

official programme 2/6

BRANDS HATCH

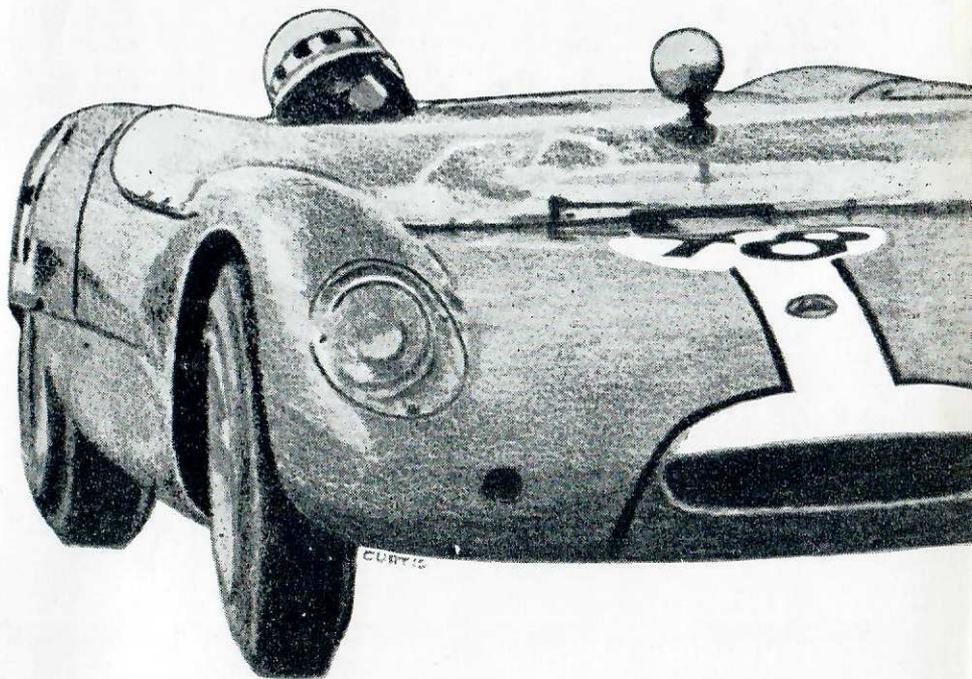


INTERNATIONAL GUARDS TROPHY MEETING

THE INTERNATIONAL GUARDS TROPHY FOR SPORTS CARS
British Eagle International Trophy — Redex Trophy
Slip Molslip Trophy — Express and Star Trophy

AUGUST BANK HOLIDAY 1964

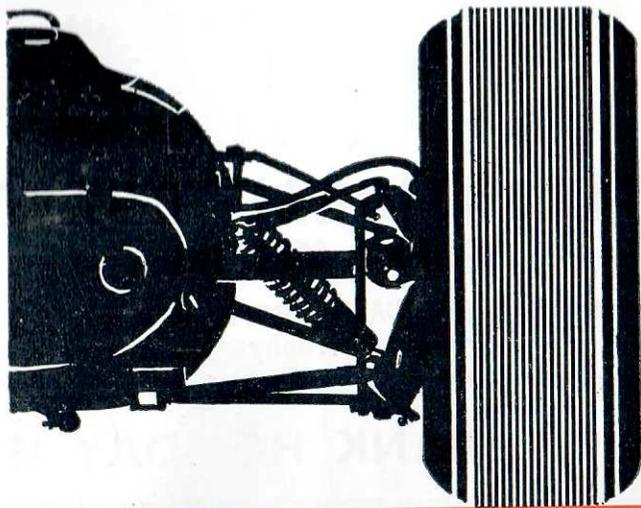
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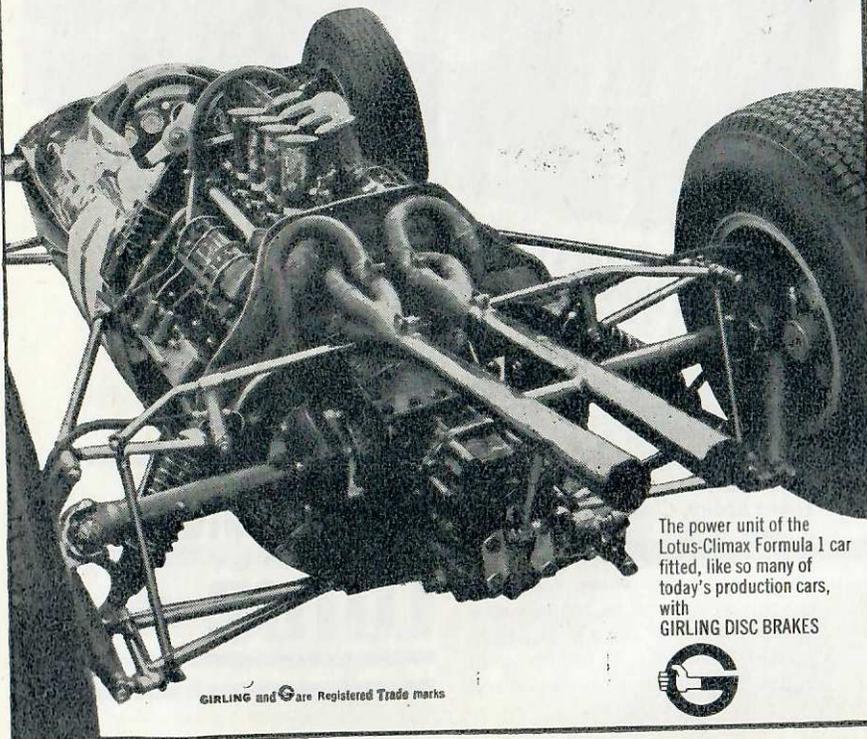
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for **SPORTS** and **PROTOTYPE GRAND TOURING CARS**,
GRAND TOURING CARS, **RACING CARS** and **TOURING
CARS**

Held under the International Sporting Code, the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club, the Competition Rules (1964) of the British Racing and Sports Car Club and Supplementary Regulations.

Royal Automobile Club Permit Numbers: R.S. 653.

BRANDS HATCH

BANK HOLIDAY MONDAY, 3rd August 1964

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Jim Clark at the Wheel

The World Motor Racing Champion's Own Story

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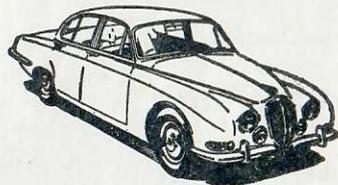
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OFFICIALS of the MEETING

Stewards :

For the R.A.C. :

B. Tye

For the B.R.S.C.C. :

F. H. Bacon

R. M. Carter

The Hon. Gerald Lascelles

B. H. Lister

Judges :

L. Lewis-Evans

G. Lee

R. Wilson

Clerk of the Course and Secretary of the Meeting :

N. Syrett

Race Control :

B. H. Crow

Mrs. B. H. Crow

P. Morley

P. B. Watson

P. Jantet

Miss C. Hamers

Miss N. McCaw

Mrs. J. Rodger-Brown

Miss G. Sturgess

Timekeepers :

C. Audrey

F. A. Lowe

E. B. Colman

R. King-Farlow

A. E. Nash

J. Harvey

Race Recorders :

Mrs. C. Audrey

Miss P. Wallis

Scrutineers :

F. Harrison

I. D. Bennie

D. B. Cobb

G. T. R. Meekings

F. Waddington

Eligibility Scrutineers :

S. R. Proctor

C. A. A. D. Mitchell

J. H. Bailey

F. A. Wadsworth

Assistant Scrutineer :

D. J. Beeney

Scrutineers' Assistant :

Miss B. Wood

Chief Observer :

H. G. Webley

Chief Marshal :

E. E. C. Goodman

Chief Flag Marshal :

T. Thomas

Chief Paddock Marshal :

H. W. Lamkin

Starter :

C. Greville-Smith

Chief Start-Line Marshal :

B. L. O'Hara

Chief Pit Marshal :

J. W. Norris

Chief Results Board Marshal :

B. Garrett

Commentators :

A. Marsh

J. Tilling

Medical Officers :

Dr. D. W. Atherley

Dr. H. Bezzi

Dr. D. Craig

Dr. F. Cramer

Dr. D. Hiley

Dr. P. F. Lippold

Dr. E. H. M. Paul

Dr. P. Snell

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Press Officer :

D. Reach

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Programme Timing

		Laps	Start
EVENT 1.	THE EXPRESS AND STAR TROPHY ..	10	12 noon
EVENT 2.	THE REDEX TROPHY	20	12.50 p.m.
EVENT 3.	THE BRITISH EAGLE INTERNATIONAL TROPHY	20	2.00 p.m.
EVENT 4.	THE GUARDS INTERNATIONAL TROPHY	50	3.15 p.m.
EVENT 5.	THE SLIP MOLYSLIP TROPHY ..	20	5.10 p.m.

Awards

EVENT 1.	1st—£50	2nd—£30	3rd—£20	4th—£10
EVENT 2.	To the Entrant of the winning car: £50. To the Entrants of cars in each class, excluding the outright winner: 1st—£25 2nd—£15 3rd—£10			
EVENT 3.	1st—£100	2nd—£50	3rd—£30	4th—£20
EVENT 4.	To the Entrant of the first-placed Sports or Prototype Grand Touring Car: £250. To the Entrant of the first-placed Grand Touring Car: £75. To the Entrants of cars in each class, excluding those qualifying for the above-mentioned awards: 1st—£50 2nd—£30 3rd—£20			
EVENT 5.	To the Entrant of the winning car: £50. To the Entrants of cars in each class, excluding the outright winner: 1st—£25 2nd—£15 3rd—£10			

Acknowledgements

The Ford Mustang which is being used as the Official Course Car has been kindly made available by:

THE FORD MOTOR CO. LTD.

For the Attention of Spectators

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

The Brands Racing Committee acknowledge with thanks the valuable assistance given by the individual marshals in conducting this event.

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

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

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

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

Famous 'SMALL CAR' subscribers



STIRLING MOSS

No introductions needed. We're only delighted to record that the maestro is back beardless and bouncing and that he can still always raise the conversational buzz a few decibels whenever he's around. Big news of the moment, of course, is his new S.M.A.R.T. team. South Africans Ed, Bud and Pete nurse the Brabham Sports and the Porsche 904 GTS. First success was last July at Silverstone with a Lotus Elan and plenty of others followed at Brands and Crystal Palace. It's not going to stop. As Stirling says, "I've done a bit of racing and know one or two of the guys behind the scenes." SMALL CAR hope that he and his team will collect the kind of trophies he never has time to dust these days—well, anyway some of them.

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Advertisement Director:

Knightsbridge Publications,

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4, Ludgate Circus Buildings,

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Tel: LUDgate Circus 8222

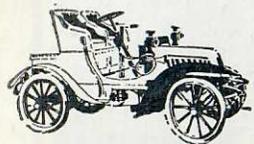
Flag Signals

Competitors are reminded of the meaning of the

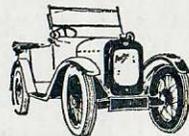
Flags which will be used by the Flag Marshals

UNION JACK	Start
RED	Stop immediately
YELLOW (Waved)	Great danger; prepare to stop; no overtaking.
YELLOW (Motionless)	Take care; danger
GREEN FLAG	Course Clear
BLUE (Waved)	Another competitor is trying to overtake
BLUE (Motionless)	Another competitor is following you closely
YELLOW (with Vertical Red Stripes)	Oil on the Course
WHITE	An ambulance or service car on the circuit
BLACK (with Number)	Car with that number must stop
BLACK and WHITE CHEQUERED	Signal for End of Race
SPECIAL NOTICE	A car that does not stop when the Red or Black Flag is shown will render the driver of that car liable to a fine of £5

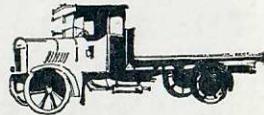
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1904 FERODO FIRST with purpose-made brake linings for the first petrol-driven cars



1922 FERODO FIRST on Austin 7 – first popular car fitted with 4-wheel brakes



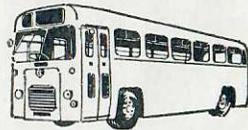
1929 FERODO FIRST with heavy-duty, non-metallic woven asbestos linings for commercial vehicles



1935 FERODO FIRST on Bluebird – first car to exceed 300 m.p.h.



1944 FERODO FIRST with *underwater* brake linings for Bren gun carriers



1955 FERODO FIRST on the first public service vehicles fitted with disc brakes



1957 FERODO FIRST on the Vanwall – first British racing car to win world championship honours



1957 FERODO FIRST on the Gilera which achieved the first-ever 100 m.p.h. T.T. lap



1963 FERODO FIRST on the Rover-B.R.M. turbine car at Le Mans

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LONG CIRCUIT FASTEST LAPS

Driver	c.c.	Car	Time	Speed
Racing Cars (Formula One)				
J. CLARK	..	1496 Lotus-Climax	1 38.8	96.56
Sports Cars (Over 2000 c.c.)				
H. DIBLEY	..	2496 Repco-Brabham BT8 Climax	1 42.6	92.98
Sports Car (Under 2000 c.c.)				
F. GARDNER	..	1594 Brabham-Ford	1 44.0	91.73
D. HULME	..	1973 Repco-Brabham BT8 Climax		
G.T. Cars (Over 2500 c.c.)				
J. G. SEARS	..	4727 Shelby American Cobra	1 46.4	89.66
G.T Cars (1601 c.c. to 2500 c.c.)				
P. PROCTER	..	1594 Lotus Elan	1 49.6	87.04
G.T. Cars (1151 c.c. to 1600 c.c.)				
P. PROCTER	..	1594 Lotus Elan	1 49.6	87.04
G.T. Cars (Up to 1150 c.c.)				
W. BANKS	..	1098 Turner	1 58.0	80.84
Touring Cars (Over 5000 c.c.)				
J. CLARK	..	6970 Ford Galaxie	1 54.4	83.39
Touring Cars (2001 c.c. to 5000 c.c.)				
R. SALVADORI	..	3781 Jaguar Mk. 2	1 58.8	80.30
Touring Cars (1301 c.c. to 2000 c.c.)				
J. STEWART	..	1594 Ford-Lotus Cortina	1 55.6	82.53
Touring Cars (Up to 1300 c.c.)				
J. FITZPATRICK	..	1275 Morris Mini-Cooper S	1 59.8	79.63
A. R. SLOTEMAKER	..	1275 Austin Mini-Cooper S		

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 Limited 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.

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BRANDS HATCH

LAP SPEED TABLE

1 Lap = 2.65 Miles

TIME M. S.	SPEED m.p.h.								
.8	71.84	.8	76.44	.8	81.68	.8	87.68	.8	94.64
.6	71.95	.6	76.56	.6	81.82	.6	87.84	.6	94.83
.4	72.05	.4	76.69	.4	81.96	.4	88.01	.4	95.02
.2	72.16	.2	76.81	.2	82.10	.2	88.17	.2	95.21
2/12.0	72.27	2/04.0	76.93	1/56.0	82.24	1/48.0	88.33	1/40.0	95.40
.8	72.38	.8	77.06	.8	82.38	.8	88.50	.8	95.59
.6	72.49	.6	77.18	.6	82.53	.6	88.66	.6	95.78
.4	72.60	.4	77.31	.4	82.67	.4	88.83	.4	95.98
.2	72.71	.2	77.43	.2	82.81	.2	88.99	.2	96.17
2/11.0	72.82	2/03.0	77.56	1/55.0	82.96	1/47.0	89.16	1/39.0	96.36
.8	72.94	.8	77.69	.8	83.10	.8	89.33	.8	96.56
.6	73.05	.6	77.81	.6	83.25	.6	89.49	.6	96.75
.4	73.16	.4	77.94	.4	83.39	.4	89.66	.4	96.95
.2	73.27	.2	78.07	.2	83.54	.2	89.83	.2	97.15
2/10.0	73.38	2/02.0	78.20	1/54.0	83.68	1/46.0	90.00	1/38.0	97.35
.8	73.50	.8	78.33	.8	83.83	.8	90.17	.8	97.55
.6	73.61	.6	78.45	.6	83.98	.6	90.34	.6	97.75
.4	73.72	.4	78.58	.4	84.13	.4	90.51	.4	97.95
.2	73.84	.2	78.71	.2	84.28	.2	90.68	.2	98.15
2/09.0	73.95	2/01.0	78.84	1/53.0	84.42	1/45.0	90.86	1/37.0	98.35
.8	74.07	.8	78.97	.8	84.57	.8	91.03	.8	98.55
.6	74.18	.6	79.10	.6	84.72	.6	91.20	.6	98.76
.4	74.30	.4	79.24	.4	84.87	.4	91.38	.4	98.96
.2	74.41	.2	79.37	.2	85.03	.2	91.55	.2	99.17
2/08.0	74.53	2/00.0	79.50	1/52.0	85.18	1/44.0	91.73	1/36.0	99.37
.8	74.65	.8	79.63	.8	85.33	.8	91.91	.8	99.58
.6	74.76	.6	79.77	.6	85.48	.6	92.08	.6	99.79
.4	74.88	.4	79.90	.4	85.64	.4	92.26	.4	100.00
.2	75.00	.2	80.03	.2	85.79	.2	92.44	.2	100.21
2/07.0	75.12	1/59.0	80.17	1/51.0	85.95	1/43.0	92.62	1/35.0	100.42
.8	75.24	.8	80.30	.8	86.10	.8	92.80	.8	100.68
.6	75.35	.6	80.44	.6	86.26	.6	92.98	.6	100.85
.4	75.47	.4	80.57	.4	86.41	.4	93.16	.4	101.06
.2	75.59	.2	80.71	.2	86.57	.2	93.35	.2	101.27
2/06.0	75.71	1/58.0	80.84	1/50.0	86.73	1/42.0	93.53	1/34.0	101.49
.8	75.83	.8	80.98	.8	86.88	.8	93.71	.8	101.71
.6	75.96	.6	81.12	.6	87.04	.6	93.90	.6	101.92
.4	76.08	.4	81.26	.4	87.20	.4	94.08	.4	102.14
.2	75.20	.2	81.40	.2	87.36	.2	94.27	.2	102.36
2/05.0	76.32	1/57.0	81.54	1/49.0	87.52	1/41.0	94.45	1/33.0	102.58

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

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YOU CAN EXPERIENCE SOMETHING NEW IN MOTOR CLUB ENJOYMENT. CONSIDER THESE BENEFITS :-

DRIVE ON A RACE TRACK

When you join a Circuit Club you will be sent three tickets each entitling you to 20 laps driving your own silenced road car round the **Mallory Park, Brands Hatch, and Snetterton** race tracks.

Mallory and Brands are open for this purpose on two evenings per week during the summer and on one Saturday or Sunday each month throughout the year. **Snetterton** is available by individual arrangement with the Snetterton Motor Racing Club. Each track is properly supervised and at Mallory Park and Brands Hatch there are permanent catering services.

Members are covered automatically by legal liability insurance and low-cost personal accident insurance is available at each circuit as an optional extra.

DRIVE ON A SKID ROAD

You also receive three more tickets each entitling you to a weekend practice session on the **Brands Hatch** skid road built specially for the High Performance Course of the British School of Motoring. In your own car you can spin safely on the special mastic surface through 360 degrees from only 20 mph. Later it is hoped to open a similar track at Mallory Park.

DRIVE ON A KART TRACK

As a Circuit Car Club Member you will be able to hire at **Brands Hatch** and **Snetterton** go-kart, kart amusement track, and crash helmet for only 7s.6d. per 10-lap session instead of the normal public charge of 10s. These facilities may later be available at **Mallory** too.

CHEAPER SPECTATING

You can also purchase low-cost car race spectator season brochures for yourself, one other male, and up to four ladies and children at **Mallory Park, Brands Hatch** and **Snetterton**. These will save you 40% or more on the normal year's spectating costs.

ENJOY A CIRCUIT CLUBHOUSE

Members have their own modern style motoring pubs and clubhouses at **Brands** and **Mallory**. They are open every Tuesday and Thursday evenings, at weekends and on all practice and race days. Apart from attractive bars, set

against a background of motor badges and paintings, the clubhouses are equipped with table tennis, record players, amusement machines and model electric race tracks.

The clubhouses are also the scene of members' film shows, dances and cocktail parties in honour of racing drivers and other motoring personalities.

Membership of a circuit car club allows you and up to two guests also to use the clubhouses at **Brands Hatch, Mallory Park** and **Snetterton**.

YOUR OWN MAGAZINE

Through the post every month you will receive a copy of *sportscar* (post free value 30s. per year). It will come to you not as a mere club journal but as a lively illustrated review full of race reports, road tests and motor sporting personalities—all in pictures. *sportscar* is edited by John Blunsden and Darryl Reash, part of the team which produces its lively companion journal, **MOTOR RACING**.

DRIVE IN A SPRINT

Circuit Car Clubs plan soon to organise sprints, hill climbs and driving tests for the benefit of members. Race meetings as such are not envisaged as the promoters do not wish to conflict with or undermine the excellent facilities offered by other motor sporting clubs.

DISPLAY A PROUD EMBLEM

Each Circuit Car Club has an attractive chequered flag emblem reproduced on transfers, lapel and car badges: there is also a club tie featuring Club initials and a Chequered Flag pattern.

ROUND BRANDS . . .

MEMBER OF ONE, MEMBER OF TWO

Members of the Mallory Park Motor Club are also automatically members of Brands Hatch Motor Club, and vice-versa, and are entitled to certain benefits when visiting the other track. These include the right to exchange race track and skid road tickets (where applicable), to use the kart track at concession rates and to enjoy full clubhouse privileges.

SUBSCRIPTION RATES

For 3 gns. per year (2 gns. if a BRSCC Member) you can enjoy all the advantages described on these pages. (*Track Membership*).

For 2 gns. per year you can enjoy all the advantages described on these pages, except drive on the tracks or skid roads. (*Social Membership*).

HOW TO JOIN

Choose between Brands and Mallory and then complete the application form below and send it, with your remittance, to:

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

OR

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

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

*******FULL MEMBERSHIP APPLICATION FORM*******

Dear Sir,

Please enrol me as a full member of:

THE MALLORY PARK MOTOR CLUB / BRANDS HATCH MOTOR CLUB

and send me full details of circuit and skid road availability, clubhouse activities, and reduced rate season brochures.

Please also send me the following:

-ties (green, blue, maroon) at 15s. each
-lapel badges (pin) at 3s.6d. each
-car badges at £1 5s. 0d. each
-3-in. transfers at 1s 0d. each

I also enclose:

- 3 gns. for 12 Months Track Membership
 - 2 gns. for 12 Months Social Membership
- (delete the inapplicable)

Please make cheques payable to the Club you have chosen.

NAME

ADDRESS

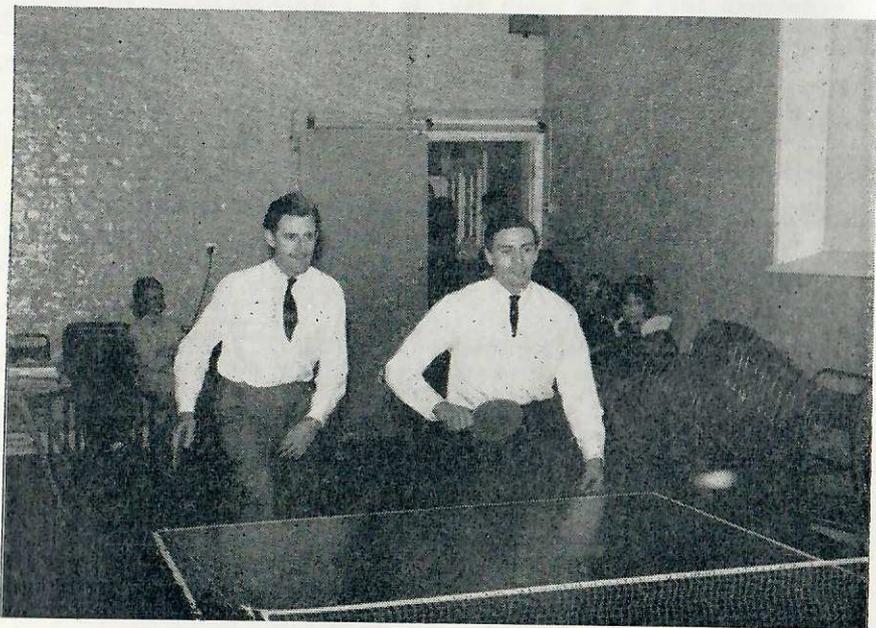
TELEPHONE

SPRINGFIELD BOYS' CLUB

Part of the proceeds from the sale of this programme are being most kindly given, by Brands Hatch Circuit Ltd., to the Springfield Boys' Club Re-building Fund. This Club, three years ago, was a derelict building in Clapton, North-East London, and was completely restored and modernised by the efforts of the boys themselves. During the past two years a flourishing club has grown up, supported largely by the motor racing fraternity, and staffed entirely by voluntary helpers, with a wide range of indoor and outdoor activities and a membership of 70 boys.

The local demand for a club of this kind is so great that the Management Committee, of which I am a member, has decided to build a completely new club, to the most modern specification, on the existing site. This is going to cost in the region of £25,000, and it is for giving a flying start to our Appeal Fund, that we wish to express our thanks to the spectators and to Brands Hatch, on behalf of 'Motor racing's own Boys' Club'.

Graham Hill



Jim Clark and Graham Hill playing table-tennis at 'Motor Racing's own Boys' Club'.



A Message from

Mr. HAROLD BAMBERG

Chairman and Managing Director

**BRITISH EAGLE INTERNATIONAL
AIRLINES**

It is a great pleasure for all of us in British Eagle to sponsor today's important new race for Formula 2 cars. Most gratifying too that it should be so well patronised by the world's finest drivers.

Sponsoring a new race here at Brands Hatch adds to our pleasure because this circuit and British Eagle are just about as old as each other and both are progressive organisations who have made great strides in their short history.

It was in 1948 that I formed the Eagle Group of Companies and I believe I am correct in saying that the Brands Hatch story began also at just about the same time.

Much has happened in the 15 or so years for both of us. Brands has graduated from 500 c.c. racing to achieving its great ambition of staging a Grand Prix and now looks forward to a continued association with world championship motor racing.

Eagle started in a similar way too, but very quickly introduced regular scheduled services between this country and Europe. Many new ideas were introduced and its expansion was rapid.

In 1961 we became the first British independent airline to equip with jet aircraft with the purchase of Boeing 707s. Today we are proud of a fine fleet of twenty-three modern aircraft of which fourteen are turbo-prop Britannias. These operate to many parts of the world and on over 30 scheduled services within the British Isles and to Europe.

Despite two changes of name from Eagle to Cunard Eagle and then last year to British Eagle our airline is still basically the same in its great desire to be enterprising, efficient and popular.

This opportunity for British Eagle and Brands Hatch to link up for the pioneering of a new race in the Formula 2 category is very, very appropriate and I hope that the association will be altogether successful.

Harold Bamberg



4 WAYS TO PHOTOGRAPH MOTOR RACING with ILFORD FILMS

Follow these expert tips for the best results.

- 1 **Side Views.** 'Panning'—following the car with the camera. Needs plenty of practice. Use 1/300th or 1/250th sec with blade shutter to *blur* background for speed-effect. Minimum depth of field also useful to help blur background.
- 2 **Three-quarter Views.** Best position to catch driver's expression, show angle of 'drift' of car, contortions of suspension with fast cornering. Shutter speed no less than 1/500th as car is travelling in two directions—*across plane of film and towards it*. Reasonable depth of field essential.
- 3 **General Views.** The start of a race, groups of cars cornering during opening laps (before they get too spaced out) make exciting photographs. Take them with any camera.
- 4 **Personalities & Background.** The paddock—of course! Lots of racing atmosphere. Drivers relaxing, mechanics tinkering, pretty girls—all the backstage of motor racing. Ideal for colour photography too.

Use these films.

BLACK & WHITE. *Ilford Selochrome*—medium speed film for general photography. *Ilford FP3*—medium speed fine grain film. *Ilford HP3*—fast film for dull days.

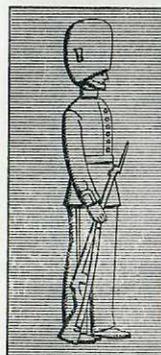
COLOUR. *Ilfocolor*—for brilliant colour prints. *Ilfochrome*—for glowing transparencies.

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ILFORD naturally!

ILFORD FILMS ARE OBTAINABLE FROM THE MOTOR RACING SHOP

CARRERAS



Star spangled bangers

by JOHN BLUNSDEN
Editor of 'sportscar'



A. J. Foyt, winner of this year's Indianapolis '500', and a rapidly rising member of the Mecom Racing Team, which is at Brands Hatch today. (Photograph by courtesy of 'Motor Racing')

MAYBE we should thank Roger Penske, for winning the International Guards Trophy at Brands Hatch last year, or Nick Syrett, for the persuasive line of 'Why don't you come to Brands' patter he used when visiting Daytona earlier this year. But either way we should be more than thankful today for the chance of seeing the finest collection of American-entered sports cars ever to appear in Britain.

Maybe Europe, and Britain in particular, was the birthplace of the competition sports car, but America has been its natural environment for many years. While, on this side of the Atlantic, legislation banishing large-engined sports cars from International events steered people away into different classes of racing, the 'big banger' sports cars continued to thrive in the United States. They have proved a magnificent breeding ground for world championship calibre drivers—men like Phil Hill, Dan Gurney, Richie Ginther and Masten Gregory, all came up through the two-seater movement, and learnt to handle and tame power the hard way.

Today, another generation of American sports car drivers is following in their wake—people like Indianapolis '500' winner A. J. Foyt, Augie Pabst, and Walter Hansgen (no stranger to this country—remember his breathtaking handling of a Jaguar 3.8 a few years ago at Silverstone?). All are entered here today, and if they all line up on the grid (these words have had to be written well in advance, and America is a long way away!) we can really expect some fireworks.

Not so long ago, anyone who was anyone, and wanted to get anywhere in sports car racing, ran a Ferrari, or perhaps a Maserati. But things



road-hug safety tread (positive grip)



unique safety shoulder (no steering wander)



*tread design channels water to rear
(prevents penetration under tread)*



THIS

**is the tread that takes the tension
out of everyday motoring**

It gets a real grip. On dry, shiny roads. On loose, gritty roads. On these same roads when they've been 'shampooed' by summer showers—and are at their most dangerous. On bends, corners or camber; and when braking or accelerating . . . in any weather, on any surface . . . at town or motorway speeds. It's the ideal tyre for all-the-year motoring.

It beats the 'hidden danger' It has the tread that helps to prevent 'aquaplaning' on wet roads—the condition where surface water gets under the tread so that a worn-smooth or less advanced tyre 'slides' on the thin film of moisture between tyre and road and in an emergency, could leave you without any steering or braking control at all.

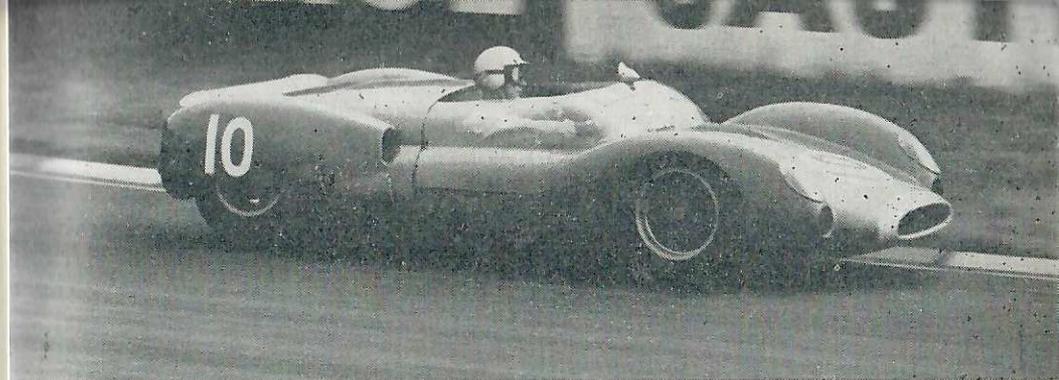
DUNLOP C41

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CFH/H64/111



Above : **Big banger from Europe.** The Tommy Atkins Cooper Monaco, which Roy Salvadori drives with such gusto, has had its 2.7 litre Coventry Climax engine replaced by a 5 litre Maserati V8, and will probably be the most powerful challenger of the American-engined cars in the Guards Trophy. The Atkins stable are also entering a Cobra in the GT category. Below : Ferrari with a difference. Chris Kerrison's rebodied 250GT has been a familiar and attractive sight at International GT events in Britain during the past year. The very wide and low body seems to accentuate the car's seemingly quite soft suspension, and the outside wheels are usually well tucked up inside the wings through the corners,

(Photographs by courtesy of John F. Whitmore)

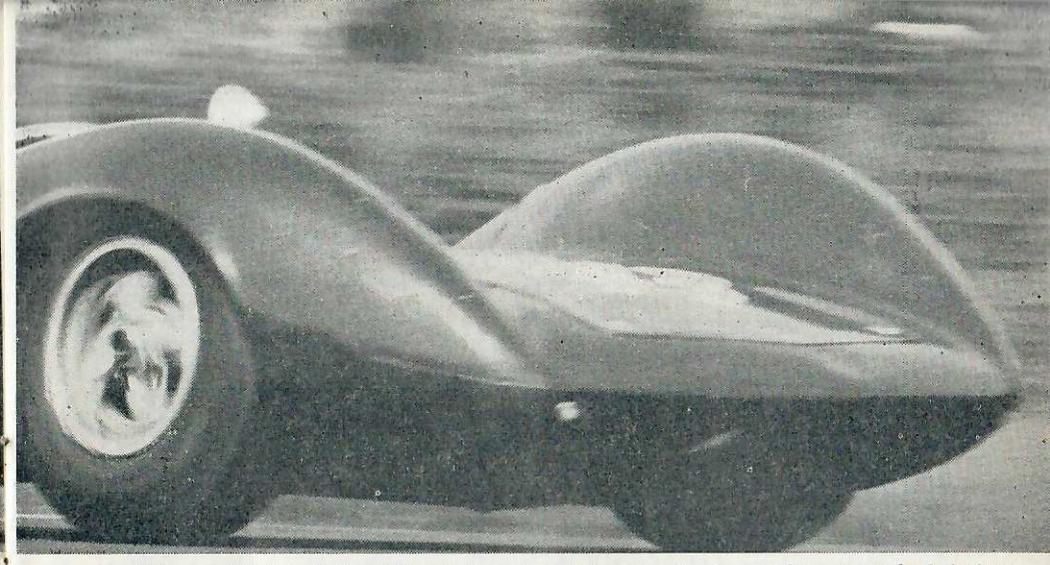
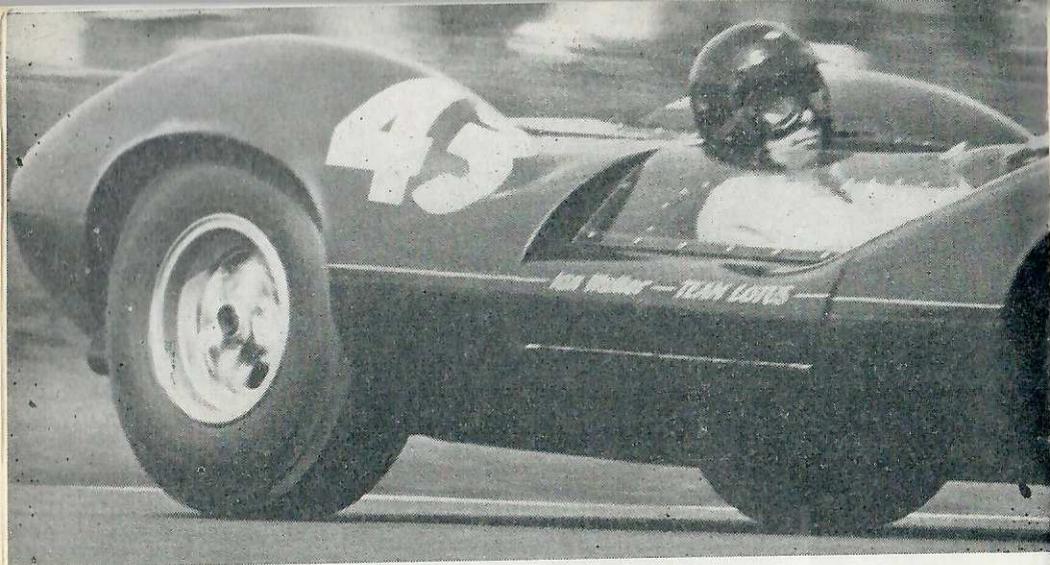


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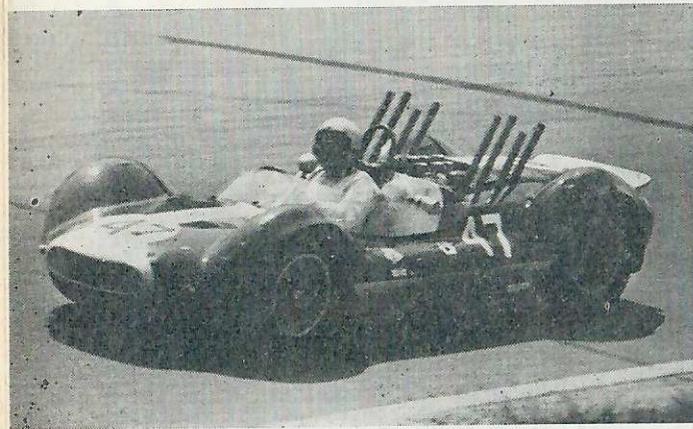
have changed. Oh yes, there are still a lot of Ferraris around, but they are having an increasingly tough time trying to keep up with a new breed of American-European hybrids, from which have been developed all-American sports cars in the contemporary fashion.

The interim cars are represented by the Chevrolet-engined Lola GT (the only car to escape from Fords!), the Oldsmobile, Ford, Buick and Chevrolet-engined Cooper Monacos, Lotus 19s, and so on. It was their speed and growing reliability which first shook European racing drivers out of any sense of complacency they might have had for their annual forays to the West Coast sports car race series.

These cars have proved extremely fast—as anyone who watched Penske here last year will testify—and from them has emerged the all-American product like the Scarab, the Chaparral (regretfully not entered here today, as this has been described as the most advanced sports-racing car in the world) and the Hussein—a brand new machine which, if it is

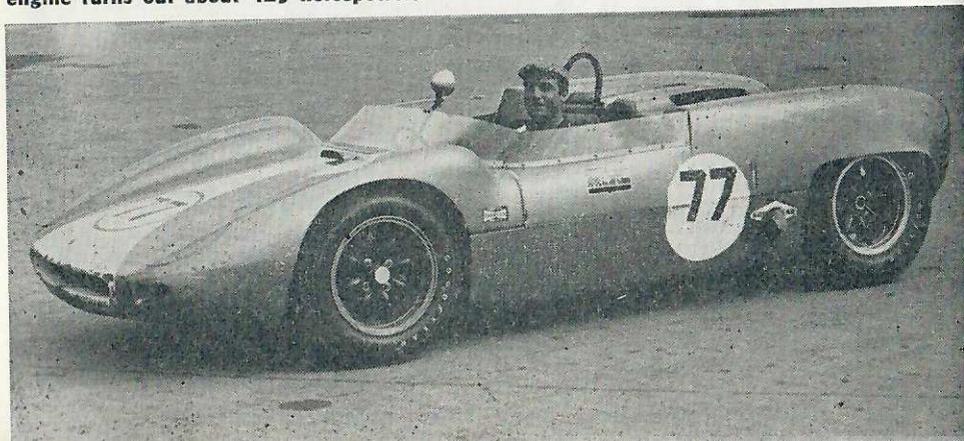


The Ian Walker Lotus 30 ended up in a lot of small pieces when it crashed during practice at Brands Hatch before the European Grand Prix meeting, with Tony Heggourne driving. But Jim Clark, who was to have driven the car today, will have a new works-entered replacement, which will be the main home-based rival to the American-entered cars. (Photograph by courtesy of Ronald Hunt)



Bruce McLaren's 'rocket launcher'! This is the car which won last year's Guards Trophy race in the hands of Roger Penske, when it was called a Cooper Zerex Special. Since McLaren brought the car back to this country he has completely stripped and rebuilt it, and has fitted an Oldsmobile V8 engine. Now known simply as a Cooper-Oldsmobile, it won its first race in its latest guise - the Players 200, at Mosport Park, Canada.

One of the neatest looking American sports-racing cars, the Chevrolet-engined Scarab of the Mecom Racing Team, with the smiling face of journalist Bernard Cahier in the cockpit. This should be a top contender at Brands Hatch, and it comes here with a proven record. In four starts last winter, it won three big races (one at Daytona and two at Nassau) and was second at Laguna Seca. Its 5.3 litre Corvette engine turns out about 425 horsepower.



through its development testing in time, should be seen today with Foyt at the wheel.

The Galaxies, and more recently the AC Cobras have taught us to recognise the 'thump-thump' of a well-tuned American V8 engine, but we are still strangers to the sound of a dozen or more of them blasting off at the same time. This is today's exciting prospect!

It is difficult to imagine anything other than an American-engined car from winning the Guards Trophy, but the driver most likely to prevent the inevitable is either Graham Hill or Mike Parkes, one of whom will take the wheel of the Maranello Concessionaires Ferrari 330P — a car which has already chalked up a second at Le Mans.

So it looks like V8s (lots of them) against a lone V12 for the outright victory, with Repco Brabham BT8s, with Climax engines, in with a chance if things get really slippery. But there are also class awards to chase, and the 1.6 to 2 litre sports and prototype GT sub-section will see a direct clash between Brabham BT8s and BMW-engined Elva Mark 7s. Tony Lanfranchi has been showing the potential of this British-chassis-and-German-engine combination for some months, and the message has been received — today, no less than five of these cars have been entered.

The 'production' GT class over 2,500 c.c. will be a battle between Ferrari, Cobra, Jaguar and Aston Martin, and once again the American-engined cars may well triumph, especially with Jack Sears and Bob Olthoff handling the two Willment cars, which are getting right on top form.

Thirty cars, collectively powered by well over 8,000 horsepower — or about twice that of the cars which lined up for the British European Grand Prix last month. That is today's Guards Trophy menu . . . and if it doesn't whet your appetite, then you've no business being here!

EVENT ONE

THE EXPRESS AND STAR TROPHY

for Single-Seater Racing Cars complying with the International Formula Three
A qualifying event for the 1964 Express and Star Formula Three
Championship.

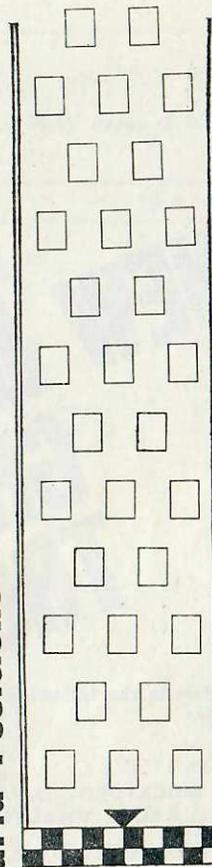
START: 12 noon

10 LAPS

No.	Entrant and Driver	Car	c.c.
61	Jim Russell Racing Drivers' School (Dvr.: J. Berry)	Lotus-Ford	997
62	Jim Russell Racing Drivers' School (Dvr.: J. Hatter)	Lotus-Ford	997
63	Cosworth Engineering Ltd (Dvr.: B. Hart)	Lotus-Ford	997
64	D. B. Porter	Lotus-Ford	997
65	Tony Kilburn (Racing) Ltd. (Dvr.: S. C. de Lautour)	Lotus-Ford	997
66	Surbiton Motors Ltd. (Dvr.: B. A. Wood)	Lotus-Ford	997
67	M. Kaye (Dvr.: Entrant or C. Fentiman)	Lotus-Ford	997
69	Anglo-Swiss Racing Team (Dvr.: P. R. Courage)	Lotus-Ford	997
70	Anglo-Swiss Racing Team (Dvr.: J. J. Williams)	Lotus-Ford	997
71	J. Fenning	Lotus-B.M.C.	997
72	R. Banting	Lotus-B.M.C.	997
73	Team Speedwell (Dvr.: K. J. St. John)	Lotus-B.M.C.	997
74	The Tyrrell Racing Organisation Ltd. (Dvr.: J. Stewart)	Cooper-B.M.C.	997
75	The Tyrrell Racing Organisation Ltd. (Dvr.: W. Banks)	Cooper-B.M.C.	997
76	Anglo-Scottish Racing Team (Dvr.: C. Crichton-Stuart)	Cooper-B.M.C.	997
77	A. D. T. Fletcher	Cooper-B.M.C.	997
78	Top Speed (Accessories) Ltd. (Dvr.: M. Budge)	Cooper-B.M.C.	997
79	Robert Ashcroft Racing Ltd. (Dvr.: A. R. Wyllie)	Cooper-B.M.C.	997
80	G. F. Meharey	Cooper-Ford	997
81	Sports Motors (Manchester) Ltd. (Dvr.: R. J. Bloor)	Recco Brabham-Ford	997
82	Robert Ashcroft Racing Ltd. (Dvr.: D. Bennett or A. R. Wyllie)	Recco Brabham-Ford	997
83	H. C. Goodwin (Dvr.: J. F. Cardwell)	Recco Brabham-Ford	997
84	David Prophet Racing (Dvr.: D. Prophet)	Recco Brabham-Ford	997
85	J. Peterson	Recco Brabham-Ford	997
86	R. S. Mac	Recco Brabham-Ford	997
87	Clive Baker Racing (Dvr.: C. Baker)	Recco Brabham-B.M.C.	997
88	Midland Racing Partnership Ltd. (Dvr.: D. Baker)	Lola-Ford	997
89	Merlyn Racing (Dvr.: C. Irwin)	Merlyn-Ford	997
90	A. J. C. Newton	Emeryson-Ford	997
91	Extol Engineering Ltd. (Dvr.: R. E. C. Burton)	Lotus-Ford	997
Reserves			
92	Team P.M.J. (Dvr.: R. Peel) (1st Reserve)	Cooper-B.M.C.	997
93	Totteridge Racing Partnership (Dvr.: R. C. Brash) (2nd Reserve)	Merlyn-Ford	997
94	R. Lamplough (3rd Reserve)	Elva-Ford	997
95	K. G. Holland (4th Reserve)	Lotus-Ford	997

POS.	LAPS									
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Grid Positions



RESULTS :

1st
 2nd
 3rd
 4th
 5th
 6th
 Winner's Time
 Fastest Lap: Car No.....
 Time..... Speed.....m.p.h.

BRITAIN'S TOP DRIVERS BATTLE FOR NEW **REDEX** GRAND TOURING TROPHY

Leaders in the following classes

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D. MOCKFORD DIVA-FORD
C. L. LACEY MERLYN FORD } 6 pts.

1151 c.c. to 1600 c.c.

I. H. JONES LOTUS ELAN
M. BECKWITH LOTUS ELAN
J. OLIVER DIVA-FORD } 4 pts.

1601 c.c. to 2500 c.c.
J. E. MILES TURNER FORD 8 pts.

Over 2500 c.c.
E. P. FALCE JAGUAR 'E' Type 8 pts.

The Trophy, plus £100 will go to the aggregate winner of the G.T. class.

Follow the lead of champions — add REDEX to your petrol and oil.

Photograph by courtesy of Autocar



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EVENT TWO

THE REDEX TROPHY

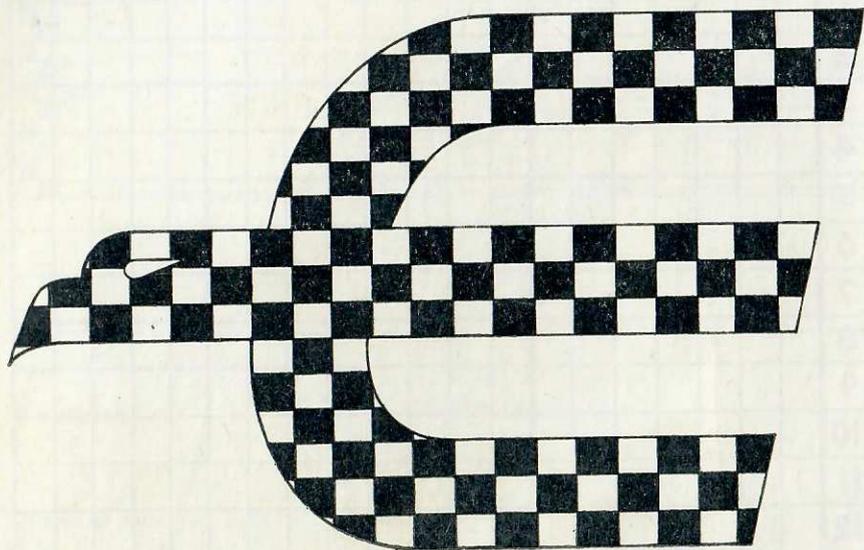
for Grand Touring Cars complying with Appendix 'J' (1964) Group 3 to the International Sporting Code.

START: 12.50 p.m.

20 LAPS

No.	Entrant and Driver	Car	c.c.
Class A — 1601 c.c. to 2500 c.c.			
101	Sprinzel-Lawrencetune Racing (Dvr.: J. Sprinzel)	Triumph SLR ...	2136
102	Sprinzel-Lawrencetune Racing (Dvr.: G. G. Spice)	Morgan SLR ...	1991
103	N. J. Messervy ...	Morgan Plus Four ...	1991
104	Everest Racing (Dvr.: R. Burnard) ...	Abarth-Simca 2000 ...	1946
105	Grantura Engineering Ltd. (Dvr.: T. Entwistle)	T.V.R. Grantura ...	1849
106	Grantura Engineering Ltd. (Dvr.: J. H. Gaston)	T.V.R. Grantura ...	1849
107	J. G. Sharp ...	M.G. B. ...	1798
108	R. Worts (Dvr.: B. Sidery-Smith) ...	M.G. B. ...	1798
Class B — 1151 c.c. to 1600 c.c.			
109	The Chequered Flag (Dvr.: J. Stewart or G. Warner)	Lotus Elan ...	1594
110	The Chequered Flag (Dvr.: G. Warner or M. H. Spence)	Lotus Elan ...	1594
111	Team Elite ('62) Ltd. (Dvr.: C. Hunt)	Lotus Elan ...	1594
112	C. Barber (Dvr.: M. G. Beckwith) ...	Lotus Elan ...	1594
114	Surbiton Motors Ltd. (Dvr.: B. A. Wood)	Lotus Elan ...	1594
115	Surbiton Motors Ltd. (Dvr.: L. G. Arnold)	Lotus Elan ...	1594
116	Streetbrook Service Station (Dvr.: P. Mould)	Lotus Elan ...	1594
117	D.R. Fabrications Ltd. (Dvr.: J. Oliver)	Lotus Elan ...	1594
118	Harry Stiller Racing Ltd. (Dvr.: H. Stiller or D. Mariott)	Lotus Elan ...	1594
119	Harry Stiller Racing Ltd. (Dvr.: D. Mariott or H. Stiller)	Lotus Elite ...	1216
120	H. W. Epps (Dvr.: W. F. Vaughan) ...	Lotus Elite ...	1216
121	C. Sturdgess ...	Lotus Elite ...	1216
Class C — Up to 1150 c.c.			
122	R. W. Jacobs (Dvr.: A. T. Foster) ...	M.G. Midget ...	1139
123	R. W. Jacobs (Dvr.: A. P. Hedges)	M.G. Midget ...	1139
124	Scottish Clubman Ltd. (Dvr.: J. Mackay)	Lotus Eleven Le Mans	1098
125	Garnett Motor Company (Dvr.: J. F. Dickinson)	Lotus Eleven Le Mans	1098
126	David Plumstead Racing (Dvr.: G. L. Capel)	Lotus Eleven Le Mans	1098
127	R. M. Kerr ...	Speedwell GT ...	1098
128	Park Garage (Watford) Ltd. (Dvr.: C. McLaren)	Marcos GT ...	997
129	Rochester Racing (Dvr.: J. Mortimer or J. Marsh)	Marcos GT ...	997
130	R. Nash ...	Marcos GT ...	997
131	D. Kamm ...	G.S.M. Delta ...	997
Reserves			
132	C. Ashmore (1st Reserve)	Lotus Elite ...	1216
133	S.M.A.R.T. (Dvr.: Miss V. Pirie) (2nd Reserve)	Triumph Spitfire ...	1147

(Lap Chart and Results overleaf)



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EVENT THREE

THE BRITISH EAGLE INTERNATIONAL TROPHY

for Single-Seater Racing Cars complying with the International Formula Two.

START : 2.00 p.m.

20 LAPS

No.	Entrant and Driver	Car	c.c.
41	John Coombs (Dvr.: G. Hill) ...	Repcos Brabham-Cosworth Ford	998
42	Brabham Racing Developments Ltd. (Dvr.: J. Brabham)	Repcos Brabham-Cosworth Ford	998
43	Brabham Racing Developments Ltd. (Dvr.: D. Hulme)	Repcos Brabham-Cosworth Ford	998
44	Jeff Uren (Dvr.: F. Gardner) ...	Repcos Brabham-Cosworth Ford	998
45	Roy Winkelmann Racing Ltd. (Dvr.: A. B. Rees)	Repcos Brabham-Cosworth Ford	998
46	Ford Austria (Dvr.: J. Rindt) ...	Repcos Brabham-Cosworth Ford	998
47	David Prophet Racing (Dvr.: D. Prophet)	Repcos Brabham-Cosworth Ford	998
48	Ron Harris - Team Lotus (Dvr.: J. Clark)	Lotus-Cosworth Ford	998
49	Ron Harris - Team Lotus (Dvr.: M. H. Spence)	Lotus-Cosworth Ford	998
50	Sports Motors (Manchester) Ltd. (Dvr.: R. J. Bloor)	Lotus-Cosworth Ford	998
51	David Prophet Racing (Dvr.: To be nominated)	Lotus-Cosworth Ford	998
52	R. J. Thomas Engineering (Dvr.: R. G. Pike)	Lotus-Cosworth Ford	998
53	Midland Racing Partnership Ltd. (Dvr.: A. Maggs)	Lola-Cosworth Ford	998
54	Midland Racing Partnership Ltd. (Dvr.: R. Attwood)	Lola-Cosworth Ford	998
55	Midland Racing Partnership Ltd. (Dvr.: W. Bradley)	Lola-Cosworth Ford	998
56	Merlyn Racing (Dvr.: D. Hobbs) ...	Merlyn-Cosworth Ford	998
57	Normand Racing Team (Dvr.: M. G. Beckwith)	Cooper-Cosworth Ford	998
58	Normand Racing Team (Dvr.: A. V. Hegbourne)	Cooper-Cosworth Ford	998
59	Team Alexis (Dvr.: J. Ampt) ...	Alexis-Cosworth Ford	998
60	Jeff Uren (Dvr.: P. Hawkins) ...	Lola-Cosworth Ford	998

(Lap Chart overleaf)

RESULTS :

1st..... 2nd..... 3rd.....
4th..... 5th..... 6th.....

Winner's Time..... Speed.....m.p.h.

Fastest Lap : Car No..... Time..... Speed.....m.p.h.

RAC

European Grand Prix Souvenir Programme

If you were unable to attend the R.A.C. European Grand Prix at Brands Hatch but would like to obtain a copy of the official souvenir programme, you may do so by completing the form below and sending it to the Programme Office, Brands Hatch Circuit Limited, Fawkham, Kent, enclosing 3s. 6d. for each post free copy required.

The 80 page, large size (11" x 8½") programme features 70 full colour photographs of cars, drivers and other motor racing topics.

Editorial content includes a review, by Dennis Holmes of the Daily Mail, of the current Grand Prix formula; a detailed description of driving round Brands Hatch Circuit by world champion Jim Clark; a survey of current Formula One cars and their drivers and other information. The programme also includes double page full colour spreads of an aerial view of Brands Hatch circuit and also of Jim Clark.

With the programme, which is contained in a protective polythene jacket, is a copy of the new Castrol booklet on the history of the European Grand Prix and also a combined Lucas lap chart and list of runners for each of the four events which made up the day's programme.

Only
3/6
Including
postage

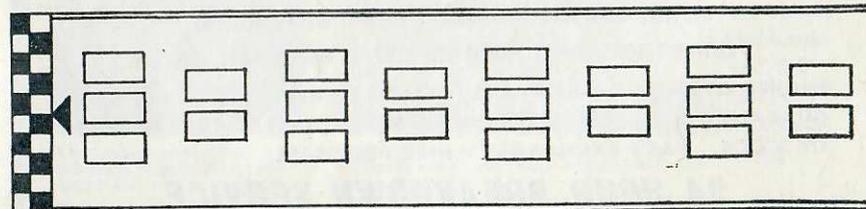
NAME.....
(BLOCK CAPITALS)

ADDRESS.....

EVENT THREE Lap Chart

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Grid Positions



FORTHCOMING EVENTS BRANDS HATCH 1964

9 Aug.	BARC Members Car Races	Mixed	10s. car load
16 Aug.	National Motor Cycle Races	Mainly Sidecars	5s. + 5s. CP 2/6 MCP
23 Aug.	Lagonda & A.C. Owners Sprint	—	5s. car load
30 Aug.	BRSCC Car Races	Mixed	10s. Rovers CPF
6 Sept.	BARC (Surrey) High Speed Trials	—	5s. car load
13 Sept.	BRSCC Members Car Races	Mixed	10s. car load
20 Sept.	National Motor Cycle Races	Mixed	5s. + 5s. CP 2/6 MCP
27 Sept.	BARC Members Car Races	Mixed	10s. car load
4 Oct.	BRSCC Car Races (long circuit)	Mixed	10s. Rovers CPF
11 Oct.	National Motor Cycle Races	Mixed	5s. + 5s. CP 2/6 MCP
18 Oct.	Sevenoaks & DMC Sprint	—	5s. car load
25 Oct.	MG Car Club Sprint	—	5s. car load
1 Nov.	East Surrey MC Sprint	—	5s. car load
8 Nov.	BARC (S.E. Centre) Sprint	—	5s. car load
22 Nov.	Volkswagen/Singer/Met. Police Sprint	—	5s. car load
26 Dec.	BRSCC Boxing Day Car Races	Mixed	10s. CPF

CHILDREN Approx. 20-25% of adult charges.
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 Rovers—Including admission to Grandstands and Paddock.

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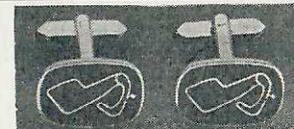
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Metal lapel badges of circuit emblems 2s.6d. each



Enamelled black and gold circuit cuff links 15s.



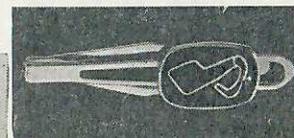
Hanging cloth window pennants with circuit map 3s.6d.



Plastic triangular car window pennants with circuit map 6d.



Black and white circuit map book matches, 2d. each or box of 50 8s.4d.



Enamelled black and gold circuit tie clips 10s.



Enamelled black and gold circuit key rings 10s.



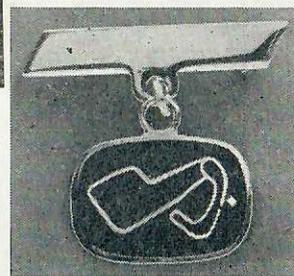
Coloured transfers of circuit emblems suitable for cars, motor cycles, crash helmets, etc. 1s.



Metal car badges incorporating circuit map 17s.6d.



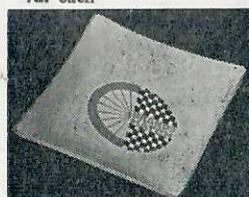
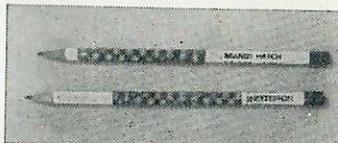
Self adhesive coloured cloth badge of circuit emblem 3s.



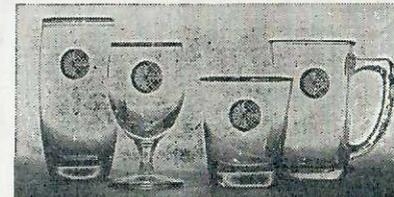
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Gold-edged glasses with circuit emblem:— lemonade (4s.) gin (5s.) whisky (5s.) beer mug (4s.)

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EVENT FOUR

THE GUARDS INTERNATIONAL TROPHY

for Sports Cars complying with Appendix 'C' (1964) to the International Sporting Code, cars complying with the F.I.A. Regulations concerning Prototype Grand Touring Cars, and for Grand Touring Cars complying with Appendix 'J' (1964) Group 3 to the International Sporting Code.

START: 3.15 p.m.

50 LAPS

No.	Entrant and Driver	Car	Number of Cylinders	c.c.	Nationality of Driver
Sports Cars and Prototype Grand Touring Cars — Over 2000 c.c.					
1	Mecom Racing Team (Dvr.: A. J. Foyt) ...	Hussein-Chevrolet ...	8	5962	USA
2	Mecom Racing Team (Dvr.: To be nominated)	Scarab-Chevrolet ...	8	5359	GB
3	C. T. Atkins (Dvr.: R. Salvadori) ...	Cooper Monaco-Maserati	8	4986	GB
4	Team Lotus (Dvr.: J. Clark) ...	Lotus '30' Ford ...	8	4727	GB
6	R. F. Pierpoint ...	Attila '3' Ford ...	8	4727	GB
8	Mecom Racing Team (Dvr.: A. Pabst) ...	Lola-Chevrolet ...	8	4638	USA
9	Mecom Racing Team (Dvr.: W. Hansgen) ...	Lotus '19' Oldsmobile ...	8	4242	USA
10	Maranello Concessionaires Ltd. (Dvr.: G. Hill) ...	Ferrari 330P ...	12	3967	GB
11	Bruce McLaren Motor Racing Ltd. (Dvr.: B. McLaren)	Cooper-Oldsmobile ...	8	3915	NZ
14	David Piper (Racing) Ltd. (Dvr.: D. Piper) ...	Ferrari 250LM ...	12	3286	GB
15	Brabham Racing Organisation (Dvr.: J. Brabham)	Repco Brabham BT8 Climax	4	2751	AUS
16	Stirling Moss Auto Racing Team (Dvr.: H. P. K. Dibley)	Repco Brabham BT8 Climax	4	2496	GB

Sports Cars and Prototype Grand Touring Cars — 1601 c.c. to 2000 c.c.

17	Elva Cars (1961) Ltd. (Dvr.: A. Lanfranchi)	Elva '7' B.M.W. ...	4	1991	GB
18	Elva Cars (1961) Ltd. (Dvr.: C. Hayes)	Elva '7' B.M.W. ...	4	1991	USA
19	Innes Ireland Ltd. (Dvr.: T. Taylor) ...	Elva '7' B.M.W. ...	4	1991	GB
20	Jeff Uren (Dvr.: F. Gardner) ...	Elva '7' B.M.W. ...	4	1991	AUS
21	David Prophet Racing (Dvr.: D. Prophet)	Elva '7' B.M.W. ...	4	1991	GB
22	Team Elite ('62) Ltd. (Dvr.: D. Hulme)	Repco Brabham BT8 Climax	4	1973	GB
23	Roger Nathan Racing (Dvr.: R. Nathan)	Repco Brabham BT8 Climax	4	1973	GB
24	Jeff Uren (Dvr.: P. Hawkins) ...	Lotus '23' Ford ...	4	1650	AUS

Grand Touring Cars — Over 2500 c.c.

25	C. T. Atkins (Dvr.: C. Amon)	Shelby American Cobra	8	4727	NZ
26	Jeff Uren (Dvr.: J. G. Sears)	Shelby American Cobra	8	4727	GB
27	Jeff Uren (Dvr.: J. R. Olthoff)	Shelby American Cobra	8	4727	ZA
28	P. H. Sutcliffe ...	Jaguar 'E' Type	6	3781	GB
29	Protheroe Cars (Dvr.: E. R. Protheroe)	Jaguar 'E' Type	6	3781	GB
32	John Coombs (Dvr.: J. Stewart)	Jaguar 'E' Type	6	3781	GB
30	Dawnay Racing (Dvr.: M. Salmon)	Aston Martin DB4GT	6	3670	GB
31	Maranello Concessionaires Ltd. (Dvr.: I. Ireland)	Ferrari 250GTO ...	12	2953	GB
33	R. C. Kerrison ...	Ferrari 250GT Speciale	12	2953	GB

Reserves

34	T. Hitchcock (1st Reserve)	Shelby American Cobra	8	4727	USA
35	John Coundley Racing Partnership (Dvr.: J. O. Coundley)	Lotus '19' Climax ...	4	2751	GB
36	R. S. Mac (3rd Reserve)	Jaguar 'E' Type ...	6	3781	GB
37	P. K. Clarke (4th Reserve)	Ferrari 250 GTO ...	12	2953	GB

Key to Nationality Code Letters

AUS—Australia GB—Great Britain NZ—New Zealand
 USA—United States of America ZA—South Africa

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3/9 TWENTY

EVENT FOUR — Results

Sports and Prototype Grand Touring Cars —

OVERALL.....
 1..... 2..... 3.....
 Winner's Time..... Speed.....m.p.h.
 Fastest Lap: Car No.....
 Time..... Speed.....m.p.h.

Sports and Prototype Grand Touring Cars —
 Over 2000 c.c.

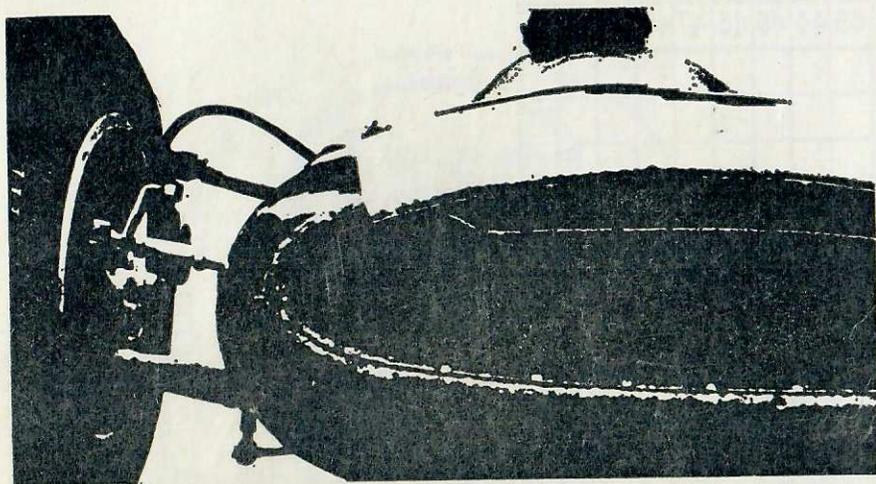
1..... 2..... 3.....
 Winner's Time..... Speed.....m.p.h.
 Fastest Lap: Car No.....
 Time..... Speed.....m.p.h.

Sports and Prototype Grand Touring Cars —
 1601 to 2000 c.c.

1..... 2..... 3.....
 Winner's Time..... Speed.....m.p.h.
 Fastest Lap: Car No.....
 Time..... Speed.....m.p.h.

Grand Touring Cars — Over 2500 c.c.

1..... 2..... 3.....
 Winner's Time..... Speed.....m.p.h.
 Fastest Lap: Car No.....
 Time..... Speed.....m.p.h.



Pole position and seconds to go

Fast practice times have put him on the front rank of the grid. Before him: lap after lap of sweat-and-precision motoring. Now it's up to man and machine—to nerve, experience and engineering skill. And BP fuel and lubricants. Whether for Formula 1, rally, or family car, top drivers choose BP fuels and lubricants.



EVENT FIVE

THE SLIP MOLYSLIP TROPHY

for Touring Cars complying with Appendix 'J' (1964) Group 2 to the International Sporting Code. A qualifying event for the 1964 British Saloon Car Championship.

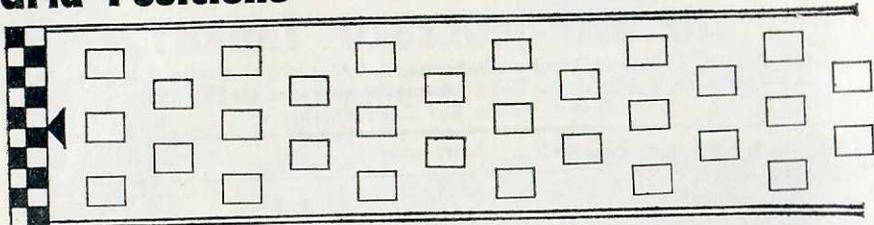
START: 5.10 p.m.

20 LAPS

No.	Entrant and Driver	Car	c.c.
Class A — Over 2000 c.c.			
141	Alan Brown Racing Ltd (Dvr.: J. Brabham)	Ford Galaxie ...	6970
142	Jeff Uren (Dvr.: J. G. Sears) ...	Ford Galaxie ...	6970
143	Sir Gawaine Baillie	Ford Galaxie ...	6970
144	Park Garage (Watford) Ltd. (Dvr.: C. McLaren)	Jaguar Mk. 2 ...	3781
145	J. M. Sparrow	Jaguar Mk. 2 ...	3781
Class B — 1301 c.c. to 2000 c.c.			
146	Team Lotus (Dvr.: J. Clark) ...	Ford-Lotus Cortina	1594
147	Team Lotus (Dvr.: M. H. Spence) ...	Ford-Lotus Cortina	1594
148	Jeff Uren (Dvr.: J. R. Olthoff) ...	Ford-Lotus Cortina	1594
149	Jeff Uren (Dvr.: To be nominated) ...	Ford-Lotus Cortina	1594
150	Moonraker Racing (Dvr.: R. P. Swanton)	Ford-Lotus Cortina	1594
151	D. Haynes	Ford-Lotus Cortina	1594
152	Farnborough Racing Enterprise (Dvr.: J. Nicholson)	Ford-Lotus Cortina	1594
Class C — Up to 1300 c.c.			
153	Don Moore (Dvr.: T. Makinen) ...	Morris Mini-Cooper 'S'	1275
154	Don Moore (Dvr.: P. Clarke) ...	Morris Mini-Cooper 'S'	1275
155	Aurora Gear (Racing) Rotherham (Dvr.: T. Taylor)	Morris Mini-Cooper 'S'	1275
156	Team Broadspeed (Dvr.: J. Handley)	Morris Mini-Cooper 'S'	1275
157	Alexander Engineering Co. Ltd. (Dvr.: Miss E. Jones)	Morris Mini-Cooper 'S'	1275
158	J. Middlehurst & Sons Ltd. (Dvr.: P. T. Middlehurst)	Morris Mini-Cooper 'S'	1275
159	Grosvenor Racing (Dvr.: A. D. Rutt) ...	Morris Mini-Cooper 'S'	1275
160	Cooper Car Company Ltd. (Dvr.: J. Fitzpatrick)	Morris Mini-Cooper 'S'	1275
161	Cooper Car Company Ltd. (Dvr.: P. Hopkirk)	Austin Mini-Cooper 'S'	1275
162	Aurora Gear (Racing) Rotherham (Dvr.: Miss A. Taylor)	Austin Mini-Cooper 'S'	1275
163	Team Broadspeed (Dvr.: R. D. Broad)	Austin Mini-Cooper 'S'	1275
164	Downton Engineering Works Ltd. (Dvr.: J. Rhodes)	Austin Mini-Cooper 'S'	1275
165	Boormans Performance Equipment (Dvr.: P. J. Pilsworth)	Austin Mini-Cooper 'S'	1275
166	J. D. Lewis	Austin Mini-Cooper 'S'	1275
167	SuperSpeed Conversions Ltd. (Dvr.: M. Young)	Ford Anglia 1200 Super	1198
168	SuperSpeed Conversions Ltd. (Dvr.: C. Craft)	Ford Anglia 1200 Super	1198
Reserves			
169	Sussex Racing Partnership (Dvr.: A. B. Stracey) (1st Reserve)	Volvo B18 ...	1778
170	L. A. Goodwin (2nd Reserve)	Ford Anglia 1200 Super	1198
171	Dr. E. G. Manton (Dvr.: W. A. Powell) (3rd Reserve)	Austin Mini-Cooper 'S'	1071
172	Mrs. J. Bond-Smith (4th Reserve)	Ford-Lotus Cortina	1594
173	Sussex Racing Partnership (Dvr.: M. P. Renny) (5th Reserve)	Morris Mini-Cooper 'S'	1275

Results and Grid Positions Overleaf. Lap Chart, page 48.

Grid Positions



RESULTS: _____

OVERALL	CLASS B
1..... 2..... 3.....	1..... 2..... 3.....
Winner's Time..... Speed.....m.p.h.	Winner's Time..... Speed.....m.p.h.
Fastest Lap: Car No.....	Fastest Lap: Car No.....
Time..... Speed.....m.p.h.	Time..... Speed.....m.p.h.

CLASS A	CLASS C
1..... 2..... 3.....	1..... 2..... 3.....
Winner's Time..... Speed.....m.p.h.	Winner's Time..... Speed.....m.p.h.
Fastest Lap: Car No.....	Fastest Lap: Car No.....
Time..... Speed.....m.p.h.	Time..... Speed.....m.p.h.

GOLD SEAL

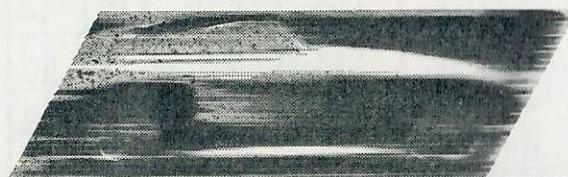
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L A P S

POS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
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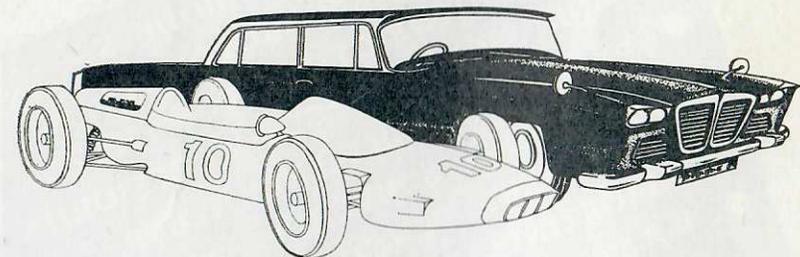
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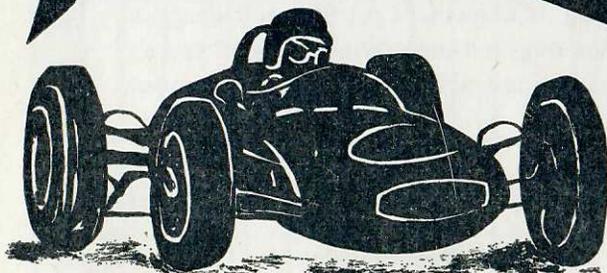
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Nationality Date of Birth

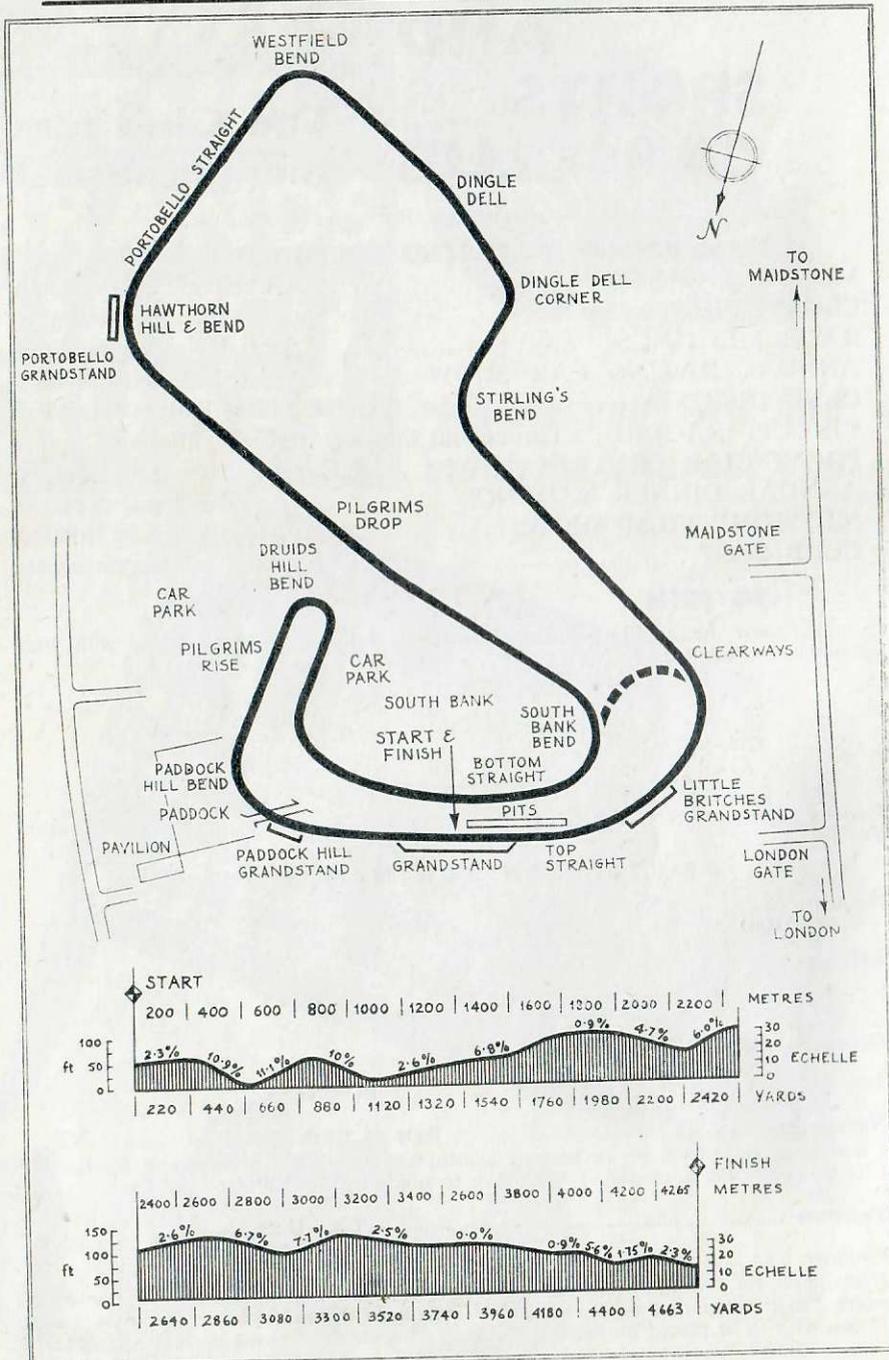
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Signature Date

Proposer Secondor

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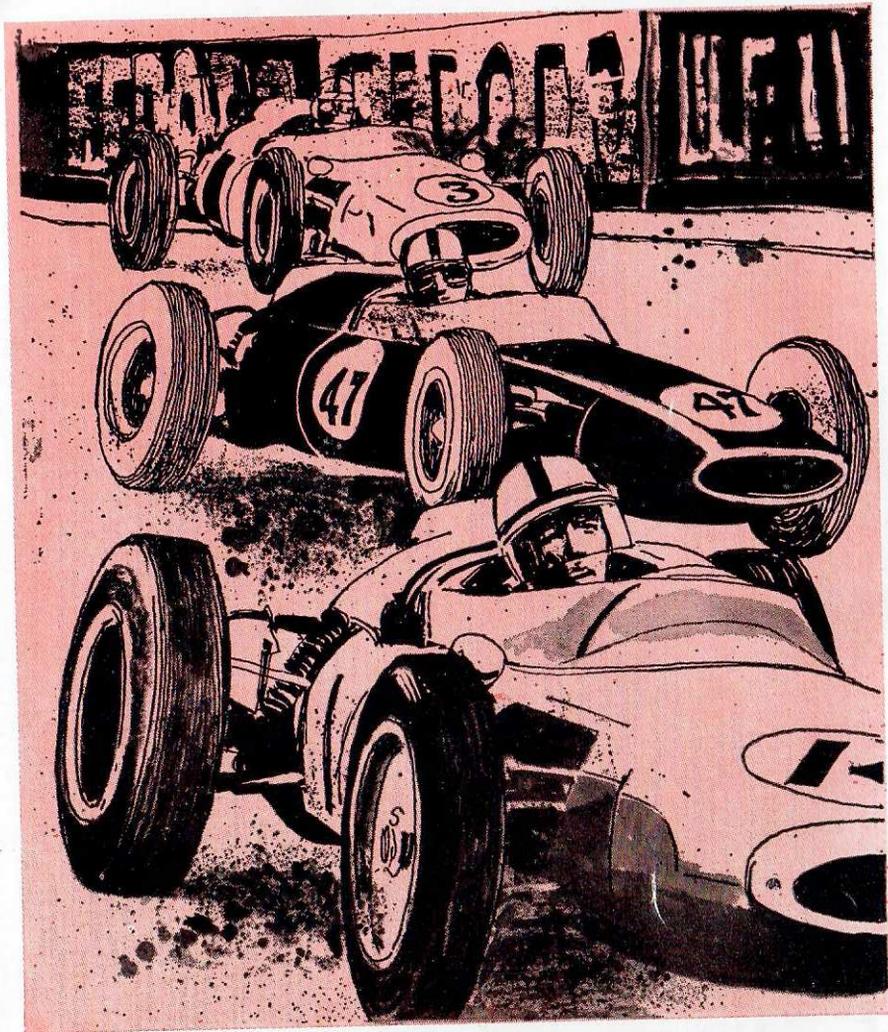
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