## GOOD FRIDAY 4th APRIL 1969

Programme 2s 6d

## Snetterton

# Guards International Car Races <br> Organised by the British Racing \& Sports Car Club for Snetterton Circuit Ltd. 

## 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.


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## GUARDS INTERNATIONAL TROPHY RACES

THIS MEETING IS ORGANISED BY THE BRSCC

The meeting is held under the General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C. and the additional Supplementary Regulations and instructions issued by the British Racing and Sports Car Club.

Organised by the B.R.S.C.C. (East Anglian Centre)
for Snetterton Circuit Ltd. Royal Automobile Club Permit Number RS 4844

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## Conditions of Admission

MOTOR RACING IS DANGEROUS and spectators attending this track do so entirely at their own risk.
"It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders".

## Postponement of the Meeting

The Organisers reserve the right to postpone or cancel the meeting.

## For the Attention of Spectators

DOGS are NOT permitted within the area of the Snetterton Circuit, unless kept on leads Prohibited area notices.-The public are not permitted in the areas where these Notice are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted.
Litter.-Please do not leave litter about the grounds-take it with you.
AFTER THE MEETING NO TRAFFIC IS PERMITTED ON THE CIRCUIT WITHOUT SPECIFIC PERMISSION OF THE CLERK-OF-THE-COURSE OR ALL TRAFFIC SHOULD TRAVEL IN A CLOCKWISE DIRECTION

## Flag Signals

| UNION JACK |  | Start. |
| :---: | :---: | :---: |
| RED |  | Stop immediately. |
| YELLOW (Waved) |  | Great danger; prepare to stop. |
| YELLOW (Motionless) |  | Take care; danger. |
| BLUE (Waved) .. | .. . | Another competitor is trying to overtake. |
| BLUE (Motionless) . . | R ${ }^{\text {Stripes) }}$ | Another competitor is following you closely. |
| YELLOW (With Vertical | (Red Stripes) | Oil on the Course. |
| WHITE |  | An ambulance or service car on the circuit. |
| GREEN $\because \quad .$. |  | Course restored to position when race started. |
| BLACK (With Number) |  | Motor Car with that number must stop. |
| BLACK and WHITE | CHEQUERED | Signal for End of Race. |

## Acknowledgements

All those who are on duty as Marshals at this meeting. British Red Cross.

Traffic Signs: The Royal Automobices:
Traffic Signs: The Royal Automobile Club.
Police Services: Supt. A. Cushing and the Norfolk County Constabulary.

## This Meeting is promoted by: <br> MOTOR CIRCUIT DEVELOPMENTS LTD.

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For SNETTERTON CIRCUIT LTD.
General Manager: C. J. D. Lowe
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in the London to Sydney Marathon. in the London to Sydney Marathon.


DUCKHAMS 20-50

The choice of the enthusiasi

[^0]
## Officials of the Meeting

## STEWARDS:

For the R.A.C.
Mr. E. Harris
For the B.R.S.C.C.
R. Playford
S. J. Boshier
I. L. Taylor
D. Wilkinson

JUDGES:
Colonel C. Barker
B. L. Mitchum

Major J. Law
CLERK OF THE COURSE:
Cmdr. P. Heseltine
ASST. CLERK OF THE COURSE:
P. C. Lacey

CHIEF MARSHAL:
J. E. Sellers

ASST. CHIEF MARSHAL:
J. E. Binning

CHIEF PADDOCK MARSHAL:
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CHIEF START LINE MARSHAL:
H. Driver

CHIEF FIRE MARSHAL:
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PADDOCK OFFICE
G. M. Bridge
R. Boughen

SECRETARY:
Miss M. Powney
SECRETARY OF THE MEETING
Miss P. Ozanne
RACE CONTROL
Mrs. R. Boughen
Mrs. R. Rayne
Miss C. Brent
Miss A. Clifford
COURSE TELEPHONE:
Mr. and Mrs. G. Dench
Mr. and Mrs. D. Barnard

## STARTER

G. C. Tompkin

PRESS OFFICER:
J. Dooley

COMMENTATORS:
W. Barlow
. Wren
N. Hay
N. Greenway

MEDICAL OFFICERS:
Dr. N. Powers
Dr. A. K. Knowles
Dr. A. Chapman
ELIGIBILITY SCRUTINEERS:
C. A. A. D. Mitchell
S. R. Proctor

SCRUTINEERS:
H. J. Rilett
A. J. Pinfold
R. Soanes
R. Soanes
D. Smith

TIMEKEEPERS:
F. A. Lowe
C. C. Cann
A. Lee
E. B. Colman
A. F. Faulkner
G. S. Barritt
J. Harvey

RACE RECORDERS:
Mrs. F. A. Lowe
Miss P. Wallis
MEDICAL SERVICES British Red Cross
SPECIAL RESCUE VEHICLE: Henlys (lpswich) Ltd.
BREAKDOWNS:
Henlys (Ipswich)Ltd.
Edmundsons
Smith's of Attleborough
MARSHALS:
Members of the B.R.S.C.C., S.M.R.C. and the B.M.R.M.C.

Programme of Events and Awards

EVENT I. THE LOMBANK TROPHY RACE
Formula 3 Racing Cars
Ist- 2250 ; 2nd- $£ 200$; 3rd- $£ 150$; 4th- $£ 100$; 5 th- $£ 80$; 6th- $£ 70$; 7th- $£ 60$; 8th- $£ 50$; 9th- $£ 40$; 10 th- $£ 35$;
11 th- $£ 30$; 12 th to 18 th- $£ 25$; 19 th to 25 th- $£ 20$.
EVENT 2. THE GUARDS INTERNATIONAL TROPHY RACE
Group 4 Sports Cars
Group 4 Sports Cars
1st- $£ 500 ; 2$ nd- $£ 400 ; 3$ rd- $£ 300 ; 4$ th- $£ 200 ; 5$ th- $£ 100$;
6th- $£ 90$; 7 th $-£ 80$; 8 th- $£ 70$; 9 th- $£ 60$; 10th- $£ 50$; 11 th
to 15th- $£ 40$; 16 th to 20 th - $£ 30$; 21 st to 25 th $-£ 20$
In each class, except Overall Winner:
1st- $£ 30$; 2nd- $£ 20$; 3rd- $£ 10$.
EVENT 3. THE BRITISH SALOON CAR
Group 5 Touring Cars
LAPS START I5 I4.30 hrs

Ist- $£ 300$; 2nd- $£ 200$; 3 rd- $£ 150$; 4th- $£ 100$; 5th- $£ 80$; 6 th- $£ 70$; 7 th- $£ 60$; 8 th- $£ 50$; 9 th- $£ 40$; 10 th- $£ 35$; 11 th $-£ 30$; 12 th to 18 th $-~ £ 25$; 19th to 25 th- $£ 20$.
In each class, except Overall Winner:
Ist- $£ 25$; 2nd- $£ 15$; 3 rd- $£ 10$.

The outright winner of the EUROPEAN TOURING CAR CHAMPIONSHIP 1968
DIVISION 3


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## GUARDS INTERNATIONAL BRINGS OUT THE BIG BOYS

## Snetterton's first international of 1969

by Graham Macbeth


Sid Taylor's Lola T70 was the most successful sports car on British circuits during 1968. Taylor's new model is driven today by Brian Redman, winner of last year's B.O.A.C. 500, the British round of the world sports car championship. (Photograph by Lynton Money.)

With eight 5-litre Lola Chevrolet T70 models to choose from, it will be a clever man who will want to forecast the first three across the line in this afternoon's Guards Inter national sports car race. With 50 laps to cover, there is plenty of time for troubles to colour the results but not enough to allow the drivers to relax for an instant, for this is going to be a tough, fast race and the speed target is not just the sports car lap record held by Paul Hawkins at a mere 104 m.p.h. but that outright record of over $110 \mathrm{~m} . \mathrm{p} . \mathrm{h}$. which stands to the credit of Grand Prix drivers Graham Hil, Jackie Stewart and Jochen Rindt, all of whom share it in Formul 2 cars.

Record holder Hawkins is here with a Lola, a car which he strove so hard to beat las year. He went so quickly in his Ford GT40 that his progress in the inherently quicker Lola should be nothing short of meteoric. His rivals include Brian Redman in the latest Sid Taylor Lola, another in the series of T70 models with which Sid's drivers have enjoyed an almost unbroken series of wins. Then there is David Piper, who has joined the Lola ranks after literally years with Ferrari cars in which he has so often shaken the field with consistently rapid laps to be first to the flag. With the latest thing in Lolas he will be a very hard man to catch.

Jo Bonnier, the Swedish Grand Prix driver, is yet another to be in the lap record breaking class with a T70 (he did this at Oulton Park last summer) and Trevor Taylor makes a return to really fast motor racing today at the wheel of a further Lola. Formerly with the Lotus Grand Prix team, Trevor has now re-joined Team Elite, an organisation which regularly entered and won major sports car events several years ago. They began with Lotus Elite cars (hence their team name) and also have one of the Elite's natural successors a Lotus Europa, in the small capacity class driven by another team stalwart, David Preston.
Reverting to the big class, Mike de'Udy must not be overlooked as one of the possible winners while Richard Attwood is another likely one. He will long be remembered fo his great second place and new outrigh course record at the Monaco Grand Prix las year. Now he must be a potential record Straight at well over 150 m.p.h in Joh Woige's Woolfe's Lola.

In the 160 - 2500 c.c. class, a wonderfu battle should ensure between the Porsche and Ferrari cars and the numerous Chevrons. Try picking a winner from John Lepp, Geof Breakell and John Hine. But what about


The Lotus Europa and Ford GT40 are both now regarded as ageing designs but are still potential winners. As recently as two weeks ago the Ford GT40 was winning a world championship race-the Sebring 12 -hours.

Reine Wisell? And Peter Taggart? And well, where do you stop?
Surprise in the saloon car race is the B.M.W 2002 TI to be driven by Dieter Quester from Germany. Although entered by the British concessionaires, this is a full "works" mode and rumour has it that, like the Alan Mann Racing Ltd. Ford Escort Twin-Cam, the B.M.W. may well be supercharged and transferred to the over- 2000 c.c. class where the potential outright winners belong. Reigning saloon car champion Frank Gardner from Australia has tough opposition agains his Alan Mann Escort. Roy Pierpoint, him-
self a former British saloon champion, is down to drive Bill Shaw's new Chevrolet Camaro with 5-litre V8 engine, and this model is felt likely to be the car to beat once it is in full race trim. Even if the Camaro is not fully raceworthy, Pierpoint will be able to fall back on the other car owned by entrant Bill Shaw, the Ford Falcon in which Pierpoint won the first of the season's saloon championship races at Brands Hatch.
That opening round was largely inconclusive so far as the smaller capacity classes were concerned. Mike Crabtree in the Willment Escort Twin-Cam was a clear enough winner

Most numerous cars in the Guards International are Chevrons, with 2-litre B.M.W. engines. The "works" Chevron today will be driven by Swedish ace Reine Wisell, even better known for his Formula 3 exploits. (Photograph by E. Gerry Stream.)



The up-to-1000 c.c. class of the British Saloon Car Championship race is wide open. Minis and Anglias are evenly matched and there is a Hillman Imp for good measure. (Photograph by Peter Cromer.)


The Alan Mann Racing Ltd. Ford Escort won the British Saloon Car Championship in 1968, making Australian Frank Gardner the saloon champion for the second year running. Today the car will be supercharged and should be quicker than ever. (Photograph by E. Gerry Stream.)


Ford Falcons won most of the Saloon Car Championship races last year, but divided points between them. Former champion Roy Pierpoint also won this year's opening round in a Falcon (at Brands Hatch three weeks ago) but today should be at the wheel of a new Chevrolet Camaro. (Photograph by E. Gerry Stream.)


Lombank Formula 3 Championship winners of 1968, the Sports Motors (Manchester) Ltd, team are this year running the "works" F3 Brabham. Left to right behind the new BT28: Entrant Rodner Bloor, Lombank champion driver Tim Schenken and Chief Mechanic John Schofield. (Photograph by Nigel Snowdon.)
in the I30I-2000 c.c. class but although the newly formed Britax-Cooper-Downton team Morris Coopers of Gordon Spice and Steve Neal won the 1001-1300 c.c. class handsomely, their main opponents were put out in spectacular fashion. Chris Craft in the Broadspeed Escort GT and John Rhodes in the British Leyland Morris Cooper eliminated each other in a start line collision, John Fitzpatrick's Broadspeed Escort caught fire and John Handley's British Leyland Morris crashed. At Snetterton the Broadspeed and British Leyland teams are out in force again intent on both finishing the race and beating the brand new Britax-Cooper-Downton outfit.

Opening race is the Lombank Formula 3 Championship event and spectators are likely to think this far too short at 15 laps, because all the top contenders in this most exacting class are taking part. Obvious target for competition is Tim Schenken reigning Lombank F3 champion who is again driving for Sports Motors (Manchester) Ltd in whose car he won the title last year. This ime their car is a brand new Brabham BT28 model supported by Guards cigarettes (hence, its red and black decor) and in fact, (he "works" Formula 3 for the "works" Formula 3 for the Brabham organisation.
There were red faces when this aweinspiring combination got beaten at Mallory Park by Alan Rollinson's privately-entered BT2I in the first round of this year's Lombank
series a month ago. It will make Schenken even more determined today, while Rollinson will go to the line in the happy knowledge that Schenken is not invincible but just very hard to beat. Another man who has beaten Schenken before now is Reine Wisell, the young Swedish driver who startled many British F3 exponents last year, not only beating them on the Continent, but by actually coming over here and repeating the dose. Now he is the Chevron "works" driver and that means he must be taken very seriously indeed. So must Barry Smith, in the Avalon Racing (Thanet) Ltd. Chith, in for he shot to fame last season as a giant killer in the Avalon Chevron GT and obviously has the potential to do well in F3 also.
Never to be underestimated in any car, leas of all a Formula 3 model, is Roy Pike from California. This could be his big year, for not only is he in the Gold Leaf Team Lotus , but he looks like getting some drive in other things besides F3 models and there are many who tip him as a future star in any class. His team mate, Mo Nunn, is also extremely quick.
Others to watch are Rene Ligonnet from France in a Chevron, Mike Beckwith in the Mike Spence Ltd. Lotus after a couple of years driving for the Dutch Daf team with their unusual automatic transmission F3 models, and Peter Gaydon and Mike Keens in Italian-built Tecnos.


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

## Firestone F100 Radials.

The family car tyres good enough to go racing.

## 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 I basis for the first six races in 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 scores.

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

Next three rounds:

$$
\begin{array}{ll}
\text { April } 7 & \text { BRSCC Easter Trophy races, Mallory Park } \\
\text { May } 3 & \text { L \& CCC Lombank Cup races, Oulton Park } \\
\text { May } 4 & \text { BARC Leicester Cup races, Mallory Park }
\end{array}
$$

Points position to date:

1. Tim Schenken (Brabham-Ford BT28)
2. Alan Rollinson (Brabham-Ford BT2
3. David Cole (Alexis-Ford Mk. 12)
4. Cyd Williams (Brabham-Ford BT2IB)

Roger Keele (EMC-Ford)
7. Karrie Maskell (Chevron-Ford B9)

Mike Watkins (Lotus-Ford 4I)
Brendan McInerney (Brabham-Ford BT̈2IB
0. Mike Campbell (Titan-Ford Mk. 3) Peter Deal (Brabham-Ford BTI8)

$$
\begin{array}{lr}
\text {. } 21 & 21 \\
\ldots & 18 \\
\ldots & 9 \\
. &
\end{array}
$$

$\qquad$

## Lombank Trophy Race

Single-seater Racing Cars complying with the F.I.A. International Formula 3



## RESULTS:

## Overall:



## test your car and your skill on one of Britain's leading race-tracks

 By joining: Brands Hatch Motor Club Snetterton Motor Racing Club Mallory Park Motor Club

For 2 or 3 guineas a year you can experience something new in Motor Club enjoyment

member of three
Membership of any one circuit car club allows you and up to three guests to use
the clubhouses at Mallory Park, Snetterton and Brands Hatch. Similarly, members of
any one circuit car club are also automatically members of the other two, and are entitled to exchange skid-road and
race-track tickets (when applicable), to use race-track tickets (when applicable), to use
the other facilities at concession rates, and to enjoy full Clubhouse privileges.

drive on a skid-road You also receive three more tickets, each entitling you to a weekend practice session
on the Brands Hathen skid road, built specililly
for the tor the High Periformance. Course of the
British School of Motorine. In your of the British schoi ot Motorng. In your own car
you can spin safely on the special mastic surface through 360 degrees from only 20 m.p.h.

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brooches for yourself, one other mate, and up to for yourses, at
one or all of the three circuits involved. one of all of the three circuits involved.
These admit your car to any public park and all brooch holders to the paddock at Mallorr and Snotererton and pany nock at
viewing area. At Brands Hatch na seasal viewing area. At Brands Hatch a season
brooch costs 5 gns for adultt males, and
 brooches cost 4 gns for males and 3 gins
for ladies. At Snetterton 3 gns for males for ladies. At S. Setterton 3 gns for males
and 2 gns for ladies.

drive again at 70 plus As a member of a circuit car club you can
again extract the maximum in speed and As a member or a circuif car clus you can
again extract the maximum in speed and
radiond roadholding from your car. At Brands,
Mallory and Snetterton you can enioy Mallory and Snetterton you can enioy real
performance on roadways designed to bring pertormance on roadways designed to bring
out the best in driving skill and engineering. And you can do so within safety barriers. wide run-offs and without the risk of oncoming traficic. And atterwards-you can
relax in the clubhouse with people with

enjoy a clubhouse Close to the paddock at Brands Hatch and Park, members have their own modern-
Str Park, members have their oun modern-
strle motoring pubs and clubhouse. They are open on reguluar weekday eveningse, week-
days, weekends and on
 days. Apart from their attractive bars, set
against a background of motor badges and against a background of motor badges and
paintings, the clubhouses are also equipped with music and amusements. They are
aiso the sean also the scene
cockail parties.

## Join to-day

For 3 gns a year ( 2 gns if a B.R.S.C.C. member) you can enjoy 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 circuit car club has its own
distinctive emblem which is reproduced on transfers, car and lapel badges, and on club ties.

## How to Join



## Name

Address

Tel :

## Guards International Trophy Race <br> Sports Cars complying with Appendix "j" Group 4 to the International

 Sporting CodeA qualifying round for the 1969 R.A.C. Sports Car Championship

| No. Entrant and Driver Class A-Over 2500 c.c. |  |  |  |
| :---: | :---: | :---: | :---: |
|  |  |  |  |
|  | Sidney Taylor (Dvr.: Brian Redman) | Lola T70GT Mk. 3B | 4956 |
|  | Paul Hawkins (Racing) Ltd. (Dvr.: Paul Hawkins) | Lola T70GT Mk. 3B | 4956 |
|  | David Piper | Lola T70GT Mk. 3B | 495 |
|  | Ecurie Bonnier (Dvr.: Jo Bonnier) | Lola T70GT Mk. 3B | 495 |
| 55 | A. G. Dean (Racing) Ltd. (Dvr.: Tony Dean) | Lola T70GT Mk. 3B | 4956 |
|  | Team Elite (Dvr.: Trevor Taylor) . . | Lola T70GT Mk. 3B | 4956 |
| 57 | Grand Bahama Racing Car Co. Ltd. <br> (Dvr.: Mike de'Udy) | Lola T70GT Mk. 3B | 4956 |
| 58 | John Woolfe Racing (Dvr.: Richard Attwood) . . | Lola T70GT Mk. 3B | 495 |
| 59 | Escuderia Montjuich (Dvr.: Jose Juncadella) | Ford GT40 | 4942 |
| 60 | Peter Sadler .. | Ford GT40 | 4942 |
| Class B-1601 c.c. to $\mathbf{2 5 0 0}$ c.c. |  |  |  |
| 71 | Sportscars Switzerland (Dvr.: Richard Brostrom) | Porsche 910 | 199 |
|  | Paddy McNally (Dvr.: Charles Lucas) . . .. | Porsche 910 | 199 |
| 73 | Heuer Time Ltd. (Dvr.: John Spero) | Porsche 906 | 199 |
| (2) 75 | Chevron Cars (Dvr.: Reine Wisell) | Chevron B8 | 199 |
| (3) 77 | Peter Taggart | Chevron B8 | 1991 |
| 78 | J.C.B. (Excavators) Ltd. (Dvr.: Peter Brown) | Chevron B8 | 199 |
| 79 | Lepps The Jewellers (Altrinchan) Ltd. <br> (Dvr.: John Lepp) | Chevron B8 | 199 |
| 80 | Worcestershire Racing Association |  |  |
|  | (Dvr.: John Burton) | Chevron B8 | 1991 |
|  | Road \& Racing Accessories (Holborn) Ltd. <br> (Dvr.: Paul Vestey) | Chevron B8 | 99 |
| 82 | Geoff Breakell | Chevron B8 | 99 |
| 86 | Scodec de Cadenet (Dvr.: Tony Beeson) | Ferrari Dino | 1987 |
| Class C-Up to 1600 c.c. |  |  |  |
| 91 | Team Elite (Dvr.: David Preston) | Lotus 47 | 1594 |
| 92 | John Calvert .. .. .. | Lotus 47 | 159 |
| 593 | Brian Poole D. Ddr | Lotus 47 | 159 |
|  | Polydor Chris Barber Racing (Dvr.: John Hine) | Lotus 47 | 1594 |
| RESERVES: |  |  |  |
|  | Scottish Privateers (Dvr.: Andrew Fletcher) (Ist Reserve) | Ford GT40 | 4736 |
|  | Trevor Twaites (2nd Reserve) .. .. .. | Chevron B8 | 1991 |
|  | Nick Gold (3rd Reserve) | Porsche 906 | 1991 |
|  | Worcestershire Racing Association <br> (Dvr.: Paul Ridgway) (4th Reserve) | Chevron B8 | 1991 |
|  | Arthur Moore (5th Reserve) .. .. .. | Chevron B8 | 1991 |
|  | Tech-Speed Racing (Dvr.: Chris Craft) (6th Reserve) | Lola T70GT Mk. 3B | 4956 |
| RESULTS: |  |  |  |
| Overall: |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
| Fastest Lap: Car No............ at...........m.p.h. Fastest Lap : Car No.............. at, O3.3m.p.h. |  |  |  |
| Class C-Up to 1600 c.c. |  |  |  |
|  | - 2nd...................... 3r |  |  |
|  |  |  |  |



In the pits you'll find plenty of Gold Cross. It's one of the props the racing boys wouldn't be without. They know it gives firsttime high performance starting. maximum protection and lower oil consumption. Now you know.

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## British Saloon Car Championship Race

Special Touring Cars complying with Appendix " J " Group 5 to the International Sporting Code
A qualifying round for the 1969 R.A.C. British Saloon Car Championship


## Two hnps. (Dne diiiierence. Four seats.

The one without mudguards is a Vixen Imp. Currently Formula Four championship winner. The one with windows is a Sunbeam Imp Sport. Very comfortable. Very quick. And blessed with the same basic engine and suspension as the Vixen. If you can call an ally-head, twin carbs, 10:1 compression, 55 bhp at 6100 revs and
up to 90 mph basic. Though with the Imp Sport, you get four seats, superior interior fittings, and 'of course, the usual Imp advantages to quote Car \& Car Conversions.
For only £733*. The Sunbeam Imp Sport. A wolf in sheep's clothing.
*ex works price, inc. p.t. Seat belts extra


## LAP RECORDS



# 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.


## LAP SPEED TABLE

## Snetterton 1 Lap-2.71 Miles

m.s.
m.p.h. m.s. 30-0. . $108 \cdot 40$ 2. . $108 \cdot 16$ 4. . $107 \cdot 92$ 6. . $107 \cdot 68$
.31•0. . 107•21 $2 . .106 \cdot 97$
$4 . .106 \cdot 74$
$6 \ldots 106 \cdot 50$
$8 . .106 \cdot 28$ 8. . $106 \cdot 28$
$1.32 \cdot 0$. . $106 \cdot 04$ 2.. $105 \cdot 81$ 4. . $105 \cdot 58$
$6 . .105 \cdot 36$ $6 . .105 \cdot 36$
$8 . .105 \cdot 13$
1.33•0. . 104.90 2. . $104 \cdot 68$ 4. . $104 \cdot 45$ 6.. $104 \cdot 23$
.34•0. . 103•79 2. . $103 \cdot 57$ 4. . $103 \cdot 35$ $6 . .103 \cdot 13$
$8 . .102 \cdot 91$ 35•0. . 102•70 2. . 102 - 4 4. . $102 \cdot 26$
$6 \ldots .102 \cdot 05$ 8. . 101 - 84
1.36-0. . 101.63 2.. $101 \cdot 41$
$4 . .101 \cdot 20$ 6. . $100 \cdot 99$ 8. . $100 \cdot 79$
137.0.. $100 \cdot 58$ 2. . $100 \cdot 37$ 4.. $100 \cdot 16$ 6. . 99.96
8. 99.76
1.38-0.. 99.55 $38 \cdot 0$. . 99.55
2.. 99.35 2.. 99.35
4 . 99.15 .. $99 \cdot 15$
. $98 \cdot 95$ 8.. $98 \cdot 75$ 8. . $97 \cdot 76$ 2. $89 \cdot 34$ 4. 89.18 4. . $89 \cdot 18$
$6 . .89 \cdot 02$ 8.. $88 \cdot 85$
m.s. 1.50•0. . $88 \cdot 69$ $0.88 \cdot 69$
$2.88 \cdot 53$ $2 . .88 \cdot 53$
$4 . .88 \cdot 37$ $4 . .88 \cdot 37$
$6 . .88 \cdot 21$ 6. $88 \cdot 21$
$8 . .88 \cdot 05$ 1.51-0..87-89 2. . $87 \cdot 73$ 2..87•73
$4 . .87 \cdot 58$
4. .87.
681 $6 . .87 \cdot 41$
$8 . .87 \cdot 26$ $1.52 \cdot 0 . .87 \cdot 11$ 2. . $86 \cdot 95$ $2 . .86 \cdot 95$
$4 . .86 \cdot 80$
6..86.64
. $0.86 \cdot 4$ 53.0. $86 \cdot 34$
2. . $86 \cdot 18$
4. . $86 \cdot 03$
6..85•88

54-0..85-58 2. .85.43
$2 . .85 \cdot 43$
$4 . .85 \cdot 28$
$4 . .85 \cdot 28$
$6 . .85 \cdot 13$
8. . 84 . 98
1.55.0. $84 \cdot 84$
2. . $84 \cdot 69$
2..84•69
4. . $84 \cdot 54$
$6 . .84 \cdot 39$
6.. $84 \cdot 39$
$8 . .84 \cdot 25$
$1.56 \cdot 0 . .84 \cdot 10$
2. .83.96
4..83-81
6..83.67
8..83-53
$1.57 \cdot 0 . .83 \cdot 39$
2. . $83 \cdot 24$
4. . $83 \cdot 10$
6. $82 \cdot 96$
8..82.82
1.58.0..82.68
2. . $82 \cdot 54$

4 . . 82.40
6. . $82 \cdot 26$
8. . $82 \cdot 12$
1.59-0..81.98
2. . $81 \cdot 8$
$4 . .81 \cdot 71$
$6 . .81 \cdot 57$
$6 . .81 \cdot 57$
$8 . .81 \cdot 44$


## SNETTERTON 1969 FIXTURES

| Date | Event | rganiser | Races | Charges |
| :---: | :---: | :---: | :---: | :---: |
| 6 April | Clubman's Motor Cycle Races Start: 13.30 | BMCRC | All Classes | 7/6A, CF, Rovers |
| 7 April | Easter Trophy Motor Cycle Races Start: 1220 | Snett. Comb. | All Classes | 10/-A, 5/-C, Rovers |
| 13 April | Clubman's Motor Cycle Races Starc: 14.00 | Midlands MRC | All Classes | 7/6A, CF, Rovers |
| 19 April | Lambretta Club Trial Start: 18.00 | Lambretta | Scooters | No charge |
| 20 April | Clubman's Motor Cycle Races Start: 12.30 | Newmarket | All Classes | 7/6A, CF, Rovers |
| 26 April | Clubman's Motor Cycle Races | BFRC | All Classes | 7/6A, CF, Rovers |
| 27 April | Clubman's Car Races <br> Start: 14.30 | Romford ECC | $\begin{aligned} & \mathrm{FF}, \mathrm{FL}, \mathrm{GT}, \mathrm{PS}, \\ & \mathrm{CT} \end{aligned}$ | 10/-A, 5/-C, Rovers |
| $\begin{aligned} & 4 \text { May } \\ & 11 \text { May } \\ & 17 \text { May } \\ & 18 \text { May } \end{aligned}$ | Thetford Trophy Car Races <br> Clubman's Car Races <br> Clubman's Motor Cycle Races <br> Clubman's Car Races | BRSCC <br> West Essex CC BFRC <br> TEAC | $\begin{aligned} & \text { FL, FF, GT, T, } \\ & \text { FF, GT, PS, T, C } \\ & \text { AII Classes } \\ & \text { FF, PS, C, GT, T, } \end{aligned}$ | 10/-A, 5/-C, 5/-P, SF 10/-A, 5/-C, Rovers 7/6A, CF, Rovers 10/-A, 5/-C, Rovers |
| $\begin{aligned} & 25 \text { May } \\ & 26 \text { May } \end{aligned}$ | Motor Cycle Races Whitsun Cup Car Races | Snett. Comb. BRSCC | All Classes FF, GT, PS, $\mathbf{T}$ | $\begin{aligned} & \text { 10/-A, 5/-C, 5/-P, SF } \\ & 10 /-A, 5 /-C, 5 /-P, S F \end{aligned}$ |
| $\begin{aligned} & 8 \text { June } \\ & \text { 15 June } \\ & 22 \text { June } \end{aligned}$ | Clubman's Car Races Clubman's Car Races Festival of Speed | Cheshunt MC West Essex CC BRSCC/ | FL, FF, GT, PS, T FL, FF, PS, T, C GT, FF, T, 350, | 10/-A, 5/-C, Rovers 10/-A, $5 /-\mathrm{C}$, Rovers 10/-A, 5/-C, 5/-P, SF |
| 29 June | Clubman's Car Races |  | FL, FF, GT, S, T, | 10/-A, 5/-C, Rovers |
| $\begin{aligned} & 6 \text { July } \\ & 12 \text { July } \\ & 13 \text { July } \end{aligned}$ | Clubman's Motor Cycle Races Clubman's Motor Cycle Races Eastern Cup Car Races | Racing 50 MC BMCRC <br> Mini-7 Club | All Classes <br> All Classes <br> FL, GT, PS, T, | 7/6A, CF, Rovers 7/6A, CF, Rovers 10/-A, 5/-C, 5/-P, SF |
| $\begin{aligned} & 19 \text { July } \\ & 20 \text { July } \end{aligned}$ | Clubman's Motor Cycle Races Clubman's Motor Cycle Races | Midland MRC Newmarket DMC | All Classes <br> All Classes | 7/6A, CF, Rovers 7/6A, CF, Rovers |
| 27 July | Redex Cup Car Races | BRSCC | $\underset{C}{\mathrm{FF}, \mathrm{GT}, \mathrm{PS}, \mathrm{~T},}$ | 10/-A, 5/-C, 5/-P, SF |
| 3 Aug. <br> 10 Aug. <br> 17 Aug. <br> 24 Aug. <br> 3I AUG. | Motor Cycle Races <br> Astley Trophy Car Races <br> Clubman's Motor Cycle Races <br> Clubman's Car Races <br> RACE OF ACES INTERNATIONAL <br> MOTOR CYCLE MEETING | Snett. Comb. <br> West Essex BFRC <br> Romford ECC SNETT. <br> COMBINE | All Classes FL, FF, PS, T All Classes FF, PS, T, C ALL CLASSES | 10/-A, 5/-C, 5/-P, SF 10/-A, 5/-C, 5/-P, SF 7/6A, CF, Rovers 10/-A, 5/-C, Rovers 10/-A, 5/-C, $10 /-S$, 10/-P |
| I SEPT. <br> 7 Sept. | GUARDS SNETTERTON 5000 NATIONAL CAR RACES Clubman's Car Races | BARC 750 MC | F5000, FF, PS, T, C <br> 750, 1172, Mono | $\begin{aligned} & \text { 12/6A, 5/-C, } 10 /-\mathrm{S} \text {, } \\ & 10 /-\mathrm{P} \\ & 10 /-\mathrm{A}, 5 /-\mathrm{C}, \text { Rovers } \end{aligned}$ |
| 13 Sept. 14 Sept. 21 Sept. | 9-Hr. Kart Race Clubman's Motor Cycle Races Scott-Brown Race of History | Bath K.C. Bantam MCC BRSCC | Karts <br> All Classes <br> Hist., FF, T, C | 5/-A, CF, Rovers 7/6A, CF, Rovers 10/-A, 5/-C, $10 /-\mathrm{S}$, |
| 28 Sept. | Clubman's Motor Cycle Races | BMCRC | All Classes | 7/6A, CF, Rovers |
| 5 Oct. | Les Leston Cup Car Races | BRSCC | FL, FF, GT, PS, | 10/-A, 5/-C, 5/-P, SF |
|  | Motor Cycle Races Clubman's Motor Cycle Races Clubman's Motor Cycle Races Grand Slalom | Snett. Comb. Bantam MCC MBCRC CUAC | All Classes <br> All Classes <br> All Classes <br> S, GT, PS, T | 10/-A, 5/-C, 5/-P, SF 7/6A, CF, Rovers 7/6A, CF, Rovers 5/-A, CF, Rovers |
| 2 Nov. | 12-Hr. Scooter Trial | Vespa CGB | Scooters | No charge |

## KEY

Races: F5000-Formula 5000. FL-Formula Libre. F3-Formula 3. FF-Formula Ford. Hist.-Historic Racing Cars. Touring (Club-type). PS-Production Sports (Club-type or marque cars). C-Clubman's Sports. T5 Special Gran
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