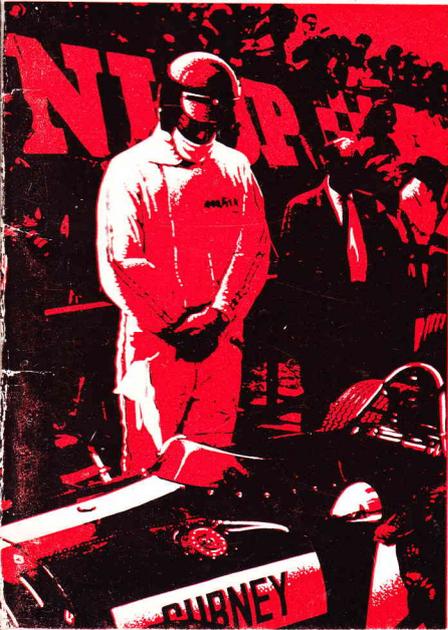
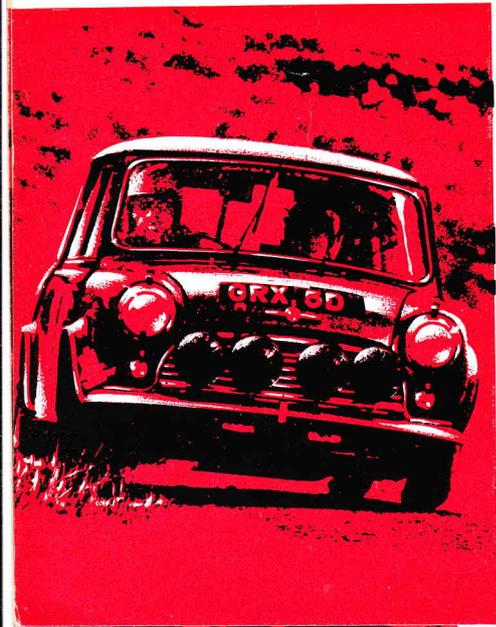




ACHIEVEMENTS 1967







ACHIEVEMENTS



1967

CASTROL LIMITED · CASTROL HOUSE · MARYLEBONE ROAD · LONDON · NW1

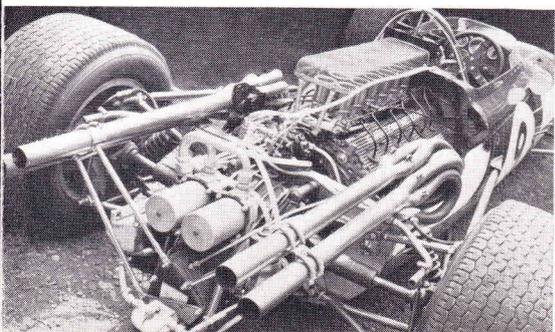
GURNEY/EAGLE



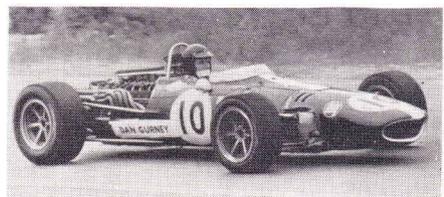
A WINNING FORMULA

as Californian Dan Gurney demonstrated when he drove this superbly-designed car to victory in the Belgian Grand Prix on the fast and difficult Spa circuit.





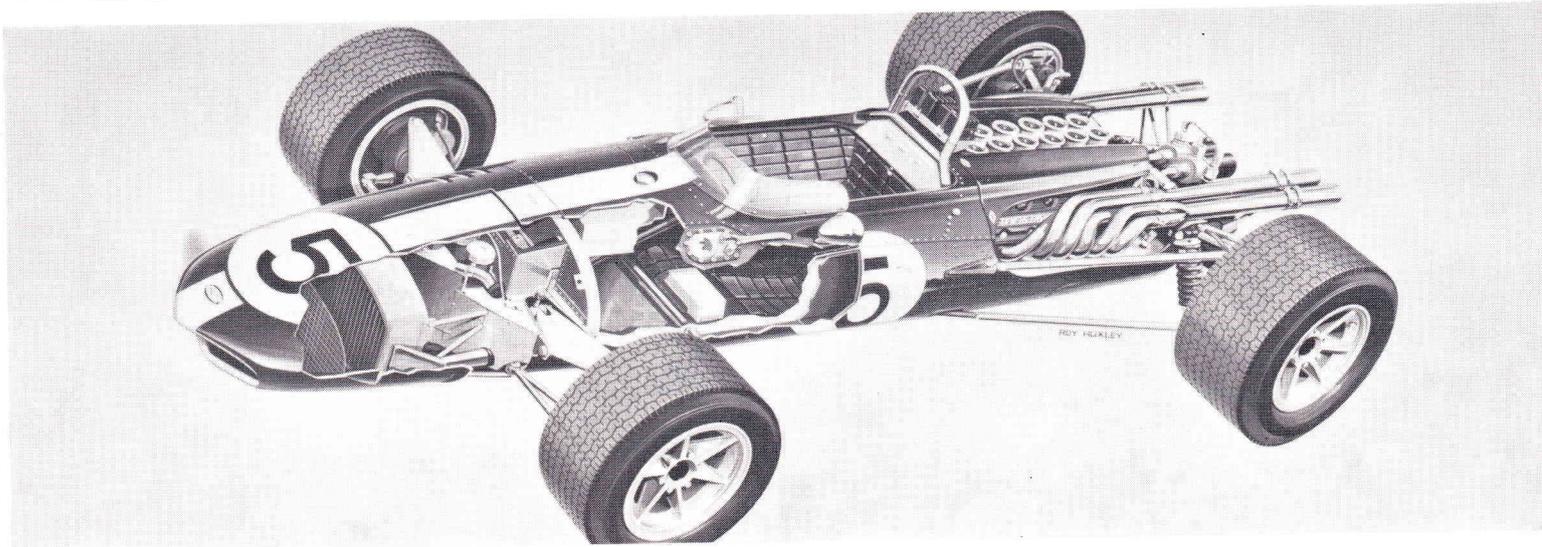
The Gurney/Eagle combination promises much. In 1967 its achievements were limited to victories in a non-championship event at Brands Hatch and in the Belgian G.P. at Spa. But with its advanced design, its remarkable lightness resulting from the use of expensive special metals such as titanium, and its powerful V-12 engine, it is a potential world-beater.



EAGLE WESLAKE

Built in America to the design of England's Leonard Terry, the "Eagle's" superbly constructed chassis carries 415 b.h.p. in the shape of its British-built V-12 engine, the product of Aubrey Woods and Harry Weslake.

Specification: Engine: V12 60°. Bore/stroke 72.8/60 mm. Max. power 415 b.h.p. at 10,000 r.p.m. (potential output 430 b.h.p.). 4 valves per cylinder; wet cylinder liners. Transmission: 5-speed Hewland gearbox. Suspension: upper and lower wishbones. Chassis: monocoque.



THE WORLD MOTORCYCLE CHAMPIONSHIPS

Hailwood rides the Honda 250 to victory in the Finnish G.P. at Imatra.

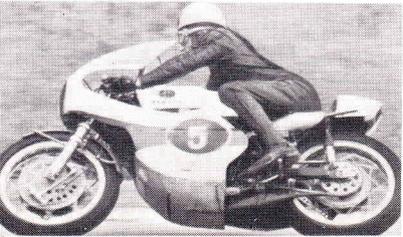
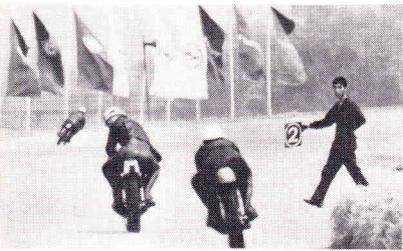
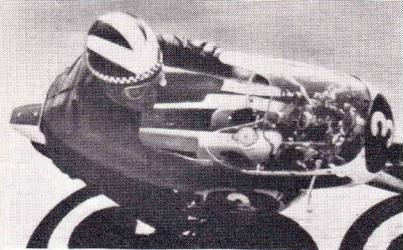


Italian G.P. Monza. The 250 cc. event developed into the expected battle between Phil Read and Bill Ivy on Yamahas and Ralph Bryans on the Honda. They finished in that order, another first and second for Castrol! Our picture, taken just after the start, shows Phil Read and Ivy riding close together at 150 m.p.h. (220 k.p.h.).



Pit stop for Ivy in the 125 race at Monza. He came in for water while in the lead but left again without filling up his Yamaha.





It was a year of new records, a year of changing fortunes in the contest for motorcycle racing honours.

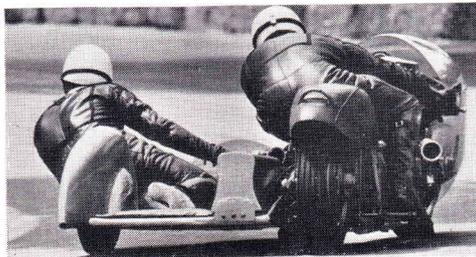
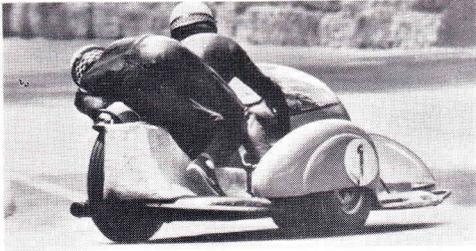
Grand Prix battles were fought at Barcelona, Hockenheim, Clermont Ferrand, the Isle of Man, Assen, Francorchamps, Sachsenring, Brno, Imatra and Dundrod before the championship order began to take shape. By that time Hailwood was sure of the 350 cc. title, Ivy almost certain of the 125, and Anscheidt and Enders were victors in the 50 c.c. and sidecar categories. At the Italian G.P. in September Hailwood was still contesting the 500 cc. championship with Agostini and the 250 with Read. Agostini won the former but the latter, which was concluded at Fujii in Japan, was only resolved by reference to the rule book. In perhaps the closest finish ever to a world championship duel Hailwood and Read were level on points. The verdict went to Hailwood, but much credit to his adversary; they both relied on Castrol, of course.

Left, top to bottom: Phil Read on the 125 Yamaha in the French G.P.; the Yamahas take on oil before the Czech G.P. at Brno; rear view of competitors at the East German meeting at Sachsenring; Yamaha again—Bill Ivy on the 250 at Canada's centenary world championship G.P.

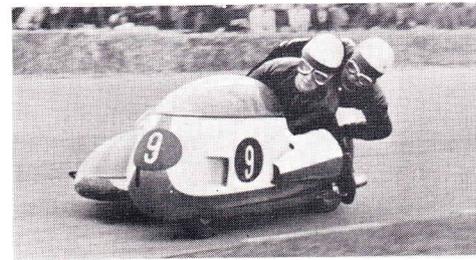
Service for Auerbacher's BMW combination at the French G.P. held on the Clermont Ferrand circuit.



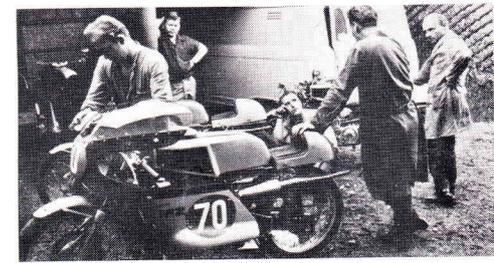
Left hand, right hand. Studies in cornering techniques by the Auerbacher/Dein and Seeley/Lindsay BMW combinations in the Spanish G.P. at Barcelona.



Helmut Fath in action on his URS-67 4-cylinder special in the German G.P. at Hockenheim and, below, Klaus Enders on the BMW takes a left hand bend in the Dutch G.P. at Assen.



MZ in the West and East German G.P. events, with Heinz Rosner mounted on the 250 at Hockenheim and race chief Walter Kaaden (right of picture) in conference with Rosner at Sachsenring.



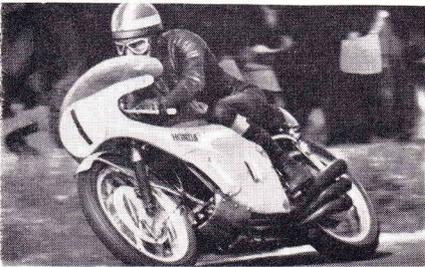
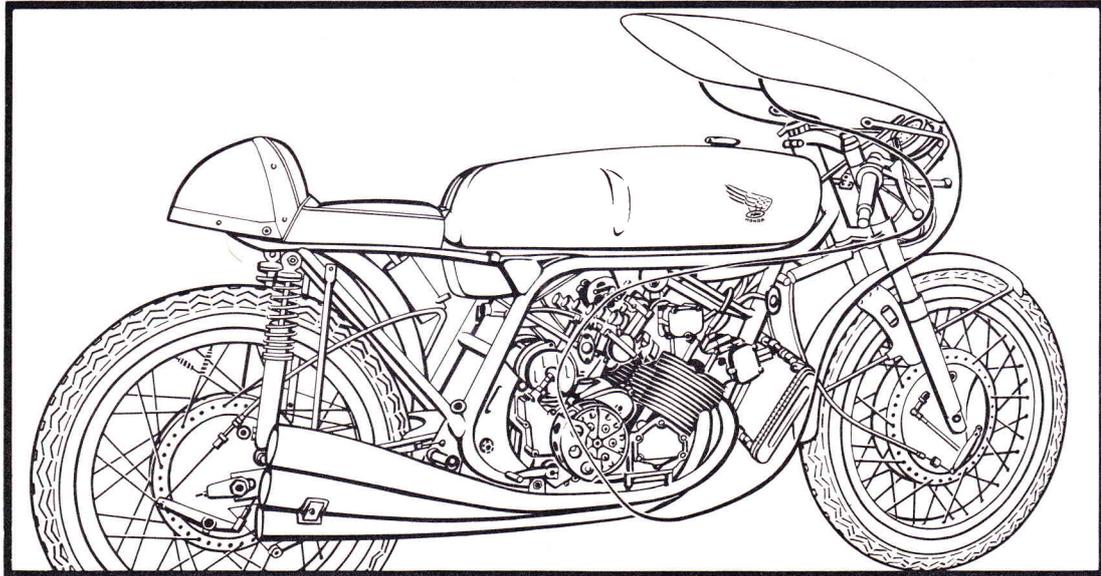


One of the most successful racing motorcycles ever, the Honda 6

HONDA 250cc SIX CYLINDER

produced 60 b.h.p. at peak revs of about 17,000 from its remarkable 250 cc. twin o.h.c. 24-valve engine. Its capacity was increased to 297 cc. for the 350 cc. series and produced 65 b.h.p. Transmission is via a 7-speed gearbox.

Hailwood on his Honda fought a prolonged battle with Agostini for Senior championship honours, right up to the Canadian G.P. at Ontario's Mosport Stadium in September. But the MV-mounted Italian ace won the contest, leaving Hailwood, already the 350 champion, to concentrate on the 250 fight with Read. Top picture shows Hailwood leading Agostini at Brno. (Below) Ralph Bryans on the 350 Honda in the Ulster G.P.





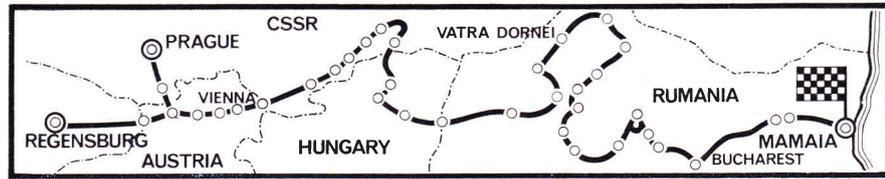
DANUBE RALLY



In 1967, the Castrol Danube Rally qualified as a European championship event for the first time and has now become one of the outstanding dates in the sporting calendar. BMC achieved outright victory with an unusual entry, the BMC 1800, in the face of formidable opposition from both cars and terrain.

One of the toughest cars in the world, the 1800 did not need a lot of preparation. The engine was modified but even so it was at no great advantage considering the size of the car, the hope being that it would make up in endurance and stability what it might lack in horse-power. After all, it is toughness that counts on a long and rough rally like this one. Driver Tony Fall expected to handle it that way, to rely on the car's ability to take prolonged punishment. In the event, he found the car would run over endless miles at speeds of 117 m.p.h. (190 k.p.h.) and more without trouble. The 1800 proved so much to his liking that he was able to outstrip the entire opposition, Porsches and all, and bring home a virtually undented, undamaged outright winner.

If the Castrol Danube Rally route is among the roughest encountered by rally drivers it is also one of the most scenically attractive, running through several East European countries and finishing on the Black Sea. In 1967 it provided a memorable ride for Tony Fall and BMC—and Castrol.

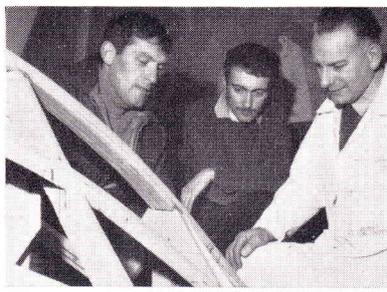
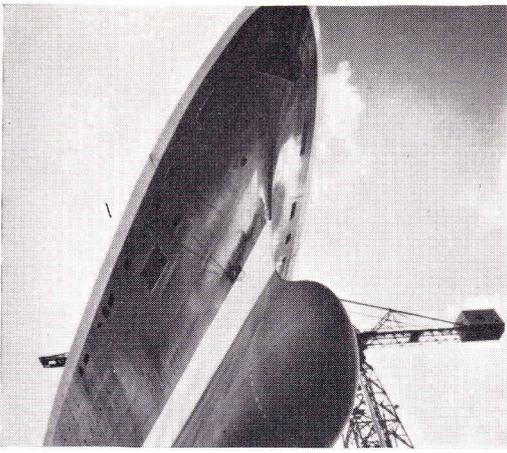


SEA SCAPE



Top, left: The SRN-6 Hovercraft, whose Bristol-Siddeley Gnome Gas-turbine engine is lubricated by Catrol 98 oil, is now operated by Townsend Car Ferries from Dover to Calais, and by British Rail Hovercraft on their "Seaspeed" service from Southampton to Cowes.

Top, right: The M.V. *Winston Churchill* was officially named by Lady Spencer-Churchill at Greenwich before entering service on the



REFUELLING IN MID OCEAN
ROYAL NAVY

Ships of the Royal Navy's Far Eastern fleet make an impressive spectacle as they take on supplies off Hong Kong. HMS *Hermes* and *Minerva* are seen being refuelled by the *Tideflow*, while the aircraft carrier *Hermes* receives supplies from the air stores support ship *Reliant*. HMS *Galatea* is taking aboard stores from the Fleet Auxiliary *Retainer*.

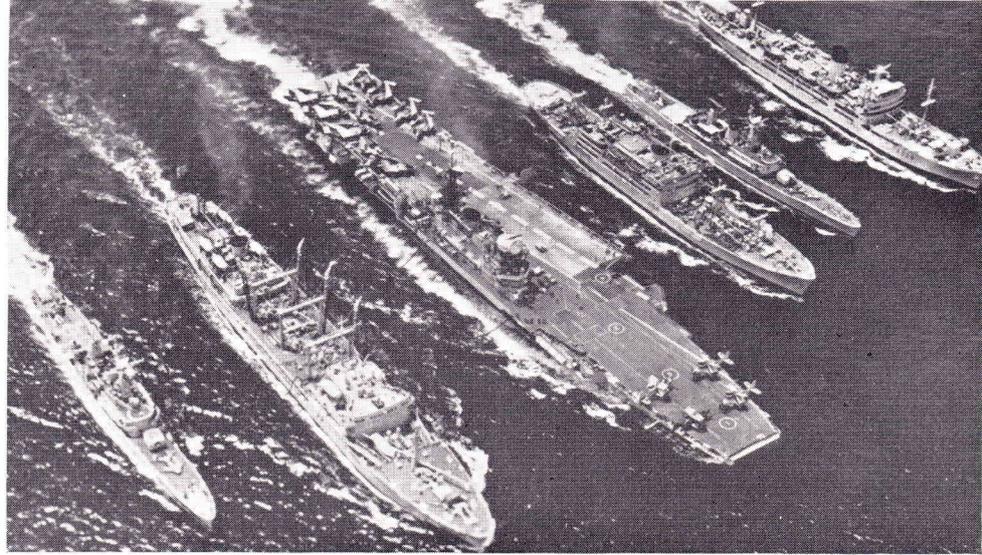
D.F.D.S. Harwich-Esbjerg route, with her sister ship M.V. *England*.

Below, left: Manuel Alves Barbosa won the EU Class of the European Outboard Championship with an outstanding performance at Praia da Rocha, Portugal, in August.

Below, right: A new Fishery Protection and Rescue Ship from Denmark, the M.V. *Nordjylland*. This ship, and her sister-ship, the M.V. *Nordsoen* are both Castrol-lubricated.

Top, left: In September 1967 the *Queen Elizabeth II* was launched in Scotland. When she has been fitted out the world's most advanced liner will be capable of carrying more than 2,000 passengers in great comfort. The Castrol-lubricated steam turbines will transmit 110,000 shaft horsepower to twin screws, producing a service speed of 28½ knots.

Top, centre and right: The *Hatch* lifeboat, named after her chief designer George Hatch and constructed under his supervision by craftsmen at Littlehampton, England, came through her trials successfully. Powered by a Volvo inboard/outboard motor, she has a cruising speed of 25 knots.



International SIX DAYS' TRIAL



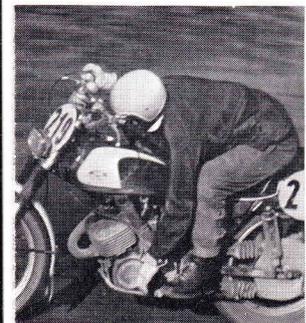
For the fifth consecutive year the fabulous East German MZ team won the most gruelling of all motorcycle events, the International Six Days' Trial.

The 42nd trial in the ISDT. series was held at the rural south Poland region of Zakopane in 1967 and the six MZ aces gave an incomparable display of cross-country riding skill on their superbly-prepared two-stroke machines. They lost not a single mark and they gained 2,092 bonus points. The measure of their supremacy can be gauged from the scores of their nearest competitors; the Puch team from Austria—200 marks lost, 2,018.76 bonus points; the Czech Jawa team—210 marks lost, 2,014.27 bonus points.

Left: Gold medal Triumph rider John Giles approaches a time check point.

Below: K. Teuchert (108) and Werner Salevsky (7) members of the MZ trophy winning team.





Although the Austrians gained second place from the Czechs in the International Trophy classification, the Jawa riders won the Silver Vase competition which they led from start to finish. Following the Czechs home were the Russians on an assortment of machines, the Swedes in fifth place, all on Husqvarnas, the West Germans on Zundapps and Hercules, the Italians on Gileras and Morinis and, eighth, the British on Triumph, BSA and AJS machines. Last were the host country Poland, aboard SHLs and WSKs. MZ also took the manufacturers' team award and were second to the Jawas in the Silver Vase Contest.

A pleasant, friendly ISDT meeting, and a fine victory for the Castrol-lubricated machines.



Left: a mixture of stars, styles and stops, portrayed by MZ, Jawa and Husqvarna riders.

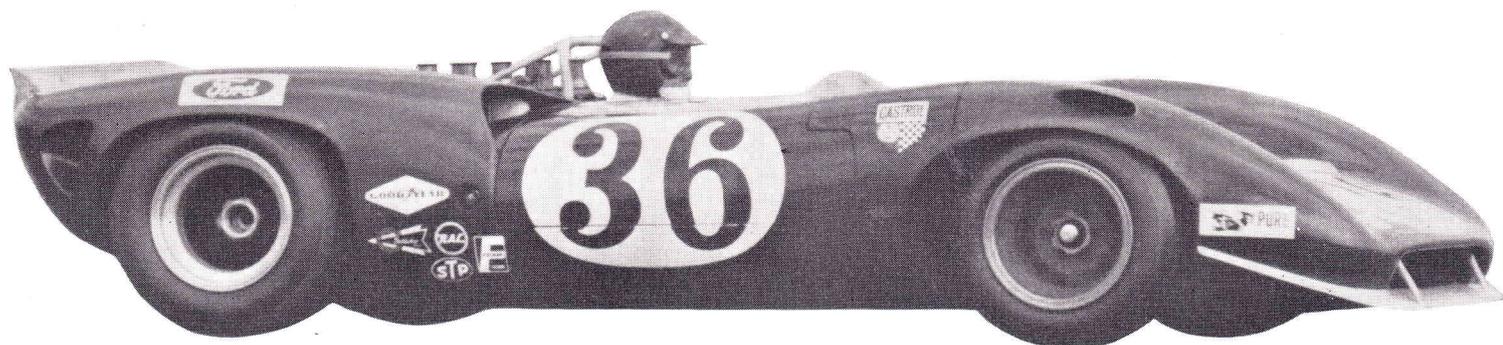
Above: West German rider Witthoft on a 98 cc. Hercules leads Italy's Signorelli on a Morini over the line in the speed test.

Right: Dieter Salevsky from East Germany takes on oil.



CASTROL'S WORLD

Gurney at speed in the Can Am Series, Elkhart Lake.





TARGA FLORIO The Paddy Hopkirk/Timo Makinen MG B GT.



VICTORIA TROPHY Leo Geoghegan, winner of the Victoria Trophy event at Sandown, Australia, in his V8 Lotus Repco.



SEBRING The Mini Cooper S driven by Paddy Hopkirk and John Rhodes in the 4 Hour Race.

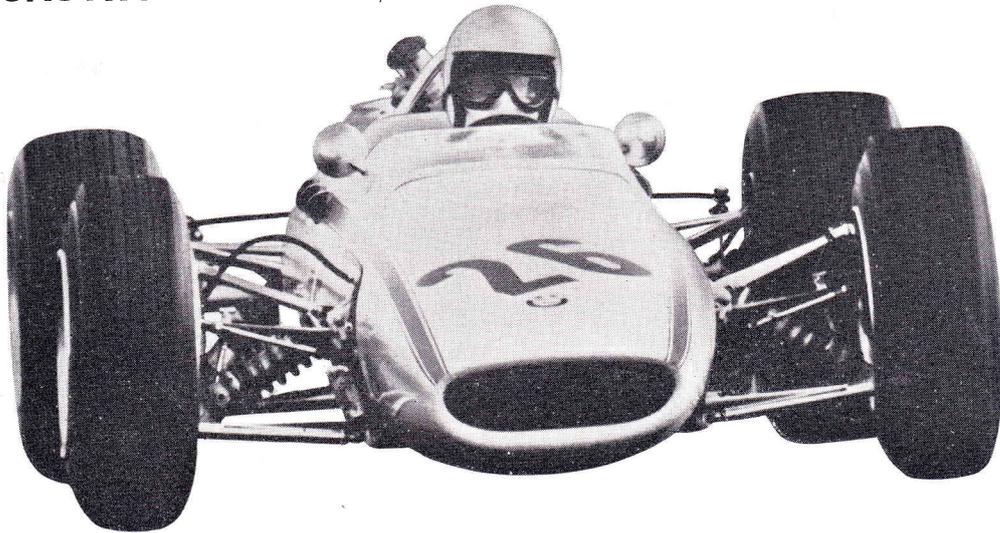


Above: The Austin-Healey Sprite driven by Makinen and Rhodes at Sebring. They gained 12th place overall, 2nd in class.
Below: Rauno Aaltonen and Clive Baker drove their Sprite to 13th place overall. They were first in their class.



SINGAPORE G.P. Brian Foley won the event for saloon and touring cars in his Mini Cooper S.

CASTROL'S WORLD/PART TWO



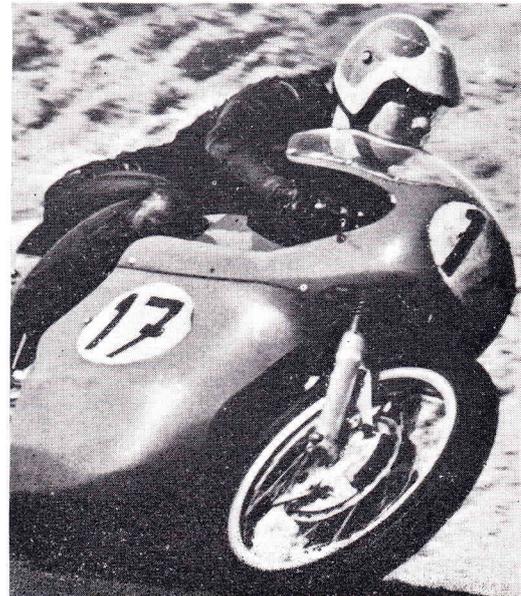
Left: An increasingly familiar figure on the Formula 2 scene, Germany's Hubert Hahne with his 4-cylinder BMW at Snetterton. And, above: Australia's Greg Cusack in a Lotus 32B competing in the 'Lakeside International' in Queensland.



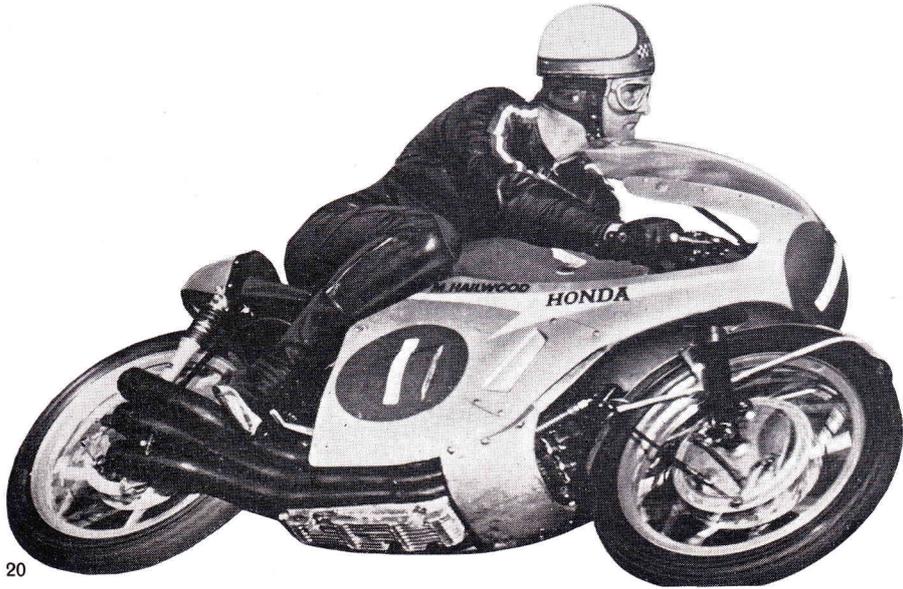
Banners, girls, trophy and chequered flag proclaim Triumph exponent Gary Nixon winner of the Daytona "200", U.S.A.



Above: T. Araoka on a 338 cc. Kawasaki, winner of the 250-350 cc. class in the Singapore G.P.; Yamaha rider Motahashi, winner of the motorcycle G.P. at the same meeting. Right: Bo Granath, three time national motorcycle champion of Sweden, astride his 500 Matchless.

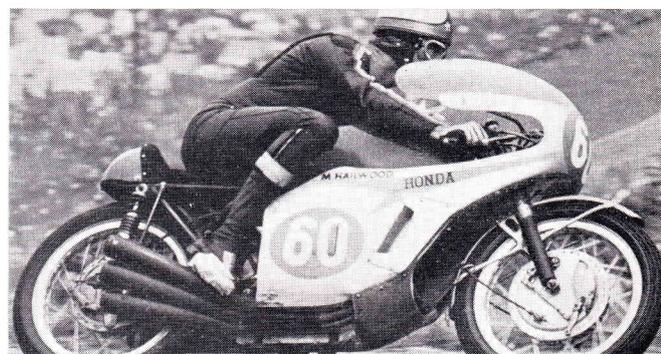


HAILWOOD CHAMPION EXTRAORDINARY



20





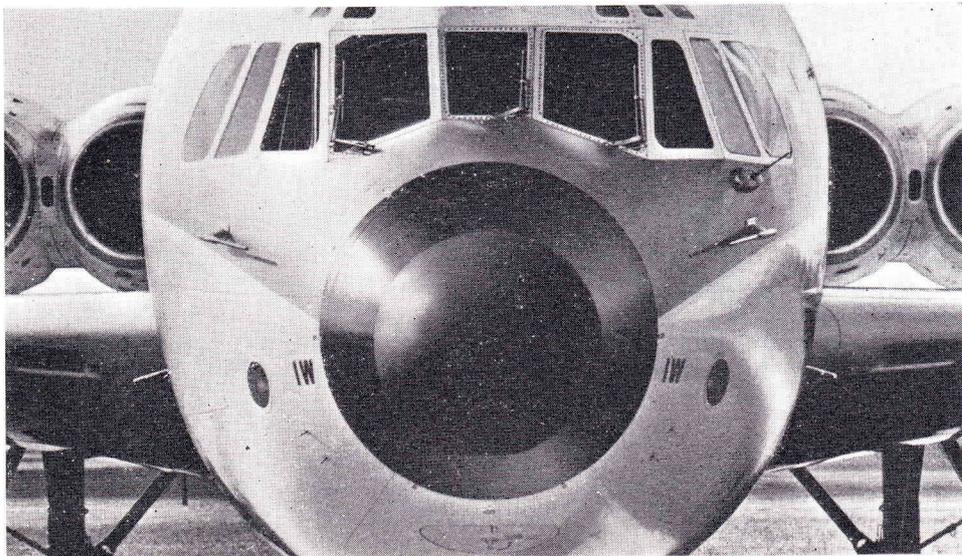
Champion of champions, winner of virtually every honour in the motorcycling world, Mike Hailwood brings an unusual combination of flamboyance and modesty to the racing scene. Pensive and thoughtful before the event, ruthlessly professional during it, and given to showmanship afterwards, Mike has brought his colourful personality and inimitable skill to the road racing circuits of the world for ten years. In 1967 he won the 250 and 350 c.c. championships, and once again he relied on Castrol for lubrication.



Left: Hailwood on the 250 Honda in the French G.P. receiving congratulations from Stanley Woods, after he had equalled the great veteran's record of ten TT wins; with 350 winners' garland at Hockenheim.

Above: Flamboyant Mike; professional Mike, winning the East German G.P. on the 350 Honda; cornering the same machine at Sachsenring; ready for the start with the 500 Honda at Assen.

PAR AVION / PAR CASTROL

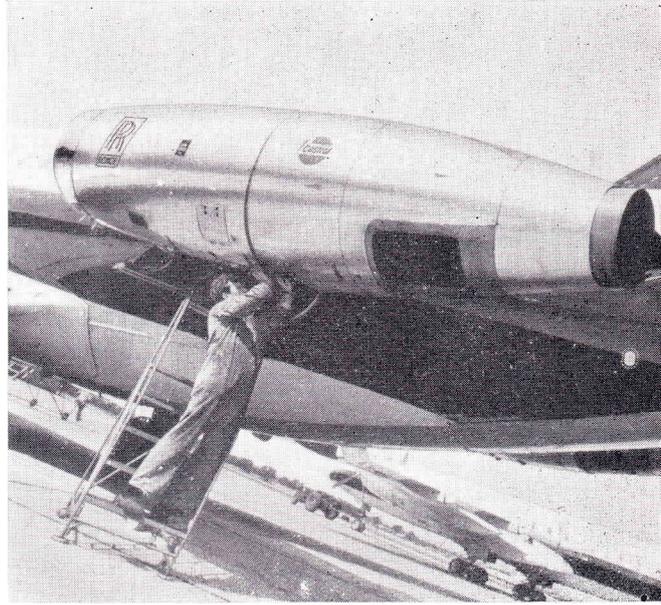


Where conditions of engine service are most arduous and the demands of safe operation most stringent, Castrol is nearly always the specified oil—as for the latest VC 10s of British United Airways' fleet and the B.A.C. One-Elevens of Channel Airways.





The new Westland "Sea King" is manufactured under licence and is powered by two Bristol-Siddeley Gnome 1,500 s.h.p. shaft-turbine engines. It is being used by the Royal Navy primarily for submarine detection and destruction and is able to land on water in an emergency.



The Castrol-lubricated Rolls Royce Spey engine on a BAC One-Eleven aircraft. More than half of the Rolls Royce gas turbine aircraft engines in Europe are lubricated by Castrol.

RALLIES INTERNATIONAL

A REVIEW OF CHAMPIONSHIP EVENTS

Mini service at Nurburgring during the Marathon de la Route, the European rally which now centres around Germany's famous race circuit.



24

Monte Carlo, as always, was the first rally of the year while the cancellation of the RAC event brought 1967 to its disappointing close. Despite this last minute anti-climax, the season was one of great excitement—and of outstanding achievement.

Castrol's interest was centred on the two British works teams of BMC and Ford with whom they have been closely associated for many years. In addition, Castrol was chosen by many private owners among whom was the Polish driver, Sobieslaw Zasada, this year's Group 1 champion.

The Monte Carlo Rally resolved itself into a fight between the experienced team of BMC and the much-favoured Lancias. At the finish Aaltonen's works Mini Cooper was 13 seconds ahead of Anderson's Lancia Fulvia. Aaltonen could not quite repeat the success in Sweden where he took third place, but he at least did not have the Mini Cooper's usual bad luck in that event.

On the Rally of the Flowers in Italy, Paddy Hopkirk led the way until a broken gearbox put him into second place. But no such ill-luck interrupted him in Ireland where he and Terry Harryman took their second victory in a row on the Circuit of Ireland.

While Castrol and BMC were recording Hopkirk's home honour, Castrol and Ford were engaged in the East African Safari which their



Above: The Hopkirk/Harryman Mini Cooper S storms to victory in the Circuit of Ireland.

Below: Mini crews relax at Nurburgring. Centre: Cortina GT piloted by D. S. P. Thompson and D. Johnston in the Circuit of Ireland.

Right: Group 1 champion Zasada's Porsche on a speed test in the Polish; Dieter Lambart's Opel in the Polish Rally.



Swedish driver, Bengt Soderstrom, led until he crashed on the last part of the route. Another Ford then led for a while, this one driven by local man Jack Simonian, but he too crashed and Ford had to be content with second and third overall and the very important team prize. Another team prize came to Castrol when BMC cars won the award at the Tulip Rally as well as winning the Touring Category with a Mini Cooper driven by Timo Makinen.

Until this point of the season, Zasada had been driving a Group 3 Porsche 911S, but after crashing it on the Tulip Rally he borrowed a similar car from the factory to win the Austrian Alpine and then bought a Group 1 912 which he drove for the rest of the season. His first outing with this new car was the Geneva Rally where he won the Group 1 category: BMC's Tony Fall won the Group 2 category with a Mini Cooper. Later in the year, Zasada topped the same category on the Czech Rally and then won the Polish outright. These results assured him of the European Championship.

Tony Fall, the young Yorkshireman in the BMC team, drove superbly throughout the season. He took an Austin 1800 on its first international rally—the Danube—and won it outright.

In 1966 Paddy Hopkirk narrowly missed victory in the Acropolis but there was compensation in 1967 when, as the sole survivor of the BMC team of Mini Coopers, he finished in first place after a brilliant drive. Ford too had their measure of success as



RALLIES INTERNATIONAL / PART TWO



Bengt Soderstrom finished third overall and second to Hopkirk in the Touring category driving a lone Lotus Cortina. Not content with these victories, in September Hopkirk also won the Coupe des Alpes. This last win was achieved in the face of the very strongest opposition from teams such as Renault, Porsche and Alfa Romeo.

Left: The Hughes/Syder Cortina prepared for the Safari.

Above: Bianchi and Greder take their Cortina on Safari.



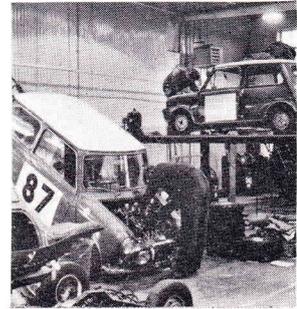
Although the year was to finish disappointingly with the cancellation of the RAC Rally, the last two events to be held provided excitement enough. On the Munich-Vienna-Budapest, Soderstrom in a works Lotus Cortina had led for most of the Rally, only to be disappointed when his clutch disintegrated on the last special test in the streets of Budapest. Renault driver, Jean-Francois Piot won. In Finland for the 1,000 Lakes Rally, Castrol's hopes rested with Timo Makinen who had won the event for two consecutive years in a Mini Cooper



Left: Welcome for Bianchi in the Safari; Aaltonen in action on the Tulip Rally; Swedish entrant Nasenius, Opel, and Poland's Krzysztof, BMW, in the Polish. Above: Coupes des Alpes—Hopkirk loses his co-driver, and BMC Competitions Manager Peter Browning confers with Tony Fall and Mike Wood.



Below: The Julian Vernaeve/Mike Wood Mini Cooper S in the Tulip Rally; the same marque driven by Raymond Joss and Tony Fall in the Monte Carlo; BMC works service crews in action.



RALLIES INTERNATIONAL / PART THREE

However, he was very hard pressed by Lampinen in a Saab V4 and when his bonnet flew open and he had to drive with obscured vision the rally hat-trick seemed to be lost. Nothing daunted, this "Flying Finn" just went faster and secured his third consecutive win. Incidentally, it was Castrol's seventh outright win in the 1967 European Championship.

Right: The Mini Cooper S of Aaltonen and Liddon, outright winners of the 1967 Monte Carlo. Below: Fiat 850 driven by Keith Bennett and Rafe Fleming in the 12th International Police Rally at Liege, Belgium; David Friswell's Mini Cooper in the Geneva.



ZASADA

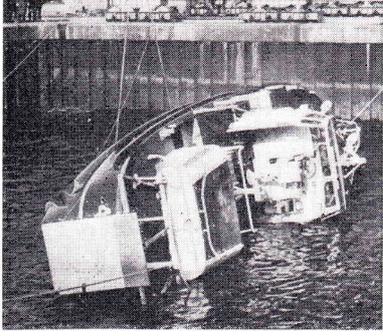
Sobieslaw Zasada from Poland became Group 1 rally champion of the year, leading the category with an impressive 64 points. He drove a 911S Porsche at the start of the season but took to a 912 model from the Geneva Rally onward. An outright win in the Polish and category victories in the Geneva, Czech and West German assured a well deserved championship for this highly professional driver.

Zasada, who drove his tiny Steyr Puch so successfully in past years, won the Group 1 Championship in 1967 driving Porsches. He was accompanied, in some events, by his wife Ewa.

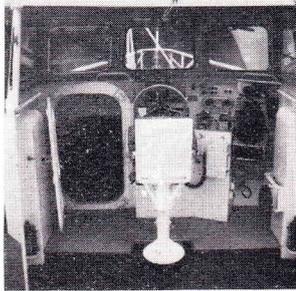


The 'JOHN F. KENNEDY'





One of the world's most advanced lifeboats, the all steel 44 ft. John F. Kennedy was launched in Britain in 1967. This twin-screw boat incorporates up-to-date design features which greatly enhance the safety and comfort of crew and survivors. These include car-type seats and safety harness, and even a settee. Capable of 14 knots at full speed, and able to cover 200 miles without refuelling, the John F. Kennedy is the first of six steel lifeboats of American pattern being built in Britain by Brooke Marine of Lowestoft.

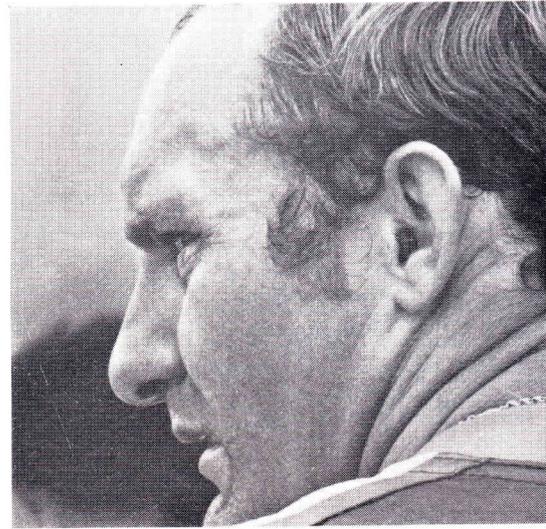


Left: On self-righting trials, the John F. Kennedy demonstrates this important ability, which is achieved by the use of special tanks.

Right: Boats being built in the works of Brooke Marine; a view inside the bridge.

WORLD CHAMPIONS

In one of the most dramatic motorcycle championship clashes of all time, the 250 cc. contest between Mike Hailwood and Phil Read, leaders of the rival Honda and Yamaha factory teams, ended as a tie—50 points each. At the 13th and deciding meeting, the Japanese Grand Prix, they both failed to finish. After a hurried reference to the rules it was announced that the riders' total





Left: Honda's Mike Hailwood, 250 and 350 champion, aboard the 500 c.c. machine at Assen. Pensive Hailwood at the East German G.P.

Above: Bill Ivy, 125 c.c. World Champion from the Yamaha camp, pictured at the East German meeting in July.

Below: Ivy competing in the 250 event at Assen.



number of wins would decide the issue. In the course of the season, the Honda ace won five 250 cc. races, his rival won four. So Mike retained his title for another year. Hailwood and his Honda also held on to the 350 cc. championship. And at one time it looked like being a 'treble' for Mike as he put up such a strong challenge to Italy's Giacomo Agostini, who nevertheless retained the 500 cc. title for MV-Agusta. There was a similar result, too, in the poorly supported 50 cc. championship, with Suzuki's West German rider Hans-Georg Anscheidt holding on to his crown. Yamaha's Bill Ivy won the 125 cc. title, and the West German pair Klaus Enders and passenger Ralf Engelhardt became the latest of the many BMW sidecar champions. Four out of six World Champions prosper with Castrol.

Right: BMW's sidecar champions Enders and Engelhardt—stationary at Monza; at speed on the Hockenheim circuit. Phil Read, nearly the 250 champion, on his 125 Yamaha mount at Assen.



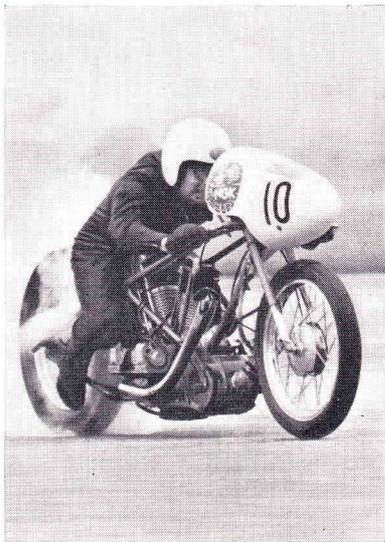
MONZA MARATHON

The entry of BMC's 1800 into international competition could hardly have been more successful. The car won the Danube Rally on its first appearance and then went on to demonstrate just how fast and tough it is with an attack on long-distance records for production cars. Monza was the venue. The regulations were strict; the car must weigh no less than the version normally sold to the public, all spares used during the attempt must have been carried on the car, engine tuning was limited to certain clearly defined modifications. In fact, the body was specially lightened—but with all those spares aboard,

the car was still heavier than standard! A modest degree of engine tuning was undertaken, including the installation of twin carburettors. In mid-September the run started, with stars like Rauno Aaltonen, Clive Baker, Roger Enever, Tony Fall, Alec Poole and Julian Vernaeve taking it in turn to drive the smooth-riding saloon over the punishing Monza oval. Seven international records were broken, from four days at 93.9 m.p.h. (151 K/h) to 15,000 miles (24,000 Kms.) at 92.64 m.p.h. (148 K/h). The engine that withstood this gruelling ordeal was lubricated by Castrol.



INTERNATIONAL SPRINT RECORDS



Above, right: Veteran George Brown broke nine speed records during the year. On his "Super Nero" machine he reached an average of 171.68 m.p.h. (276 K/h) for the flying kilometre and 128.7 m.p.h. (208 K/h) for the standing mile. At least six of George Brown's times would have stood as world records had he not been over the international age limit of 55. So they stand as national records.



Below, right: Owen Greenwood established four world and six national sprint records on his BMC Mini Cooper-engined cyclecar in 1967.

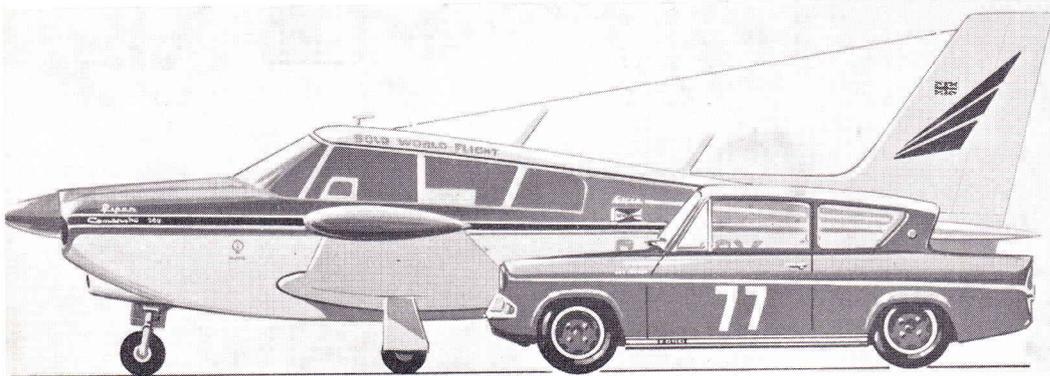
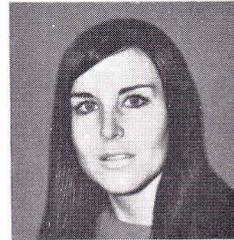


Left: Another triumph for Castrol-lubricated machinery was the world record of 9.95 seconds for the standing quarter mile set by Alf Hagon on his supercharged Hagon/JAP machine.

MEET THE GIRLS

Two of the girls who bring glamour as well as achievement to the high speed worlds of motor racing and flight—Anita Taylor and Sheila Scott. Anita has been a successful and much scrutinised competitor in saloon car

racing for several seasons. She retired from the racing scene at the end of 1967. Sheila, leading exponent of the long-distance solo flight, has been engaged in her lonely and often dangerous form of record-breaking for six years.



Anita Taylor (left) and Sheila Scott who contributed glamour as well as speed to the 1967 scene.



COBSAIR v WINDSOR CASTLE



The *Windsor Castle* versus a Ford Corsair—a journey of 9,000 miles (14,500 km.) by sea, 11,000 miles (17,700 km.) by land. That was the challenge taken up by Eric Jackson and Ken Chambers, a challenge which took them through the jungles, the swamps and a thousand other obstacles between Cape Town and Southampton. At times they had to carry 80 gallons (364 litres) of petrol, 20 gallons (90 litres) of water, tinned food and a host of spares—altogether weighing something like 800 lbs. (365 kilos) extra to their normal payload. On one stretch of road they had 27 tyre blow outs and then Eric Jackson had to walk 12 miles (20 km.) through the jungle to find a set of spares! Another time they were marched at gunpoint to a document checking point in the Congo.

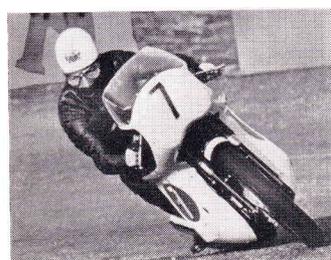


The sand and rock of the Sahara provided the final hazards. After that, the journey through France and thence across Channel to Lydd and on to Southampton represented a gentle conclusion to a very rough journey. "The ship looked beautiful and serene. The Corsair was a shambles," said Jackson. Quite an achievement all the same for those adventurous drivers and a saloon that was assuredly designed for less punishing treatment.

Above: Dishevelled on the road.

Left: Spick and span for meeting with the *Windsor Castle's* captain.

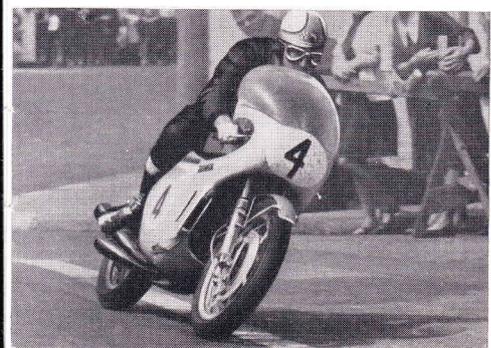
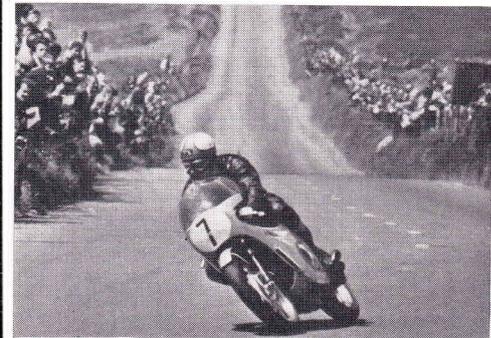
Diamond Jubilee TT 1907-1967



1967 marked the Diamond Jubilee of the world's most famous motorcycling event—the Isle of Man TT.

Here on the fast, gruelling 37¼ mile (61 km.) stretch of mountain circuit—and, at times, on the fast but less varied surfaces of the Clypse—the great names of motorcycling have battled for the greatest achievement of all, victory in the TT. It would be invidious to pick names from a roll of honour to which so many have contributed. Every enthusiast will be able to name his own heroes from as far back as 1907, when the Tourist Trophy contest was inaugurated as a means of improving the reliability of ordinary road machines. Soon the special weight and fuel restrictions were dropped and the TT developed into a race meeting which captured the imagination of motorcycle enthusiasts everywhere.

Top: Hailwood (Honda) and Woodman (MZ) push off in the Junior TT. Below, left: John Hartle, winner of the production machine race on his Triumph, at Goosesneck. Below, right: Phil Read (10) on the 125 Yamaha.



It has always been held in the Isle of Man and the present mountain circuit has been in use since 1911. Far longer than any other, it has more corners, more gradients and fickle weather, with its permanent threat of mist on the long 1,300 ft (400 metre) climb over Snaefell.

Added to the difficulties of the course, there is also the interval start, a feature which has always distinguished the TT from other races in the world championship series. Each rider pits his skill and his machine against the circuit and the clock, rather than against another competitor.

Left, top to bottom: Seldom out of the picture Hailwood on the 350 Honda, the 250 Honda at Sulby and the 500 at Parliament Square.

Right: Sidecar winner S. Schauzu, BMW, at Hillberry.



FORMULA FOR SUCCESS!



Success is the aim of every man and woman who pits his or her skill against another's. And 1967 brought its predictable crop of success to the tens of thousands of competitors who used Castrol during this eventful year.

From the giant ships and aircraft which took to the water and the air for the first time to the world-beating vehicles of speed, from the routine runners of land, sea and air to the sophisticated machines which were built for special purpose and achievement, Castrol lubrication once more proved a vital ingredient of power and efficiency.

But achievement at speed, performance under the duress of time and distance,



In the air and on water, on two wheels and four—the formula is the same, for 60 years, the great names of racing, rallying and outright speed, the technicians, drivers, pilots and navigators, have demonstrated their faith in Castrol lubricants.



is merely the evidence of what has gone before. The supremacy of Castrol—in competitive and everyday use—is ensured by 60 years' experience, by research that is both relentless and restless, by bench and laboratory testing which exceeds even the limits of record-breaking achievement. The confidence of the motorist and the motorcyclist, the boat owner and the weekend pilot, the privateer of sport and the works' team, the clubman and the professional driver, is repeated by many thousands of Castrol users in industry and research establishments and by the world's passenger, cargo and fishing fleets, wherever machinery is at work, Castrol provides the ideal lubrication.



Since 1907
Castrol has been
the connoisseur's
oil. The oil
designed for
top performance,
formulated for
maximum engine
efficiency and
protection. The oil of
tomorrow,
today—
and everyday.



SALOON CAR RACING



Throughout the 1967 motor-racing season the circuits of Britain resounded to the clamour of Group 4 sports and grand touring cars competing for the Autosport championship. They were dominated by the Castrol lubricated 4.7 litre V8 engine in the dark red Ford GT40 driven by rugged Australian Paul Hawkins, as he gained victory after victory. All through the year, too, the BRSCC saloon car championship circus went the rounds—and three of the five engine-capacity classes in which it was run were dominated by Castrol users, including the outright winner of the saloon championship, Frank Gardner in Alan Mann's Ford Falcon, and the runner-up John Fitzpatrick in a Broadspeed Anglia.





Remarkable speeds were achieved. At the Silverstone meeting, Frank Gardner won the saloon race at an average of more than 101 m.p.h. (163 K/h) the Cooper team of 1300 c.c. Minis were timed at 128 m.p.h. (206 K/h) approaching Woodcote Corner, and in the sports car race Paul Hawkins made fastest lap at nearly 111 m.p.h. (179 K/h). A season of hard, exciting driving and of notable achievement.

Opposite page: 1st and 2nd at Green Valley, Texas, the Cougars of Gurney and Jones (15). And, at rain-drenched New Hampshire in the Trans-Am Series, Revson's Cougar races with Bryan Pack.

Left: John Rhodes' works Mini Cooper and Fitzpatrick's Broad-speed Anglia in action at Brands Hatch and Silverstone. A successful day completed, the Mini goes aboard the trailer.

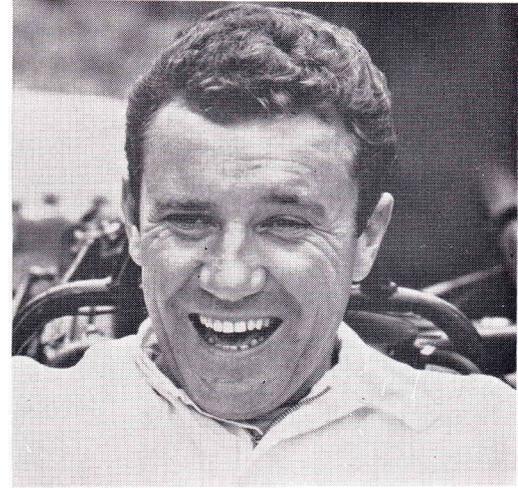
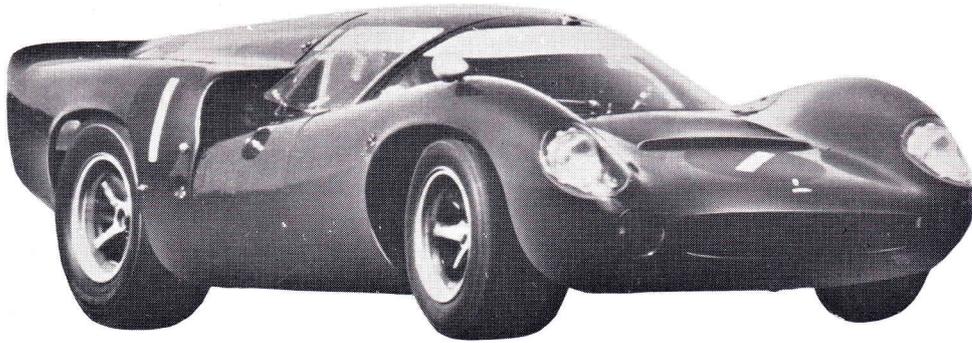
Right: The big saloons at Brands Hatch and Silverstone. Frank Gardner is at the wheel of the Ford Falcon (33 and 42).



In Australia, the sport is as popular as ever, and Castrol-lubricated cars are very successful. Top: the Hillman Imp racing Team drivers, Peter Janson and Graham Ritter in action. Bottom: Left, Brian Foley in his very fast Morris Cooper S about to pass Cusack's Mustang. Centre: One of the official Datsun Racing Team cars on its way to one of many class wins. Right: Ian Geoghegan in his Ford Mustang, winner of the 1967 Australian Touring Car Championship for the third time.



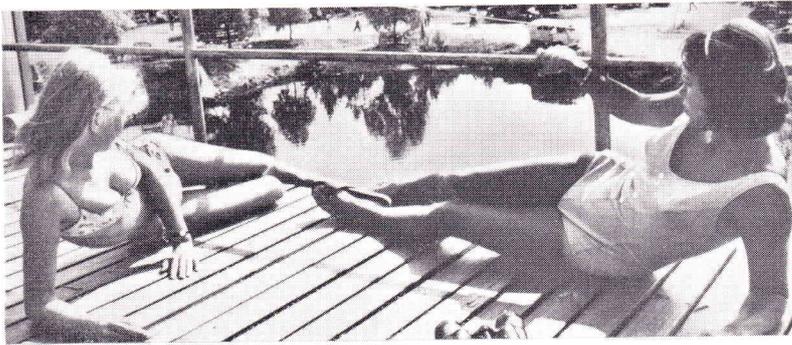
HAWKINS!



Entered by such firms as Ferrari, Porsche, Ford and Lotus in several major races in 1967, and justifying their faith with some exceptional drives in prototypes and saloons, Paul Hawkins has also been his own entrant with a Ford GT40 coupe in Group 4 sports car events, so successfully that he won the

Autosports car championship. On the international scene, Paul Hawkins showed how true champions behave by going and racing against the opposition on their own ground. He was first over the line at Clermont-Ferrand in France and in the Austrian Grand Prix for sports cars.

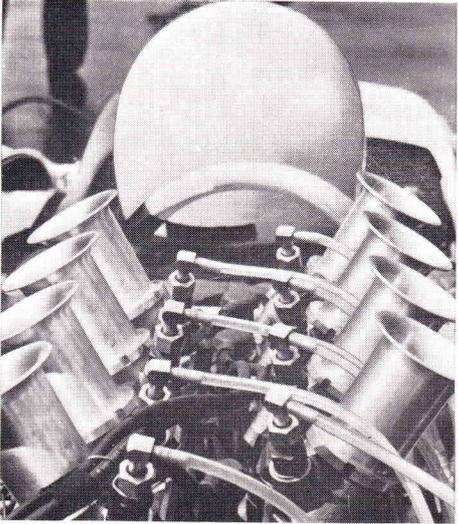
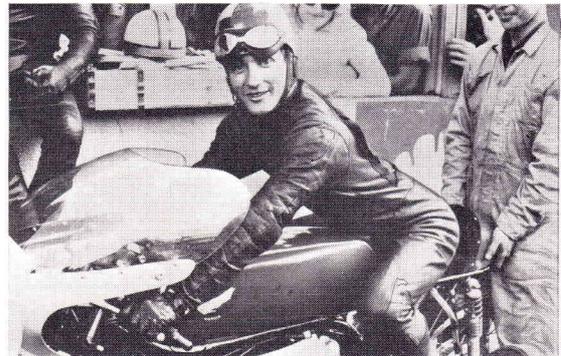
IT HAPPENED IN 1967

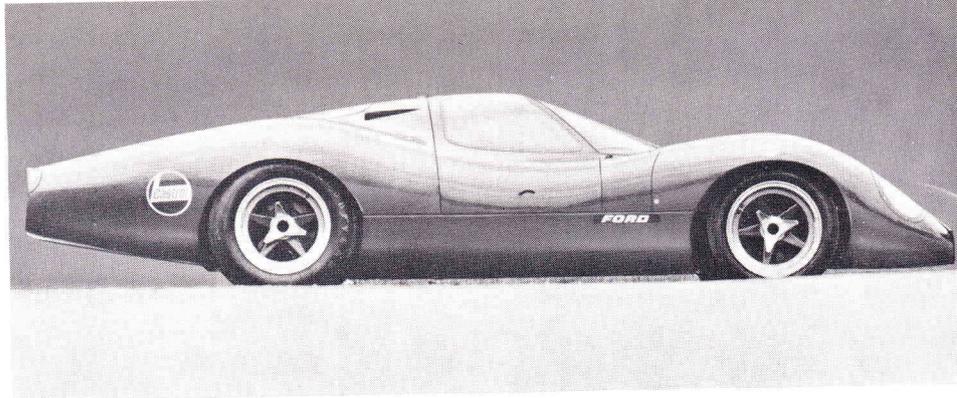


There was glamour of course. And safety first in the form of the protectively-clad fireman. Enthusiasts came with their autograph books—or just offered up their arms for signature. When they couldn't find standing room they simply took to the trees. The rare Formula 2 4-cylinder BMW came to Britain; the little Fiats and their



Austrian cousins the Steyr Puchs were seen on the sporting scene and the Lotus Elan was wheeled into the arena. Bill Ivy clung to his bike and won the 125 championship. They all came to the start in hope and anticipation and to the finish in exaltation—or sadness.





In 1968, two new cars from Ford will undoubtedly be in the Headlines. First, the new Ford Escort, which already has demonstrated its winning ability in Rallycross events. Secondly the exciting new Ford Sports Prototype, to be seen in long distance races this year. Both, of course, are lubricated by Castrol.



Castrol-a very winning oil !



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ACHIEVEMENTS 1967

