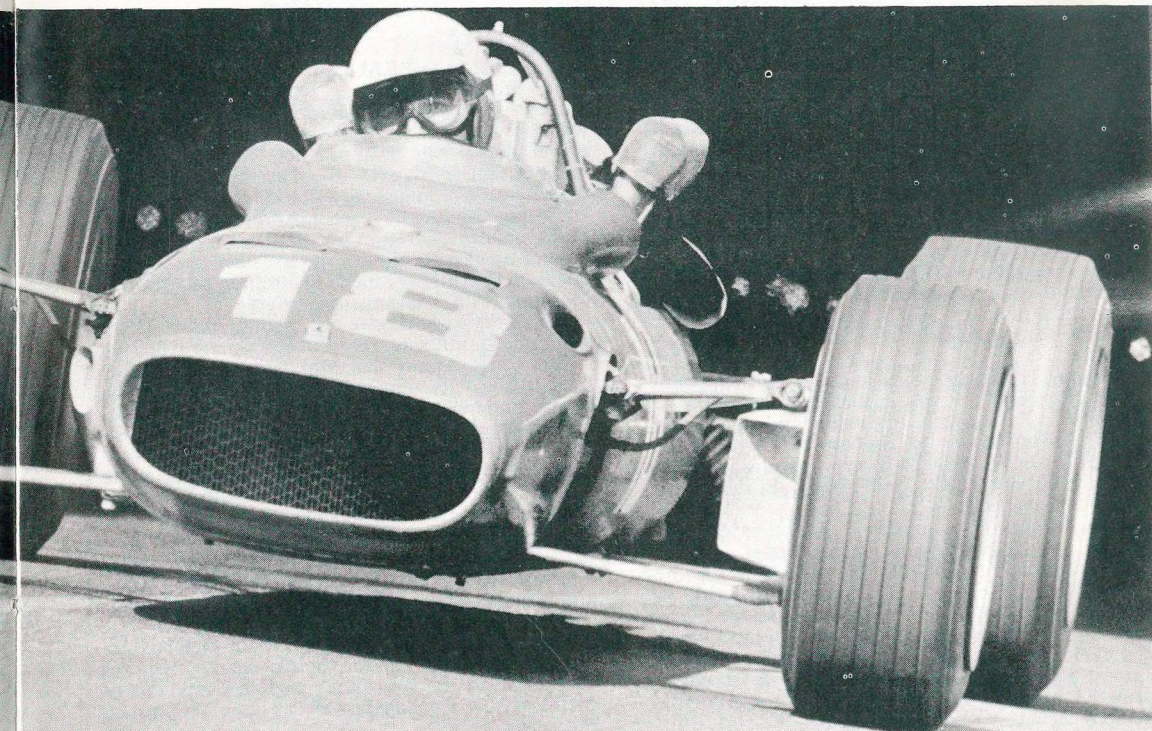




ABOVE: Bruce McLaren flies over the hump in the Casino Square on his interrupted run into fourth place with the 2 litre McLaren-BRM M4B.



LEFT: Chris Amon completed a grim Grand Prix in his first F1 race for Ferrari in third place. Here he locks the Ferrari over for Mirabeau Inferieur.



ABOVE: Lorenzo Bandini (Ferrari V12), Monaco, 1967. In second place and challenging Hulme hard the top Italian driver emerges from the tunnel.



Satisfaction: Denny Hulme stands to attention as the appropriate National Anthem is played following his win in the Monaco Grand Prix. Princess Grace and Prince Rainier of Monaco look on.

But the unfortunates included Ginther, Beltoise (who had had first a shunt and then trouble out on the circuit in practice) and Anderson, who had lapped faster than guaranteed starters Amon, Rindt and Rodriguez and was suitably disgruntled with the situation.

From the start Bandini streaked into the lead at Ste Devote, but behind him Brabham's new engine was smoking and losing oil. He spun backwards in it at Mirabeau and off to the inside of the road as Bandini, Hulme, Surtees, Gurney, McLaren, Clark and Siffert bundled past, but in the mêlée Siffert had punched McLaren's gearbox with the Cooper-Maserati and damaged his radiators, also losing oil.

Bandini, Hulme, Stewart (in the P261 BRM) and Surtees led past the pits as Brabham rolled in to his pits to retire with the engine mangled, and Clark, having taken to the escape road at the chicane when he thought someone else was losing it on the oil, had had to push back onto the circuit and was way back.

Siffert stopped for repairs to the radiators and Hulme and Stewart soon charged past Bandini on the oily circuit, while Gurney was pressing the Ferrari hard. Servoz-Gavin stopped the Matra with a broken fuel pump drive in the pits and Gurney moved up only to be put out on lap 5 when the fuel injection pump drive belt broke. Surtees moved up to fourth at this, chased by a battle between McLaren and Rindt, and then came Hill. Amon, Spence, Rodriguez, Clark and Courage,

who had slid the BRM nose first against the bails at the Station Hairpin.

Stewart nipped into the lead on lap 7, and Clark was moving well up. But the BRM was hurtling round the circuit and drawing well away from Hulme until, on lap 15, the Tasman car's crown-wheel and pinion failed and that was that. This left Hulme leading by 8 seconds from Bandini, with Surtees and McLaren in hot pursuit on the oil and cement laden road. Rindt, who had been particularly quick on this slippery mess, had retired the Cooper-Maserati with transmission trouble at the same time as Stewart had gone out, and at 20 laps Clark was up into fifth spot ahead of team-mate Hill.

But Chris Amon was also going well, getting used to the tight circuit he had only practised on before, and he was getting closer to the Lotus-BRM. At quarter distance Hulme had 15 seconds' advantage over Bandini, but Surtees in third place with the Honda was in trouble and the car was beginning to smoke badly. On lap 28 Surtees let McLaren by, and Clark took him on the next. The Honda slowed and finally retired on the circuit with piston failure in the V12 engine.

Clark was driving brilliantly in the Lotus-Climax and was closing on McLaren in third place when the car felt strange entering the Tabac corner on the harbour front. A rear damper mount had broken, and on exiting the corner the car slewed sideways and thumped the wall hard, putting Clark out of the Monaco GP yet again—he has never yet finished the race.

The sole Matra, which had rejoined after that long stop early on, retired with more troubles in the little blue car, and Siffert stopped at about the same time with failing oil pressure. One more gentle lap was completed and then the car was retired, having lost too much lubricant from the ruptured radiator.

Hulme was driving a cool race in the lead, one-handing his car through the hairpins on full opposite lock, but Bandini, from being 15 seconds behind, was really motoring on and in six laps closed the gap to less than half that to tremendous appreciation from the pro-Italian crowd. Bandini was really trying in the Ferrari, looking a trifle ragged at times, and as he appeared to get more continually crossed up Hulme managed to hold the gap at a comfortable 10 seconds or so.

Piers Courage put the Parnell P261 BRM into the straw bales at Ste Devote after quite a quick drive but was unhurt, and as the long race wore on Bandini seemed to tire more and slowly fall away from the green and gold Brabham. McLaren's 2 litre car, going well in third place, now started to go off song, and on lap 71 he stopped for a battery change, the alternator having packed-up letting the battery go flat. This brought Amon up into fourth spot and Hill into fifth with McLaren rejoining after losing two laps to the leaders.

But on lap 82 tragedy struck as Lorenzo Bandini went off into the bales on the exit to the chicane.

The car overturned and exploded into flame. Rescuers did their best but it was too late, and although he survived for three days, poor Bandini eventually succumbed to his injuries.

This accident had partially blocked the chicane, slowing the race right down, but leaving Hulme with a gigantic lead over Amon, Hill, McLaren, Rodriguez (who had plodded on in the big Cooper) and Spence (driving manfully in another heavy car, the H16 P83 BRM).

As a final twist, Amon, who had had to drive time after time through the horror of his teammate's accident, had a tyre deflate on the Ferrari with just 10 laps to go and he had to stop for a wheel-change. This was done very rapidly, but Hill was by into second place and Amon only just got going again in time to hold off the delayed McLaren.

And so they finished, with Hulme winning his first-ever Grande Epreuve as compensation for that one he should have won in South Africa. Graham Hill's second place for the second year running after a hat-trick of wins there was not easy for he had had gearbox and clutch trouble and was low on both oil and fuel at the finish. Chris Amon had driven well in a daunting first GP for Ferrari, and McLaren had proved the M4B's suitability for the tight circuit. Rodriguez had again proved a good "soldier" and had stayed on to the bitter end, while Mike Spence drove his usual heady and cool race in the BRM to take a useful sixth place.

25th Monaco Grand Prix, Monaco, May 7, 100 laps, 195 miles

THE GRID

J. BRABHAM
(Repcos Brabham)
1m 27.6s

J. SURTEES
(Honda)
1m 28.4s

J. CLARK
(2.0 Lotus-Climax)
1m 28.8s

D. GURNEY
(Eagle-Weslake)
1m 29.3s

J. SIFFERT
(Cooper-Maserati)
1m 30.0s

J. SERVOZ-GAVIN
(1.6 Matra-Cosworth)
1m 30.4s

P. COURAGE
(2.1 BRM)
1m 30.6s

J. RINDT
(Cooper-Maserati)
1m 30.8s

L. BANDINI
(Ferrari)
1m 28.3s

D. HULME
(Repcos Brabham)
1m 28.8s

J. STEWART
(2.1 BRM)
1m 29.0s

G. HILL
(1.9 Lotus-BRM)
1m 29.9s

B. McLAREN
(1.9 McLaren-BRM)
1m 30.0s

M. SPENCE
(BRM H16)
1m 30.6s

C. AMON
(Ferrari)
1m 30.7s

P. RODRIGUEZ
(Cooper-Maserati)
1m 32.4s

Results

1, Denny Hulme (Repcos Brabham), 2h 34m 34.3s, 75-90 mph; 2, Graham Hill (1.9 Lotus-BRM V8), 99 laps; 3, Chris Amon (Ferrari), 98 laps; 4, Bruce McLaren (2.0 McLaren-BRM V8), 97 laps; 5, Pedro Rodriguez (Cooper-Maserati), 96 laps; 6, Mike Spence (BRM H16), 96 laps.

Retirements

Jack Brabham (Repcos Brabham), lap 1, engine; Dan Gurney (Eagle-Weslake), lap 5, injector pump drive; Jochen Rindt (Cooper-Maserati), lap 14, gearbox; Jackie Stewart (2.1 BRM V8), lap 15, gearbox; John Surtees (Honda), lap 33, piston; Jo Siffert (Cooper-Maserati), lap 43, loss of oil; Jim Clark (Lotus-Climax), lap 43, crash; Johnny Servoz-Gavin (1.6 Matra-Cosworth), lap 43, injector pump drive; Piers Courage (2.1 BRM V8), lap 70, crash; Lorenzo Bandini (Ferrari), lap 82, crash.

Fastest Lap

Jim Clark (2.0 Lotus-Climax V8), 1m 29.5s, 78.6 mph (new record).

Ford's Dominant Dutch Debut

THE highlight of practice for the Dutch Grand Prix among the sand dunes at Zandvoort was the first appearance of the Lotus-Ford 49s. Two of the new cars were present for Jim Clark and Graham Hill—Clark having one of his first drives in his after Graham Hill had done most of the development testing. The green and yellow cars were impeccably turned out, if looking rather fragile in suspension part sizes, and a large Ford, Cosworth and Lotus entourage were in attendance.

Dan Gurney arrived with three Eagles, but only himself as driver, for Richie Ginther had stayed in the 'States following his failure to qualify for both the Monaco GP and Indianapolis, and eventually decided to retire from motor racing. A new car, number 104, was present with extensive use of titanium in the chassis and an engine lightened to 370 lbs. to bring the all-up weight down below

1,200 lbs and close to the minimum limit.

The Brabham Racing Organisation also had their new car present, the Formula 2-based BT24. This was 1½ inches longer in the wheelbase than the BT23 F2 car, had longer suspension uprights and 15 inch wheels, and was powered by the latest type 740 Repco V8 with central exhausts. A Hewland FT200 Formula 2 gearbox was fitted to save weight (though its ability to transfer the 3 litre engine's power reliably seemed doubtful), and all-up weight here was very close to the limit at around 1,140 lbs.

Cooper had a pair of their usual Maserati-engined machines for Jochen Rindt and Pedro Rodriguez, and were using a new type of wheel for the first time, fabricated out of two shallow magnesium cones, welded and bonded together. These were both light and cheap to produce and apparently represented quite an improvement over the usual spoked cast ones.

BRM were another team to join the new car club with a lightweight and slightly slimmer version of their normal P83 H16 cars. This had a revised front suspension set-up and was about 80 lbs lighter than the standard vehicles. Reg Parnell Racing backed up the works team with a Tasman 2.1 litre V8 in their old Lotus, but this blew in practice and a 1.9 litre unit had to be fitted for the race. Also BRM 1-1 powered was Bruce McLaren's F2-based M4B which had gone so well at Monaco, and he hoped to do well through Zandvoort's tricky curves.

John Surtees had his two usual Hondas but was to remain unhappy with both of them, while, considering their recent tragedy, Ferrari turned out in force. They had two 1967 chassis with latest central exhaust V12 engines for Ludovico Scarfiotti and Chris Amon, while Mike Parkes was in his 'bitsa'—the long-wheelbase '66 car specially built for him for the French GP at Reims, fitted with the '67 engine.

Private entrants Rob Walker and Bob Anderson completed the entry, with Jo Siffert's Walker Cooper-Maserati arriving late with a new engine to replace the one ruined at Syracuse, and Anderson plugging on with his beautiful but now uncompetitive 2.7 litre Brabham-Climax BT11.

Practice had its upsets but was remarkably exciting, with Graham Hill snatching pole position in the brand new Lotus-Ford 49 right at the end of the last session. Clark's car suffered wheel bearing failures calling for tedious replacement, and Jack Brabham decided to race his 'old nail' BT19/20 rather than chance the F2 gearbox on the new car. Someone at Repco had left some junk in the exhausts of the brand new engine fitted in the old car which wrought havoc with its insides when it was started, and this meant the mechanics had to put the BT24's engine into the older car for the race. The Ferrari drivers found themselves suffering from the effects of 70 lbs too much weight and about 30 bhp too little power, but the two Coopers went well and their drivers proved remarkably even with just 0.09s between them on the second row of the grid.

Race day was overcast and dull, and the start was rather a shambles since a marshal was on the grid as the flag dropped! He had been trying to

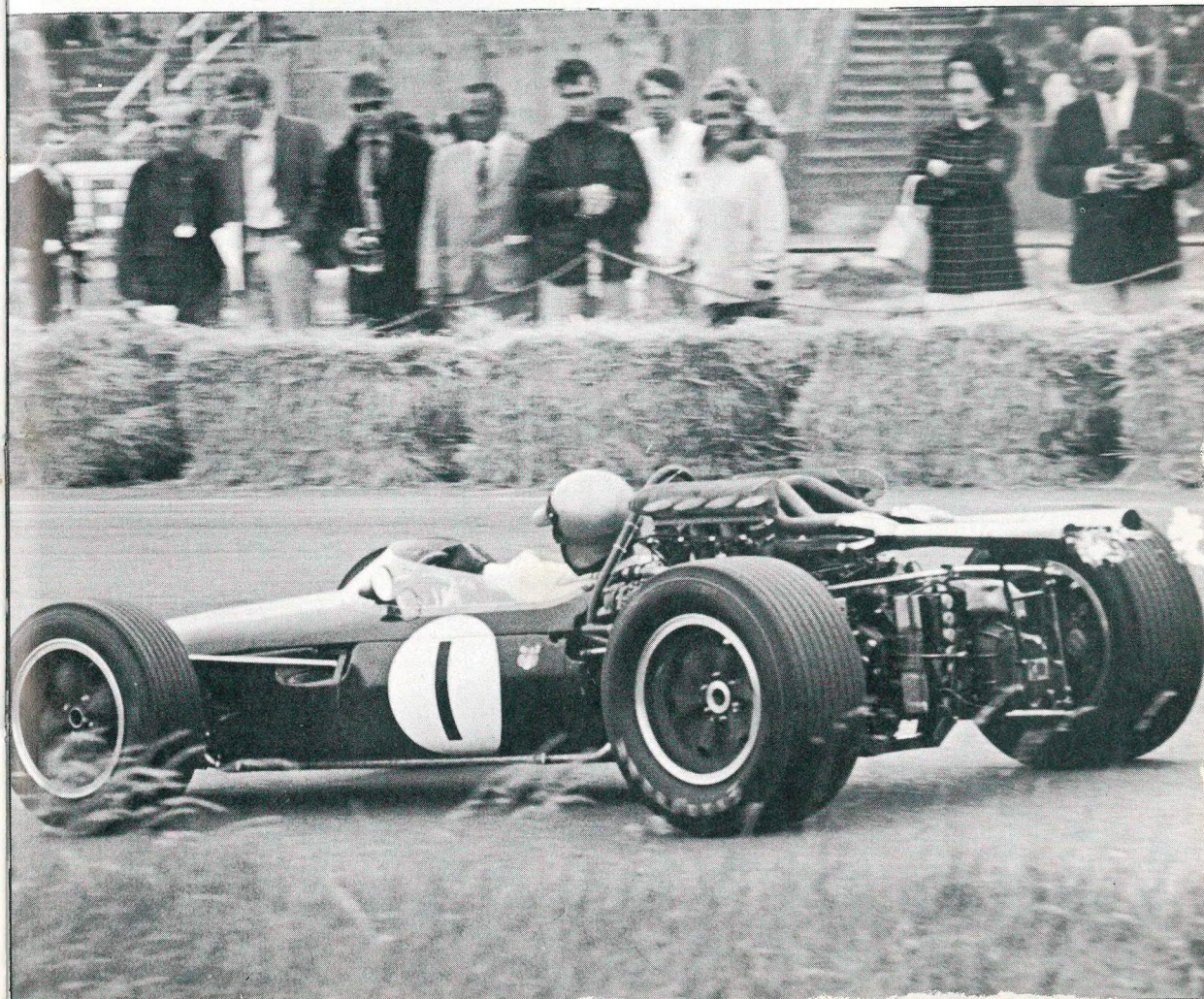
prevent the Coopers from creeping, but instead he only escaped certain death by the skin of his teeth and delayed Denny Hulme sufficiently to make him let the leaders get away. Graham Hill led into Tarzan, followed by Brabham, Gurney, Rindt and Amon, and Hill proved the new 49's potential immediately by pulling out a large lead on that first lap. But someone behind him was laying down a lot of oil and slowing the tail of the field. Poor Bruce McLaren ran into the oil on the very fast corner leading back onto the straight, and the little red and white M4B spun off on the inside, damaging itself quite badly although without injury to the driver, who walked back.

Hill was pulling away hand over fist, putting a whole new perspective on Grand Prix racing, while Clark was laying back and getting used to his car, for he had done very little practice. Brabham, Rindt, Gurney, Clark, Amon and Hulme formed a struggling batch behind the leader—Hulme getting by Amon as the track got oilier and the Brabham felt the more stable of the two cars—while behind

them came another bunch with Rodriguez leading Stewart, Parkes, Surtees and Siffert. Already Bob Anderson was lagging.

Then, on lap 7, Gurney's Eagle coughed into its pit and got going again only to drop out finally just after Tarzan with metering unit failure. Hill's Lotus rushed on, having already set a new lap record at 1m 29.8s, and he lapped Anderson on lap 8. Two laps later Jo Siffert dropped out of the second bunch to have his suspension checked for the car's handling had gone awry and then, on lap 11, Hill was late in appearing, and finally pushed the car into the pits with a broken camshaft drive. A disappointed Hill took off his helmet and Brabham inherited the lead, with Rindt, Clark, Hulme and Amon right behind. But now Clark had really got the hang of his new mount, and had scrubbed his brand new tyres, and on lap 16 he was past Brabham into the lead he was never to lose. Hulme got by Rindt, and then Amon followed suit to make the order Lotus, Brabham, Brabham, Ferrari, Cooper, while Stewart, Rodriguez and Parkes had dropped

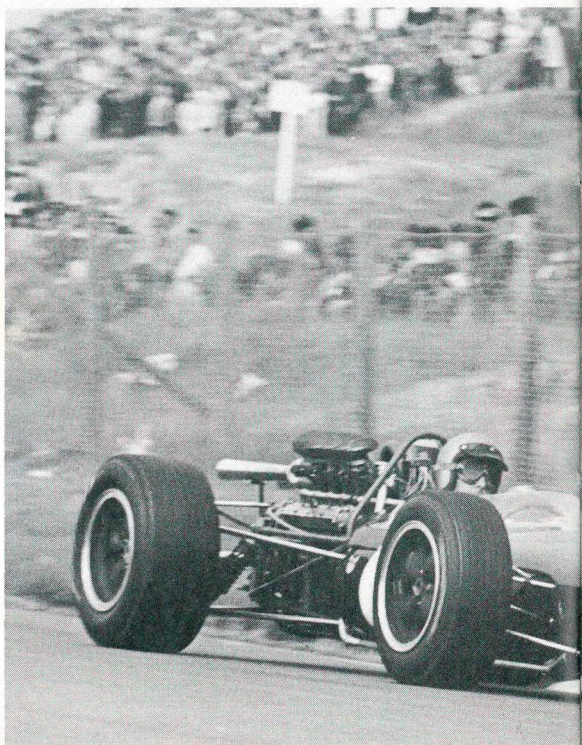
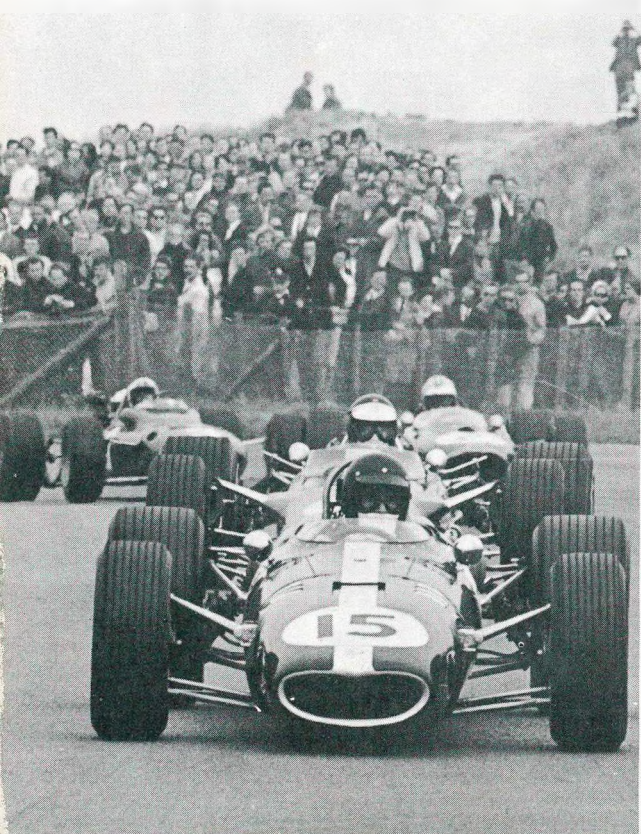
Jack Brabham's 'old nail' spits flame at the opposition as he dives into the Hunzerug in hot pursuit of the leading Lotus-Ford. This was the last time that Jack raced the old car.



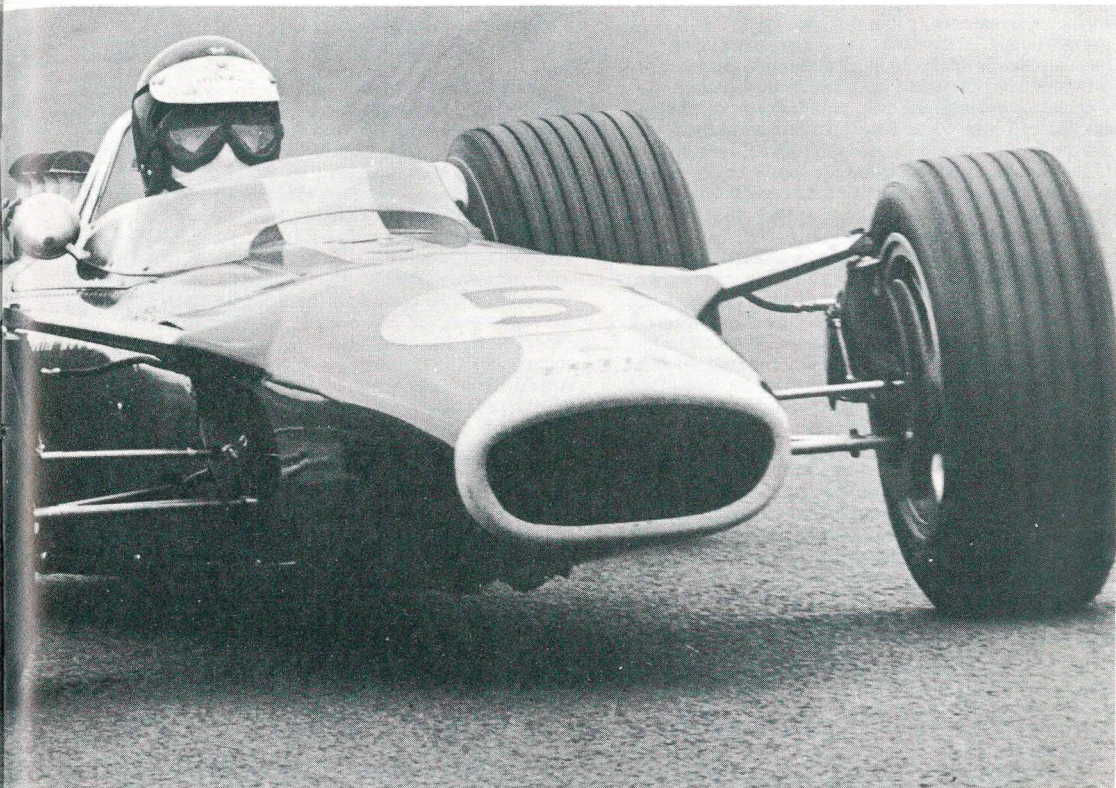


ABOVE: *Graham Hill's fantastic first lap lead is evident around the back at Zandvoort. With head down the pole position man leads Brabham, Rindt, Gurney, Amon and team-mate Jim Clark.*

BELOW: *Early on Dan Gurney leads Clark, Hulme and Amon in pursuit of Brabham and Hill.*

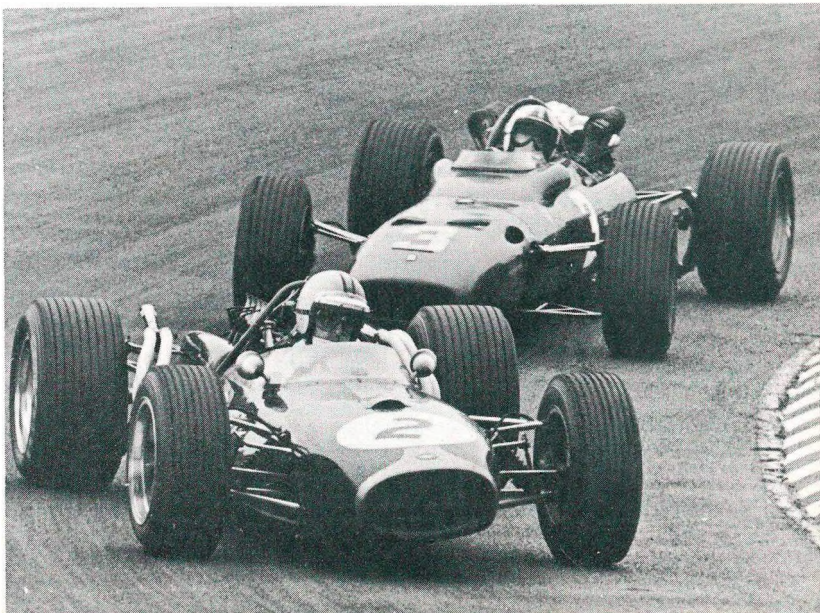
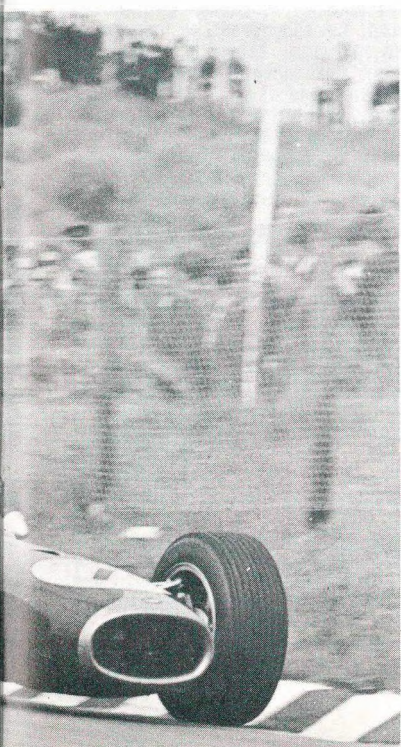


BELOW: Jim Clark gave the brand new Lotus-Ford 49 a fantastic story book debut at Zandvoort, scoring a run-away win and setting a new record race average speed and outright circuit lap record.



LEFT: Jack Brabham tried hard to repeat his previous year's victory in the BT20, but this time Clark had the more powerful car . . .

BELOW: Battle of the race was between Denny Hulme and Chris Amon for third place. Despite intervention from Mike Parkes they finished in this order, with Repco Brabham leading Ferrari.



the rest of the second group.

At 20 laps Clark's lead was 1-6s, and by lap 30 it was up to 5s from Jack Brabham. Stewart was closing on Rindt, who had become detached by the group immediately behind Clark, and on lap 39 he passed him while Rindt retired two laps later with the front suspension coming adrift. Rodriguez had gone out just as Stewart passed his team leader, stopping just after Tarzan, beside Gurney's Eagle, with the gearbox broken.

But while Clark was extending his lead, and leading the race at record average speeds, he was not having an altogether comfortable ride. The front/rear braking ratios were not ideal, and he was experiencing some trouble with clutch operation. Throttle control was not good, the power slamming in at 6,500 rpm, and the Scot was holding fourth for most of the back stretch in order to conserve his gearbox synchros on changes—which the dodgy clutch was not helping.

Behind Brabham in second place Denny Hulme and Chris Amon were having a tremendous scrap, with the BT20 driver maintaining the advantage despite driving without a rev counter, which had packed up on lap 3. Stewart had appeared to be closing on Amon—he was driving a standard P83 H16, the lightweight having been kept by for further development—but he pitted with brake fluid flooding the cockpit instead of operating the brakes. This was cleaned up and the reservoirs

topped, but after rejoining for a few more laps, he came in again to retire with the same problem on lap 51.

Clark's lead was now up to 16 seconds, and a good scrap was developing down the field between Irwin's 1-9 Lotus-BRM V8 and Spence's 3 litre BRM H16. Surtees was having a wretched race in the Honda, sticking throttles spinning him round in the Hunzerug on lap 73 and losing him sixth place to Scarfiotti's Ferrari. Surtees retired in his pits with the slides still sticking, but misery in the Anglo-Japanese pit was in sharp contrast to elation, and almost disbelief, in the Lotus pit as Clark roared home to complete the 90 laps at a new record average speed of 104.4 mph, quicker than the old lap record. He had also lowered his team-mate's record lap time to 1m 28.08s, 106.49 mph. Hulme stayed ahead of Amon despite the best intentions of Parkes in attempting to block the Brabham driver off at Tarzan near the end but blocking Amon instead, and so the race ran out.

The Lotus-Ford's incredible double domination of the race on their debut left many thoughtful faces in the paddock afterwards, while Chapman, Duckworth and Co went off to celebrate, and all thoughts turned to Spa a fortnight ahead. If the Ford V8 had the power and the Lotus had the handling to do all this at Zandvoort, what could happen on the high speed curves and straights in Belgium?

17th Dutch Grand Prix Zandvoort, June 4 90 laps, 234.5 miles

THE GRID

J. BRABHAM (Recco Brabham) 1m 25.6s	D. GURNEY (Eagle-Weslake) 1m 25.1s	G. HILL (Lotus-Ford) 1m 24.6s
P. RODRIGUEZ (Cooper-Maserati) 1m 26.59s	J. RINDT (Cooper-Maserati) 1m 26.5s	
J. CLARK (Lotus-Ford) 1m 26.8s	D. HULME (Recco Brabham) 1m 26.65s	J. SURTEES (Honda) 1m 26.65s
M. PARKES (Ferrari) 1m 27.0s	C. AMON (Ferrari) 1m 26.9s	
C. IRWIN (1-9 Lotus-BRM) 1m 27.5s	M. SPENCE (BRM H16) 1m 27.4s	J. STEWART (BRM H16) 1m 27.2s
L. SCARFIOTTI (Ferrari) 1m 27.9s	B. McLAREN (2-0 McLaren-BRM) 1m 27.7s	
B. ANDERSON (2-7 Brabham-Climax) 1m 29.0s	J. SIFFERT (Cooper-Maserati) 1m 28.8s	

Results

1, Jim Clark (Lotus-Ford), 2h 14m 45.1s, 104.4 mph; 2, Jack Brabham (Recco Brabham), 2h 15m 8.7s; 3, Denny Hulme (Recco-Brabham), 2h 15m 10.8s; 4, Chris Amon (Ferrari), 2h 15m 12.4s; 5, Mike Parkes (Ferrari), 89 laps; 6, Ludovico Scarfiotti (Ferrari), 89 laps; 7, Chris Irwin (1-9 Lotus-BRM), 88 laps; 8, Mike Spence (BRM H16), 87 laps; 9, Bob Anderson (2-7 Brabham-Climax), 86 laps; 10, Jo Siffert (Cooper-Maserati), 83 laps.

Retirements

Bruce McLaren (2-0 McLaren-BRM), lap 2, accident; Dan Gurney (Eagle-Weslake), lap 8, fuel metering unit; Graham Hill (Lotus-Ford), lap 11, timing gear and camshaft; Pedro Rodriguez (Cooper-Maserati), lap 39, gearbox; Jochen Rindt (Cooper-Maserati), lap 41, suspension; Jackie Stewart (BRM H16), lap 51, brakes; John Surtees (Honda), lap 73, throttle slide.

Fastest Lap

Jim Clark, 1m 28.08s, 106.49 mph (new record).

BELGIAN GRAND PRIX

Eagle Wins a Spa Without Water

FOLLOWING the shattering performance by the Lotus-Fords at Zandvoort, all eyes turned towards the super-fast Spa-Francorchamps circuit in Belgium to prove or break the design. As things turned out, it broke, but in the early stages of the race the combination of Clark's driving, Lotus' type 49 chassis and the horsepower of the Ford V8 engine proved more than anyone could cope with.

Brabham's arrived intending to race their new BT24 Formula 2-based car which had run in practice at Zandvoort, using the latest type 740 central exhaust Repco V8 engine, and now fitted with a heavier duty Hewland DG300 gearbox in place of the original F2 FT200. The new car was for Brabham himself, while Hulme had Jack's old BT20, also using one of the latest engines.

Lotus brought along the same two 49s as at the Dutch GP, with Jim Clark and Graham Hill as drivers. Some strengthening of the monocoque at the rear had been carried out, and a front/rear braking ratio control was fitted in Clark's car after his Dutch GP trouble.

Dan Gurney turned up with the latest lightweight 'titanium-in-parts' Eagle-Weslake, and test bed readings for the engine he was using had been as high as 416 bhp at 10,000 rpm. A few days earlier Dan had won at Le Mans and so his morale was very high for this race. Bruce McLaren had test-driven the Eagle the previous week at Goodwood, and he had been signed for the team until such time as his own full 3 litre car should be ready, the 2 litre being hors de combat after Zandvoort and uncompetitive at Spa anyhow. Gurney had also covered 60 miles

on test in the lightweight car at Goodwood, and his engine had covered some 480 racing miles without leaving the chassis.

Ferrari drove over from Maranello with two of the latest cars for Amon and Scarfiotti, and the special long-wheelbase '66 car with latest-type suspension for Mike Parkes. All three machines had the central-exhaust 36 valve V12 engine fitted.

Jochen Rindt and Pedro Rodriguez had their normal Cooper-Maseratis running for the works team, and BRM brought along a pair of H16 BRMs for Jackie Stewart and Mike Spence. The lighter slimline car, number 1151, which had appeared in Holland, was not taken to Spa since it was in need of further development.

The two Hondas were both present for Surtees to drive, apparently unchanged since last time out, and completing the field were five independents: three Cooper-Maseratis for Jo Siffert (Rob Walker's), Jo Bonnier and Guy Ligier (their own), the Reg Parnell Racing 2 litre BRM for Chris Irwin and Bob Anderson in his 2.7 litre Brabham-Climax

Both Brabham and Lotus tried nose spoilers in practice, the former team retaining them for the race and the latter dropping them; the spoiling action was holding the nose down so well that the tail was losing grip. Stewart's H16 damaged a valve in the last session, and the engine was changed for the race. Hulme was in dead trouble with Jack's old car since every time he backed off and touched the brakes the BT20 felt as though it wanted to jack knife, and Denny could not go very quickly.

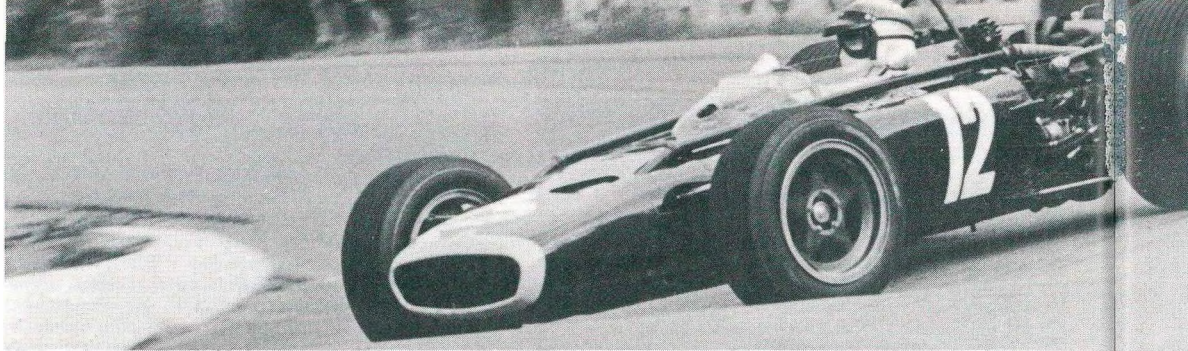
Unusually for the Belgian GP, a Formula Vee supporting race was run beforehand, and it also failed to rain on race day! Each car covered a reconnaissance lap to judge the state of the circuit after the previous year's disastrous first lap, and then formed up on the dummy grid. But Graham Hill's clutch failed to free and he was not on the main grid as the flag fell and Clark leapt into an immediate lead.

Rindt, Stewart, Parkes and Amon were hard behind the 49 round Eau Rouge and away up the hill. The field were somewhere along the Masta stretch before Graham Hill left the pits after his mechanics had put in some furious work on his car, and then Clark came past to complete lap 1, leading from Stewart, Amon, Rindt and Gurney. But three were missing.

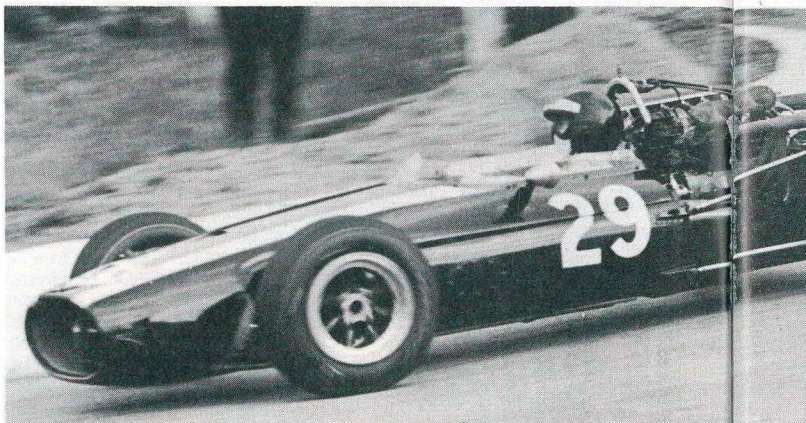
Mike Parkes had over-corrected a slide at Blanchimont when in third place, his Ferrari climbing a bank before rolling several times and throwing him out. Parkes was taken to the International Grand Prix Medical Service's mobile hospital in the paddock, and was then flown to hospital in Liege with a badly smashed leg and head injuries. Surtees coasted into his pit with the Honda's crankshaft snapped and Chris Irwin had a camshaft go in his 2 litre BRM V8 engine.

Both Amon and Scarfiotti had been close spectators of Parkes' accident, and it threw them both out of their stride, particularly since Chris missed 'Parkes OK' signs shown by the pit and could not believe it possible for anyone to survive such a shunt. Following Bandini's fatal accident at Monaco, which he had also driven through, the fact that he continued at all is surprising.

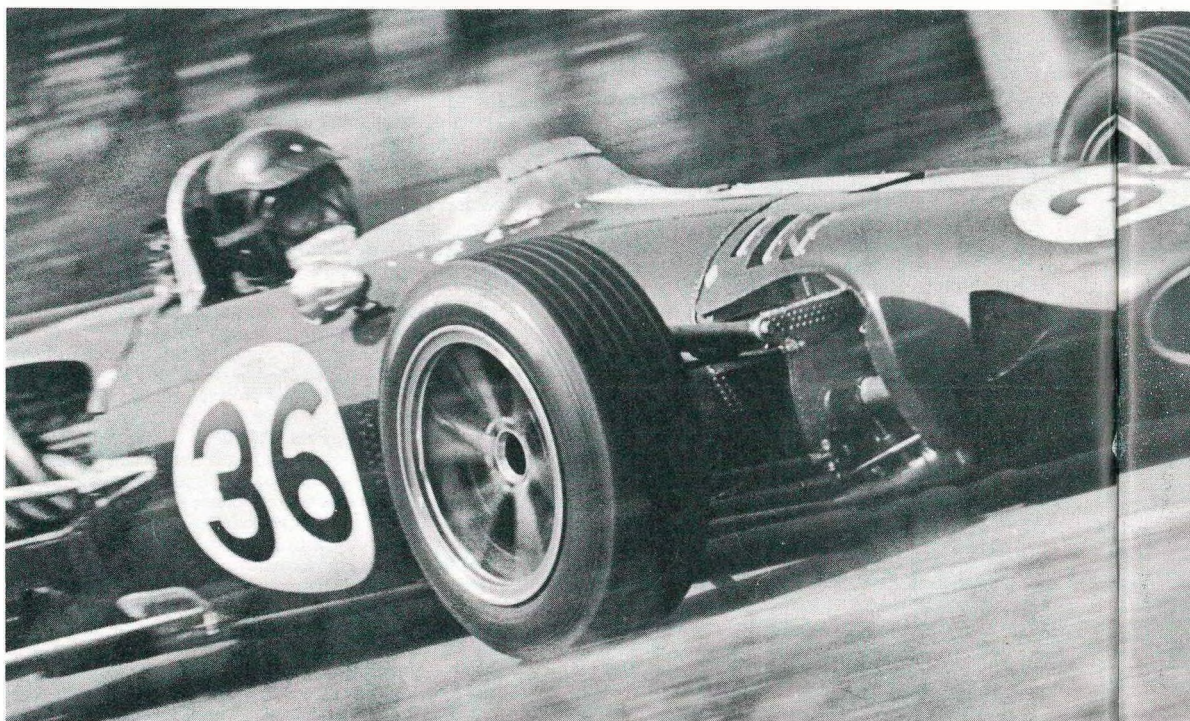
Clark was pulling away from Stewart, and Gurney



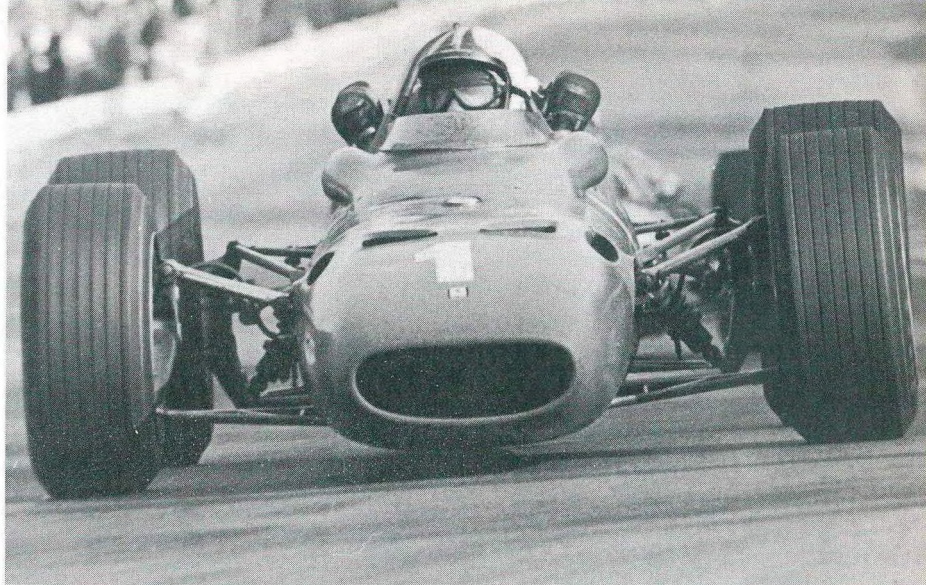
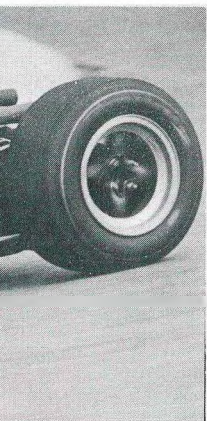
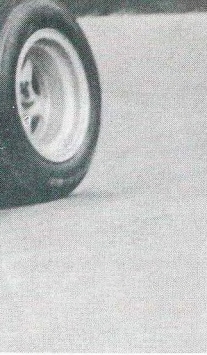
ABOVE: Jackie Stewart's gearless overheating BRM H16 finished second after one of his most courageous drives ever. He had been one-handed driving the heavy car through Spa's high-speed curves while trying to hold the gear-lever in mesh.



RIGHT: Jochen Rindt again went well on this fast circuit, dicing with teammate Rodriguez and Chris Amon until the former retired, the latter pulled away and the race ended with the Cooper-Maserati in fourth spot.



ABOVE: Dan Gurney scored the first Grande Epreuve win ever for AAR with the Eagle at Spa. One week earlier he had won Le Mans for Ford, but this solo effort was much more praiseworthy.



ABOVE: Once again it was a grim race for poor Chris Amon, having been a close spectator of Parkes' shunt. He kept going to place third once more.

BELOW: The Belgian GP saw BRM's best 3 litre Formula outing yet, with Mike Spence backing up team-mate Stewart to finish fifth overall.



passed Amon into third place, while Graham Hill retired his reluctant Lotus after three laps when the clutch burst. Breaking the lap record continuously, Jim Clark pulled away from Stewart, Gurney was close behind the BRM and Brabham, Rodriguez, Amon, Rindt, Scarfiotti, Spence and Hulme followed on. Both the Repco Brabhams were suffering from too much oil laying in the crankcases, with scavenge pumps not working properly. On the long climbs both drivers could feel the oil dragging them back, and they both eventually decided to retire. Ligier had run into clutch trouble, and quite a scrap was developing between Amon, Rodriguez and Rindt, while Bonnier had stopped with a broken valve. Dan Gurney was not getting into his stride and was closing the gap on Stewart. But then, on lap 12, Jim Clark pulled into his pit with the central electrode burned out of a plug. Dan Gurney also stopped to complain of low fuel pressure, but manager Bill Dunne swiftly pushed him back into the race again in second place behind Stewart. The Eagle's fuel pressure was waving from 60-120 psi instead of stabilising around the normal 145 psi mark, and Gurney was also bothered by smoke coming from the exhausts.

But Stewart was also in trouble, this time with his gearbox which was jumping out of mesh. This meant missed gearchanges, and on occasions the H16 registered 12,500 rpm—2,000 over the top! Yet it stayed in one piece, and it was not until lap 21 that Gurney forced past on the slope in front of the pits.

Clark had rejoined eighth after his first plug stop, then stopped again for a plug change, lost all but

third and fifth gears in the ZF 'box but still soldiered on to finish sixth overall. Behind, Rodriguez, Amon and Rindt were fighting hard, though the Ferrari driver's heart was not really in it and his teammate, Scarfiotti, was trailing way back after a stop with a broken rear brake pipe. Then Amon began to leave the two Coopers, and as the field spaced itself out the Mexican's engine broke a piston and he retired, Spence moving up to take fifth in the second H16.

Stewart was one-handing his heavy car through Spa's extremely dangerous high-speed curves in an attempt to hold his gears in mesh, and he finished with only sixth gear available, low oil pressure, and the temperature gauge sky-high. But naturally he could make no impression on Dan Gurney's flying Eagle-Weslake, which took the flag over a minute ahead to average 145.98 mph for the 245 mile race, making this the fastest Grande Epreuve ever run, beating the previous record, Tony Brooks' Ferrari win at Avus in 1959 at 143.35 mph, by a large margin.

But the race had proved the Lotus-Fords far from invincible, meant that four different marques had won the first four Championship rounds, and gave BRM their best H16 showing so far, with second and fifth places under their belts. Siffert was seventh after a good heady drive, Bob Anderson his usual steady self in eighth spot, and Rodriguez was classified ninth ahead of the troubled Ligier, though both covered 25 laps. Scarfiotti's leisurely stop with the broken brake pipe had dropped him out of contention, and he had toured on, not completing enough laps to qualify as a finisher.

27th Belgian Grand Prix

Spa-Francorchamps

June 11

28 laps, 245 miles

THE GRID

J. CLARK (Lotus-Ford) 3m 28.1s	D. GURNEY (Eagle-Weslake) 3m 31.2s	G. HILL (Lotus-Ford) 3m 32.9s
J. RINDT (Cooper-Maserati) 3m. 34.3s	C. AMON (Ferrari) 3m 34.3s	
J. STEWART (BRM H16) 3m 34.8s	J. BRABHAM (RepcO Brabham) 3m 35.0s	M. PARKES (Ferrari) 3m 36.6s
L. SCARFIOTTI (Ferrari) 3m 37.7s	J. SURTEES (Honda) 3m 38.4s	
M. SPENCE (BRM H16) 3m 38.5s	J. BONNIER (Cooper-Maserati) 3m 39.1s	P. RODRIGUEZ (Cooper-Maserati) 3m 39.5s
D. HULME (RepcO Brabham) 3m 40.3s	C. IRWIN (2.1 BRM) 3m 44.3s	
J. SIFFERT (Cooper-Maserati) 3m 45.4s	B. ANDERSON (2.7 B'ham-Climax) 3m 49.5s	G. LIGIER (Cooper-Maserati) 4m 01.2s

Results

1, Dan Gurney (Eagle-Weslake), 1h 40m 49.4s, 145.98 mph; 2, Jackie Stewart (BRM H16), 1h 41m 52.4s; 3, Chris Amon (Ferrari), 1h 42m 29.4s; 4, Jochen Rindt (Cooper-Maserati), 1h 43m 03.3s; 5, Mike Spence (BRM H16), 27 laps; 6, Jim Clark (Lotus-Ford), 27 laps; 7, Jo Siffert (Cooper-Maserati), 27 laps; 8, Bob Anderson (Brabham-Climax), 26 laps; 9, Pedro Rodriguez (Cooper-Maserati), 25 laps*; 10, Guy Ligier (Cooper-Maserati), 25 laps. Not classified: Ludovico Scarfiotti (Ferrari), 24 laps.

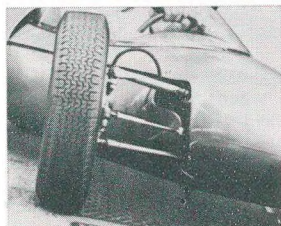
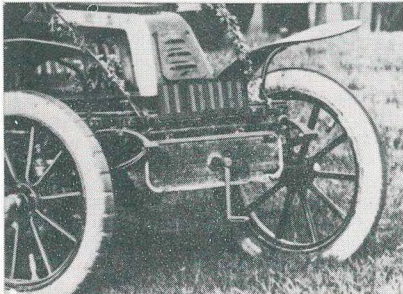
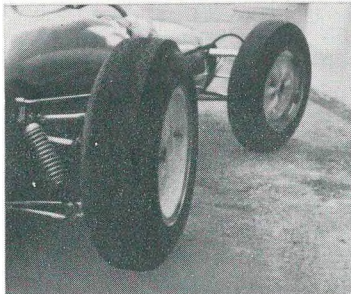
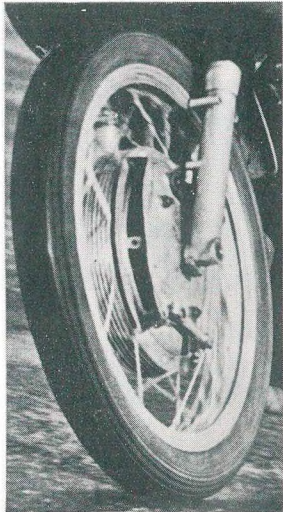
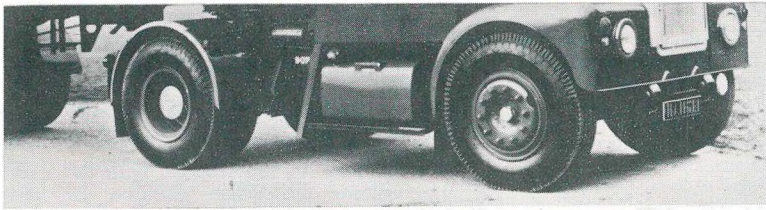
* Not running at finish.

Retirements

Mike Parkes (Ferrari), lap 1, accident; John Surtees (Honda), lap 1, broken crankshaft; Chris Irwin (2.1 BRM), lap 1, broken camshaft; Graham Hill (Lotus-Ford), lap 3, clutch; Jo Bonnier (Cooper-Maserati), lap 10, broken valve; Denny Hulme (RepcO Brabham), lap 14, scavenge pump; Jack Brabham (RepcO-Brabham), lap 15, no oil pressure.

Fastest Lap

Dan Gurney (Eagle-Weslake), 3m 31.9s, 148.85 mph (new record).



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FRENCH GRAND PRIX

The Car Park Grand Prix

THE 53rd French Grand Prix was a mere shadow of its usual self. The ACF decided that it should be run on the short and twisty Bugatti Circuit at Le Mans—taking in the start area of the 24 Hours circuit, and then looping off through the car parks before returning to the *Circuit de la Sarthe* at the end of the pits—and in addition to this unpopular choice of venue, the GP circus arrived rather depleted following the Belgian event.

Honda Racing decided to withdraw their car owing to lack of engines, and though Ferrari arrived with two cars they only had Chris Amon to drive them, Scarfiotti having temporarily lost interest in F1 racing since seeing Parkes' accident at Spa.

The Brabham Racing Organisation had their two usual Repco Type 740 V8-powered BT24s for Jack himself and Denis Hulme, while Lotus were late arrivals with the Ford-powered 49s, having been delayed in customs clearance at Dieppe. They

had new-type clutches since Spa, and also a progressive action throttle linkage for improved control over those 400+ horses. Another innovation was a dash-mounted brake pedal balance bar adjustment to alter front/rear braking ratios while in motion. Clark and Hill were the drivers, and had to spend the first day of practice as spectators while the shout-up at Dieppe continued.

AAR were back to full strength with two cars for Dan Gurney and Bruce McLaren. He had signed to drive for the team until such time as the BRM V12 engine should be delivered for his own car. Gurney had chassis 104, the lightweight titanium-in-parts machine, while Bruce was in the original V12 car—number 102.

BRM were represented by the works team and the Parnell equipe as usual, and some embarrassment was caused in practice when Chris Irwin's 2.1 litre V8 got round quicker than the works H16s of Stewart and Spence, who had a brace of standard P83 chassis and the new lighter car as a spare. After some discussion it was decided to give the P261 V8 car to Stewart, his old-type H16 to a rather disgruntled Irwin, and leave the second old-type H16 for Spence—the new car (number 1151) remaining in the transporter for the race.

Rindt and Rodriguez had their usual Cooper-Maseratis, still with '66 engines. As team leader, Rindt had the type 81B lighter (but certainly not lightweight!) chassis, while the Mexican used the '66 type 81. Last, but not least, were the three regular independents, Ligier having what was to be his last race in the light blue '66 Cooper-Maserati; Bob Anderson running his impeccably prepared but outclassed 2.7 litre Brabham-Climax, and Jo Siffert out again in the Rob Walker Cooper-Maserati.

Practice was hot and close, and BRM suffered further embarrassment when Stewart could not equal Irwin's 2 litre time on the second day, and the quiet young printer improved on the Scot's H16 time! When the Lotuses arrived they were troubled by severe misfiring, but while Hill's cured itself sufficiently for him to notch fastest time overall late in the final session, Clark lapped fourth fastest with his still sick car—a tremendous effort—then had the engine changed for the race.

Race day was hazy and not as hot as practice had been, but the vast Le Mans pit complex looked naked with only a GP field of 15 to accommodate, and for reasons largely unexplained the crowds stayed away—estimates of those present varying from 10,000-20,000 only.

Graham Hill shot straight into the lead from the start after reporting 'funny' steering on the warming-up lap. Back past the pits it was Hill from Gurney, Brabham, Clark, Amon, Hulme (who had made a bad start), McLaren, Rindt, Rodriguez, Stewart, Spence, Siffert, Anderson, Irwin (who had made another duff take-off) and Ligier. Brabham nipped past Gurney on the back, and took Hill coming back onto the pits straight on lap two. Clark's replacement engine was working well and as he learned the circuit with his full quota of Ford horses for the first time he moved through the field, passing Gurney, Hill and Brabham in three laps to snatch the lead. Hill picked up his tow and followed him through to second spot, and then the

Lotus pair just raced away from the rest. The gold and black helmets of Brabham and Gurney were third and fourth while the now customary scrap had developed between Amon and Hulme for fifth position.

After 11 laps Hill took the lead from his teammate, Spence's H16 clattered off the circuit with a broken drive shaft coupling and Rindt did a lurid spin in the Cooper, dropping from seventh to tenth. But on lap 14 Hill's 49 slowed with no drive, the final drive casing having distorted and thrown his cwp out of true, stripping the teeth. Anderson had been leading Irwin until the Climax's distributor broke and put him out, while Hulme (changing gear on the threaded lever end, the knob having fallen off) had got past Amon but was shortly to be retaken.

Then, on lap 23, Clark pitted, the rear of the car was jacked up and the wheels spun. Another stripped ZF diff was diagnosed, and he too was out. McLaren followed him in with the Eagle going flat due to the ignition trigger's tongue drive from the camshaft breaking, and he too was out.

All this left Brabham in the lead from a hard-pressing Gurney, with Amon leading Hulme 30s back. Rodriguez and Rindt were followed by Stewart, Siffert, Irwin and Ligier, who was suffering throttle linkage problems and had pitted twice. Then, on lap 34, Rindt's Maserati V12 holed a piston and he was out, and on lap 38 Gurney started

to signal trouble to his pit. Two more laps and the Eagle-Weslake was audibly misfiring and then, on lap 41, he retired at the pits corner with a broken fuel pipe union, losing fuel pressure.

Brabham was now an unchallenged leader from Hulme who had shaken off Amon in the lone Ferrari, and the carnage continued when, on lap 47, Rodriguez tried to coast to his pit with fuel leaking from a broken fuel pressure gauge pipe. The adverse slope stopped the car short of its pit and the Mexican leapt out as mechanics hurried down to work on it. The pipe was replaced and he rejoined in sixth spot, but in the meantime Amon's throttle linkage had parted and he had stopped out on the back, allowing Stewart into a lapped third place. Siffert's Cooper was going sick as fuel pressure dropped due to a flattening battery and Irwin got past him only to start trailing smoke from an oil leak. He was signalled to keep going, but the engine began to tighten on his last lap and he sensibly stopped on the back stretch, saving a serious breakage but dropping to fifth in the overall classification behind Siffert's ailing Cooper.

So the Brabham Racing Organisation scored their first one-two of the season in a race with only six finishers. True, their major opposition had fallen by the wayside, but the nimble BT24s had proved their ability to stay with all-comers bar the Lotuses and—what's more important—to keep going to the bitter end.

53rd French Grand Prix

Le Mans

July 2

80 laps, 219 miles

THE GRID

D. GURNEY
(Eagle-Weslake)
1m 37.0s

J. BRABHAM
(Repcó Brabham)
1m 36.3s

G. HILL
(Lotus-Ford)
1m 36.2s

B. McLAREN
(Eagle-Weslake)
1m 37.6s

J. CLARK
(Lotus-Ford)
1m 37.5s

J. RINDT
(Cooper-Maserati)
1m 38.9s

C. AMON
(Ferrari)
1m 38.0s

D. HULME
(Repcó Brabham)
1m 37.9s

J. STEWART
(2-1 BRM)
1m 39.6s

C. IRWIN
(BRM H16)
1m 39.4s

P. RODRIGUEZ
(Cooper-Maserati)
1m 40.5s

M. SPENCE
(BRM H16)
1m 40.3s

J. SIFFERT
(Cooper-Maserati)
1m 40.1s

G. LIGIER
(Cooper-Maserati)
1m 45.2s

B. ANDERSON
(2-7 Brabham-Climax)
1m 44.9s

Results

1, Jack Brabham (Repcó-Brabham), 2h 13m 21.3s, 98.90 mph; 2, Denny Hulme (Repcó-Brabham), 2h 14m 10.8s; 3, Jackie Stewart (2-1 BRM), 79 laps; 4, Jo Siffert (Cooper-Maserati), 77 laps; 5, Chris Irwin (BRM H16), 76 laps; 6, Pedro Rodriguez (Cooper-Maserati), 76 laps; 7, Guy Ligier (Cooper-Maserati), 68 laps.

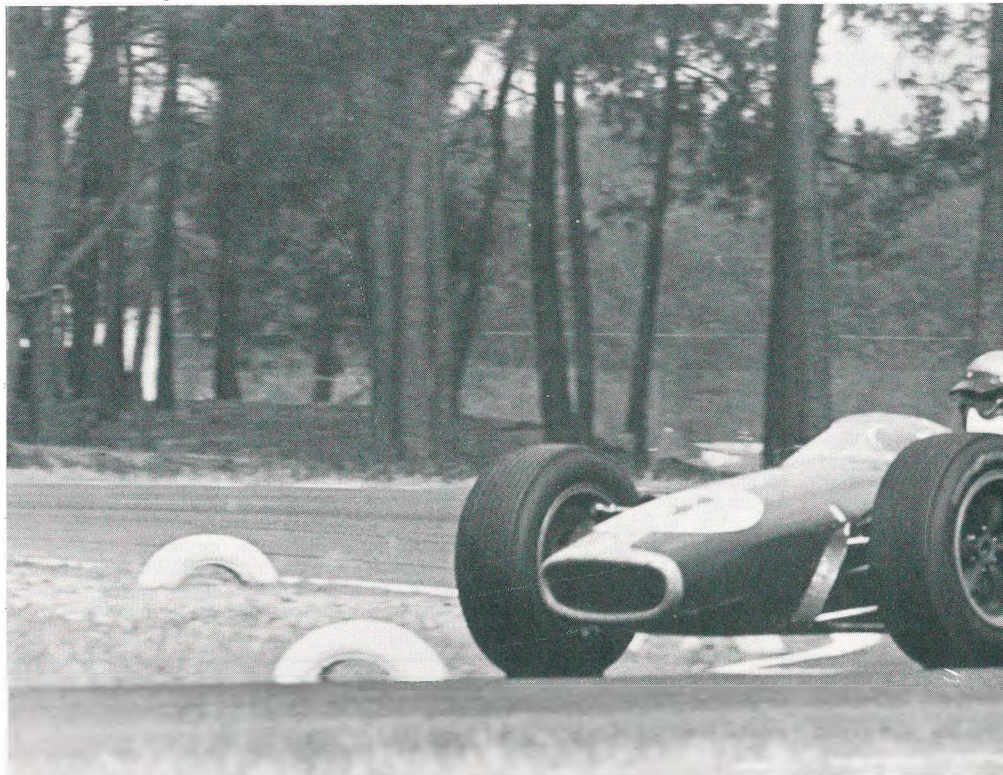
Retirements

Mike Spence (BRM H16), broken half-shaft, 9 laps; Graham Hill (Lotus-Ford), broken crown wheel and pinion, 14 laps; Bob Anderson (2-7 Brabham-Climax '4'), broken distributor, 17 laps; Jim Clark (Lotus-Ford), crown wheel and pinion, 23 laps; Bruce McLaren (Eagle-Weslake), ignition; Jochen Rindt (Cooper-Maserati), engine breakage, 33 laps; Dan Gurney (Eagle-Weslake), leaking fuel union, 41 laps; Chris Amon (Ferrari), broken throttle cable, 48 laps.

Fastest Lap

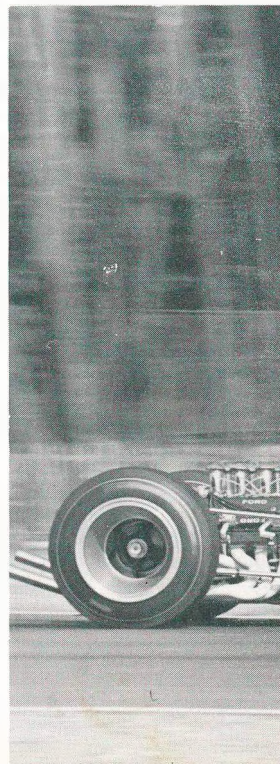
Graham Hill (Lotus-Ford), 1m 36.7s, 102.297 mph (new record).

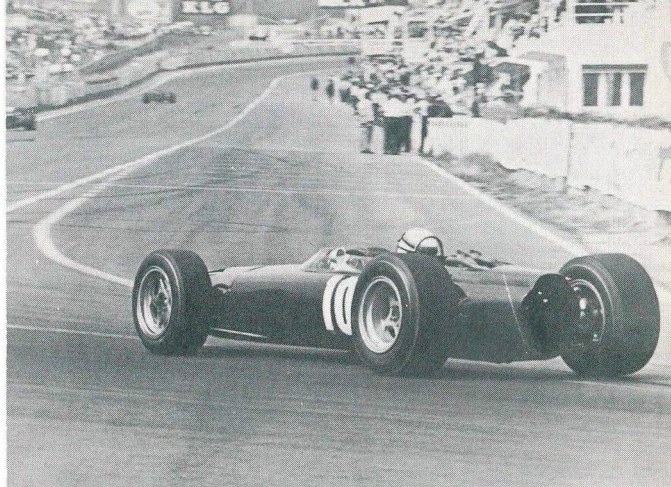
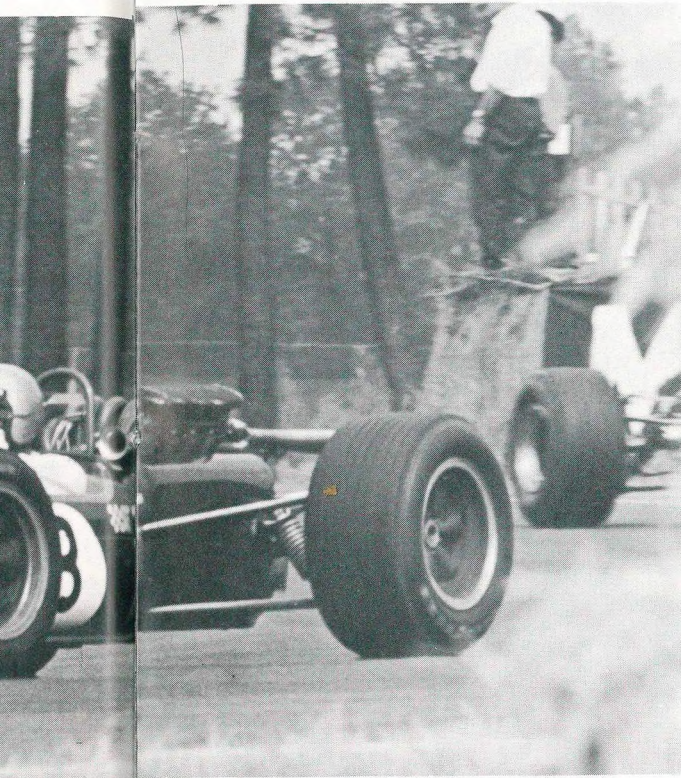
BELOW: Jack Brabham won this farcical French Grand Prix on the 'Mickey Mouse' Bugatti Circuit at Le Mans after the failure of the Lotus-Fords. Reliability and BT24 handling had really paid off to give him two 'Frenches' in a row.



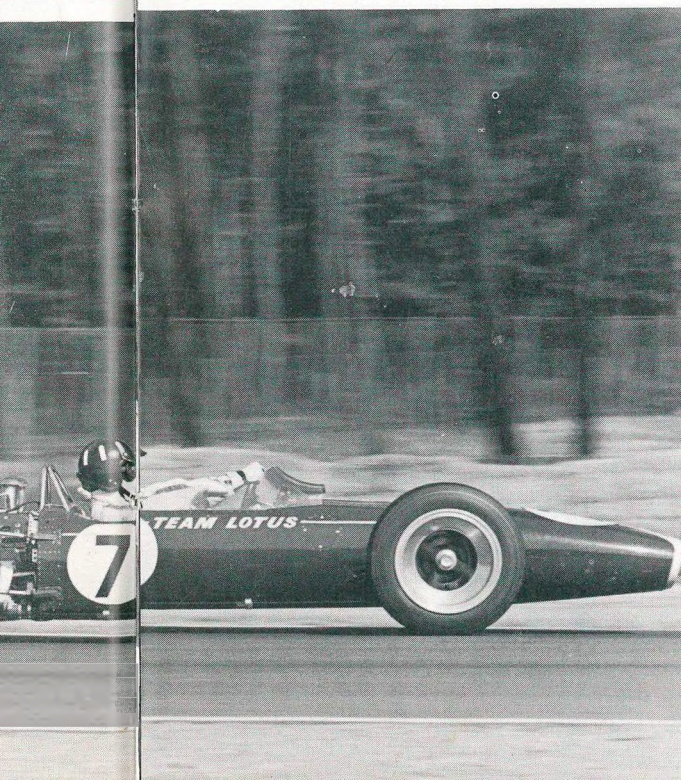
RIGHT: Graham Hill at speed with the Lotus-Ford 49. He led the race early on only to retire with final drive case flexion breaking up the crown-wheel and pinion. He set fastest lap for the record books though.

BELOW: And the mighty crowd roared! Fewer people saw the French GP than attended a 24 Hours practice day. On the front row Gurney and Brabham inch away ahead of Graham Hill.

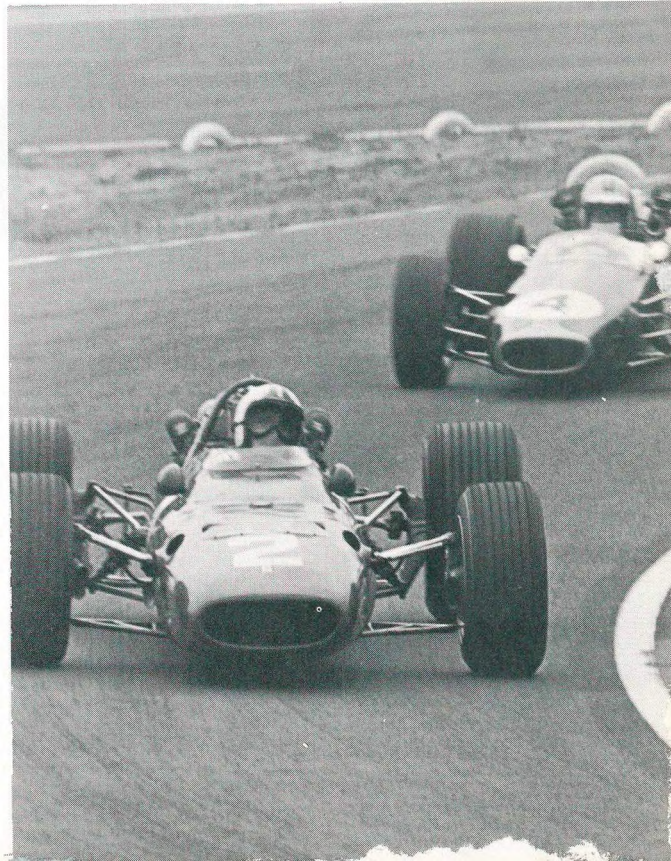




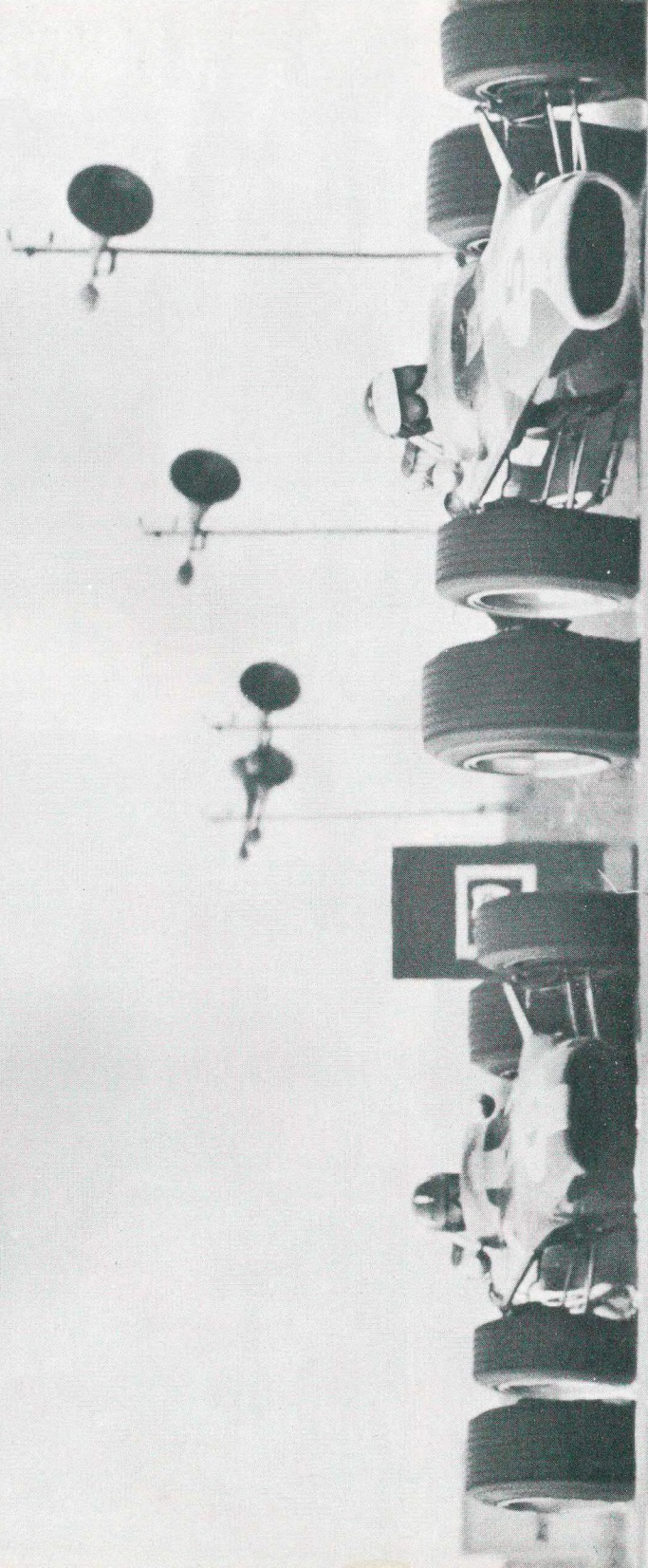
ABOVE: Jackie Stewart finished a lapped third in the Tasman 2.1 litre BRM V8, which was well-suited to the circuit. Here he rejoins the main circuit at the beginning of the vast pits complex.



BELOW: Once more the two Kiwis, Amon and Hulme, indulged in a scrap, and here the Ferrari driver leads. But he later retired when the throttle cable broke, leaving Hulme to go through to second place behind the gov'nor.



Jim Clark's Lotus 49 appears to be ploughing a furrow into Silverstone's surface as he brakes down into Becketts ahead of team-mate Graham Hill.



BRITISH GRAND PRIX

Clark's Fifth 'British'

IN direct contrast to the French event, the British GP at Silverstone received a very good entry, including several new cars, or familiar ones in unfamiliar hands. Heading the list as numbers 1 and 2 were the Repco Brabhams of Brabham and Hulme. These were as at Le Mans apart from the fitting of a large scuttle fuel tank (for Silverstone is always a thirsty race) and in order to accommodate this the dash panels had had to be brought up nearer the steering wheels.

BRM had three H16s running, the new slim and lighter car for Stewart, and a pair of standard P83s for Spence and Irwin, the latter's being Parnell-entered. Parnell also had the Tasman 2.1 litre P261 for Piers Courage.

After the breakages at Le Mans, Team Lotus had had their ZF gearbox/final drive casings strengthened at the Friedrichshafen works, to which Colin Chapman had flown them direct. Thicker cast iron side plates and alloy casing tops were made to strengthen-up the whole assembly and stop the flexion which had put the cars out at Le Mans. Further modifications had also been made to the clutch and throttle operation in search of better control of the Ford V8's considerable power.

Dan Gurney and Bruce McLaren were again in a duo of Eagle-Weslakes, with flexible pipes on the injector units in place of the rigid ones which had caused Gurney's retirement at Le Mans.

Cooper produced their new car on the second day of practice, looking rather like a steam-rollered type 81—very flat and wide with an ugly gaping nose. It had the three-valve per cylinder Heron head Maserati V12 engine, mated to the Hewland gearbox which Rindt preferred to the ZF fitted to team-mate Rodriguez's normal '66 car. Alan Rees, who had covered several thousand miles test-driving the Coopers, was having his first Grande Epreuve outing in the team's spare car, the prototype 81 modified with inboard rear brakes and a Hewland 'box.

The Honda was back in GP racing with the same hefty chassis fitted with a modified V12 engine,

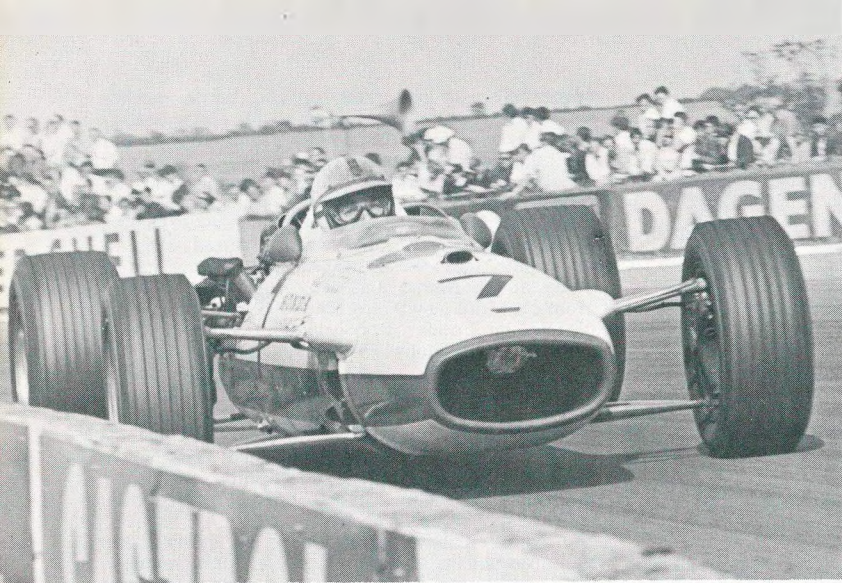
apparently with reworked top end, while another singleton entry came from Ferrari for Chris Amon, who was in chassis number 0003 with the normal central-exhaust 36-valve V12 engine.

Seven independent entries were accepted for the race, which is something of a record in 3 litre Formula 1 racing. Heading the list was Jo Siffert in Rob Walker's Cooper-Maserati fitted with an old engine, since the usual unit had suffered rather badly at Le Mans, and Guy Ligier had Denny Hulme's Monaco-winning Repco Brabham BT20 in place of his Cooper. Bob Anderson had his normal 2.7 Brabham-Climax and it was obvious that he would have dearly loved the car Ligier now had—but he just didn't have enough money of the right sort to secure it. Jo Bonnier had his red-orange Cooper-Maserati out again, and completing the entry were David Hobbs in Bernard White's 2.1 litre BRM P261 (its first Grande Epreuve this year), the Swiss Silvio Moser in a Cooper T76 fitted with a 3 litre sports-type ATS V8 motor by Alf Francis, and young Robin Darlington in his space-frame McLaren with a V8 Climax motor. Unfortunately the latter had a bad road accident and so was unable to make his F1 debut.

The Brabhams dominated the first day of practice while everybody else suffered troubles of varying severity, one of the most unfortunate being Spence, whose latest BRM suffered a front suspension collapse after Stewart had had handling problems in it and had swapped cars. On the second day, the Lotus-Fords really got going. Stewart had the new BRM's front suspension collapse under *him* and it was put away, while he took over Irwin's H16, Irwin took over Courage's V8 and Courage became an interested spectator. Hill had been going very quickly when the 49 began to feel twitchy, so he slowed and toured round to the pits. But in the pits road a rear radius arm mounting snapped due to an improperly welded joint, the wheel turned in and the car went sharp right into the wall, tearing off a wheel and the radiators and denting the monocoque. A spare chassis was complete at Hethel and so a hectic overnight session began to build up a complete new car for Hill in time for the race on the morrow. McLaren had the Eagle-Weslake throw a rod and had to have an engine change overnight.

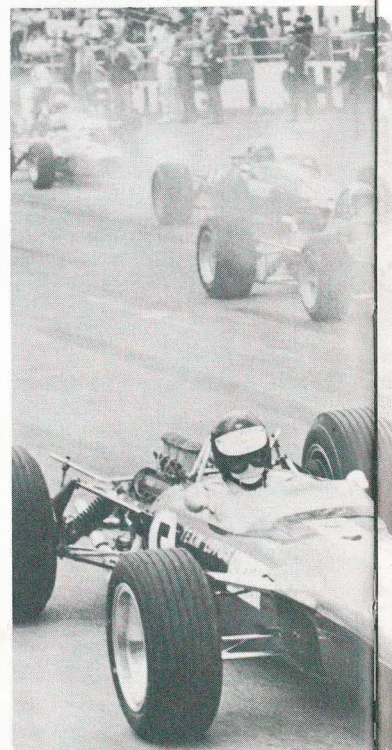
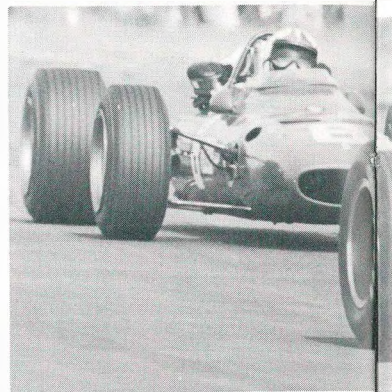
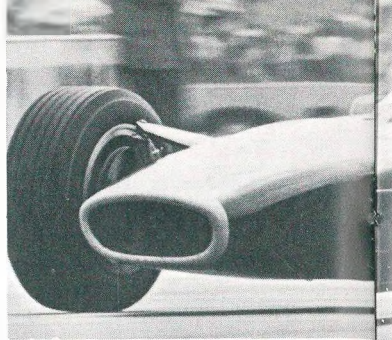
With a huge crowd of about 120,000 in attendance, the GP field did a number of reconnaissance laps, were topped up with fuel and, with Hill's car arriving at the last minute to tremendous cheers, formed up on the grid as shown. The two Lotus 49s showed immense traction away from the start, while Brabham spun his wheels and soon it was obvious that Clark was well set for his fifth British GP win. Hill was sorting out the handling of his hastily built-up car and Brabham passed into second spot on lap two, but already one car was out with Bonnier's Cooper, which had started as a V11, stopping with a piston holed. Spence stopped in the pits with his transistor box alight; it was extinguished and he continued, while Rindt made several early stops to convince himself that the smoke he could see came from a leaking catch tank.

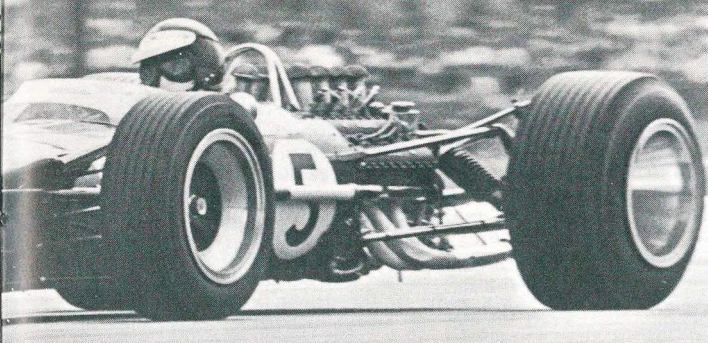
At 10 laps, Clark led Hill (settling down), who had a hair's breadth lead over Brabham, Hulme,



ABOVE: Again Surtees had a troubled run in the big and heavy Honda, but again his sheer determination stood him in good stead, for he finished and scored.

BELOW: Graham Hill led in his 'built overnight' Lotus 49 until a bolt in the rear suspension came adrift and his left-rear wheel folded in. With goggles up and spirits down he tours round Stowe towards the pits.

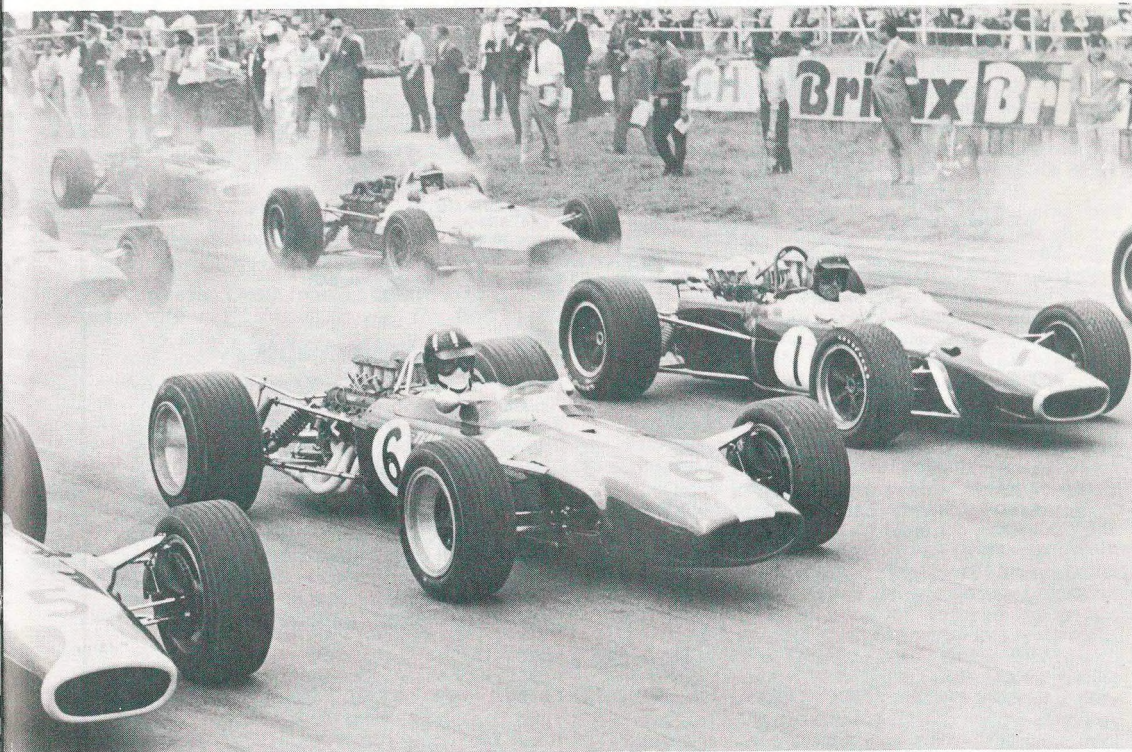




LEFT: Jim Clark's British GP drive was his only one in this country this season (Mr Taxman's to blame), but after leading initially he played second fiddle to team-mate Hill in mid-race until the 'new' 49's suspension breakage. Then retaking the lead he roared home to win his fifth 'home' Grande Epreuve.



LEFT: Again there was the usual Ferrari/Repco Brabham battle, but this time Amon came up against Brabham for third place. Jack's mirrors have vibrated off so he 'couldn't see' the New Zealander, but everyone knows his BT24 is the widest F1 car around!



ABOVE: The Lotus-Fords use their 400-plus bhp to good advantage at the start with Clark and Hill almost neck and neck leading away ahead of Brabham and, out of the picture, Hulme. Amon and Surtees follow on.

Amon and Gurney, who was suffering immense understeer on his Eagle. Hill drew away to close on Clark, and on lap 13 another retirement occurred as McLaren's Weslake V12 threw a rod. Hulme took third place from the gov'nor and left him to battle with Amon in the lone Ferrari, and Stewart stopped with transmission trouble on lap 20 after running about ninth. The two Lotuses were running in formation, within themselves but way ahead of the two Brabhams, with Hulme on his own, then Jack and Amon together with Gurney just behind.

Rindt's new Cooper seized following its oil loss, and on lap 26 Hill took over the lead from Clark. Gurney stopped with incurable clutch slip after 34 laps, and the Brabham/Amon battle had really been joined although the BT24 had developed a severe chassis vibration which had broken both mirror mountings and let them fall off. Rodriguez was running alone but quickly in sixth place, and Brabham was grazing in several places to keep off

Amon, whose Ferrari was streaked with the Repco's oil and bombarded by stones and dust from time to time from its rear wheels.

Then, on lap 55, a screw locating the inner end of the top left rear suspension link on Hill's 49 dropped out, allowing the wheel to heel inwards. He bumbled round to the pits to have the screw replaced and then continued, but now down in seventh place. He got going again really quickly to pull back some of the deficit, but on lap 65 the Ford V8 blew up and finally put him out. Surtees was now sixth with a sick and ill-handling Honda, but Amon scratched past Brabham at last on lap 76 to take third place. But now it was all over bar the shouting, and so Clark came home to score a win on his only English appearance this season from Denny Hulme, a tired but happy Chris Amon, Jack Brabham, the steady and heady Rodriguez and Surtees in the Honda. An exciting and interesting race.

20th British Grand Prix, Silverstone, July 15th 80 laps, 240 miles

THE GRID

D. HULME (RepcO Brabham) 1m 26-3s	J. BRABHAM (RepcO Brabham) 1m 26-2s	G. HILL (Lotus-Ford) 1m 26-0s	J. CLARK (Lotus-Ford) 1m 25-3s
	J. SURTEES (Honda) 1m 27-2s	C. AMON (Ferrari) 1m 26-9s	D. GURNEY (Eagle-Weslake) 1m 26-4s
M. SPENCE (BRM) 1m 28-3s	B. McLAREN (Eagle-Weslake) 1m 28-1s	P. RODRIGUEZ (Cooper-Maserati) 1m 27-9s	J. RINDT (Cooper-Maserati) 1m 27-4s
D. HOBBS (2-1 BRM) 1m 30-1s	C. IRWIN (2-0 BRM) 1m 29-6s	J. STEWART (BRM H16) 1m 28-7s	
J. SIFFERT (Cooper-Maserati) 1m 31-0s	B. ANDERSON (2-7 Brabham-Climax) 1m 30-7s	*P. COURAGE (2-1 BRM) 1m 30-4s	A. REES (Cooper-Maserati) 1m 30-3s
G. LIGIER (RepcO Brabham) 1m 34-8s	S. MOSER (2-7 Cooper-ATS V8) 1m 32-9s	J. BONNIER (Cooper-Maserati) 1m 32-0s	

* Non-starter

Results

1, Jim Clark (Lotus-Ford), 1h 59m 25-6s, 117-64 mph; 2, Denny Hulme (RepcO Brabham), 1h 59m 38-4s; 3, Chris Amon (Ferrari) 1h 59m 42-2s; 4, Jack Brabham (RepcO Brabham), 1h 59m 47-4s; 5, Pedro Rodriguez (Cooper-Maserati), 79 laps; 6, John Surtees (Honda), 78 laps; 7, Chris Irwin (2-0 BRM), 77 laps; 8, David Hobbs (2-1 BRM), 77 laps; 9, Alan Rees (Cooper-Maserati), 76 laps; 10, Guy Ligier (RepcO Brabham), 76 laps.

Retirements

Jo Bonnier (Cooper-Maserati), broken piston, 0 laps; Jo Siffert (Cooper-Maserati), engine, 10 laps; Bruce McLaren (Eagle-Weslake), engine, 14 laps; Jackie Stewart (BRM H16), excessive vibration, 20 laps; Jochen Rindt (Cooper-Maserati), 26 laps, engine; Silvio Moser (Cooper-ATS), 29 laps, engine; Dan Gurney (Eagle-Weslake), 34 laps, fuel feed; Mike Spence (BRM H16), 44 laps, ignition; Graham Hill (Lotus-Ford), 64 laps, engine breakage; Bob Anderson (Brabham-Climax), 67 laps, broken piston.

Fastest Lap

Denny Hulme, 1m 27-0s, 121-12 mph (new record).

GERMAN GRAND PRIX

Denny Makes it Two

FOR the second year running the German GP was run with an F2 section, though this time the F2 event was totally separate, starting on a different grid and just running concurrently to make up numbers on the long circuit and keep the usual huge crowds entertained.

As usual Brabham and Hulme turned up with their two normal BT24s and the original 3 litre BT19/20 as spare, and the cars were unchanged since Silverstone. Lotus had brought two cars for Clark and Hill, with one as a spare and slight modifications to rear suspension fixings and the fuel system had been carried out.

BRM had wanted to take some 2 litre cars to the 'Ring, but it seems that the organisers said 'full 3 litre cars or nothing at all', and so Stewart had a choice of either the latest light car (with strengthened front suspension since Silverstone) and a normal P83 H16, with similar standard cars for Spence, and Irwin in the Parnell team.

Cooper brought along their new car, quite encouraged by its Silverstone lap times, and Rindt

had a choice between this and his normal T81B while Rodriguez had his normal machine. Slight redistribution of some ancillaries on the new car had evened up its weight distribution a little.

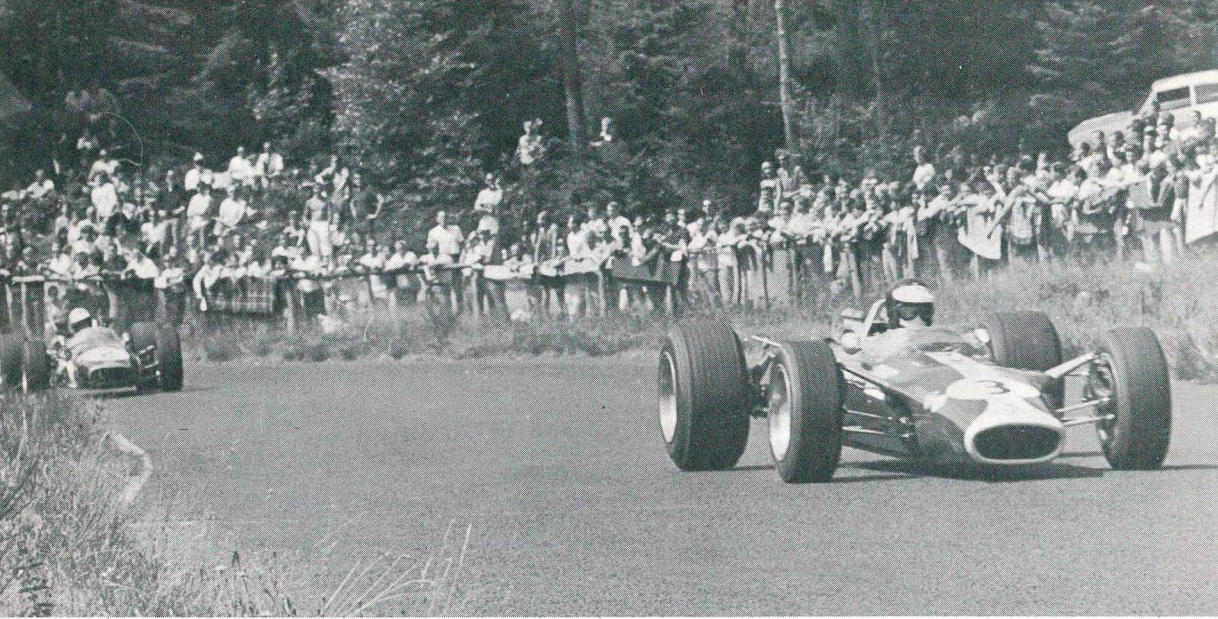
Again Chris Amon was the sole Ferrari driver to attend, and the Italian team brought along a brand new car, 0008, with an older machine as spare. The new car was slightly lighter, and had a new zirconium-magnesium alloy engine and gearbox set-up, which saved some 35 lbs, bringing all-up weight down to some 1,175 lbs. This compared to figures of about 1,152 lbs for the Brabhams, and 1,160 lbs for the Lotuses, and was not enough to make up for the 30 bhp deficit of the Italian V12.

Surtees had a modified exhaust system on his Honda, the pipes curving up high away from the engine, and the differential had also been modified to cure its locking which had plagued it at Silverstone. Further slightly modified cars were the AAR Eagle-Weslakes of Gurney and McLaren, which had improved air-flow to the radiators and had had the induction tracts lengthened—injection now reverting to downstream (as the original units had been) from upstream.

Something of a 'bitsa' in the F1 field was an F2 Lola T100 chassis with increased tankage, powered by a 2 litre Apfelbeck-headed BMW 'four' and entered by the works for Hubert Hahne. Completing the entry were the privateers Siffert and Bonnier in Cooper-Maseratis, and Ligier had his new Repco Brabham, now painted blue, on the course where he had badly damaged his original Cooper the year before.

The F2 field consisted of eight Cosworth-Ford FVA powered cars; Brabham BT21s for Alan Rees and Gerhard Mitter, Protoses for Brian Hart and Kurt Ahrens, a Ford France Matra for Jo Schlesler and Ken Tyrrell's for young Jacky Ickx, David Bridges' Lola T100 for Brian Redman, and a monocoque Lotus 48 for Jack Oliver, and David Hobbs had the lone BMW 1600 in the back of his red and white Lola Racing T100.

Since the previous year, the Nurburgring had been modified with the addition of a slow chicane just before the hump into the pits area, and while this slowed the cars appreciably in the dangerous run down past the unguarded 'boxes', its effect on lap times was minimised by the great advances in chassis and engine design this year. The old practice record was 8m 16.5s, and by the end of this year's sessions four drivers were under that, in the order Clark, Hulme, Ickx (!) and Stewart. But Brabham had the bolt linking the nearside bottom rear radius arm to the hub carrier shear as he was travelling at about 120 mph. The wheel leant in, the roll bar punctured the tyre and the BT24 went into a terrifying series of high speed slides causing considerable damage to itself. Then Graham Hill, whose Lotus was running with solid instead of perforated discs for the first time, lost it under braking for a downhill left-hander near Adenau Bridge, and the 49 spun off through the hedge, losing all four wheels and ending up in a sorry state. Other practice troubles also befell BRM with gearbox breakage and Ligier with Repco timing problems caused by his mechanic becoming confused over the flywheel markings, while everyone had to jack the suspensions up for the cars were



Early on Jim Clark led from Hulme and Gurney until a nail punctured a rear tyre. The change in ride height caused a front suspension member to bend and that was that for the Lotus number one, but here Hulme is chasing hard to stay with the still flying Scot.

flying higher over the 'Ring's bumps this year than ever before. Rindt had his Maserati engine's ring gear shatter, pieces piercing the monocoque, and he was the object of quite a row with the organisers since he did not complete the five laps necessary to qualify. He was allowed to start, however, and raced the new lightweight car. The Redman Lola was withdrawn as he had to return home due to the sudden illness of his father.

Clark, McLaren and Surtees made particularly good starts, and the order was Clark, Hulme, McLaren, Surtees, Gurney and Stewart into the South Curve on lap one, where Hill locked a brake on the grass in the spare Lotus 49 and spun—causing some phenomenal avoidances. Brabham forged up through the field rapidly, but Mitter's drive only lasted as far as Breidscheid, where he stopped with engine trouble. Clark, Hulme and Gurney had broken away from Brabham and McLaren, going well in the Eagle, at the end of lap 1, and Clark had set a new lap record from the standing start. Hobbs pit-stopped with fuel feed trouble, and Hill was 18th, just ahead of Ligier, after his spin. Jacky Ickx was storming through the field, and on lap 2 he was challenging Surtees for eighth place. Siffert slowed on one lap and stopped on the next to change oily goggles and to complain of fuel starvation, but his new engine boiled and blew a hose, and it was a quarter of an hour before he got going again. Irwin stopped to change a punctured tyre, and Hobbs got going again after losing six minutes. Then Spence retired to his pit with a broken cwp, and Schlessler went out in the F2 Matra with engine trouble. Graham Hill was now up to 15th place, but on lap four Clark's Lotus began to snake and slide, Hulme went by at the Karussell, and Clark limped in to retire. A rear tyre had been punctured by a nail, and the change in

ride height had caused a front suspension arm to bend.

Gurney soon snatched the lead from Hulme, and McLaren dropped out on that same lap with a broken oil pipe. At the completion of that fourth lap Gurney led from Hulme, Brabham and Stewart together, Ickx, Amon and Surtees, while Ahrens had a stone hole the Protos' radiator and Hobbs made another stop with electrical trouble. Gurney had set a new record of 8m 18.2s, taking the honour from Ickx, who had done 8m 21.8s on lap 3, and Dan knocked the time down to 8m 15.1s on lap 6, drawing out 15 seconds on Hulme.

Stewart retired with a repeat of Spence's trouble, Hill stopped to have a front wheel nut tightened after another scarifying slide, Rodriguez had a rear lower wishbone relocated and Rindt retired with the steering rack broken. Hahne's 2 litre Lola-BMW was out with suspension failure and an oil leak after a good, fast drive, and now Gurney had a clear lead from Hulme, Brabham, Ickx, Amon and Surtees. But after nine laps Amon forced past Ickx, Hill had retired the Lotus without water, wheel bearings and engine mountings, and Irwin stopped to have a clutch thrust race cannibalised off Stewart's car, and then rejoined.

Rees and Bonnier were having a great go for eighth place on the road, and 'Nosher' Hart had to stop to regain his senses for fuel fumes in the Protos were making him feel sick. Then, on lap 12, Ickx's terrific drive ended when the bottom retaining bolt in the right front suspension sheared, and he left fifth place overall to Surtees, and first in the F2 section to Oliver's well-driven Lotus 48.

All now seemed sewn-up, but halfway round the penultimate lap Gurney's guardian angel turned nasty once again, and a drive shaft broke, Hulme tearing past to win his second 1967 Grande Epreuve.

Amon was trying all he knew to get past Brabham's BT24 into second place, but as at Silverstone Jack's car is the widest on earth, and Chris had to settle for third place, just 0.5s behind on the line. Surtees, Oliver, Bonnier, Rees, Ligier, Irwin, Hobbs and Rodriguez completed the finishers' list, and once again the German GP had proved a gruelling test

of the drivers' skill and the cars' durability, with the Brabhams again scoring reliability points after staying up with the 'fast boys' very well.

Now all the teams returned home for comprehensive strip-down and rebuild sessions before air-freighting the cars over to Canada for the Mosport race a fortnight later.

29th German Grand Prix, Nurburgring, August 6

15 laps, 213 miles

THE GRID

D. GURNEY (Eagle-Weslake) 8m 16.9s	J. STEWART (BRM H16) 8m 15.2s	D. HULME (Repc Brabham) 8m 13.5s	J. CLARK (Lotus-Ford) 8m 4.1s
J. BRABHAM (Repc Brabham) 8m 18.9s	J. SURTEES (Honda) 8m 18.2s	B. McLAREN (Eagle-Weslake) 8m 17.7s	
M. SPENCE (BRM H16) 8m 26.5s	P. RODRIGUEZ (Cooper-Maserati) 8m 22.2s	J. RINDT (Cooper-Maserati) 8m 20.9s	C. AMON (Ferrari) 8m 20.4s
H. HAHNE (2.0 BMW) 8m 32.8s	G. HILL (Lotus-Ford) 8m 31.7s	J. SIFFERT (Cooper-Maserati) 8m 31.4s	
	G. LIGIER (Repc Brabham) 9m 14.4s	J. BONNIER (Cooper-Maserati) 8m 47.8s	C. IRWIN (BRM H16) 8m 41.6s
(Formula 2 cars)	J. SCHLESSER (Matra-Cosworth) 8m 40.6s	A. REES (Brabham-Cosworth) 8m 39.8s	J. OLIVER (Lotus-Cosworth) 8m 34.9s
	J. ICKX (Matra-Cosworth) 8m 14.0s	G. MITTER (Brabham-Cosworth) 8m 52.6s	K. AHRENS (Protos-Cosworth) 8m 47.8s
		D. HOBBS (Lola-BMW) 8m 46.2s	B. HART (Protos-Cosworth) 8m 59.7s

Results

1, Denny Hulme (Repc Brabham), 2h 5m 55.7s, 101.47 mph; 2, Jack Brabham (Repc Brabham), 2h 6m 34.2s; 3, Chris Amon (Ferrari), 2h 6m 34.7s; 4, John Surtees (Honda), 2h 8m 21.4s; 5, Jack Oliver (Lotus-Cosworth 48), 2h 12m 4.9s, 96.689 mph*; 6, Jo Bonnier (Cooper-Maserati), 2h 14m 37.8s; 7, Alan Rees (Brabham-Cosworth), 2h 14m 43.6s*; 8, Guy Ligier (Repc Brabham), 14 laps; 9, Chris Irwin (BRM H16), 13 laps; 10, David Hobbs (Lola-BMW T100), 13 laps*; 11, Pedro Rodriguez (Cooper-Maserati), 13 laps.

* Formula 2 cars placing first, second and third in race run concurrently with the GP. Overall placings make an interesting comparison though, don't they?

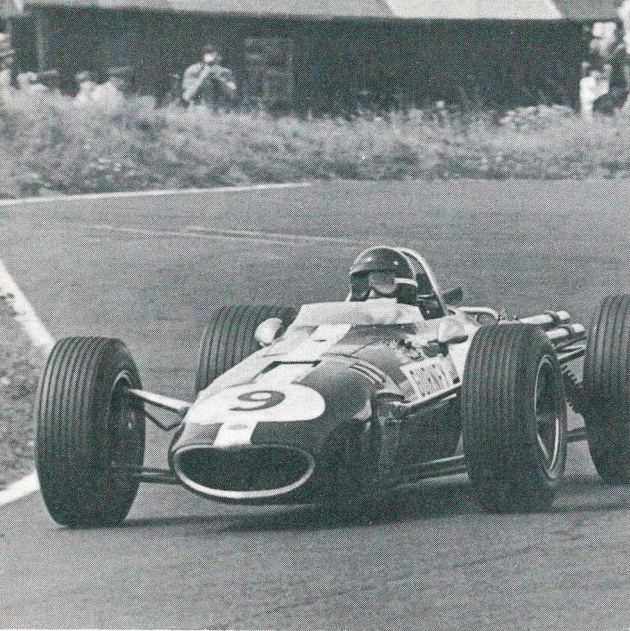
Retirements

Gerhard Mitter (F2 Brabham), engine, 0 laps; Jo Schlessler (F2 Matra), engine, 2 laps; Mike Spence (BRM H16), final drive, 3 laps; Kurt Ahrens (F2 Protos), holed radiator, 4 laps; Jim Clark (Lotus-Ford), suspension, 4 laps; Jochen Rindt (Cooper-Maserati), engine, 4 laps; Bruce McLaren (Eagle-Weslake), oil pipe, 4 laps; Jackie Stewart (BRM H16), final drive, 5 laps; Graham Hill (Lotus-Ford), suspension, 6 laps; Brian Hart (F2 Protos), engine, 11 laps; Jacky Ickx (F2 Matra), suspension, 12 laps; Dan Gurney (Eagle-Weslake), drive shaft, 12 laps; Jo Siffert (Cooper-Maserati), fuel pump, 12 laps.

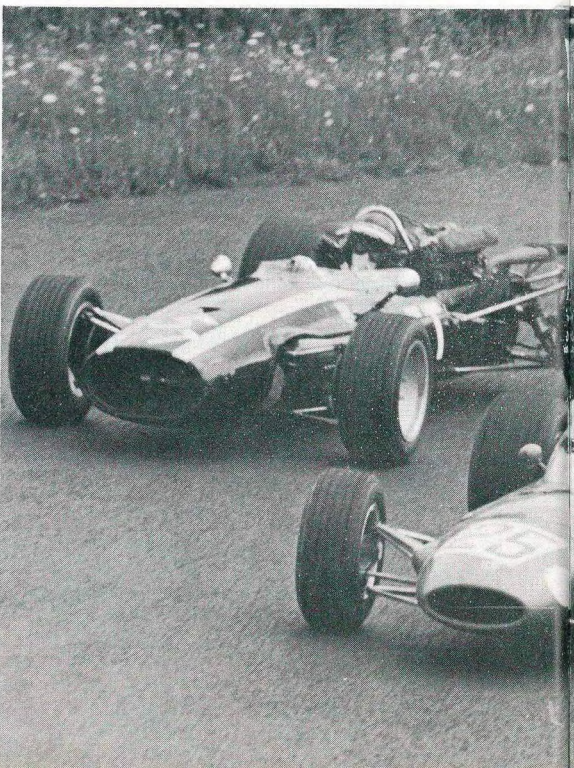
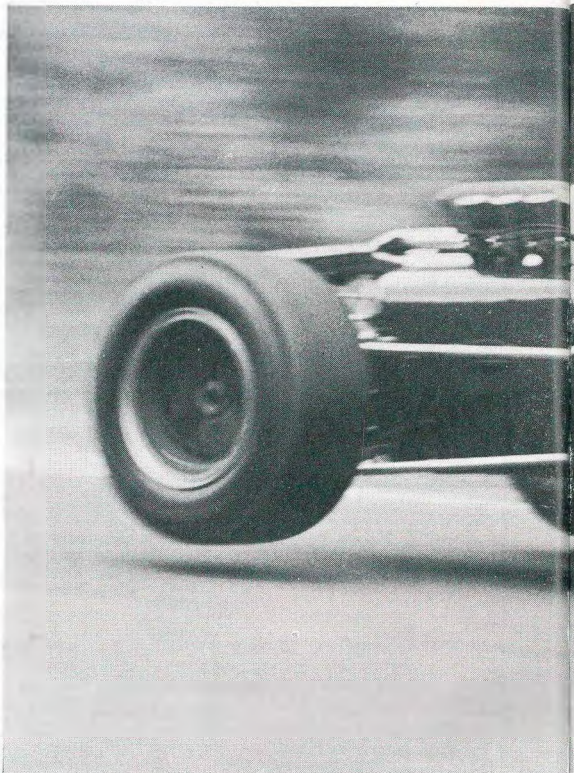
Fastest Lap

Dan Gurney (Eagle-Weslake), 8m 15.1s, 103.15 mph (new record).

LEFT: Dan Gurney looked all set for a convincing second win for the Eagle-Weslake when a drive shaft broke on lap 13—another bitter disappointment for the unlucky Californian.



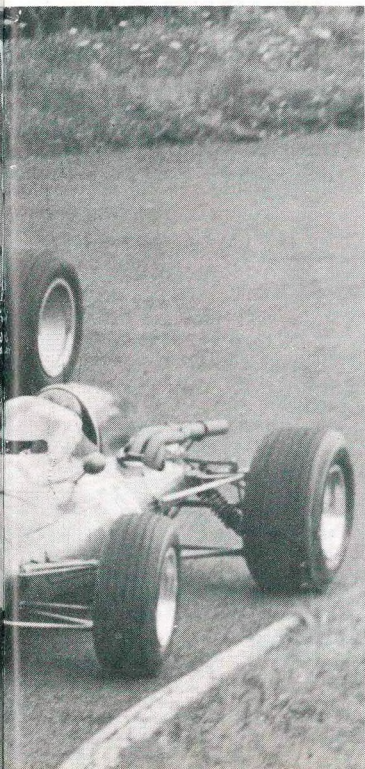
BELOW: The usual Repco Brabham/Ferrari battle was fought out at the 'Ring between Jack himself and Chris Amon. Again the BT24 was just too wide for Amon to get by, but here he leaps over the brow at Brunchen in an attempt to get to grips with Brabham and stay ahead of Ickx's lightning-fast Matra.



BELOW: Beware, sudden aircraft noise. Denny Hulme about to touch down in the winning Repco Brabham BT24 after leaping one of the Nurburgring's many humps. This year the cars were flying higher and more often than ever before.



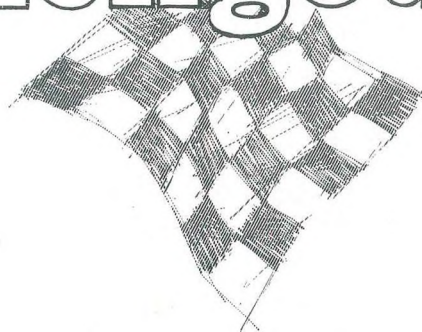
LEFT: A difference of one: Jochen Rindt's Formula 1 Cooper-Maserati rumbles round the outside of Kurt Ahrens' wooden-chassised Protos-Cosworth. It only goes to show how much aerodynamics can be used to make up for lack of power.



BELOW: Formula 2 class winner, Jack Oliver, found the Lotus 48 landed front wheels first on several occasions. The retirement of Ickx's brilliantly driven Tyrrell Matra gave Oliver his class win and fifth place overall in the GP.



Unchallenged!



Congratulations
DENNY HULME
(REPCO BRABHAM)
on clinching the
1967 World Drivers'
Championship

every World Championship
formula 1 event in 1967 was
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THE BEST BRAKES IN THE WORLD



Jack's Repeat Performance

THE Canadian GP was the first F1 race to be held in Canada and was included in the World Championship series to coincide with Expo '67, the World's Fair at Montreal. The FIA, in their infinite wisdom, had fixed a date to fall between the German and Italian races in Europe, and this meant that the competing teams had to be ferried across the Atlantic, then back again, and then cross once more for the final US and Mexican Championship rounds.

Most interesting car to turn up in the huge marquee used to house the teams at Mosport was Bruce McLaren's new type M5A, powered by the prototype BRM V12 engine. Only the most basic track testing had been carried out prior to going to Canada, but the immaculately-built machine looked good and, as it turned out, went very well.

Lotus brought three cars over for Clark and Hill and also for the good local GT40 driver, Eppie Weitzes, a major modification since the 'Ring was the fitting of heavier gauge front bell crank suspension arms, while some further work had been done on the fuel systems to get over the Ford V8's persistent misfiring problem.

BRM had three cars, with the lightweight one for Stewart and the usual standard P83s for Spence

in the works team and Irwin in the Parnell 'shadow cabinet'. Also unchanged from the German race were the two Brabhams for Jack and Denny, while Gurney, having lost McLaren's services, was back to one car, an earlier chassis with the titanium parts developed in 104 added.

Ferrari again had but one car, with Amon to drive it, and it was as at Nurburgring with the zirconium-magnesium alloy lightweight engine and gearbox. Cooper had to find a replacement driver for Pedro Rodriguez, who had been unfortunate enough to overtake Clark on his backside minus a car in the F2 race at Enna. He was lucky to escape with abrasions and a broken heel, but was out of racing for some weeks, and Cooper enlisted Dick Attwood as number two for the Canadian race. Rindt took over the Mexican's '66 car, and Attwood had the type 81B used by the Austro-German until the new car had come along. This had been left home in preparation for the Italian GP.

The private entrants were again headed by Jo Siffert in Rob Walker's Cooper-Maserati, while Bonnier brought along his similar car, and David Hobbs was out again in Bernard White's 2.1 litre P261 Tasman car. Three locals were also having a go: Al Pease having Gurney's Eagle-Climax number 101, entered by three Toronto enthusiasts who had bought the car as a centennial project, backed up by Mike Fisher in the ex-Hill 2 litre Lotus-BRM 33 and Tom Jones in a pretty but slow F2 Cooper with 2 litre Climax engine, which was not fast enough to qualify for the race.

Tragically missing from the entry list was Bob Anderson, who had lost his life while testing the Brabham-Climax in pouring rain at Silverstone.

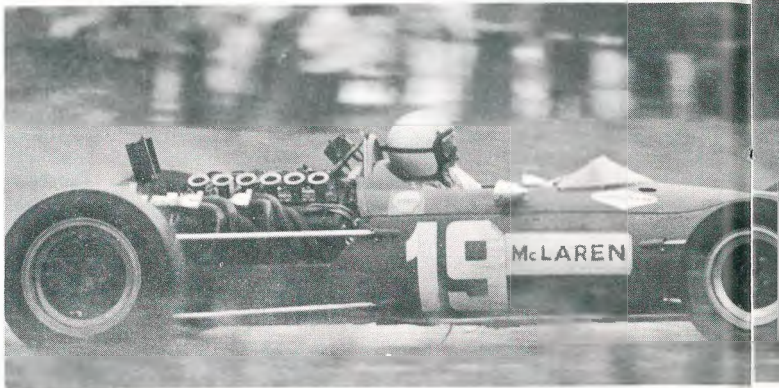
Practice excitements included Clark spinning his 49 into a bank and damaging it slightly, but it was repaired, and in the final session both the regular Lotus drivers got down into the 1:22s and the spare car was available for Weitzes to drive in the race. The BRMs had handling problems on the twisty circuit, Brabham had to have an engine change, and Gurney was pestered by metering unit belt drive breakages. Amon took some time getting his car sorted out to suit Mosport, but finally went well, while Rindt had another Maserati starter ring gear shatter on the Cooper and again damaged the monocoque. Siffert also had the starter ring gear break, and it was welded-up overnight only to break up and damage the starter motor on race morning, keeping the dark blue and white car out of the race.

It was raining as the cars made their warming-up lap—the first wet GP of the season—and Amon for one spun on that lap, finding the Ferrari a tremendous handful on the slippery surface. As the flag fell the field splashed away slowly (relatively) to the first corner, with Clark taking an instant advantage from Hill, Hulme, Stewart and Gurney. Amon had another spin, but Pease hadn't even got going and was pushed to the pits from the dummy grid for a new battery.

The rain now began to pour down and Hulme, who had found more grip by using the edges of the track, spurred past Clark to take the lead on lap 4, and soon Brabham barged past Hill to take third place. But now Bruce McLaren found that his car was ideally suited to the pouring wet conditions, and after an early spin to 12th place was storming



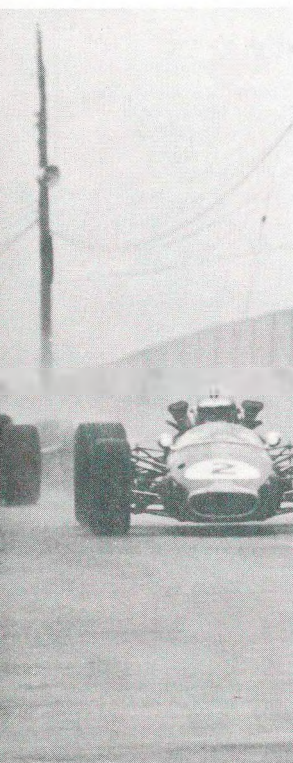
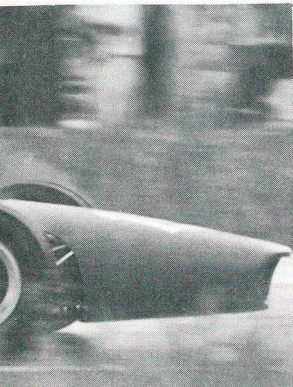
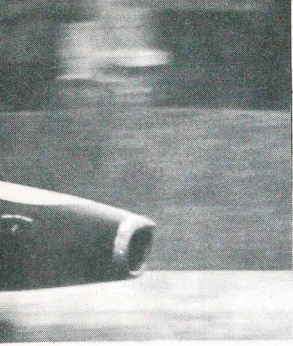
ABOVE: Jack Brabham led his second one-two team win of the season at Mosport Park, reversing the result of the German Grand Prix immediately before. 'Black Jack' drove impeccably in the only wet race of the season.



RIGHT: A promising debut was made by Bruce McLaren's immaculate BRM V12-powered type M5A. Because of a decision to leave the alternator off to save weight, and the battery having a shorter life than expected, Bruce was delayed to finish seventh in a race he could well have won.

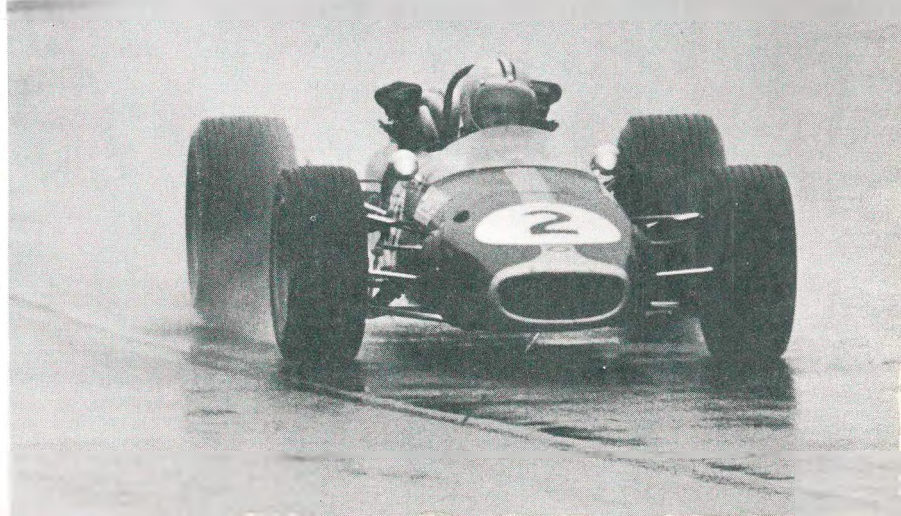


ABOVE: First corner, first lap, with Jim Clark's Lotus splashing in ahead of team-mate Hill, Hulme's Brabham, Stewart's BRM and Brabham's Brabham.



ABOVE: 'Do you ever get one of those days? . . .' Graham Hill's camouflaged Lotus 49 waits to rejoin after a spin on the viscid track. He continued to finish fourth.

BELOW: 'These bubble visors are marvellous'. Not until Denny Hulme swapped his goggles for one could he see properly in the streaming rain and spray, and the stops for goggle changes dropped him behind the gunnør in this second consecutive Repco Brabham one-two win, and the third of the season.



back through the field. In four laps he was back to fifth, having passed Bonnier, Hobbs, Rindt, Gurney, Irwin, Stewart and Spence in that order. On lap 11 he took Hill into fourth place, got inside Brabham to take third place two laps later and then shot past Clark to tag onto Hulme's tail on lap 22; not bad progress for a brand-new car!

But then the rain lessened, and Clark's Lotus felt more stable on the drying track as he also found the edge-of-the-road advantage. Rindt had gone into the pits to have the rear anti-roll bar disconnected to find a little more grip, but his engine was so wet it would not restart and so he was out. On lap 28 Clark retook second place from McLaren, and the order was then Hulme, Clark, McLaren, Stewart, Brabham and Hill. Irwin had been eighth behind Spence until he spun in the heavy rain and retired with sand choking the throttle slides, and Fisher had stopped for a plug change.

In the dry period, Clark's was the fastest car on the track and he rushed up on Hulme's tail inexorably, until he retook the lead from the opposite-locking Brabham driver on lap 58.

Now the rain began to come down in earnest again, and everyone looked for McLaren to storm back up through the field again. However, due to the low demands the V12 has on the electrical system, a mechanical fuel pump being fitted, the alternator had been omitted in the hopes of saving some weight. The battery alone should have had enough charge to see the car through the race, but

it was getting hot from the nearby exhaust, and was also wet, so it lost its charge and the engine went off tune, Bruce had to stop to replace the battery and lost three vital laps in the process.

But this time Clark's times were not so drastically affected by the rain and Hulme was not closing noticeably, though he had trouble with his goggles misting up. Then Stewart went off and soiled his throttle slides. After two stops to clear the trouble, the slides were still jamming, so he retired. While he was in trouble Hulme stopped for a goggle change, and Brabham inherited second place, but lap 68 saw the Lotus stop with the engine electrics drowned out. Then Weitzes' steady run was interrupted as his engine also cut and the mechanics pushed him (resulting in disqualification) before drying the Ford V8's ignition and sending him back into the race.

Clark had dried his ignition out on his own, did one more lap before it drowned again and then retired to his pit. Gurney stopped racing twice for goggle changes, slowing by the pit barrier to catch them the first time but dropping them and having to stop properly next time round, and Hulme swapped a second pair of misted goggles for a rain visor. This worked excellently and he trailed his team chief home to score the Brabham Racing Organisation's third 1-2 win of the season, with Gurney third a lap behind and the rest all lapped at least twice. A happy day for Brabham, with Jack closing on Denny in the Championship race.

1st Canadian Grand Prix Mosport, August 27 90 laps, 221.3 miles

THE GRID

D. HULME (Repc Brabham) 1m 23.2s	G. HILL (Lotus-Ford) 1m 22.7s	J. CLARK (Lotus-Ford) 1m 22.4s
D. GURNEY (Eagle-Weslake) 1m 23.4s	C. AMON (Ferrari) 1m 23.3s	
J. RINDT (Cooper-Maserati) 1m 24.9s	J. BRABHAM (Repc Brabham) 1m 24.7s	B. McLAREN (McLaren-BRM V12) 1m 23.5s
M. SPENCE (BRM H16) 1m 25.8s	J. STEWART (BRM H16) 1m 25.4s	
J. SIFFERT (Cooper-Maserati) 1m 26.8s*	D. HOBBS (2-1 BRM V8) 1m 26.2s	C. IRWIN (BRM H16) 1m 26.0s
J. BONNIER (Cooper-Maserati) 1m 27.3s	R. ATTWOOD (Cooper-Maserati) 1m 27.1s	
M. FISHER (2-0 Lotus-BRM) 1m 31.9s	E. WEITZES (Lotus-Ford) 1m 30.8s	A. PEASE (2-7 Eagle-Climax '4') 1m 30.1s

* Non-starters: Tom Jones (2-0 Cooper-Climax '4'), too slow practice time—1m 51.9s; Jo Siffert (Cooper-Maserati), broken starter ring gear.

Results

1, Jack Brabham (Repc Brabham), 2h 40m 0s, 82.65 mph; 2, Denny Hulme (Repc Brabham), 2h 41m 9s; 3, Dan Gurney (Eagle-Weslake), 89 laps; 4, Graham Hill (Lotus-Ford), 88 laps; 5, Mike Spence (BRM H16), 87 laps; 6, Chris Amon (Ferrari), 87 laps; 7, Bruce McLaren (McLaren-BRM V12), 86 laps; 8, Jo Bonnier (Cooper-Maserati), 85 laps; 9, David Hobbs (2-1 BRM), 85 laps; 10, Richard Attwood (Cooper-Maserati), 84 laps; 11, Mike Fisher (2-0 Lotus-BRM V8), 81 laps; 12, Al Pease (2-7 Eagle-Climax '4'), 47 laps.

Retirements

Jochen Rindt (Cooper-Maserati), drowned electrics; Chris Irwin (BRM H16), fouled throttle slides; Jackie Stewart (BRM H16), fouled throttle slides; Jim Clark (Lotus-Ford 49), drowned electrics; Eppie Weitzes (Lotus-Ford 49), disqualified for receiving assistance after electrics drowned out.

Fastest Lap

Jim Clark (Lotus-Ford), 1m 23.1s, 106.53 mph.

A lot of grip in a Monza pit. Firestone had two winners in the Italian Grand Prix.



ITALIAN GRAND PRIX

Surtees' 'Race of the Century'

ON returning from Mosport and the Canadian Grand Prix, the whole GP circus had quite a bit of preparation to do ready for the Italian GP at Monza, bearing this year the honorary title of *Grand Prix d'Europe*.

All the usual teams were present in force at Monza, apart—uncharacteristically—from Ferrari, who were again running a sole entry for Chris Amon. Ferrari himself had said that there was no Italian driver worthy of a drive in his cars, for if one got hurt there would be the usual hysterical anti-Maranello outcry in the Italian press, and the Commendatore was not going to risk that once more.

Jack Brabham and Denis Hulme had their usual BT24s, the lightest cars present at just 1,144 lbs. and both cars had special almost all-enveloping

cockpit hoods and boxlike gearbox covers as streamlining for the very fast circuit. Brabham tried his hood in practice but discarded it for the race due to visibility problems through the shadows under the trees at Lesmo, and Hulme left his canopy and gearbox cover in the transporter throughout.

Team Lotus had three cars and three drivers once more; Jim Clark and Graham Hill being joined by Giancarlo Baghetti on this occasion, but real hero of the Italian crowd was obviously Amon in the lone works Ferrari. This was a brand new machine, with a new lightweight chassis, number 0007, and a brand-new zirconium alloy four-valve per cylinder V12 engine. Weight was down to 1,155 lbs. and power was up to 408 bhp. The car had only recently been completed, and had only completed the most basic of test runs on the Modena autodrome.

Anglo-American Racers Inc were back to running a two car team again with Ludovico Scarfiotti, who had been ill at ease with Ferrari for some time, driving the second car for Dan Gurney. Cooper had been at Modena testing new 36 valve Heron head Maserati engines for several days before moving on for the Monza race, and they were giving Jacky Ickx his first Formula 1 drive in place of the still-injured Pedro Rodriguez. Ickx had the '67 T81B, while Rindt was to drive the lightweight 'ugly duckling' first seen in the British GP. Both had the new engines.

BRM produced the slim-line H16 for Stewart and a standard P83 for Spence, while Irwin had the Reg Parnell Racing prototype H16 in support.

Bruce McLaren was giving his Mosport-shaking BRM V12-powered M5A monocoque its first European outing. An alternator had been fitted since Bruce's faith in the battery alone had been so rudely shaken in Canada, and advancing the ignition in a tweak session at Bourne had raised the output to some 370 bhp.

But Honda Racing were the star attraction in the paddock with an all-new lightweight chassis car having its first outing. Designed by engineer Soichi of Honda, Eric Broadley of Lola and Surtees himself, the new car showed a lot of Indianapolis Lola influence, and in fact used an Indy nose cowl, having been built in only about six weeks. The front end was a monocoque fuselage with the lightweight elektron Honda V12 slung in a tubular space-frame at the rear, and the suspension followed Indy Lola practice quite closely. Total weight saving over the old car was some 200 lbs, the new car scaling around 1,309 lbs.

Completing the entry were the private Cooper-Maseratis of Jo Bonnier and Rob Walker, the latter's driven by Jo Siffert, of course, and the blue-painted Repco Brabham BT20 of Frenchman Guy Ligier.

Surprise of practice was the speed of Bruce McLaren's car, for he managed to sneak a tow from Graham Hill's Lotus 49 and get himself onto the outside of the front row of the grid—a gladdening sight to see for it had been all too long since Bruce had managed that in Formula 1 racing. Clark set fastest time overall, knocking 2-8s off the previous practice record, Hulme had a head gasket blow, Irwin's H16 overheated persistently and the new Honda had trouble with the radius arms flexing and pulling off the chassis.

Again we saw a shambolic start to a Grande Epreuve, with Graham 'if somebody drops a flag, I don't muck about' Hill and Jack Brabham streaking away from the dummy grid as an official waved his flag rather too enthusiastically, the real starter flailing his flag as the back end of the field accelerated past him. Clark was caught on the hop and slowed on the grid proper, while Amon nearly ran into him from behind, declutched in a panic and over-revved his new engine.

But it was Gurney well in the lead at the end of lap 1, from Brabham, Hill, Clark and McLaren. On lap 3 Clark got by the Eagle, and then, on lap 5, poor Gurney's race came to a premature end as he clattered in with a broken con-rod which had pierced the sump but not, luckily, done much other damage. One lap later team-mate Scarfiotti, who had been running ninth, had his scavenge pump break up, damaging the timing gears, and so AAR's challenge faded before the GP had really got under way.

Stewart pitted rather shaken after negotiating the Curva Grande at 170 mph with the throttle stuck open (technically, that just isn't on, but he made it, which must prove something!), and after a quick look-see he continued, while up front Clark's Lotus had punctured a rear tyre which was deflating slightly and slowing him. Hulme went by in the Repco Brabham trying to signal what was happening to the Scot, then Brabham got by, Clark saw his signals and stopped for a wheel change on lap 13.

Hulme, Clark, Hill and Brabham had been leading in a bunch until this incident occurred,

while behind them another batch consisting of Surtees, Amon, McLaren and Rindt had formed, all slipstreaming each other on the straights and jostling for positions in the corners with the partisan crowd cheering on Amon deliriously every time he passed.

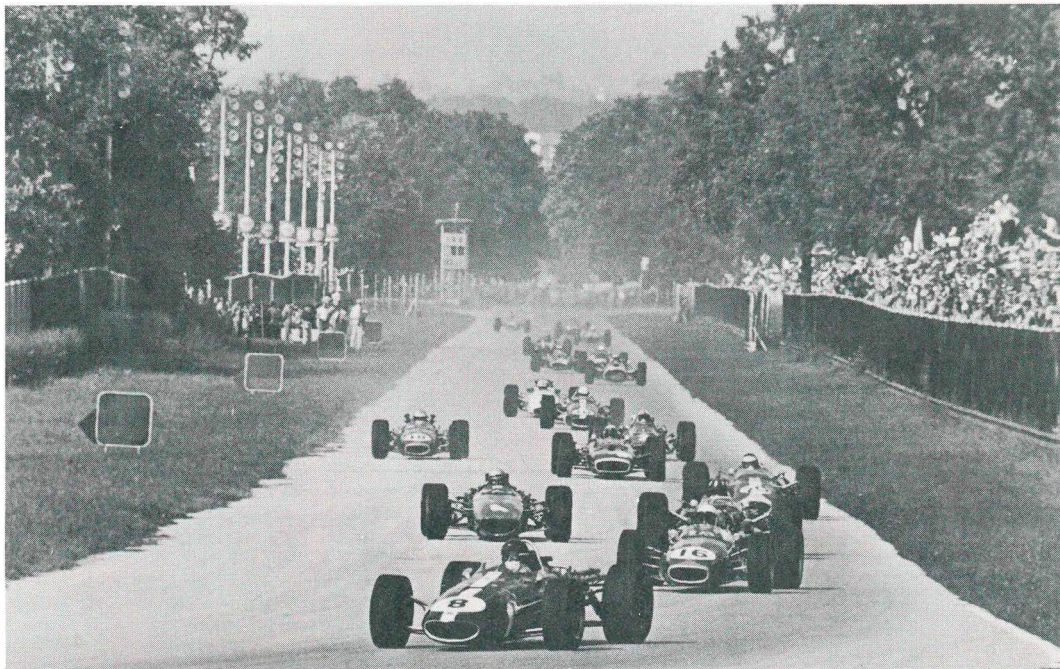
Brabham's throttle now began to stick, and he too had a few hairy moments with over-revving taking the edge off his engine's performance as he followed Hulme in second place. Then, on lap 18, Graham Hill forced past and Jim Clark, who had rejoined one lap down in 15th place after his stop, soon caught the leading bunch and whisked past them to unlap himself, Hill latching on and following him through.

Irwin's H16 was retired after the mechanics had worked long and hard on the metering unit, Ligier's race came to an end when a valve hit a piston and bent and then, after 31 laps, Hulme dropped out of second place with his engine overheating due to another suspected blown head gasket (later thought to be pressure Up trouble) and retired for only the second time in the season.

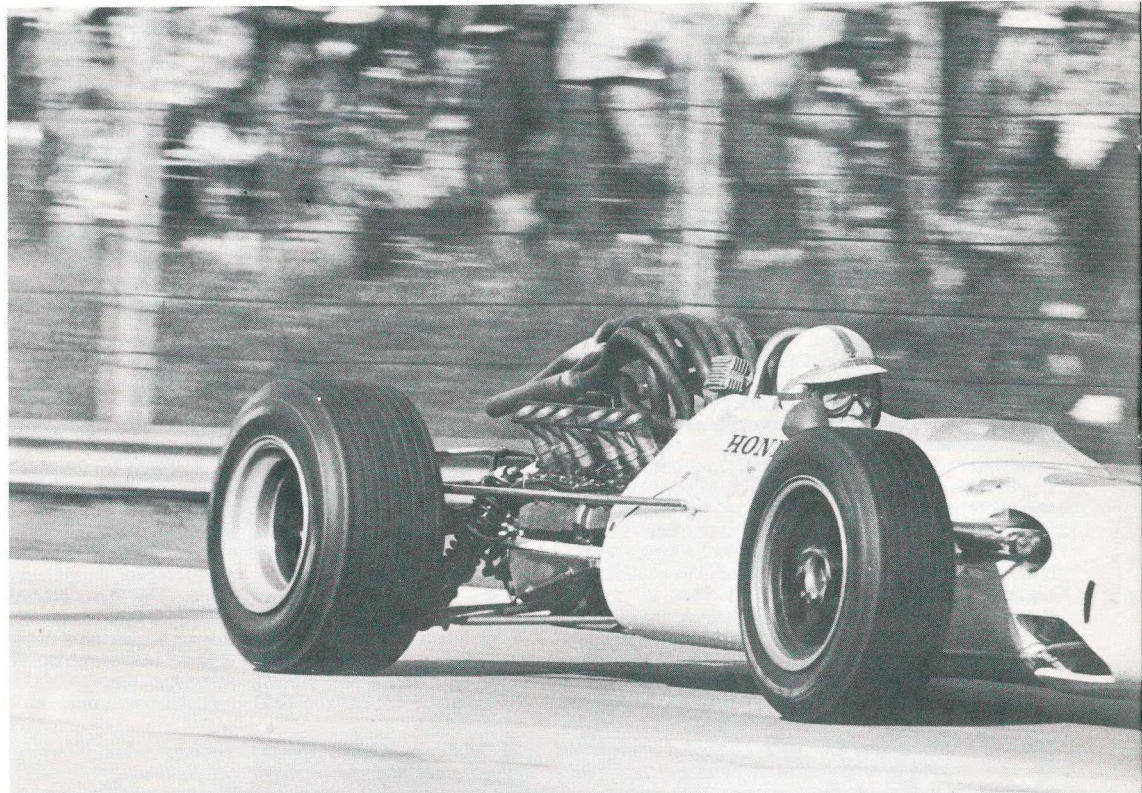
Hill was drawing away from the rest of the field in the Lotus 49, which was going like a bird, while Brabham was a lonely second, and the struggling bunch of Surtees, Amon, McLaren and Rindt were scrapping hard for third place. The new Honda was in trouble with its injection system, an old problem robbing it of full power which had never properly been cured, and Clark was now up to seventh place and closing on this group.

Further down the field Baghetti was going well,

BELOW: First lap and Gurney's Eagle leads Brabham, Hill, McLaren, Clark, Stewart, Hulme, Amon, Scarfiotti and eventual winner, John Surtees. The scrambled start had really strung the field out.

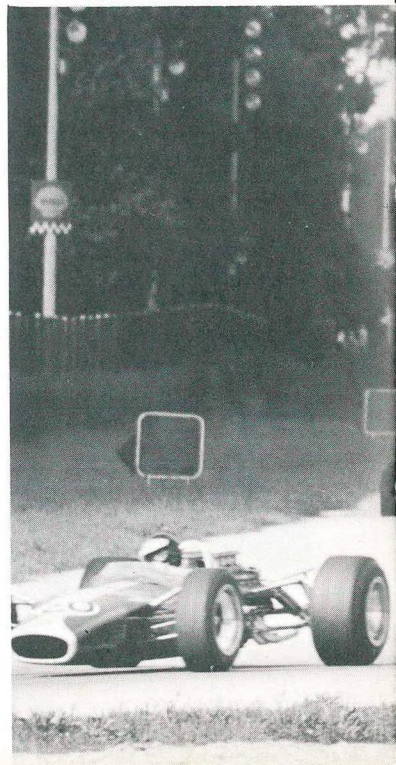
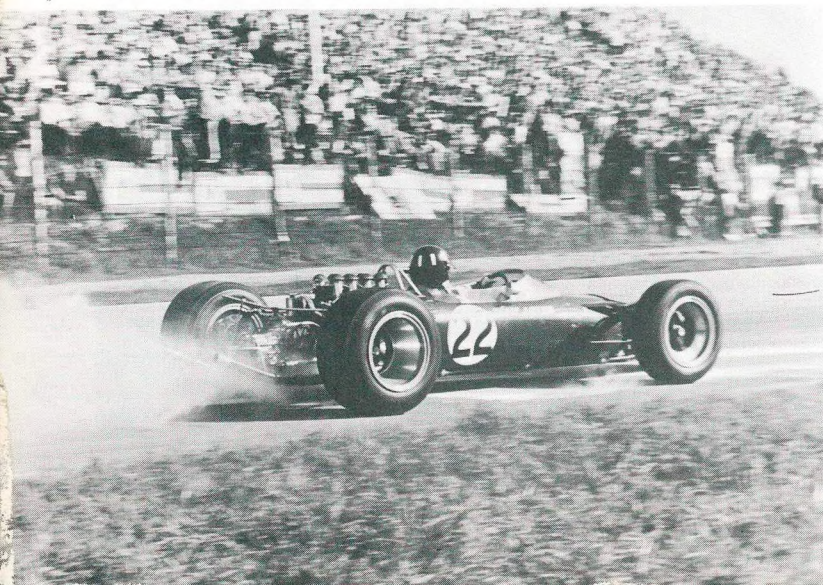


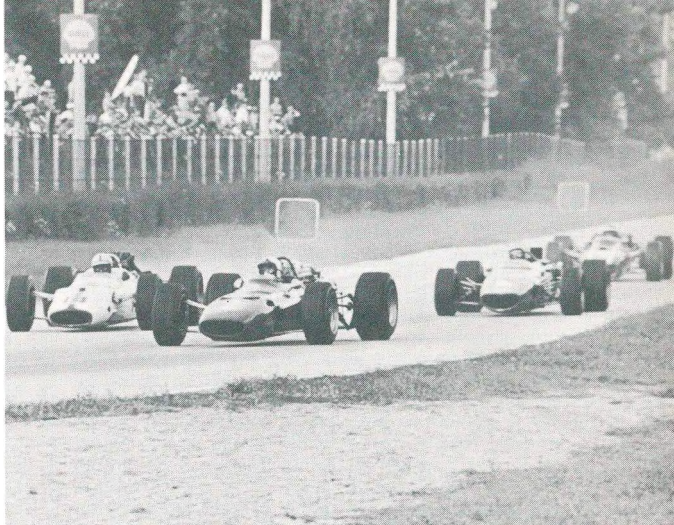
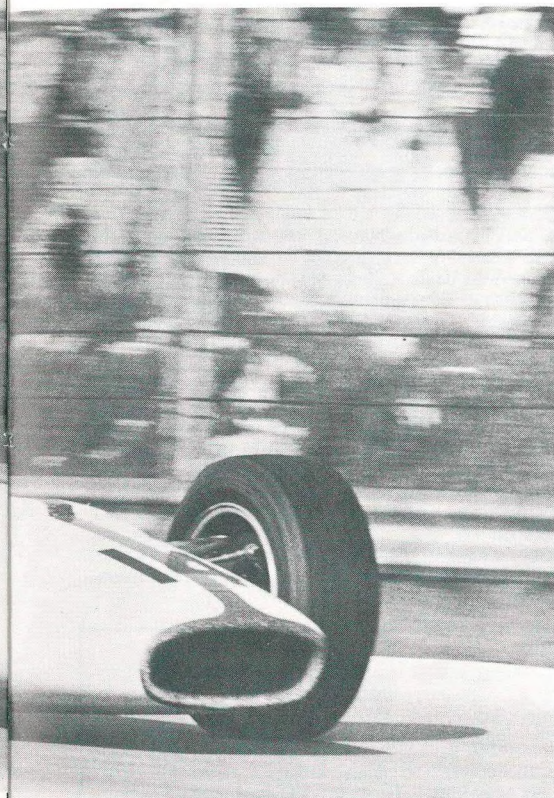
BELOW: First time out winner. John Surtees' new lightweight Honda, which was very akin to an Indy Lola with the Honda V12 slung in a spaceframe at the back, led on only the last lap; but that was the vital one!



RIGHT: 'Please may I leave the race?' Dan Gurney signals his retirement in the Eagle approaching the Curvetta Parabolica. Clark and Hill in Lotuses lead the Brabhams of Hulme and Brabham.

BELOW: 'Well, that's show business!' Graham Hill's gigantic lead was suddenly forfeited when the Lotus 49's Ford engine blew-up.

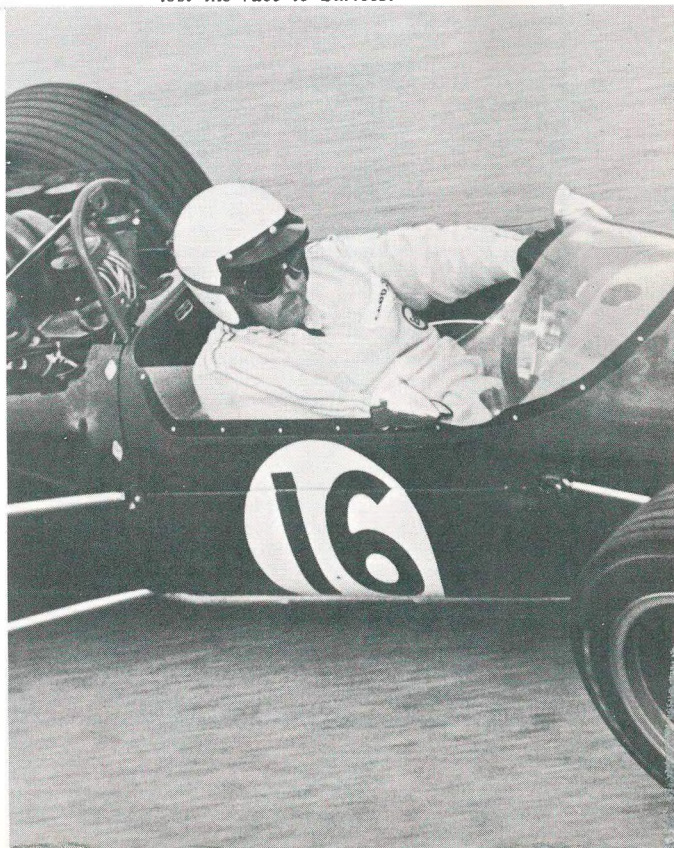




ABOVE: Midfield dice: For much of the race these four scrapped between themselves behind the leaders. John Surtees (Honda) watches Chris Amon (Ferrari) dive by while Bruce McLaren (McLaren-BRM) and Jochen Rindt (Cooper-Maserati) keep station.



BELOW: Determination: Jack Brabham tucks his chin in as he charges through the Curvetta. It was here that he lost the race to Surtees.



holding eighth spot in the third works Lotus 49 from Siffert, Spence and young Ickx in the Cooper 81B. Stewart, running well back after his stop, was a sudden retirement, when the H16 belched smoke and oil and blew up in a big way, while Bonnier's private Cooper-Maserati was making a series of stops with overheating.

Siffert had a tyre blow at Lesmo, spinning off the track and out of the race, while Bruce McLaren's BRM V12 suffered a cylinder liner breakage and was also out. Amon's run was delayed as the new car's dampers were giving out and he stopped on lap 48 to complain about the handling, stopped again after a spin on lap 56 when a defective damper mount was found, and then rejoined to soldier on to the end. Baghetti suffered an engine breakage after a good race in the third Lotus, Rindt was in gearchange difficulties, and though Hill was holding a vast lead, Surtees was closing on Brabham and, unbelievably, Clark was closing on Surtees.

But, just nine laps from the end, Graham Hill's Lotus jinx struck once again and his engine exploded on the way down to the Curvetta Parabolica and he coasted into the pit road to retire. This left Brabham leading narrowly from Surtees with Clark closing and passing in front of the pits. On lap 61 Clark passed Brabham into the Curva

Grande to take the lead to a show of delirium from the Latin crowd but, with three laps to go Brabham and Surtees were closing on him. The Lotus' fuel system had suffered a blockage and the engine was starving.

That last lap was fantastic, Surtees and Brabham passed Clark before Lesmo, then Brabham out-braked the Honda into the last corner, going by on the inside only to slide wide by the apex, hit the talcum powdered oil slicks left by the many blow-ups, and broadside. Surtees slipped through on the inside while Jack recovered to snap onto his tail for the final dash to the line. Pulling out from the slipstream at the last moment, Jack almost made it, but Surtees, who had been over-revving like mad, just held his advantage to become the popular winner of one of the most freakish, but most exciting, Grands Prix of all time.

Clark ambled in to be chaired by the crowd as moral victor after his tremendous fight back through the field, having proved once again that the Lotus-Ford 49 is the outstanding GP car of the year. But reliability had paid off for Brabham, and sheer determination and luck for Surtees. A great race to round off the European season, for now the F1 teams packed their bags, and set off for Watkins Glen and Mexico City for the last two Championship-deciding rounds.

38th Italian Grand Prix Monza, September 10 68 laps, 243 miles

THE GRID

J. CLARK (Lotus-Ford) 1m 28.5s
J. BRABHAM (Repc Brabham) 1m 28.8s
B. McLAREN (McLaren-BRM V12) 1m 29.3s

C. AMON (Ferrari) 1m 29.35s
D. GURNEY (Eagle-Weslake) 1m 29.38s

D. HULME (Repc Brabham) 1m 29.46s
J. STEWART (BRM H16) 1m 29.6s
G. HILL (Lotus-Ford) 1m 29.7s

J. SURTEES (Honda) 1m 30.3s
L. SCARFIOTTI (Eagle-Weslake) 1m 30.8s

J. RINDT (Cooper-Maserati) 1m 31.3s
M. SPENCE (BRM H16) 1m 32.1s
J. SIFFERT (Cooper-Maserati) 1m 32.3s

J. BONNIER (Cooper-Maserati) 1m 32.5s
J. ICKX (Cooper-Maserati) 1m 33.0s

C. IRWIN (BRM H16) 1m 33.2s
G. BAGHETTI (Lotus-Ford) 1m 35.2s
G. LIGIER (Repc Brabham) 1m 37.3s

Results

1, John Surtees (Honda), 1h 43m 45.0s, 140.50 mph; 2, Jack Brabham (Repc Brabham), 1h 43m 45.2s; 3, Jim Clark (Lotus-Ford), 1h 44m 8.1s; 4, Jochen Rindt (Cooper-Maserati), 1h 44m 41.6s; 5, Mike Spence (BRM H16), 67 laps; 6, Jacky Ickx (Cooper-Maserati), 66 laps; 7, Chris Amon (Ferrari), 64 laps.

Retirements

Dan Gurney (Eagle-Weslake), lap 5, broken con-rod; Ludovico Scarfiotti (Eagle-Weslake), lap 6, deranged timing gears; Chris Irwin (BRM H16), lap 17, ignition; Guy Ligier (Repc Brabham), lap 27, dropped valve; Denny Hulme (Repc Brabham), lap 31, blown head gasket; Jackie Stewart (BRM H16), lap 46, engine breakage; Bruce McLaren (McLaren-BRM V12), lap 47, suspected broken cylinder liner; Giancarlo Baghetti (Lotus-Ford), 49 laps, engine breakage; Jo Siffert (Cooper-Maserati), lap 52, blown tyre; Jo Bonnier (Cooper-Maserati), 47 laps, water shortage; Graham Hill (Lotus-Ford), lap 59, engine breakage.

Fastest Lap

Jim Clark (Lotus-Ford), 1m 28.5s, 145.34 mph (new record).

A Lucky pair of Loti

FOR the second time in one season the whole of the Grand Prix circus was ferried across the Atlantic for the ninth United States Grand Prix, run at its usual venue of Watkins Glen, in up-State New York.

Heading the entry after the Italian Grand Prix had left only their drivers in contention for the title was the Brabham Racing Organisation. Drivers Jack Brabham and Denis Hulme had their normal Repco V8-powered BT24s. These were somewhat revised after Monza and had a wider front track and were running with new wide rim wheels at the rear, which showed quite an improvement over the car in its earlier form.

Lotus were again running a three car team, with their usual US and Mexican GP driver, Moises Solana, joining Jim Clark and Graham Hill in the Ford V8-powered 49s.

BRM also had three cars running, as usual, with Stewart in the lightweight, Spence in his normal standard P83 and Chris Irwin in Tim Parnell's prototype H16. Stewart had some new wide-track Goodyear tyres to sample, but practice did not show any improvement on them and so his car ran in normal trim in the race.

Dan Gurney was down to a solo entry again, it seeming to be the way he liked it! The Eagle-Weslake he raced was the Monza car with modified power curve engine to give more prod in the mid rev range.

Chris Amon was also running a solo team entry for Ferrari as had become their habit, and he had a pair of cars to choose from. One was 0007, the new-at-Monza car with its 48 valve engine, while the other also used the latest power unit but was based on an older, and heavier, chassis.

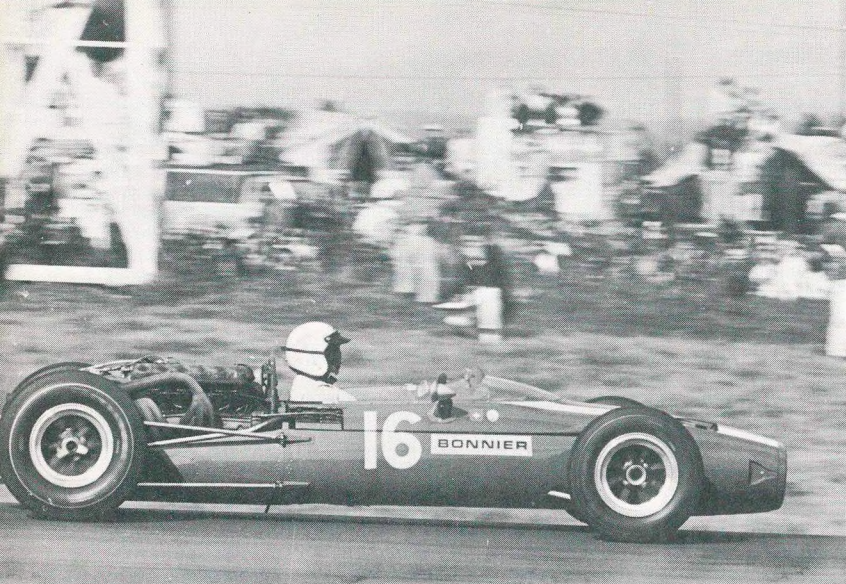
Bruce McLaren was giving his V12 BRM-powered machine its third race, and for this event the oil system had been slightly modified and a new limited slip differential fitted, which was to cause the team many headaches in practice. Completing the foursome of singleton works entries was John Surtees' 'Hondola', the Italian GP-winning car. This had a magnesium, lightweight engine fitted straight from the factory in Japan, and this was meant to incorporate improvements which had got the injection problems finally and completely sorted out. But this was not so, and Honda Racing also had troubled practice sessions.

Cooper brought along two cars for Jochen Rindt and Jacky Ickx (the latter's usual entrant, Ken Tyrrell, being along to spectate), and these were the 'ugly duckling' and a normal '67 T81B. Both had the latest 36 valve engines, while the lightweight car's power unit had 36 plugs as well.

Completing the entry were the normal private Cooper-Maseratis of Jo Siffert and Jo Bonnier, Guy Ligier's French blue Repco Brabham and the ballasted Formula 2 Matra-Cosworth FVA of Jean-Pierre Beltoise. Matra Sports were obviously out to gain experience for their full 3 litre F1 project, and this was to be quite a good start.

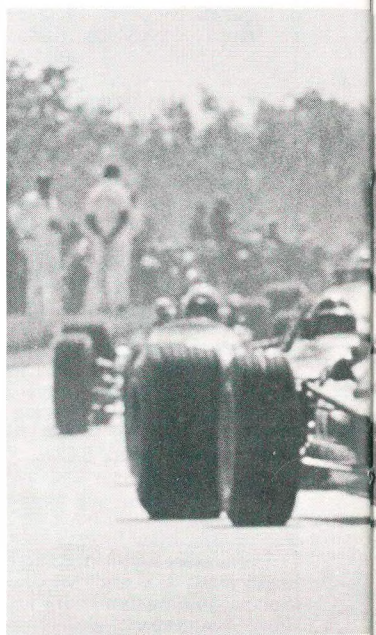
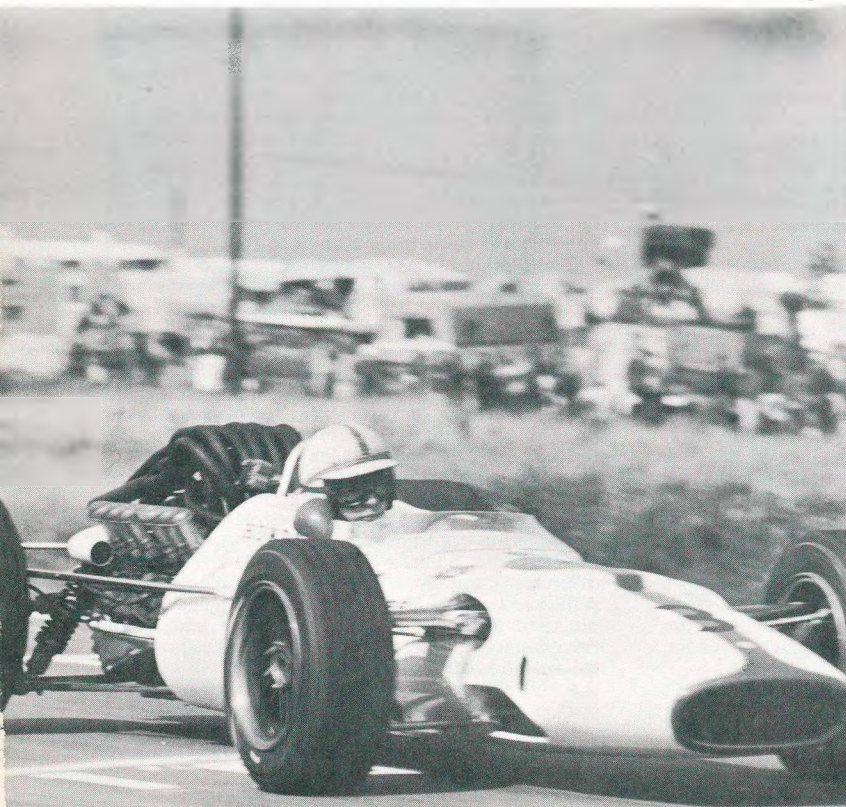
Troubles during practice struck nearly everybody. Brabham had an engine blow, a hack one was fitted and yet another fitted for race day; Lotus had handling and clutch problems on Hill's car (while Solana amazed everyone and was very quick indeed); Gurney's engine stiffened-up and parts from an old spare were taken to revitalise it; McLaren found his new diff free-wheeled every time he took off over the bumps and over-revved the V12, and the Honda sheared its metering unit drive and this team also had to cannibalise their spare. Cooper had a bad water leak on one car requiring the removal of its engine for repairs, and Rindt swapped his car with Ickx to set his best practice time. Siffert's Cooper had bad vibrational troubles caused by a defective tyre, Bonnier's car suffered its normal overheating and Ligier only practised fitfully to set his slow time. Add to all this the fact that the Autumnal Glen was shrouded in mist and fog during practice and it will be seen that this GP meeting did not get off to too good a start.

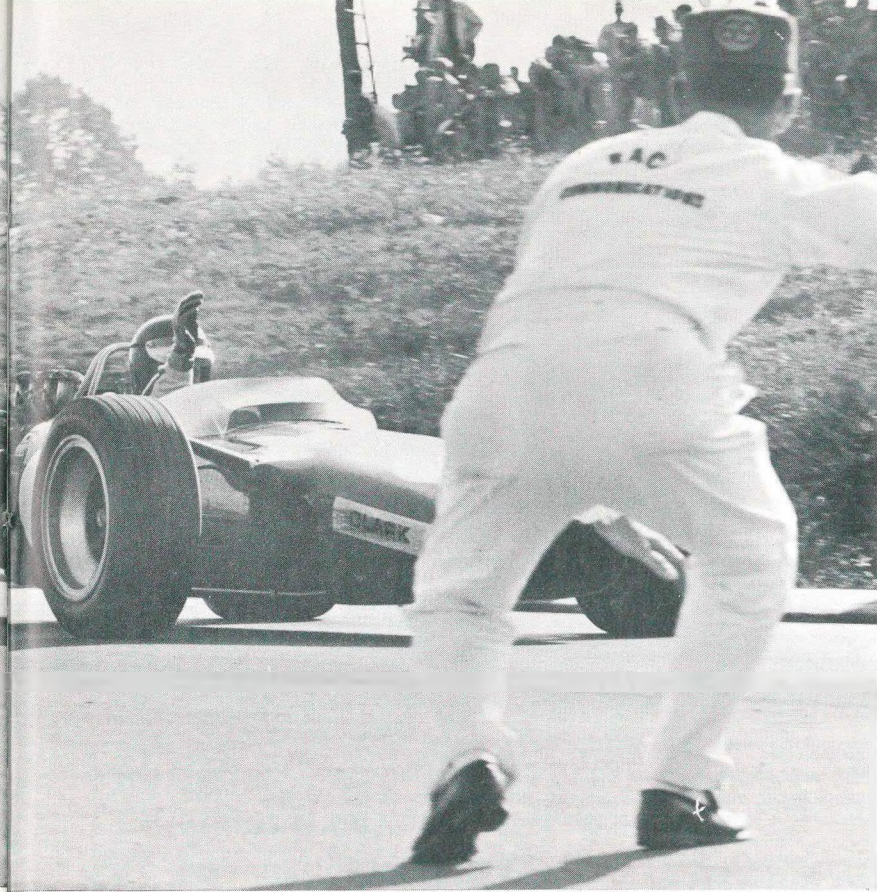
However, race day was sunny and bright and before a gigantic crowd of over 80,000 'Jumpin'



ABOVE: Jo Bonnier picked up one of his customary few Championship points at Watkins Glen by belting past Beltoise in the closing stages to place sixth.

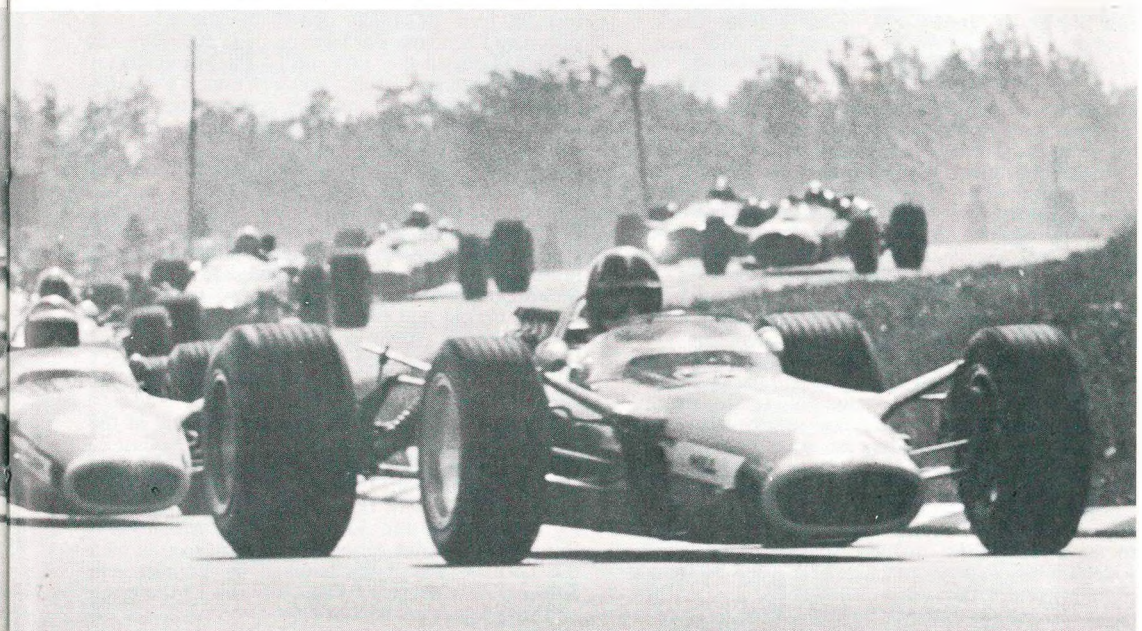
BELOW: John Surtees' new Honda was plagued by injection trouble throughout, but when the car went onto 12 cylinders it was lapping really quickly.

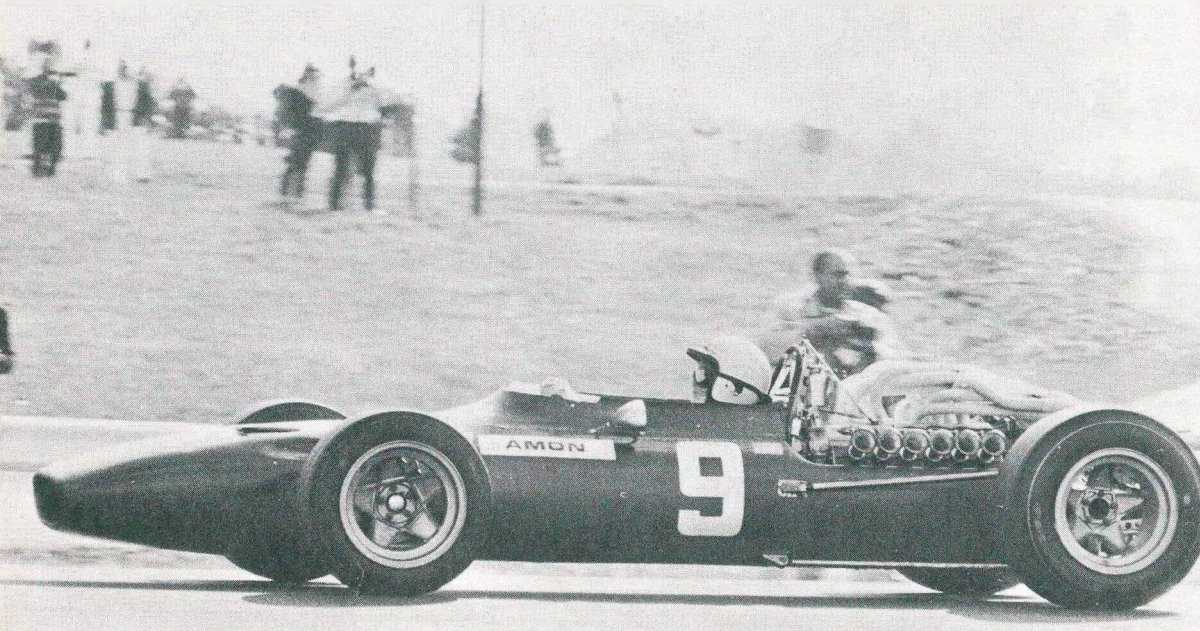




LEFT: Jim Clark acknowledges the chequered flag after what must have been three of the most agonising laps of his career. A retaining bolt in the rear suspension had sheared, allowing the rear wheel to cant over towards the engine, only the radius arm resting against the cam cover preventing its complete collapse. We've all heard of negative camber, but this was ridiculous!

BELOW: First lap, and Graham Hill has snatched the lead from team-mate Clark in the Lotus 49. Following on in the Autumn sunlight are Gurney, Brabham, Amon and Hulme.





Chris Amon drove one of his best races of the season at Watkins Glen, taking his 48-valve Ferrari into a closing second place before the V12 engine ran its bearings and put him out. As things turned out, had he kept going he would most certainly have won.

Tex Hopkins did his customary acrobatics to send the field on its way. Clark took the early lead but Hill was not to be denied after taking pole position, and his 49 led at the end of lap 1 from Clark, Gurney, Brabham, Amon, Hulme and McLaren. Solana spoiled his fine practice performance by going off and stalling the engine and though the mechanics got him going again they had broken the rules and he was disqualified.

Up front Gurney had passed Clark and was trying for Hill as well. Ickx had made an early stop in the boiling Cooper when, on lap 8, Clark retook Gurney, and Amon took his revenge on the Brabham equipe for a season's frustration and chopped past Brabham himself onto Hulme's tail, after having been passed by them both earlier.

Surtees' Honda was feeling good on occasion when its injection worked properly and it not only went onto 12 cylinders but stayed on them. He had got by Brabham into sixth spot on lap 11, but two laps later the white and red car was in the pits with failing fuel pressure. He rejoined only to stop again a little later, and this time a non-return valve was found to have been fouled by a piece of rubber tank lining. This was cleared and away he went again.

Hill and Clark were circulating very quickly together, staying ahead of Gurney and Amon, Hulme and Brabham, with the BT24s finally seeming to have met their match. McLaren had been watching his oil pressure gauge sink when he spun, probably on his own oil, in front of the pits. As he rejoined, the car grounded over a kerb, a water

hose underneath was broken, and after a few steamy laps that was that.

Hulme was also in trouble as his engine suddenly lost 500 rpm, he thinks due to a valve hitting a piston and bending. But later on these 500 returned, he thinks due to the valve hitting the pistons again and straightening itself! Ickx's Cooper was still boiling away merrily, and after several stops it was retired with holed pistons, while Rindt's car also suffered the same fate.

But up at the front the Lotus were still leading, though soon after the 20 lap mark Amon shot past Gurney, whose 'bitsa' engine was smoking badly. And then, on lap 25, the American came in with a cracked front suspension upright pin following a mild collision with back markers and he was out. Stewart had also stopped to clean off foliage after lack of brakes had taken him off the road at high speed. Surtees spun in front of the pits while Spence, who had taken seventh place with Rindt's retirement, went out on lap 35 with a broken gearbox.

Young Chris Amon was going splendidly in the Ferrari, setting a new lap record at one point in pursuit of the Lotus. Clark was goaded into taking the lead from Hill on lap 41, and then more mayhem struck with Irwin's BRM breaking one of its 16 con-rods and Ligier breaking a camshaft. But a few laps later Amon, dicing hard to stay with the Lotus, was badly baulked by Bonnier and Siffert as he came to lap them, and this let the green and yellow cars get well away.

In fact Hill's clutch was beginning to play up again. Amon was further spurred on by the incredible Surtees unlapping himself once in the healthy-momentarily Honda, and on lap 65 the Ferrari was into second place behind Clark. In response to his signals Clark set a new lap record in pulling away out of danger, and then Hill smashed it in retaking second place from Amon.

Hulme and Brabham had been left well behind by this fantastic dice, and Brabham lost more time when a rear tyre punctured, the corresponding front tyre lost a lot of tread because of the change in handling, and he had to stop to change both wheels. At the 80 lap mark Clark was leading from Hill, Amon, Hulme, Siffert (going well as always at Watkins Glen), Bonnier, Surtees, Brabham, Beltoise (finding the F2's handling not enough to make it competitive without power on the quite fast circuit) and Stewart.

The BRM driver went out on his 73rd lap when the metering unit drive broke, Bonnier stopped to change a broken wheel and fell behind Beltoise, and Surtees' injection began to go completely awry. He stopped twice and finally retired on lap 96, but meanwhile Hill's clutch trouble had worsened and Amon had got by. But the Ferrari's oil pressure was falling and the young Kiwi's great race ended when the bearings ran with the end almost in sight. This moved Hulme, Siffert and the rest up one place, but then great drama ensued as Clark's leading

Lotus crabbed by with the right rear suspension collapsing and the wheel heeling over. Hill was struggling on with clutch trouble in second place, Hulme was in a healthy Brabham third and it looked as if he might just do it until, entering the last lap, the Repco V8 coughed and died as it ran low on fuel.

But the Scot's Lotus 49 managed to complete three laps with one rear wheel at a crazy angle to win the large pot of gold offered for the 'American', and Hill's car closed to within 6 seconds at the finish to give the team their first Ford-powered one-two victory. Hulme coasted in a silent third, Siffert roared home a happy and waving fourth after a very good drive, and the reigning World Champion finished fifth to maintain the close fight with his team-mate for this year's title. Bonnier was sixth and scored his customary point when he needed it, and Beltoise finished the game little Matra in seventh place to give Ford a 1-2-7 result.

Following so closely on Monza, this was an extraordinary race, and hero of the piece was undoubtedly Christ Amon in the lone Ferrari. He had cut his way through the Brabham team and split the Lotuses before retiring, and if his car had stayed healthy he would most certainly have won. But 'ifs' never happen, and so all eyes turned to Mexico City to decide the Championship and settle a few old scores with Dame Fortune.

9th United States Grand Prix Watkins Glen, October 1 108 laps, 248 miles

THE GRID

J. CLARK
(Lotus-Ford)
1m 6.07s

G. HILL
(Lotus-Ford)
1m 5.48s

C. AMON
(Ferrari)
1m 6.65s

D. GURNEY
(Eagle-Weslake)
1m 6.64s

D. HULME
(Repcos Brabham)
1m 7.45s

J. BRABHAM
(Repcos Brabham)
1m 6.73s

J. RINDT
(Cooper-Maserati)
1m 7.99s

M. SOLANA
(Lotus-Ford)
1m 7.88s

J. STEWART
(BRM H16)
1m 8.09s

B. McLAREN
(McLaren-BRM V12)
1m 8.05s

J. SIFFERT
(Cooper-Maserati)
1m 8.25s

J. SURTEES
(Honda)
1m 8.13s

C. IRWIN
(BRM H16)
1m 9.64s

M. SPENCE
(BRM H16)
1m 9.01s

J. ICKX
(Cooper-Maserati)
1m 9.94s

J. BONNIER
(Cooper-Maserati)
1m 9.78s

J.-P. BELTOISE
(F2 Matra-Cosworth FVA)
1m 12.05s

G. LIGIER
(Repcos Brabham)
1m 11.32s

Results

1, Jim Clark (Lotus-Ford), 2h 3m 13.2s, 120.95 mph; 2, Graham Hill (Lotus-Ford), 2h 3m 19.5s; 3, Denny Hulme (Repcos Brabham), 107 laps; 4, Jo Siffert (Cooper-Maserati), 106 laps; 5, Jack Brabham (Repcos Brabham), 104 laps; 6, Jo Bonnier (Cooper-Maserati), 101 laps; 7, Jean-Pierre Beltoise (F2 Matra-Cosworth FVA), 101 laps.

Retirements

Moises Solana (Lotus-Ford), 7 laps, disqualified after assisted restart following spin; Bruce McLaren (McLaren-BRM V12), 16 laps, broken water hose and no oil pressure; Dan Gurney (Eagle-Weslake), 24 laps, broken rear suspension; Jochen Rindt (Cooper-Maserati), 33 laps, broken crankshaft; Mike Spence (BRM H16), 35 laps, fuel system and engine damage; Chris Irwin (BRM H16), 41 laps, engine failure; Guy Ligier (Repcos Brabham), 43 laps, oil leak, engine bearing failure; Jacky Ickx (Cooper-Maserati), 45 laps, piston failure; Jackie Stewart (BRM H16), 72 laps, broken fuel injection drive; Chris Amon (Ferrari), 95 laps, engine bearing failure; John Surtees (Honda), 96 laps, ignition and overheating gearbox.

Fastest Lap Hill (Lotus Ford), 1m 6.0s, 125.455 mph (new record).

Hulme Takes the Title

VICTORY for Jim Clark, the World Championship title for Denis Hulme. That was the outcome of the sixth Mexican GP, staged at Mexico City on October 22.

Driving at his brilliant best, Clark pushed his Lotus 49 into the lead, past his team-mate Graham Hill, on lap 3 of the 65-lap race, and from that point on he was never again headed. Clark made it all look easy, and came home nearly 1½ minutes in front of Jack Brabham, who tried all he knew to keep on terms but found his Repco Brabham was just not fleet enough to match the power of the Ford-engined Lotus.

Clark and Brabham were the only two drivers to complete the full race distance of 202 miles. Hulme, who had been quite content to keep station behind his guvnor, knowing that this would assure him of the World Championship even if Brabham should win, was third, completing 64 laps.

Clark's car, which had had an engine change after hints of bearings had been found in the filters, went like a watch. He completed the race at a new record average of 101.42 mph, which was nearly 6 mph faster than last year's race. He had been fastest in practice on both training days (with a tow from Hulme on the second day which helped somewhat), and for good measure he set a new race lap record in 1m 48.13s, 103.44 mph.

Inevitably, there were few changes in the cars for this last Championship event of the season, though John Surtees had a larger radiator on his Honda, together with modifications to the injection system to prevent air bubbles forming. Lotus had their usual three cars, with Moises Solana again being given the third works entry. The Brabham team, too, fielded their same BT24s for Brabham and Hulme, and Brabham used a big-valve Repco V8 in the race. There were no changes in the three H16 BRMs for Jackie Stewart, Mike Spence and Chris Irwin, though Spence had to have a spare engine fitted after first practice. For the first time

for several races Ferrari were two-strong, with Chris Amon supported by Jonathan Williams, who was having his first GP drive. Due to engine shortage, Cooper were down to a single entry, for Pedro Rodriguez, still hobbling about with a stick as a result of his Enna accident several weeks earlier. This Cooper was the second-latest 81B fitted with the 36-plug Maserati power unit. Bruce McLaren was present with his McLaren-BRM, which he found understeering badly in practice but which handled more satisfactorily after fitting new rear springs. There were privately-entered Cooper-Maseratis for Jo Bonnier and Jo Siffert, Dan Gurney was in his normal Eagle-Weslake, Guy Ligier was present with his older Repco Brabham, and Jean-Pierre Beltoise again took on the 3 litres with the ballasted F2 Matra-Ford.

This made a total of 18 starters. Mike Fisher appeared with the Lotus-BRM 33 which Graham Hill had campaigned earlier in the season, but, after practice trouble, failed to make the grid.

It was soon obvious that speeds would be far higher this year than in 1966, when Surtees had set fastest practice time of 1m 53.18s in a Cooper-Maserati. Clark grabbed pole position with 1m 47.56s, but Chris Amon put the cat among the pigeons with a lap in 1m 48.04s, which put him alongside Clark on the front of the two-by-two grid.

Gurney was motoring well, with third fastest time in 1m 48.10s, and Hill was with him on the second row with 1m 48.74s. The two rivals for the World Championship, Brabham and Hulme, were on level terms on the third row, with 1m 49.08s and 1m 49.46s respectively.

There was yet another start-line incident, which this time resulted in the early retirement of Gurney. The starter waved his flag sideways, which appeared to confuse Clark, who started off and then had second thoughts, and braked. Gurney, right behind the Lotus, could not pull up in time, rammed the back of Clark's car, and damaged his radiator. This holed radiator put Gurney out with only four laps completed.

Solana was the next to retire, after 12 laps, with a broken nearside front suspension, and six laps later Graham Hill, who had been lying second to Clark, went out with a broken drive shaft yoke.

Though Spence brought his BRM home in fifth place, the other two BRMs both retired with low oil pressure; Stewart stopped after 24 laps and Irwin after 33 laps, and in addition to his oil pressure problem Stewart also had a suspected broken crankshaft. Bruce McLaren came to a halt after 45 laps, with no oil pressure.

Chris Amon had another brilliant drive which must have confirmed his place in the Ferrari team for next season. Lying second to Hill after the first lap, he dropped to third on lap 2, and then took over second place again after Hill's retirement. His Ferrari looked to be the best-handling machine on the circuit, and he drove with impressive dash. But despite his great effort he was unable to hold Clark, who gradually drew away to lead by more than half-a-minute in the closing stages.

Then came drama as Amon came to a halt out on the circuit on lap 63. He eventually managed to coax the Ferrari home to complete the lap, but

his fifth place on the road was disallowed because of a local rule which laid down that competitors had to complete their last lap in a time not more than twice that of the fastest race lap; so Amon was credited with only 62 laps, and relegated to ninth. A disappointing ending to a very forceful effort, and it is interesting that Williams' car, which was given the same amount of fuel as Amon's, still had 12 litres in its tank at the finish; obviously Amon had used more fuel through driving that much harder.

Third place made Hulme the new World Champion. He finished the season with a total of 51 points, which was 5 points ahead of Brabham, with Clark third with 40 points. This was Clark's fourth Grand Prix win in the Lotus 49, and brought his total of GP victories up to 24, which equals the record set by five times World Champion Juan Manuel Fangio, but the Scot had not taken so long to notch this score, and had won every one for the same marque: Lotus.

Fourth place went to Surtees, in the Honda, which had brought him victory at Monza. But as expected, the 8-cylinder machines had the edge over the multi-cylinder cars on this high-altitude circuit, and Surtees was a lap behind the winner.

Rodriguez made a very gallant showing in the Cooper. He was very determined to appear in his 'home' GP, and though he drove in considerable pain he soldiered on heroically (as in all his races this season) for his sixth place. The other finishers

were Beltoise, seventh with 63 laps, Williams, eighth with 63 laps, Amon, ninth with 62 laps, Bonnier, tenth with 61 laps, and Ligier, 11th, with 61 laps. Jo Siffert stopped on the circuit on lap 59.

Looking back over the season, there is no doubt that the combination of Clark and the Lotus 49 has been a potential winner every time, and but for lack of reliability Clark should have taken the Championship. But with something like 50 horsepower less, yet superb roadholding, the Repco Brabhams have proved far more reliable; out of the 11 GPs, Hulme and Brabham have both finished, and with points, in nine of them. The Eagle-Weslake, with a lone victory at Spa, was another quick car which had a great deal of misfortune, and the latest Ferrari proved that it could be extremely competitive. Neither the Coopers nor the BRMs have been fast enough, nor sufficiently reliable, and the Honda will have to improve if it is to figure prominently during 1968. The V12 BRM engine in McLaren's car has shown considerable promise, and this unit could well be playing an important part in next year's GPs.

So the Lotus 49 has been the car of the GP year, and Hulme has emerged as a very worthy Champion through his intelligent and forceful driving of a very reliable machine. With Matra promising to enter the GP lists next season, there is the promise of even sterner competition, though Lotus and Repco Brabham should continue to be the outstanding contenders.

6th Mexican Grand Prix Mexico City, October 22 65 laps, 202 miles

THE GRID

C. AMON
(Ferrari)
1m 48.04s

G. HILL
(Lotus-Ford)
1m 48.74s

D. HULME
(Repco Brabham)
1m 49.46s

B. McLAREN
(McLaren-BRM V12)
1m 50.06s

J. SIFFERT
(Cooper-Maserati)
1m 51.89s

J. STEWART
(BRM H16)
1m 52.34s

J.-P. BELTOISE
(F2 Matra-Cosworth FVA)
1m 53.08s

J. WILLIAMS
(Ferrari)
1m 54.80s

M. FISHER *
(2.0 Lotus-BRM)
1m 57.41s

J. CLARK
(Lotus-Ford)
1m 47.56s

D. GURNEY
(Eagle-Weslake)
1m 48.10s

J. BRABHAM
(Repco Brabham)
1m 49.08s

J. SURTEES
(Honda)
1m 49.80s

M. SOLANA
(Lotus-Ford)
1m 50.52s

M. SPENCE
(BRM H16)
1m 52.25s

P. RODRIGUEZ
(Cooper-Maserati)
1m 52.85s

C. IRWIN
(BRM H16)
1m 54.38s

J. BONNIER
(Cooper-Maserati)
1m 55.57s

G. LIGIER
(Repco Brabham)
1m 58.45s

Results

1, Jim Clark (Lotus-Ford), 1h 59m 28.70s, 101.42 mph; 2, Jack Brabham (Repco Brabham), 2h 0m 54.06s; 3, Denny Hulme (Repco Brabham), 64 laps; 4, John Surtees (Honda), 64 laps; 5, Mike Spence (BRM), 63 laps; 6, Pedro Rodriguez (Cooper-Maserati), 63 laps; 7, Jean-Pierre Beltoise (F2 Matra-Cosworth, FVA), 63 laps; 8, Jonathan Williams (Ferrari), 63 laps; 9, Chris Amon (Ferrari), 62 laps; 10, Jo Bonnier (Cooper-Maserati), 61 laps; 11, Guy Ligier (Repco Brabham), 61 laps; 12, Jo Siffert (Cooper-Maserati), 59 laps (not running at finish).

Retirements

Mike Fisher (Lotus-BRM), 0 laps, injection trouble, warming-up lap; Dan Gurney (Eagle-Weslake), 4 laps, holed radiator; Moises Solana (Lotus-Ford), 12 laps, broken left front suspension; Graham Hill (Lotus-Ford), 18 laps, broken drive shaft yoke; Jackie Stewart (BRM), 24 laps, no oil pressure and loose chassis member; Chris Irwin (BRM), 33 laps, no oil pressure; Bruce McLaren (McLaren-BRM V12), 45 laps, no oil pressure.

Fastest Lap

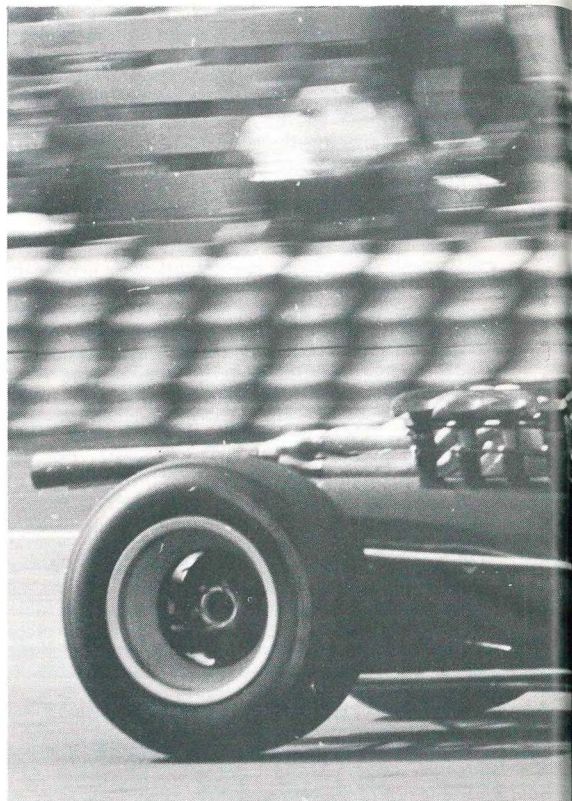
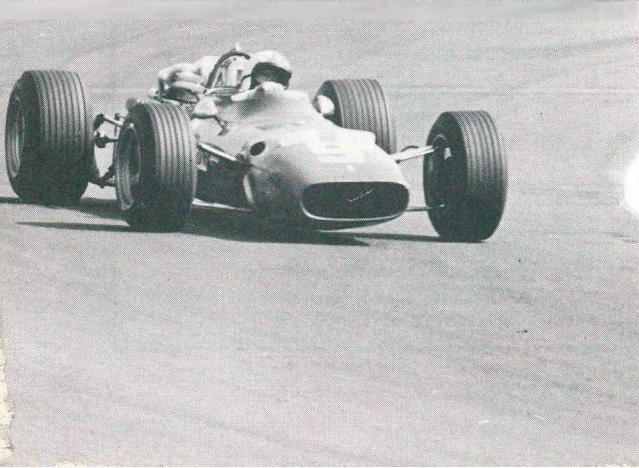
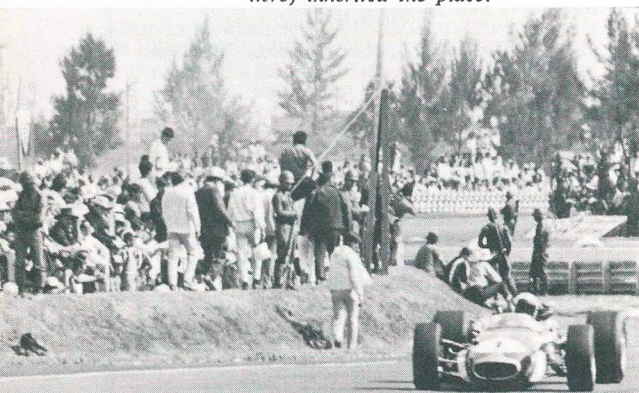
Clark (Lotus-Ford), 1m 48.13s, 103.44 mph (new record).

* Non-starter.

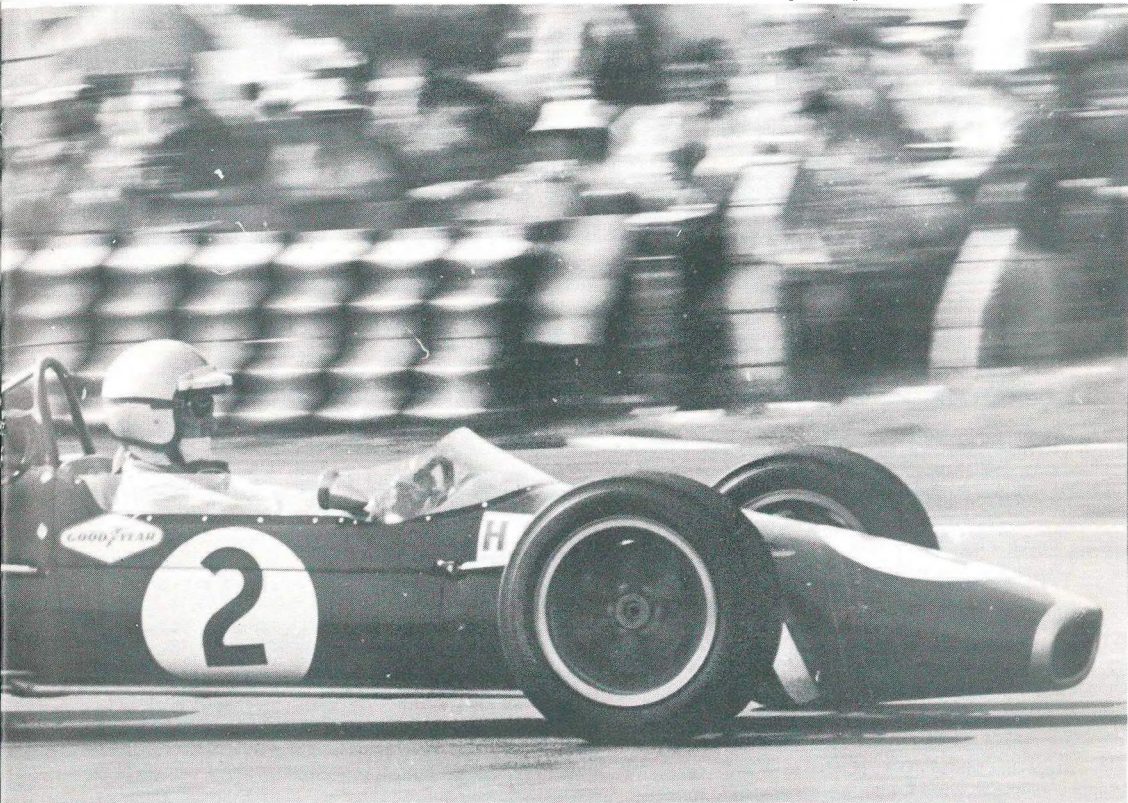


ABOVE: John Surtees closed a frustrating season with the Honda with a fourth place at Mexico City—he had won the previous year for Cooper.

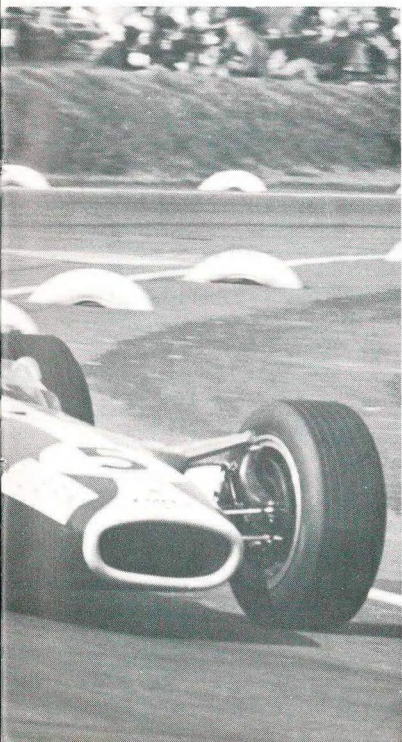
BELOW: Chris Amon drove superbly in the latest 48-valve Ferrari and seemed assured of second place when he ran out of fuel on lap 63. Jack Brabham (following here) inherited the place.



BELOW: Denny Hulme drove sensibly within himself in Mexico, concentrating on keeping his car in one piece and so clinching the World Championship title.

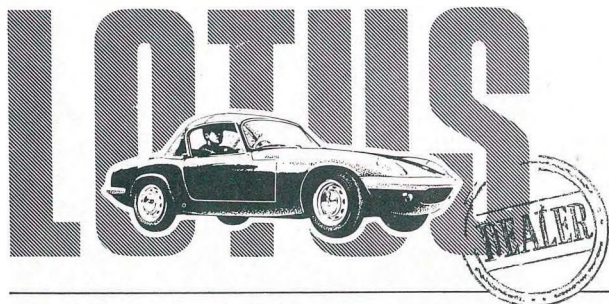


LEFT: Jim Clark was on invincible form in his Lotus-Ford 49 and was the unchallenged winner of his fourth Grande Epreuve this season.



BELOW: Graham Hill's Lotus leads on the first lap from Amon, Clark (who has made a slow start and been shunted by Gurney), Brabham, Solana (out of the picture), McLaren and Hulme.





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Clarks Garage (Narborough) Ltd., St. John's, Narborough, Leics. Narborough 3638.

Steel Sport Ltd., 635 Govan Road, Glasgow, S.W.1. Govan 4363.

Malcolm Templeton, Broadway Avenue, Ballymena, N. Ireland. Ballymena 2161.

Hallamshire Motor Co. Ltd., Broad Lane, Sheffield 1. Tel. 25048.

...and now the quiet New Zealander

Alan Brinton traces the story of Denny Hulme's Champion year

WHEN he drove his way to fame Jack Brabham became dubbed as 'the quiet Australian'. And now he has handed over his World Championship title to his New Zealand team-mate, Denny Hulme, who is, if anything, even quieter and less demonstrative.

There are, it's true, moments when there is a glint of steel peeping through the calm make-up of his equable character, times when he digs his heels in on a matter of principle. But you will rarely see him even slightly flushed with anger, and even less often hear him raise his voice in argument. But for his New Zealand accent he could be the epitome of what we've come to regard as the English character, with an outwardly casual approach masking an inner shrewdness and determination.

Denny is one of the masters of understatement. After his win at Monaco in May he conceded that his Repco Brabham had run 'pretty well', and many's the time he's been heard to say of a particular racing car he is driving that 'it's not too bad at all'. When a car is proving a real pig he doesn't go around complaining to all and sundry; he gets quietly on with the job of trying to improve it.

There are occasions when one wonders how far his nonchalance will go. Like the day after the Mexican Grand Prix, when he rang home and his wife, Greta, asked if he was thrilled to be World Champion.

Over the wire came a three-word comment: 'I suppose so'.

He probably couldn't help putting it that way, though in fact he was undoubtedly more than thrilled. It was perhaps something of a pity that at the close of the season, when the title battle was getting tighter, it should have to be resolved between Denny and Jack, members of the same team and both of them thoroughly bent on winning the Championship. It must have called for a great deal of restraint on both sides. Just imagine, for example, how you would have felt, in Jack's shoes, preparing a car for someone who looked like preventing you from taking your fourth World title! Full marks to both of them for playing it hard but fair.

Unlike some top drivers who zoom right up the ladder with no break in their progress, Denny has had a hard tussle to get to the top, and has known

some lean years which would have daunted others with less moral backbone. It is not often realised that Denny had his first Formula 1 drive way back in 1960, at Snetterton in a Yeoman Credit Cooper-Climax. Then came a long gap, and (apart from a race at Karlskoga in '63) it was not until the Monaco GP in 1965 that he had his next major F1 race, when he finished eighth.

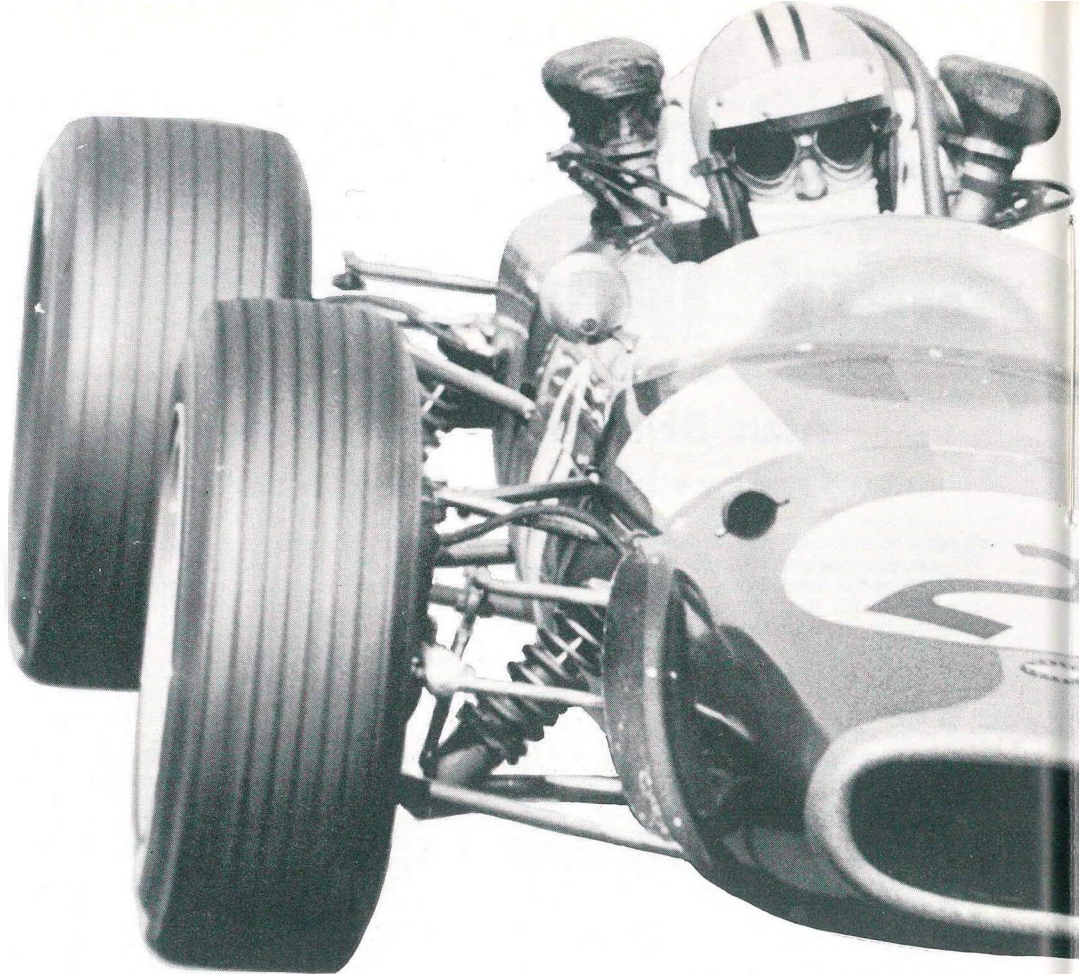
His next chance came in the French GP a month later, when Jack took over the role of team manager, and Denny notched a fourth at Clermont-Ferrand. He failed to finish in the British GP at Silverstone, but gained fifth place in the Dutch GP. And that was the sum total of his GP placings that season, for he retired in both the German and Italian GPs.

This was hardly an auspicious start for a Grand Prix career but in fact he had done enough to indicate that he could do better given a more reliable machine. Neither did the 1966 season begin too well, for there were retirements at Monaco and Spa. But at Reims he came third in the French GP. In that race he ran low on fuel with two laps to go, but got going again by getting out and lifting the nose of his car (the original BT20) to run petrol back to the feed pipes.

By then, of course, Jack Brabham was giving notice that his Repco-engined cars were to dominate the season. Jack had already won at Reims, and won again in the British GP at Brands Hatch, with Denny a comfortable second. Out of luck at Zandvoort, when he went out with ignition trouble while Jack again took the chequered flag, he was also out of luck at Nurburgring, with engine trouble just after half distance.

But at Monza there came firm confirmation that Denny was a driver to be reckoned with, when he refused to be intimidated by shrewd Ferrari team tactics, and only lost second place to Mike Parkes by 0.3 second. This certainly sent up his stock, and though he retired again in the United States GP, he finished third at Mexico City, to be placed fourth in the drivers' World Championship.

So 1966 had been a turning point. He had won the TT for the second year in succession, come second (to team orders) in a Ford at Le Mans, was second only to team-leader Jack Brabham in



Formula 2, and was showing his prowess with real horsepower by proving unbeatable in Britain in Sid Taylor's Lola-Chevrolet T70.

Yet Denny started the 1967 season well aware that the important breakthrough still eluded him. He still had to win a Grand Prix, and certainly before he went off to the South African GP he never imagined that the season would end as it has.

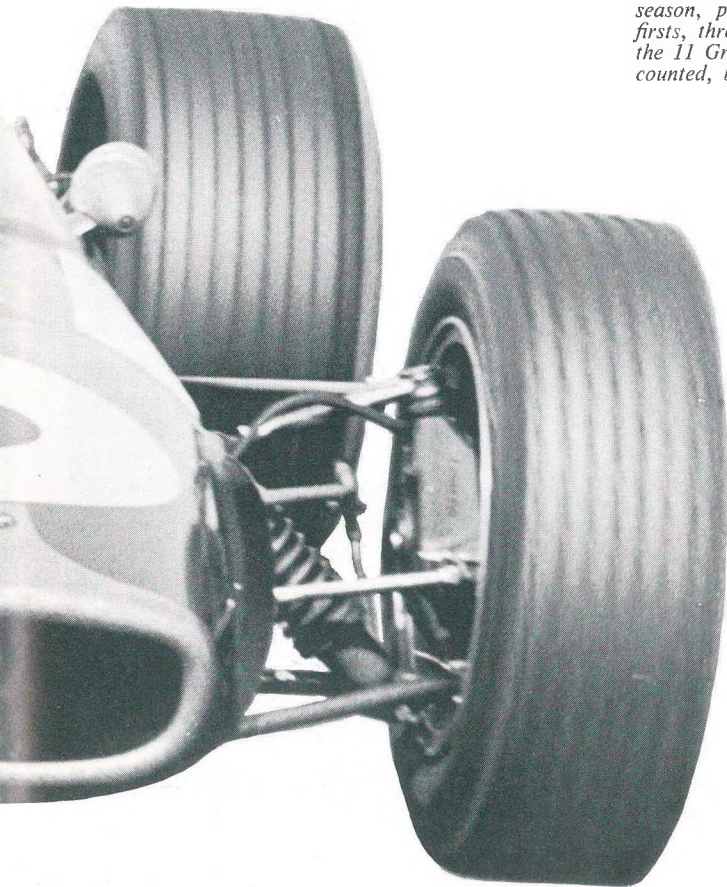
There was a bitter sense of failure at Kyalami, for though he finished fourth in the South African GP, Denny had looked an all-the-way winner, leading very comfortably until three-quarter distance, when brake trouble hit his car. This was one occasion when Denny's customary calm deserted him; he was still talking about it with a fair degree of passion when he got back from the Tasman series! 'One minute I thought I had nine Championship points, and very soon I had only got three . . . It was all being so easy, too easy to be true.'

But though he obviously felt he had been robbed, that race did a lot for Denny. It demonstrated to

himself that he *could* win Grands Prix, and this extra confidence played an important part in his Monaco GP victory in May. This was the most important race of his career, and obviously the one which has given him the greatest satisfaction. One began to wonder then whether history would repeat itself, for it was on the same Monaco circuit in 1959 that Jack Brabham got his first GP victory, and we all remember what that led to . . .

That night after the Monaco race one could sense there was a new Denny Hulme. He had jumped the important hurdle, for though Kyalami had given him confidence, Monaco had provided him with recognition in the record book. He still regretted that he couldn't go to the Dutch GP with 18 Championship points under his belt, but only 12, but by then he had increased his stature by fourth place in his rookie drive at Indianapolis.

That Indianapolis drive was a fine performance, but afterwards a thoughtful Denny suggested that he still had a great deal more to learn about the 'Brickyard'. He had deliberately played it cool in



Denny in a typically well-balanced slide with his Repco Brabham BT24. His confidence in the machine stood him in good stead throughout the season, producing his impressive record of two firsts, three seconds, three thirds and a fourth in the 11 Grandes Epreuves. Only the best five scores counted, but they were sufficient to give him the World Championship title.

his first race there, and at the end of his gruelling 500 miles he had still managed to preserve that show of nonchalance; he had developed cramp in one leg, and when the mechanics asked him if he wanted lifting out of the cockpit, he just said quietly, 'yes, you might as well'. Soccer players who writhe on the field after being tripped could well take a lesson from Denny!

The other big satisfaction of this season was, very naturally, his win in the German GP, and his victory at the 'Ring was the first time he had managed to finish a race there in that GP; up till then, in two previous outings, his total race laps had only been nine. There was a nice touch of coincidence about those Monaco and Nurburgring wins, for these were the same two races which Stirling Moss won during his brilliant drives in 1961.

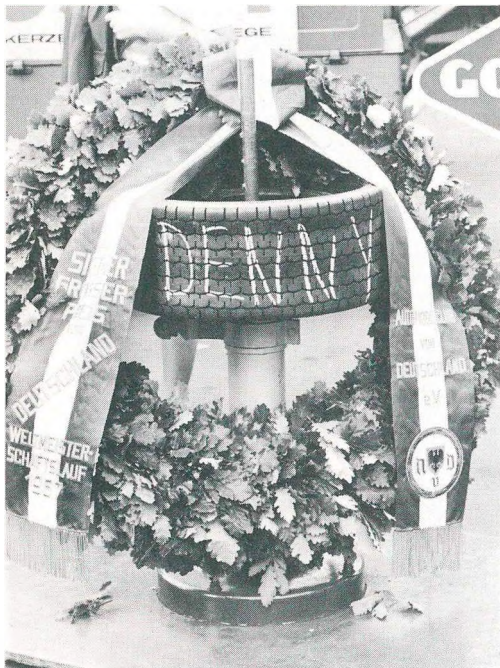
But Nurburgring was by no means Denny's hardest race of the season. Perhaps the toughest was the Dutch GP, where he had the devil of a battle with Chris Amon's Ferrari for third place.

No one who saw it will ever forget the excitement as Denny and Chris called on all their resources to out-smart one another round Tarzan corner, with Denny just coming off best. And what did Denny say about it later? 'It was an interesting incident.'

There was a tough time, too, in the French GP at Le Mans, when he lost the knob off his gear lever after only three laps. But he showed his presence of mind by palming the knob and throwing it at his pits the next time round—not in anger but to give them the message in case they wondered why he might be missing a gearchange from time to time!

At the end of that race, in which he finished second to Jack, his right hand was a sorry sight, covered in bruises and blisters. Denny shrugged it off coolly. 'It'll be all right in three or four days', he said.

And it was all right, for Denny is physically a very tough chap, and keeps extremely fit, though in fact he finds very little time for any exercise other than rushing for planes these days. He hasn't



ABOVE: German GP laurels for Hulme and Good-year, after his second Grande Epreuve win of the year—also the second Repco Brabham 1-2 win of the year.

RIGHT: Clean sweep at Brands Hatch? Not quite, for Denny's Lola T70 retired from the BOAC 500, but otherwise 1967 has certainly been his year.

spent much time this year at his home in Surbiton, but when he does he likes nothing better than lazing around, reading all the motoring magazines and watching the 'box'. He shows little interest in clothes (which isn't to say he can't look smart) but is very fussy about his racing overalls.

His personal transport is a Ford Executive, for which he has a very high regard. On the road, he drives quickly and smoothly and only becomes impatient with dawdlers—buses killing time, and the like.

No one can become World Champion without a good machine, and Denny says that his BT24 has been very good indeed. 'It's a comparatively easy car to drive', he says, 'and it always does exactly what I want it to do.' What he has liked most about his BT24 is that it is always predictable. It was also reliable. In this season's 11 GPs he only failed to finish twice.

It was this predictable feature that he found attractive in the McLaren M6A with which he had such splendid success in the Can-Am series. Denny also likes power under his right foot, and his performances in those Can-Am races gained him new respect from his American rivals, some of whom felt that 3 litre F1 machinery was only the junior brother to the big, husky Group 7 cars!

Though he is a very accomplished mechanic—

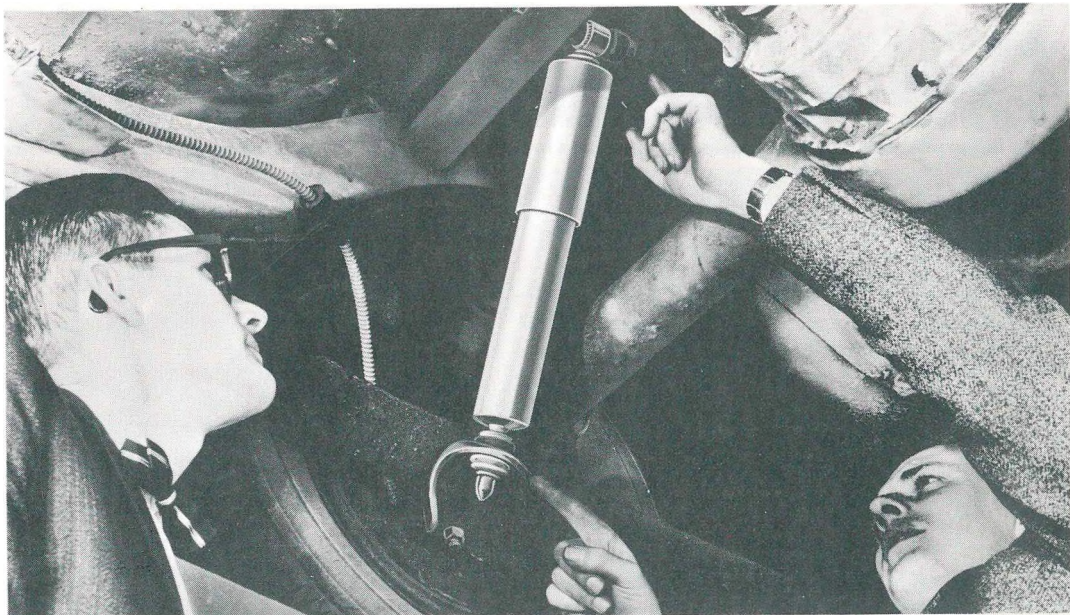


he's built up his own cars in the past—he prefers to leave that job to others these days. And though he casts a very critical eye over his machines, he always displays a tremendous confidence in what has been done for him—which, in turn, results in the mechanics carrying out a very good job on his cars.

What worlds are there left for Denny to conquer? Well, he hasn't said so in as many words, but I think he yearns to win Indianapolis, and would obviously be pleased to win one of the big long-distance races—Le Mans if possible. He is fond of long-distance events, because he feels, without being immodest, that he can lap consistently at high speed over long periods without taking too much out of a car.

Another ambition would be to spend a little more time at home with his wife and baby Martin, born in March this year. But with the World title in his grasp that is going to be even more difficult than it was during 1967.

Denny is such a quiet one that it wasn't until he became World Champion that I learned—and not from Denny—that his father was a VC of the second world war. (He won the award for bravery in Crete.) So the Hulme family, father and son, now both carry high honours. And the way Denny is going it could well be that this is only the start of the road in making motor racing history.



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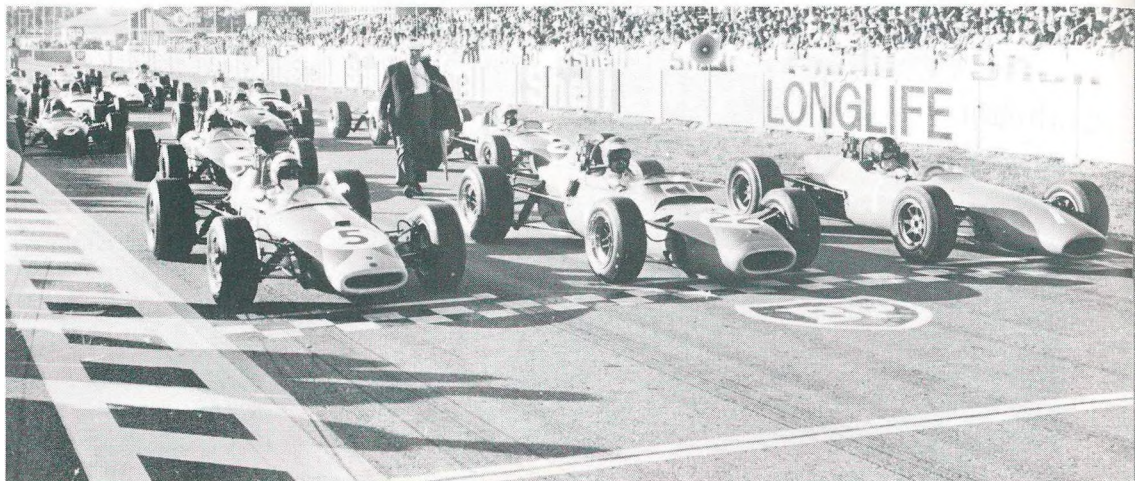
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ABOVE: *Uncrowned king of Formula 3, Henri Pescarolo, is in the middle of the Albi front row flanked by Grove-wood Award winner, Derek Bell, in his Felday Brabham and Roy Pike's Lucas Engineering Titan. 'Toto' Roche tramps forward to flag them away.*

OF the three current international European formulae none have been more dominated by one make than Formula 3—the most junior of the trio. Although Brabham have made a fighting stand during the last month of the season, the French firm of Matra Sports have reigned virtually supreme throughout. Matra works drivers Henri Pescarolo and Jean-Pierre Jaussaud, helped by Jean-Pierre Beltoise in the Argentine Temporada series, remained unbeatable from the start of the season in April, right through to the Zolder meeting in September, when at last a Brabham topped these beautifully-constructed French cars.

Formula 3 is the best supported of formulae; practically every country in Europe has at least one international event for these cars during the season, the only exceptions being Norway, Luxembourg and Switzerland (where circuit and road racing is banned), plus one or two of the Eastern European countries. The reason for this is that the Formula, from an organiser's point of view, is comparatively cheap to run, with starting money and prize money only a fraction of that necessary to put on either a Formula 1 or 2 race.

In addition, there is no lack of drivers; for at just over £2,000 new, with engine and gearbox (the cost of the average space frame F3 car), all you need is a trusting bank manager to be able to embark on a full season's Formula 3 racing.

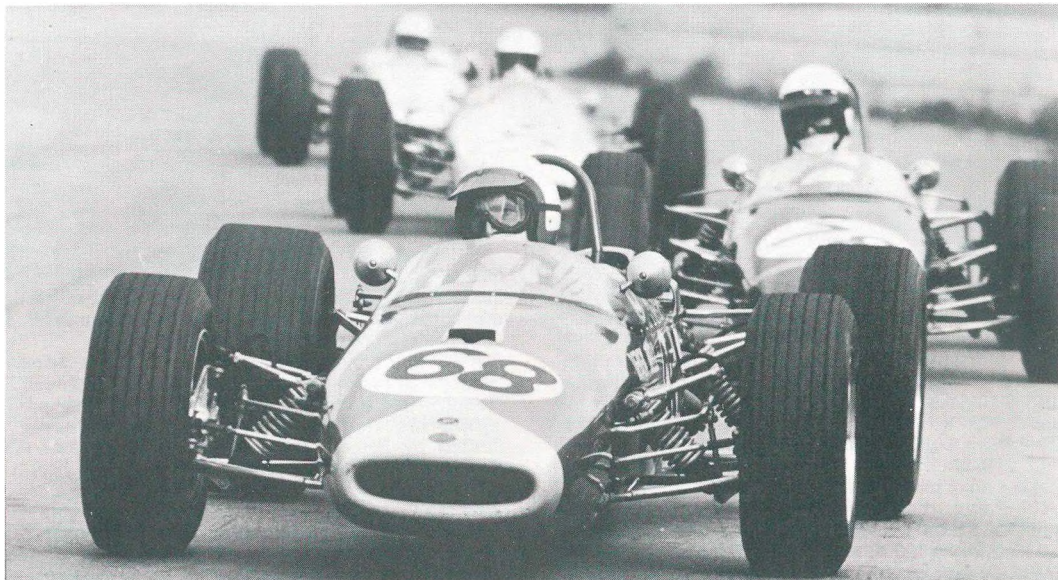
Formula 3 can truthfully be called the nursery slope of Grand Prix racing. Seventy-five per cent of the existing 'World Class' drivers have spent their early years, either in Formula Junior (1959-1963) or in the current 1,000 cc Formula 3. Jim

Clark, Jochen Rindt, Denny Hulme, Jo Siffert, the late Lorenzo Bandini, Mike Spence and many others all came from the Junior days; while Formula 3 has already produced Jackie Stewart, Jean-Pierre Beltoise, Piers Courage, Chris Irwin and Jacky Ickx. The reason for this is that a driver can race every week-end in international competition, throughout Europe and on every sort of circuit from the ultra-fast ones like Enna, Reims and Hockenheim to the twists and turns of true street circuits like Monaco and Pau. There is no better schooling than this, and above all it teaches its students control and balance in a single-seater that will benefit him if and when he matures to the much more powerful Formula 2 class.

This year's Formula 3 season can really be divided into a number of series, the first of which took place in the Argentine, where for the second time, the South Americans organised a month's race programme during January and February. Several European teams entered, but all were humbled by Matra Sports, whose recently promoted number one driver, Jean-Pierre Beltoise, ran rings round the opposition by winning all four rounds at Buenos Aires, Mar del Plata, Mendoza and back again at Buenos Aires. Clearly these expensively designed monocoque MS5s were going to take a lot of beating, and although Beltoise was not scheduled to continue in F3, Henri Pescarolo and Jean-Pierre Jaussaud were tipped as certainties for top honours.

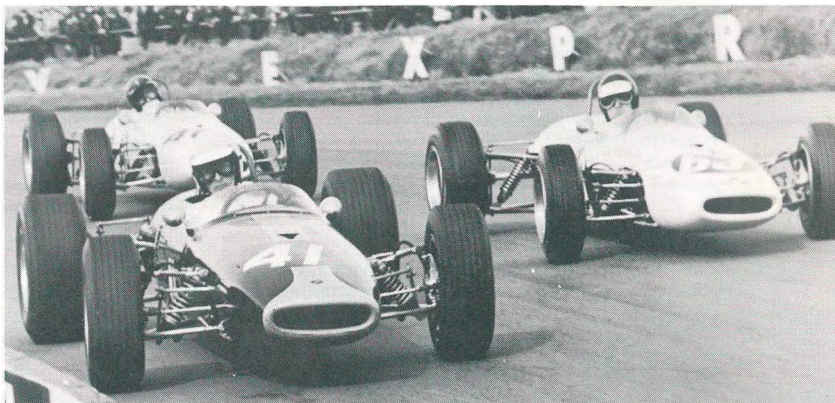
The Continental scene opened at Pau on April 2 with the first of the important four-race Craven A series. In this race there was no holding the Matras,

Paul Watson analyses the Formula 3 season



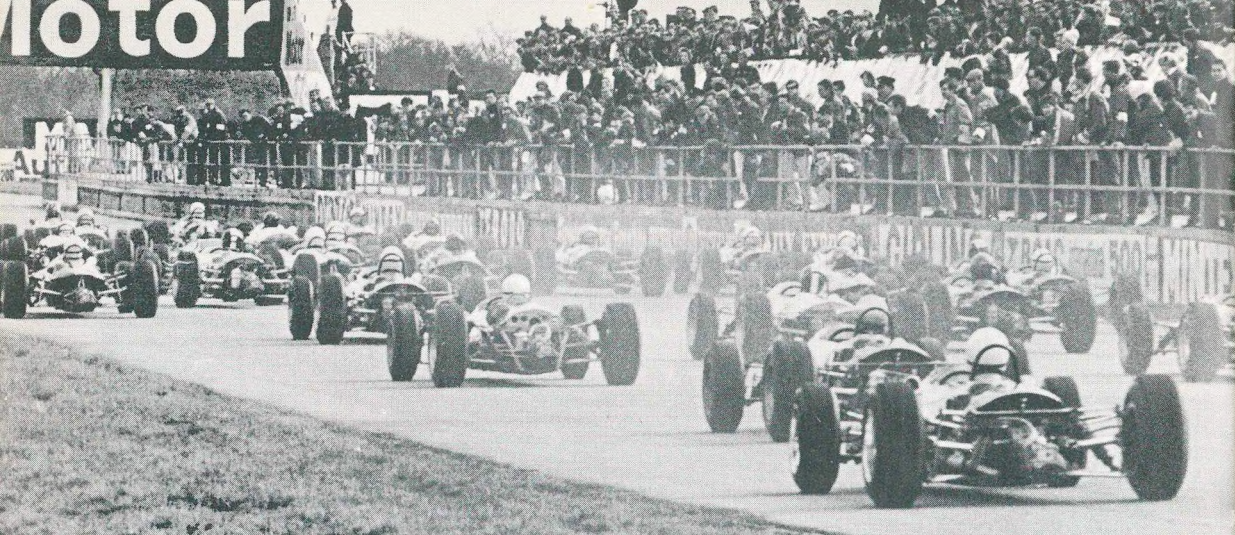
ABOVE: *That man again: Derek Bell, outstanding British F3 pilot this season, leads fellow Grovewood Award winner Peter Gaydon at Crystal Palace. The differences between Bell's 1967 Brabham BT21 and Gaydon's 1966 BT18 are not instantly apparent . . .*

RIGHT: *Chris Williams, Kurt Ahrens and Peter Gethin trying hard to be first Brabham home in the Matraless March Silverstone race.*



BELOW: *Formula 3 sometimes gets so close it hurts. Morris Nunn's Lotus 41 sports a broken nose as he opposite-lacks his way to a Silverstone win.*





ABOVE: *Formula 3 is a well-subscribed class: 26 cars stream away in one of the four major Silverstone events.*

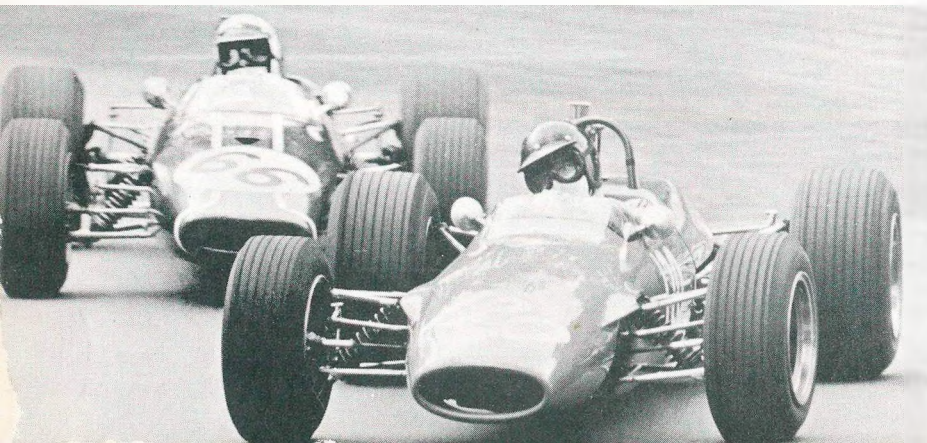
and Jaussaud won the race from his team-mate Roby Weber, who was later tragically killed during the Le Mans test week-end. The next Craven A race was at Reims on June 25, and here the Brabhams put up a good fight, slipstreaming in and out with the Matras, winning both the heats (Roy Pike and Charles Lucas), but losing the final to Jean-Pierre Jabouille's Team Crio Tournesol-entered Matra and Henri Pescarolo's works car.

Two weeks later the Formula 3 'circus' moved to Rouen—undoubtedly one of the finest circuits in Europe, and far more suitable than Reims for a Formula 3 race. Once again the Matra proved itself 'A car for all Circuits', Pescarolo leading from the end of the first lap to the chequered flag, to win by 12 seconds from Philippe Vidal in a Team Crio Matra. The final French Championship race was at Albi on September 26, the Montlhéry race having been cancelled. At last it looked as though the Matras might be beaten, for only a week earlier Derek Bell had pulled it off in brilliant style at Zolder in Belgium. However, this was not to be, for Pescarolo finally out-fumbled Bell to win by a mere 0.5 second in a grandstand finish.

In England it has certainly not been a Formula 3 year. The trade have virtually ignored the class, resulting in only four major events—all at Silverstone. In the first, on March 27, Morris Nunn pulled off a surprise win for Lotus by winning the

BARC Wills Trophy from Peter Gethin's Sports Motors Brabham. Then, in the BRDC Caravan's Trophy it looked as though it might be Nunn again, but the Silverstone specialist was finally beaten by Peter Westbury's Felday Brabham. At the Aston-Martin meeting it was again a Felday driver across the line first, with the brilliant Derek Bell heading Peter Gaydon's older Brabham BT18. The big Silverstone meeting was, of course, on British Grand Prix day, and near the end of the race it looked as though it might see a big win for Merlyn, who to date had not achieved a great deal of success; but Charlie Lucas used the slipstreaming method to good effect and flashed past Lanfranchi's Merlyn on the final straight to win by just 0.2 second.

Italy has not been a happy country for Formula 3; several erratic races were run at Monza, culminating in a series of shunts (as unbelievable in their quantity as in the way most of them were caused). Tragically, in one of these the Jerseyman Boley Pittard lost his life when the Lola he was driving went up in flames at the start. Worse, however, was to follow, for at Caserta in Central Italy, a multiple accident caused the death of a further three drivers—'Geki', 'Tiger' and the Swiss Fehr. This accident highlighted several unfortunate situations in Italian F3 racing: firstly, the lack of properly trained marshals; secondly, the incom-



LEFT: *The Lucas lads: Roy Pike in C. Lucas Engineering's self-built Titan-Ford leads Harry Stiller's team Brabham BT21. They finished in this order, though both were driving Brabhams, in the Enna F3 event, Sicily.*

petence of certain inexperienced local drivers, who use their engine power to try and match the skill and experience they lack—with obvious results; and finally the very fact that a circuit as dangerous as Caserta could even be considered for anything faster than a bicycle race. Regrettably, these three factors apply to other countries, too; but never has it been more tragically proven than in Italy. Later in the season a further F3 race was run at Monza with marked improvement, while on the ultra-fast Enna circuit in Sicily, C. Lucas Engineering had a one-two win thanks to Roy Pike and Harry Stiller.

Spain and Portugal have organised some excellent races, particularly those at Barcelona and Vila Real. In the former, Matras made one of their rare visits outside France with an F3 car, and with Pescarolo at the wheel won after a brilliant challenge by Brabham driver Chris Williams. Later in the year Williams won his first major F3 race at Vila Real in Portugal.

To win the Monaco Formula 3 race is the dream of every driver, for no race in the F3 year has more prestige than the Monegasque event. Needless to say, it was a Matra race; Jaussaud won the first heat and Pescarolo the second, while the two Frenchmen completely dominated the final to finish in the order Pescarolo/Jaussaud, with Derek Bell a very game third.

This then, in as much detail as there is room for, is the 1967 Formula 3 season in review. There have, of course, been other races, too, especially in Scandinavia, where, thanks to the availability of Formula 3, many new circuits have sprung up in Sweden, Denmark and Finland. Holland had a major race at Zandvoort, won again by the invincible Matras, while Brabhams from the Felday team won both the Belgian events (Westbury at Chimay and Bell at Zolder). It was, however, at Zolder that the first indication of a possible end to complete Matra supremacy was made.

For some months, C. Lucas Engineering, in conjunction with Cosworth Engineering and Holbay's of Suffolk, had been developing special down-draught engines to try and give their customers that extra bit of power to match Matra's plainly superior handling characteristics. At Montlhéry in a

minor F3 race for the Paris Cup, it looked as though the writing might be on the wall, but regrettably Pescarolo lost his clutch on the start line and Jaussaud spun early on. As it was, Vidal won the race with a sidedraught (old type) engine, with Chris Williams a very close second in his Holbay down-draught-powered car. The next week-end at Zolder, for the Coupe de l'Avenir, Pescarolo was busy elsewhere, but the other Matras of Jaussaud, Vidal and Jabouille faced all the fastest down-draught-engined cars. Finally, Derek Bell won with his Cosworth-Lucas engined Brabham from Williams (Brabham-Holbay) and the German Kurt Ahrens (Brabham-Holbay).

At Albi the next week-end the battle went a stage further, for Pescarolo now appeared with a Cosworth-Lucas unit, and one wondered if the old Matra supremacy would return. As it turned out, Pescarolo won, but not without a magnificent fight being put up by Derek Bell.

On October 1 the European Formula 3 season was highlighted by the European Championship at Hockenheim in West Germany, like Reims and Enna, a highly unsuitable track for these little F3 cars. It was anyone's race for 19 out of the 20 laps, but then an outsider, Clay Regazzoni from Switzerland, smashed his way through the field (reminding one of earlier days at Monza); one by one he pushed the leaders off, finally attaching himself to the tail of Ahrens to finish behind the German and ahead of Pescarolo. Behind, Regazzoni left Bell's car less a rear wheel, Jaussaud's Matra badly damaged, while Charlie Lucas, Jabouille and the Swiss Brabham driver Manfred Möhr had all lost their tows. Ironically, Regazzoni's behaviour allowed the Swiss team to amass enough points to win the Championship, robbing both the French and British teams of an opportunity of staging a grandstand finish between the two senior countries in this year's Formula 3 racing.

To judge who are the top Formula 3 drivers after a year's hard racing is really a matter for individual opinion. Here, however, are my votes for the top 20; not in any order, although it must be agreed that Henri Pescarolo of France is without question the unofficial Champion.

Kurt AHRENS	Brabham BT21 Ford	D
Mike BECKWITH	DAF Ford	GB
Derek BELL	Brabham BT21 Ford	GB
Patrick DEPAILLER	Alpine Renault	F
Peter GETHIN	Brabham BT21 Ford	GB
Jean-Pierre JABOUILLE	Matra MS5 Ford	F
Jean-Pierre JAUSSAUD	Matra MS5 Ford	F
Mike KNIGHT	Brabham BT21 Ford	GBJ
Tony LANFRANCHI	Brabham BT21 Ford	
Charles LUCAS	Merlyn Mk 10 Ford	GB
Manfred MÖHR	Lotus 41 Ford	
	Brabham BT21 Ford	GB
	Brabham BT16 Ford	
	De Sanctis Ford	CH
Morris NUNN	Lotus 41 Ford	GB
Henry PESCAROLO	Matra MS5 Ford	F
Roy PIKE	Brabham BT21 Ford	
	Titan Ford	USA
Alan ROLLINSON	Brabham BT21 Ford	GB
Harry STILLER	Brabham BT21 Ford	GB
Philippe VIDAL	Matra MS5 Ford	F
Mike WALKER	Brabham BT18 and BT21 Ford	GB
Peter WESTBURY	Brabham BT21 Ford	GB
Chris WILLIAMS	Brabham BT21 Ford	GB

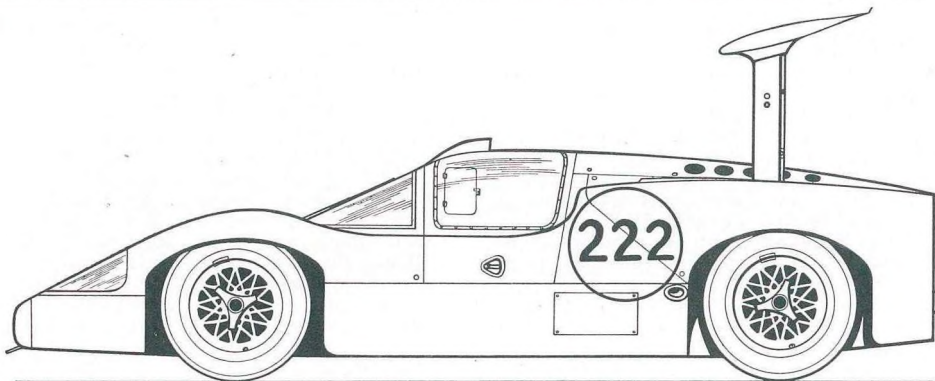
(Only drivers with a full International season considered).

CARS IN PROFILE

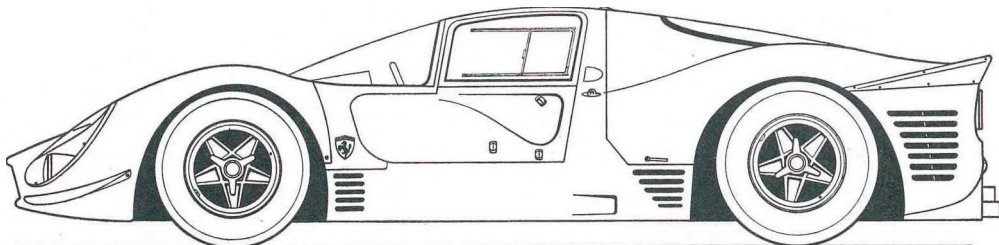
A sidelong glance at some of the top-class competition cars of 1967

Drawings by
JOHN BARBER

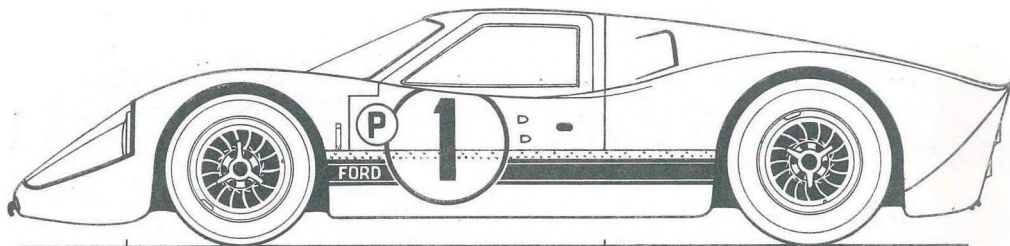
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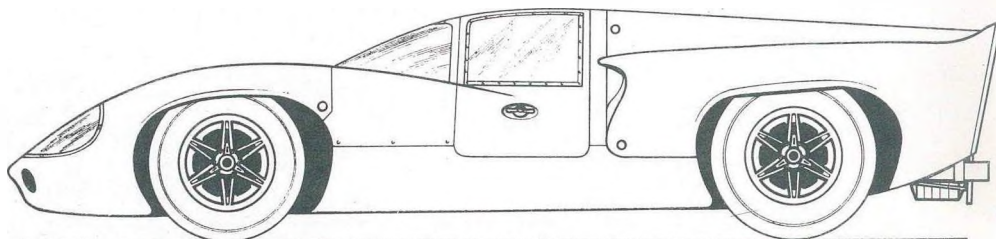
Chaparral-Chevrolet 2F: the fastest Group 6 car on the European circuits, was troubled by transmission failures but won the final Championship round—the BOAC 500 at Brands Hatch.



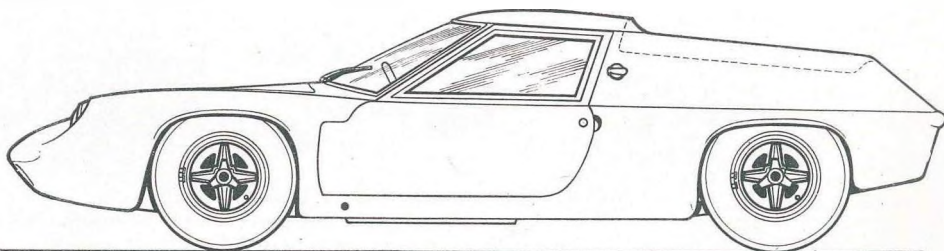
Ferrari 330P4: winner of the Manufacturer's Championship, the V12-engined car appeared in both open and closed forms, won at Daytona and Monza.



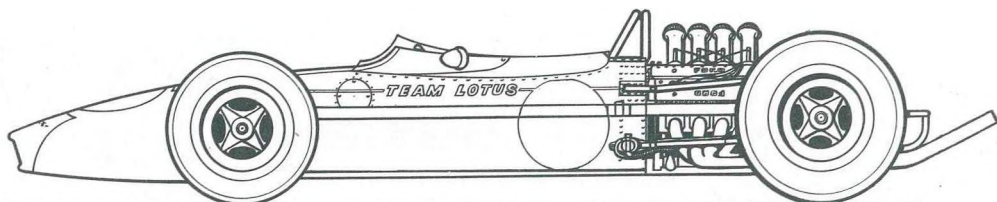
Ford GT Mark 4: twice-out winner only appeared at Sebring and Le Mans and won both events. Based on the experimental 'J' car, the 7 litre Ford matched the Chaparral for sheer speed, beat it on reliability.



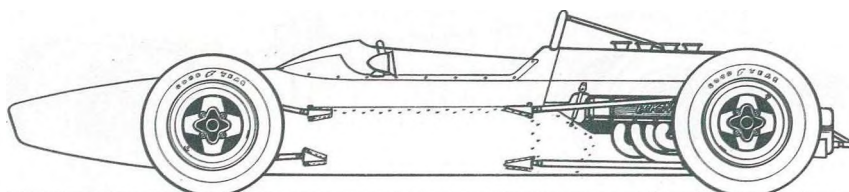
Lola T70 Mark 3 GT: whether Chevrolet or Aston Martin-powered, this was the most graceful of the '67 sports prototypes and, though dogged by troubles in the major races, showed tremendous potential. The FIA capacity limit for '68 has virtually killed the car.



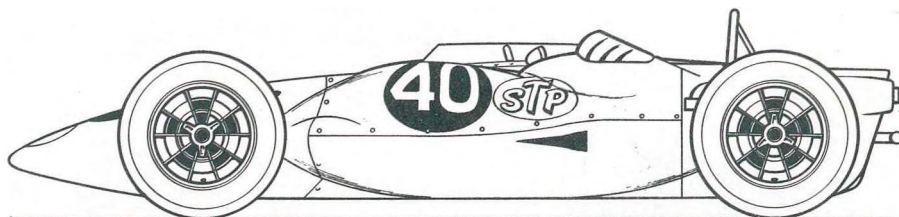
Lotus 47: after early season production difficulties, this Group 6 prototype became a 1,600 cc Group 4 sports car when the requisite 50 had been produced, and beat the 2 litre Porsches in the BOAC 500. 1968 could be a Lotus sports car year.



Lotus-Ford 49: the dominant Grand Prix car of 1967. It won four of the Grandes Epreuves in Jim Clark's hands and at some time or other led all the others entered. With winter development the '68 season could bring Ford home the F1 bacon.



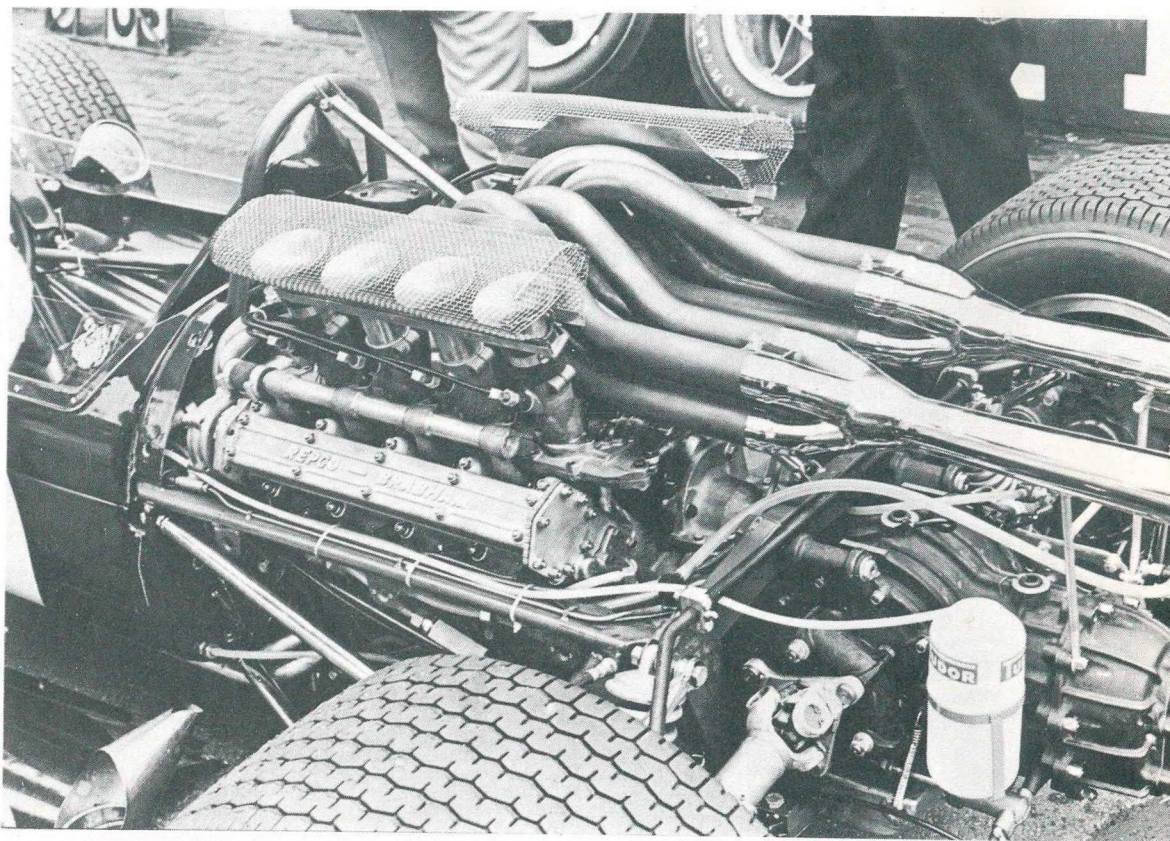
McLaren-BRM M4B: this car is interesting as a stop gap interim machine built to keep the marque in Formula 1 until the new BRM V12 engine turned up. With its 2 litre BRM V8 engine, the F2-based M4B scored at Monaco and finished well in several non-title events before being destroyed by fire while on test.



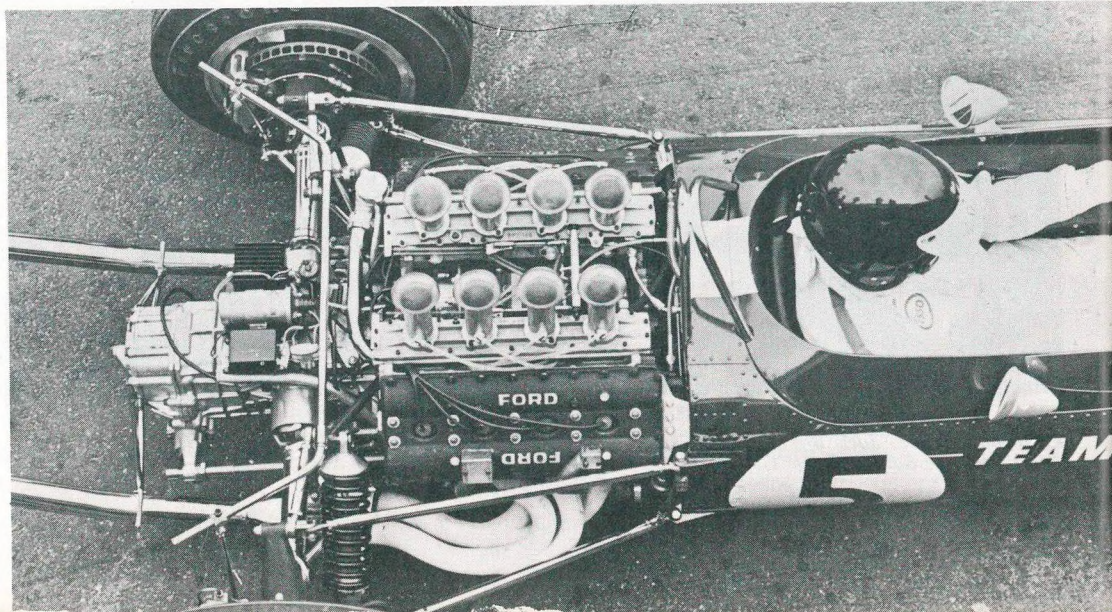
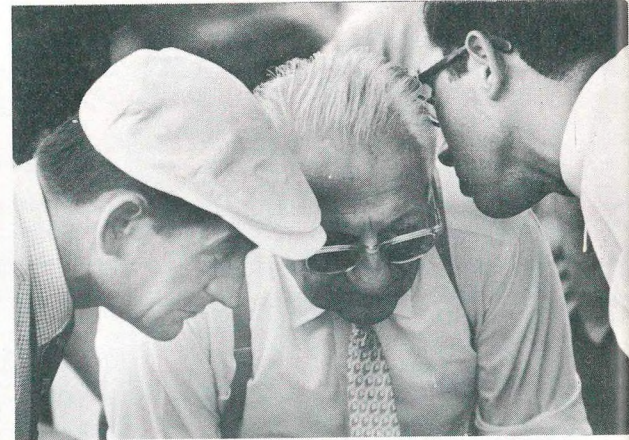
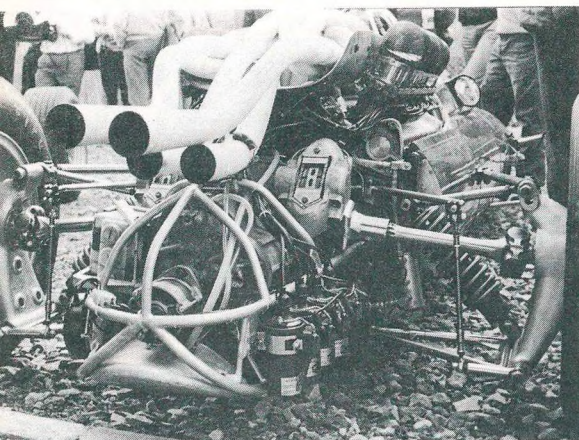
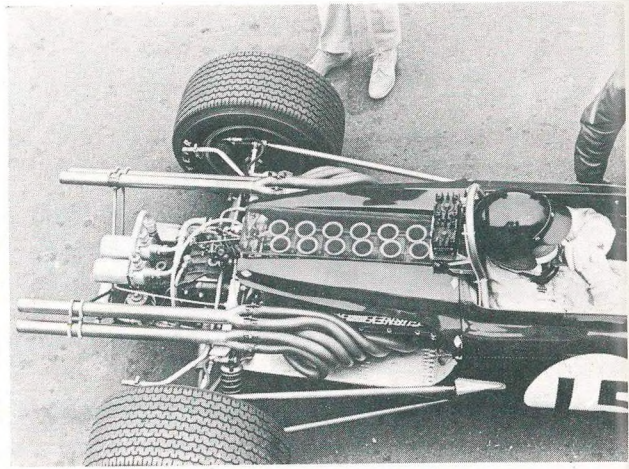
STP Paxton Turbocar: the scourge of Indianapolis, the 'whistling wonder' dominated the two-part 500 mile race, only for driver Parnelli Jones to be put out three laps from the end when a bearing in the Ferguson-based four-wheel drive transmission system broke up. The revolutionary car so outstripped its rivals that new regulations were brought into force effectively banning its use.

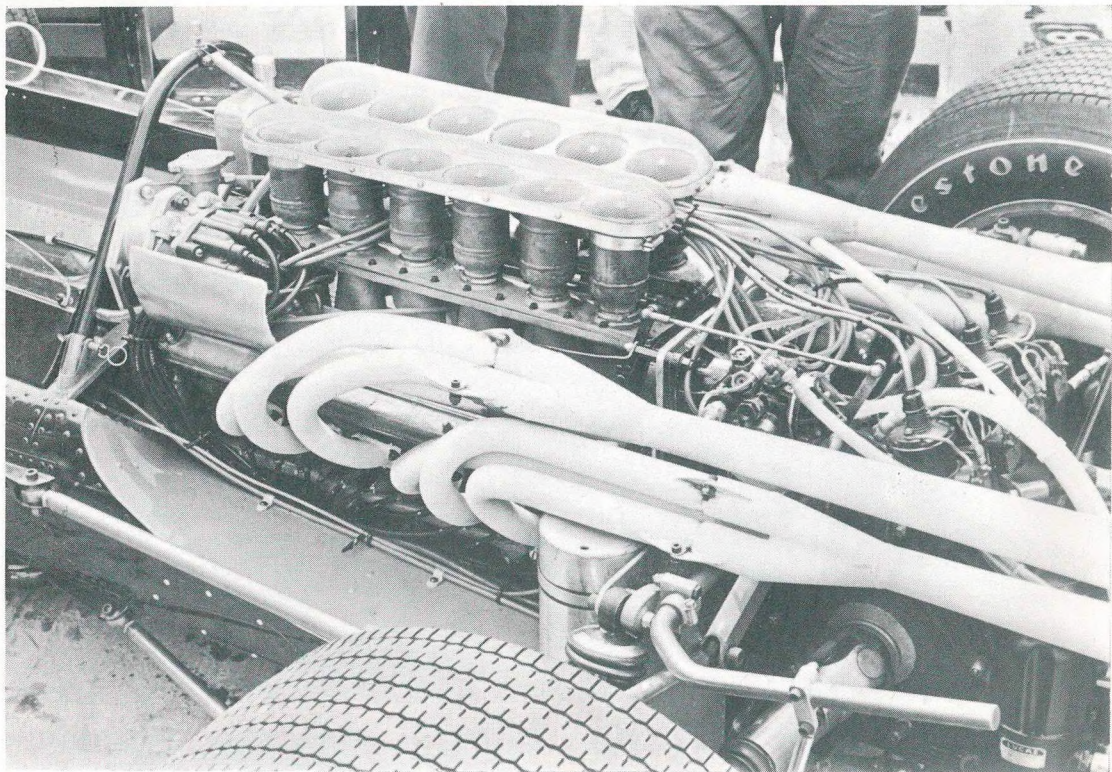
THE POWER GAME, '67

Eight full 3 litre engines, eights, twelves and sixteens saw service in a hard season's Grand Epreuves



Champion engine: Jack Brabham used the central exhaust Repco type 740 V8 engine throughout the season apart from the South African GP, and again the Repco's reliability and light weight more than made up for its power deficiency. The engines gave about 330 bhp.





OPPOSITE: TOP, FROM LEFT TO RIGHT: *Windcheater*: Jack Brabham tried this streamlined cockpit top in practice at Monza but discarded it for the race due to visibility limitations under the trees at Lesmo. He later fitted a similar canopy to his F2 car, though, and raced it at Albi.

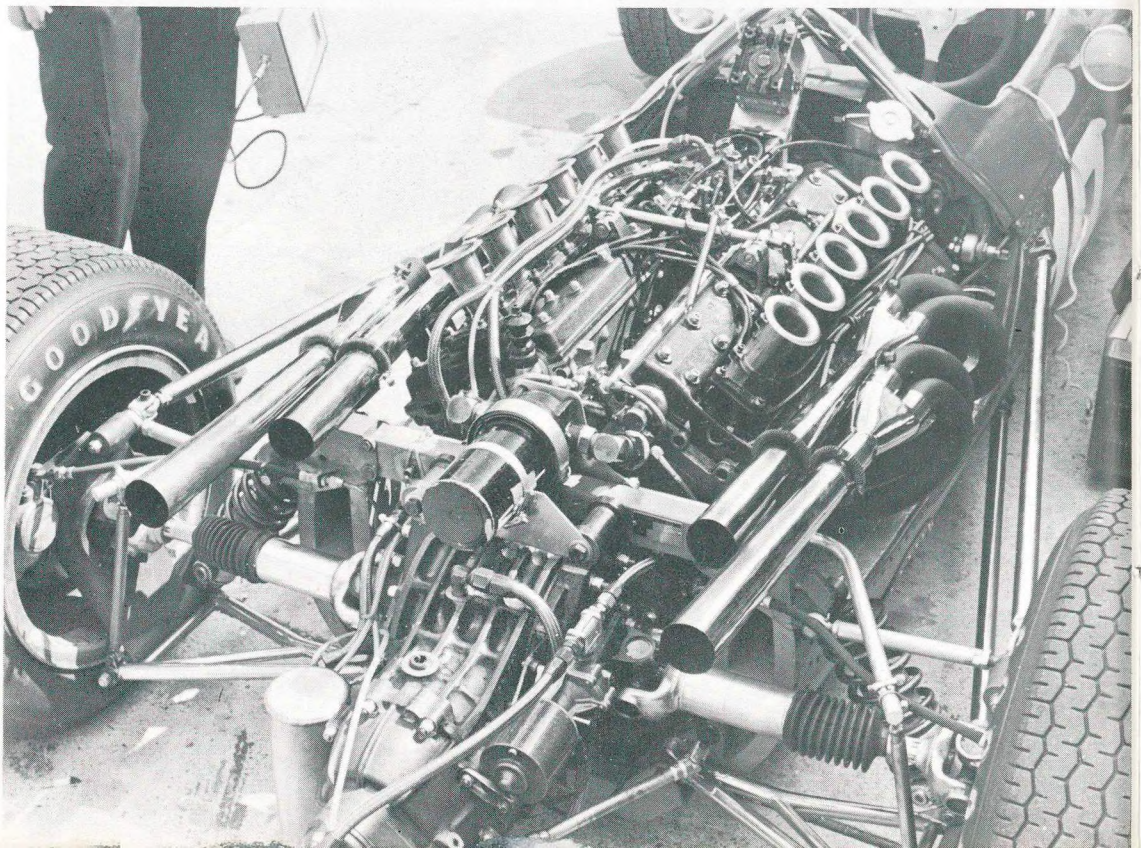
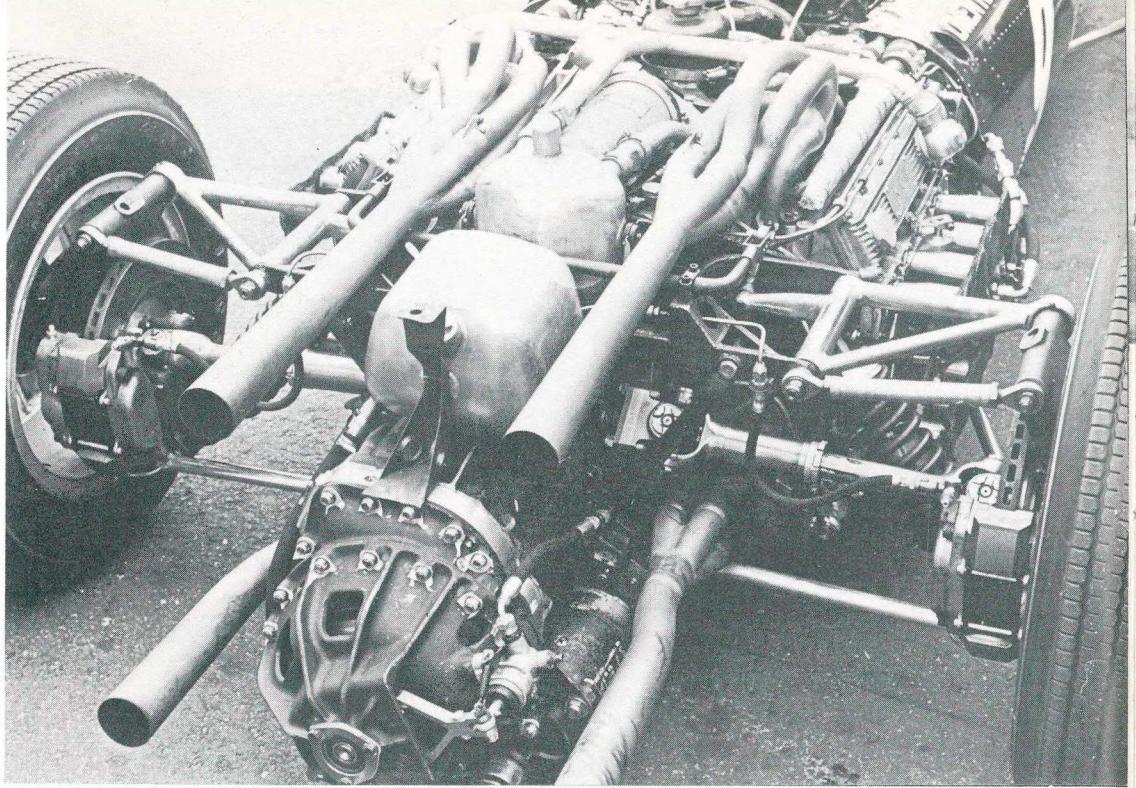
The Weslake V12 engine of the Eagle is a neat and snug fit behind Dan Gurney in the Len Terry-designed and American-built monocoque chassis. Quoted power outputs for the engine were around the 417 bhp mark.

CENTRE: The low-down on the 1967 36-valve Ferrari V12. For most of the season this was some 30 bhp down on the leaders in the power game, but the complete engine/gearbox unit's weight was pared down in mid-season by casting in lightweight materials. Not until the new 48-valve engine appeared at Monza in September did Ferrari get the requisite 400-plus bhp.

Top men: Enzo Ferrari (centre) is given a progress report by chief engineer Mauro Forghieri. Team manager Franco Lini listens in.

LEFT: Engine of the year: Only 405 bhp was quoted by Cosworth Engineering for their Ford V8 F1 unit, but that was enough to make it the dominant Grand Prix engine of the year. Here Jim Clark prepares to practise for the Dutch GP, the new engine's first race and first win.

ABOVE: Not a winner: Cooper's tie with Maserati to use their V12 engines in Formula 1 produced little success apart from their lucky South African win. Development of a 36-valve Heron head engine, to be lighter and give more power than the earlier units, lasted all year, but the end result, which also had 36 plugs, was little improvement. This looks like having been the last season for the works Cooper-Maseratis: and a change in engine allegiance seems imminent.

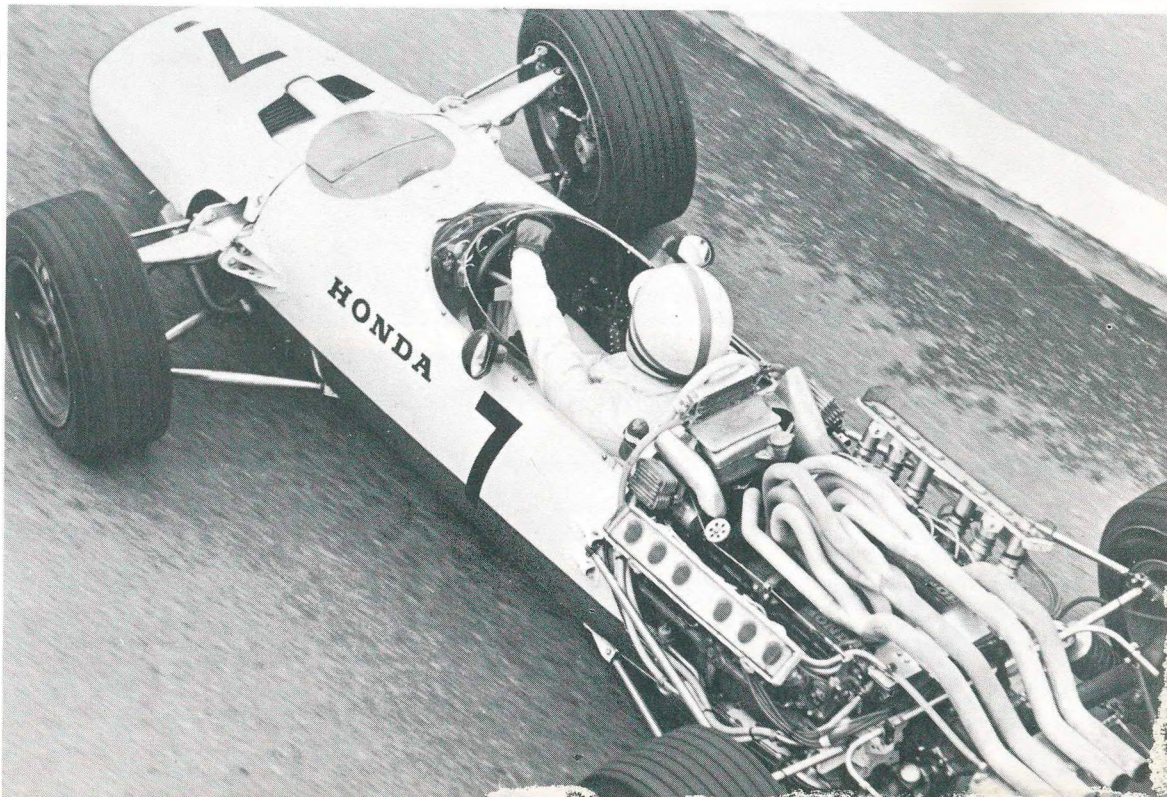


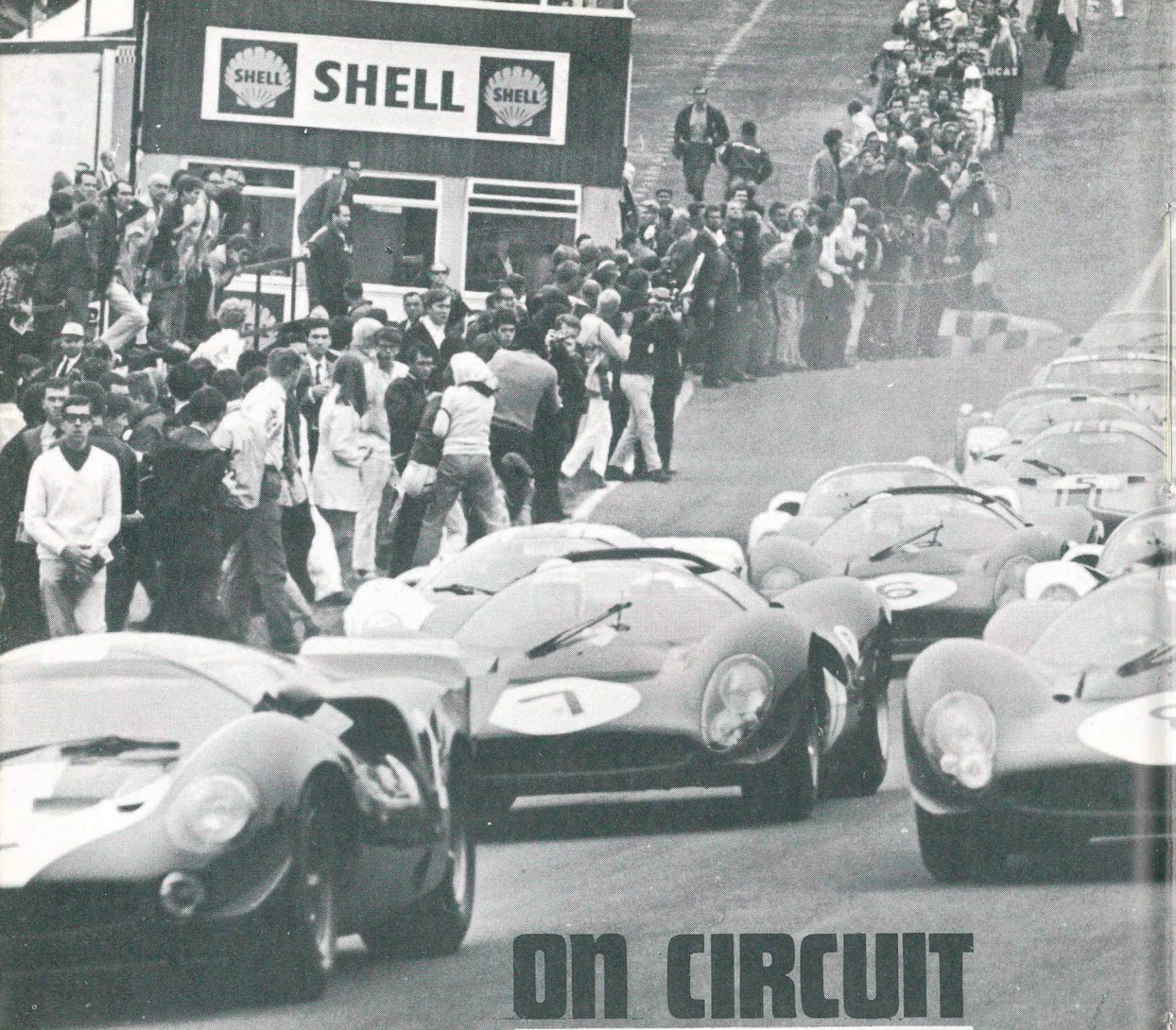
LEFT: An historical repeat: BRM do have troubles with their 16 cylinder designs. The V16 was a source of continual trouble until finally developed too late for the Formula to which it had been designed, and the 3 litre H16 is suffering similar troubles. Under-powered, and too-often unreliable, the standard P83 chassis were supplemented with a lighter type 115 at the Dutch GP. Car 1151 is shown here with the H16 engine and gearbox installed.

BELOW, LEFT: Sports car engine: BRM engineers initially discarded the idea of a 3 litre V12 FI engine in favour of the greater compactness and potential of the H16, but then continued the project as a sports car or customer-only F1 unit. Bruce McLaren took delivery of the prototype engine and went well at the end of the season with its 370 bhp powering his type M5A monocoque.

RIGHT: The constructors: the three Formula 1 driver/constructors admire the Bruce McLaren Motor Racing Team's new M5A at Mosport Park. Jack Brabham, Bruce himself and Dan Gurney are not shy of showing their Goodyear backing.

BELOW: Big lump: John Surtees corners his heavy Honda at Monaco. Limiting factor in the current Japanese Formula 1 offensive is the sheer bulk of their powerful but troublesome V12 engine. The '66 chassis Surtees used for most of the season were equally massive, but all that changed with the introduction of the 'Hondola' at Monza—a lighter car but still no featherweight.



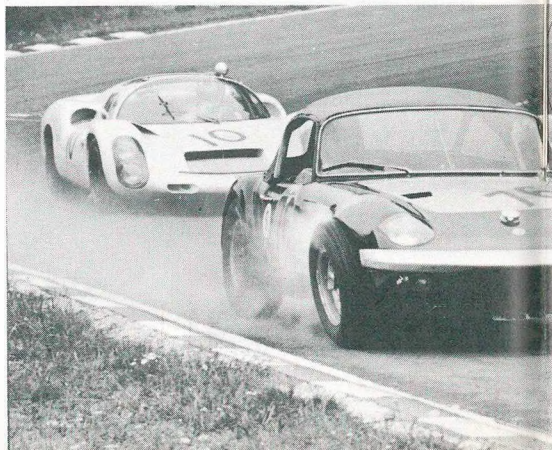


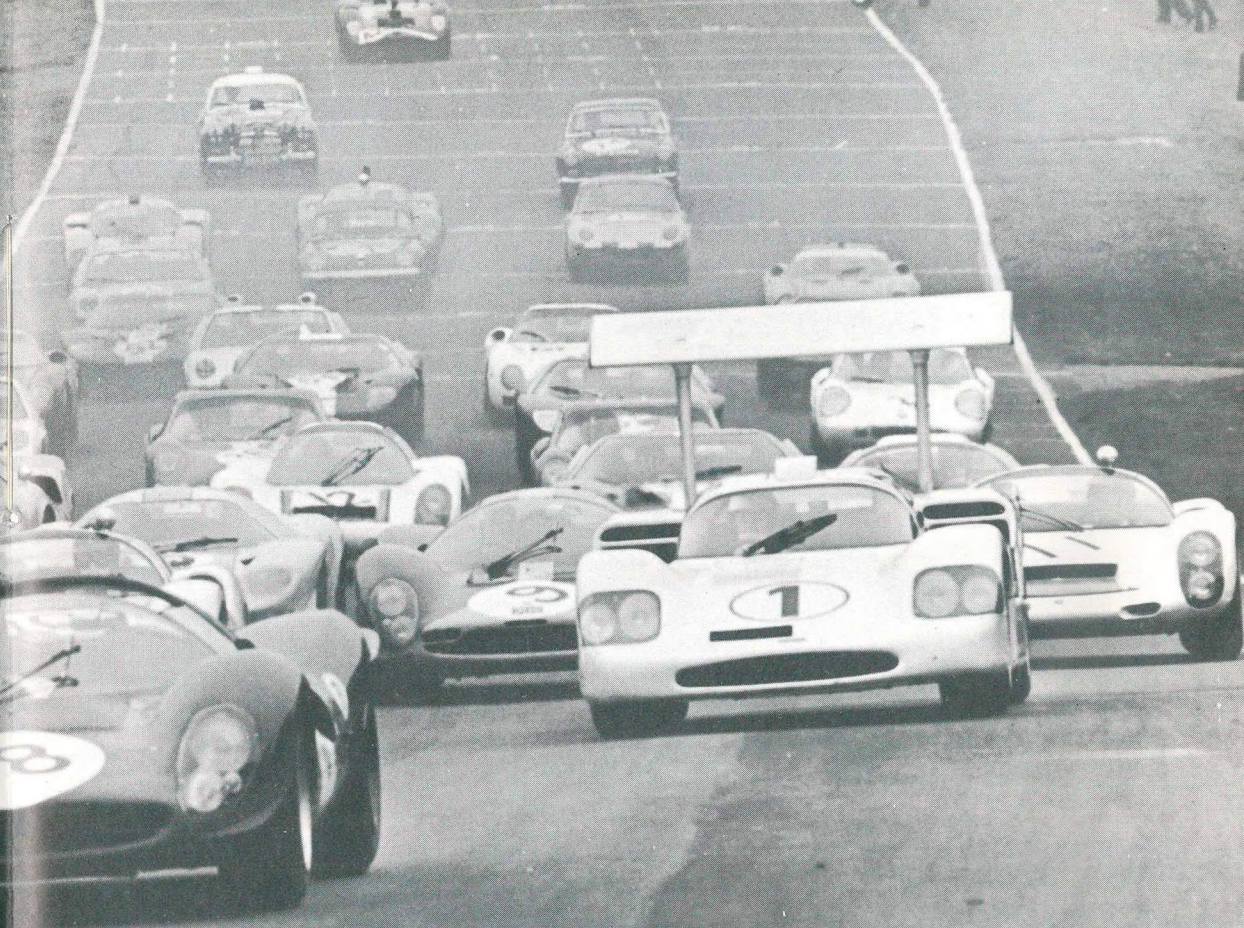
ON CIRCUIT

ABOVE: Six hours to go as the BOAC 500 field get away from the grid. Surtees' Lola-Chevrolet is holding a temporary lead from Hawkins and Scarfiotti (Ferraris), Hulme (Lola), G. Hill (Porsche) and P. Hill (Chaparral).

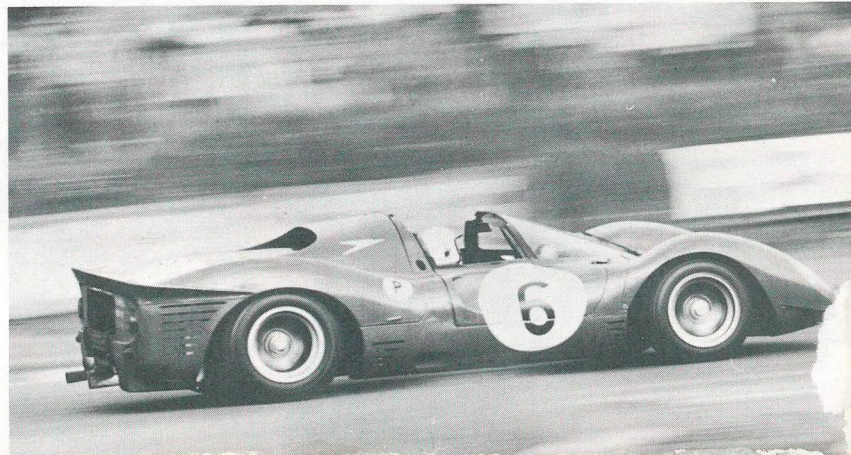
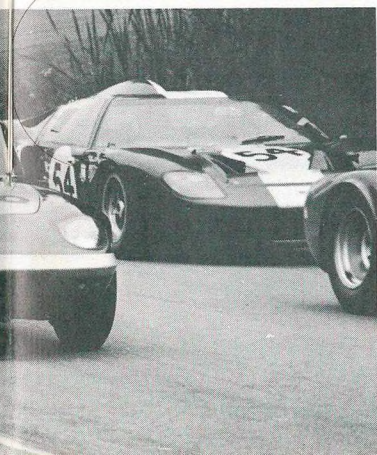
RIGHT: Keith Burnand's Elan is in the process of losing a wheel at Stirlings Bend as the Colin Crabbe/Dave Charlton Ford GT40 and Graham Hill's swift Porsche 910 go past during the BOAC 500 race.

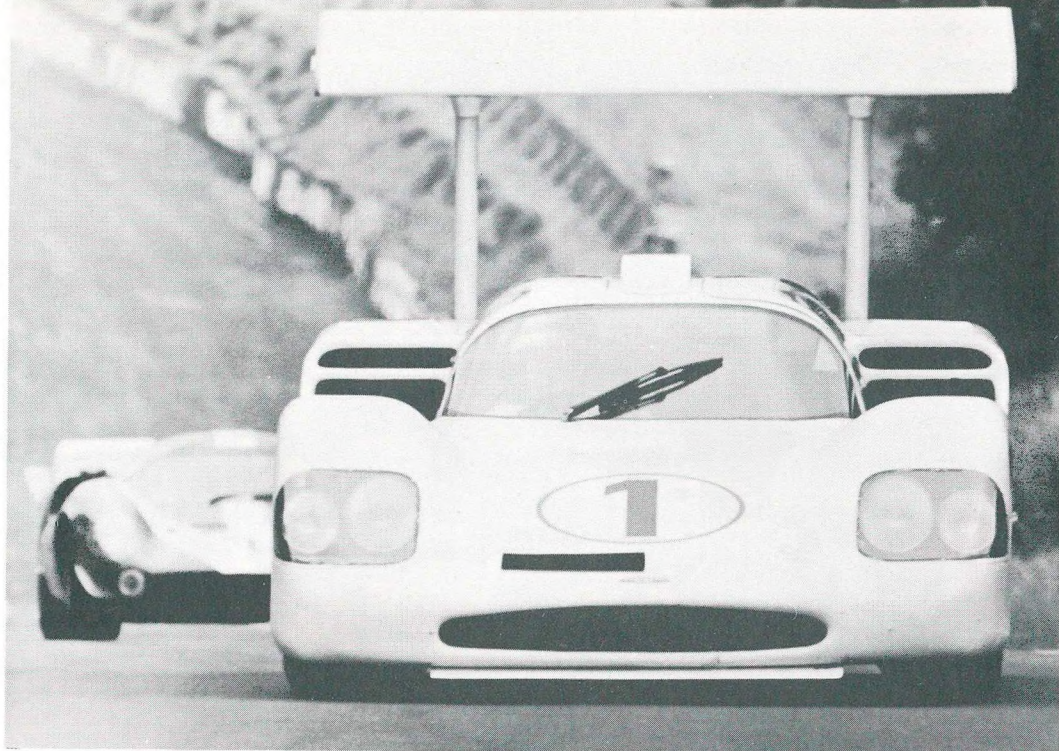
FAR RIGHT: Second overall but clinching the Manufacturers' title for Ferrari was this open 330P4 driven by Chris Amon/Jackie Stewart. Here Amon zooms through South Bank Bend. The side windows were smashed out for increased ventilaton.



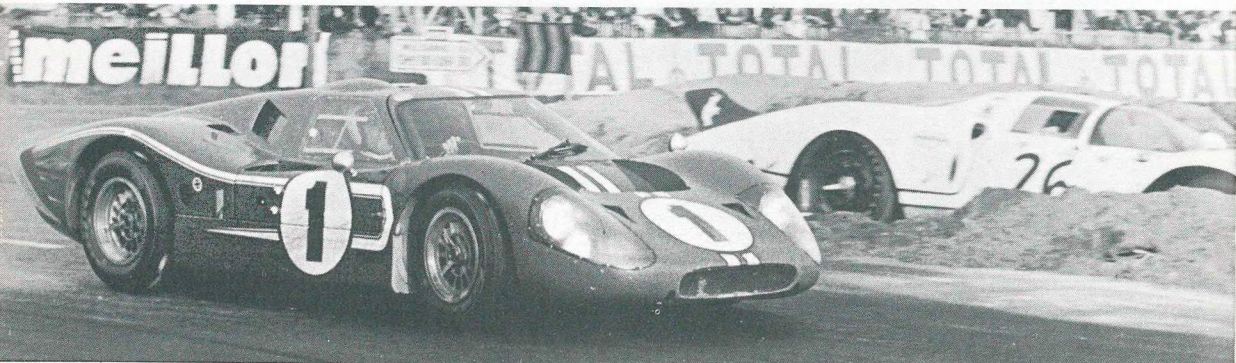


**The 1967 motor racing season,
both at home and abroad,
reviewed in pictures**





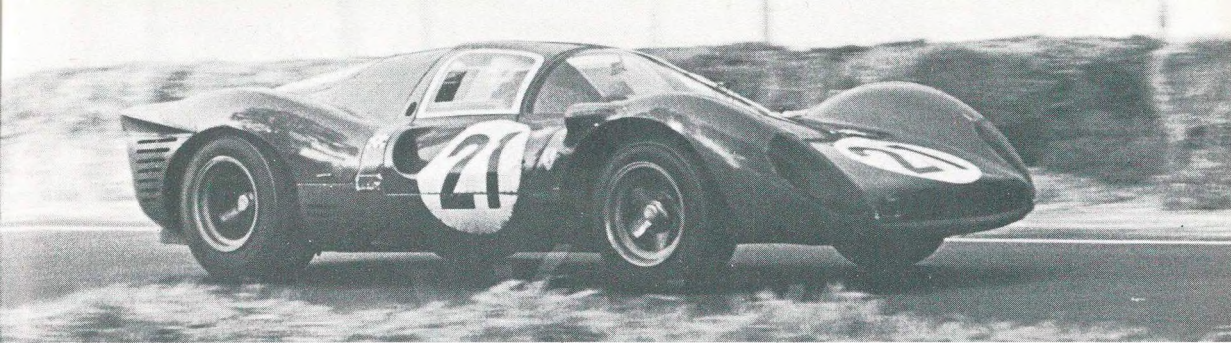
Winner of the BOAC 500, the final race of the 1967 sports prototype manufacturers' Championship, was the Chaparral-Chevrolet 2F, driven ably by Phil Hill and Mike Spence. Here Hill leads the Surtees/Hobbs Lola-Chev into Druids Hairpin.



ABOVE: Ford over Ferrari: The winning Mark 4 Ford of Dan Gurney/A. J. Foyt passes NART's banked Ferrari P3 at Mulsanne on its way to FoMoCo's second successive Le Mans 24 Hours win.

BELOW: The Index of Performance and 2 litre class-winning Porsche 907, driven by Hans Herrmann and Jo Siffert swings into Mulsanne corner. The aerodynamic body was a Le Mans speciality, though the car appeared again at Brands Hatch where it was rather out of its element.





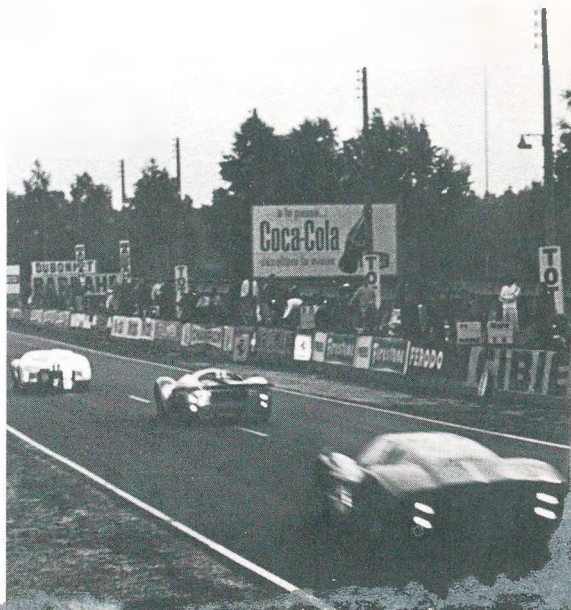
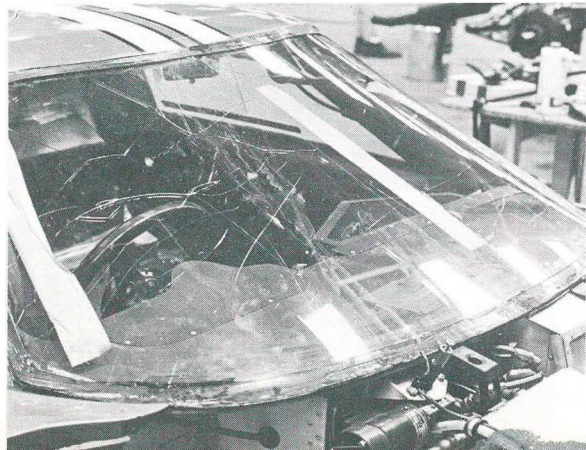
ABOVE: Mike Parkes screams his Ferrari 330P4 coupé past the Hippodrome on the Mulsanne Straight at Le Mans. Sharing the car with Scarfiotti, they drove it hard into second place.

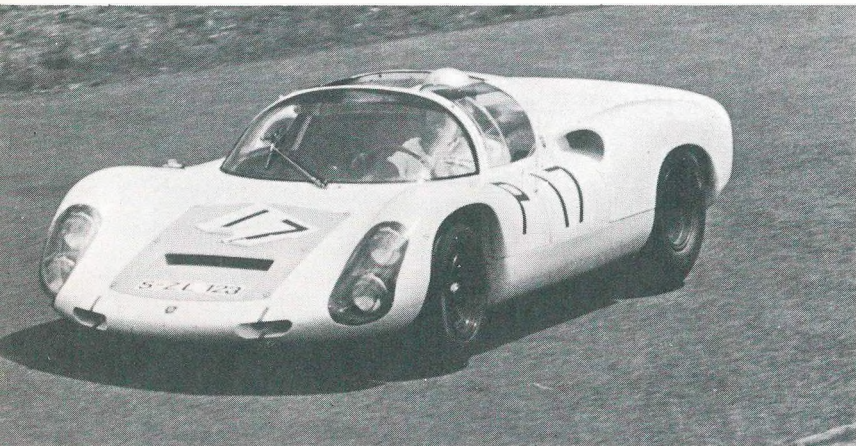


LEFT: Accident: Ford's effort was severely reduced in strength during the night at Le Mans when Andretti lost his uneven braking Ford Mark 4 and collected both Roger McCluskey's Mark 2 and the Ford France car of Ligier|Schlesser. Marshals warn approaching cars that the French car is partly blocking the Esses approach.

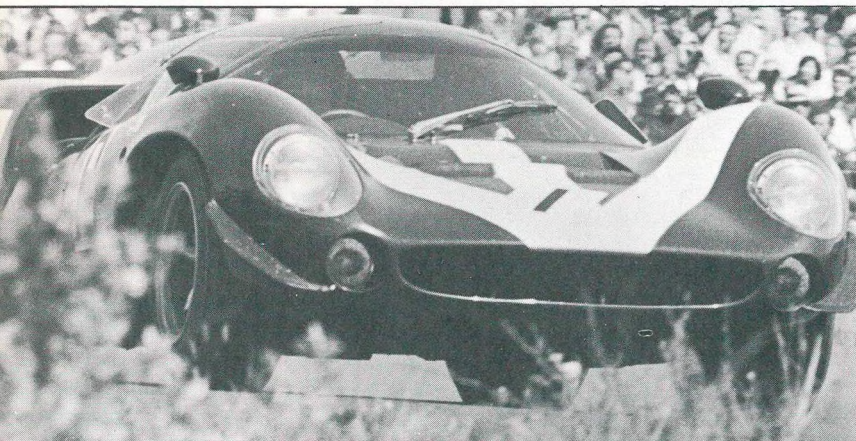
BELOW: The new Fords suffered shattering windscreens both in practice and the race, apparently due to faults in manufacture. One of the cars awaits a replacement screen in the Ford garage prior to the race.

RIGHT: Dusk falls, and the lights go on as Ford Mark 4 chases Ferrari and Ford Mark 2 towards Arnage.



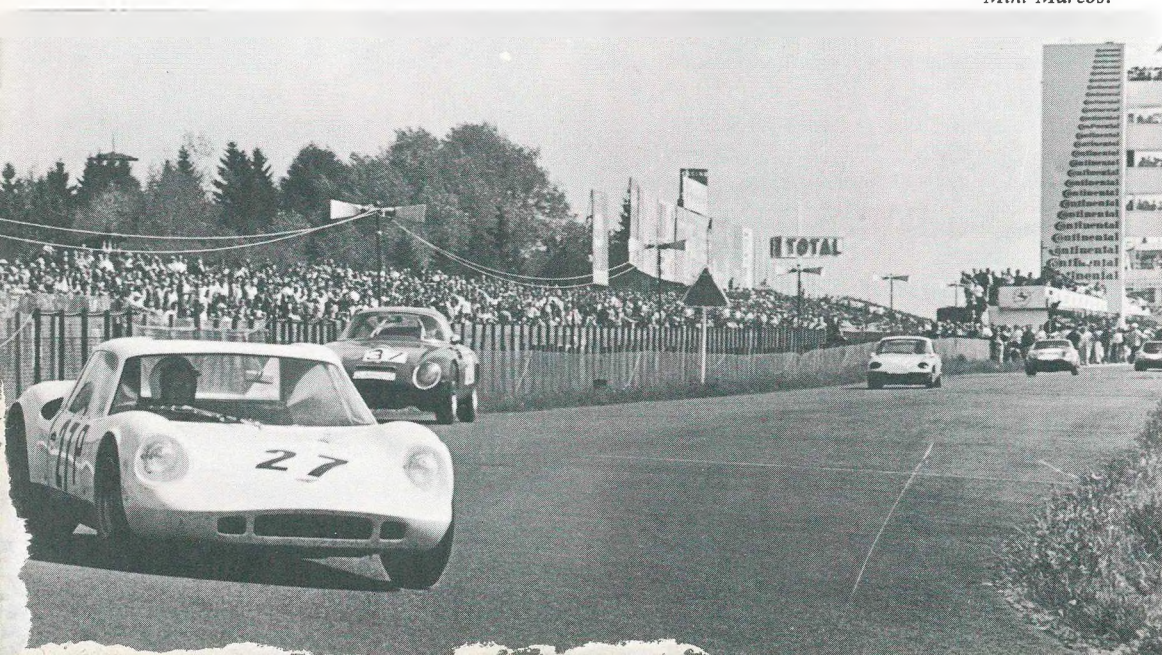


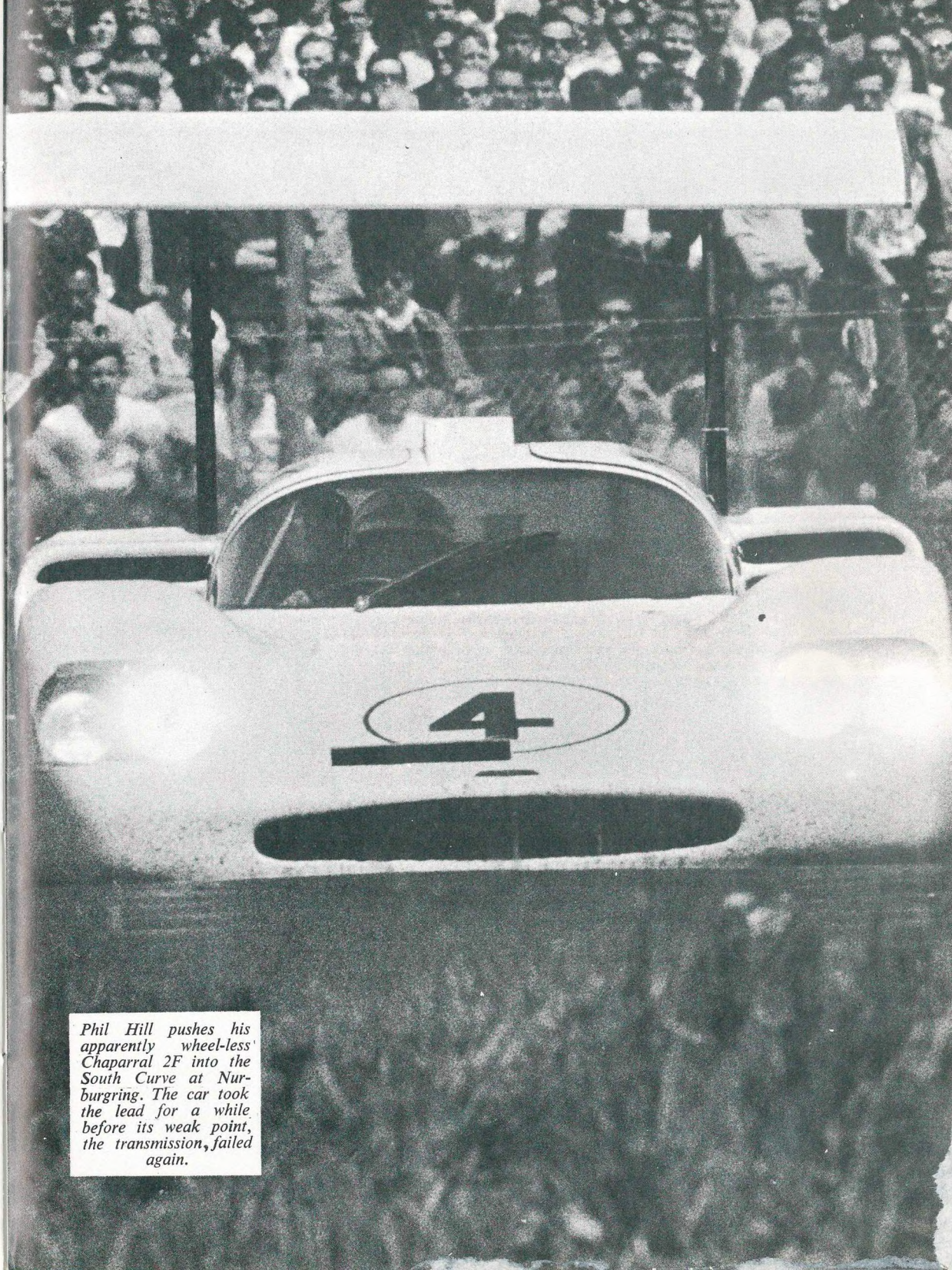
LEFT: Nurburgring 1000 Ks winner: The Porsche 910 coupé driven by Udo Schutz and Jo Buzzetta stole the German classic after team-mates Mitter/Bianchi had retired out on the circuit on the last lap. Porsches filled the first four places.



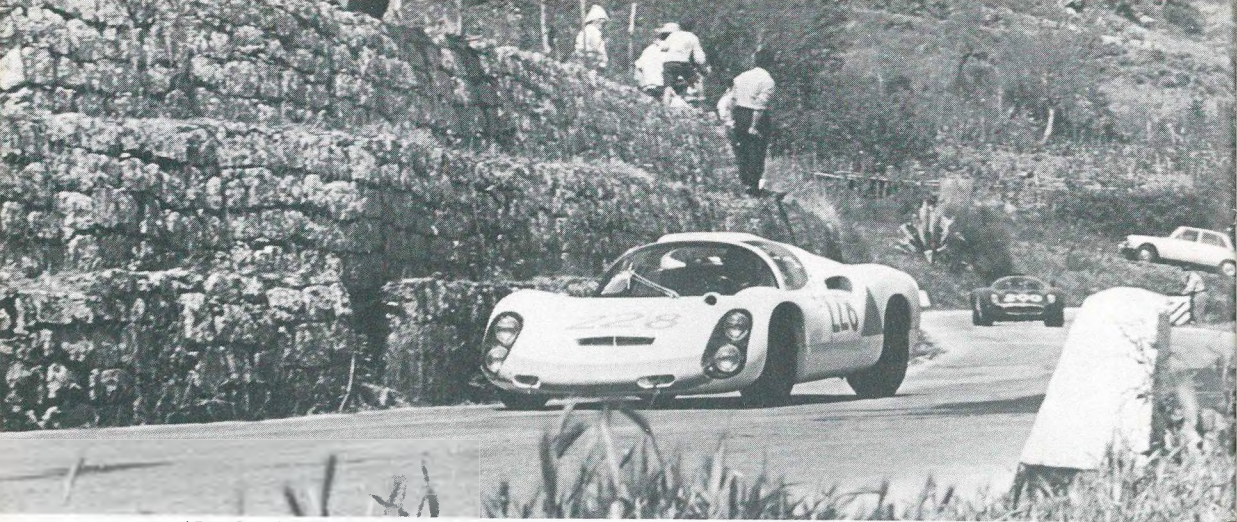
LEFT: First European race for the works Lola-Aston Martin T70 Mark 3 GT was at the 'Ring, and it went quite well in Surtees' hands until the suspension let go after 7 laps.

BELOW: Privateer: Digby Martland pursued a full International season in this Chevron-BMW and had several notable successes all over the Continent. Here at the 'Ring he leads an Alfa GTZ, an Elan and a Mini-Marcos.





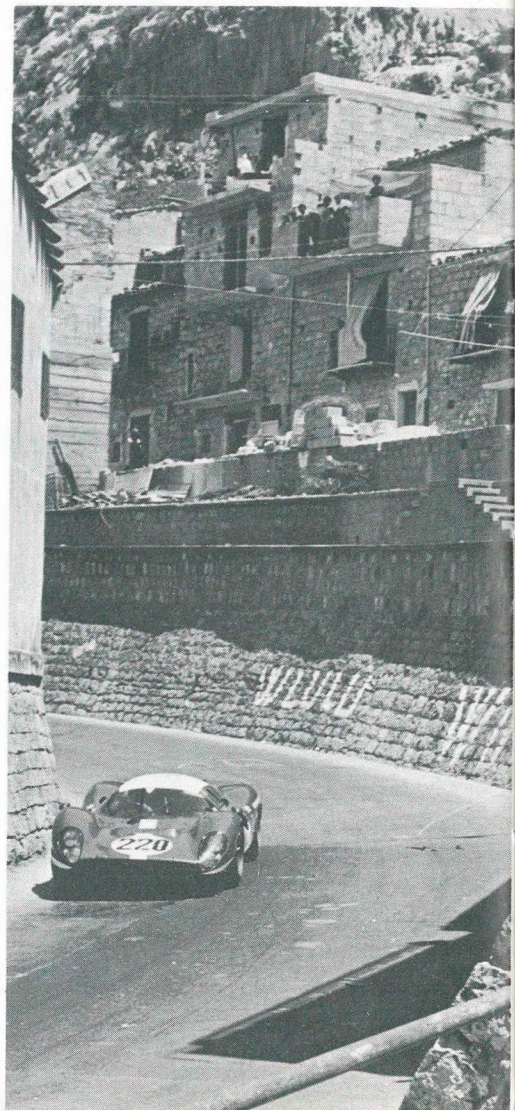
Phil Hill pushes his apparently wheel-less' Chaparral 2F into the South Curve at Nurburgring. The car took the lead for a while before its weak point, the transmission, failed again.

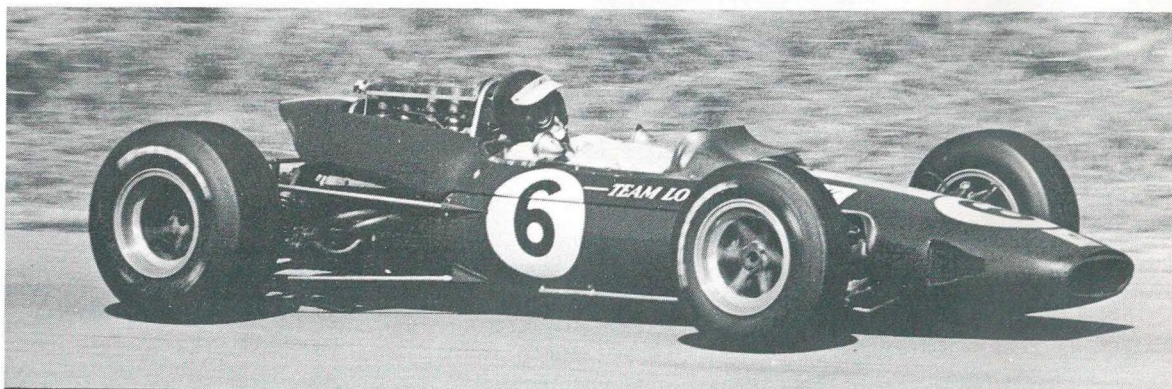


ABOVE: 'Hawkeye's' Targa: on one of his outings for Porsche Paul Hawkins shared a win in the Targa Florio in Sicily with young Rolf Stommelen. Here the Australian brakes the Porsche 910 down into a corner, hotly pursued by one of the Alfa T33s.

RIGHT: The Scuderia Filipinetti Ferrari P3 coupé set fastest lap in the Targa, Herbert Muller pushing it round in 37m 9-0s, to better the times set by local hero Nino Vaccarella in a works car. Both Ferraris retired, however.

BELOW: Winged wonder: the enthusiastic Chaparral team took their 7 litre Chevrolet V8-propelled 2F to Sicily for the Targa and, with Hap Sharp and Phil Hill driving, it went well on the unsuitable 45 mile-long circuit. The car was fourth when a flat tyre and no spare put them out.

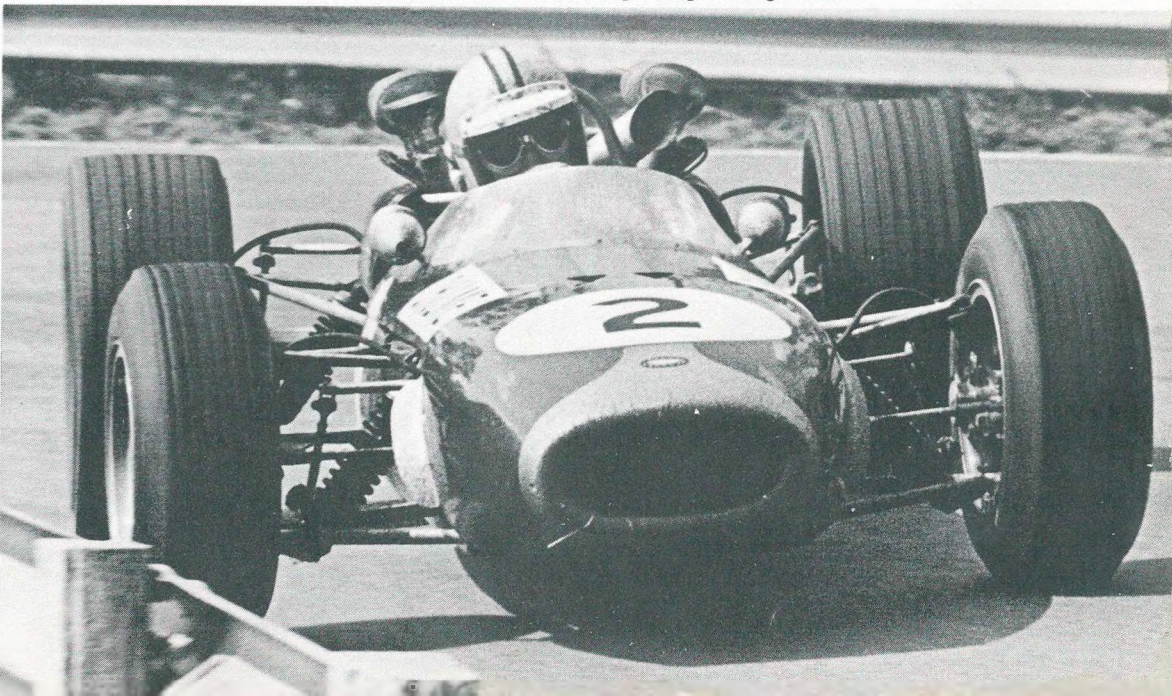




TOP: Piers Courage went very quickly in the Tasman Series races he did for BRM but did not always manage to keep his 2.1 litre car on the island. He and Chris Irwin were being given three test drives each to decide a third 'works' driver, and the steadier Irwin did the more GPs this season.

ABOVE: Jim Clark was Tasman Champion once more with wins at Levin, Wigram and Teretonga in New Zealand and Lakeside and Sandown Park in Australia. Here his 2 litre Climax V8-powered Lotus 33 speeds to victory at Lakeside, near Brisbane.

BELOW: Denny Hulme's 2½ litre Repco type 640 V8-powered Brabham drifts through the Esses at Warwick Farm in one of the first races of his '67 World Championship-winning season.



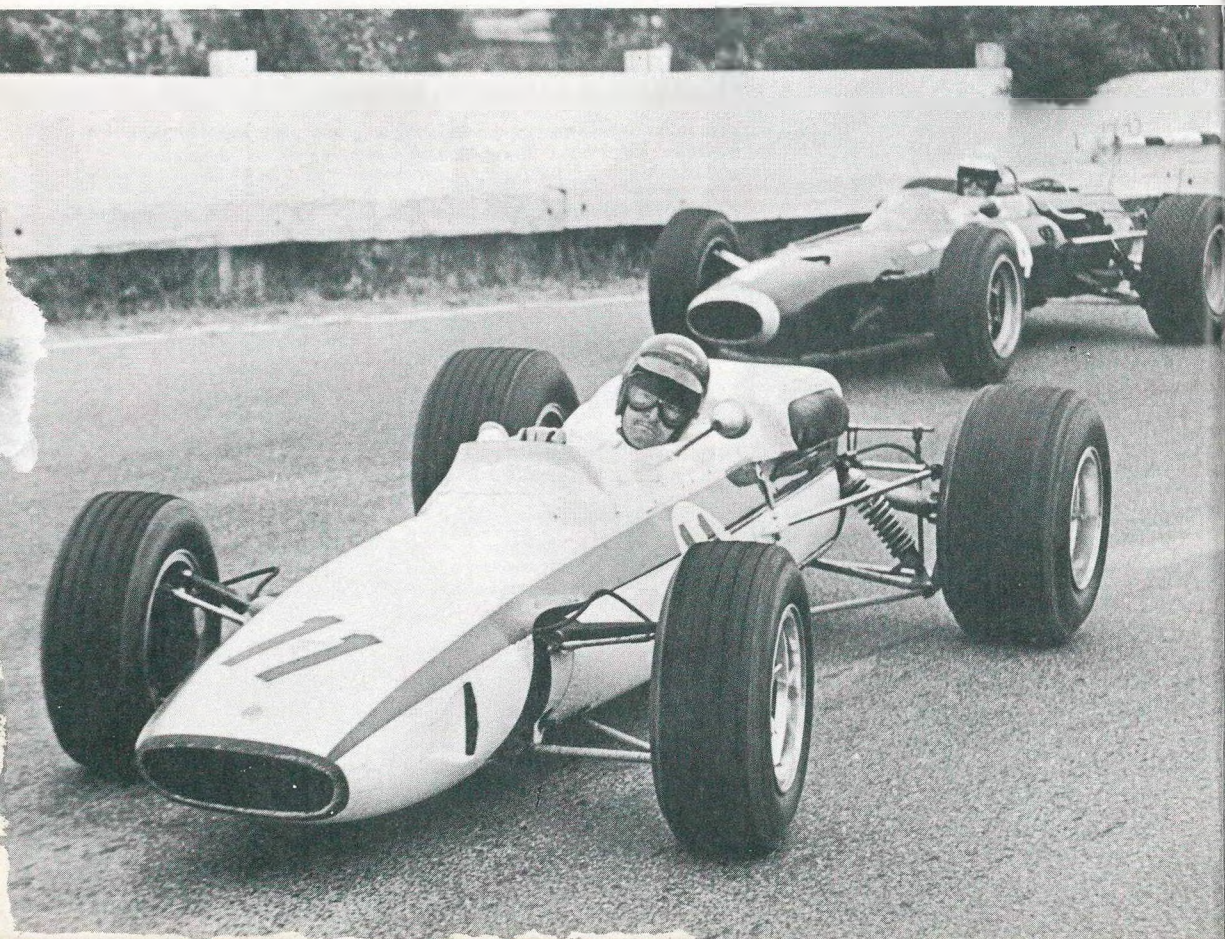


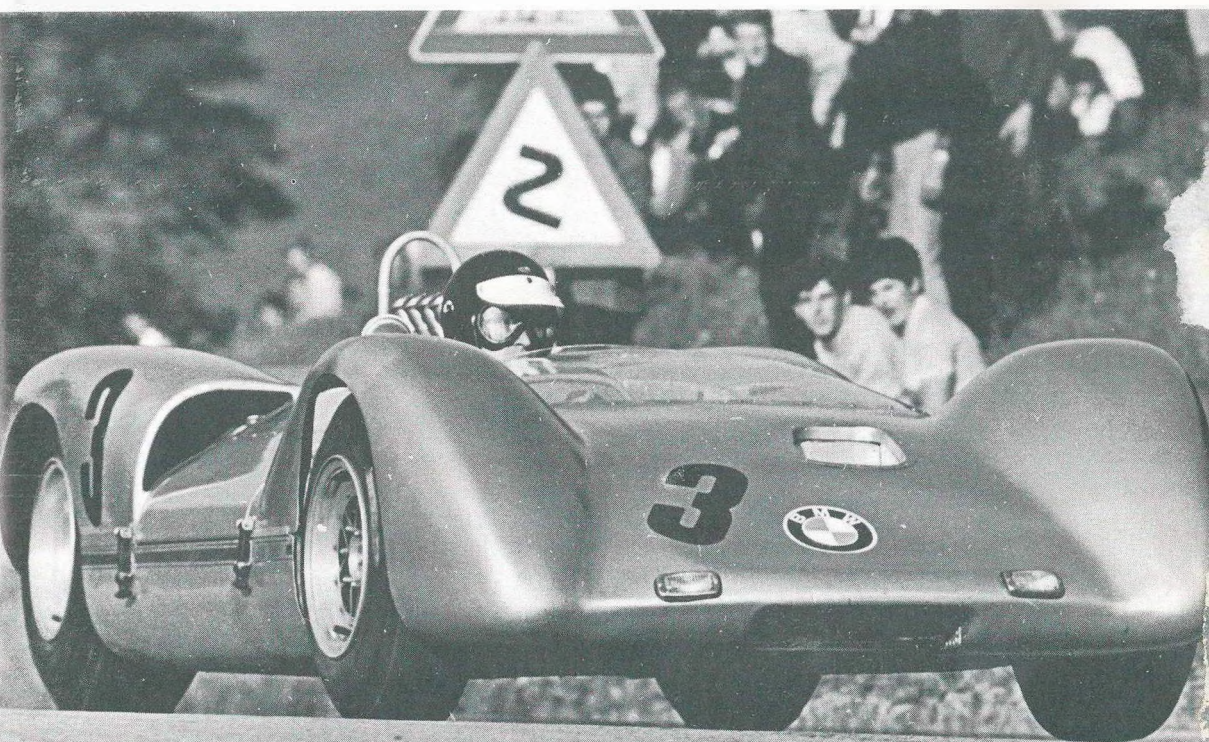
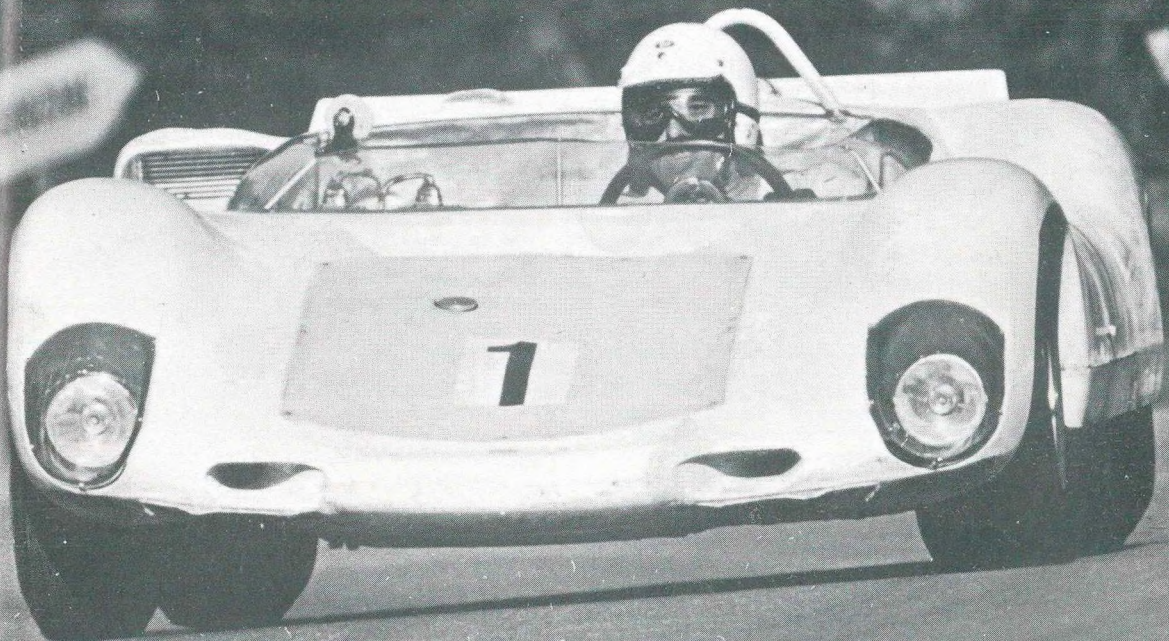
LEFT: *Security:* Jackie Stewart is one of the most safety conscious of the top drivers and this restraint harness was fitted to his Tasman BRM. He was Clark's main opposition in the series, winning the New Zealand GP at Pukekohe and the Australian GP at Warwick Farm.

BELOW: *Local talent versus visiting cadet:* Leo Geoghegan's ex-Clark Lotus-Climax 'four' leads Irwin's 2.1 BRM into Peters Corner at Sandown Park, Melbourne. Geoghegan finished second to Clark in this event, with Irwin fourth.

RIGHT: *European Mountain Champion for the second year running:* Gerhard Mitter storms up the Gaisberg Hill Climb in the ultra-lightweight Porsche Bergspider on his way to clinching the title.

BELOW, RIGHT: *Not this time:* BMW commissioned Lola to build them a special sports-racing car, the type T110, into which they dropped a 2 litre Apfelbeck-headed F2-type engine with which to challenge Porsche in the Mountain Championship. Dieter Quester drove for most of the season, but could not really challenge Porsche's masters of the art.







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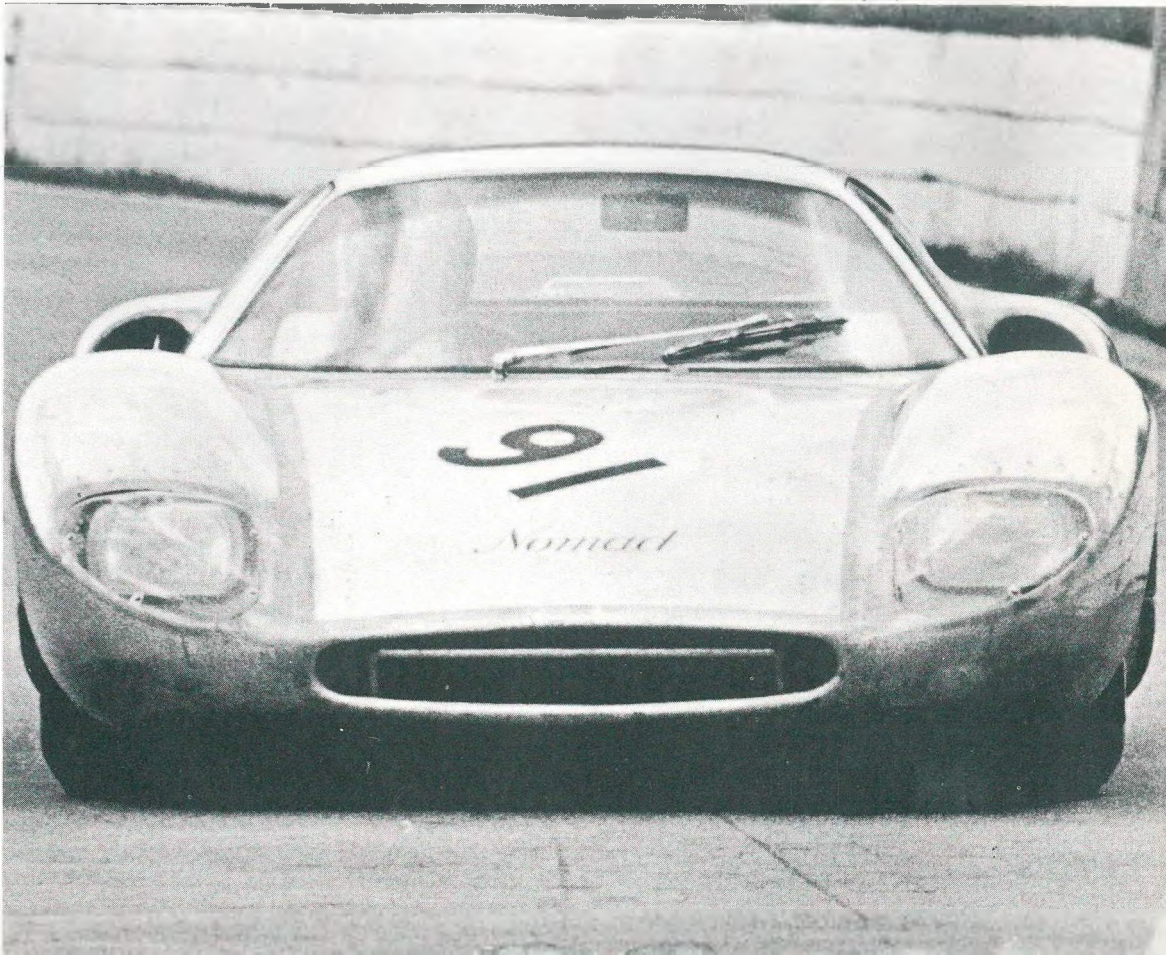
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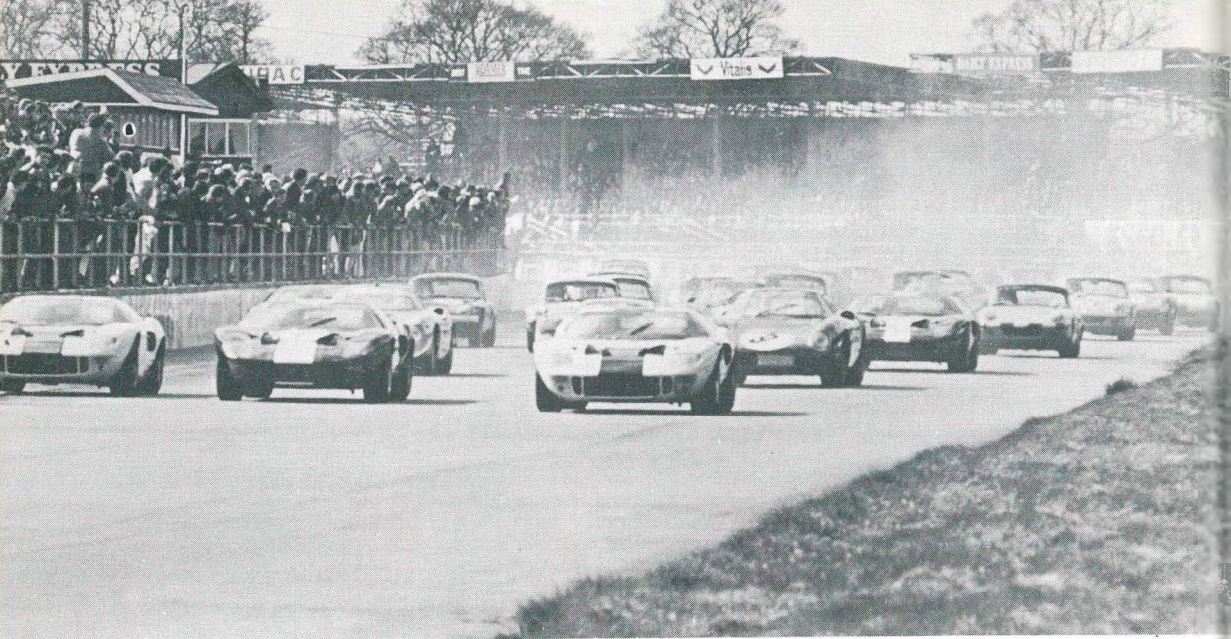


ABOVE: Alfa Romeo returned to big-time motor racing with these Autodelta-built and managed tipo 33 sports prototypes. Here at Sebring one of the 2 litre V8-powered cars led on the first lap before being overwhelmed by the heavy metal, but the rest of the season saw a chequered career of suspension failures, entry cancellation and the troubles of a team short of money.

LEFT: Travellers' tails: with maximum speeds reaching out towards 200 mph, this mixed bag of Fords and Ferraris at Silverstone needed spoilers to keep them on the ground.

BELOW: A brave effort: Mark Konig decided to go International long distance racing with a car constructed specially for him by Bob Curl. The heavily-built and very robust Nomad-Ford 1,600 proved very reliable and ended the season with a class win for Konig and Tony Lanfranchi in the Montlhery 1,000 Kms.



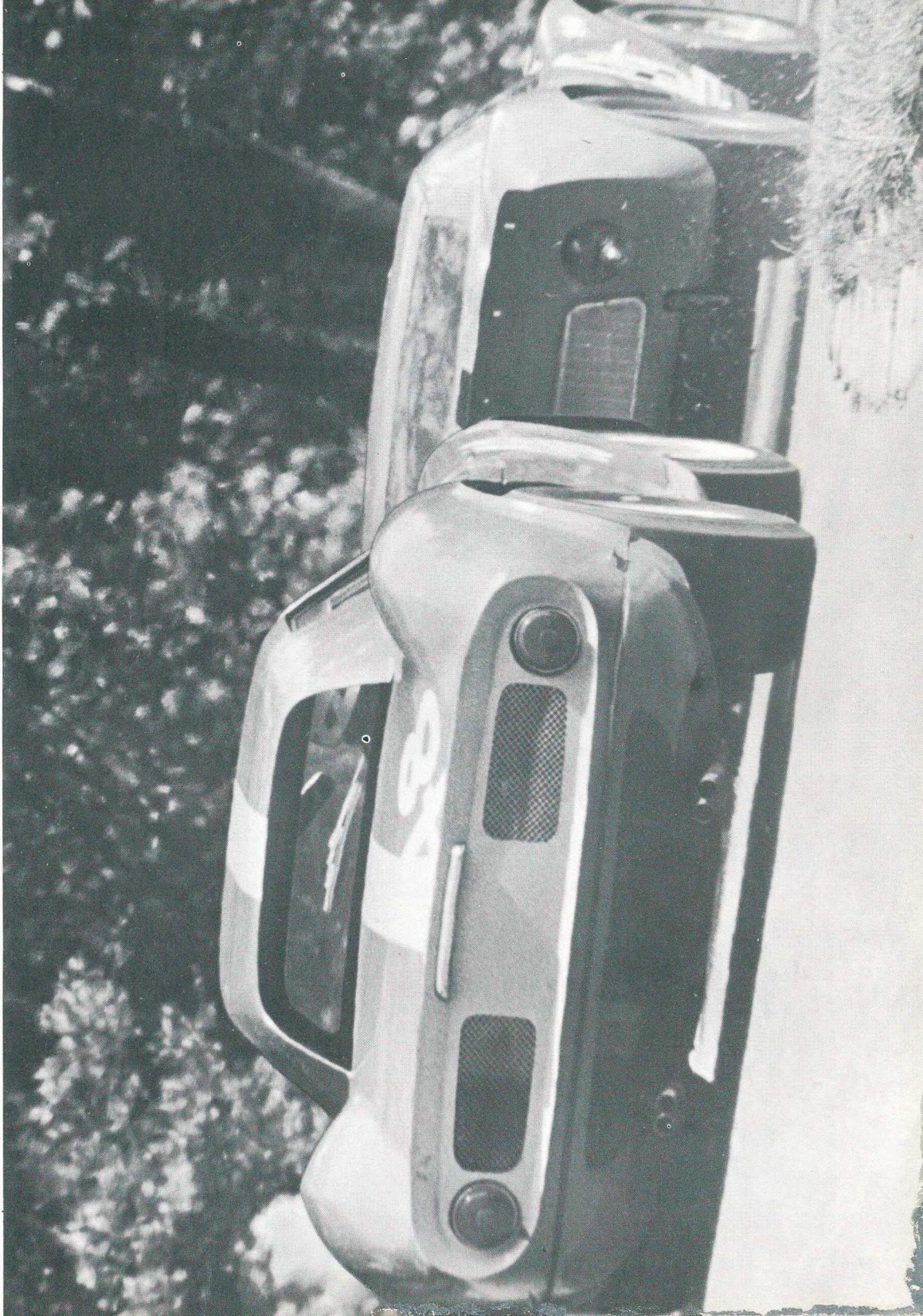


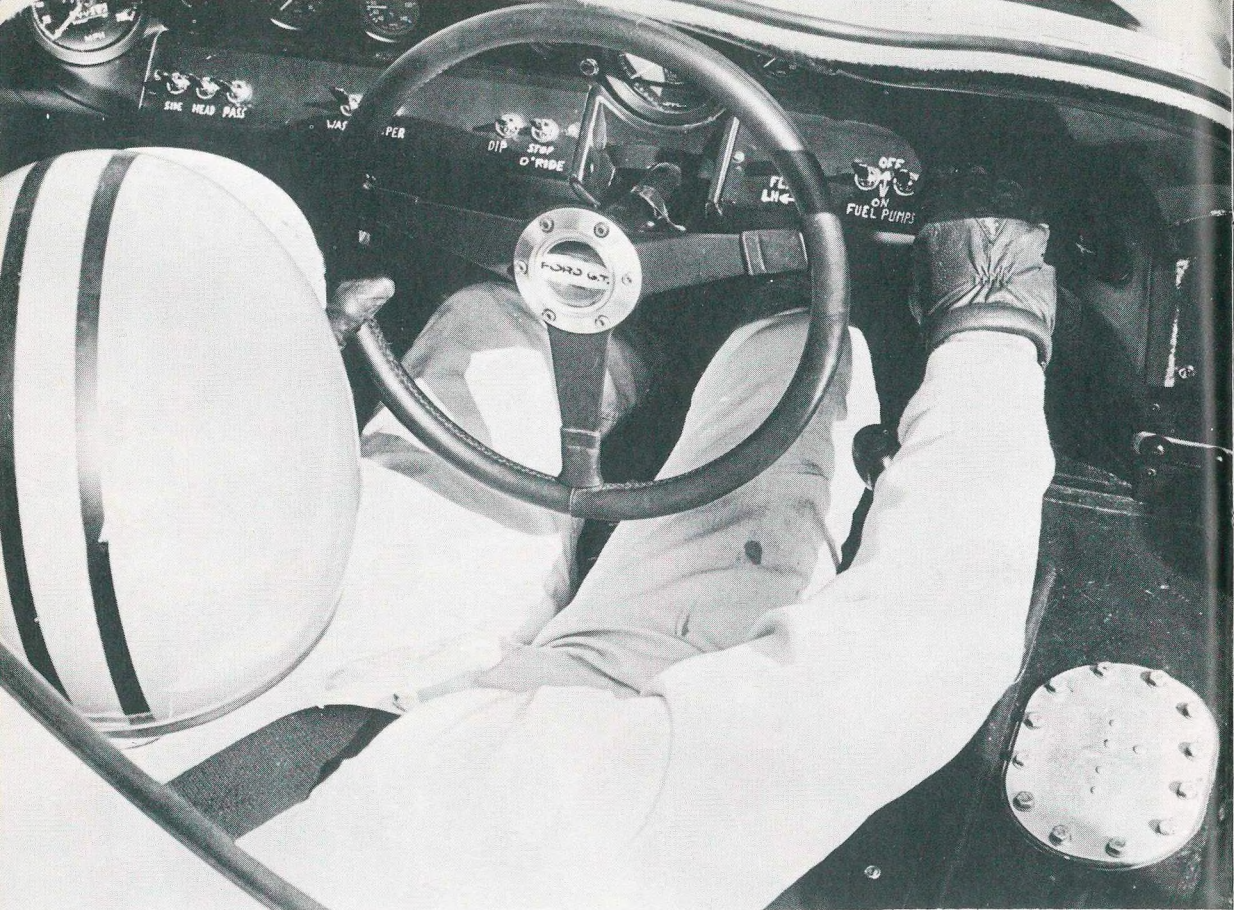
ABOVE: Group 4 racing at its best. Hulme, Hawkins and Salmon storm off the Silverstone front row in their GT40s pursued by a pack of Ferrari LMs, Porsches, and Lotus Elans. What our forbears would have called 'a brave sight'.



LEFT: Jack of all trades: or is it marquez? Paul Hawkins had a very successful season in his own GT40, the works Fords, Epstein's Lola-Chevrolet GT, the works Porsches, Team Lotus saloons, works Ferrari P4s and J. W. Automotive's Mirages.

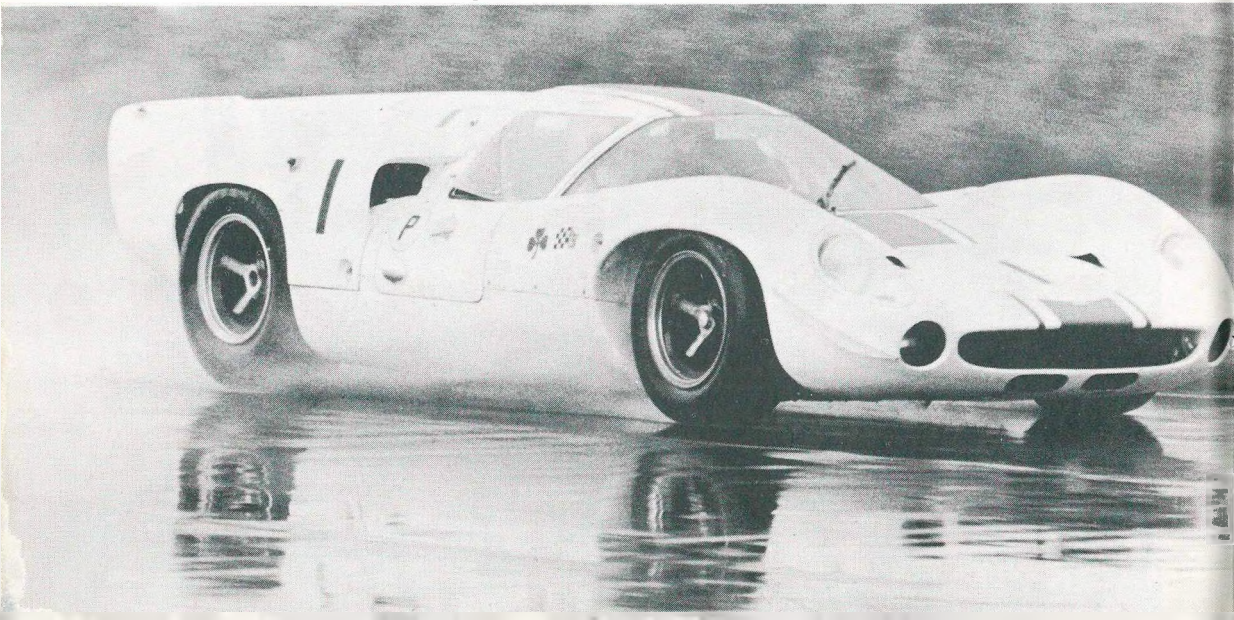
RIGHT: Making the grass cuttings fly: Paul Hawkins' Ford GT40 cuts a corner fine as he fights off the close attentions of Mike Parkes' Maranello Concessionaires-entered Ferrari 275LM at Crystal Palace.





ABOVE: *The office: Denny Hulme settles into Sid Taylor's GT40 prior to an early season race at Silverstone—which he won.*

BELOW: *Sid Taylor sold his GT40 early in the season and acquired this brand new Lola-Chevrolet T70 Mark 3 GT. Driven by Denny Hulme and Frank Gardner, it scored several successes, including winning here at Croft in the World Champion's hands, and at Crystal Palace in Gardner's.*

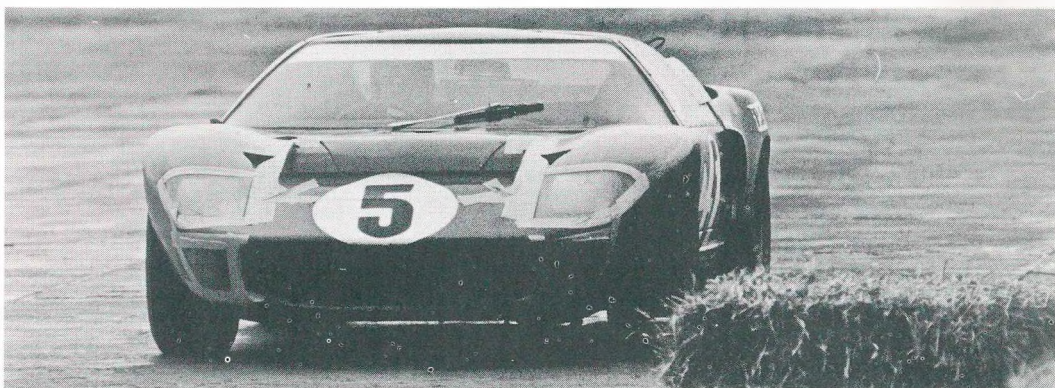


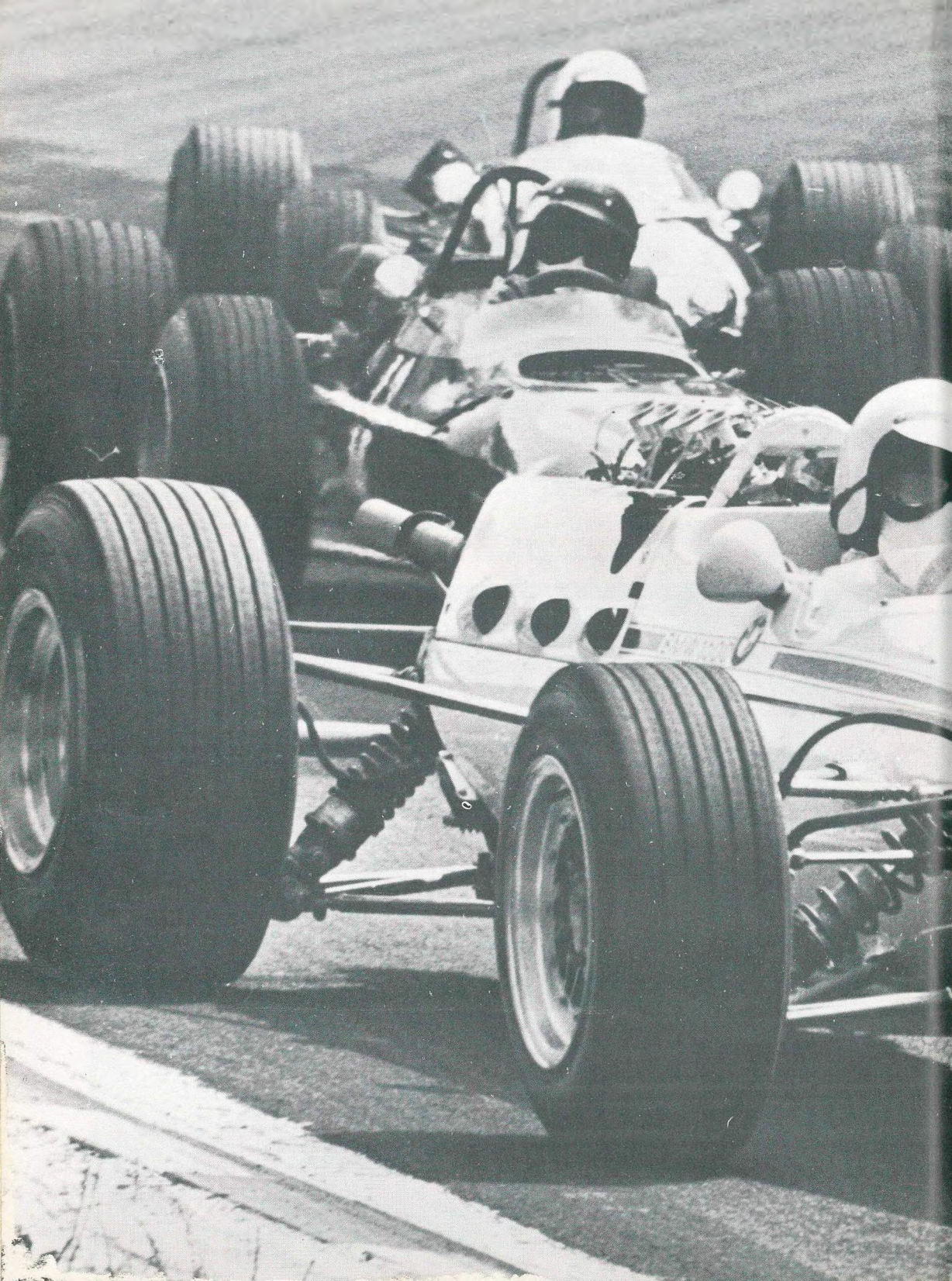


ABOVE: *Blast off: two Lolas and three Chevrans lead two Ginettas, Bobby Bell's Piper GT, a pair of Lotus 47s and a Jaguar away from the Crystal Palace grid.*

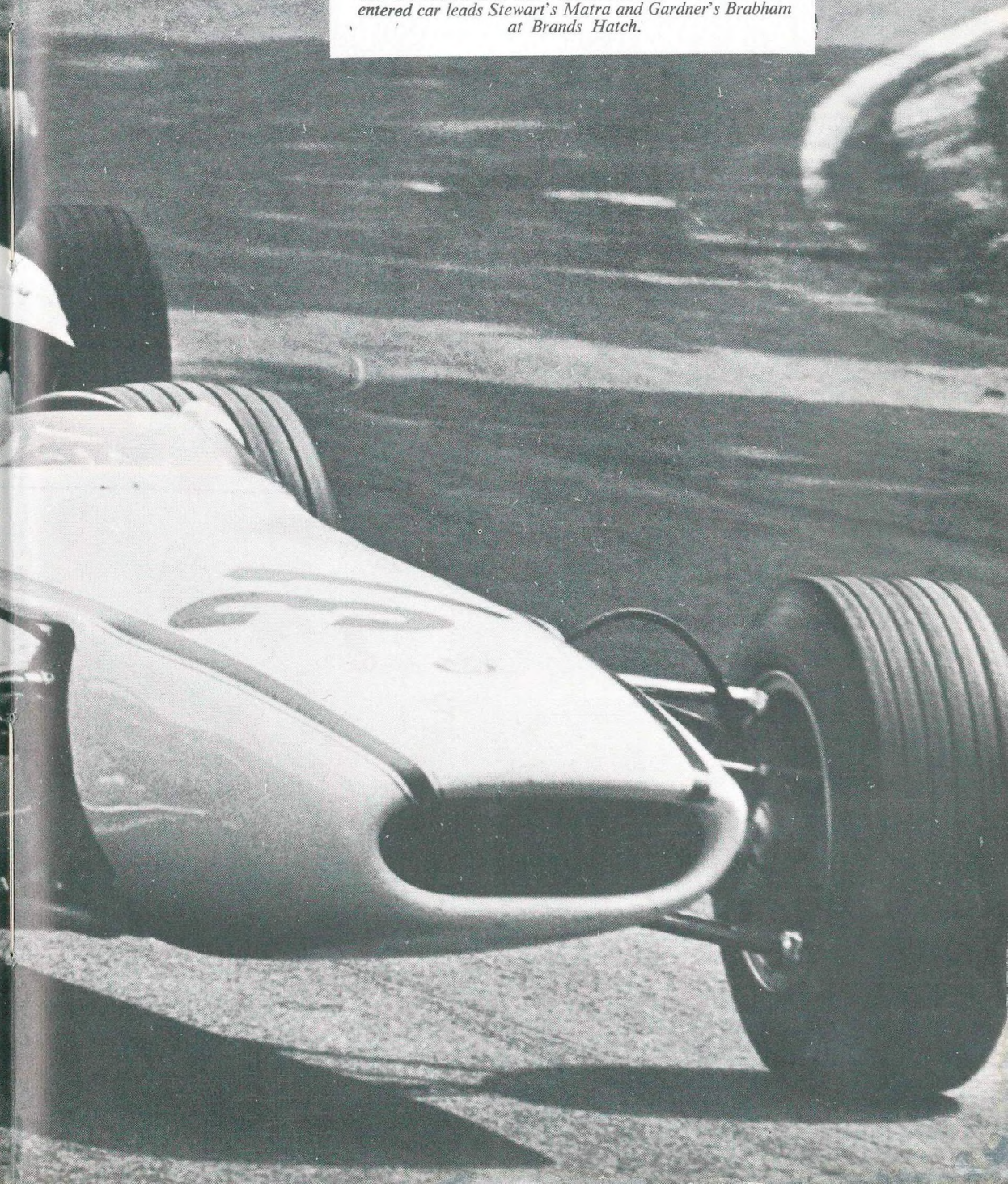
BELOW: *One of the many: The Austrian Grand Prix at Zeltweg was just one of Paul Hawkins' many wins in his privately-owned and prepared Ford GT40. Here he goes bale brushing on the bumpy airfield circuit.*

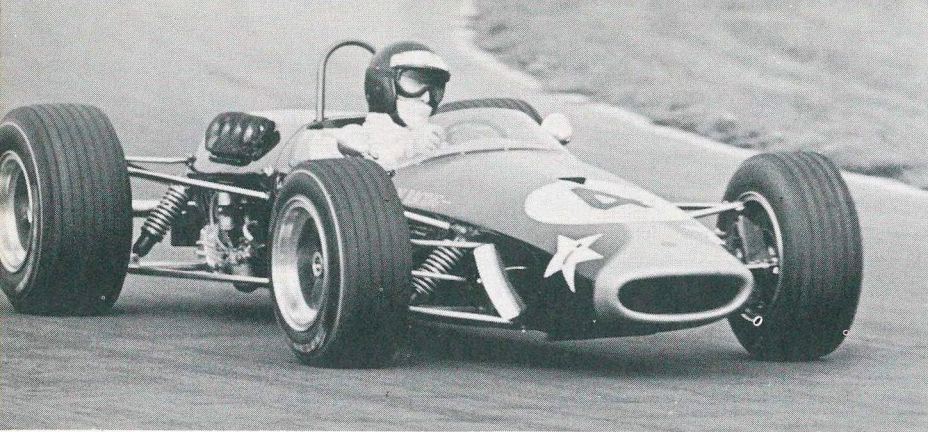
BOTTOM: *David Piper remained largely faithful to Ferrari this season, running his own LM and P2/3 prototype, but also drove the Mirage-Fords on occasion. Here at Crystal Palace, however, his successful green LM rushes away from the old Mefco Racing Porsche 904.*



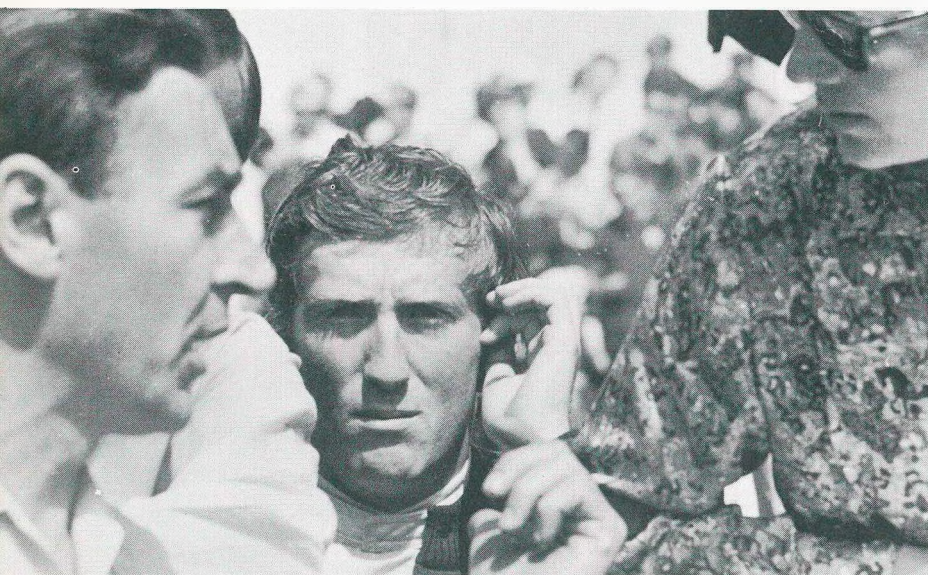


BMW entered Formula 2 racing with a complicated radially disposed four-valve per cylinder 1,600 cc unit fitted in Lola T100 chassis. Both the German works and Lola Racing ran the cars intermittently, but the season was a troubled one. Here Hubert Hahne in the German-entered car leads Stewart's Matra and Gardner's Brabham at Brands Hatch.





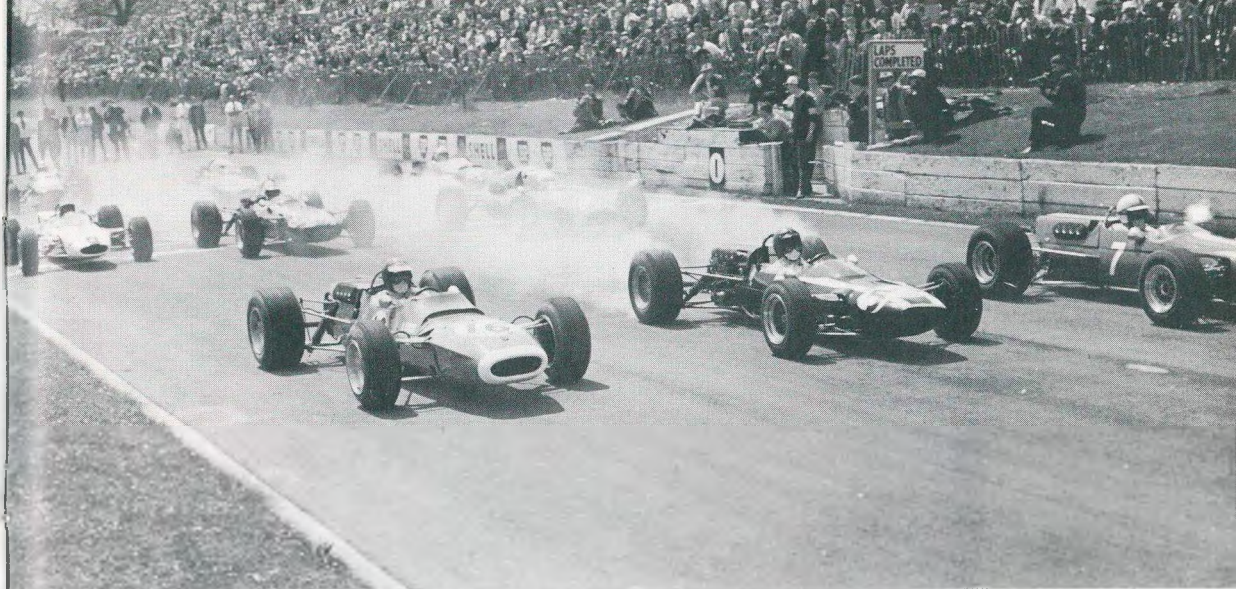
RAC Formula 2 Champion: Jochen Rindt completely dominated the Formula 2 scene for much of the season, going incredibly quickly in the impeccably prepared Roy Winkelmann Racing Brabham-Cosworth BT23.



The man himself: Jochen Rindt.

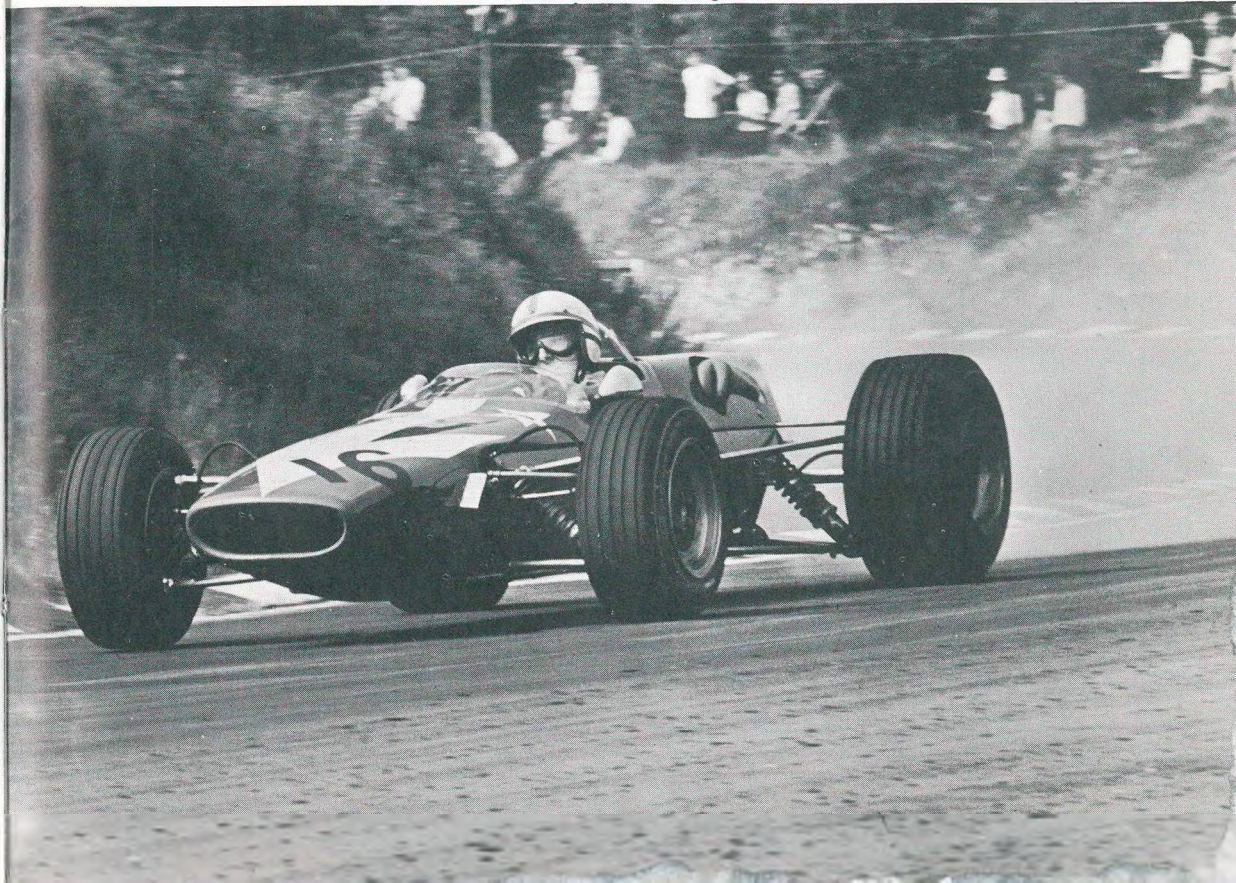


Clark settles into his F2 Lotus 48 before the Limbourg GP at Zolder in Belgium. He completed the two heat race at the highest speed, but John Surtees was declared winner in his Lola since the organisers worked purely on a heat placing basis.



ABOVE: Heat start at 'the Palace' with Surtees (Lola), Peter Gethin (Cooper) and Jean-Pierre Beltoise (Matra) leaving the grid. On the outside of the second row can be seen Brian Hart's super-streamlined, wooden-chassised Ron Harris Protos-Cosworth.

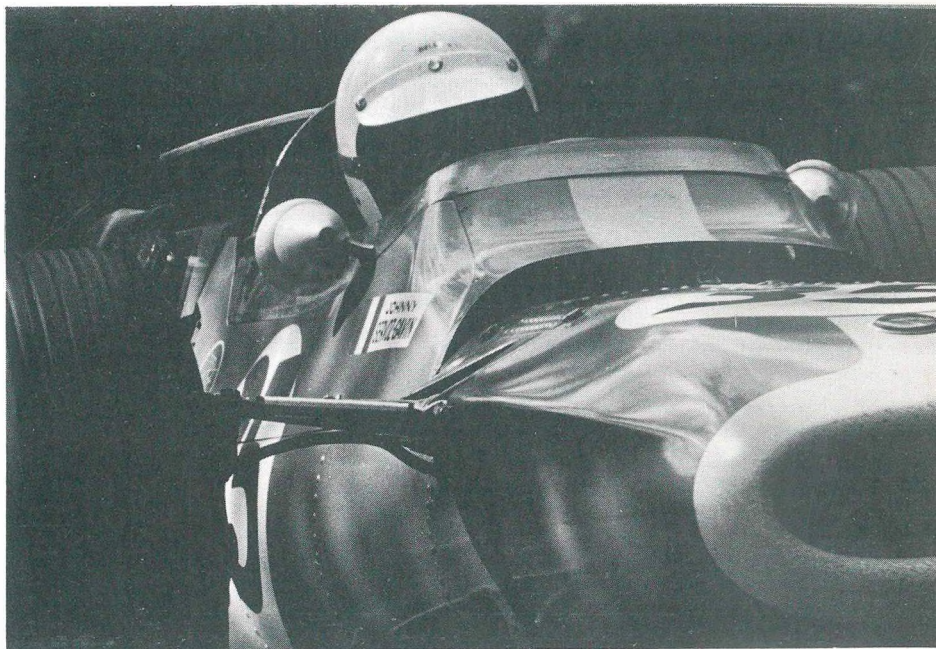
BELOW: John Surtees' F2 season was both interrupted and largely unsuccessful with the red and white Lolas, and here he smokes through Dingle Dell on his way to retirement in one of the preliminary heats of the Guards International Trophy race at Brands. Though the team mechanics worked long and hard modifying the cars (hardly any two T100s were exactly similar), the design never quite 'clicked', though powered by both Cosworth FVA and BMW 1600 engines.



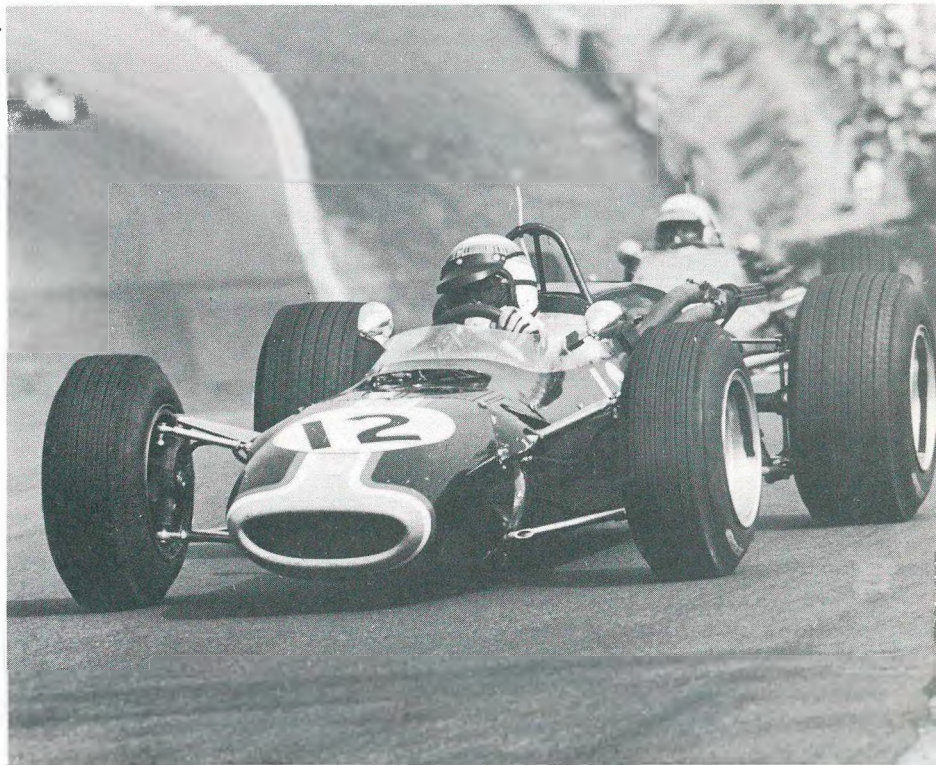


European Formula 2 Champion: Belgian Jacky Ickx was the phenomenon of the season in his Ken Tyrrell Matra-Cosworth MS5, and he won the European title for non-graded drivers. Here he looks justifiably happy after a hard-fought win at Crystal Palace.

RIGHT: A season in the dark. After showing tremendous promise in Formula 3 during 1966, Johnny Servoz-Gavin did not have a very happy first season in Formula 2: only going really well in the Rome GP right at the end of the year, finishing third to Ickx and Beltoise on aggregate.

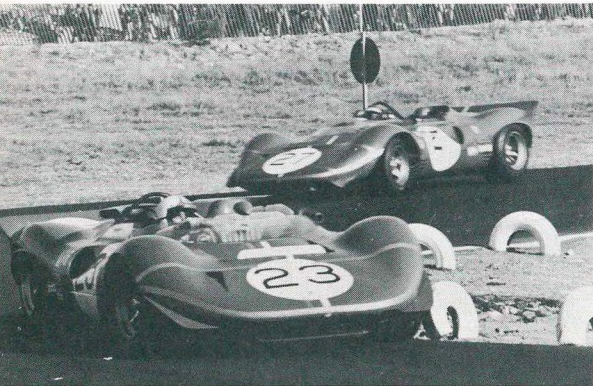


RIGHT: Late winner: Towards the end of the season Jackie Stewart and Ken Tyrrell's Matra-Cosworth MS7 became almost unbeatable, winning at Karlskoga, Enna and Albi. Here his MS7 leads Jo Schlesser's MSS.

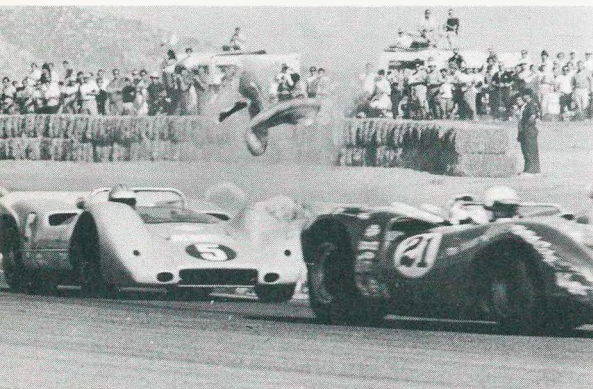




Can-Am Champion: Bruce McLaren scored a convincing and very lucrative title win with his impeccably turned out Chevrolet-powered type M6A cars. Team-mate Hulme won the first three rounds, and McLaren the next two to dominate the series.

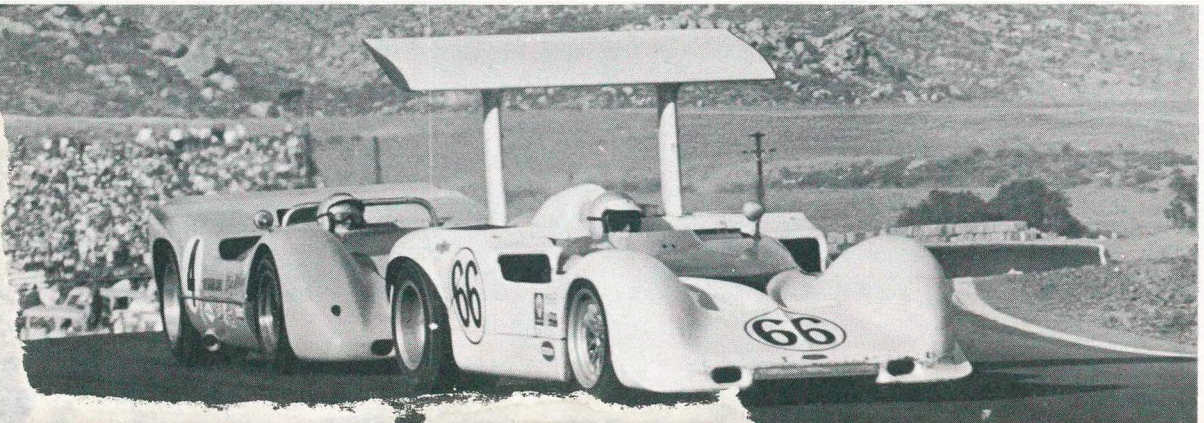


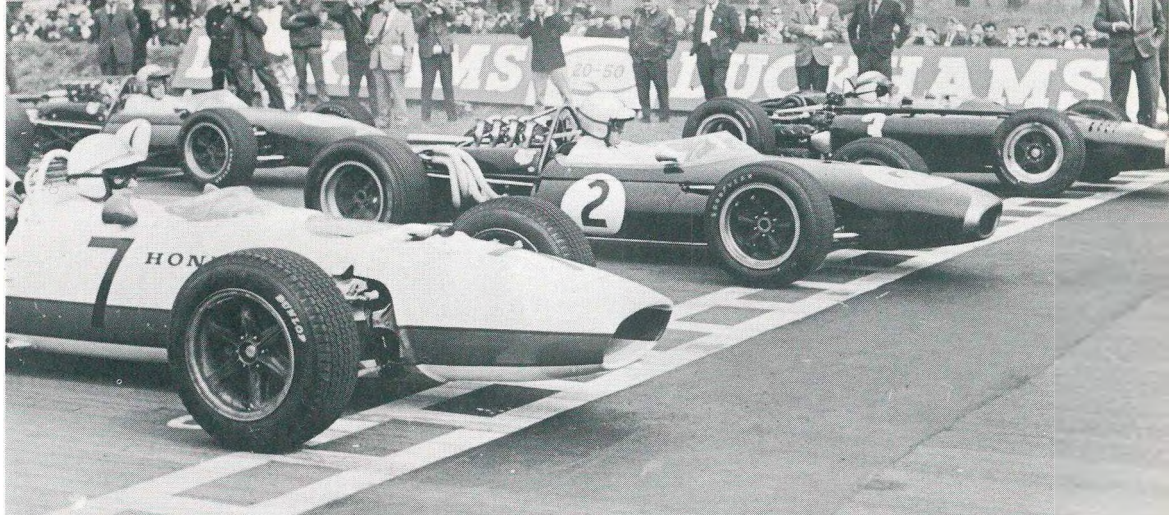
Two special lightweight Ferrari P4s were built for the Can-Am Challenge series, but with 4.2 litre engines were underpowered compared with the mighty American V8-propelled opposition. Here Chris Amon leads Jonathan Williams round one of Laguna Seca's tight corners.



Jumpin' rubber things! Parnelli Jones in an Indy-Ford engined Lola T70 led briefly at Riverside, and unintentionally put Hulme out by throwing this tyre marker at him. The McLaren's wing was badly damaged and had to be cut away, officials preventing his rejoining the race since too much of the wheel was now exposed.

Only real competition to the bright orange McLarens came from Jim Hall's 7 litre Chaparral-Chevrolet 2G. After early series troubles the car was sufficiently developed by round five here at Riverside to lead briefly in a great fight with Bruce's McLaren.





ABOVE: *Charity: The Spring Cup Formula 1/2 meeting at Oulton Park was promoted in aid of the International Grand Prix Medical Service and other motor racing medical organisations. Three on the front here are Jackie Stewart (P83 BRM), Denny Hulme (Repco Brabham BT20) and John Surtees (Honda V12).*

BELOW: *All action club racing: Alan Peer's very successful 1 litre Anglia, entered by East Anglian Racing Cars, leads Charles Carling's Mini at 'the Palace' as Peter Gaydon's Imp cannons off the sleeper banking. Gaydon was unhurt, but it was the end of one racing Imp.*





The marque sports car class ran its second successful season with very strong support. Here at Brands Hatch Morgan leads MG, TVR, Daimler and Austin-Healey.

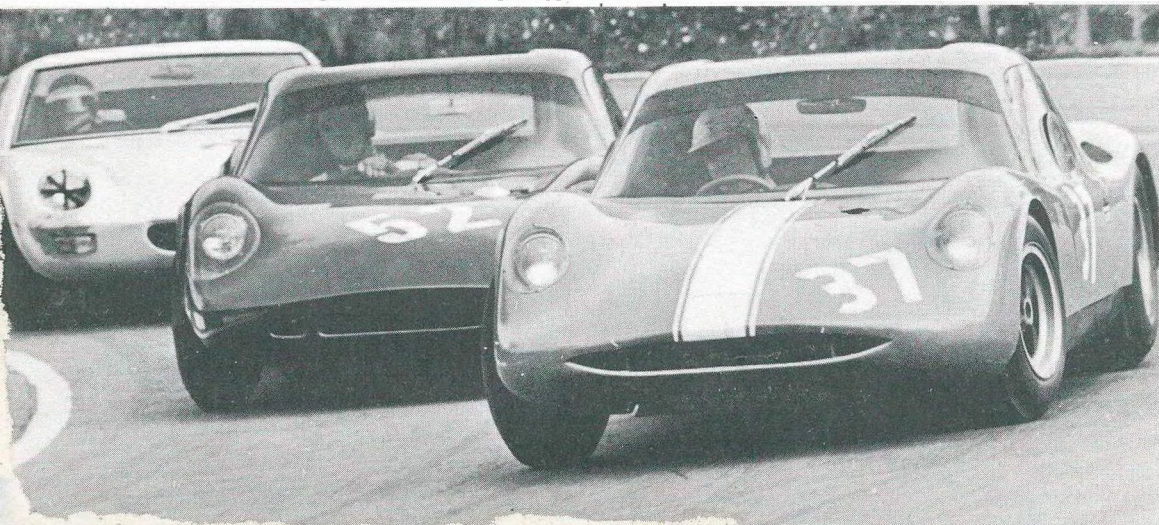


'Which way's it going to go next?' Martin Raymond expresses disapproval at his hitherto successful Mini's handling after an argument with the safety bank.



ABOVE: Fast man: Jim Moore reappeared after an off season with the ex-Jack Pearce and Robin Darlington Kincraft-Ford V8. This 4.7 litre 'F1-plus' car set several records and scored many wins during the season.

BELOW: Sophistication: Even club racing has been getting more and more expensive and a few thousand pounds were tied up in this trio of special GT cars. John Lepp's Chevron leads from the similar car of Peter Taggart and a Lotus 47 in a minor meeting. Lepp won the MOTORING NEWS Championship for the class.



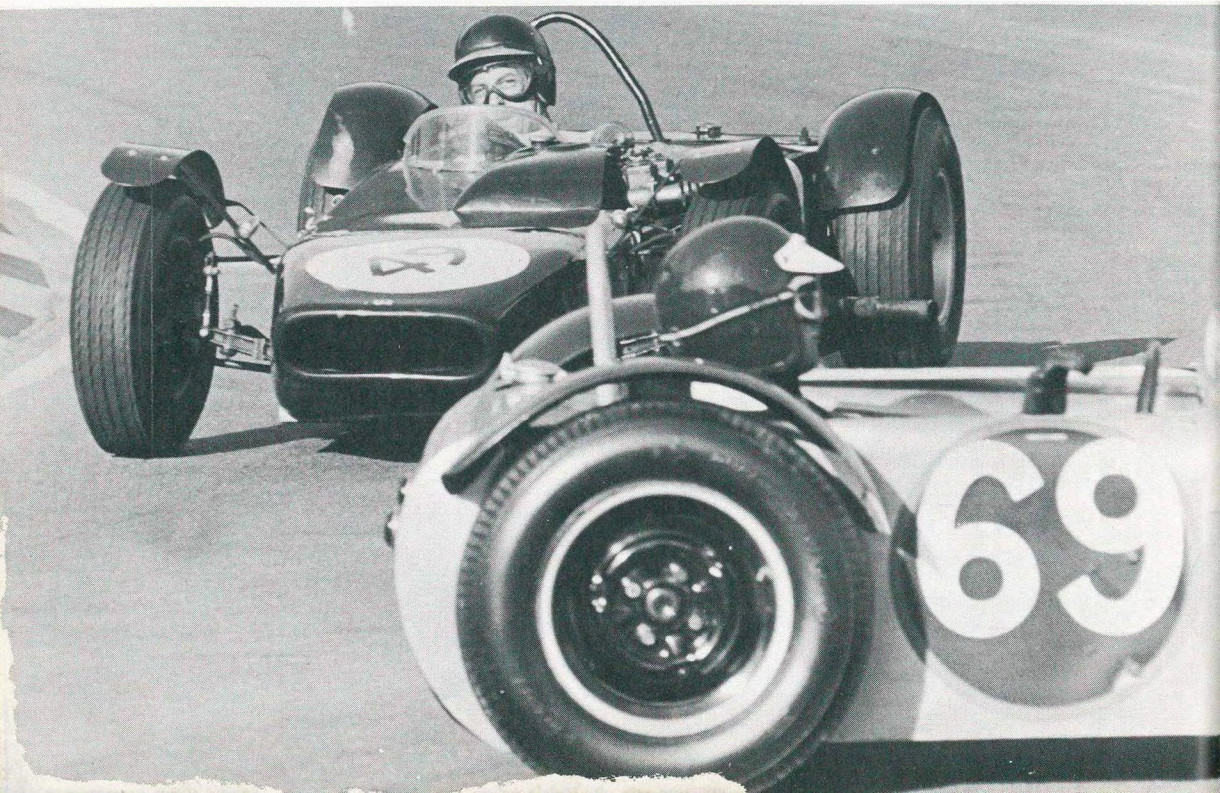
Vintage racing at its spectacular best: The Hon Patrick Lindsay crouches his ERA 'Renus' through a sharp corner at one of the year's vintage meetings. Tall wheels, flapping bonnet straps and huge fanned brake drums bring back a bygone age of motor racing.





ABOVE: Bong! Jeremy Nightingale's immaculate white Imp was being harried by a number of Minis one day at Brands until he spun on Pilgrim's Rise. The opposition eliminated themselves avoiding him, and the Imp continued—still immaculate.

BELOW: Junction trouble? The Clubman's Formula was extremely fast, but certain directional difficulties were experienced by the less fortunate.



RIGHT: Another fast man: John Britten continued his 1966 marque successes in his Midget, and its phenomenal pace is illustrated here by its leading John Miles' Lotus Components-entered Lotus 47.



ABOVE: Dominating the marque class once more were the 'E' Type Jaguars, and Keith Holland and Warren Pearce fought a season long battle for supremacy—the former coming out slightly on top. Here Pearce is harried by Roger Enever's fast Midget.



RIGHT: Big end trouble? Pit work at a club meeting.

CLOSED SHOP

*Nick Brittan outlines the
1967 National saloon car scene*





Battered but unbowed: Graham Hill met a spinning Frank Gardner on the first lap of the Brands Guards Trophy meeting saloon car race and put his Lotus-Cortina's nose slightly out of joint. He continued on his wheel waving way, the car's antics only being outshone by those of Jacky Ickx's just behind.



1967 BRITISH SALOON CAR CHAMPIONSHIP RESULTS TABLE

		2,000 cc—unlimited	Up to 2,000 cc	Up to 1,300 cc	Up to 1,000 cc
Brands March 12	1	F. Gardner—Falcon	G. Hill—Cortina	J. Rhodes—Mini	B. Unett—Imp
	2	R. Pierpoint—Falcon	V. Elford—Porsche	G. Spice—Mini	A. Lanfranchi—Imp
	3	R. Smith—Mustang	B. Newton—Cortina	J. Handley—Mini	Miss A. Taylor—Anglia
	4	B. Muir—Falcon	F. Lubin—Cortina	C. Montague—Mini	J. Fitzpatrick—Anglia
Snetterton April 24	1	J. Oliver—Mustang	G. Hill—Cortina	J. Rhodes—Mini	J. Fitzpatrick—Anglia
	2	F. Gardner—Falcon	B. Newton—Cortina	M. Young—Anglia	Miss A. Taylor—Anglia
	3	R. Pierpoint—Falcon	—	N. Brittan—Anglia	P. Hughes—Fiat
	4	R. Bond—Falcon	—	H. Ratcliffe—Mini	B. Unett—Imp
Silverstone April 27	1	J. Oliver—Mustang	G. Hill—Cortina	M. Young—Anglia	J. Fitzpatrick—Anglia
	2	F. Gardner—Falcon	B. Newton—Cortina	J. Handley—Mini	A. Lanfranchi—Imp
	3	R. Pierpoint—Falcon	—	H. Ratcliffe—Mini	P. Hughes—Fiat
	4	R. Bond—Falcon	—	N. Brittan—Anglia	Miss A. Taylor—Anglia
Silverstone May 29	1	F. Gardner—Falcon	V. Elford—Porsche	J. Rhodes—Mini	J. Fitzpatrick—Anglia
	2	T. Lynch—Chevrolet	—	G. Spice—Mini	A. Lanfranchi—Imp
	3	—	—	J. Handley—Mini	B. Unett—Imp
	4	—	—	C. Montague—Mini	T. Taylor—Anglia
Mallory June 14	1	F. Gardner—Falcon	J. Ickx—Cortina	J. Rhodes—Mini	J. Fitzpatrick—Anglia
	2	J. Oliver—Mustang	B. Newton—Cortina	J. Handley—Mini	B. Unett—Imp
	3	B. Muir—Falcon	W. Kay—Cortina	G. Spice—Mini	A. Lanfranchi—Imp
	4	B. Thompson—M't'g	—	C. Montague—Mini	Miss A. Taylor—Anglia
Silverstone June 20	1	F. Gardner—Falcon	P. Hawkins—Cortina	J. Handley—Mini	B. Unett—Imp
	2	J. Oliver—Mustang	V. Elford—Cortina	N. Brittan—Anglia	A. Lanfranchi—Imp
	3	B. Muir—Falcon	J. Miles—Cortina	C. Montague—Mini	J. Fitzpatrick—Anglia
	4	P. Gethin—Falcon	B. Newton—Cortina	S. Neal—Mini	Miss A. Taylor—Anglia
Silverstone July 15	1	F. Gardner—Falcon	P. Hawkins—Cortina	S. Neal—Mini	B. Unett—Imp
	2	J. Oliver—Mustang	V. Elford—Porsche	J. Rhodes—Mini	Miss A. Taylor—Anglia
	3	B. Muir—Falcon	J. Miles—Cortina	J. Handley—Mini	R. Fry—Anglia
	4	P. Gethin—Falcon	G. Breakell—Alfa	C. Montague—Mini	A. Lanfranchi—Imp
Brands July 28	1	J. Oliver—Mustang	J. Ickx—Cortina	M. Young—Anglia	J. Fitzpatrick—Anglia
	2	H. Dibley—Chevr't	V. Elford—Porsche	J. Rhodes—Mini	B. Unett—Imp
	3	B. Muir—Falcon	W. Kay—Cortina	C. Montague—Mini	Miss A. Taylor—Anglia
	4	F. Gardner—Falcon	—	J. Handley—Mini	R. Fry—Anglia
Oulton August 16	1	F. Gardner—Falcon	V. Elford—Porsche	J. Rhodes—Mini	J. Fitzpatrick—Anglia
	2	J. Oliver—Mustang	B. Robinson—C'tina	J. Handley—Mini	B. Unett—Imp
	3	B. Muir—Falcon	B. Newton—Cortina	G. Spice—Mini	Miss A. Taylor—Anglia
	4	R. Pierpoint—Falcon	W. Kay—Cortina	C. Montague—Mini	—
Brands October 29	1	F. Gardner—Falcon	B. Robinson—C'tina	J. Handley—Mini	J. Fitzpatrick—Anglia
	2	J. Oliver—Mustang	G. Breakell—Alfa	J. Rhodes—Mini	B. Unett—Imp
	3	B. Muir—Falcon	V. Woodman—C'tina	H. Ratcliffe—Mini	A. Lanfranchi—Imp
	4	R. Smith—Mustang	W. Vaughan—C'tina	M. Young—Anglia	A. Peer—Anglia

COMPARE the International saloon car racing set with a theatrical stage production and there's not a lot of difference. Before a show really gets going there are auditions, then dress rehearsals, then the show opens in the West End and eventually moves into the provinces on tour. A show will have its star, its understudies and its supporting cast. Then there are the stage hands, the prompt men, the directors, producers and management executives. Then, of course, there are the backers—the

patrons of the art who support the cause with the good old folding stuff.

This year's 'show' wasn't all that different from last year's. Early season auditions and dress rehearsals produced a few new names to add to the cast, the script writers changed the plot a little just to keep the paying public guessing and the general standard of entertainment was as good as ever.

Alan Mann, after a lay-off season in 1966, produced a Ford Falcon for Frank Gardner to drive,



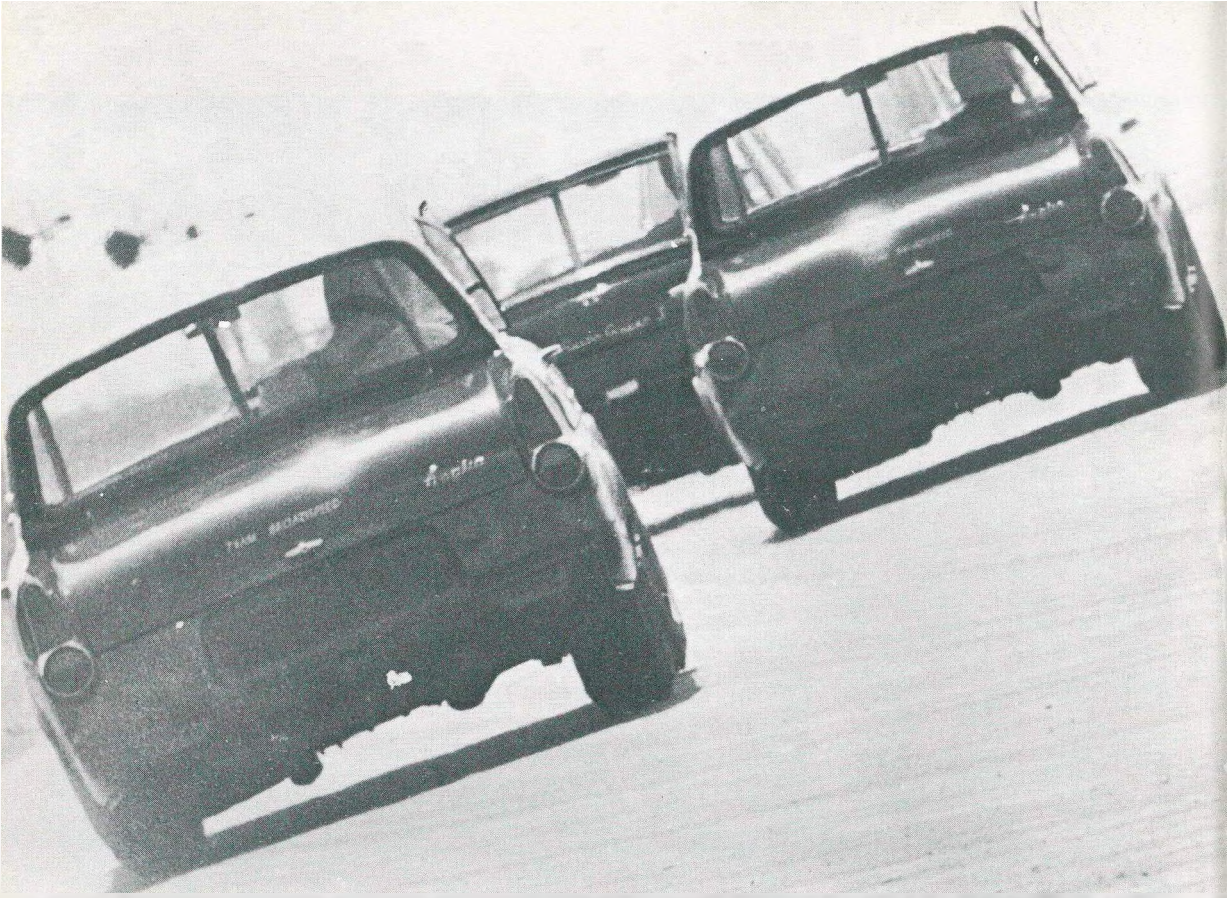
ABOVE: British Saloon Car Champion: Frank Gardner clinched the title in the final meeting of the series at the wheel of this immaculate Alan Mann Racing Ford Falcon.

and like all the Mann cars this was immaculate and very fast and driven to its limit by self-exiled Aussie Gardner. Jackie Oliver, who since last season has graduated to being Team Lotus' single-seater discovery, drove Ken Baker's Mustang with a lot of verve and opposite lock and he was the only one ever to give Gardner a decent run for his money. Brian Muir, who last year ran the ill-fated Willment Galaxie, was entrusted with Sir Gawaine Baillie's Ford Falcon for '67 and although he gave of his best the car wasn't quite the performer that Brian had hoped it would be. Other contenders in the 'heavy' class included former British Champion Roy Pierpoint with yet another Falcon that proved to be a little brittle. Tom Lynch, a visiting American, appeared briefly with his Chevrolet Camaro, and towards the end of the season BOAC pilot Hugh Dibley got his version onto the tracks. Yet another Aussie, Bryan Thompson, over here on a working vacation, also sampled British-style racing with his green and yellow Mustang.

In the 2 litre class Vic Elford produced a works-supported Porsche that had the Cortina-brigade working hard on several occasions. Team Lotus, without Jim Clark resident in this country, used Graham Hill as their number one driver, with back-up force alternating between Jacky Ickx, Paul

Hawkins and John Miles. Hawkins, doing his freelance stand-in job, won two of the ten Championship rounds while Ickx earned his keep by winning two as well. Brian Newton, Willy Kay and Brian Robinson all ran privately-entered Cortinas and the only other interloper in this works-dominated class was Geoff Breakell with Tom Clapham's Alfa GTA.

BMC made no change in their set-up, retaining the services of ace Mini-wheel-smoker John Rhodes and his team-mate John Handley to drive the 1300 Minis. The quicker privateers in this hotly contested class were Gordon Spice, Steve Neal and Chris Montague all in Minis. Neal in his very rapid Arden-prepared Mini distinguished himself by winning the July Silverstone race from Rhodes by about three coats of paint. Chris Craft left the SuperSpeed team at the turn of the year to drive a works BWA Formula 3 car in Italy, and I gave up my seat in the Fraser Imp to take over Chris' place in the 1,300 cc Anglia along with Mick Young. Later in the season Chris returned and we ran three cars. The big development in this class this year was that pretty well everyone had come off carburettors and had gone on to fuel injection. On the works Minis it worked a treat, but the Tecalemit-Jackson people never quite mastered the



ABOVE: *Against the sun: The Broadspeed Anglias of John Fitzpatrick and Anita Taylor chase the Minis at Silverstone. Fitzpatrick, dominating this 1 litre division, was the only driver to challenge Gardner for the overall title. He was defending Champion this year.*

mystery of making it work on an Anglia, so we reverted to Mr Weber's traditional carbs.

The small class was similar to last year. John Fitzpatrick had turned down offers from Fiat after winning the 1966 British Championship and stayed with Ralph Broad to run the immaculate maroon and silver 1,000 cc Anglia for another year with Anita Taylor as his team-mate—if that's the right expression! Anita had a quick lap up the aisle at the beginning of the season and became Mrs David Matthews, but to avoid complications in the racing business opted to perform under her maiden name. She had a whistle-stop tour of America mid-season and while she was away brother Trevor doubled for her. Tony Lanfranchi, veteran of pretty well any sort of racing you can think of, took over the seat that I left vacant on the Imp team and ran as back-up man to Bernard Unett. Bernard had spent the winter driving a Formula 3 car part-owned by his sponsor Alan Fraser and he brought a lot of the smooth-driving F3 techniques into driving his Imp to be one of the most improved drivers of the season. Paul Hughes made a couple of unimpressive attempts with a Fiat-Abarth that just wasn't up to scratch and Ron Fry campaigned the ex-Fitzpatrick

Anglia quite usefully.

Fitzzy ran true to his 1966 form and completely dominated the small class, cocking a front wheel at the opposition although the Fraser cars were certainly more competitive this year than they had been previously.

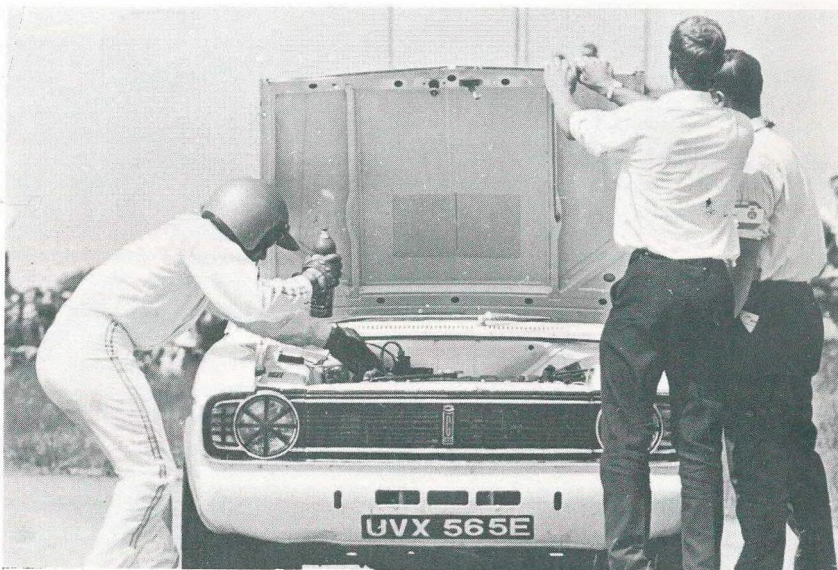
One way and another it was an overall Ford benefit once again. They monopolised the 'heavy' class, which wasn't difficult since there were only two non-Ford entries in it all season. The Porsche twice managed to upset the Ford apple cart in the 2 litre class, but generally it was the Cortinas that made the running. Elford proved that he's one of the most versatile saloon men in the business. On several occasions he dashed back from events like the Targa Florio and wins in several major International rallies just in time to join battle with Graham Hill on the circuits.

The only class which wasn't a Ford benefit was the 1,300 cc division; it was usually Minis all the way with the irrepressible John Rhodes tyre-smoking his way to victory. Mick Young, in the SuperSpeed Anglia, won at Brands and Silverstone to give the Ilford-based firm their only two wins in a season that was peppered with mechanical



LEFT: A bad luck season: Roy Pierpoint, Saloon Car Champion in 1965, had a season of misfortune with his own Ford Falcon, and this included biffing the Crystal Palace sleepers on one occasion at Ramp Bend. They use glass fibre to lighten the body y'know . . .

RIGHT: Hot Cortina: Lucien Bianchi hurled the Ford Motor Company's own Lotus-Cortina round Silverstone to great effect in the Grand Prix meeting, only to have recourse to the fire extinguisher as the engine brewed up.



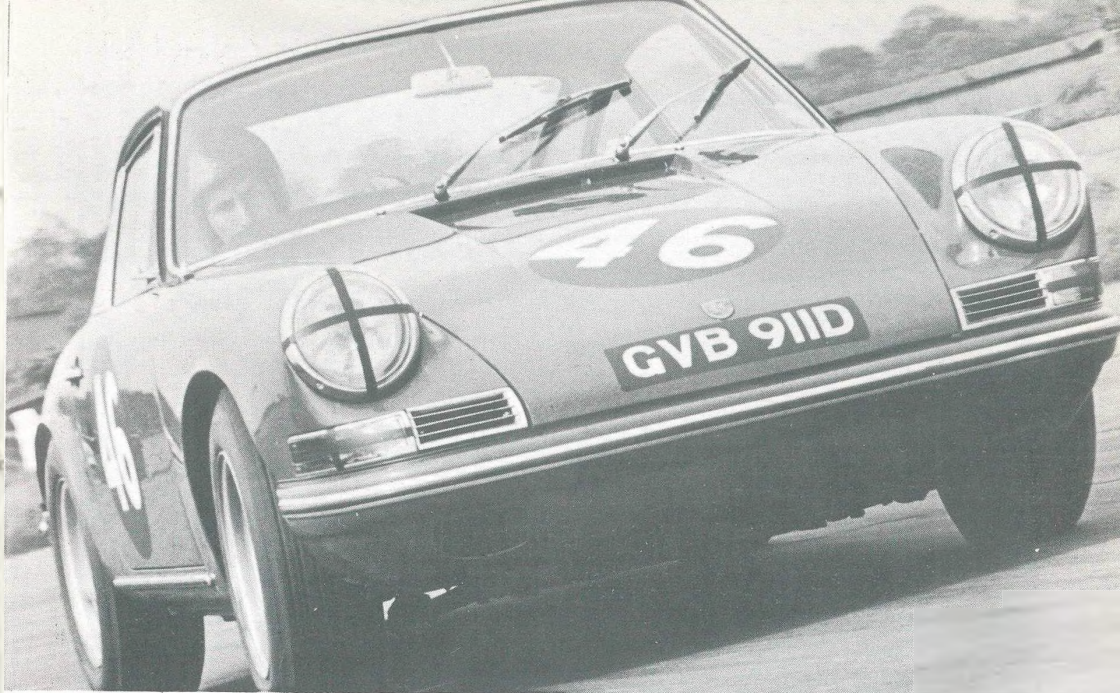
LEFT: Visitor to Britain: Australian Bryan Thompson brought his 4.7 litre V8 Ford Mustang over for a season's racing, and after a slow start impressed later in the season with his smooth and fast driving. They have all those holes in the front to let the air in . . .



ABOVE: Giant killer: Steve 'Speedy' Neal's Equipe Arden fuel-injected Mini is prepared in a nissen hut out in the Worcestershire wilds, but was the only private entry to beat the works Mini-Cooper 'S's during the season. Its 135 bhp gave it a top speed of 135 mph.

BELOW: Lift off: Gordon Spice's Cooper 'S' cocks a wheel at the world in pursuit of another Mini-box at Croft.





ABOVE: *Shaker: Porsche built enough of their 911 'GTs' to have them homologated as saloon cars by the FIA. Rally man Vic Elford shook up the 2 litre class severely with this red Porsche Cars (Great Britain) machine, and it says a lot for the Lotus-Cortina that he did not quite manage to dominate the division.*

misfortunes.

In the motor racing business you can't really have a West End premier. But the closest place to the West End is Brands Hatch, and it was there in April that the 10-round BRSCC British Saloon Car Championship got moving. From there it went on tour into the provinces with appearances at Silverstone, Mallory, Snetterton and Oulton. Over the Easter period it was all 'go' with three meetings crammed into two weekends, which didn't leave much time for making-good in between.

The script-writers craftily arranged things so that the final meeting of the series came back to Brands. And even more craftily they arranged things so that it was this meeting that actually decided the destiny of the Championship title. When the race started the title for 1967 could have gone to either John Fitzpatrick or Frank Gardner. If Fitz won his class and Frank failed to finish higher than fourth then the Championship would be Fitz's for the second successive year and he would become the first man ever to win the title twice.

But both Gardner and Fitz won their classes and so the points gap remained the same; the title going to the tall Australian driver.

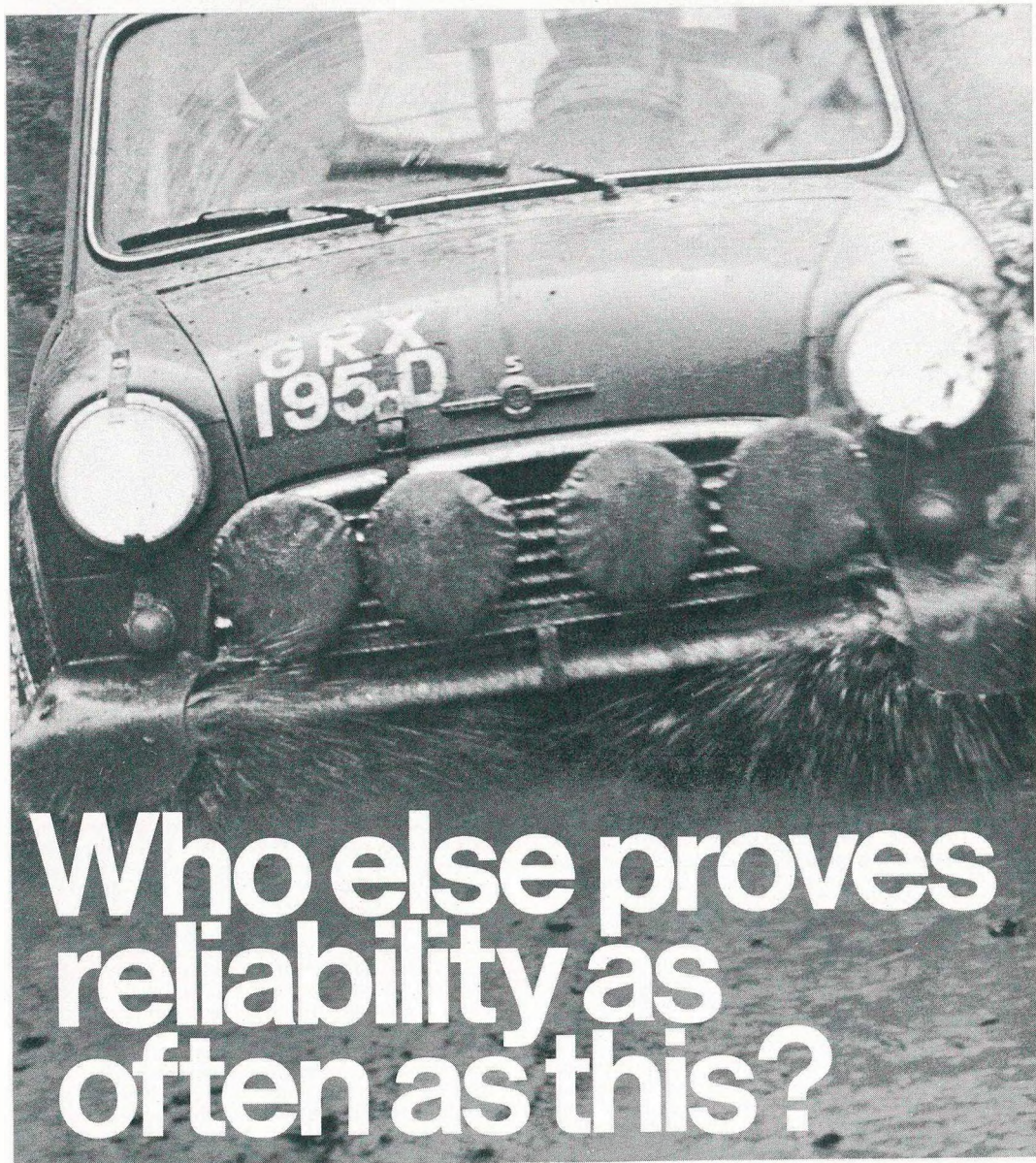
None of the tin-top men ventured into Europe this year for almost all over the Continent the saloon car regulations were for Group 2, and in England it was the more liberal Group 5 regulations which were the order of the day. Group 5 means (in easily understood terms) that so long as the car looks standard from the outside, and the

bodywork is unaltered, you can do pretty well what you like underneath. Team Lotus took advantage of this by dropping the 220 bhp Cosworth FVA Formula 2 engine into their Cortinas—and boy did they shift! Next year the Continent promises to go Group 5 too, so there should be a lot more action in Europe for British cars and drivers.

On the Club scene the big name has been Roger Taylor in his East Anglia Racing Cars Ford Anglia with an 1,800 cc engine. When he hasn't won it's been Terry Sanger with the ex-Terry Drury Cortina with a massive Ford V8 engine horned in under the bonnet who has taken top honours. Ken Costello from Sidcup has made his 1,800 cc Mini go more quickly than most others, and his only real opposition has come from Irishman Alec Poole with an indecently quick Wolseley Hornet that he manages to drive more tidily than any other BMC product I've ever seen. Alan Peer, team-mate to Roger Taylor, with an EARC 1,000 cc Anglia, has been Kirg of the small class, with Miniman Charles Carling giving him a good run.

Maybe next year some of the aspiring clubmen will find their way into the International set. But whatever happens saloon car racing will continue to provide some of the best entertainment that the race tracks can offer.

As usual the winter will be devoted to auditions and dress rehearsals, and by April the whole show will be on the road again. And another Championship will be in contention.



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A souper year...

John Sprinzel analyses an International rally season when the cars really were not 'just like you can buy'

AFTER 1966's argument and discontent, this year has been a reviving breath of fresh sporting air! The new regulations were 'run-in', and although the Championship was again divided into numerous categories and awards, most of the serious rallies allowed entries from the whole permutation of groups. The Monte was almost won by a grand touring car—the first time this has been possible

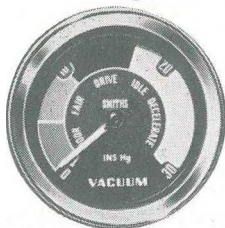
for many years, and the Alpine just *had* to be won by a Group 6 'prototype'—if after a classical battle between glassfibre Porsche, papier maché Renault, and alloy Cooper 'S'. This is the sort of stuff that makes rallying a man's sport . . . forgetting the hairsplitting regulations with 'anything goes' classes, and leaves the result in the hands of a good crew in a well-prepared car—which is as it should be.

A great win for the Irish: Paddy Hopkirk and Ron Crellin scored a great overall win in the high-speed, no holds barred Alpine Rally.



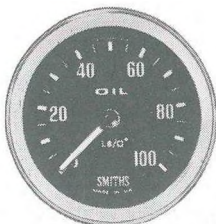
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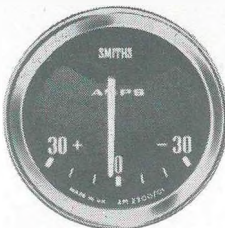
Oil Pressure Gauge

Indicates lack of oil, blocked oil filters and pipes, etc.
Diameter 2" £3.10.0.



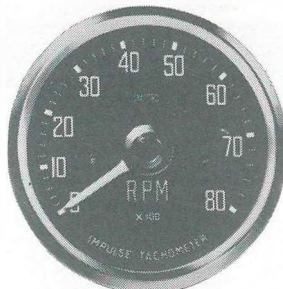
Battery Condition Indicator

Shows state of battery charge, charging voltage, defective battery.
Diameter 2" £2.5.0.



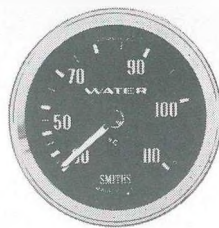
Ammeter

Indicates broken fan belt, faulty generator, short in electrical system.
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Vic Elford's Porsche—less David Stone on this occasion it seems—waves a defiant wheel at the opposition on one of the special tests in the Rallye Stuttgart-Charbonnieres.

The Cars

Porsche took things very seriously, and almost won the Monte, made sure of it with the Tulip and Geneva Rallies, and were an ever-present threat in all the events they entered. Renault put even more effort and money into the fray, and with variations of Gordini saloon and Alpine sports cars were often up with the Porsches, and on the Alpine led almost from the start. Larrousse was unlucky to have con-rod troubles on the last night of the Alpine when in an unassailable position. The French team are now in top gear—almost reliable, and crewed by top Frenchmen Piot and Larrousse—they will return.

Two Championship victories were theirs this time, but more will surely follow. Amazingly, on the Ventoux hill climb during the Alpine, the 1,500 cc Renault Alpine beat Elford's 2 litre lightweight

racing Porsche . . . so they really have some power to help them along into 1968.

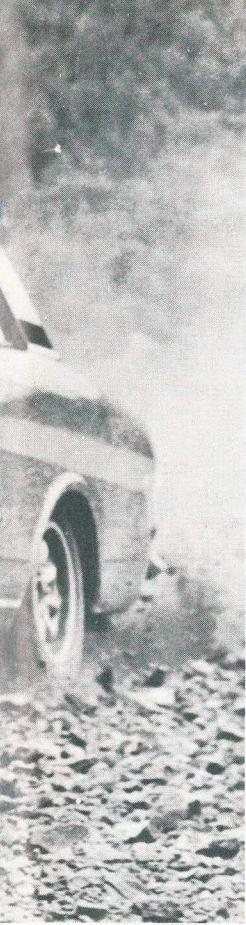
Among the 'saloons' the Cooper 'S' has incredibly kept in front. With a dubious gearbox (now strengthened and with synchromesh on first gear), comparatively poor adhesion out of tight bends, and with an old, almost ancient engine design, the BMC brigade have won more rallies than anyone else. Running in Group 2 (slightly modified touring car) categories, the Minis have kept the Lancia Fulvias, Renault Gordinis and Ford Lotus-Cortinas at bay. On the Italian Flowers Rally Paddy's gearbox went on the last few miles to let Piot's Renault into first place, and on the Tulip Rally Porsche's extra power kept Makinen out of first place. The Monte win for Aaltonen gave the Minis a big boost after the disqualifications of the year before, but this time the Lancia Fulvias were hot on their heels,



ABOVE: A broken surface: The Andersson/Davenport Lotus-Cortina grinds uphill in the very successful Gulf London International rally. The fast special stages over Forestry Commission ground are a major attraction of our home events.



RIGHT: Another mighty Mini Monte: Rauno Aaltonen and Henry Liddon were popular winners of this difficult and regulation-bound event in their 'out dated' Cooper 'S'.



ABOVE: Dust storm: Tony Fall and Mike Wood caused astonishment in many quarters when they pushed their Austin 1800 to victory in the Danube Rally. This was a win which did a lot of good for the image of what had hitherto been largely regarded as a sluggish dullard of a motor car.



LEFT: 'And sometimes they have openings at the front to keep the engines cool'. A surfeit of jumping in the Finnish 1,000 Lakes rally reduced forward vision somewhat for the crew of this Cooper 'S'.

with some ten seconds only between the leader and second place. So 1968 should see some very close dicing between the trio of baby cars.

Ford's kept to a quiet programme, notching a couple of good results but not competing very seriously for most of the year, while Citroen have fallen right out of the picture and Saab have only shown a trace of their former brilliance. Lampinen gave Makinen a close run on the Finnish 'Thousand Lakes' keeping his V4 Saab within ten seconds of BMC's volatile leader. Triumph, who could and should be up with the best, played virtually a no-show game, with Fidler trying his best in a loaned factory car, and Rover's, who could also do something in Group 6 with a V8 Rover, preferred to stay at home. Rootes' little Imp goes faster and faster—finance hampers the kind of development that makes rallywinners, but they are *always* there with an incredibly small budget, and their day will come.

The Drivers

It has been Paddy Hopkirk's year . . . with good placings and several important victories for BMC . . . really for a not-so-young driver in a team full of very very quick and courageous crews, Paddy's experience and temperament have paid good

dividends. At the end of the Monte sections prior to the final circuit, Paddy alone had Elford in his sights and to follow this sort of demonstration with wins in the rough Acropolis and the smooth and fast Alpine shows what a good all-rounder can achieve.

Elford was also brilliant, but the extra reliability, power and roadholding of the Porsche makes one expect him to win. Even so, on practised rallies—where David Stone's pace notes come into the game, there just cannot be a faster or braver driver than this season's Porsche leader.

Piot and Fall lead the comingmen—although both have been 'future leaders' for rather a long time, they are certainly still the ones to look out for. Of course, no one is as quick as Timo Makinen—if he finishes he wins—but BMC will have to dream something else up to keep his car on the results board.

Bert Shankland shook everyone rigid by getting his Peugeot back to Nairobi ahead of the entire resources of the Ford team in the Safari Rally. Never more than a minute or two behind Soderstrom's Cortina, Shankland took his second successive Safari when both Soderstrom and Simonian took their Cortinas off the road during the final sections of the event.

RIGHT: *Wheeee!* An Alpine experiences the dreaded side-slip high on the cols—later in the season the Renault-engined cars became a very real threat.

BELOW, RIGHT: *Second overall in the Monte Carlo Rally, and hard chargers for the rest of the International season—the pretty little Lancia Fulvia Hi-Fi. Here Ove Andersson and John Davenport press on in the Monte.*

BELOW: *Hup!* Roger Clark does his darndest to get the utmost out of his straining Ford Cortina while practising—yes, practising—for the Canadian Shell 4000 Rally. He won it, too!





The Rallies

Fortunately there have not been any *bad* events . . . the Alpine and the Safari stand out as fantastically fast rallies . . . with average speeds well up towards the sixties being called for. Both were slickly organised with few if any arguments to be heard. The Monte—always a law unto itself—insisted on a funny tyre ruling whereby you were obliged to do each of the two mountain stages with only two sets of tyres which had to be carried aboard. A stupid rule which proved little or nothing, and which the organisers were lucky not to have resulting in any manslaughter claims from relatives. The accident rate was abnormal, fortunately

without fatalities, and in almost every case worn and studless tyres were the cause. Britain's forest rallies (the RAC, Welsh, Scottish and London) have grown in stature so that they now attract vast teams of overseas visitors. Those who come are seldom disappointed, and the competitive experience for British clubmen—who can actually match themselves against the legendary Scandinavians—can do nothing but improve techniques and mental attitude. One day we shall even beat them!

Rallying has been in a healthy state this past year, and we can only look forward to even better things next season.

MAJOR RACE

SPORTS PROTOTYPE TITLE RACES

Daytona Beach Raceway, USA, February 4-5.

1, Bandini/Amon (Ferrari 330P4), 666 laps, 2,537 miles at 105-703 mph; 2, Scarfiotti/Parkes (Ferrari 330P4), 663 laps; 3, Rodriguez/Guichet (Ferrari 330P4), 637 laps; 4, Herrmann/Siffert* (Porsche 910), 618 laps; 5, van Lennep/Schutz/Stommelen (Porsche 910), 608 laps; 6, Thompson/lckx* (Ford GT40), 601 laps.

Fastest lap: Phil Hill (Chaparral-Chevrolet 2F), 1m 55-7s, 122-67 mph.

* Class winners.

Sebring 12 Hours, Sebring, Florida, USA, April 1.

1, McLaren/Andretti (Ford GT Mark 4), 238 laps; 2, Foyt/Ruby (Ford GT Mark 2), 226 laps; 3, Mitter/Patrick* (Porsche 910), 226 laps; 4, Herrmann/Siffert (Porsche 910), 223 laps; 5, Maglioli/Vaccarella (Ford GT 40), 223 laps; 6, Spoerry/Steinemann (Porsche 906LM), 218 laps.

Fastest lap: Mike Spence (Chaparral-Chevrolet 2F), 2m 48-6s, 111-032 mph.

Monza 1,000 Kilometres, Italy, April 25.

1, Bandini/Amon (Ferrari 330P4), 100 laps, 1,000 kms, 5h 7m 43-0s, 122-369 mph; 2, Scarfiotti/Parkes (Ferrari 330P4), 5h 10m 59-2s; 3, Mitter/Rindt (Porsche 910), 96 laps; 4, Vaccarella/Muller (Ferrari P3/4), 95 laps; 5, Herrmann/Siffert (Porsche 910), 95 laps; 6, Schlessler/Ligier (Ford GT40), 95 laps.

Fastest lap: Amon, 2m 55-8s, 128-516 mph.

Spa 1,000 Kilometres, Belgium, May 1.

1, Ickx/Thompson (Mirage), 71 laps, 1,000 kms, 5h 9m 46-5s; 2, Herrmann/Siffert (Porsche 910), 70 laps; 3, Bianchi/Attwood (Ferrari 330P4), 70 laps; 4, Hawkins/Epstein (Lola-Chevrolet T70 Mark 3 GT), 69 laps; 5, Scarfiotti/Parkes (Ferrari 330P4), 69 laps; 6, Sutcliffe/Redman (Ford P40), 68 laps.

Fastest lap: Phil Hill (Chaparral-Chevrolet 2F), 4m 3-5s, 146-277 mph.

Targa Florio, Madonie Circuit, Sicily, May 14.

1, Hawkins/Stommelen (2-2 Porsche 910), 10 laps, 450 miles, 6h 37m 1s, 67-46 mph; 2, Cella/Biscaldi (2-0 Porsche 910); 3, Neerpasch/Elford (2-0 Porsche 910); 4, Williams/Venturi (Ferrari Dino); 5, Greder/Giorgi (Ford GT40); 6, Herrmann/Siffert (2-2 Porsche 910).

Nurburgring 1,000 Kilometres, Germany, May 28.

1, Schutz/Buzzetta (2-0 Porsche 910), 44 laps, 1,000 kms, 6h 54m 12-9s, 90-2 mph; 2, Hawkins/Koch (2-0 Porsche 910); 3, Neerpasch/Elford (2-0 Porsche 910); 4, Mitter/Bianchi (2-2 Porsche 910); 5, de Adamich/Galli/Bussinello/Zeccoli (Alfa Romeo T33); 6, Dechent/Huhn (Porsche 906).

Fastest lap: Phil Hill (Chaparral-Chevrolet 2F), 8m 42-1s, 94-4 mph.

Le Mans 24 Hours, France, June 10-11.

1, Gurney/Foyt (Ford GT Mark 4), 3,251-7 miles, 135-483 mph; 2, Scarfiotti/Parkes (Ferrari 330P4), 3,217-146 miles; 3, Mairesse/Beurlys* (Ferrari 330P4), 3,157-306

miles; 4, McLaren/Donohue (Ford GT Mark 4), 3,008-211 miles; 5, Siffert/Herrmann (2-0 Porsche 907), 2,999-772 miles; 6, Stommelen/Neerpasch (2-0 Porsche 910), 2,940-994 miles.

Fastest lap: Denny Hulme and Mario Andretti (Ford GT Mark 4s), 3m 23-6s, 147-894 mph.

International BOAC 500, Brands Hatch, July 30.

1, P. Hill/Spence (Chaparral-Chevrolet 2F), 211 laps, 6h 0m 26-0s, 93-08 mph; 2, Amon/Stewart (Ferrari 330P4), 211 laps in 6h 1m 24-6s; 3, Siffert/McLaren (2-2 Porsche 910), 209 laps; 4, Herrmann/Neerpasch (2-2 Porsche 910), 206 laps; 5, Scarfiotti/Sutcliffe (Ferrari 330P4), 206 laps; 6, Williams/Hawkins (Ferrari 330P4), 204 laps.

MAJOR FORMULA 2 RACES

International Guards '100', Snetterton, March 24.

Final, 40 laps, 108-4 miles. 1, J. Rindt (Brabham-FVA BT23), 59m 40-6s, 108-99 mph; 2, G. Hill (Lotus-FVA 48), 59m 40-6s; 3, A. Rees (Brabham-FVA BT23), 1h 0m 23-0s.

W.D. & H.O. Wills Trophy, Silverstone, March 27.

Aggregate result of two 20 laps, 58-5 mile heats. 1, J. Rindt (Brabham-FVA BT23), 1h 0m 13-0s, 116-66 mph; 2, A. Rees (Brabham-FVA BT23); 3, J. Surtees (Lola-FVA T100).

*Pau GP, April 2. 70 laps, 120-05 miles.

1, J. Rindt (Brabham-FVA BT23), 1h 35 m 55-9s, 75-08 mph; 2, D. Hulme (Brabham-FVA BT23), 1 h 37 m 11-9s; 3, A. Rees (Brabham-FVA BT23), 69 laps.

Barcelona GP, Spain, April 9. 60 laps.

1, J. Clark (Lotus-FVA 48), 1h 35m 58-7s, 88-35 mph; 2, J. Rindt (Brabham-FVA BT23), 1h 36m 50-3s; 3, D. Hulme (Brabham-FVA BT23), 1h 37m 21-4s.

Eifelrennen, April 23. 30 laps, 144 miles.

1, J. Rindt (Brabham-FVA BT23), 1h 35m 46-4s, 90-4 mph; 2, J. Surtees (Lola-BMW T100), 1h 36m 3-3s; 3, J. Ickx (Matra-FVA MS5), 1h 36m 33-8s.

* Grands Prix de France qualifying round.

Limbourg GP F2 Zolder, May 21. Heat 1:

1, J. Clark (Lotus-FVA 48), 36m 45-02s, 101-86 mph; 2, J.-P. Beltoise (Matra-FVA MS5), 36m 54-04s; 3, J. Surtees (Lola-FVA T100), 37m 45-5s. Heat 2: 1, J. Surtees, 36m 42-07s, 101-98 mph; 2, J. Brabham (Brabham-FVA BT23), 36m 43-01s; 3, J.-P. Beltoise, 36m 45-04s. Aggregate placings: 1, Surtees; 2, Clark; 3, Beltoise; 4, Brabham; 5, McLaren (McLaren-FVA M4A); 6, A. Rees (Brabham-FVA BT23).

Hockenheim F2 Rbne Cup Race, June 9. 30 laps,

126-163 miles. 1, R. Widdows (Brabham-FVA BT23), 1h 2m 4-0s, 122 mph; 2, C. Lambert (Brabham-FVA BT21/23), 1h 2m; 3, P. Gethin (Cooper-FVA T84), 1h 3m 57-0s.

*Reims F2, June 25. 37 laps, 190-89 miles.

1, J. Rindt (Brabham-FVA BT23), 1h 25m 25-4s, 134-06 mph; 2, G. Hill (Lotus-FVA 48), 1h 25m 25-6s; 3, J. Surtees (Lola-FVA T100), 1h 25m 25-8s.

RESULTS OF 1967

***Rouen-les-Essarts, July 9. 40 laps, 160.27 miles.** 1, J. Rindt (Brabham-FVA BT23), 1h 23m 33.1s, 116.76 mph; 2, B. McLaren (McLaren-FVA M4A), 1h 24m 57.1s; 3, J. Schlesser (Matra-FVA MS5), 1h 25m 35.2s.

Hockenheim AvD Deutschland Trophy, July 9. Heat 1, 15 laps, 63.08 miles. 1, F. Gardner (Brabham-FVA BT23), 30m 51.3s, 122.6 mph; 2, C. Irwin (Lola-FVA T100), 30m 51.6s; 3, P. Courage (McLaren-FVA M4A), 31m 6.3s. Heat 2: 30 laps, 126.16 miles. 1, J. Ickx (Matra-FVA MS5), 1h 1m 56.7s, 122.2 mph; 2, F. Gardner (Brabham-FVA BT23), 1h 1m 57.0s; 3, B. Hart (Protos-FVA), 1h 1m 58.1s. Aggregate placings: 1, Gardner; 2, Hart; 3, Courage.

Tulln-Langenlebern F2, July 16. 50 laps, 83.89 miles. 1, J. Rindt (Brabham-FVA BT23), 54m 44.4s, 92.1 mph; 2, J. Brabham (Brabham-FVA BT23), 54m 45.8s; 3, J.-P. Beltoise (Matra-FVA MS5), 55m 07.54s.

Madrid GP, Jarama, Spain, July 23. 75 laps, 116.5 miles. 1, J. Clark (Lotus-FVA 48), 1h 25m 29.0s, 81.71 mph; 2, J. Stewart (Matra-FVA MS7), 1h 25m 37.0s; 3, C. Irwin (Lola-FVA T100), 1h 26m 43.2s.

Zandvoort F2, July 30. 15 lap Qualifying race, 39 miles. 1, J. Ickx (Matra-FVA MS5), 22m 23.1s, 104.8 mph; 2, C. Irwin (Lola-FVA T100), 22m 28.5s; 3, A. Rees (Brabham-FVA BT23), 22m 41.1s.

30 lap Final, 78 miles. 1, J. Ickx (Matra-FVA MS5), 44m 43.2s, 104.87 mph; 2, P. Courage (McLaren-FVA M4A), 44m 58.1s; 3, F. Gardner (Brabham-FVA BT23), 45m 16.6s.

Swedish GP, Karlskoga August 13. 32 laps, 60 miles. 1, J. Stewart (Matra-FVA MS7), 41m 36.6s; 2, J. Rindt (Brabham-FVA BT23), 41m 37.5s; 3, J. Clark (Lotus-FVA 48), 41m 44.7s.

Mediterranean GP, Enna, Sicily, August 20 Aggregate result of two 40 lap, 119.23 mile heats. 1, J. Stewart (Matra-FVA MS7), 1h 40m 19.2s, 142 mph; 2, J.-P. Beltoise (Matra-FVA MS5), 1h 40m 19.8s; 3, J. Ickx (Matra-FVA MS5), 1h 40m 20.2s.

International Guards Trophy, Brands Hatch, August 28. Final, 40 laps, 106 miles. 1, J. Rindt (Brabham-FVA BT23), 1h 2m 44.2s, 101.38 mph; 2, J. Stewart (Matra-FVA MS7), 1h 3m 3.6s; 3, J. Schlesser (Matra-FVA MS5), 1h 3m 15.4s.

Keimola F2 Finnish GP, September 3. 26 laps. 1, J. Clark (Lotus-FVA 48), 33m 43.05s; 2, J. Rindt (Brabham-FVA BT23), 33m 46.34s; 3, G. Hill (Lotus-FVA 48), 34m 19.23s. 10 lap Qualifying heat: 1, Clark; 2, Rindt; 3, Hill; 4, A. Rees (Brabham-FVA BT23); 5, Gardner (Brabham-FVA BT23); 6, Widdows (Brabham-FVA BT23) (not running at finish).

***Albi, September 24. 75 laps, 169.46 miles.** 1, J. Stewart (Matra-FVA MS7), 1h 33m 07s, 108.9 mph; 2, J. Rindt (Brabham-FVA BT23), 1h 33m 25.2s, 108.7 mph; 3, J. Clark (Lotus-FVA 48), 1h 34m 05.8s.

**Grands Prix de France qualifying round.*

Rome GP, Vallelunga, October 8. Heat 1, 30 laps. 1, J. Ickx (Matra-FVA MS7), 40m 23.1s; 2, J.-P. Beltoise (Matra-FVA MS7); 3, J. Servoz-Gavin (Matra-FVA MS5). Heat 2, 30 laps: 1, Ickx; 2, Beltoise; 3, Servoz-Gavin. Aggregate placings: 1, Ickx; 2, Beltoise; 3, Servoz-Gavin.

TASMAN CHAMPIONSHIP

New Zealand Grand Prix, 57 laps, 99.75 miles. 1, J. Stewart (2.1 BRM), 59m 16.4s, 100.9 mph; 2, J. Clark (2.0 Lotus-Climax 33), 59m 29.8s; 3, D. Attwood (2.1 BRM), 56 laps; 4, J. Palmer (2.5 Brabham-Climax), 54 laps; 5, G. Lawrence (1.5 Brabham-Ford), 52 laps; 6, D. Hollier (1.5 Lotus-Ford), 50 laps. Fastest lap: J. Clark, 104.1 mph.

Levin International, 43 laps. 1, J. Clark (2.0 Lotus-Climax 33), 34m 59.4s; 2, J. Stewart (2.1 BRM), 35m 02.4s; 3, R. Attwood (2.1 BRM), 42 laps; 4, F. Gardner (2.5 Brabham-Climax), 42 laps; 5, G. Lawrence (1.5 Brabham-Ford), 41 laps.

Lady Wigram Trophy, 44 laps, 101.2 miles. 1, J. Clark (2.0 Lotus-Climax 33), 63m 34.1s; 2, Dick Attwood (2.1 BRM), 63m 51s; 3, D. Hulme (2.5 Repco Brabham), 43 laps; 4, F. Gardner (2.5 Brabham-Climax), 42 laps; 5, K. Bartlett (2.5 Brabham-Climax), 41 laps; 6, R. Levis (1.5 Brabham-Ford), 40 laps.

Teretonga International, 60 laps, 96 miles. 1, J. Clark (2.0 Lotus-Climax 33), 64m 50.3s, 89 mph; 2, D. Attwood (2.1 BRM), 65m 15s; 3, J. Palmer (2.5 Brabham-Climax), 58 laps; 4, L. Brownlie (1.5 Brabham-Ford), 56 laps; 5, R. Levis (1.5 Brabham-Ford), 56 laps; 6, D. Hollier (1.5 Lotus-Ford), 54 laps.

Lakeside International, 66 laps, 99 miles. 1, J. Clark (2.0 Lotus-Climax 33), 1h 0m 56.2s, 97.47 mph; 2, J. Brabham (2.5 Repco Brabham), 65 laps; 3, F. Gardner (2.5 Brabham-Climax), 64 laps; 4, D. Hulme (2.5 Repco Brabham), 63 laps; 5, K. Bartlett (2.5 Brabham-Climax), 63 laps; 6, J. Harvey (1.8 Brabham-Ford), 62 laps. Fastest lap: J. Clark, 54.6s (new record).

Australian Grand Prix, 45 laps, 100 miles. 1, J. Stewart (2.1 BRM), 1h 9m 17.3s, 87.67 mph; 2, J. Clark (2.0 Lotus-Climax 33), 1h 9m 34.0s; 3, F. Gardner (2.5 Brabham-Climax), 1h 10m 28.9s; 4, J. Brabham (2.5 Repco Brabham), 1h 10m 43.6s; 5, Leo Geoghegan (2.5 Lotus-Climax 39), 44 laps; 6, K. Bartlett (2.5 Brabham-Climax), 43 laps. Fastest lap: Stewart, 1m 31.4s, 88.24 mph (new record).

1967 MAJOR RACE RESULTS

Sandown Park International, 52 laps, 104 miles. 1, J. Clark (2-0 Lotus-Climax 33), 59m 9.9s, 101-0 mph; 2, L. Geoghegan (2-5 Lotus-Climax 39), 59m 59.5s; 3, F. Gardner (2-5 Brabham-Climax), 1h 0m 8.6s; 4, C. Irwin (2-1 BRM), 51 laps; 5, K. Bartlett (2-5 Brabham-Climax), 51 laps; 6, J. Harvey (1-8 Brabham-Ford), 48 laps. Fastest lap: J. Brabham (2-5 Repco Brabham), 1m 57s (new record).

Longford International, 130 miles. Final: 1, J. Brabham (2-5 Repco Brabham); 2, J. Clark (2-0 Lotus-Climax); 3, C. Irwin (2-1 BRM); 4, F. Gardner (2-5 Brabham-Climax); 5, K. Bartlett (2-5 Brabham-Climax); 6, J. Harvey (1-5 Brabham-Ford).

INTERNATIONAL F1 RACES

Race of Champions, Brands Hatch, March 12. Heat One—10 laps, 26.5 miles: 1, D. Gurney (Eagle-Weslake); 2, J. Surtees (Honda); 3, R. Ginther (Eagle-Weslake); 4, B. McLaren (2-0 McLaren-BRM); 5, M. Spence (BRM H16); 6, L. Scarfiotti (Ferrari).

Fastest lap: D. Gurney, 1m 32.6s, 103.02 mph (new record).

Heat Two—10 laps, 26.5 miles: 1, D. Gurney; 2, R. Ginther; 3, J. Surtees; 4, L. Scarfiotti; 5, P. Rodriguez (Cooper-Maserati); 6, B. McLaren. Final—46 laps, 106 miles: 1, D. Gurney (Eagle-Weslake), 1h 4m 30.6s, 98.66 mph; 2, L. Bandini (Ferrari), 1h 4m 31.0s; 3, J. Siffert (Cooper-Maserati), 1h 4m 32.6s; 4, P. Rodriguez (Cooper-Maserati), 1h 4m 33.4s; 5, L. Scarfiotti (Ferrari), 1h 4m 34.8s; 6, C. Irwin (2-0 Lotus-BRM), 39 laps. Fastest lap: J. Brabham (Repco Brabham), 1m 34.4s, 101.06 mph.

International Spring Cup, Oulton Park, April 15. Heat One—10 laps, 27.75 miles: 1, D. Hulme (Repco Brabham); 2, J. Surtees (Honda); 3, M. Spence (BRM H16); 4, G. Hill (F2 Lotus-FVA 48); 5, B. McLaren (2-0 McLaren-BRM); 6, P. Courage

(2-0 Lotus-BRM).

Heat Two—10 laps, 27.75 miles: 1, D. Hulme; 2, J. Surtees; 3, J. Brabham (Repco Brabham); 4, J. Stewart (BRM H16); 5, B. McLaren; 6, M. Spence.

Final—30 laps, 82 miles: 1, J. Brabham (Repco Brabham), 47m 21.4s, 104.94 mph; 2, D. Hulme (Repco Brabham), 47m 21.8s; 3, J. Surtees (Honda), 47m 43.8s; 4, J. Oliver, 29 laps (F2 Lotus-FVA 41B), 47m 46.4s, 101.89 mph; 5, B. McLaren (2-0 McLaren-BRM), 47m 25.8s; 6, M. Spence (BRM H16), 29 laps.

Fastest lap: F1—J. Brabham and D. Hulme, 1m 33.4s, 106.42 mph; F2—G. Hill (F2 Lotus-FVA 48), 1m 33.4s, 106.42 mph.

International Daily Express Trophy, Silverstone, April 29. 52 laps, 152 miles: 1, M. Parkes (Ferrari), 1h 19m 39.2s, 114.65 mph; 2, J. Brabham (Repco Brabham), 1h 19m 56.8s; 3, J. Siffert (Cooper-Maserati), 1h 19m 57.6s; 4, G. Hill (2-0 Lotus-BRM), 1h 19m 58.0s; 5, B. McLaren (2-0 McLaren-BRM); 6, M. Spence (2-0 BRM).

Fastest lap: G. Hill, 1m 30.0s, 117.08 mph.

Syracuse Grand Prix, May 21. 56 laps, 200 miles: 1, Dead heat between M. Parkes (Ferrari) and L. Scarfiotti (Ferrari), 1h 40m 58.4s, 115.47 mph; 3, J. Siffert (Cooper-Maserati), 54 laps; 4, C. Irwin (2-0 Lotus-BRM), 53 laps; 5, J. Bonnier (Cooper-Maserati), 53 laps.

Fastest lap: L. Scarfiotti, 1m 41.0s, 121.82 mph (new record).

Guards International Gold Cup, Oulton Park September 16. 45 laps, 124 miles: 1, J. Brabham (Repco Brabham), 1h 10m 7.0s, 106.37 mph; 2, J. Stewart (F2 Matra-FVA MS7), 1h 10m 12.4s; 3, G. Hill (F2 Lotus-FVA 48), 1h 10m 54.4s; 4, J. Schlesser (F2 Matra-FVA MS5), 1h 10m 55.0s; 5, J.-P. Beltoise (F2 Matra-FVA MS5), 1h 11m 7.6s; 6, J. Rindt (F2 Brabham-FVA BT23), 1h 11m 11.0s.

Fastest lap: F1—J. Brabham, 1m 31.6s, 108.51 mph (new record); F2—J. Stewart, 1m 32.8s, 107.11 mph.

1967 WORLD CHAMPIONSHIP POINT SCORINGS

1. DENNY HULME (Repco Brabham)	51
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4. CHRIS AMON (Ferrari)	20
5. JOHN SURTEES (Honda)	15
6. PEDRO RODRIGUEZ (Cooper-Maserati)	20
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8. DAN GURNEY (Eagle-Weslake)	13
9. JACKIE STEWART (BRM)	10
10. MIKE SPENCE (BRM)	9
11. JOHN LOYE (Cooper-Climax)	6
12. JOCHEN RINDT (Cooper-Maserati)	6
13. JO SIFFERT (Cooper-Maserati)	6
14. JO BONNIER (Cooper-Maserati)	6
15. BRUCE McLAREN (McLaren-BRM)	3
16. CHRIS IRWIN (BRM)	2
17. MIKE PARKES (Ferrari)	2
18. JACKY ICKX (Cooper-Maserati)	1
19. GUY LIGIER (Repco Brabham)	1
20. LUDOVICO SCARFIOTTI (Ferrari)	1

Front Cover:

German Grand Prix, 1967: Jo Siffert hurtles skyward in his Rob Walker Cooper-Maserati after breasting one of Nurburgring's notorious bumps.

(Photograph by Michael Cooper)

Back Cover:

Denny Hulme, World Champion 1967

(Photograph by Dave Gray)

