

## GUARDS



FIRST AWAY AND ALWAYS AHEAD

THURSDAY 2s6d

## GUARDS First in their class

Why?
Because Guards are far and away the leading cigarette in their class. Out in front for flavour, quality and satisfaction. You join the leaders when you change to Guards.


Fine rich Virginia... Right size, right price

## GUARDS INTERNATIONAL CAR RACES

GUARDS INTERNATIONAL TROPHY RACE A qualifying round for the 1969 Lombank F3 Championship LOMBANK TROPHY RACE
EVENING NEWS TROPHY RACE
A qualifying round for the RAC British Saloon Car

## BRANDS HATCH

## Monday September 1, 1969

This meeting is held under the International Sporting Code of the Federation Internationale de l'Automobile. The General Competition Rules and the Standing Supplementary Regulations of the Royal Automobile Club and the Additional Supplementary Regulations and Instructions issued by the British Racing \& Sports Car Club.

RAC Permit No. RS/4871
Organised by the British Racing \& Sports Car Club for Brands Hatch Circuit Ltd.

## CONTENTS



## For the Attention of Spectators

Please do not leave litter about the grounds - take it with you.
The BRSCC wish to acknowledge with thanks the valuable assistance given by the individual marshals in conducting this event.
Remember to drive with care and caution when leaving the ground.
To safeguard both competitors and public - dogs are not admitted unless kept on a leash. This is most important.
Prohibited Area Notices: The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Ltd.

## Condition of Admission

Spectators attending the track do so entirely at their own risk. It is a condition of admission that the Brands Hatch Circuit Ltd. and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss damage or personal injury to spectators or ticket holders, or to their goods or vehicles.

Postponement of the Meeting
The Club reserves the right to postpone or cancel the meeting

## Flag Signals



## RED

YELIOW (Motionless)
BLUE (Waved)
(Motionless)
YELLOW WITH RED STRIPES

BLACK (WITH NUMBER)
BLACK \& WHITE Chequered

Stop immediately.
Great danger : prepare to stop: no overtaking Take care: danger
Another competitor is trying to overtake Another competitor is following closely. Oil on the course.

Car with that number must call into the pits End of race.

This meeting is promoted by
MOTOR CIRCUIT DEVELOPMENTS LTD.
Managing Director: John Webb
General Manager: C. J. D. Lowe
Brands Hatch Circuit Ltd. Fawkham Nr. Dartford Kent.
West Ash 331
 that have no equal.

But whether you prefer 2,3 or $\ddagger$ wheels, Ferodo brake linings and disc brake pads are race and ally proved for your safety.

## Line up with the best Ferodo Formula Two-Four

## Officials of the Meeting

Stewards<br>For the RAC<br>B. Tye<br>or the BRSCC<br>B. L. O'Hara<br>I. H. Smith

Judges:
G. Lee
L. Lewis-Evans
J. Norris

Clerk of the Course and Secretary of the Meeting N. Syrett

Race Control :
B. H. Crow

Mrs. B. H. Crow
P. Jantet

Miss A. Kemsley
Miss J. Osten
Miss V. Powell
Miss S. Whythe
Timekeepers :
C. Audrey ( $1 / C$ )
J. W. Barber
G. S. Barritt
J. Harvey
A. Harvey
A.

Race Recorders
Mrs. D. Audrey
Miss P. Wallis
Scrutineers:
F. Harrison (I/C)
N. C. Croucher
F. W. Monk

Eligibility Scrutineers
S. R. Proctor
F. A. Wadsworth

Assistant Scrutineers
P. Williams
J. Monk

Signwriters :
B. Barnett

Miss F. Lee

## Commentators :

N. Greenway
P. Scott-Russell
j. Tilling

Chief Marshal :
E. E. C. Goodman

Chief Observer :
H. G. Webley

Chief Flag Marshal M. L. Terrell

Chief Paddock Marshal H. W. Lamkin

Starter:
Greville-Smith
Chief Start-Line Marshal L. T. Smth

Chief Pit Marshal O. G. A. Peers-Jones

Chief Results Board Marshal :
C. P. Willoughby

Chief Fire Officer
A. G. C. Hyder

Rescue Service :
P. H. Copper
D. A. Southwood

Chief Medical Officer:
Dr. K. Walker
Medical Officers Dr. S. Aldersmith
Dr. C. L. Baker
Dr. A. E. Barr
Dr. P. Burgess
Dr. D. D. Craig
Dr. M. C. Comyns
Dr. D. T. Cox
Dr. S. B. Dalrymple
Dr. K. J. Holley
Dr. D. G Johns
Dr. S. Kumar
Dr. D. G. Nancekievill
Dr. N Nothman
Dr. N. Nothm
Dr. J. Palmer
Dr. M. Radzan
Dr. M. Radzan
Dr. D. A. Vissenga
Mr. A. Watts
Medical Services:
St. John Ambulance Brigade

Marshals :
Members of the BRSCC
Press Officer
G. H. Macbeth

Specialists in making fine motor oils for cars like yours and the ones out there on the track.

## We solve problems too.

Like making sure oil pressures stay steady even when you're really motoring for hours at a time


REDEX LIMITED CHISWICK LONDON W4


GOLD OROXS (1)
heeps up the pressure


## Yourteam needs our support.

Britax equipped cars walked away with the British Saloon Car Championship last year.
This year we're playing an even bigger part by sponsoring the official Cooper works team.
That means the works.
We enter the cars. We pay the drivers, Gordon Spice and Steve Neal. And we share top billing with the cars and the engineers.
The full name of the team is

Britax-Cooper-Downton. But what about your team? The wife, the kids, the family.
Britax don't only make harnesses for saloon car competitions. We make a whole range of seat belts and safety products for drivers and passengers of family cars.
According to sales figures, we've been doing a pretty good job beating the competition with that team too.


## Programme of Events \& Awards

## EVENT 1. GUARDS INTERNATIONAL TROPHY RACE

Heat One
Single-Seater Formula 3 Racing Cars
st - £ 15 All other competitors - £ 10

EVENT 2. GUARDS INTERNATIONAL TROPHY RACE
Heat Two
Single-Seater Formula 3 Racing Cars
ist - £ 15 All other competitors - £ 10

EVENTS 3 EVENING NEWS TROPHY RACE - Part One
E6. Group 5 Touring Cars
With 1st-£300 2nd-£200 3rd- $£ 150$ 4th-£125
aggregate 5 th-£100 6th-£90 7th-£85 8th-£80
results). 9th-£75 10th-£70 11 th-£65 12th-£60
13 th - $£ 5514$ th $-£ 5015$ th- $£ 45$ 16th to 22 nd

- 40 23rd to 29th- $£ 30$ 30th to 36th- $£ 20$

In each class, except Overall Winner -

EVENT 4. GUARDS INTERNATIONAL TROPHY RACE
Final
Single-Seater Formula 3 Racing Cars
1st- $£ 300$ 2nd- $£ 200$ 3rd- $£ 150$ 4th- $£ 100$
1st- $£ 300$ 2nd- $£ 200$ 3rd- $£ 150$ 4th- $£ 100$
5th-£80 6th-£75 7th-£70 8th- £65
9 th- 60 th- 55 th- 50 the
13 th to 17 th $£ 40$ 18th to 22 nd- $£ 3523$ rd to
27 th $£ 3028$ th to 30 th - $£ 25$

EVENT 5. LOMBANK TROPHY RACE
Group 4 and Group 6 Sports and Prototype Sports Cars

| 1st-£150 | 2nd-E100 | 0 |  |
| :---: | :---: | :---: | :---: |
| 5th-£75 | 6th-£70 | 7th-£65 | th |
| 9th-£55 | 10th-£50 | 11 th-£45 | 12 th-£ |
| 3th-£ | 14th to 20th | £30. |  |
| cl | xcept | W |  |
| st-£50 | 2nd | £30 | $3 \mathrm{rd}-£$ |

EVENT 6. EVENING NEWS TROPHY RACE - Part Two $15 \quad 17.50$ hrs.
Group 5 Touring Cars

## Acknowledgments

The Official Course Cars have been kindly made available by
ROLLS-ROYCE LTD. THE FORD MOTOR COMPANY LTD. and STORMONT ENGINEERING COMPANY LTD. of Tunbridge Wells.

DUPLICATOR kindly supplied by RONEO LTD.
CARAVAN kindly loaned by WILSON'S MOTOR CARAVAN CENTRE LIMITED of Brixton, London and Bradford, Yorkshire


[^0]

## PICK THE WINIERS

## (You'll find it hard today!)

Top billing for a star-packed truly international Formula 3 race

Which type of racing appeals most to you, the spectator? Well, we know the answer to that question, and we're not guessing. The results of a survey carried out at this circuit recently (and which is being continued today), confirm that Formula 3 is currently top of the poll.

The reasons are not hard to understand. These very speedy little singleseaters, with 1 litre engines giving virtually the same output, are so equally matched that close racing is inevitable. And that's what you want to see close dicing, split-second finishes (and even, on occasions, dead-heats)

So, to meet your wishes, the BRSCC have laid on a really magnificent field of F3 machinery for the main event, the Guards International Trophy, which is so heavily subscribed that it has to be run in two 15-lap heats and a 30-lap final (which counts towards the Lom bank Formula 3 Championship)

Just run your eye down the long lis of entries for the Guards Trophy and you'll probably find it very difficult to forecast the winner of the $£ 300$ first forecast the winner of the $£ 300$ first prize. There are drivers from all over the world from they are all experts ries, in fact from 17 different countin this highly-skilled and very tough school
From Jack Brabham's home town of Sydney comes lanky Tim Schenken who's having a splendid season in the Sports Motors Brabham BT28, and no doubt he'll face formidable opposition from his arch rival Reine Wisell, the handsome Swede who is simply not
(Continued on page 11)
The Formula 3 'find' of the season is Emerson Fittipaldi, a young Brazilian who has only just moved up from Formula Ford but is already threatening (and beating) the 'establishment' in this speedy Lotus 59.
(Photograph by E. Gerry Stream)


interested in coming second to anyone Also from Sweden is that other F3 flier Ronnie Peterson, with his Tecno, and Freddy Kottulinsky is another formid able Scandinavian with his Lotus. From France there is that very experienced and popular driver Jean-Pierre Jaussaud with a Tecno, while Tetsu Ikuzawa has already shown himself in winning form this season in a Lotus. From the United States we have Roy Pike, driving for Team Lotus, and from Austria there is Werner Reidl with the McNamara Sebring. Then from Britain there are names like Mike Beckwith, Harry Stiller Mike Beuttler, Barrie Maskell and Charles Lucas

It's becoming a list
which is an indication of the quality of today's F3 field. But mention must be made of the young Brazilian driver Emerson

LEFT : Look out for this typical arm-over antic as John Rhodes corners his works entered Mini-Cooper $S$ in a cloud of rubber smoke.
(Motor Racing Photograph)
Below: One 'foot' off the deck as Chris Craft throws one of the Broadspeed Escort GTs round a corner.
(Photograph by Shaun Blake)

Fittipaldi, entered with a Lotus by the Jim Russell Racing Drivers School, who only recently moved up the ladder from Formula Ford but as he demonstrated in a thrill-packed race here two weeks ago is quite capable of showing everyone else the way home to the chequered flag.

If the Guards Trophy is the main event there's no less interest in the others. The two Evening News Trophy races for Group 5 Saloons, each of 15 laps with the results based on aggregate times, brings on to the grid all of Britain's top 'door handle dicers', including Dennis Leech, who put it over all the old hands with his Ford Falcon a fortnight ago at Oulton Park and must be a candidate for overall victory.

In the big saloon category he'll face trong ppposition from former British Saloon Car champion Frank Gardner's Ford Escort, while in the 1301-2000 cc class look out for Mike Crabtree in the Willment-entered Escort Twin-Cam because he's been showing tremendous form this season
In the up-to-1300 cc class we're promised a renewal of the season-long battle between the Escort GTs from the Broadspeed stable driven by Chris Craft and John Fitzpatrick, and the Mini-



Cooper 'S' rivals from the British Ley land and Britax-Cooper-Downton teams in the hands of John Rhodes, John Handley, Gordon Spice and Steve Neal.

And right at the bottom of the capacity scale, in the under - 1000 cc class, you can cheer on Dubliner Alec Poole, in the Equipe Arden Mini which has already brought him the 1969 RAC British Saloon Car Championship, though he should be hard pressed by Laurie Hickman in his Escort

Though Alec Poole has pulled off the drivers' championship, the entrants' championship is still in doubt, so everyone will be trying their utmost in these two heats

The 20-lap Lombank Trophy race for Group 4 and Group 6 machines up to 2 litres, also holds the promise of some close battling. In the prototype class there is Brands Hatch favourite Tony Lanfranchi, in the latest Nomad, John Miles and Brian Muir in their Lotus Europa 62 s , and Roger Nathan with his trim little Astra which is now in good fettle.

Among the Group 4 sports cars you'll find some equally competitive drivers and cars - John Lepp in his successful Chevron B8 and Terry Croker in a similar machine, and Ed Swart, from Holland, in his Abarth 2000.

You can come along to some race meetings and mark your card with confidence. But today, in every event, you'll find it difficult to pick the winners. Just have a try, and enjoy your day.


Steve Neal and Gordon Spice, dashing dicers in the Britax-Cooper-Downton team - their's are the bright yellow Mini Coopers.
(Photograph by Maureen Magee)

John Lepp and his Chevron B8 are a formidable combination, fast and consistent.
(Motor Racing Photograph)


## Guards International Trophy Race HEAT ONE

## FOR SINGLE-SEATER RACING CARS COMPLYING WITH THE FIA INTERNATIONAL FORMULA 3

| No. | Entrant and Driver | Nat. | Car |  |
| :---: | :---: | :---: | :---: | :---: |
| 1 | Sports Motors (Manchester) Ltd. <br> (Dvr.: Tim Schenken) | (AUS) | Repco Brabham-Ford | 997 |
| 3 | Clarke-Mordaunt Racing (Dvr.: Mike Beuttler) | (GB) | Repco Brabham-Ford | 997 |
| 5 | Pierre-Yves Gaggio | ( CH ) | Repco Brabham-Ford | 997 |
| 7 | Automobil-Club Mayen <br> (Dvr.: Wilhelm Deutsch) | (D) | Repco Brabham-Ford | 997 |
| 9 | Jolly Club France Racing Team (Dvr.: Etienne Vigoureux) | (F) | Repco Brabham-Ford | 997 |
| 11 | W. Dunnet E Co. Ltd. (Dvr.: Ronald MacKay) | (GB) | Repco Brabham-Ford | 997 |
| 15 | Charles Gompf (Dvr.: Wayne Mitchell) | (CDN) | Repco Brabham-Ford | 997 |
| 19 | Norman Foulds | (GB) | Repco Brabham-Ford | 997 |
| 21 | The Paul Watson Race Organisatio (Dvr.: Bert Hawthorne) or (Dvr.: Alan Harvey) | on $\begin{aligned} & (N Z) \\ & (\mathrm{GB}) \end{aligned}$ | Repco Brabham-Ford | 997 |
| 25 | Meubles-Arnold <br> (Dvr.: Jean-Pierre Jaussaud) | (F) | Tecno-Ford | 997 |
| 27 | Francois Mazet | (F) | Tecno-Ford | 997 |
| 29 | Special Motor Racing Team Owen (Dvr.: Peter Gaydon) | (GB) | Tecno-Ford | 997 |
| 31 | The Jurg Dubler Racing Organisa (Dvr.: Jurg Dubler) | tion $(\mathrm{CH})$ | Tecno-Ford | 997 |
| 33 | The Jurg Dubler Racing Organisa (Dvr.: Freddy Link) | tion <br> (A) | Tecno-Ford | 997 |
| 35 | Ecurie Baudouin <br> (Dvr.: George Crenier) | (B) | Tecno-Ford | 997 |
| 37 | Hermann Unold | (D) | Tecno-Ford | 997 |
| 41 | Chevron Cars <br> (Dvr.: Reine Wisell) | (S) | Chevron-Ford | 997 |
| 43 | Simon Saye | (GB) | Chevron-Ford | 997 |
| 45 | Goodwin Racing <br> (Dvr.: Cyd Williams) | (GB) | Chevron-Ford | 997 |
| 47 | Howden Ganley | (NZ) | Chevron-Ford | 997 |
| 49 | Barrie Maskell | (GB) | Chevron-Ford | 997 |



| Code to Nationalities: |  |  |
| :--- | :---: | :---: |
| A - Austria | CH-Switzerland | J- Japan |
| AUS-Australia | D-Germany | MDG-Madagascar |
| B-Belgium | F- France | NZ-New Zealand |
| CDN-Canada | GB-Great Britain | S-Sweden |

## RESULTS :



## LAP RECORD



## Guards International Trophy Race <br> HEAT TWO

## FOR SINGLE-SEATER RACING CARS COMPLYING WITH THE

 FIA INTERNATIONAL FORMULA 3| No. | Entrant and Driver | Nat. | Car | cc |
| :---: | :---: | :---: | :---: | :---: |
| 2 | Lars-Ake Tejby | (S) | Repco Brabham-Ford | 997 |
| 6 | Dr. Josef Ehrlich <br> (Dvr.: Ernst Degner) | (DDR) | Repco Brabham-Ford | 997 |
| 8 | P \& M Racing Preparations Ltd. (Dvr: Keith Jupp) | (GB) | Repco Brabham-Ford | 997 |
| 10 | Race Cars International (Dvr.: Tony Trimmer) | (GB) | Repco Brabham-Ford | 997 |
| 12 | Dr. Josef Ehrlich <br> (Dvr.: Roger Keele) | (GB) | Repco Brabham-Ford | 997 |
| 14 | Goodwin Racing <br> (Dvr.: Miss Natalie Goodwin) | (GB | Repco Brabham-Ford | 997 |
| 16 | Peter Deal | (GB) | Repco Brabham-Ford | 997 |
| 18 | Paul Craven | (GB) | Repco Brabham-Ford | 997 |
| 20 | Motor Racing Enterprises Ltd. (Dvr.: James Hunt) | (GB) | Repco Brabham-Ford | 997 |
| 22 | Andy Sutcliffe | (GB) | Repco Brabham-Ford | 997 |
| 24 | Vick Scandinavia <br> (Dvr.: Ronnie Petersoñ) | (S) | Tecno-Ford | 997 |
| 26 | Jean-Pierre Jarier | (F) | Tecno-Ford | 997 |
| 28 | Philippe Vidal | (F) | Tecno-Ford | 997 |
| 30 | Hartmut Hoheisel | (D) | Tecno-Ford | 997 |
| 32 | The Jurg Dubler Racing Organisa <br> (Dvr.: Jean Blanc) | tion (CH) | Tecno-Ford | 997 |
| 34 | Midland Racing Team <br> (Dvr.: Bernhard Baur) | (CH) | Tecno-Ford | 997 |
| 36 | Alain Boudier | (F) | Tecno-Ford | 997 |
| 38 | Auto-Speed Developments (Dvr.: Mike Keens) | (GB) | Tecno-Ford | 997 |
| 40 | Julian May <br> (Dvr.: Keith Norman) | (GB) | Tecno-Ford | 997 |


Code to Nationalities:

| BR-Brazil | F-France | PL - Poland |
| :--- | :---: | :---: |
| CH - Switzerland | GB - Great Britain | S - Sweden |
| D - Germany | IRL - Ireland | USA - United States |
| DDR - East Germany | I- Italy |  |

## RESULTS :



## Evening News Trophy Race <br> PART ONE

## FOR SPECIAL TOURING CARS COMPLYING WITH APPENDIX 'J' GROUP 5

 TO THE INTERNATIONAL SPORTING CODE| No. | Entrant and Driver | Car | cc |
| :---: | :---: | :---: | :---: |
|  | Class A - Over 2000 cc |  |  |
| 201 | Hugh P. K. Dibley | Chevrolet Camaro | 4956 |
| 202 | W. J. Shaw (Dvr.: Roy Pierpoint) | Ford Falcon | 4727 |
| 204 | Terry Sanger | Ford Falcon | 4727 |
| 205 | Martin Birrane | Ford Falcon | 4727 |
| 206 | Dennis Leech | Ford Falcon | 4727 |
| 207 | Alan Mann Racing Ltd. <br> (Dvr.: Frank Gardner) | Ford Escort s/c | 1594 |
| 208 | Terry Drury | Ford Escort s/c | 1594 |
|  | Class B-1301 cc to 2000 cc |  |  |
| 221 | Nick Faure | Porsche 911 | 1991 |
| 222 | Road E Racing Accessories (Holborn) Ltd. (Dvr.: Roy Pike) | Porsche 911 | 1991 |
| 223 | John Willment Group of Ford Main Dealers (Dvr.: Mike Crabtree) | Ford Escort TC | 1594 |
| 224 | Team Diamond (Dvr.: Rod Mansfield) | Ford Escort TC | 1594 |
| 225 | Melton Racing (Dvr.: Barry Pearson) | Ford Escort TC | 1594 |
| 26 | Pat Mannion | Ford Escort TC | 1594 |
| 227 | Duncan Hamilton Racing (Dvr.: John Hine) | Ford Escort TC | 1594 |
| $\begin{aligned} & 229 \\ & 230 \end{aligned}$ | Willy Kay | Ford Escort TC | 1594 |
|  | Byker Hill Garage (Dvr.: Brian Robinson) | Ford Escort TC | 1594 |
|  | Class C-1001 cc to 1300 cc |  |  |
| 241 | Team Broadspeed (Dvr.: Chris Craft) | Ford Escort GT | 1297 |
| 242 | Team Broadspeed | Ford Escort GT | 297 |
| 243 | VMW Motors (Racing Division) Ltd. (Dvr.: Vince Woodman) | Ford Escort GT | 1297 |
| 244 | British Leyland Motor Corporation <br> (Dvr.: John Rhodes) | Morris Mini-Cooper | 12.93 |
| 245 | British Leyland Motor Corporation (Dvr.: John Handley) | Morris Mini-Cooper | 12.9 |
| 246 | Britax-Cooper-Downton (Dvr.: Gordon Spice) | Morris Mini-Cooper | 12.9 |
| 247 | Britax-Cooper-Downton (Dvr.: Steve Neal) | Morris Mini-Cooper | 12.93 |
| 248 | Jonathan Buncombe | Morris Mini-Cooper | 12.93 |
| 249 | J. C. Bamford (Excavators) Ltd. <br> (Dvr.: Roger Enever) | Morris Mini-Cooper | 2.9 |
| 250 | Terry Harmer (Dvr.: Entrant or Paul Hutton) | Austin Mini-Cooper | 1275 |



## Lombank Formula 3 Championship

The 1969 Lombank Formula 3 Championship is sponsored by Lombank Ltd., the finance house, for selected race meetings at Brands Hatch, Mallory Park, Oulton Park and Snetterton

The overall winner receives $£ 100$ and a trophy, second man $£ 75$ and third man £50. Points will be scored on a 9,6,4,3,2, and 1 basis for the first six races ir, each qualifying race.

A series of 19 races is planned for the season of which the points achieved in a competitor's best 14 performances will be counted in calculating the final championship points

Overall winner 1968 - Tim Schenken (Chevron B9 and Titan Mk. 3)

Next three rounds:

September 14
September 28 October 12 MMKMC Dartford Cup races M7C Longbridge Cup races

Brands Hatch Mallory Park Mallory Park

Points position to date

1 Alan Rollinson
2 Roy Pike
3 Tim Schenken
Richard Scott

5 Emerson Fittipaldi
6 Bev Bond

7 Keith Jupp
8 Barrie Maskell
9 Mo Nunn
10 Peter Deal
11 David Cole
Mike Watkins
Reine Wisell
14. Cyd Williams Mike Beuttler

16 Roger Keele Mike Campbell Wayne Mitchell Bert Hawthorne
John Kendall
James Hunt

| Brabham-Ford BT21B | $\ldots$ | 49 |
| :--- | :--- | :---: |
| Lots pts-Ford 59 | $\ldots$ | 33 |
| Brabham-Ford BT28 | $\ldots$ | 27 |
| Brabham-Ford BT21 G |  |  |
| Chevron-Ford B15 | $\ldots$ | 27 |
| Lotus-Ford 59 | $\ldots$ | 26 |
| Brabham-Ford BT21B G |  |  |
| Brabham-Ford BT28 | $\ldots$ | 23 |
| Brabham-Ford BT28 | $\ldots$ | 18 |
| Chevron-Ford B9 | $\ldots$ | 17 |
| Lotus-Ford 59 | $\ldots$ | 15 |
| Brabham-Ford BT18 | $\ldots$ | 11 |
| Alexis-Ford Mk.12 | $\ldots$ | 9 |
| Lotus-Ford 41 | $\ldots$ | 9 |
| Chevron-Ford B15 | $\ldots$ | 9 |
| Brabham-Ford BT21B | $\ldots$ | 6 |
| Brabham-Ford BT21B | $\ldots$ |  |
| Brabham-Ford BT28 | $\ldots$ | 6 |
| EMC-Ford | $\ldots$ | 4 |
| Titan-Ford Mk.3 | $\ldots$ | 4 |
| Brabham-Ford BT21 | $\ldots$ | 4 |
| Brabham-Ford BT21B | $\ldots$ | 4 |
| Brabham-Ford BT28 | $\ldots$ | 4 |
| Brabham-Ford BT21B | $\ldots$ | 4 |

## Some oils never travelled so fast

Shell oils travel fast every weekend in the season. 180 at the Nurburgring, 185 at Monza, 215 plus at Le Mans. World class drivers rely on Shell. They pour it in and relax. So can you. Your Shell Super Oil is backed by 50 years of speed and success on the tracks. Not like some oils.



## Same Tyres.Same Price.

If you put an ordinary family car tyre on a racing car and then belted round the track at well over 100 mph , you'd expect the tyre to give up under the strain.

That's the surprising thing about Firestone F100 radials. They have so much performance in hand that they can cope quite easily with the rigours of the race track. They're standard family car tyres and they cost no more than ordinary radials.

Firestone F100 radials are family car tyres proved by performance good enough to be chosen as standard specified tyres on Formula Ford racing cars and they have won at over $95 \%$ of the official Formula Ford races.

- So if you want a set of really good safe radial tyres for your family car, get the ones good enough to go racing.


## Guards International Trophy Race

FOR SINGLE-SEATER RACING CARS COMPLYING WITH THE FIA INTERNATIONAL FORMULA 3
A qualifying round for the 1969 Lombank Formula 3 Championship



Competing or commuting Girling give you instant dependable response vital to Girling braking confidence. Through constant development and improvement of all systems all the time Girling brakes meet today's driving conditions - TODAY GRIING mise
Stay confident. Keep your Girling system checked and use only genuine Girling replacements

## GRID POSITIONS

EVENT FOUR continued


## EVENT FOUR - Continued



| Pos. | 16 | 17 | 18 | 1819 | 92 | 20 | 21 | 22 |  | 24.2 | 25 | 262 | 27\|28 | 2829 | 2930 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
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| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## RESULTS



## DON'T MISS THIS ONE!

## Formula 5000 returns here for Chumpionship finule

If you like your motor racing to be fast and noisy, with lots of rubber smoke off the line and heaps of sideways motoring round the corners, then make a date to be here on Sunday, September 28.

That's the day of the BRSCC Formula 5000 Grand Prix Circuit Meeting, the last round in this first season of the Guards F5000 Championship which has been a major talking point in racing circles over past months

Perhaps you were here on Easter Monday, when these thrilling 450Monday, when these thrilling 450horsepower single-seater with their raucous 5 litre V8 engines had their first battle round the GP course. If so, you'll remember those exciting opening laps, with Peter Gethin in his orange McLaren MIOA breathing down the exhausts of David Hobbs' TS5 and Mike Hailwood's Lola T142 tucked in close behind. They were laps to savour.
Since then there have been six further qualifying rounds in the Guards

Championship. There's another one at Snetterton today, and two more - at Hockenheim, in Germany and at Oulton Park - before the final round here in a month's time.
Since the championship is decided on a driver's best eight performances it could well be that the outcome will be decided here in four weeks' time. And certainly there will be a top line-up of F5000 machinery that is getting more reliable and definitely quicker at every reliable

On
On April 7, Peter Gethin won the 40ap race at an average of 100.94 mph , and set the F5000 lap record at 1 m . 31.6 secs, 104.15 mph . His rivals will be after him with a vengeance on September 28 , and both the race average and the lap record look certain to be beaten.
With final championship placings at stake, the chips will be down. This is a race no enthusiast will want to miss.

Above : Already the winner of two $F 5000$ races (and may win another today at Snetterton) - Trevor Taylor in his TS5. (Motor Racing Photograph) Below : You can expect bags of opposite lock and sideways driving from Mike the Bike, Hailwood in his Lola TI42.

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## EVENT FIVE-Continued




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## RAC British Saloon Car Championship

Despite the fact there are still two rounds to go, the 26 -year-old Dublin driver Alec Poole has won the 1969 RAC British Saloon Car Championship. Poole has enjoyed a successful year with the Equipe Ardern 1-litre BLMC Mini-Cooper S winning seven times, being second twice and fourth once in the 1 -litre class of the 10 events so far organised.

Poole's car is as powerful as the Formula 3 single-seaters that star at Brand Hatch today. It develops 115 bhp at 9500 rpm from its 999 cc engine. Commenting on the success of the Mini, Alec said: "At the beginning of the season we had to measure our potential against the dominance in sheer speed and horsepower of American V8s and twin-cam engines. We could not match these in performance but reliability was on our side.'

The current points position is shown below. The four classes are: A, up to 1000 cc ; B, 1001-1300 cc; C, $1301-2000 \mathrm{cc}$; D, over 2000 cc . The winner of each class receives 8 points, second man 6 third 4 and fourth 2

Pos. Driver
1 Alec Poole
2 Chris Craft
3 Frank Gardner
4 Gordon Spice
5 Mike Crabtree
Mike Crabtree
Rod Mansfield
7 *Roy Pierpoint
8 Rob Mason
9 Terry Sanger
10 Les Nash
1 John Fitzpatrick Brian Robinson

3 Lawrie Hickman
4 Steve Neal Dennis Leech
16 Nick Faure
17 John Rhodes
18 Barry Pearson John Hine
20 Mike Freeman Colin Youle John Handley Martin Birrane Alan Peer
25 John Buncombe John Buncombe Vince Woodma
Peter Jackson Peter Jack
Tom Belso Tom Belso
Willie Kay Pat Mannion Brian Muir J. Williamson

33 Liane Engeman J. Nightingale Barrie Williams Roger Taylor
37 Terry Watts Charles Lucas Peter Westbury

Car
1.0 BLMC Mini-Cooper S
1.3 Ford Escort GT
$1.6 \mathrm{~s} / \mathrm{c}$ Ford Escort TC
1.3 BLMC Mini-Cooper S
1.6 Ford Escort TC
1.6 Ford Escort TC
4.7 Ford Falcon Sprint
1.0 BLMC Mini-Cooper S
4.7 Ford Falcon Sprint
1.0 Ford Anglia
1.3 Ford Escort GT
1.6 Ford Escort TC and
1.6 Ford Cortina Lotus
1.0 Ford Escort
1.3 BLMC Mini-Cooper S
5.0 Ford Falcon Sprint
2.0 Porsche 91
1.3 BLMC Mini-Cooper
1.6 Ford Escort TC
1.6 Ford Escort TC
1.6 Hillman Imp
1.0 BLMC Mini-Coope
1.3 BLMC Mini-Cooper S
.3 BLMC Mini-Cooper S
4. 3 Ford Falcon Sprint
1.3 Ford Escort GT
1.3 BLMC Mini-Cooper S
1.3 Ford Escort GT
1.6 Ford Cortina Lotus
1.6 Ford Escort TC
1.6 Ford Escort TC
1.6 Ford Escort TC
5.0 Ford Falcon Sprint
4.7 Ford Mustang
1.0 Ford Anglia
1.0 Hillman Imp
.0 BLMC Mini-Cooper S
1.6 Ford Escort TC
1.0 Hillman Imp
2.0 Porsche 911 T
1.6 Ford Escort TC


these cannot count as a different make of car is involved

## Evening News Trophy Race PART TWO

## FOR SPECIAL TOURING CARS COMPLYING WITH APPENDIX 'J' GROUP 5

 TO THE INTERNATIONAL SPORTING CODE| No. | Entrant and Driver | Car | cc |
| :---: | :---: | :---: | :---: |
|  | Class A -- Over 2000 cc |  |  |
| 201 | Hugh P. K. Dibley | Chevrolet Camaro | 4956 |
| 202 | W. J. Shaw (Dvr.: Roy Pierpoint) | Ford Falcon | 4727 |
| 204 | Terry Sanger | Ford Falcon | 4727 |
| 205 | Martin Birrane | Ford Falcon | 4727 |
| 206 | Dennis Leech | Ford Falcon | 4727 |
| 207 | Alan Mann Racing Ltd. <br> (Dvr.: Frank Gardner) | Ford Escort s/c | 1594 |
| 208 | Terry Drury ... ... ... ... | Ford Escort s/c | 1594 |
|  | Class B - 1301 ce to 2000 cc |  |  |
| 221 | Nick Faure | Porsche 911 | 991 |
| 222 | Road $\mathcal{G}$ Racing Accessories (Holborn) Ltd. (Dvr.: Roy Pike) | Porsche 911 | 1991 |
| 223 | John Willment Group of Ford Main Dealers (Dvr.: Mike Crabtree) | Ford Escort TC | 1594 |
| 224 | Team Diamond (Dvr.: Rod Mansfield) | Ford Escort TC | 1594 |
| 225 | Melton Racing (Dvr.: Barry Pearson) | Ford Escort TC | 1594 |
| 226 | Pat Mannion | Ford Escort TC | 1594 |
| 227 | Duncan Hamilton Racing (Dvr.: John Hine) | Ford Escort TC | 1594 |
| 229 | Willy Kay | Ford Escort TC | 1594 |
| 230 | Byker Hill Garage (Dvr.: Brian Robinson) | Ford Escort TC | 1594 |
|  | Class C-1001 ce to 1300 cc |  |  |
| 241 | Team Broadspeed (Dvr.: Chris Craft) | Ford Escort GT | 1297 |
| 242 | Team Broadspeed (Dvr.: John Fitzpatrick) | Ford Escort GT | 1297 |
| 243 | VMW Motors (Racing Division) Ltd. (Dvr.: Vince Woodman) | Ford Escort GT | 1297 |
| 244 | British Leyland Motor Corporation <br> (Dvr.: John Rhodes) | Morris Mini-Cooper S | 1293 |
| 245 | British Leyland Motor Corporation (Dvr.: John Handley) | Morris Mini-Cooper S | 12.93 |
| 246 | Britax-Cooper-Downton <br> (Dvr.: Gordon Spice) | Morris Mini-Cooper S | 1293 |
| 247 | Britax-Cooper-Downton <br> (Dvr.: Steve Neal) | Morris Mini-Cooper S | 12.93 |
| 248 | Jonathan Buncombe | Morris Mini-Cooper S | 12.93 |
| 249 | J. C. Bamford (Excavators) Ltd. <br> (Dvr.: Roger Enever) | Morris Mini-Cooper S | 12.93 |
| 250 | Terry Harmer (Dvr.: Entrant or Paul Hutton) | Austin Mini-Cooper S | 1275 |




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drive on a race－track When you joln a circult car club you will bo sennt throe日 tickects each ontilling you tou to 20
laps driving your own silonced ooad car laps driving your own silienced rood car
round the Brands Hatch，Snetterton and round the Brands Hatch，Snetterton and
Mallory Park raco tracks．All three circuits aro open for this purposese on Tuesday and Thursday evenings oach woek dutring the summer，and on cerrain weokend days
throughout the year，Each track is supervised and now has permanent cater－
 maticeslly by legal liability insurance and low－cost porsonal accidont
avalatio as an optional extra．
member of three Membershlp of any one clicuil car club allows you and up to thriee guests to use
the clubhousos at Mallory Park，Snetterton the clubhousos at Mallony Park，Snetterton
and Brands Hatch．Similarly，members of any one circuith car club are also auto－ matically members of the oother two，and
are entited to exchenge skid－road and race－track tickets（when applicable），to uso the other facilltes at concossion ra．
and to onjoy full Clubhouse privileges．

．
drive on a skid－road You also recelve three more tlickets，each ontitling you to a weokend practice session
on the Brands Hatch skld road，built on the Brands Hatch skid road，built
specially for the High Performance Courso specially ror the High Performance Course
of the British School of Motoring．In Your own car you can splin safely on the special mastic surface through 360 degrees from only 20 m．p．h


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your own year book Through the post aach December－or 1 m － mediately if you join while stocks last－ You will recoive a bund copy of Moror
Recing Year（Dost tree valup $22 / 8$ ）This Recing Yeer（post froe valuo 22／6）．This
splendid production，edited by the staff of ste magazine Motor Racing reviliows the
the met previous year＇s racing scene and lis packed with motor spor data and oxclusive hitherro unpublishad photooraphs． you Informod of club nows，faclilitles and social events．

cheaper spectating You can also purchase at a gulinea
than the public rates，
Iow－cost car spectator season brooches for your one other maleo，and up of four laciees one or all of the three cliccuits involy
These admit your car to any public and
all brooch hold laers to the the paddock Mallory and Snottrorton and any norn viowing area．At Brands Hatch a soass

brooch costs 5 gns．for adult malos，ai | brooch costs 5 gns． $\begin{array}{l}\text { ore adult malos，} \\ 4 \text { gins．only for ladies．At Mallory } \mathrm{Pa}\end{array}$ |
| :--- | the broochos cost 4 gns．for males a 3 gns．for ladios．At Snottriton 3 gns．

males and：＇ 2 ons．for ladies．

drive again at 70 plus As a member of a clrcult car club you c again oxtract the maxlmum In spoed de
and
oadholding trom Coadholding from your cor．At Branc Mailory and Snetterton you can enjoy bring out the best In driving skill and engl eering．And you can do so within sati barriers，wide run－offs and withhur
risk of oncoming trafic．And afterwardo risk of oncoming traficic．And attorwards
you can relax in the clubhouse with poor with Interests liust llike vours．


## Join to－day

For 3 gns．a year（ 2 gns if a BRSCC member）you can enloy all the advantages described（Track membership．）For 2 gns．a year you can enjoy all the advantages described，except drive on the tracks and skid roads．（Social membership．）Each circult
cas club has its own distinctive emblem which is reproduced on transfers，car and lape car club has its own disti，
badges，and on club ties．

## How to Join

Complete the application form below and send It，with your remittance to：
The Secretary：The Secretary：The Secretary Mallory Park Motor Snetterton Motor Club，c／o Brands Hatch Circuit Ltd．Clrcuit Ltd．，Kirkby
Fawkham，Dartford，Mallory，Leicester． awkham，Dartford，
Kent：West Ash 331 Tel： Racing Club，e／o Norwich，Norfolk． NOR $10 x$ ． Your membership card and further details concerning track use and season brooches
will be forwarded immediately FULL MEMBERSHIP APPLICATION FORM

## Dear Sir，

Ploase enrol me as a member of the ：Brands Hatch Motor Club， The Snetterton Motor Racing Club，The Mallory Park Motor Club．Please also send me the following：
．．．ties（green，blue，maroon）at 17 s .6 d ．each $£ \mathrm{~s} . \mathrm{d}$ ．
．．．．lapel badges（pin）at 3s．6d．each
car badges at $£ 15 \mathrm{~s}$ ．each
3 in．transfers a：1s．each
also enclose：
3 gns，for twelve months track membership 2 gns．for twelve months social membership

## BRANDS HATCH 1969 FIXTURE LIST

| DATE | EVENT OR | ORGANISER | RACES | CHARGES |
| :---: | :---: | :---: | :---: | :---: |
| 7 Sept. | Clubman's Car Races Start: 14.30 | BARC (S.E.) | FL, FF, FV, GT, PS, T | 10/-A, 5/-C, Rovers |
| 13 Sept. | Clubman's Motor Cycle Races | BMCRC | All Classes | 7/6A, CF, Rove |
| 14 Sept. | Dartford Cup Car Races | ММкме | $\begin{aligned} & \text { F3, FF, GT, } \\ & \text { PS, } \mathbf{T} \end{aligned}$ | 10/-A, 5/-C, 5/-P, |
| 21 Sept. | Clubman's Car Races | Sevenoaks DMC | $\begin{aligned} & \text { FL, FF, FV. } \\ & \text { PS, } \mathrm{T} \end{aligned}$ | 10/-A, 5/-C, Rovers |
|  | Clubman's Motor Cycle Races |  | All Classes |  |
| 28 SEPT. | *GUARDS GRAND PRIX CIRCUIT 5000 NATIONAL CAR RACES | BRSCC | $\begin{aligned} & \text { F5000 FF, } \\ & \text { GT, PS, T } \end{aligned}$ | $\begin{aligned} & 12 / 6 \mathrm{~A}, 5 /-\mathrm{C}, 10 /-\mathrm{S} \\ & 5 / /-\mathrm{S}, 10 /-\mathrm{P} \end{aligned}$ |
| 5 Oct. | *EVENING NEWS INTERNATIONAL MOTOR CYCLE RACE OF THE SOUTH | BRANDS R.C. | ALL CLASSES | $\begin{aligned} & \text { 12/6A, 5/-C, } 10 /-1 \\ & 5 /- \text { OS. } 10 /-\mathrm{P} \end{aligned}$ |
| 11 Oct. | Clubman's Motor Cycle Races | Brands R.C. | All Classes | 7/6A, CF. Rovers |
| 12 Oct. | Champion of Kent Stock Car Races | RCDMC and Promotasport | Stock Cars, Hot Rods | 10/-A, 2/6C, 5/-S |
| 12 Oct. | Sprint Meating | E. Surrey M.C. | S, GT, PS, T | 5/-A. CF. Rovers |
| 18 Oct. | *Guards Motor Show 200 Practice | BARC | T5, F3, Hist. | 5/-A. CF. Rovers |
| 19 ост. | *GUARDS INTERNATIONAL MOTOR SHOW 200 CAR RACES | BARC | T5, F3, Hist. | $\begin{aligned} & \text { 15/-A, 5/-C, 10/-S } \\ & 5 /-0 S_{1}, 10 /-\mathrm{P} \end{aligned}$ |
| 26 Oct. | Clubman's Car Races | BRSCC | F3, FF, GT PS, T, C | 10/-A, 5/-C, Rovers |
| 2 Nov | Clubman's Car Races | Surrey SMC | $\begin{aligned} & \mathrm{FF}, \mathrm{FL}, \mathrm{GT}, \mathrm{PS}, \\ & \mathrm{~T}, \mathrm{C} \end{aligned}$ | 10/-A, 5/-C. Rovers |
| 9 Nov. | £700 Redex Trophy Car Races | Sevenoaks DMC | $\underset{T}{F 3, ~ F F, ~ P S, ~}$ | 10/-A, 5/-C, 5/-P, |
| 16 Nov . | Clubman's Car Races | TEAC | $\begin{aligned} & \text { FF, GT, PS, } \\ & \text { T, C, F4 } \end{aligned}$ | 10/-A, 5/-C, Rovers |
| 23 Nov. | Clubman's Car Races | Romford ECC | FL, FF, GT, PS, T | 10/-A. 5/-C, Rovers |
| 30 Nov. | Les Leston Car Races | London M.C. | FL, FF, GT, PS | 10/-A, 5/-C, 5/-P, |
| 7 Dec. | Longbridge Cup Car Races | Minl-7 Club | FL, PS, T | 10/-A, 5/-C, 5/-P, |
| 14 Dec. | Sprint Race Meeting | Tunbridge WMC | FF, GT, PS, T | 5/-A, CF, Rovers |
| $27 \text { DEC. }$ | GUARDS CHRISTMAS 5000 NATIONAL CAR RACES | BRSCC | $\begin{aligned} & \text { F5000, FF, } \\ & \text { GT, PS, T } \end{aligned}$ | $\begin{aligned} & 12 / 6 A, 5 /-\mathrm{C}, 10 /-\mathrm{S} \\ & 5 /-0 \mathrm{~S}, 10 /-\mathrm{P} \end{aligned}$ |
| 28 Dec. |  | Brands R.C. | All Classes | $\begin{aligned} & 10 /-A, 5 /-C, 5 /-S, \\ & 2 / 60 \mathrm{~S}, 10 /-\mathrm{P} \end{aligned}$ |
| KEY |  |  |  |  |
| Races: F1 <br> Hist.-Histo <br> Sports (Clu <br> Mono-Mo <br> Charges: <br> ROVERS- <br> 2.65-mile | Formula One. F5000-Formula 5000 FL-Formule Libre. F3 Racing Cars. S6-Group 6 Sports Prototype. S4-Group 4 -type or marque cars.) C-Clubman's Sports. T5-Group posto Formula. <br> -Adults. C-Children. CF-Children Free. S-Cnvered Stand ands and Paddock Free. ALL PARKING FREE rand Prix Circult. | 3-Formula 3. F4 4 Sports. GT-Spe up 5 Saloon. T- <br> ands. OS-Open | Formula 4. FV-Form ial Grand Touring (C Saloon Cars (Club-t <br> oats or Stands. SF- | ula V. FF-Formula Fol b-type). PS—Producti pe). 750-750 Formu tands Free. P-Paddo |

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|  | the racing register. |  |

SEND NOW FOR FURTHER DETAILS AND MEMBERSHIP APPLICATION

FORM

BRITISH RACING \& SPORTS CAR CLUB Empire House Chiswick High Road London W. 4 Telephone 01-995 0345

| $\begin{aligned} & \text { TIME } \\ & \text { M. S. } \end{aligned}$ | $\begin{aligned} & \text { SPEED } \\ & \text { m.p.h. } \end{aligned}$ | $\begin{aligned} & \text { TIME } \\ & \text { M. S. } \end{aligned}$ | $\left\lvert\, \begin{gathered} \text { SPEED } \\ \text { m.p.h. } \end{gathered}\right.$ | $\begin{aligned} & \text { TIME } \\ & \text { M. S. } \end{aligned}$ | $\begin{gathered} \text { SPEED } \\ \text { m.p.h. } \end{gathered}$ | $\begin{aligned} & \text { TIME } \\ & \text { M. S. } \end{aligned}$ | $\begin{gathered} \text { SPEED } \\ \text { m.p.h. } \end{gathered}$ | $\begin{aligned} & \text { TIME } \\ & \text { M. S. } \end{aligned}$ | $\begin{aligned} & \text { SPEED } \\ & \text { m.p.h. } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| . 8 | -73.50 | . 8 | 78.33 | . 8 | 83.83 | . 8 | 90.17 | 8 | 97.55 |
| . 6 | 73.61 | . 6 | 78.45 | . 6 | 83.98 | . 6 | 90.34 | . 6 | 97.75 |
| . 4 | 73.72 | . 4 | 78.58 | . 4 | 84.13 | 4 | 90.51 | . 4 | 97.95 |
|  | 73.84 | . 2 | 78.71 | . 2 | 84.28 | 2 | 90.68 | 2 | 98.15 |
| 2/09.0 | 73.95 | 2/01.0 | 78.84 | 1/53.0 | 84.42 | 1/45.0 | 90.86 | 1/37.0 | 98.35 |
| . 8 | 74.07 | . 8 | 78.97 | . 8 | 84.57 | . 8 | 91.03 | 8 | 98.55 |
| . 6 | 74.18 | . 6 | 79.10 | . 6 | 84.72 | . 6 | 91.20 | . 6 | 98.76 |
| 4 | 74.30 | . 4 | 79.24 | . 4 | 84.87 | . 4 | 91.38 | 4 | 98.96 |
| . 2 | 74.41 | . 2 | 79.37 | . 2 | 85.03 | . 2 | 91.55 | . 2 | 99.17 |
| 2/08.0 | 74.53 | 2/00.0 | 79.50 | 1/52.0 | 85.18 | 1/44.0 | 91.73 | 1/36.0 | 99.37 |
| . 8 | 74.65 | . 8 | 79.63 | . 8 | 85.33 | . 8 | 91.91 | 8 | 99.58 |
| . 6 | 74.76 | . 6 | 79.77 | . 6 | 85.48 | . 6 | 92.08 | . 6 | 99.79 |
| . 4 | 74.88 | . 4 | 79.90 | . 4 | 85.64 | 4 | 92.26 | . 4 | 100.00 |
| . 2 | 75.00 | . 2 | 80.03 | 2 | 85.79 | 2 | 92.44 | . 2 | 100.21 |
| 2/07.0 | 75.12 | 1/59.0 | 80.17 | 1/51.0 | 85.95 | 1/43.0 | 92.62 | 1/35.0 | 100.42 |
| . 8 | 75.24 | . 8 | 80.30 | . 8 | 86.10 | . 8 | 92.80 | . 8 | 100.68 |
| . 6 | 75.35 | . 6 | 80.44 | . 6 | 86.26 | . 6 | 92.98 | . 6 | 100.85 |
| . 4 | 75.47 | . 4 | 80.57 | . 4 | 86.41 | . 4 | 93.16 | 4 | 101.06 |
| 2 | 75.59 | 2 | 80.71 | . 2 | 86.57 | . 2 | 93.35 | 2 | 101.27 |
| 2/06.0 | 75.71 | 1/58.0 | 80.84 | 1/50.0 | 86.73 | 1/42.0 | 93.53 | 1/34.0 | 101.49 |
| . 8 | 75 | . 8 | 80.98 | . 8 | 86.88 | . 8 | 93.71 | . 8 | 101.71 |
| . 6 | 75.96 | . 6 | 81.12 | . 6 | 87.04 | . 6 | 93.90 | . 6 | 101.92 |
| . 4 | 76.08 | 4 | 81.26 | . 4 | 87.20 | . 4 | 94.08 | . 4 | 102.14 |
| 2 | 76.20 | . 2 | 81.40 | . 2 | 87.36 | 2 | 94.27 |  | 102.36 |
| 2/05.0 | 76.32 | 1/57.0 | 81.54 | 1/49.0 | 87.52 | 1/41.0 | 94.45 | 1/33.0 | 102.58 |
| . 8 | 76.44 | . 8 | 81.68 | . 8 | 87.68 |  | 94.64 | . 8 | 102.80 |
| . 6 | 76.56 | . 6 | 81.82 | . 6 | 87.84 | . 6 | 94.83 | . 6 | 103.02 |
| . 4 | 76.69 | . 4 | 81.96 | . 4 | 88.01 | . 4 | 95.02 | . 4 | 103.25 |
| . 2 | 76.81 | . 2 | 82.10 | . 2 | 88.17 | . 2 | 95.21 | . 2 | 103.47 |
| 2/04.0 | 76.93 | 1/56.0 | 82.24 | 1/48.0 | 88.33 | 1/40.0 | 95.40 | 1/32.0 | 103.70 |
| . 8 | 77.06 | . 8 | 82.38 | . 8 | 88.50 | . 8 | 95.59 | . 8 | 103.92 |
| . 6 | 77.18 | . 6 | 82.53 | . 6 | 88.66 | . 6 | 95.78 | . 6 | 104.15 |
| 4 | 77.31 | 4 | 82.67 | . 4 | 88.83 | . 4 | 95.98 | . 4 | 104.38 |
|  | 77.43 |  | 82.81 | 2 | 88.99 | . 2 | 96.17 | . 2 | 104.60 |
| 2/03.0 | 77.56 | 1/55.0 | 82.96 | 1/47.0 | 89.16 | 1/39.0 | 96.36 | 1/31.0 | 104.84 |
| . 8 | 77.69 | . 8 | 83.10 | 8 | 89.33 | . 8 | 96.56 | . 8 | 105.07 |
| . 6 | 77.81 | . 6 | 83.25 | . 6 | 89.49 | . 6 | 96.75 | . 6 | 105.30 |
| . 4 | 77.94 | . 4 | 83.39 | 4 | 89.66 |  | 96.95 | . 4 | 105.53 |
| 2102. ${ }^{2}$ | 78.07 |  | 83.54 |  | 89.83 |  | 97.15 | . 2 | 105.76 |
| 2/02.0 | 78.20 | 1/54.0 | 83.68 | 1/46.0 | 90.00 | 1/38.0 | 97.35 | 1/30.0 | 106.00 |

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



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

# Some 

Baskets packed. Weather's perfect. Kids are raring to go. Great day.

It'd be too bad if you had to spend it in a service station. And an electrical breakdown can force you to do just that.

Unless you know about Lucas B90 Exchange Service. It's the fastest way to get back on the road when electrics break down. And the surest way to stay in good graces with a carload of impatient family.

B90 electrical replacement unitsstarters, generators, distributors etc.,are fitted right off the shelf, to save you
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Insist on nothing less than Lucas B90 Exchange Service. You never know how long a mere patch-up job will last... perhaps not even to the next service station

## Lucas Ixchange Service -makessense


[^0]:    Above : The German-built McNamara Sebring Mk. 3 which made its debut at Mallory Park two months ago. Driver is Austrian Werner Reidl, last year's European Formula Park two months ago. Driver is Austrian Werner Reid, last (Motor Racing Photograph)
    Vee champion.
    (Motor Racing Photograph)
    Below : Tim Schenken, the Australian who last season dominated Formula Ford, is going great guns this year in the Brabham BT28 entered by Sports Motors (Manchester) Ltd. which is works backed and is sponsored by Guards.

