

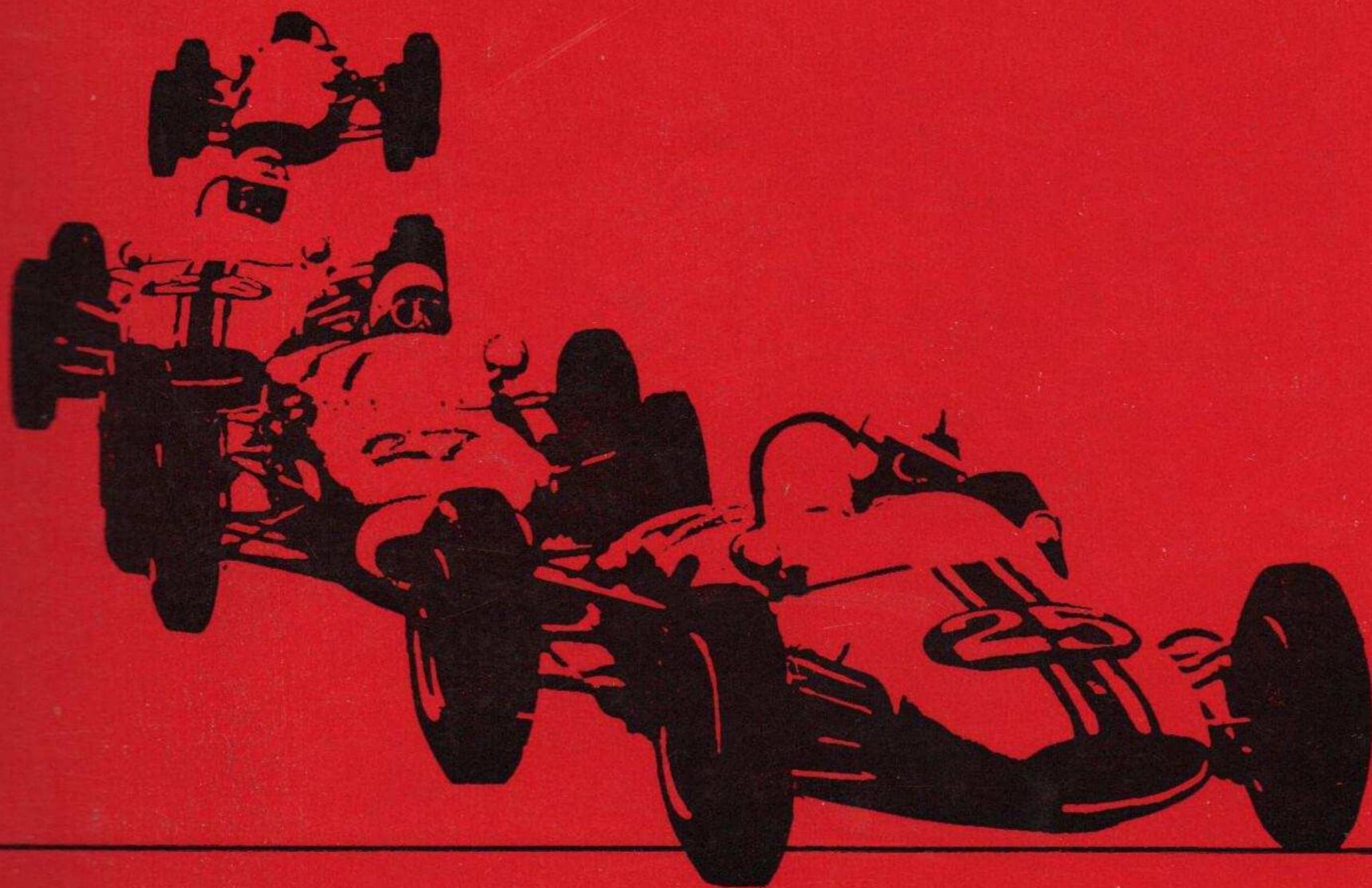
Official Programme 2s.

Organised by The British Racing and Sports Car Club

International Motor Race Meeting

BRANDS HATCH

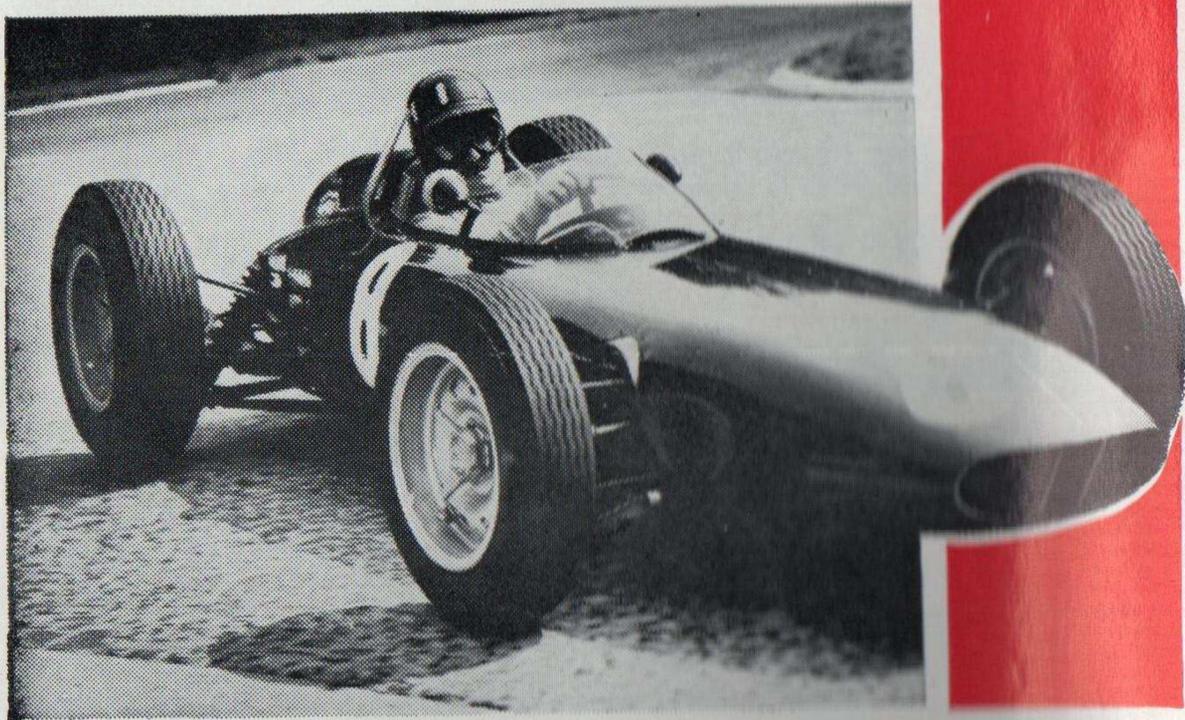
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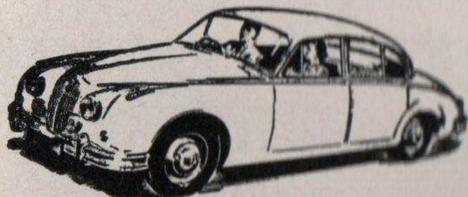
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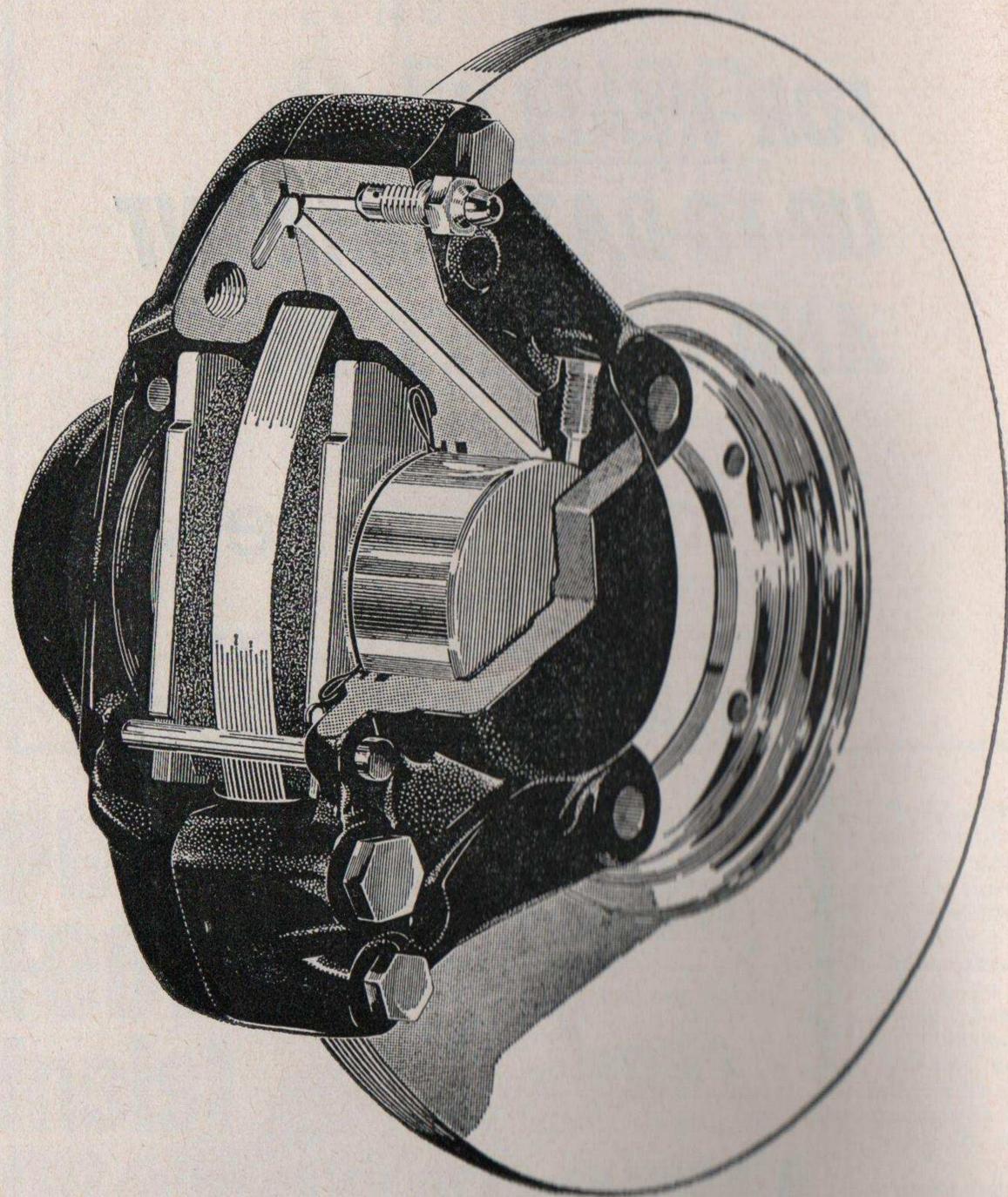
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Royal Automobile Club Permit Number : R.S. 428

BRANDS HATCH

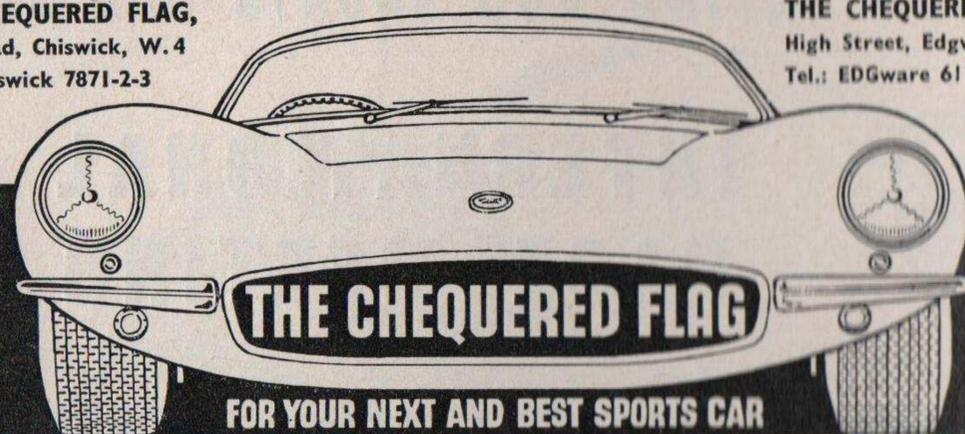
SATURDAY, 14th SEPTEMBER 1963

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For the R.A.C.—
J. Kemsley.

For the B.R.S.C.C.—

F. H. Bacon.
R. M. Carter.
J. A. Ellison.
G. H. Wicken.

Judges :

L. Lewis-Evans.
G. Lee.
R. Wilson.
G. H. Symonds.

Clerk of the Course :

N. Syrett.

Secretary of the Meeting :

M. Beuttler.

Race Control :

B. H. Crow.
Mrs. B. H. Crow.
P. Morley.
Miss G. Sturgess.
Miss R. Elliott.

Timekeepers :

C. Audrey.
Major J. W. Barber.
F. A. Lowe.
P. W. Browning.
E. Colman.
R. King-Farlow.

Race Recorders :

Mrs. C. Audrey.
Miss P. Wallis.

Scrutineers :

C. A. A. D. Mitchell.
F. Harrison.
G. T. R. Meekings.
I. D. Bennie.

Asst. Scrutineers :

M. R. Haysey.
D. J. Beeney.

Scrutineer's Asst. :

Miss B. Wood.

Commentators :

A. Marsh.
P. Scott-Russell.

Chief Observer :

D. Truman.

Chief Marshal :

E. E. C. Goodman.

Chief Course Marshal :

M. Wright.

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.

Medical Officers :

Dr. P. F. Lippold.
Dr. K. Walker.
Mr. A. Watts.
Dr. S. L. Peltz.
Dr. I. Blackstone.

Medical Services :

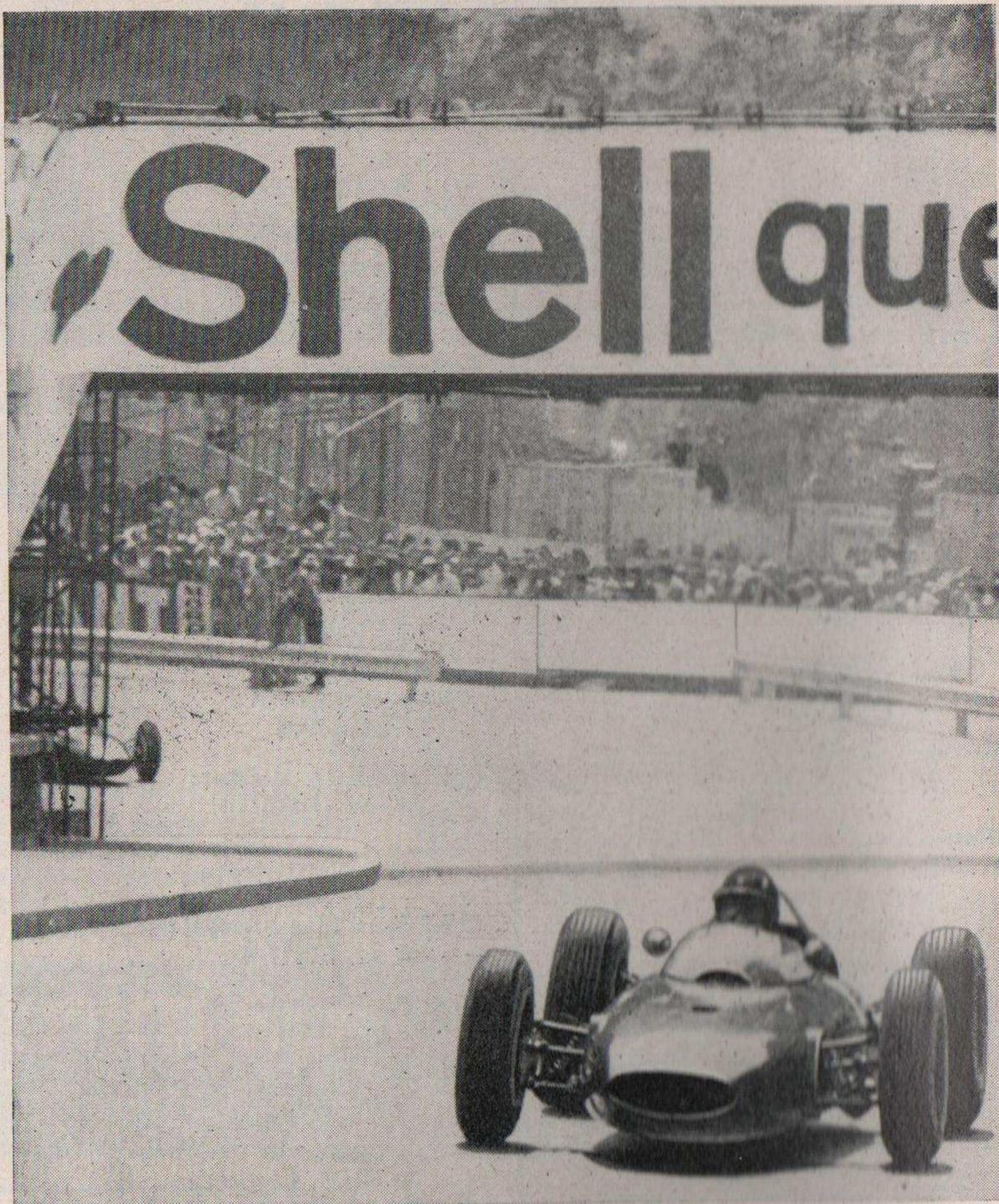
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Marshals :

Members of the B.R.S.C.C.

Press Officer :

D. Reach.



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Programme Timing

		<i>Laps</i>	<i>Start</i>
Event 1.	THE ANGLO-EUROPEAN TROPHY - Heat One. (Formula Junior Cars)	15	2.00 p.m.
Event 2.	THE ANGLO-EUROPEAN TROPHY - Heat Two. (Formula Junior Cars)	15	2.50 p.m.
Event 3.	THE SLIP MOLYSLIP TROPHY—One Hour. (Touring Cars)		3.45 p.m.
Event 4.	THE ANGLO-EUROPEAN TROPHY - Final. (Formula Junior Cars)	25	5.15 p.m.

Awards

Event 1.	1st.—£30.	2nd.—£20.	3rd.—£10.
Event 2.	1st.—£30.	2nd.—£20.	3rd.—£10.
Event 3.	1st.—£50.		
	In each class excluding Outright Winner :		
	1st.—£25.	2nd.—£15.	3rd.—£10.
Event 4.	1st.—£150.	2nd.—£75.	3rd.—£50.
	4th.—£30.	5th.—£20.	6th.—£10.

For the Attention of Spectators

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

The British Racing & Sports Car Club wish to 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 doctor 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.



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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.

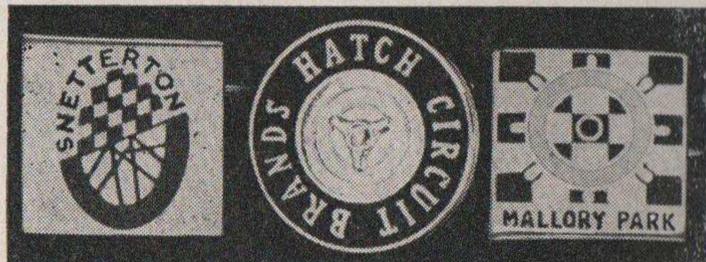
Flag Signals

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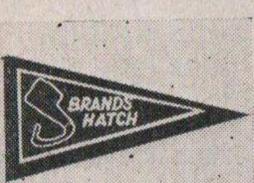
Metal lapel badges of circuit emblems 2s.6d. each.



Enamelled black and gold circuit cuff links 15s.



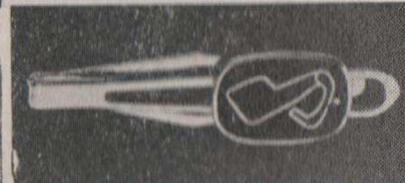
Hanging cloth window pennants with circuit map 3s.6d.



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



Enamelled black and gold circuit tie clips 10s.



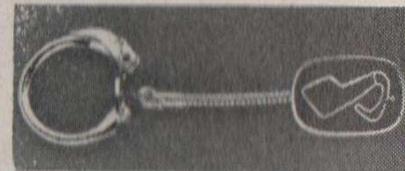
Coloured transfers of circuit emblems suitable for cars, motor cycles, crash helmets, etc. 1s. 7d. each.



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



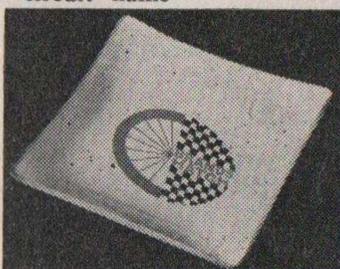
Self adhesive coloured cloth badges of circuit emblem 3s.



Enamelled black and gold circuit key rings 10s.



Enamelled circuit fob brooch 10s.



Gold-edged glass dishes (or ashtrays) with circuit emblems 6s.



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

Available today from the circuit clubhouse and the **MOTOR RACING SHOP**

Most goods can be posted for an additional charge of 6d. Car badges & Ashtrays 1s. Glasses 1/6d.

Forthcoming Events at BRANDS HATCH

MOTOR RACING

Sunday
6th October B.R.S.C.C. National British Meeting

Boxing Day
26th December B.R.S.C.C. National British Meeting

MOTOR CYCLE RACING

Sunday
22nd September National Open Meeting

Sunday
13th October National Open Meeting

LONG CIRCUIT LAP RECORDS

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DRIVE ON A RACE TRACK

When you join you will be sent three tickets, each entitling you to at least 20 laps driving your own car round one, or all, of the three circuits concerned . . . BRANDS HATCH, MALLORY PARK and SNETTERTON. There will be a wide selection of dates to choose from. Each track will be properly supervised and medical and catering services will be at hand. Members will be covered automatically by legal liability insurance and low-cost personal accident cover will be available as an optional extra.

DRIVE ON A SKID ROAD

You will also receive three tickets exchangeable, initially at Brands and later at Mallory, entitling practice with your own car on a skid road capable of inducing a 360 degree spin at only 20 mph. There will be a wide range of dates.

DRIVE ON A KART TRACK

You will be able to hire each circuit's karts, kart track helmets, gloves and overalls for only 7s.6d. per 10-lap session instead of the normal charge of 10s. This facility will exist initially at Brands and Mallory, and later at Snetterton, on any day of the year (excepting race days) between 9 a.m. and dusk.

ENJOY A CIRCUIT CLUBHOUSE

Throughout 1963 modern-style motoring country clubs will be developed at Brands Hatch, Mallory Park and Snetterton. Each will be open on at least three days a week and will feature bars with a strong motor sporting flavour. They will also be equipped with record players, dance floors, fruit machines, electric model race circuits table tennis, etc.

They will act as private motoring 'pubs' and will also promote dances, film shows, dinners and other entertainments of interest to motoring people. The country clubs will be known as BRANDS HATCH CLUB, MALLORY PARK CLUB and SNETTERTON CLUB. Members of the circuit clubs will automatically become members of the country clubs; country club membership only may be obtained for a subscription of 2 gns. Each member may bring two guests.

CHEAPER SPECTATING

You will be able to purchase low-cost spectator season tickets (excepting the British Grand Prix at Brands Hatch) for yourself and one other person at any, or all, of the circuits concerned. These will admit your car to any public park and yourself to the paddock and a special reserved viewing enclosure. At Brands Hatch a season will cost £5 5s. 0d. for £8 6s. 6d. normal admission value; at Mallory Park the charge will be £3 3s. 0d., instead of over £6 0s. 0d., and at Snetterton £3 3s. 0d. instead of over £6 0s. 0d. (PER PERSON).

YOUR OWN MAGAZINE

Through the post every month you will receive a copy of SPORTS CAR, value 30s a year. It will come to you not as a club journal but as a lively, informative magazine full of road and track tests of modified and production sports, GT and saloon cars. SPORTS CAR is edited by John

Blunsden and Darryl Reach, part of the team which produces its lively companion journal MOTOR RACING.

DRIVE IN A SPRINT

The circuit clubs will organise sprints, driving tests and hill climbs for the exclusive benefit of their own members. Race meetings as such (excepting those already organised by the SMRC) will not be arranged as the promoters do not wish to conflict with or undermine the excellent facilities offered by national motor sporting clubs.

DISPLAY A PROUD EMBLEM

Each circuit club will have its own emblem of a Union Jack crossed with a Chequered Flag on a coloured shield background. This will be reproduced on car and lapel badges, transfers, ties and other items for the exclusive benefit of members.

The first 100 lapel badges of each club will be gilt finished to denote Founder Membership.

MEMBER OF ONE, MEMBER OF THREE

A member of any one circuit club is entitled to certain benefits when visiting either of the other two circuits. These include the right to exchange race track and skid road tickets, to use the kart track at concession rates, full clubhouse privileges, use of members viewing enclosure and participation in sprints, etc.

SAVE A GUINEA

For Members joining during 1963 the one guinea entry fee will be waived

HOW TO JOIN

Complete the attached application form and send it with your remittance to the GENERAL SECRETARY, CIRCUIT CAR CLUBS, BRANDS HATCH CIRCUIT LTD., FAWKHAM, KENT, TEL. WEST ASH 331. Your membership card, rule book and further details will then come to you direct from the Secretary of the individual circuit club of your choice.

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

Dear Sir,

Please enrol me as a full member of the following circuit car club:
SNETTERTON MOTOR CLUB **BRANDS HATCH MOTOR CLUB**
MALLORY PARK MOTOR CLUB
 (Delete as required)

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

Please send me the following:

-Ties at 15s. each
-lapel badges (pin) at 3s. 6d. each
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I also enclose 3 gns. for 12 months membership £3 3 0

TOTAL

Please make cheques payable to the Club you have chosen.

NAME.....

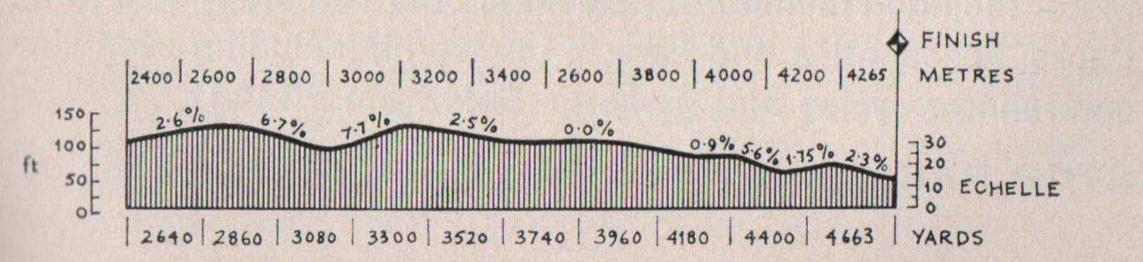
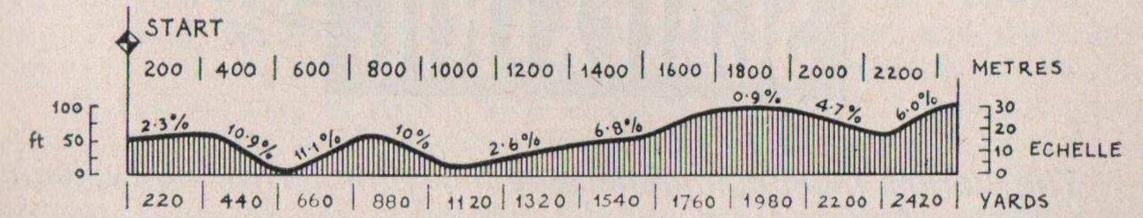
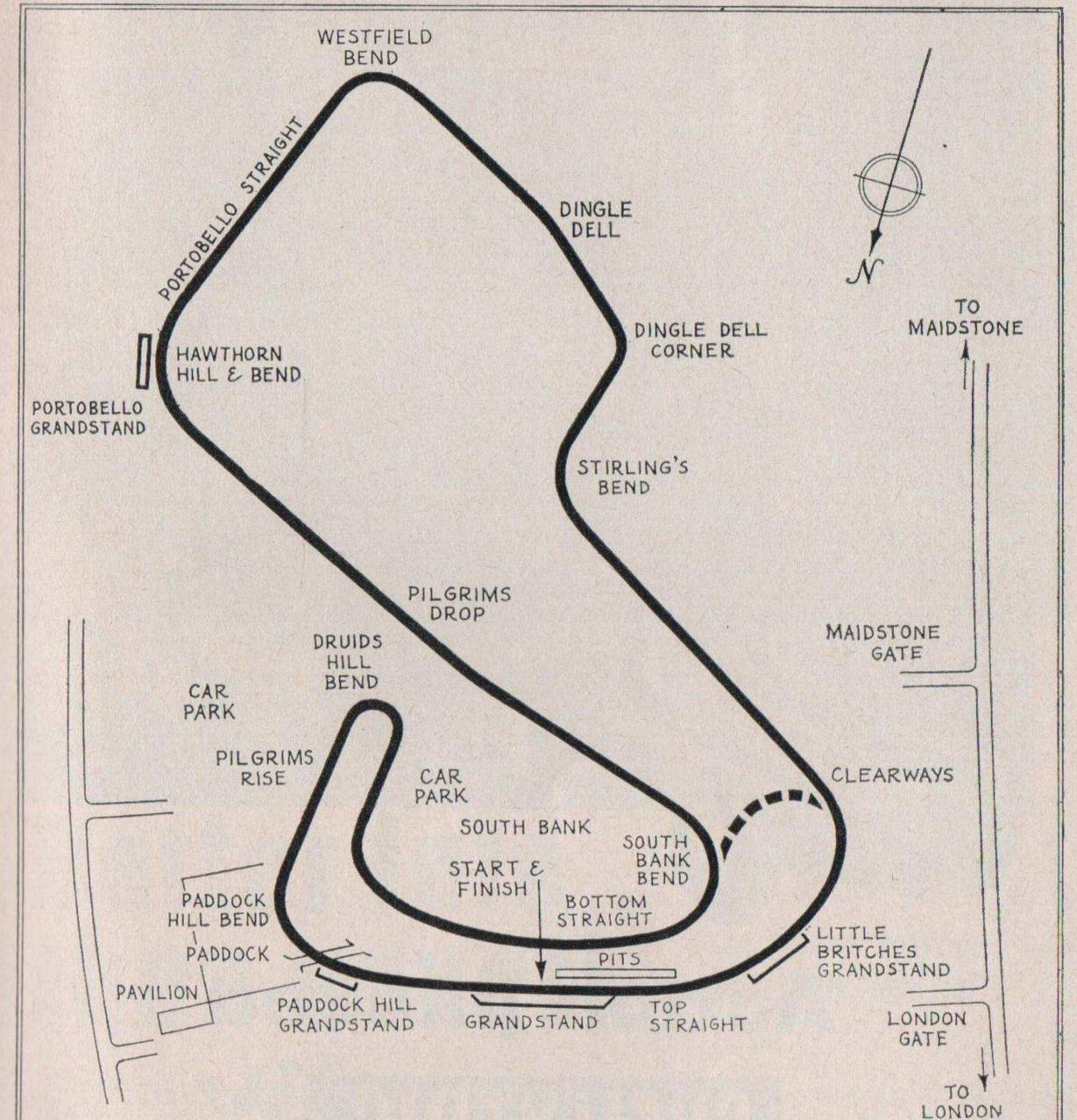
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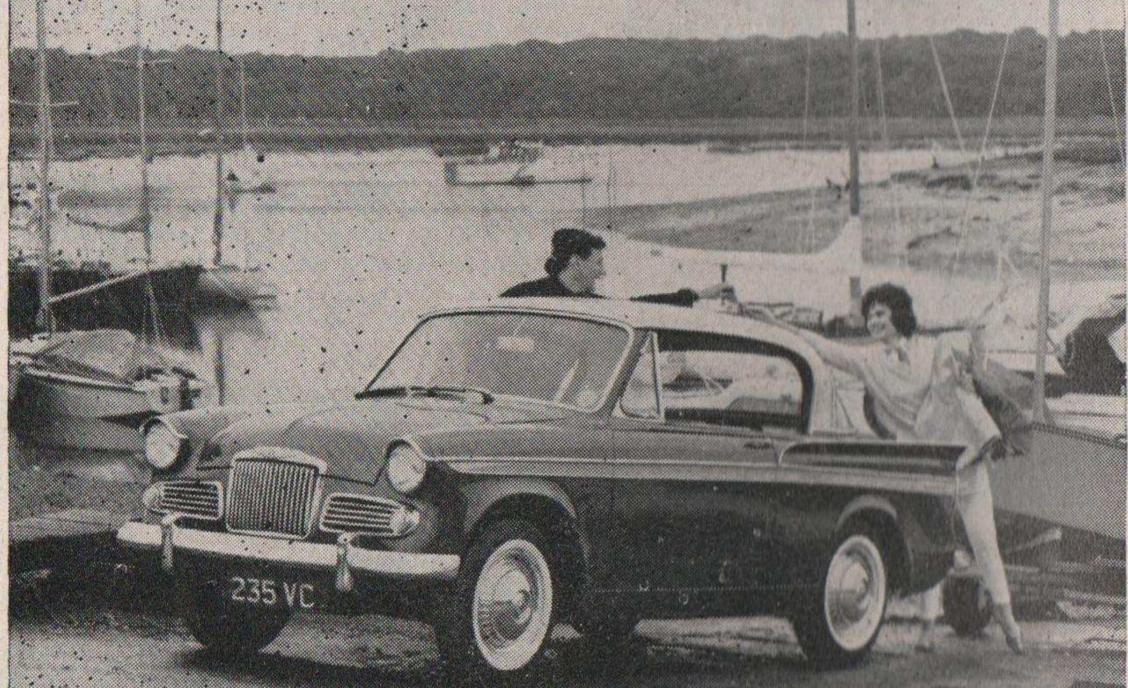
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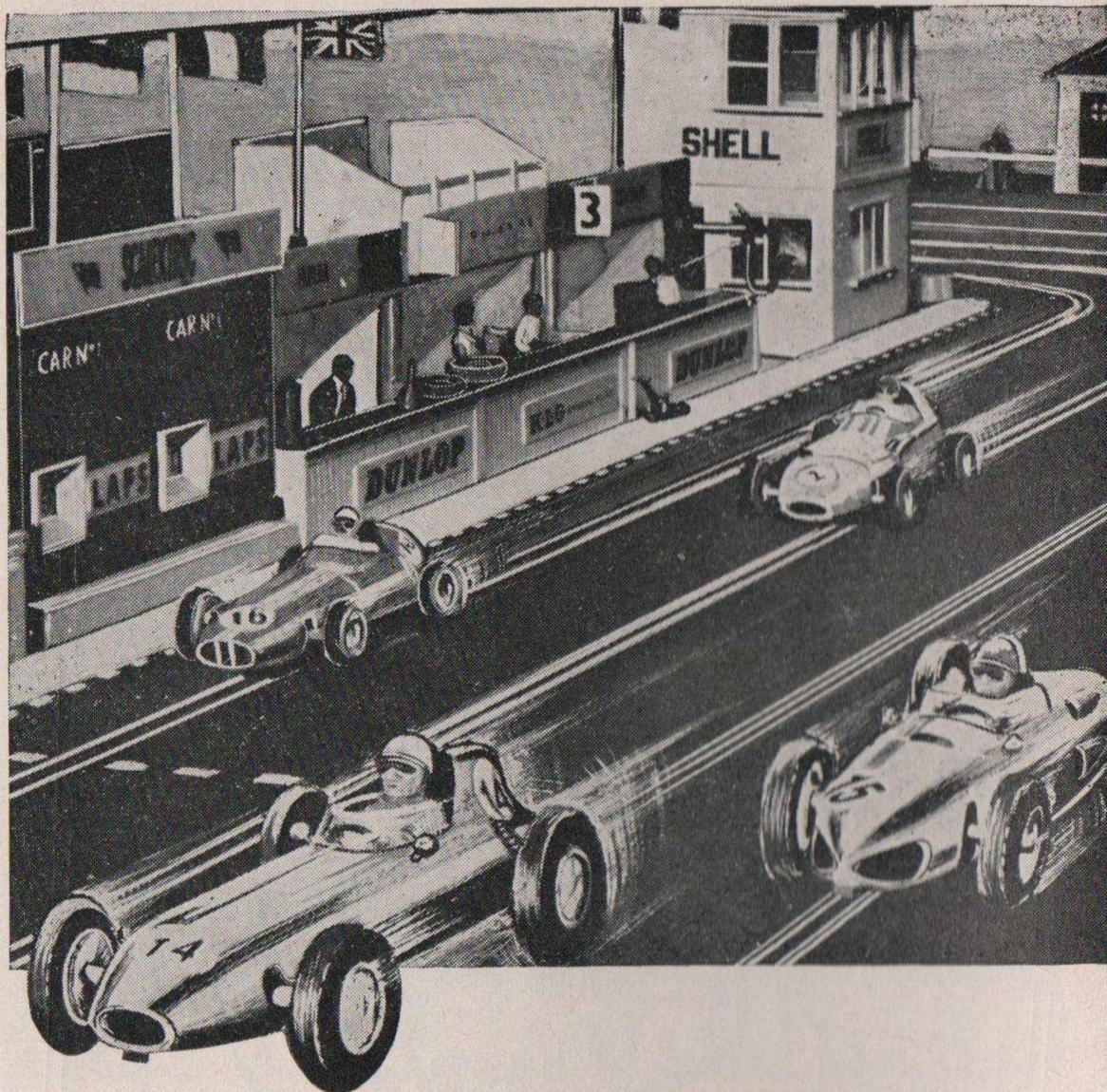
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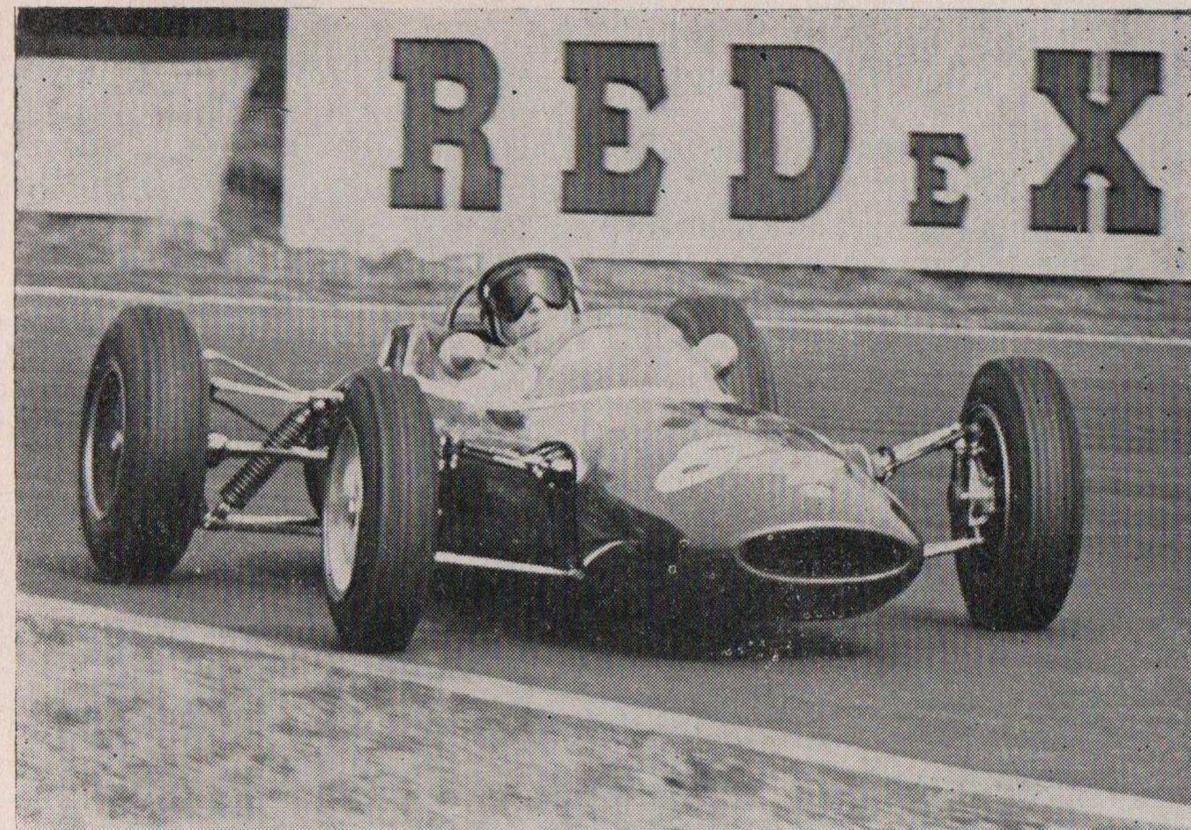
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STOP PRESS—Have you seen the new flexible plastic track?



Back on form, after a disastrous early part of the season, the Formula Junior Lotus 27, driven by Peter Arundell, is making a late challenge for the 'Express' and Star' British National Formula Junior Championship. Most of this advanced car's earlier handling problems seem to have been cured. (Photograph by courtesy of Geoffrey Goddard)

Better late than never!

by JOHN BLUNSDEN

Associate Editor,
'MOTOR RACING'

AT THE end of this year, Formula Junior will be no more. In its place we shall have two categories of racing—Formula 2 and Formula 3, the former being a more expensive development of Junior, and the latter a cheaper (in theory, at any rate!) version, designed mainly for club racing.

Today, we shall be seeing what amounts to Formula Junior's swansong, so it is an appropriate time to look back. It was born from a germ of an idea dreamed up in Italy, to promote new driver talent at a reasonable cost. In the early stages, at least, it failed in this aim, yet the Formula gained a great deal of backing, and in 1959 it achieved International status.

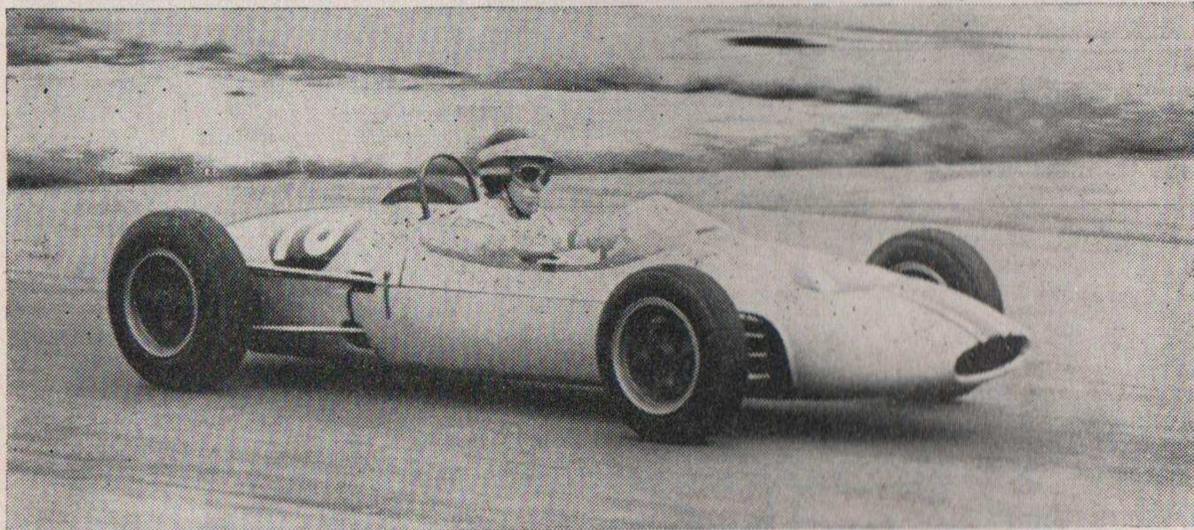
For its first year as an international attraction it prospered considerably on the Continent, but hardly at all in this country. It was not until the end of the year—on Boxing Day, 1959, on this circuit, that Britain was able to field anything approaching a comprehensive field of cars. This proved to be the turning point in the Formula, for from this day on, British cars dominated the Junior scene, aided in particular by the eight-port Ford engine.

Continued on page 20

Earlier sporadic efforts by British entrants to meet the Continental cars and drivers (mainly Italian) across the Channel had proved nearly always futile, but now the picture was changing. Indeed, the growing 'invasion' of British entries on the Continent was becoming embarrassing to local organisers. For it soon became clear that we enjoyed a marked supremacy in the design of both chassis and engines.

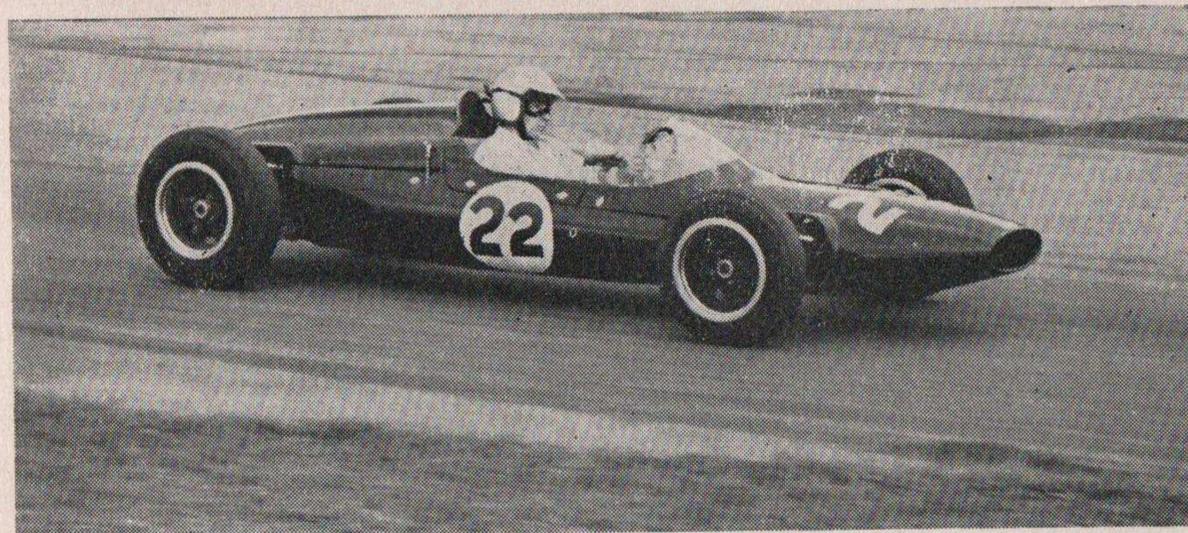
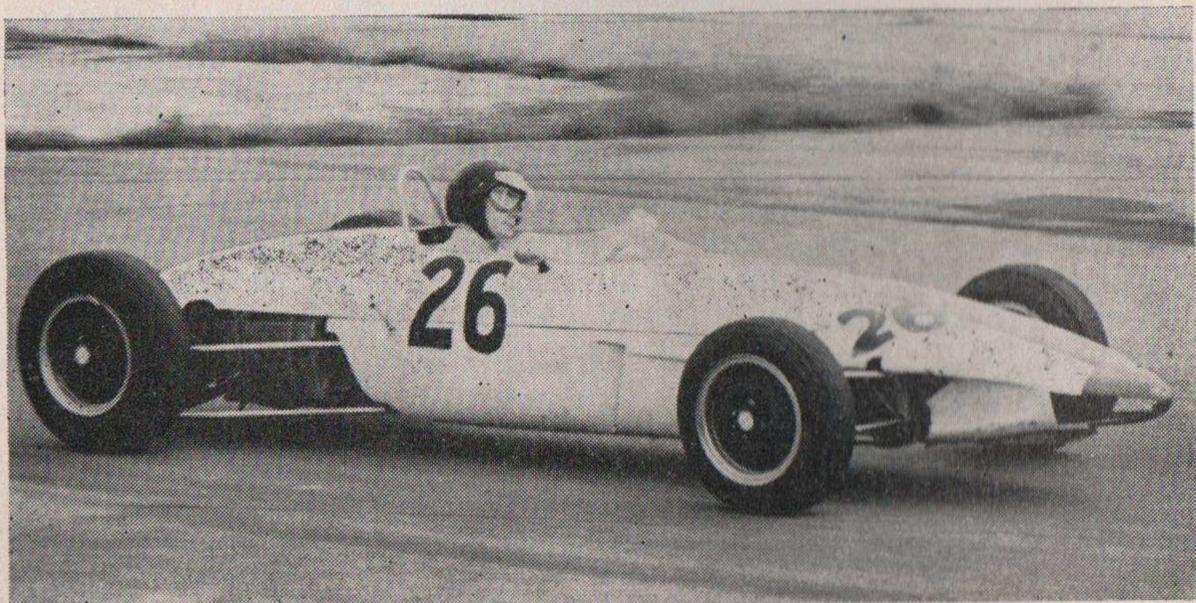
It has taken a long time for the Continentals to pull around and produce a really competitive machine, but now they have several, albeit for the most part powered by the same Ford engines that are used in the majority of British cars. Perhaps this slow recovery is the real reason why not until today, with the Formula on its way out, has it been possible to attract anything like a representative field of Italian Formula Junior cars and Continental drivers to this country.

Continued on page 21



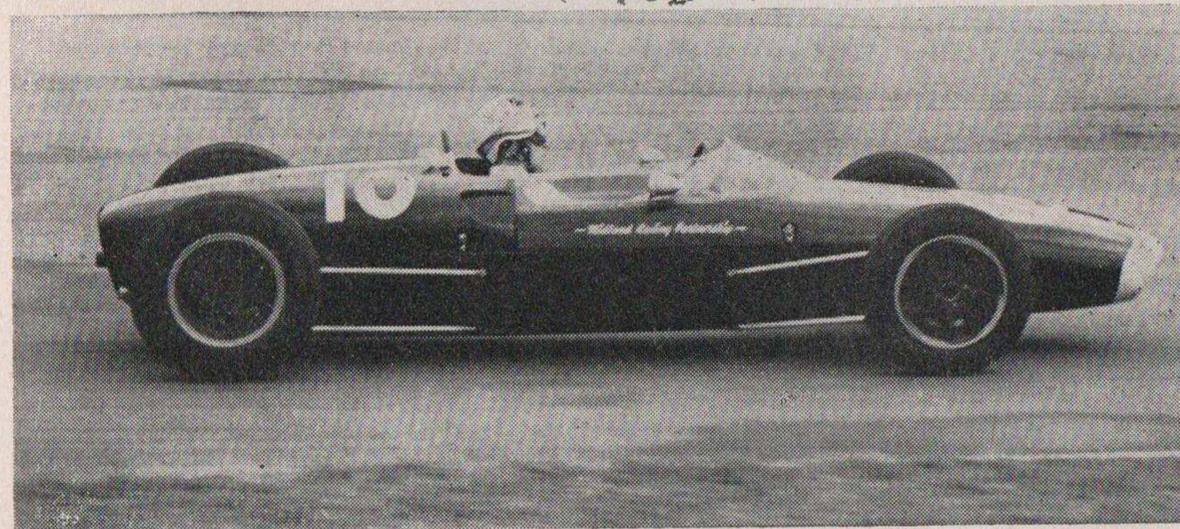
Above—Australian Paul Hawkins looks determined as he accelerates his Ian Walker Brabham up through the gears. Hawkins and fellow-Australian Frank Gardner have enjoyed a fine season this year with the immaculately turned out, yellow-painted Walker Brabhams.
(Photograph by courtesy of Geoffrey Goddard)

Below—American Roy Pike in one of the torpedo-shaped Gemini-Fords which have been raced this year by George Henrotte. Technically an advanced design, they have not enjoyed the successes of previous years, although their handling is usually impressive.
(Photograph by courtesy of Geoffrey Goddard)



Above—The slim lines of the Formula Junior Cooper, seen here with American Tim Mayer in the cockpit, are among the most attractive in FJ racing. This car, which relies on a BMC power unit, has also been tried with Hydrolastic linked suspension, similar to the system used in the Morris, MG and Austin 1100s.
(Photograph by courtesy of Geoffrey Goddard)

Below—Richard Attwood, one of Formula Junior's finest and most consistent drivers, in action with one of the Midland Racing Partnership Lolas which, like the Brabhams and Lotuses, rely on the outstandingly successful Ford eight-port engine.
(Photograph by courtesy of Geoffrey Goddard)

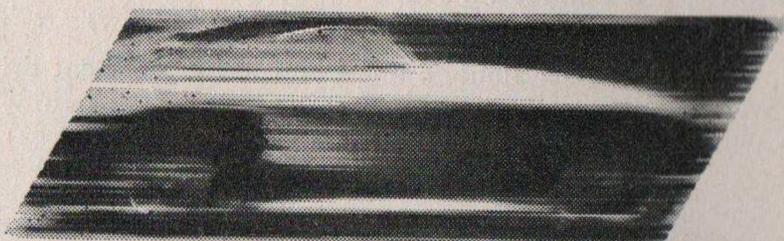


It is one of the disappointments of the Formula that British spectators have been denied the opportunity to witness genuine International FJ racing—unless they travelled abroad to circuits such as Monza, Monaco, Albi and the Nurburgring or Solitude, where International competition has long been a feature of FJ racing.

It is too much to hope that, now the Channel has been crossed in both directions, we shall see a flood of Continental cars here next year supporting Formula 3. But there is certainly a reasonable chance that Formula 2 will do the job. Formula 2 means a significant up-grading in status, and in certain conditions the Formula will be open to graded drivers (of championship calibre), who have been barred from Formula Junior. This will make the going tough for the newcomer, but Formula 2 is intended as a logical stepping stone from Formula Junior or Formula 3 to Grand Prix racing, and there can hardly be a better apprenticeship than racing

Continued on page 23

*IF YOU DRIVE
A FAST CAR
OR DRIVE
CARS FAST*



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TURBOSPEED

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with the amazing **AVON CLING** in the wet!

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against the elite of motor racing. (Stirling Moss has admitted that he learnt more by following Fangio than through any amount of private study of racing technique.)

It is feasible that within a year or two there will be as many, if not more Continental marques operating in Formula 2 than are currently supporting Formula Junior, and this in turn may well lead to wider association in the future in Formula 1.

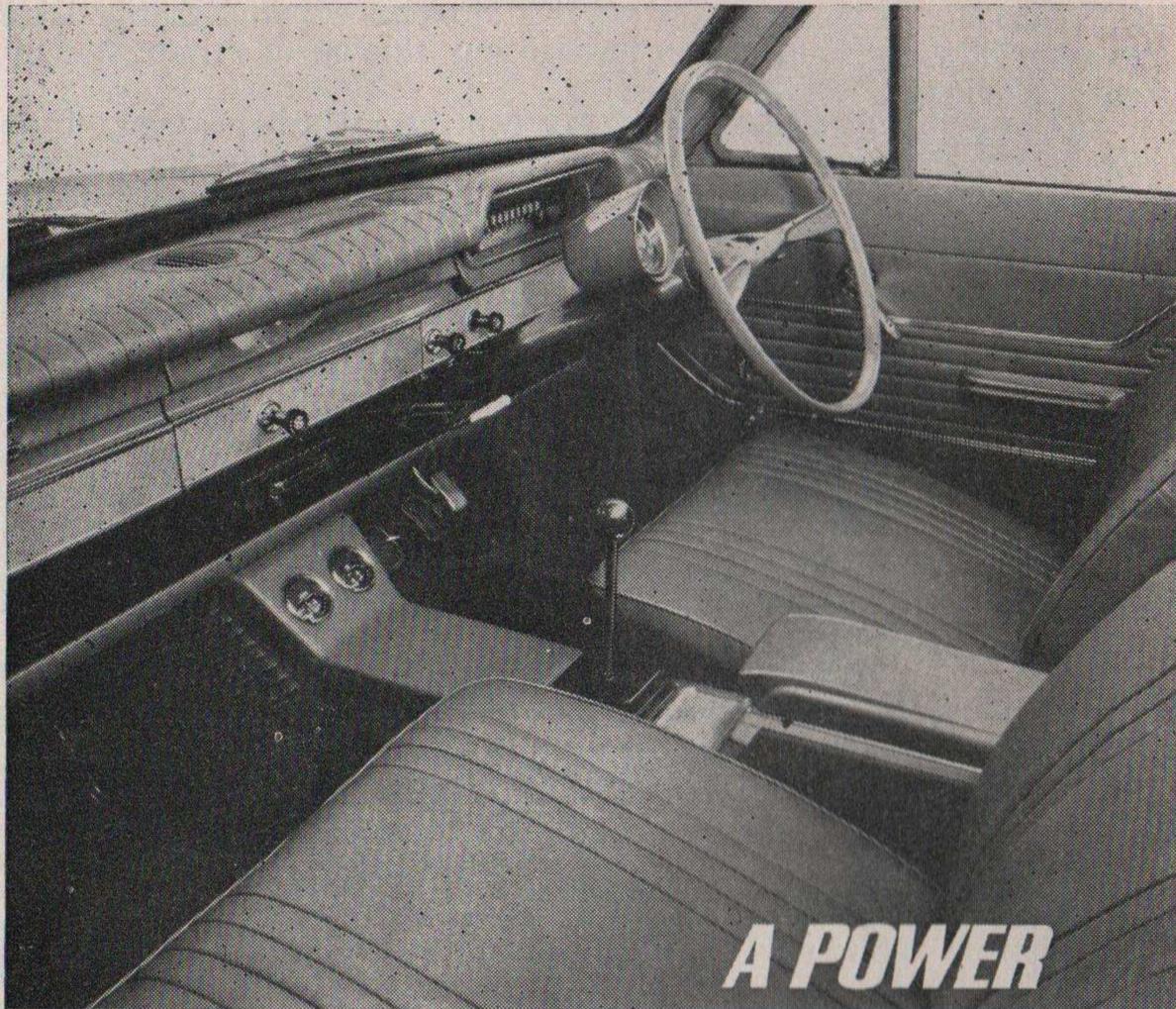
For the British spectator, it will mean the chance to see foreign single-seaters, not just once or twice a year in Britain, but perhaps six or eight times, for Formula 2 is likely to take over quite a few of the races run today for Formula 1 cars. What sort of racing will result?

Well, today may well set the pattern, although at this meeting the combination of local knowledge, driving talent, and the spur of points for the British championship—currently in a very open state—loads the dice strongly in favour of the British machines. But let's forget for once about who will win and who will lose, and take a good, long look at those unfamiliar shapes (the cars, not the drivers!), and be thankful to the BRSCC and Brands Hatch for providing the bait.

Let's give a real welcome to the visitors, and say, 'We thought you weren't coming, but never mind, better late than never! !.....and come again next year, with your twin-overhead-camshaft, 1,000 c.c. engines, under your monocoque bodywork!'

The battles between Ford Galaxies and Jaguar 3.8s have been a feature of International saloon car races at Brands Hatch this year. So far the score is even, Jaguars winning the Six-Hours Race in July and Ford getting their own back on August Bank Holiday. This shot shows the eventual winner, Jim Clark, leading from Jack Sears in Galaxies, with Graham Hill hanging on to a wider line with his Jaguar. Whose turn will it be today to take the chequered flag? *(Photograph by courtesy of E. Jerry Stream)*





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GOES LIKE THE WIND. 0-60 in 13.2 secs. Top speed 92 m.p.h. 1500 c.c. engine, 5-bearing crankshaft, modified high-lift camshaft. Compression ratio 9:1. Modified combustion chamber and exhaust system, including free-flow 4-branch exhaust manifold. Weber twin-choke carburettor. Superb remote gearshift. 9½" front disc brakes.

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22 33 40 16 34 43
37 38 4 47

EVENT ONE

THE ANGLO-EUROPEAN TROPHY - HEAT ONE

For SINGLE-SEATER RACING CARS complying with the INTERNATIONAL FORMULA JUNIOR

START: 2.00 p.m.

15 LAPS

No.	Entrant and Driver	Nat. of Driver	Car	c.c.
1.	Ron Harris - Team Lotus. (Dvr.: P. Arundell)	GB	Lotus-Ford '27'	1098
3.	Ron Harris - Team Lotus. (Dvr.: M. Spence)	GB	Lotus-Ford '27'	1098
4.	Ron Harris - Team Lotus. (Dvr.: J. Hine)	GB	Lotus-Ford '27'	1098
6.	A. R. Wyllie	GB	Lotus-Ford '27'	1098
7.	Veedol U.K. Ltd. (Dvr.: R. Burnard)	GB	Lotus-Ford '27'	1098
9.	Jim Russell Racing Drivers' School. (Dvr.: M. Long)	GB	Lotus-Ford '27'	1098
10.	Jim Russell Racing Driver's School. (Dvr.: J. Mastin)	GB	Lotus-Ford '22'	1098
16.	B. Hart	GB	Lotus-Ford '22'	1098
22.	Tyrrell Racing Organisation. (Dvr.: To be nominated)		Cooper-B.M.C. Mk.3	1098
23.	Tony Kilburn Racing. (Dvr.: J. Greene or D. Cole)	GB	Cooper-B.M.C. Mk.3	1098
24.	R. Elvy Ltd. (Dvr.: R. Elvy)	GB	Cooper-B.M.C. Mk.2	1098
26.	Anglo-Scottish Racing. (Dvr.: C. Crichton-Stuart)	GB	Cooper-Ford Mk.3	1098
31.	G. F. Meharey	GB	Cooper-Ford Mk.2	1098
32.	Brabham Racing Developments Ltd. (Dvr.: D. Hulme)	NZ	RepcO Brabham-Ford	1098
33.	Ian Walker Racing Ltd. (Dvr.: P. Hawkins)	AUS	Brabham-Ford	1098
34.	Ian Walker Racing Ltd. (Dvr.: F. Gardner)	AUS	Brabham-Ford	1098
36.	R. J. James	GB	Brabham-Ford	1098
37.	D. Prophet	GB	Brabham-Ford	1098
38.	D. O'Sullivan	GB	Brabham-Ford	1098
39.	Midland Racing Partnership. (Dvr.: D. Hobbs)	GB	Lola-Ford Mk.5	1098
40.	Midland Racing Partnership. (Dvr.: W. Bradley)	GB	Lola-Ford Mk.5	1098
41.	Midland Racing Partnership. (Dvr.: D. Baker)	GB	Lola-Ford Mk.5	1098
43.	Roy Winkelmann Racing Ltd. (Dvr.: A. B. Rees)	GB	Lola-Ford Mk.5	1098
47.	G. A. Henrotte (Dvr.: S. A. Fox)	GB	Gemini-Ford Mk.4A	1098
53.	A. J. C. Newton	GB	Emeryson-Ford	1098

KEY TO NATIONALITY CODE LETTERS :

AUS - Australia; B - Belgium; D - Germany;
 DK - Denmark; EIR - Republic of Ireland;
 F - France; FM - Federation of Malaya;
 GB - Great Britain; I - Italy; NZ - New Zealand;
 S - Sweden; US - United States; ZA - South Africa.

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BRITISH RACING AND SPORTS

CAR CLUB

The Club for the Enthusiast

Patron: The Rt. Hon. THE EARL HOWE, P.C., C.B.E., V.D.

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TO JOIN

Complete now the application form below and post to the Club Office with your remittance as follows:—

ANNUAL SUBSCRIPTION	£2 2 0
ENTRY FEE	£1 1 0
ON APPLICATION	£3 3 0

General Secretary: N. SYRETT.
Trafalgar 1351/2/3

6, Buckingham Street,
London, W.C.2.

APPLICATION FOR MEMBERSHIP

Name in Full
(BLOCK LETTERS)

Address

Occupation

Tel No.: HOME BUSINESS

Nationality Date of Birth

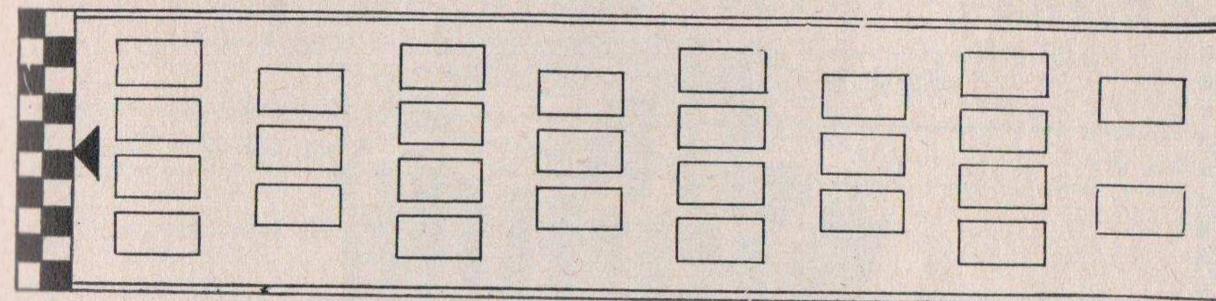
I hereby make application to become a member of the British Racing & Sports Car Club Limited and if elected, I undertake to abide by the Rules of the Club.

Signature Date

Proposer Secondar

If the applicant does not know any member to sign above he should include name and address and occupation of a responsible person to whom application can be made. If you wish to be placed on the B.R.S.C.C. Racing Register please enclose a fee of 5/-

Grid Positions



RESULTS:

1st. 32 Hulme 2nd. 1 Arundell 3rd. 34 Gardner
 4 3 Spruce 5 33 Hanssens 6 43 Rees.
 Winner's Time..... 25:57.6 Speed..... 91.87 m.p.h.

Fastest Lap: Car No. 32/1 Time 1:42.4 Speed 93.16 m.p.h.

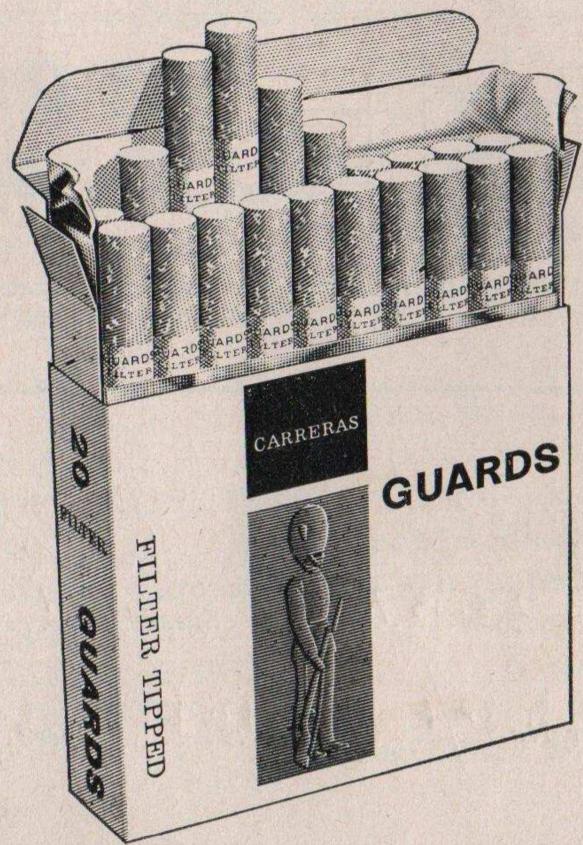
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3/6

TWENTY

EVENT TWO THE ANGLO-EUROPEAN TROPHY - HEAT TWO

For SINGLE-SEATER RACING CARS complying with the
INTERNATIONAL FORMULA JUNIOR

START: 2.50 p.m.

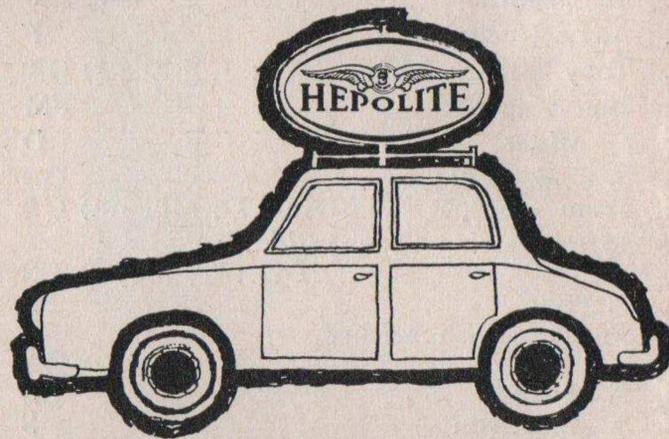
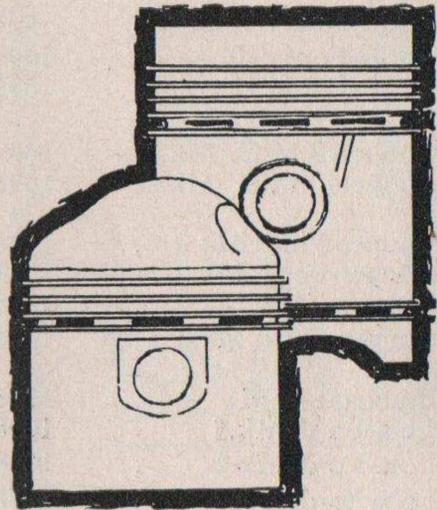
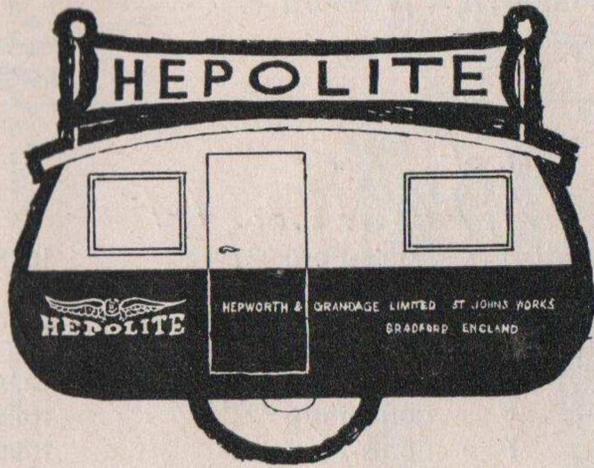
15 LAPS

No.	Entrant and Driver	Nat. of Driver	Car	c.c.
5.	Ron Harris—Team Lotus (Dvr.: B. Deserti) I	I	Lotus-Ford '27'	1098
8.	Marc de Boe (Dvr.: Entrant or N. Garbett) B/GB	B/GB	Lotus-Ford '27'	1098
11.	Jim Russell Racing Drivers' School. (Dvr.: M. De Udy) GB	GB	Lotus-Ford '22'	1098
12.	M. Dagorne	F	Lotus-Ford '22'	1098
14.	A. Le Guellec	F	Lotus-Ford '22'	1098
15.	Tony Kilburn Racing (Dvr.: J. Ellekaer) DK	DK	Lotus-Ford '22'	1098
17.	Han Seng Lee	FM	Lotus-Ford '22'	1098
18.	G. Mitter	D	Lotus-D.K.W. '22'	999
19.	S. C. de Lautour	GB	Lotus-Ford '20'	1098
20.	Team Transpa (Dvr.: D. Milburn) GB	GB	Lotus-Ford '18'	1098
21.	Tyrrell Racing Organisation. (Dvr.: T. Mayer) US	US	Cooper-B.M.C. Mk.3	1098
25.	P. Poty	F	Cooper-B.M.C. Mk.2	1098
27.	Anglo-Scottish Racing (Dvr.: L. Jacobsz) ZA	ZA	Cooper-Ford Mk.3	1098
28.	P. Revson	US	Cooper-Ford Mk.3	1098
29.	S. Andersson	S	Cooper-Ford Mk.3	1098
30.	G. Duneborn	S	Cooper-Ford Mk.3	1098
35.	North Star Racing Team. (Dvr.: J. Peterson) US	US	Brabham-Ford	1098
42.	J. Bernusset	F	Lola-Ford Mk.5	1098
44.	A. R. Hodge	GB	Lola-Ford Mk.2	1098
45.	J. Bouckley	GB	Lola-Ford Mk.2	1098
46.	G. A. Henrotte (Dvr.: R. Pike) US	US	Gemini-Ford Mk.4A	1098
48.	J. Pollock	EIR	Gemini-Ford Mk.4	1098
49.	Giacomo Russo (Dvr.: "Geki") I	I	de Sanctis-Ford	1098
50.	F. Bernabei	I	de Tomaso-Ford	1098
51.	Scuderia Sant Ambroeus (Dvr.: C. Manfredini) I	I	Wainer-Ford	1098
52.	A. Pilette	B	Merlyn-Ford	1098
54.	Sussex Racing Partnership. (Dvr.: M. P. Renny) GB	GB	Caravelle-Ford	1098

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DK - Denmark; EIR - Republic of Ireland;
F - France; FM - Federation of Malaya;
GB - Great Britain; I - Italy; NZ - New Zealand;
S - Sweden; US - United States; ZA - South Africa.

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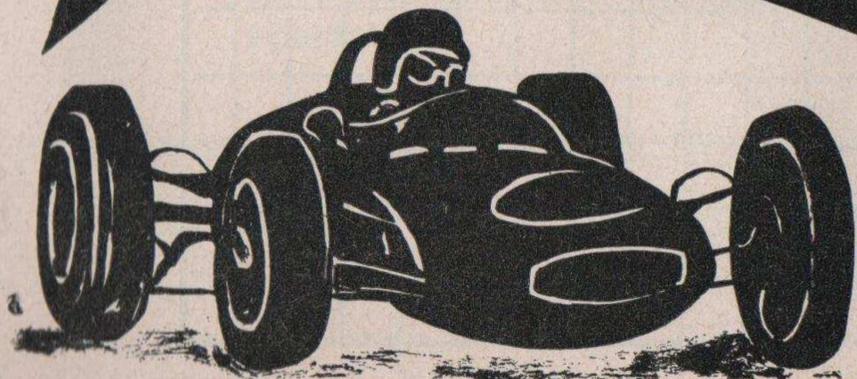
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VISIT THE BRANDS HATCH SHOPS



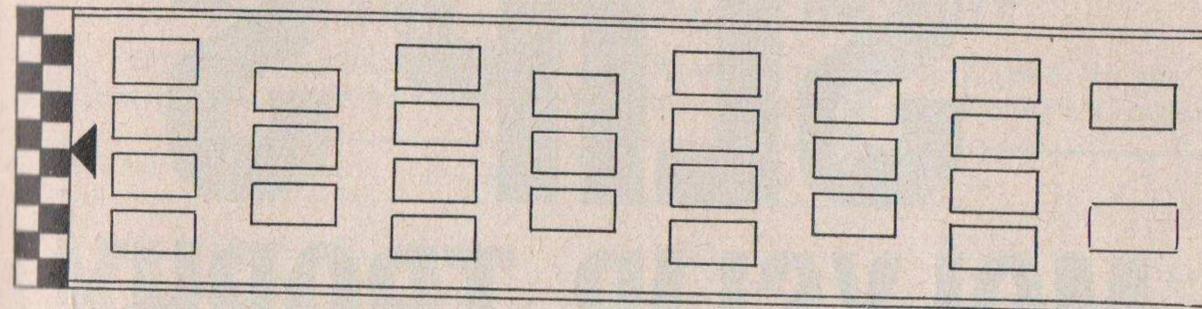
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 ● B.R.S.C.C. INFORMATION CENTRE



The shops will be found on the road between the main Grandstand and the Paddock

Grid Positions



RESULTS:

1st. *21 Mayhew* 2nd. *52 Plette* 3rd. *14*
17 *46 Pike* *6 19*
 Winner's Time *26.45.0* Speed *!!* m.p.h.

Fastest Lap: Car No. *5* Time *1.45.2* Speed *90.68* m.p.h.

VISIT LES LESTON'S NEW SHOP NOW OPEN AT BRANDS HATCH

- Graham Hill
- Jack Brabham
- Phil Hill
- Innes Ireland
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- Roy Salvadori
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- John Surtees
- Trevor Taylor
- Jo Bonnier
- Willy Mairesse
- Lucien Bianchi
- Dan Gurney
- Giancarlo Baghetti
- Pedro Rodriguez
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- Walter Hansgen
- Ritchie Ginther



Innes Ireland with his Les Leston gloves after winning the Grand Prix of the U.S.A., 1961.

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* Before you watch today's MolySlip Trophy Race, here are the leaders to date in this annual championship...

(Scoreboard to date)

1st ROY SALVADORI 13 pts.

2nd GRAHAM HILL 12 pts.

Joint 3rd

**PETER HARPER
JIM CLARK
JOHN WHITMORE**

9 pts.

For extra performance, add SLIP *MOLYSLIP* to the oil in your engine

EVENT THREE

THE SLIP MOLYSLIP TROPHY

For TOURING CARS complying with Appendix 'J' Group 2 (1963) to the INTERNATIONAL SPORTING CODE. This race will be of one hour's duration

START: 3.45 p.m.

No.	Entrant and Driver	Car	c.c.
CLASS A—Over 3000 c.c.			
61.	Alan Brown Racing Ltd. (Dvr.: To be nominated)	Ford Galaxie	6970
62.	John Willment Automobiles Ltd. (Dvr.: J. Sears or R. Olthoff)	Ford Galaxie	6970
63.	Atherstone Engineering Ltd. (Dvr.: M. Salmon)	Jaguar Mk.2	3781
64.	Team Tourist Trophy. (Dvr.: J. Adams)	Jaguar Mk.2	3781
65.	J. M. Sparrow	Jaguar Mk.2	3781
66.	C. McLaren	Jaguar Mk.2	3781
67.	Zenith Films (Dvr.: A. Powell)	Jaguar Mk.2	3781
68.	M. Pendleton (Reserve)	Jaguar Mk.2	3781

CLASS B—1301 c.c. to 2000 c.c.

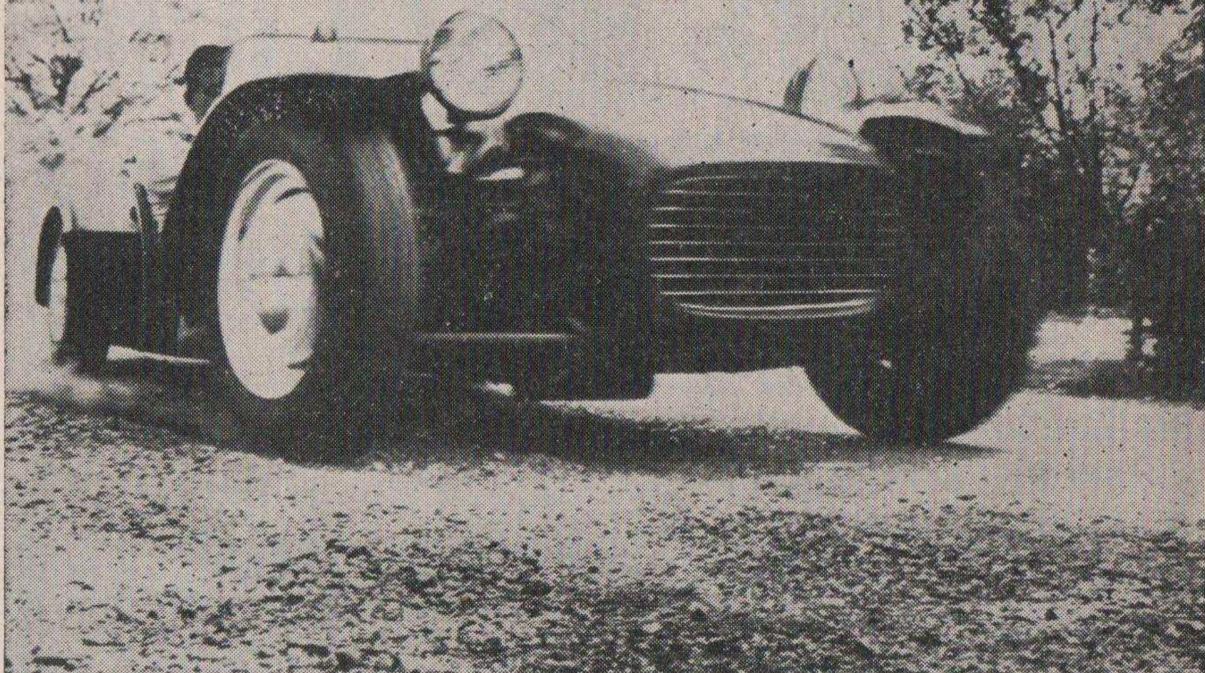
68.	Far East Racing Team. (Dvr.: A. D. Steward)	Isuzu Bellel 2000	1991
69.	Fibrepare Ltd. (Dvr.: M. J. Donegan)	Ford Consul Cortina GT	1498
70.	John Willment Automobiles Ltd. (Dvr.: R. Olthoff or J. Sears)	Ford Consul Cortina GT	1498
71.	John Willment Automobiles Ltd. (Dvr.: D. Haynes)	Ford Consul Cortina GT	1498

CLASS C—Up to 1300 c.c.

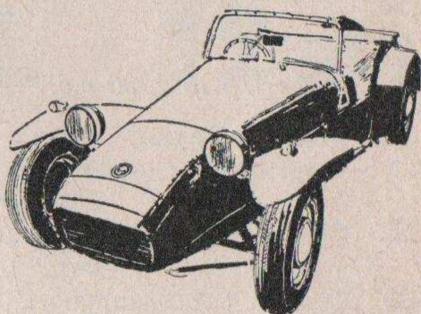
72.	Miss A. Taylor	Ford Anglia Super	1198
73.	SuperSpeed Conversions Ltd. (Dvr.: M. A. Young)	Ford Anglia Super	1198
74.	Cooper Car Company Ltd. (Dvr.: J. H. D. Whitmore)	Austin Mini-Cooper 'S'	1071
75.	Cooper Car Company Ltd. (Dvr.: T. Mayer)	Morris Mini-Cooper 'S'	1071
76.	Alexander Engineering Co. Ltd. (Dvr.: M. H. Clare)	Morris Mini-Cooper 'S'	1071
77.	"Broadspeed" (Dvr.: J. Fitzpatrick)	Morris Mini-Cooper 'S'	1071
78.	Westover Racing (Dvr.: E. Lewis)	Morris Mini-Cooper 'S'	1071
79.	Janspeed (Dvr.: P. S. McNally)	Morris Mini-Cooper 'S'	1071
80.	J. D. Lewis	Morris Mini-Cooper 'S'	1071
81.	Cliftons Service Station (Dvr.: K. Costello)	Austin Mini-Cooper 'S'	1071
82.	P. Clarke	Morris Mini-Cooper 'S'	1071
83.	Radborne Racing (Dvr.: W. Kelly)	Morris Mini-Cooper 'S'	1071
84.	Newtune Ltd. (Dvr.: H. Martin)	Austin Mini-Cooper	997
85.	Miss M. B. Burns-Greig	Austin Mini-Cooper	997
86.	Grosvenor Racing (Dvr.: A. D. Rutt)	Austin Mini-Cooper	997
87.	B. Pearson	Austin Mini-Cooper	997

Lap Chart on Pages 39 & 40

TRACK SEVEN



Lotus—Track Lotus Seven—90 belligerent b.h.p. to race and win. Track Seven—takes you there and on the way takes everything—a car for the working week and a lively day of rest. 0-60 m.p.h. in 6.5 seconds, to 100 and stop in 25 secs. With synchromesh, discs, Lotus suspension and all-weather protection—from £499 in easy to assemble component form. Track Seven.



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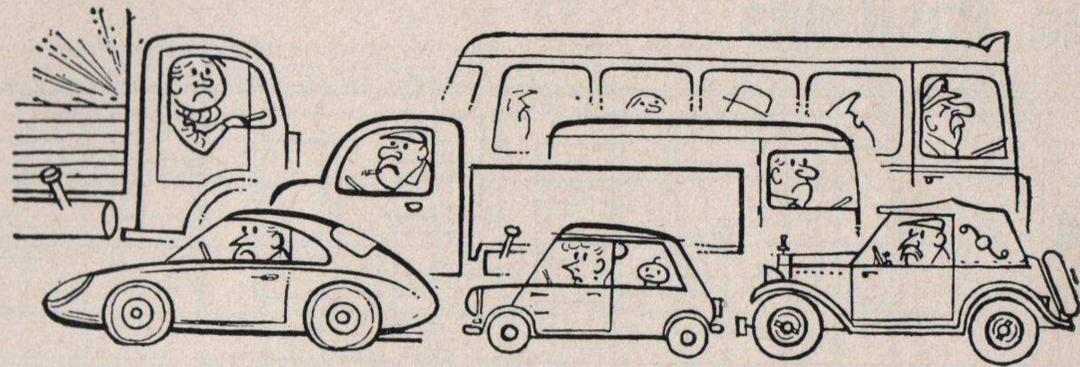
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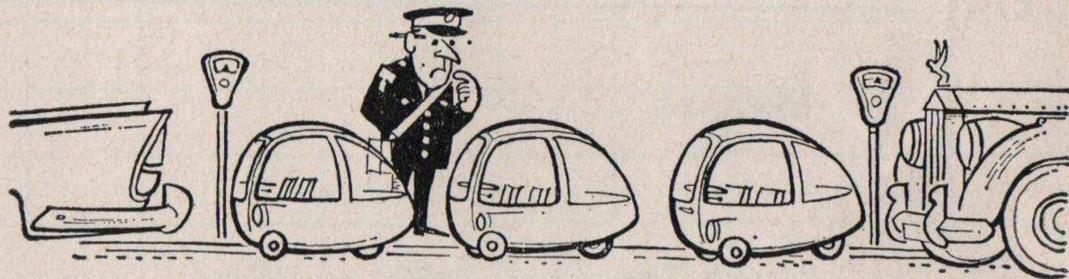
Post to: LOTUS RETAIL SALES DIVISION,
DELAMARE ROAD, CHESHUNT, HERTS.

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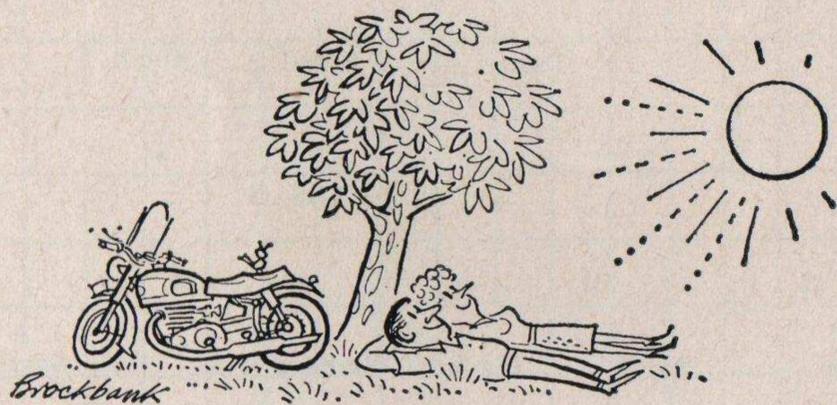
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Whether you get there fast on four wheels . . .



park where you please on three . . .



or take your time on two . . .

stop safely and surely with

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12/16B

EVENT FOUR THE ANGLO-EUROPEAN TROPHY — FINAL

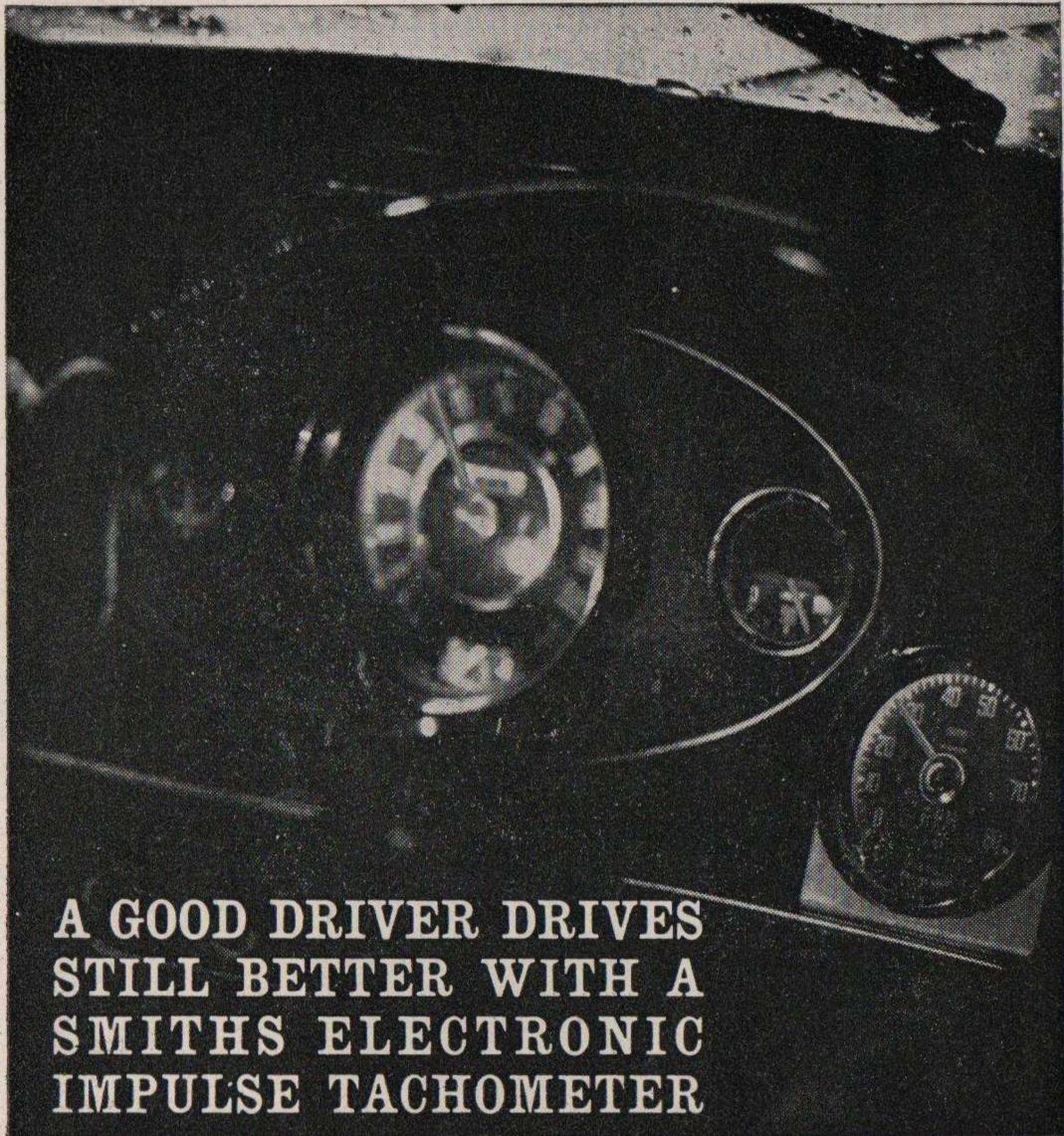
For SINGLE-SEATER RACING CARS complying with the
INTERNATIONAL FORMULA JUNIOR

START: 5.15 p.m.

25 LAPS

No.	Entrant and Driver	Nat. of Driver	Car	c.c.
32	HULME			
1	ARANTEN			
34	GARDNER			
3	SPENCE			
33	HANKINS			
43	REES			
21	MAYER			
4	HINE			
40	BRADLEY			
47	Fox black flagged cover loose wheels			
38	D. O'SULLIVAN			
37	PROBYT			
39	HOBBS			
10	J. MARTIN out			
6	WYLLIE			
53	NEWTON			
31	MELHART			
52	PILETTE			
14	LEGAELLEC			
17	H. SWEE	ET		
46	PIKE			
19	DELANTOUR			
12	DABORNE			
45	BOUCHEY			
42	BURNESSET			
7	BURNARD			
35	PETERSON			
11	AS DELLEY			

Lap Chart on Pages 45 & 46



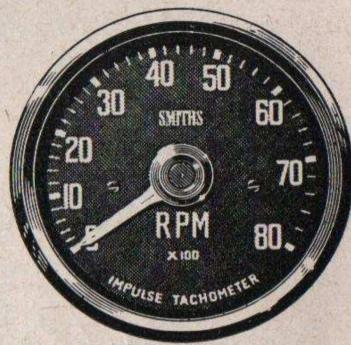
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The racing driver's control of his car depends on knowledge—not just knowledge of how to drive, but the moment-to-moment knowledge he gets from his instruments.

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SMITHS ELECTRONIC IMPULSE TACHOMETER

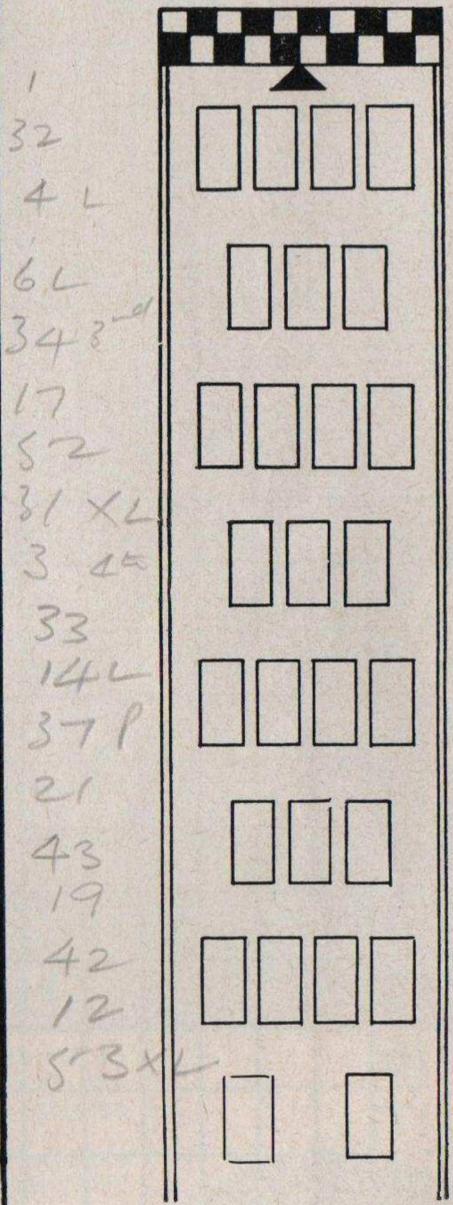
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**SMITHS MOTOR ACCESSORY DIVISION
SALES AND SERVICE, OXGATE LANE, LONDON N.W.2**

	LAPS														
POS. ▼	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1		1													1
2		32													32
3		34													34
4		3													3
5		33													33
6		21													
7		43													
8		37													
9		4													
10		35										6			
11		6													
12		52													
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25															
26															
27															

		L A P S									
POS.	16	17	18	19	20	21	22	23	24	25	
1											
2											
3											
4											
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25											
26											
27											

Grid Positions



RESULTS

1st

2nd

3rd

Winner's Time

Speed m.p.h.

FASTEST LAP:

Car No.

Time

Speed m.p.h.

GOLD SEAL CAR CO. LTD. 253-255 New Cross Rd. S.E.14

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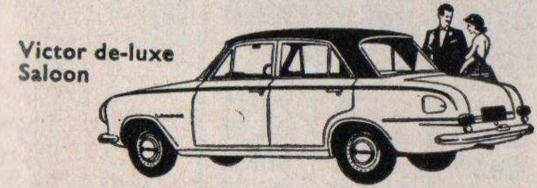
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BRANDS HATCH

LAP SPEED TABLE

1 Lap = 2.65 Miles

TIME M. S.	SPEED m.p.h.								
.8	69.73	.8	74.06	.8	78.97	.8	84.57	.8	91.03
.6	69.83	.6	74.18	.6	79.10	.6	84.72	.6	91.20
.4	69.94	.4	74.29	.4	79.23	.4	84.87	.4	91.38
.2	70.04	.2	74.41	.2	79.36	.2	85.02	.2	91.56
2/160	70.14	2/08.0	74.53	2/00.0	79.50	1/52.0	85.17	1/44.0	91.73
.8	70.25	.8	74.64	.8	79.63	.8	85.33	.8	91.90
.6	70.35	.6	74.76	.6	79.76	.6	85.48	.6	92.08
.4	70.45	.4	74.88	.4	79.89	.4	85.63	.4	92.26
.2	70.56	.2	75.00	.2	80.03	.2	85.79	.2	92.44
2/15.0	70.66	2/07.0	75.11	1/59.0	80.16	1/51.0	85.94	1/43.0	92.62
.8	70.77	.8	75.23	.8	80.30	.8	86.10	.8	92.80
.6	70.87	.6	75.35	.6	80.43	.6	86.25	.6	92.98
.4	70.98	.4	75.47	.4	80.57	.4	86.41	.4	93.16
.2	71.08	.2	75.59	.2	80.71	.2	86.56	.2	93.34
2/14.0	71.19	2/06.0	75.71	1/58.0	80.84	1/50.0	86.72	1/42.0	93.52
.8	71.30	.8	75.83	.8	80.98	.8	86.88	.8	93.71
.6	71.40	.6	75.95	.6	81.12	.6	87.04	.6	93.89
.4	71.51	.4	76.07	.4	81.26	.4	87.20	.4	94.07
.2	71.62	.2	76.19	.2	81.39	.2	87.36	.2	94.26
2/13.0	71.72	2/05.0	76.32	1/57.0	81.53	1/49.0	87.52	1/41.0	94.45
.8	71.83	.8	76.44	.8	81.67	.8	87.68	.8	94.63
.6	71.94	.6	76.56	.6	81.81	.6	87.84	.6	94.82
.4	72.05	.4	76.68	.4	81.95	.4	88.00	.4	95.01
.2	72.16	.2	76.81	.2	82.09	.2	88.17	.2	95.20
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	77.05	.8	82.38	.8	88.49	.8	95.60
.6	72.49	.6	77.18	.6	82.52	.6	88.66	.6	95.79
.4	72.60	.4	77.30	.4	82.66	.4	88.82	.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	82.95	1/47.0	89.15	1/39.0	96.36
.8	72.93	.8	77.68	.8	83.10	.8	89.32	.8	96.55
.6	73.04	.6	77.81	.6	83.24	.6	89.49	.6	96.75
.4	73.15	.4	77.94	.4	83.39	.4	89.66	.4	96.95
.2	73.27	.2	78.06	.2	83.53	.2	89.83	.2	97.14
2/10.0	73.38	2/02.0	78.19	1/54.0	83.68	1/46.0	90.00	1/38.0	97.34
.8	73.49	.8	78.32	.8	83.83	.8	90.17	.8	97.54
.6	73.61	.6	78.45	.6	83.97	.6	90.34	.6	97.74
.4	73.72	.4	78.58	.4	84.12	.4	90.51	.4	97.94
.2	73.83	.2	78.71	.2	84.27	.2	90.68	.2	98.14
2/09.0	73.95	2/01.0	78.84	1/53.0	84.42	1/45.0	90.85	1/37.0	98.35

2.65 × 3600 × No. of laps

SPEED (in m.p.h) =

TIME (in seconds)

GET HOME SAFELY



SFT 576
PRICE
79/6

WITH A

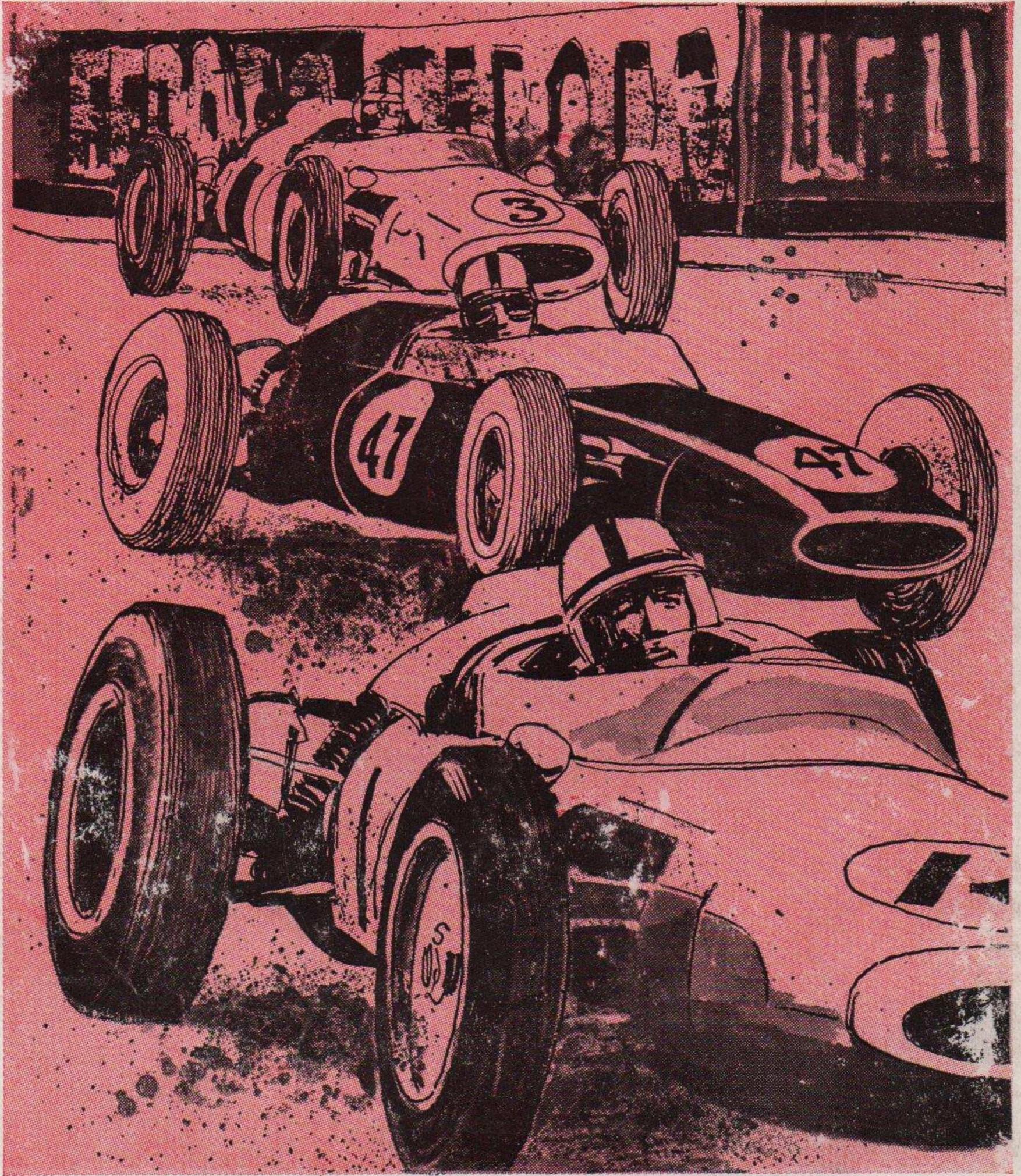


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