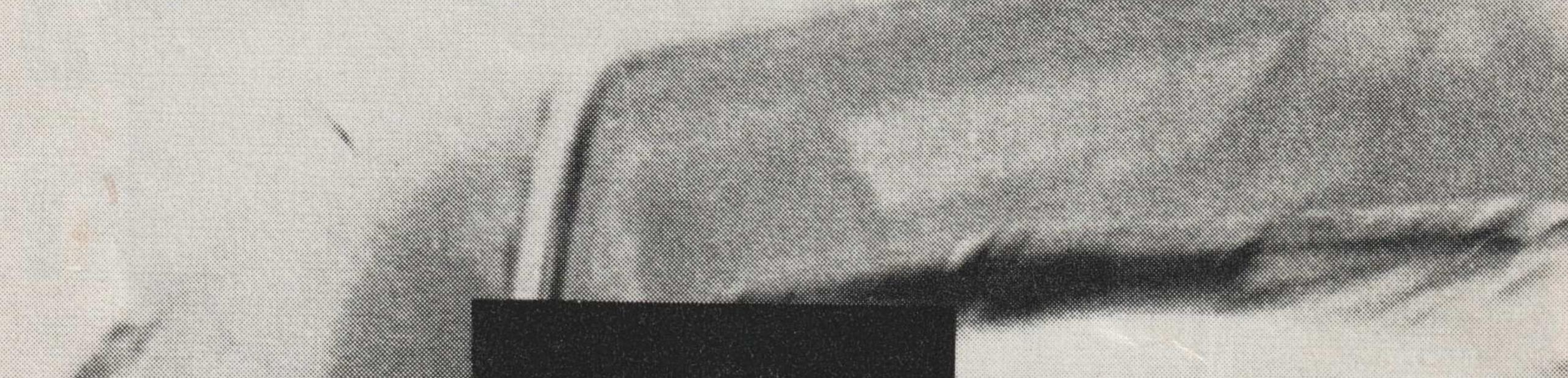
GOOD FRIDAY 4th APRIL 1969 Programme 2s 6d

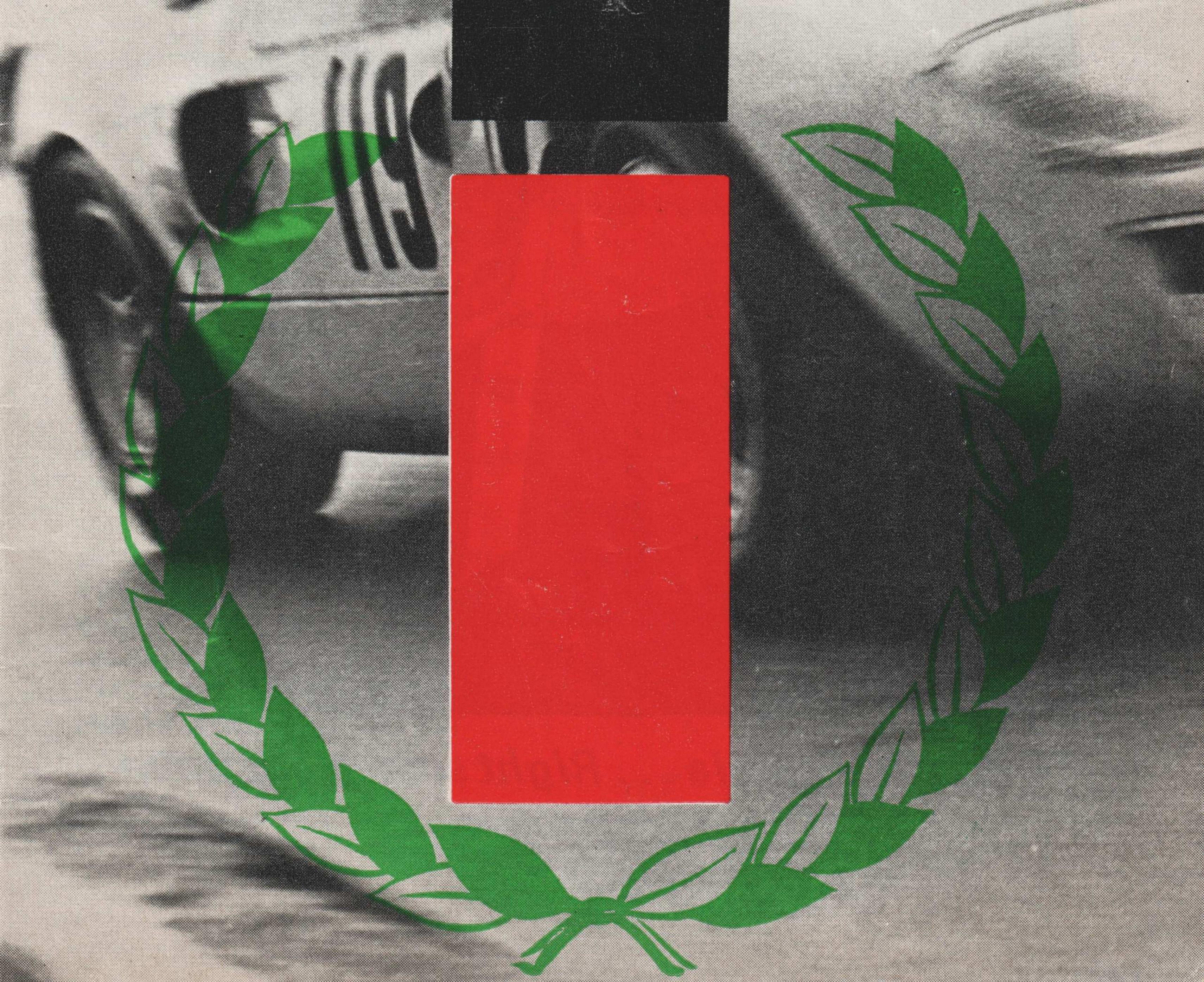




Car Races

Organised by the British Racing & Sports Car Club for Snetterton Circuit Ltd.





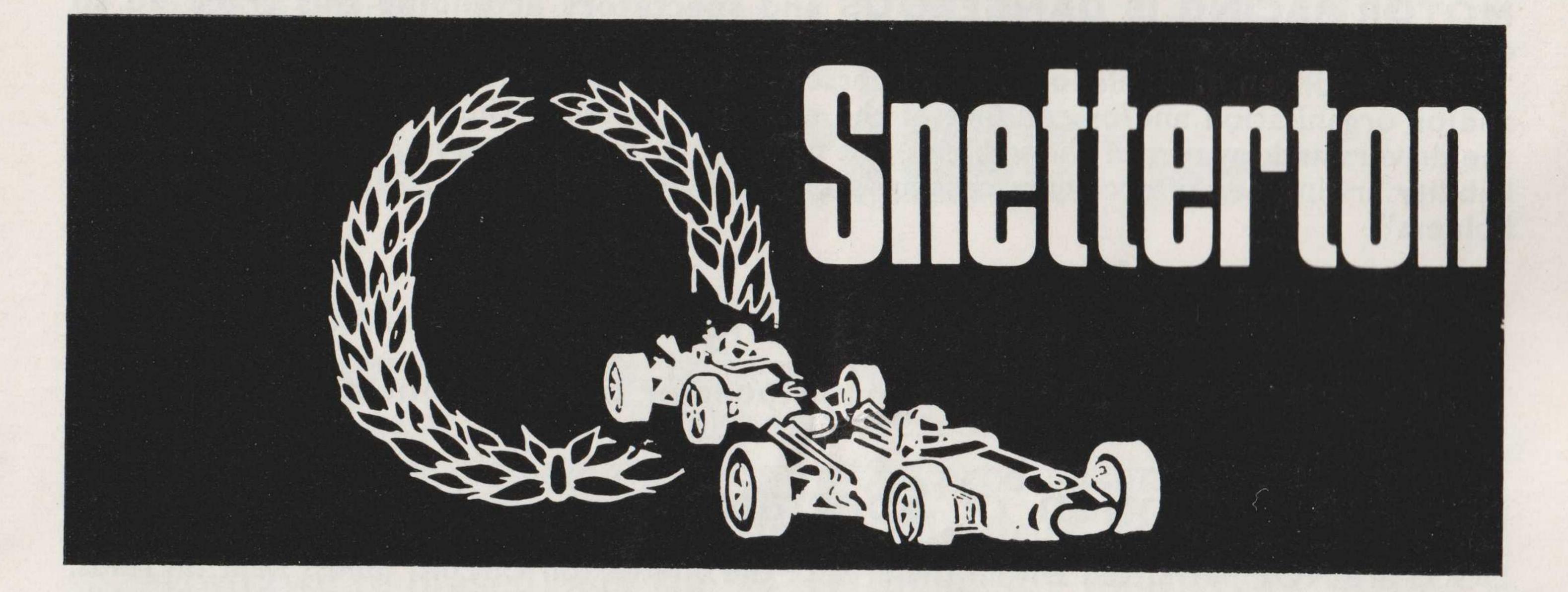
GUARDS First in their class

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.



Fine rich Virginia . . . Right size, right price

Motor Race Meeting



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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FLAG SIGNALS, NOTICE TO SPECTATORS, E OFFICIALS OF THE MEETING ... PROGRAMME OF EVENTS AND AWARDS EDITORIAL ... 1969 CHAMPIONSHIPS **EVENT I**—THE LOMBANK TROPHY RACE **EVENT 2**—THE GUARDS INTERNATIONAL EVENT 3-THE BRITISH SALOON CAR CHA LAP RECORDS LAP SPEED TABLE **1969 SNETTERTON FIXTURE LIST** MAP OF CIRCUIT

Friday 4th April, 1969

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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 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.

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 TRACK MANAGER ALL TRAFFIC SHOULD TRAVEL IN A CLOCKWISE DIRECTION

Flag Signals

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Acknowledgements

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

Traffic Signs: **Police Services:**

SERVICES: The Royal Automobile Club. Supt. A. Cushing and the Norfolk County Constabulary.

This Meeting is promoted by: MOTOR CIRCUIT DEVELOPMENTS LTD.

For SNETTERTON CIRCUIT LTD.

General Manager: C. J. D. Lowe Snetterton Circuit Ltd., Snetterton, Norwich, Norfolk, NOR 10X

tart.

top immediately.

Great danger; prepare to stop.

Take care; danger.

nother competitor is trying to overtake.

another competitor is following you closely. il on the Course.

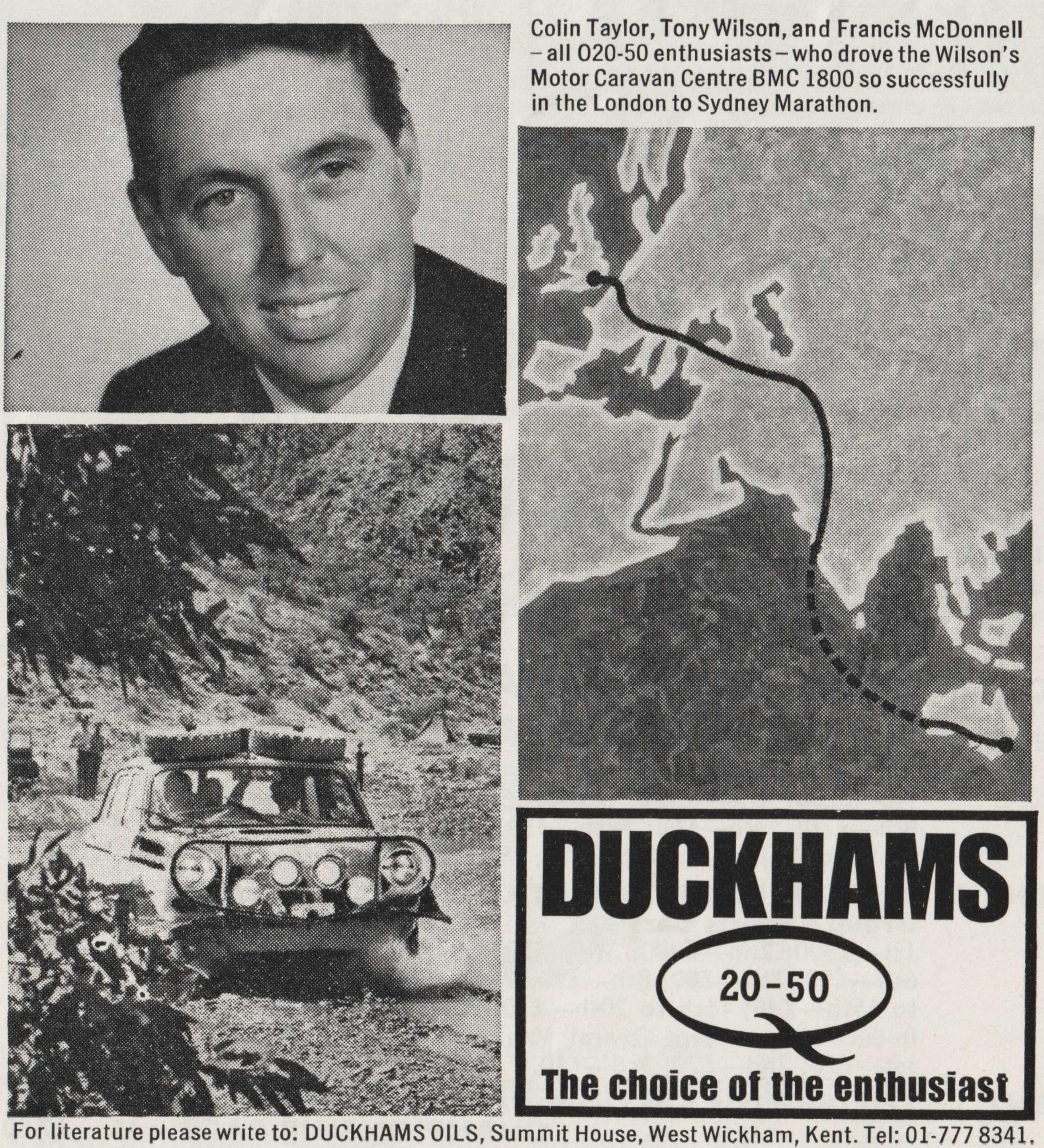
in ambulance or service car on the circuit. Jourse restored to position when race started. Notor Car with that number must stop. ignal for End of Race.

Managing Director:

John Webb

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We are independent too at Duckhams - free to select the world's purest base oils, to blend with these the most modern additives, products of Duckham's research, with the skill of nearly 70 years' specialisation in the production of the finest lubricants available to the British Motorist. Don't take our word (we're biased) ask the 'Q' Enthusiast – he'll give you an independent opinion.



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:** R. R. Rayner **CHIEF START LINE MARSHAL:** H. Driver **CHIEF FIRE MARSHAL:** R. R. Harris **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. Rayner Miss C. Brent Miss A. Clifford **COURSE TELEPHONE:** Mr. and Mrs. G. Dench Mr. and Mrs. D. Barnard

Programme of Events and Awards

EVENT I.	THE LOMBANK TROPHY Formula 3 Racing Cars 1st-£250; $2nd-£200$; $3rd-£6th-£70$; $7th-£60$; $8th-£511th-£30$; $12th$ to $18th-£25$;
EVENT 2.	THE GUARDS INTERNATI Group 4 Sports Cars 1st-£500; 2nd-£400; 3rd-£3 6th-£90; 7th-£80; 8th-£70; to $15th-£40; 16th$ to $20th-£3$ In each class, except Overall W 1st-£30; 2nd-£20; 3rd-£10.
EVENT 3.	THE BRITISH SALOON C
	Group 5 Touring Cars

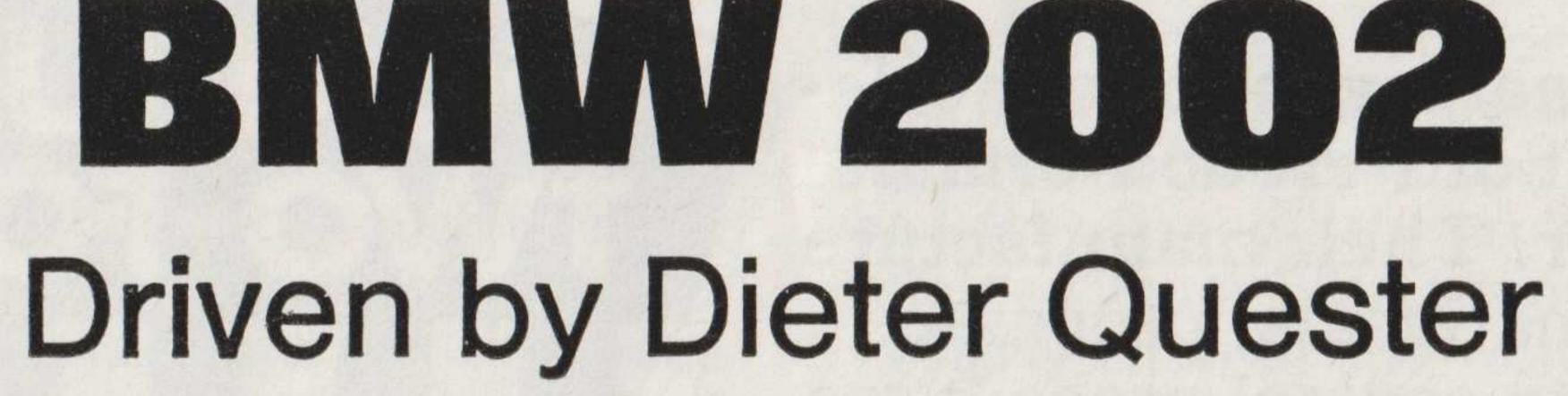
lst-£300; 2nd-£200; 3rd-£150; 4th-£100; 5th-£80; 6th—£70; 7th—£60; 8th—£50; 9th—£40; 10th—£35; 11th—£30; 12th to 18th—£25; 19th to 25th—£20. In each class, except Overall Winner: lst-£25; 2nd-£15; 3rd-£10.

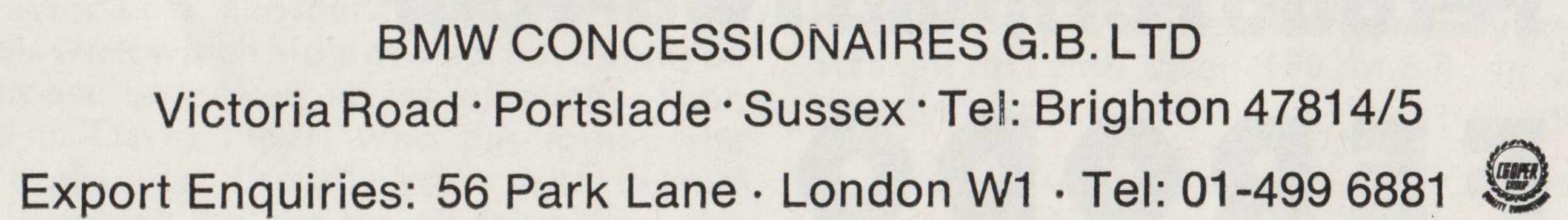
STARTER: G. C. Tompkins **PRESS OFFICER:** J. Dooley **COMMENTATORS:** W. Barlow P. Wren N. Hay N. Greenway **MEDICAL OFFICERS:** Dr. N. Powers Dr. A. K. Knowles Dr. A. Chapman **ELIGIBILITY SCRUTINEERS:** C. A. A. D. Mitchell S. R. Proctor **SCRUTINEERS:** H. J. Rilett A. J. Pinfold R. Soanes D. Smith **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 (lpswich)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.

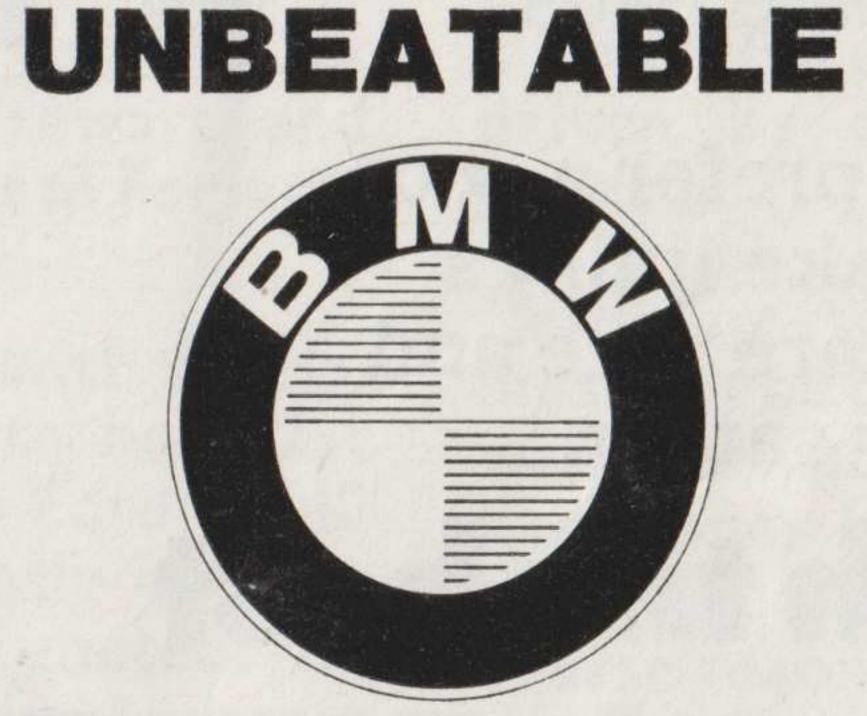
' RACE		START 14.30 hrs.
150; $4th$ — $£100$; $5th$ — $£80$; 50; $9th$ — $£40$; $10th$ — $£35$; 19th to 25th— $£20$.		
IONAL TROPHY RACE	50	15.30 hrs.
800; 4th—£200; 5th—£100; 9th—£60; 10th—£50; 11th 30; 21st to 25th—£20. 'inner:		
CAR HAMPIONSHIP RACE	15	17.30 hrs.
150. 1+h (100. 5+h (00.		

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





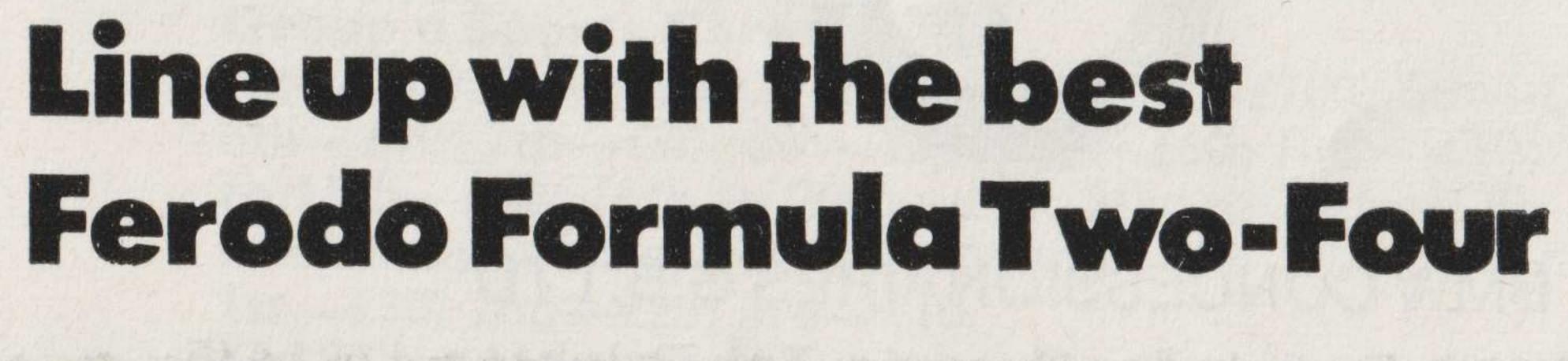






that have no equal.

But whether you prefer 2, 3 or 4 wheels, Ferodo brake linings and disc brake pads are race and rally proved for your safety.



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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.)

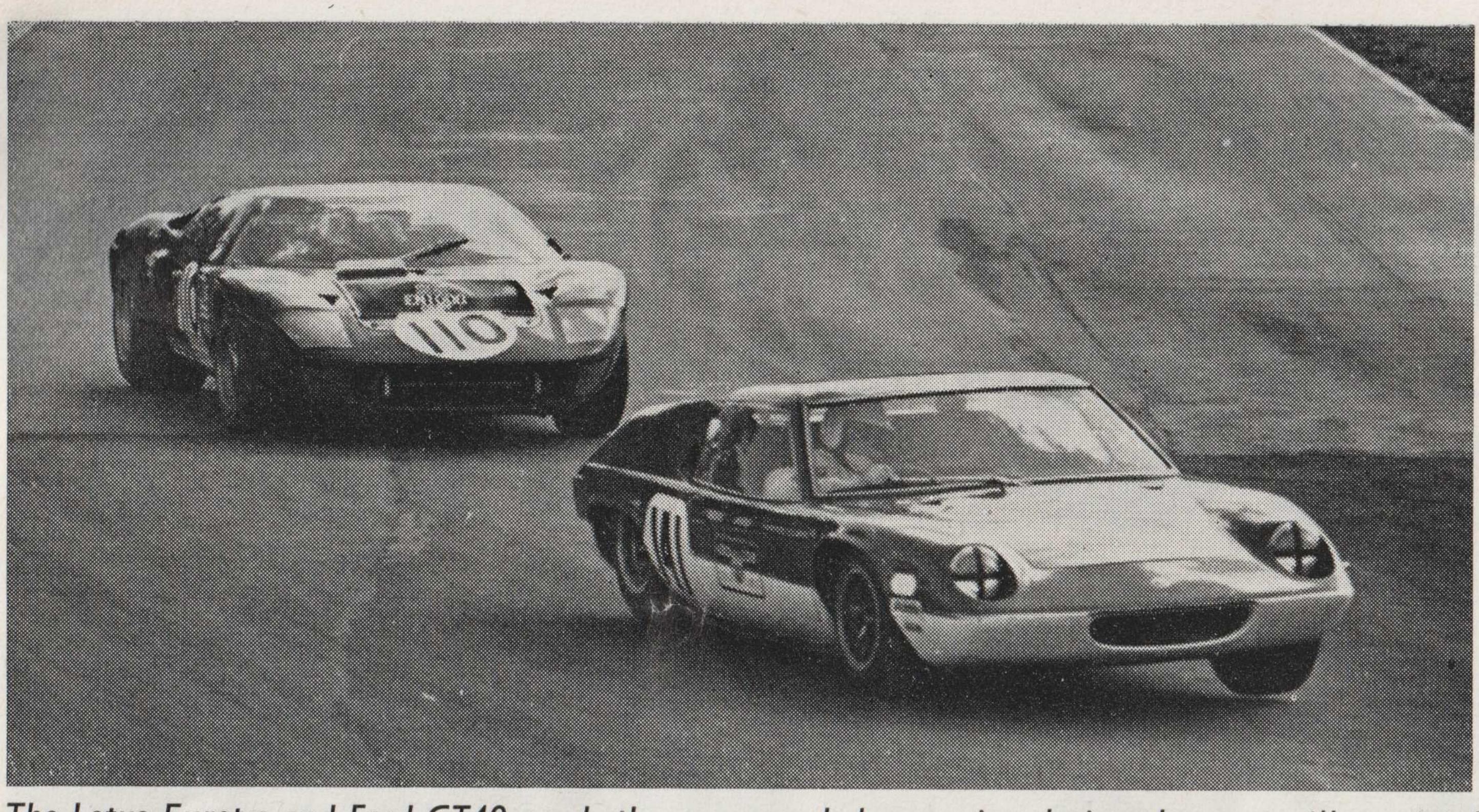
With eight 5-litre Lola Chevrolet T70 models to choose from, it will be a clever man who will want to forecast the first three across the line in this afternoon's Guards International sports car race. With 50 laps to cover, there is plenty of time for troubles to colour the results but not enough to 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 m.p.h. which stands to the credit of Grand Prix drivers Graham Hill, Jackie Stewart and Jochen Rindt, all of whom share it in Formula 2 cars.

Record holder Hawkins is here with a Lola, a car which he strove so hard to beat last 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 for his great second place and new outright course record at the Monaco Grand Prix last year. Now he must be a potential record breaker as he thunders down Norwich Straight at well over 150 m.p.h. in John Woolfe's Lola.

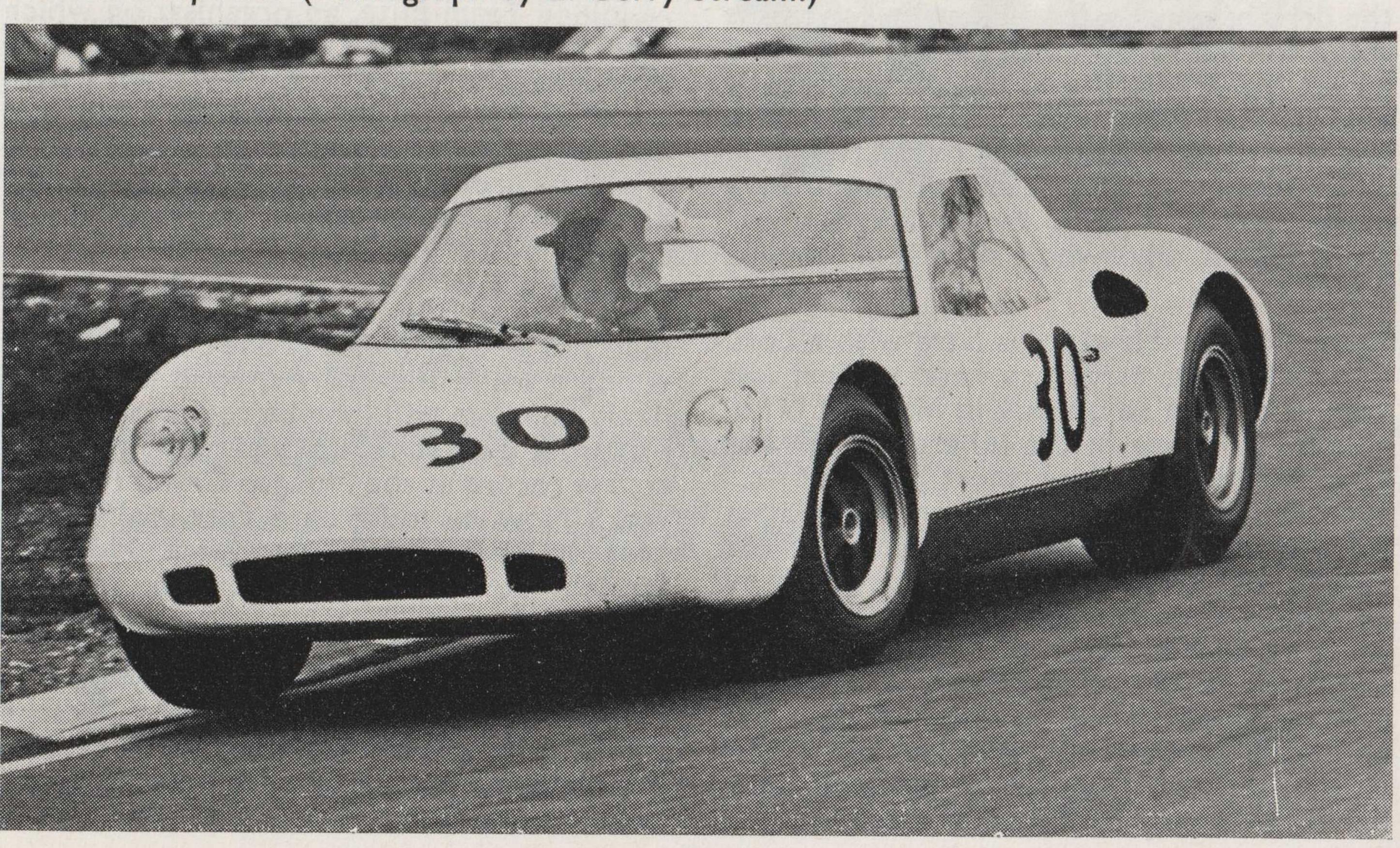
In the 1601-2500 c.c. class, a wonderful battle should ensure between the Porsche and Ferrari cars and the numerous Chevrons. Try picking a winner from John Lepp, Geoff Breakell and John Hine. But what about



The Lotus Europa and Ford GT40 are both now regarded as ageing designs but are still potential 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" model 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 against his Alan Mann Escort. Roy Pierpoint, him-

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.)

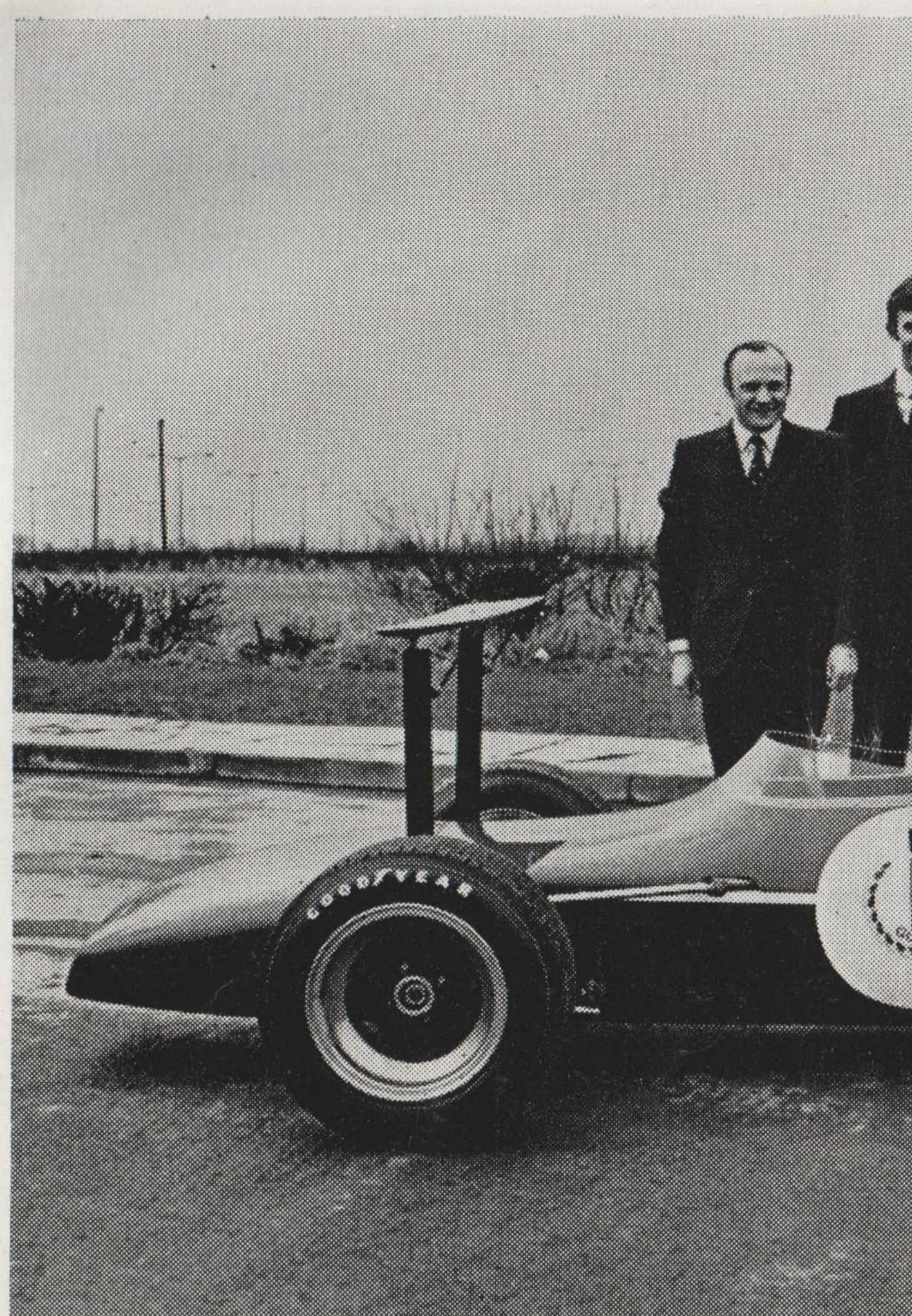


winners. As recently as two weeks ago the Ford GT40 was winning a world championship race-the

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





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 Rodney Bloor, Lombank champion driver Tim Schenken and Chief Mechanic John Schofield. (Photograph by Nigel Snowdon.)

in the 1301–2000 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 outtit.

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 time their car is a brand new Brabham BT28 model, supported by Guards cigarettes (hence its red and black decor) and, in fact, the "works" Formula 3 for the Brabham organisation.

There were red faces when this aweinspiring combination got beaten at Mallory BT21 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. Chevron, 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, least 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 outfit, but he looks like getting some drives 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 Park by Alan Rollinson's privately-entered models, and Peter Gaydon and Mike Keens in Italian-built Tecnos.

10

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 Firestone F100 radials are the only family car

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. 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.



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 1 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:

April 7	BRSCC Easter Trophy races, M
May 3	L & CCC Lombank Cup races, C
May 4	BARC Leicester Cup races, Ma

Points position to date:

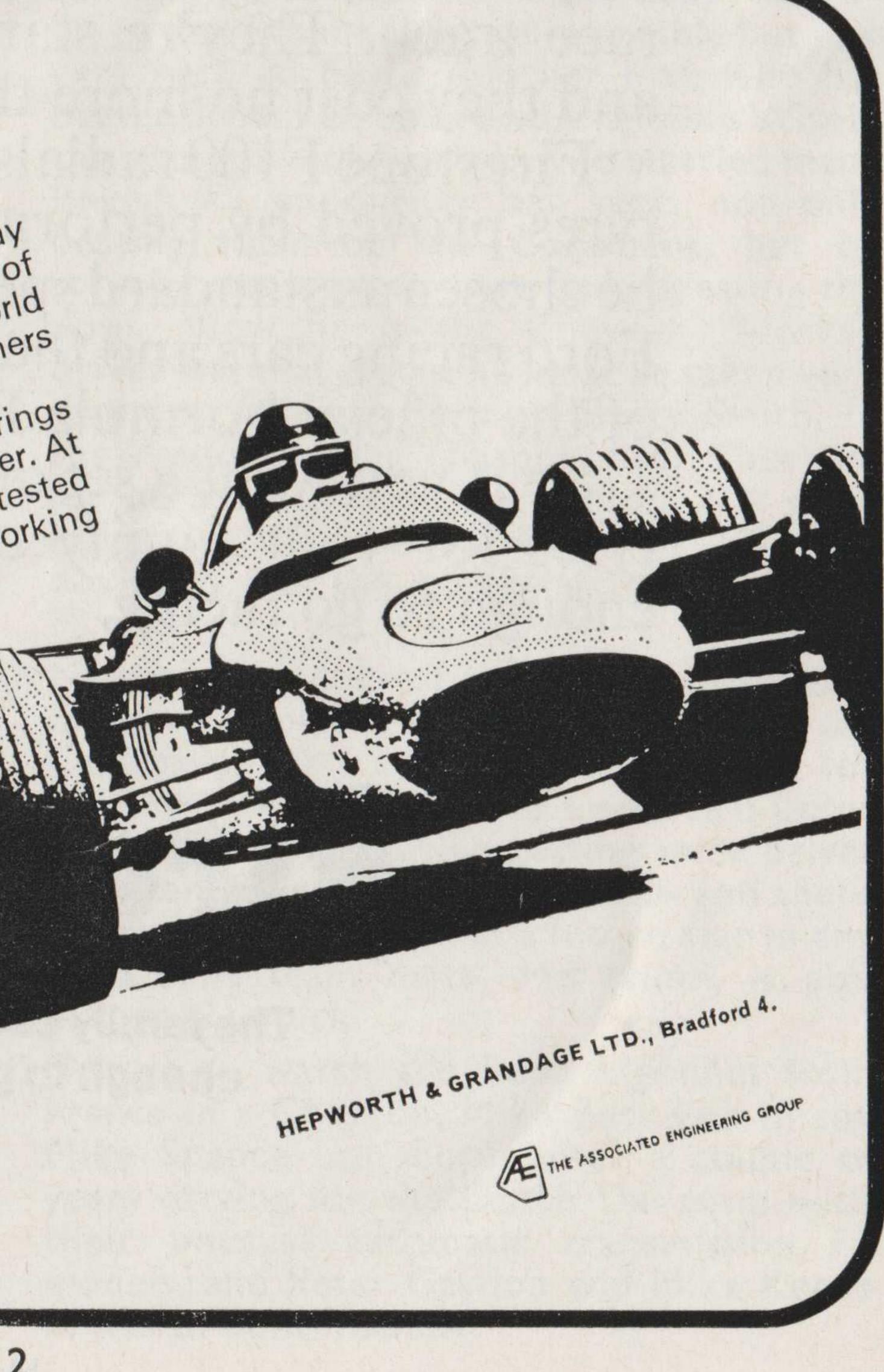
- I. Tim Schenken (Brabham-Ford BT28)
- 2. Alan Rollinson (Brabham-Ford BT21
- 4. David Cole (Alexis-Ford Mk. 12)
- 3. Cyd Williams (Brabham-Ford BT21B
- 5. Roger Keele (EMC-Ford)
- Barrie Maskell (Chevron-Ford B9) 7. Keith Holland (Brabham-Ford BT21) Mike Watkins (Lotus-Ford 41) ...
- Brendan McInerney (Brabham-Ford 10. Mike Campbell (Titan-Ford Mk. 3) Peter Deal (Brabham-Ford BT18)

The chances are that those who win races here today Will owe part of their success to the superb quality of Hepolite pistons and piston rings. Like World champion Graham Hill and a thousand other winners Hepolite have supplied more pistons and piston rings to more race winners than any other manufacturer. At meetings such as today's these products are tested and proved under the most arduous possible working conditions and the knowledge gained in the development of racing pistons is built into he whole range of the Hepolite piston assemblies for standard production engines. HEF

1969 CHAMPIONSHIPS

1allory Park Oulton Park allory Park

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BT21B			• •		3 ,,	
BT21B					3 ,,	
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EVENT 1

Start: 14.30 hrs.

Lombank Trophy Race

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

No.	Entrant and Driver
1	Sports Motors (Manchester) Ltd.
2	Alan Rollinson
3	
	Clarke-Mordaunt Racing (Dvr.: Michael B
	Eddie Jacobsson P. & M. Racing Preparations Ltd. (Dvr.: Keit
	Goodwin Racing (Dvr.: Cyd Williams) .
	Goodwin Racing (Dvr.: Miss Natalie Good
9	
	Paul Craven
	Avalon Racing (Thanet) Ltd. (Dvr.: Barrie
15	The Paul Watson Race Organisation
16	(Dvr.: Rene Li The Paul Watson Race Organisation
10	(Dvr.: Peter l
17	Race Cars International (Dvr.: Brendan Mcl
18	Barrie Maskell
19 20	Gold Leaf Team Lotus (Dvr.: Roy Pike) . Gold Leaf Team Lotus (Dvr.: Mo Nunn) .
21	Mike Spence Ltd. (Dvr.: Mike Beckwith).
22	Motoplus (Dvr.: Ken Crook)
26 27	S.M.R. Team Owen (Dvr.: Peter Gaydon) Auto-Speed Developments (Dvr.: Mike Ke
	Michael Campbell
30	Guy Edwards
31	Mike Barnby
DECE	DIVEC
RESE	RVES:

32	Auto-Speed Developments
	(Dvr.: Quentin Fraser) (Ist R
28	Auto-Speed Developments
	(Dvr.: Graham Goodman) (2nd R
24	Mike Watkins (3rd Reserve)
11	The Paul Watson Race Organisation
	(Dvr.: Richard Scott) (4th R
25	
33	Dr. J. Ehrlich (Dvr.: Roger Keele) (6th Re

RESULTS:			
Overall:			
lst	2nd		3
5th 19	6th	2/	7
Winner's Speed	01:8%.p	o.h. Fast	test Lap

15 Laps

	Car		c.c.
h Jupp) win)	Repco Brabham-For Repco Brabham-For Repco Brabham-For Repco Brabham-For Repco Brabham-For Repco Brabham-For Repco Brabham-For Repco Brabham-For Repco Brabham-For Repco Brabham-For	rd rd rd rd rd rd rd rd rd rd	997 997 997 997 997 997 997 997 997
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ens)	Chevron-Ford Chevron-Ford Chevron-Ford Lotus-Ford Lotus-Ford Lotus-Ford Lotus-Ford Lotus-Ford Tecno-Ford Tecno-Ford Titan-Ford Diper-Ford	• • • •	997 997 997 997 997 997 997 997 997
eserve)	Merlyn-Ford .		997
	Tecno-Ford		997 997
eserve) serve)	Repco Brabham-For Lotus-Ford EMC-Ford		997 997 997

8th Car No. de at 1000 m.p.h.

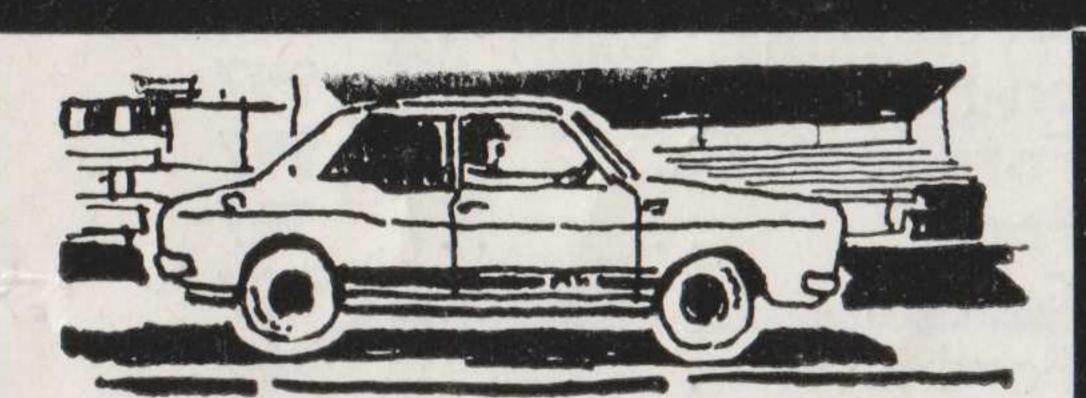
test your car and your skill on one of Britain's leading race-tracks

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









drive on a race-track

When you join a circuit car club you will be sent three tickets each entitling you to 20 laps driving your own silenced road car round the Brands Hatch, Snetterton and Mallory Park race tracks. All three circuits are open for this purpose on Tuesday and Thursday evenings each week during the summer, and on certain weekend days throughout the year. Each track is properly supervised and now has permanent catering services. Members are covered automatically by legal liability insurance and low-cost personal accident insurance is available as an optional extra.



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 the other facilities at concession rates, and to enjoy full Clubhouse privileges.



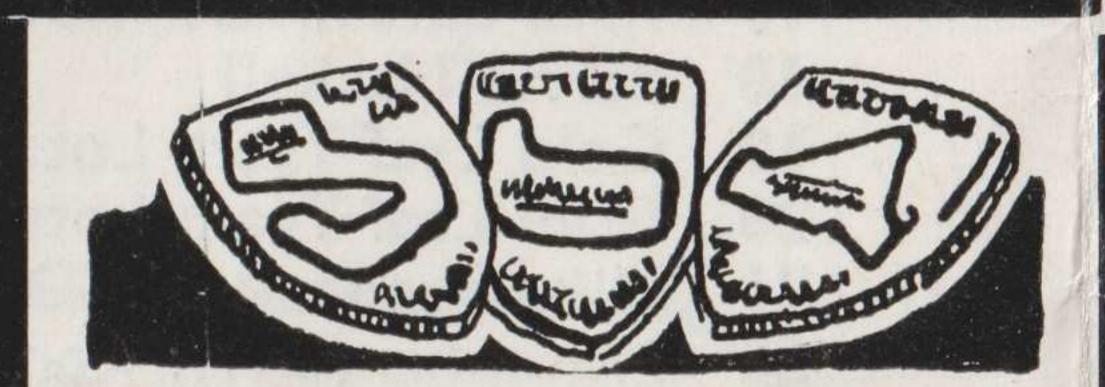
drive on a skid-road You also receive three more tickets, each entitling you to a weekend practice session on the Brands Hatch skid road, built specially for the High Performance Course of the British School of Motoring. In your own car you can spin safely on the special mastic m.p.h.



your own year book

Through the post each December-or immediately if you join while stocks lastyou will receive a bound copy of Motor Racing Year (post free, value 22/6). This splendid production, edited by the staff of the magazine Motor Racing reviews the previous year's racing scene and is packed with motor sport data and exclusive hitherto unpublished photographs. social events.





cheaper spectating

You can also purchase, at a guinea less than the public rates, low-cost car race spectator season brooches for yourself, one other male, and up to four ladies, at one or all of the three circuits involved. These admit your car to any public park surface through 360 degrees from only 20 and all brooch holders to the paddock at Mallory and Snetterton and any normal viewing area. At Brands Hatch a season brooch costs 5 gns for adult males, and 4 gns only for ladies. At Mallory Park the brooches cost 4 gns for males and 3 gn's for ladies. At Snetterton 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 roadholding from your car. At Brands, Mallory and Snetterton you can enjoy real performance 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 traffic. And afterwards-you can In addition, regular news letters will keep relax in the clubhouse with people with you informed of club news, facilities and interests just like yours.





enjoy a clubhouse

Close to the paddock at Brands Hatch and Snetterton, and to the hairpin at Mallory Park, members have their own modernstyle motoring pubs and clubhouse. They are open on regular weekday evenings, weekcocktail parties.

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

The Secretary: The Secretary: **Mallory Park Motor Snetterton Motor** Club, c/o Mallory Park Racing Club, c/o **Circuit Ltd., Kirkby Snetterton Circuit Ltd.,** Norwich, Norfolk. Mallory, Leicester. NOR 10X. Tel: Earl Shilton 3306 Tel: Quidenham 303 her details concerning track use and season brooches will be (Delete the inapplicable.) Please make your cheque payable to the club of your choice. Name £ S. d. Address

The Secretary: **Brands Hatch Motor** Club, c/o Brands Hatch Circuit Ltd., Fawkham, Dartford, Kent. Tel: West Ash 331 IUIAL ±

Complete the application form below and send it, with your remittance to: days, weekends, and on all practice and race days. Apart from their attractive bars, set against a background of motor badges and paintings, the clubhouses are also equipped with music and amusements. They are also the scene of film shows, dances and Your membership card and furth forwarded immediately. FULL MEMBERSHIP APPLICATION FORM Dear Sir, Please 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:

	d
I also enclose:	
3 gns for twelve months track membership	
2 gns for twelve months social membership	
TOTAL 4	F

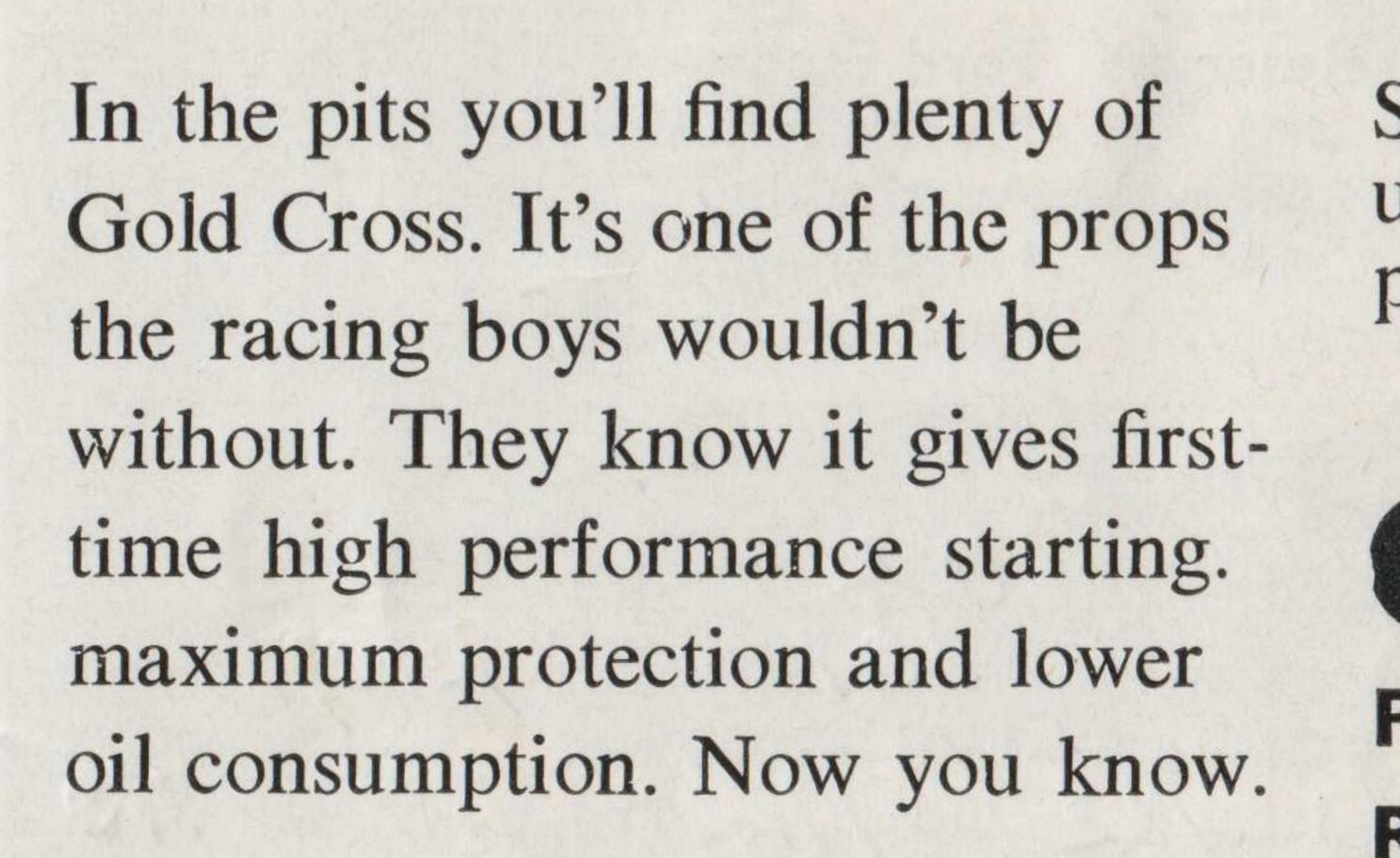
EVENT 2

	Guards International 7	Frophy Race	
	Sports Cars complying with Appendix "J" Gr Sporting Code		
	A qualifying round for the 1969 R.A.C. Spo	orts Car Championship	
	o. Entrant and Driver	Car	c.c.
5 5 5 5	 ass A—Over 2500 c.c. I Sidney Taylor (Dvr.: Brian Redman)	Lola T70GT Mk. 3B Lola T70GT Mk. 3B Lola T70GT Mk. 3B	4956 4956 4956 4956
5	7 Grand Bahama Racing Car Co. Ltd. (Dvr.: Mike de'Udy)	Lola T70GT Mk. 3B	4956 4956
5 6 Cl	 9 Escuderia Montjuich (Dvr.: Jose Juncadella) 0 Peter Sadler ass B—1601 c.c. to 2500 c.c. 	Ford GT40	4942 4942
77707	7 Peter Taggart	Porsche 910 Porsche 906 Chevron B8 Chevron B8	1991
7	 9 Lepps The Jewellers (Altrinchan) Ltd. (Dvr.: John Lepp) 0 Worcestershire Racing Association 		
	I Road & Racing Accessories (Holborn) Ltd.		
8	 2 Geoff Breakell (Dvr.: Paul Vestey) 2 Geoff Breakell 6 Scodec de Cadenet (Dvr.: Tony Beeson) 	Chevron B8	
8 9 9 1 9	 ass C—Up to 1600 c.c. I Team Elite (Dvr.: David Preston)	Lotus 47 Lotus 47	1594 1594
6	SERVES: Scottish Privateers (Dvr.: Andrew Fletcher) (Ist Reserve) Trevor Twaites (2nd Reserve)	Ford GT40	
7.	 4 Nick Gold (3rd Reserve)	Porsche 906	1991
	 Arthur Moore (5th Reserve) Z Tech-Speed Racing (Dvr.: Chris Craft) (6th Reserve) 	Chevron B8	1991 4956
O Ist	SULTS: verall: 52 2nd 54 3rd inner's Speed 108.9 m.p.h. Fastest Lap: Car No	72 4th 8051 at 113.18 m	n.p.h.
CI Ist Wi	ass A—Over 2500 c.c. Class B-	-1601-2500 c.c. 2nd 80 3rd 744 4th Speed	<u>//</u> 1.p.h.
CI:	ass C—Up to 1600 c.c. 93 3rd	4th	
W	inner's Speed <u>20.0</u> m.p.h. Fastest Lap: Car No		n.p.h·

16

Start: 15.30 hrs.

50 Laps



.



So next time you change or top up your oil use the gold medal performance motor oil.



1 1 1 1 1 1 1 1

Perfect mixer—perfect oil! Redex Limited, London W.4.

EVENT 3

British Saloon Car Championship Race

	Special Touring Cars complying with Appe International Sporting A qualifying round for the 1969 R.A.C. British	endix "J" Group 5 to the Code
No	. Entrant and Driver	Car c.c.
	ss A—Over 2000 c.c.	
101	Bill Shaw (Dvr.: Roy Pierpoint)	Ford Falcon 4727
102	Terry Sanger	Ford Falcon 4727
103	Martin Birrane	Ford Falcon 4727
104	Alan Mann Racing Ltd. (Dvr.: Frank Gardner)	Ford Escort s/c 2331
0105	B.M.W. Concessionaires G.B. Ltd. (Dvr.: Dieter Quester)	R M M 2002 TL c/c 1001
Cla		B.M.W. 2002 TI s/c ,. 1991
	Demetriou Group (Dvr.: Nick Faure)	Porscho 911
114	John Willment Group of Ford Main Dealers	Porsche 911 1991
	(Dvr.: Mike Crabtree)	Ford Escort TC 1594
115	Team Diamond (Dvr.: Rod Mansfield)	Ford Escort TC 1594
116	Melton Racing Team (Dvr.: Barry Pearson)	Ford Escort TC 1594
117	A. G. Dean (Racing) Ltd. (Dvr.: Brian Robinson)	Ford Escort TC 1594
	A. G. Dean (Racing) Ltd. (Dvr.: Tony Dean)	
Cla	ss C-1001 c.c. to 1300 c.c.	
	Team Broadspeed (Dvr.: John Fitzpatrick)	Ford Escort GT 1297
	Team Broadspeed (Dvr.: Chris Craft)	Ford Escort GT 1297
125	British Leyland Motor Corporation	M M: (C) (C)
126	British Leyland Motor Corporation	Morris Mini-Cooper 'S' 1293
ILV		Morris Mini-Cooper 'S' 1293
127		Morris Mini-Cooper 'S' 1293
128		Morris Mini-Cooper 'S' 1293
©129		Morris Mini-Cooper 'S' 1293
		Morris Mini-Cooper 'S' 1293
	Ken Costello	
	ss D-Up to 1000 c.c.	
		Austin Mini-Cooper 'S' 999
		Austin Mini-Cooper 'S' 999
144		Hillman Imp 998
146		Ford Anglia 997
147		Ford Anglia 997
	ERVES:	
	Vince Woodman (Ist Reserve)	Ford Escort GT 1297
148	Leonard Ward Racing (Dvr.: Laurie Hickman)	
	(2nd Reserve)	Ford Escort 997
143	Colin Youle (3rd Reserve)	Morris Mini-Cooper 998
132	Mini 7 Club (Dvr.: Martin Ridehalgh) (4th Reserve)	Austin Mini-Cooper 'S' 1293
145	Graham Janzen (5th Reserve)	Hillman Imp 998
123	Alan Peer (6th Reserve)	Ford Escort GT 1297
RES	SULTS:	
Ov	erall	
lst.	10/ 2nd 101 3rd	104 4th 112
Wir	nner's Speed 23 68m.p.h. Fastest Lap: Car No	at 95:09 m.p.h.
Cla Ist	ss A-Over 2000 c.c. 10/2nd 1023rd 1044th 103 Ist 12	-1301-2000 c.c. 2nd //// 3rd /// 4th ///5
	nner's Speed	
	ss C_1001 to 1300 c.c. 2nd /2/3rd /23 4th /25 Ist //	
VVII	nner's Speedm.p.h. Winner's	s Speedm.p.h.

Start: 17.30 hrs.

15 Laps

Two Imps. One difference. Baur 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, 55bhp 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

SNETTERT	ON					2.71	Miles
Class		Driver		c.c.	Car	Time (min./sec.)	Speed (m.p.h.)
OUTRIGHT	RECOR	D					X
		Jackie Stewart Jochen Rindt Graham Hill	•••	1594	Matra-Ford MS5 Repco-Brabham-Ford BT23 Lotus-Ford 48	1:28.2	110.61 110.61 110.61
RACING CAF	۲S						
Formula 3 Formula 5000		Alan Rollinson To be established	••	997	Repco-Brabham-Ford BT21B	1:36.4	101.20
Formula Ford		lan Ashley			Alexis Mk. 15		95.46
Formula 4/4 Monoposto up to					Vixen-Hillman		93.09 91.69
Monoposto 1001-	-1500 c.c.	Jim Yardley		1498	Beagle-Ford	1:41.4	96.21
Historic/pre-war Historic/post-war		Neil Corner.	••	2950 2992	Maserati 8CM s/c Aston Martin DBR4/300	2:02.6	79.58 92.04
Formule Libre	•• ••	Jim Moore	••	4727	Kincraft-Ford	1:32.8	105.13
SPORTS-RAC	ING CA	ARS					
Up to 1150 c.c.			•••		Lotus-Cosworth 23		90.00
Over II50 c.c. Historic	•• ••	Denny Hulme Colin Crabbe			Lola-Chevrolet T70 Mk. 2 Maserati T60		104.01 89.18
GROUP 4 SP	ORTS (CARS					
Up to 2000 c.c.		Ben Pon			Porsche 906	1:37.8	99.76
Over 2000 c.c.	•• ••	Tony Dean Paul Hawkins	· · ·	1991 4727		1.378	99.76 104.01
SPECIAL GRA		DUDINIC CA	DC				
		Roger Nathan		998	Nathan-Hillman GT	1:45.2	92.74
1151-1600 c.c.		John Burton		1594	Ginetta-Ford GI6	1:35.8	101.84
Over 2500 c.c.	•• ••	John Woolfe .			Chevron-B.M.W. GT B6 McLaren-Chevrolet MGB	1:35.4 1:36.4	102.26
PRODUCTIO	N SPO	RTS CARS					
Up to 1150 c.c.				1143	Austin-Healey Sprite	1:50.6	88.21
1151-2000 c.c.		John Britten		1144	M.G. Midget	1:50.6	88.21
2001-3000 c.c.		John Chatham	•••	2912	M.G. Midget Austin-Healey 3000	1:47.4	90.84 90.50
Over 3000 c.c.	••	Warren Pearce			Jaguar E-type		93.99
CLUBMAN'S	SPORT	S CARS					
Up to 1000 c.c.	••	Ken Miller Rod Mansfield			U2-Ford Mk. 6A Dino-Ford 4		89.83
1001—1500 c.c.	•••	Paul Ellis		1498	U2-Ford Mk. 5/6	1:43.4	89.83 94.35
750 Formula		Jack Murrell Bill Cowley	••	1498	D.R.WFord Mk. 7C	1:43.4	94.35 79.71
		Keith Norman			Terrier-Ford Mk. 2		89.17
GROUP 5 SA	LOON	CARS			· · · · · · · · · · · · · · · · · · ·		
Up to 1000 c.c. 1001—1300 c.c.						1:52.2	86.95
1301-2000 c.c.		John Rhodes Graham Hill	•••	1594	Morris Mini-Cooper S Ford Cortina Lotus	1:50.6	88.21 91.52
Over 2000 c.c.		Frank Gardner Jack Oliver		4986	Ford Falcon Sprint Ford Mustang	1:41.6	96.02 96.02
SPECIAL SAL	OON	CAPS					
		Bill McGovern		848	Sunbeam Imp	1:56.2	83.96
851-1000 c.c.		Alan Peer		997	Ford Anglia	1:50.0	88.69
1001-1300 c.c. Over 1300 c.c.		Geoff Wood Roger Taylor	::	4727	Austin Mini-Cooper S Ford Mustang	1:48.4	90.00 92.56
Mini-Se7en Formu		Gerry Allen		010	Austin Mini	0.00.0	79.58

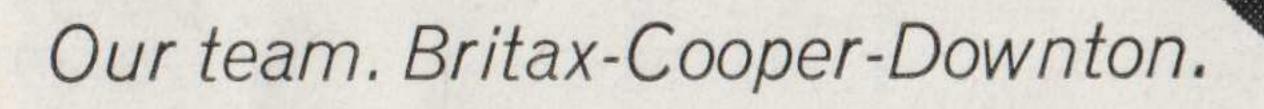
Nourteam needs our support.

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

and the second second

Snetterton 1 Lap – 2.71 Miles

m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.
	$\begin{array}{c} 0 \dots 108 \cdot 40 \\ 2 \dots 108 \cdot 16 \\ 4 \dots 107 \cdot 92 \\ 6 \dots 107 \cdot 68 \\ 8 \dots 107 \cdot 45 \end{array}$	4 6	97 · 56 97 · 37 97 · 17 96 · 98 96 · 79	2 4 6	88 · 69 88 · 53 88 · 37 88 · 21 88 · 05	2 4 6	$.81 \cdot 30$ $.81 \cdot 17$ $.81 \cdot 03$ $.80 \cdot 90$ $.80 \cdot 76$		$\begin{array}{c} 075.05\\ 274.93\\ 474.82\\ 674.70\\ 874.59\end{array}$
	$\begin{array}{c} 0 \dots 107 \cdot 21 \\ 2 \dots 106 \cdot 97 \\ 4 \dots 106 \cdot 74 \\ 6 \dots 106 \cdot 50 \\ 8 \dots 106 \cdot 28 \end{array}$	4 6	96 · 59 96 · 40 96 · 21 96 · 02 95 · 84	2 4 6	87 · 89 87 · 73 87 · 58 87 · 41 87 · 26	2 4 6	. 80 · 63 . 80 · 50 . 80 · 36 . 80 · 23 . 80 · 10		$074 \cdot 47$ $274 \cdot 36$ $474 \cdot 25$ $674 \cdot 13$ $874 \cdot 02$
	$\begin{array}{c} 0106.04 \\ 2105.81 \\ 4105.58 \\ 6105.36 \\ 8105.13 \end{array}$	4	95.65 95.46 95.27 95.09 94.90	2 4 6	87 · 11 86 · 95 86 · 80 86 · 64 86 · 49	2. 4. 6.	.79.97 .79.84 .79.71 .79.58 .79.45		$\begin{array}{c} 073 \cdot 91 \\ 273 \cdot 80 \\ 473 \cdot 69 \\ 673 \cdot 58 \\ 873 \cdot 46 \end{array}$
	$\begin{array}{c} 0 \ . \ 104 \cdot 90 \\ 2 \ . \ 104 \cdot 68 \\ 4 \ . \ 104 \cdot 45 \\ 6 \ . \ 104 \cdot 23 \\ 8 \ . \ 104 \cdot 00 \end{array}$	46	94 · 72 94 · 54 94 · 35 94 · 17 93 · 99	2 4 6	86 · 34 86 · 18 86 · 03 85 · 88 85 · 73	2. 4. 6.	.79.32 .79.19 .79.06 .78.93 .78.81		$\begin{array}{c} 073 \cdot 35 \\ 273 \cdot 24 \\ 473 \cdot 13 \\ 673 \cdot 02 \\ 872 \cdot 92 \end{array}$
	$\begin{array}{c} 0 \\ . \\ . \\ 103 \\ . \\ . \\ . \\ . \\ . \\ . \\ . \\ . \\ . \\ $	4 6	93 · 81 93 · 63 93 · 45 93 · 27 93 · 09	2 4 6	85 · 58 85 · 43 85 · 28 85 · 13 84 · 98	2. 4. 6.	. 78 · 68 . 78 · 55 . 78 · 42 . 78 · 30 . 78 · 17		$\begin{array}{c} 072 \cdot 81 \\ 272 \cdot 70 \\ 472 \cdot 59 \\ 672 \cdot 48 \\ 872 \cdot 37 \end{array}$
	$\begin{array}{c} 0 \\ 0 \\ 102 \\ 700$	4 6	92.91 92.74 92.56 92.39 92.21	2 4 6	84 · 84 84 · 69 84 · 54 84 · 39 84 · 25	2. 4. 6.	.78.05 .77.92 .77.80 .77.68 .77.55		$\begin{array}{c} 072 \cdot 27 \\ 272 \cdot 16 \\ 472 \cdot 05 \\ 671 \cdot 95 \\ 871 \cdot 84 \end{array}$
	$\begin{array}{c} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 $	4 6	$92 \cdot 04$ $91 \cdot 86$ $91 \cdot 69$ $91 \cdot 52$ $91 \cdot 35$	2 4 6	84 · 10 83 · 96 83 · 81 83 · 67 83 · 53	2. 4. 6.	.77.43 .77.31 .77.18 .77.06 .76.94		$\begin{array}{c} 071 \cdot 74 \\ 271 \cdot 63 \\ 471 \cdot 53 \\ 671 \cdot 42 \\ 871 \cdot 32 \end{array}$
	$\begin{array}{c} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 $	4 6	91 · 18 91 · 01 90 · 84 90 · 67 90 · 50	2 4 6	83 · 39 83 · 24 83 · 10 82 · 96 82 · 82	2. 4. 6.	.76.82 .76.70 .76.58 .76.46 .76.34		$\begin{array}{c} 071 \cdot 21 \\ 271 \cdot 11 \\ 471 \cdot 00 \\ 670 \cdot 90 \\ 870 \cdot 80 \end{array}$
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4 6	90.33 90.17 90.00 89.83 89.67	2.4.6.	82 · 68 82 · 54 82 · 40 82 · 26 82 · 12	2. 4. 6.	$.76 \cdot 22$.76 \cdot 10 .75 \cdot 98 .75 \cdot 86 .75 \cdot 75		$\begin{array}{c} 070.70\\ 270.59\\ 470.49\\ 670.39\\ 870.29\end{array}$
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	4 6	89 · 51 89 · 34 89 · 18 89 · 02 88 · 85	2. 4. 6.	81 · 98 81 · 85 81 · 71 81 · 57 81 · 44	2. 4. 6.	.75.63 .75.51 .75.39 .75.28 .75.16		$070 \cdot 19$ $270 \cdot 09$ $469 \cdot 99$ $669 \cdot 89$ $869 \cdot 79$



. . .

Date	Event	Organiser	Races	Charges		
6 April	Clubman's Motor Cycle Races	BMCRC	All Classes	7/6A, CF, Rovers		
7 April	Start: 13.30 Easter Trophy Motor Cycle Races Start: 12.20	Snett. Comb.	All Classes	10/-A, 5/-C, Rover		
13 April	Clubman's Motor Cycle Races Start: 14.00	Midlands	All Classes	7/6A, CF, Rovers		
19 April	Lambretta Club Trial Start: 18.00	MRC Lambretta	Scooters	No charge		
20 April	Clubman's Motor Cycle Races Start: 12.30	Club Newmarket	All Classes	7/6A, CF, Rovers		
26 April	Clubman's Motor Cycle Races	MCC BFRC	All Classes	7/6A, CF, Rovers		
27 April	Start: 13.00 Clubman's Car Races Start: 14.30	Romford ECC	FF, FL, GT, PS, CT	10/-A, 5/-C, Rovers		
4 May 11 May 17 May 18 May	Thetford Trophy Car Races Clubman's Car Races Clubman's Motor Cycle Races Clubman's Car Races	BRSCC West Essex CC BFRC TEAC	FL, FF, GT, T, T, C FF, GT, PS, T, C All Classes FF, PS, C, GT, T, F4	10/-A, 5/-C, 5/-P, S 10/-A, 5/-C, Rovers 7/6A, CF, Rovers 10/-A, 5/-C, Rovers		
25 May 26 May	Motor Cycle Races Whitsun Cup Car Races	Snett. Comb. BRSCC	All Classes FF, GT, PS, T	10/-A, 5/-C, 5/-P, S 10/-A, 5/-C, 5/-P, S		
8 June 15 June 22 June	Clubman's Car Races Clubman's Car Races Festival of Speed	Cheshunt MC West Essex CC BRSCC/ Snett. Comb.	FL, FF, GT, PS, T FL, FF, PS, T, C GT, FF, T, 350, 500, 750	10/-A, 5/-C, Rovers 10/-A, 5/-C, Rovers 10/-A, 5/-C, 5/-P, S		
29 June	Clubman's Car Races	Juctt. Comb.		10/-A, 5/-C, Rovers		
6 July 12 July 13 July	Clubman's Motor Cycle Races Clubman's Motor Cycle Races Eastern Cup Car Races	Racing 50 MC BMCRC Mini-7 Club	All Classes All Classes FL, GT, PS, T,	7/6A, CF, Rovers 7/6A, CF, Rovers 10/-A, 5/-C, 5/-P, S		
19 July 20 July	Clubman's Motor Cycle Races Clubman's Motor Cycle Races	Midland MRC Newmarket	All Classes All Classes	7/6A, CF, Rovers 7/6A, CF, Rovers		
27 July	Redex Cup Car Races	DMC BRSCC	FF, GT, PS, T, C	10/-A, 5/-C, 5/-P, S		
3 Aug. 10 Aug. 17 Aug. 24 Aug. 31 AUG.	Motor Cycle Races Astley Trophy Car Races Clubman's Motor Cycle Races Clubman's Car Races RACE OF ACES INTERNATIONAL MOTOR CYCLE MEETING	Snett. Comb. West Essex BFRC Romford ECC SNETT. COMBINE	All Classes FL, FF, PS, T All Classes FF, PS, T, C ALL CLASSES	10/-A, 5/-C, 5/-P, 5 10/-A, 5/-C, 5/-P, 5 7/6A, CF, Rovers 10/-A, 5/-C, Rovers 10/-A, 5/-C, 10/-S, 10/-P		
I SEPT.	GUARDS SNETTERTON 5000	BARC	F5000, FF, PS,	12/6A, 5/-C, 10/-S,		
7 Sept.	NATIONAL CAR RACES Clubman's Car Races	750 MC	T, C 750, 1172, Mono	10/-P 10/-A, 5/-C, Rovers		
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	T, GT, PS Karts All Classes Hist., FF, T, C	5/-A, CF, Rovers 7/6A, CF, Rovers 10/-A, 5/-C, 10/-S, 10/-P		
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, T, C	10/-A, 5/-C, 5/-P, S		
12 Oct. 18 Oct. 19 Oct. 26 Oct.	Motor Cycle Races Clubman's Motor Cycle Races Clubman's Motor Cycle Races Grand Slalom	Snett. Comb. Bantam MCC MBCRC CUAC	All Classes All Classes All Classes S, GT, PS, T	10/-A, 5/-C, 5/-P, S 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. S6-Group 6 Sports Protorype. S4-Group 4 Sports. S-Special Sports Racing (Club-type). GT-Special Grand Touring (Club-type). PS-Production Sports (Club-type or marque cars). C-Clubman's Sports. T5-Group 5 Saloon. T-Saloon Cars (Club-type). 750-750 Formula Cars. Mono-Monoposto Formula. 1172-1172 Formula Cars. 350, 500, 750-350 c.c., 500 c.c. and 750 c.c. solo classes of motor cycles at Festival of Speed meeting. Charges: A-Adults. C-Children. CF-Childredn Free. S-Covered Stands. SF-Stands Free. P-Paddock. **ROVERS**—Stands and/or Paddock Free. **ALL NORMAL PARKING FREE**

The Cheap Way Into Racing

If you regularly go car or motor cycle racing you'll find it worthwhile to consider the cost. For instance, if you go to every meeting at Brands Hatch in 1969 it'll set you back about £30. But a season pass is only £7 7s. 0d.

If you're a member of the B.R.S.C.C. or a Circuit Car Club, it's only £6 6s. 0d. For the girl in your life you need only pay £5 5s. 0d. And your pass doesn't only get you into the circuit. This year it lets you into the Paddock as well.

You can get season passes for Brands Hatch, Mallory Park, Oulton Park, and Snetterton. It's the way in to lots of meetings.

And the way out of spending lots of money.

Please send me 1969 Season Pass Admission Card and Reserved Car Park Label as follows:

Brands Hatch 1969 Car Season

Seven guineas. Admitting to public enclosures and for over 40 events.

Six guineas. Members of the B.R.S.C.C. and Circ Clubs.

Five guineas only for each accompanying lady.

Mallory Park 1969 Car Season

Six guineas. Admitting to public enclosures and pade all 20 events.

Five guineas. Members of the B.R.S.C.C. and Circ Clubs.

Four guineas only for each accompanying lady.

Oulton Park 1969 Car Season

Six guineas. Admitting to course and paddock for events.

Five guineas only for each accompanying lady.

Snetterton 1969 Car Season

Five guineas. Admitting to public enclosures and pade all 20 events.

Four guineas. Members of the S.M.R.C., B.R.S.C.C. cuit Car Clubs

Three guineas only for each accompanying lady.

Brands Hatch 1969 Motor Cycle Season

Four pounds. Admitting to public enclosures and for all 19 road races including four internationals.

Mallory Park 1969 Motor Cycle Season

Three pounds. Admitting to public enclosures and for all 10 events including three internationals. **Oulton Park 1969 Motor Cycle Season**

Two pounds. Admitting to course and paddock for events including three internationals.

Snetterton 1969 Motor Cycle Season

Three pounds. Admitting to public enclosures and for all 24 events including one international and three n

Parking free at all events

Send this application form and your remittance to the appropriate circuit: Brands Hatch Circuit Ltd. Mallory Park Circuit Ltd. Cheshire Car Circuit Ltd. Fawkham, Nr. Dartford, Kirkby Mallory, Oulton Park, Kent. Little Budworth, Tarporley. Norfolk. NOR 10X. Leicester. Cheshire.

Name Address Club (if applicable)..

	Approximate Normal Cost			Season Ticket Cost			£	s.	d.
paddock cuit Car	£30	0	0	£7	7	0			
				£6 £5	6 5	000			
dock for cuit Car	£15	0	0						
				£5 £4	5 4	000			
or all 12	£15	0	0	£6 £5					
dock for and Cir-	£12	0	0	£5	5	0			
				£4 £3	43	000			
paddock	£10	0	0	£4	0	0			
paddock	£7	0	0	£3	0	0			
r all five	£4	0	0	£2		0			
paddock nationals.	£10	0	0	£3	0	0			
				Total £					

Snetterton Circuit Ltd. Norwich,

Membership No...



THETFORD TROPHY CAR RACES Organised by the B.R.S.C.C.

SUNDAY, 4th MAY, 1969 START 2.30 p.m.

Formula Libre, Formula Ford, Special G.T. and Saloon Car Races.



Did you know that practising facilities exist at Snetterton for members of car and motor-cycle clubs to test their machines all day from Monday to Thursday?

The cost is £4 per day (£2 10s. per half day) for cars and £1 17s. 6d. per day (£1 7s. 6d. per half day) for motor-cycles. The circuit opens at 9 a.m. and closes at 5 p.m.

You will need a current driving licence, a crash helmet and, if you are a motor-cyclist, leathers or a barbour's suit, goggles and gloves. Drivers of open cars will also need either goggles or a vizor, and all headlamps must be taped.

The British Racing and 500765 Car Club The National Gun for the Fotbilsiast

TO JOIN

ANNUAL SUBSCRIPTION £3 3 0 ENTRY FEE £1 1 0

ON APPLICATION E4 4 0

If you wish to be placed on the Racing Register an additional fee of 10/- is payable.

Please send for further details and membership application form to:-

BRITISH RACING AND SPORTS CAR CLUB LTD.

EMPIRE HOUSE, Chiswick High Road, London W.4.

Telephone: 01-995 0345



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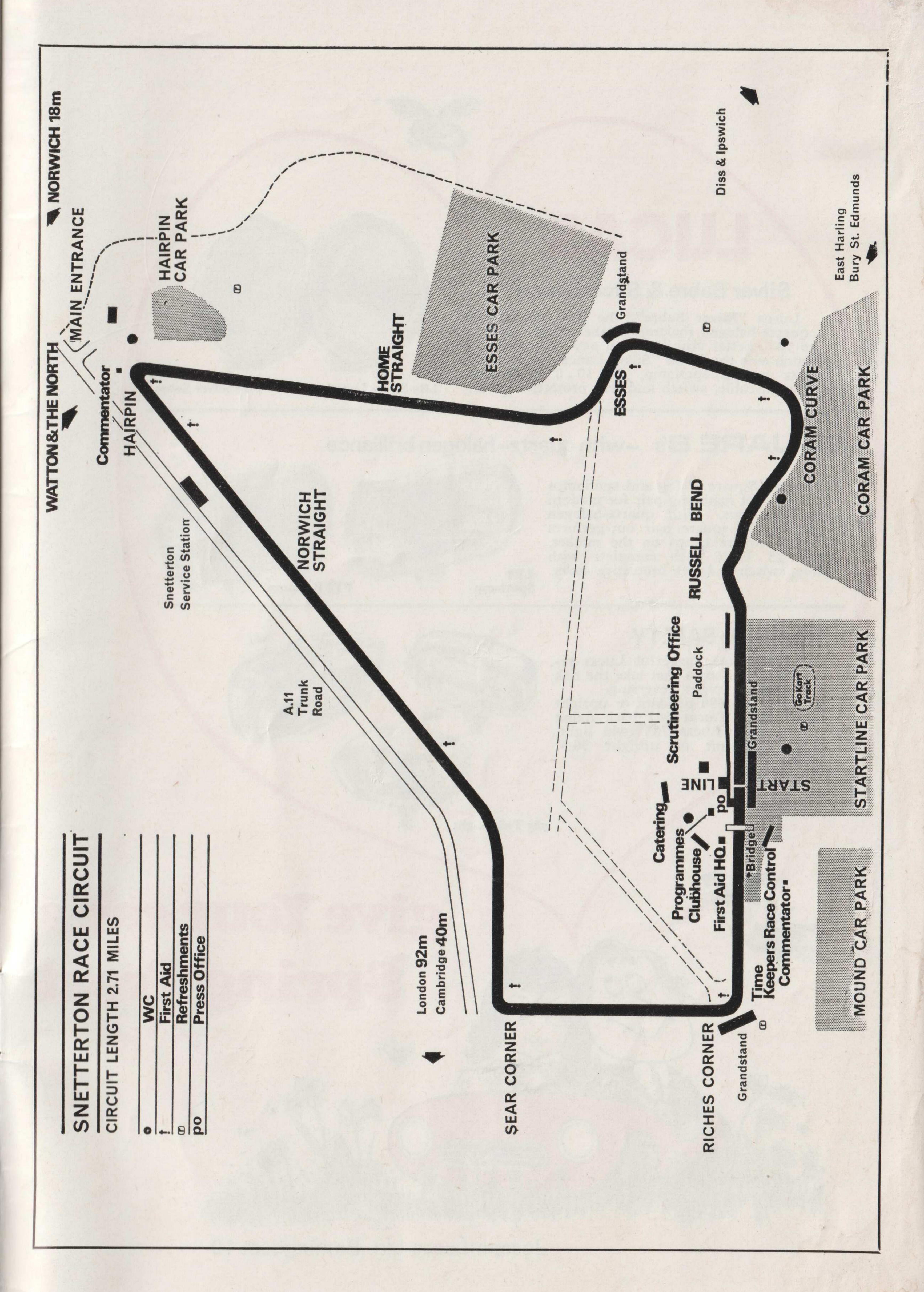
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LUCAS

Silver Sabre & Silver Lance

Lucas "Silver Sabre", the first sealed-beam quartz-halogen foglamp in the world, gives up to 30% better visibility than any other foglamp. Match with the Lucas "Silver Lance" sealed-beam quartz halogen spotlamp. £6.10.0 each complete with cable, switch and free protective cover.



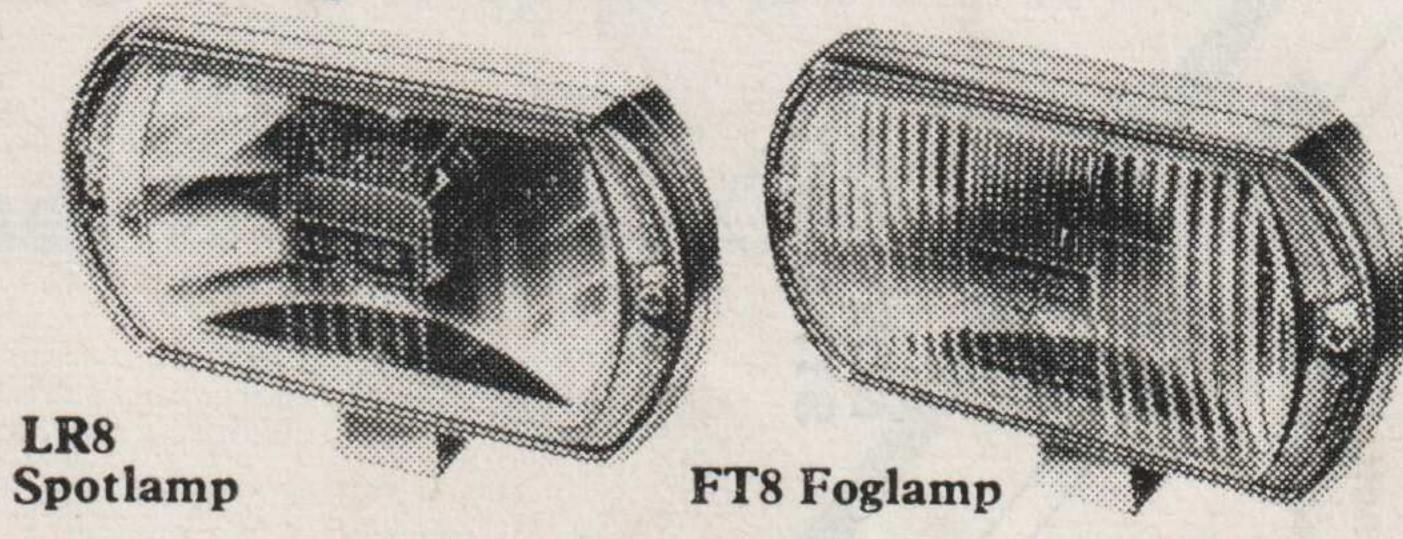
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LR9 Silver Lance

FT9 Silver Sabre

SGUARE 8's -with quartz-halogen brilliance

The Lucas 'Square 8' fog and spotlamps are the perfect matching pair for modern square-line cars. With quartz-halogen brilliance, the square pair out-perform all other square lamps on the market. Price £5.19.6 each complete with cable, switch and free protective cover.



Reverse in SAFETY

Handsome, powerful Lucas reversing lamps that take the risk out of night reversing.



Joseph Lucas Ltd. Birmingham 19