

Programme 2s 6d

GUARDS

MOTOR SHOW 200

Final Round of the B.R.S.C.C.

British Saloon Car Championship

Supported by the Lombank Trophy Formula 3 Race
and the Nuvolari Trophy for Historic Racing Cars.

BRANDS HATCH

Sunday 29th October 11-45a.m.



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Organised by the BARC for Brands Hatch Circuit Ltd.

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BRITISH AUTOMOBILE RACING CLUB

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GUARDS MOTOR SHOW 200

Final Round of the BRSCG British Saloon Car Championship
The Lombank Trophy Formula 3 Race
The Nuvolari Cup for Historic Racing Cars

Sunday, 29th October 1967
Brands Hatch Grand Prix Circuit,
Fawkham, Dartford, Kent.

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COVER PHOTOGRAPH

Frank Gardner, current leader of the BRSCC British Saloon Car Championship, thunders his Alan Mann-entered Ford Falcon V8 into a corner ahead of a bunch including Mike Young's 1300 cc Superspeed Anglia. Only John Fitzpatrick in Broadspeed's 1-litre Ford Anglia can challenge Gardner for the title.

(Photograph by Lynton Money)

OFFICIALS

Stewards :

J. H. Kemsley (RAC)
S. M. Lawry
W. W. Paul

Judges :

J. M. A. Edmondson
M. Gorringe
H. J. Morgan
K. C. W. Rainsbury
R. W. De Selincourt

Clerk of the Course :

G. D. White

Secretary of the Meeting :

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This Race Meeting is organised by :

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General Manager :
R. L. Clarke

Competition Manager :
G. D. White

Do you rotate?

by HERBERT E. GUNSTONE*

(READING TIME 3½ MINUTES)



One of the oldest pieces of tyre lore is that if you periodically rotate tyre positions round the car you even out tread wear and get greater mileage. Yes, there is something to it, but let's be realistic; periodic rotation of tyre positions can be time-consuming and in some circumstances so involved that saving in tyre wear may be offset by your expense.

There is another point. Some of the illustrations setting out alternative methods of rotation—and I have drawn them myself—look like wiring diagrams. Unless you are particularly clear headed and fastidious in your records the involved systems are not for you. You may finish up trying to put three tyres on one axle.

If you bring the spare into your rotation system you get equal wear on five tyres. On the other hand if you keep the unused spare in the boot, correctly inflated of course, you will probably only need to buy one new tyre at the first stage of tyre replacement, and this will be matched with the unused spare.

Now what about tyre and wheel balance? Each time you rotate you run the risk of upsetting the wheel balance particularly if you have had the assemblies balanced in 'situ'. You don't want to get involved in unnecessary rebalancing costs.

Is there anything else to think about? Well, it's easier to use a rotation system suited to the jacking system on the car. A disconcerting sight is the appearance of

the head of the jack through the floor of the car.

Of course, if you've got road type tyres on one axle and 'knobbles' on the other, you can only switch side to side unless you are the ultra keen type, in which case you can reverse the tyres on their rims. There is a snag even then because tubeless tyres are best kept permanently on the rims; dismantling and refitting can start leaks.

How do we sum this all up? Well, changing wheel positions will give you longer tyre wear, but change only when irregular wear appears (don't leave it too late!) the cost of frequent wheel positioning can exceed the saving on your tyre bill.

What is the best system to adopt? I'm all for simplicity myself so I go for a straight "swop" of fronts to rears; the diagonal change involves complications. I haven't mentioned the spare; all things considered I opt for keeping it in the boot (correctly inflated) and matching it with the first new replacement tyre that you buy.

Finally, remember, radial tyres and cross ply tyres should not be mixed on the same axle. Also, if you have two of each type on the car, radials *must* be on the rear and cross ply on the front. If you change the tyre positions with mixed equipment, you can only move from side to side. It is, of course, better to have either cross ply or radials on all five wheels and not to mix.

*Group Service Manager, Avon Rubber Company Ltd.



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 rally proved for your safety

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For the Attention of Spectators

Please do not leave litter about the grounds — take it with you.
 The British Automobile Racing Club acknowledge with thanks the valuable assistance given by the individual marshals in conducting this event.
 If an accident occurs, leave it to the marshals, the doctors and St. John Ambulance men who are in attendance.

Remember to drive with care and caution when leaving the ground.
 To safeguard both competitors and public — **dogs are not admitted unless kept on a leash. This is most important.**

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

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)	...	Another competitor is following closely.
YELLOW WITH RED STRIPES	...	Oil on the course.
WHITE	...	Ambulance or service car on the course.
BLACK (With Number)	...	Car with that number must call into the pits.
BLACK AND WHITE CHEQUERED	...	End of race.

WARNING

Persons attending at this meeting 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 drivers and owners of the vehicles and passengers of the vehicles are absolved from all liability arising out of accidents causing damage and/or personal injury to spectators.

Acknowledgements

The Course Cars for this meeting have been kindly loaned by :
 THE BRITISH MOTOR CORPORATION
 CARRIS MOTORS (CATFORD) LTD. (Rootes Group Dealers)
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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.



Dad's no top rally driver— but he uses the same tyres!



Top rally drivers prefer Dunlop 'SP' radials. They insist on 'SP' for most international events — and win on them. And, remember, these very experienced drivers find 'SP' radials best in conditions comparable to your own. Tougher, perhaps, but still with cars like yours; and mostly on made-up roads. In other words 'SP' are special but not 'specialist' tyres.

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A 4-tyre range to choose from — SP41, the all-purpose radial which no experienced motorist should be without; SP41HR for cars capable of 125 mph and over; SP44 for new, high standards of safety in the worst of winter conditions; SP3, a particularly rugged radial for rallying.

Reminder — Never mix radial-ply and cross-ply on the same axle or use radial-ply tyres on the front wheels if you have cross-ply on the back. For advice on correct tyre fitment and pressures, on care and maintenance and on any mechanical adjustment that may be necessary to prevent irregular or excessive tyre wear — **in fact, for top tyre service, call where you see this sign.**



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Programme of Events and Awards

		Laps	Start
EVENT 1	LOMBANK TROPHY RACE FOR THE E. R. HALL TROPHY (Heat 1)	10	11.40 am
	Formula 3 Racing Cars		
EVENT 2	LOMBANK TROPHY RACE FOR THE E. R. HALL TROPHY (Heat 2)	10	12.15 pm
	Formula 3 Racing Cars		
EVENT 3	THE NUVOLARI CUP RACE	10	12.50 pm
	Historic Racing Cars		
	DEMONSTRATION BY STIRLING MOSS IN V.16 BRM		1.15 pm (approx)
EVENT 4	BARC GUARDS MOTOR SHOW '200' TROPHY RACE	50	1.40 pm
	Group 5 Touring Cars. (Final Round of the the British Saloon Car Championship)		
EVENT 5	LOMBANK TROPHY RACE FOR THE E. R. HALL TROPHY (Final)	20	3.45 pm
	Formula 3 Racing Cars		

EVENTS 1 & 2	1st overall in each heat — £25	2nd — £15	3rd — £10
EVENT 3	To the Winner — The Nuvolari Cup		
	1st overall — £100	2nd — £60	3rd — £40
	4th — £35	5th — £30	6th — £25
	and for all other finishers — £20		
EVENT 4	To the Winner — The Andre Challenge Trophy and replica		
	1st overall — £500	2nd — £250	3rd — £150
	4th — £100	5th — £90	6th — £80
	7th — £70	8th — £60	9th — £50
	10th — £45	11th — £40	12th — £35
	13th — £30	14th — £25	and for all other finishers — £20
EVENT 5	To the Winner — The E. R. Hall Trophy		
	1st overall — £500	2nd — £250	3rd — £150
	4th — £100	5th — £90	6th — £80
	7th — £70	8th — £60	9th — £50
	10th — £45	11th — £40	12th — £35
	13th — £30	14th — £25	and for all other finishers — £20



The Andre Challenge Trophy



The E. R. Hall Trophy

Introduction and welcome to spectators

by Mr. G. A. PHIPPS

GENERAL MANAGER OF CARRERAS SALES LIMITED

The name of Guards has come to be associated with some of the very best in motor sport since 1961 when my company first sponsored the Guards International Trophy races, and it seems particularly appropriate that we should now be in a position to support what promises to be a most exciting finale to the British Saloon Car Championship of 1967.

Coming at the end of the Earls Court Motor Show, when interest in saloon cars is at its peak, today's racing is of an ingredient necessary for a spectacular and thrilling afternoon, and I am sure that it will prove to be a superb climax to the 1967 season. May I on behalf of Carreras extend to you a warm welcome and express the hope that everyone concerned will enjoy a pleasant and memorable afternoon's motor racing.

G. A. PHIPPS,

General Manager
CARRERA SALES LTD.



GUARDS MOTOR SHOW 200

Above : John Fitzpatrick trying hard in his 1-litre Broadspeed Anglia must win his class with Gardner not placing higher than fifth in the unlimited division to steal the title. A difficult task perhaps, but not impossible. Below : Frank Gardner in Alan Mann's red and gold Ford Falcon at Druids Hairpin. He looks like clinching the title today, but you never can tell.

(Photograph by Dave Gray)



TWO RACES TO REMEMBER

Today at Brands Hatch there are two races to remember. The 50-lap (133 miles) Guards Motor Show 200 race is the final round of the BRSCC British Saloon Car Championship and is the first long-distance race for this type of saloon car yet staged in Britain, while the Lombank Trophy race has for the first time enticed all the leading Continental Formula 3 exponents to Britain. The entry list is truly international.

The Guards Motor Show 200 Trophy race takes place the day after the doors close on the 1967 Earls Court Motor Show, and it is fitting that it should embrace the type of car that millions viewed at the exhibition — saloons. British, American, German and Italian models take part today, each one modified expressly for racing but still outwardly resembling an ordinary road-going vehicle.

CHAMPIONSHIP DECIDER

The 1967 British Saloon Car Championship can go to one of two men — last year's champion, 24-year-old Birmingham-born John Fitzpatrick or the jovial Australian ten years his senior, Frank Gardner. Fitzpatrick pilots a 1-litre Ford Anglia of the Broadspeed team from Birmingham, while Gardner's mount is also a Ford — a 5-litre American Falcon entered by the Alan Mann Racing Team from Weybridge, Surrey.

But Fitzpatrick has a tremendously difficult task ahead of him. He has to win his class and at the same time Gardner has to fail to finish in the first four in his class. If Fitzpatrick does not win his class or Gardner finishes in the first four in the over 2000 cc division it is the Australian who gets the verdict.

BIG CARS' DILEMMA

Brands Hatch Circuit will surely vibrate to the roar of the American giants. In addition to Gardner, fellow Australian Brian Muir and the 1965 British Saloon Car Champion, 38-year-old Roy Pierpoint from Woking, Surrey, also drive Ford Falcons. Jack Oliver, a fast-rising star from Romford, Essex, aged 25, has a potent 4.7-litre Ford Mustang, while Martin Birrane has the biggest car in the race — a Ford Fairlane of 7 litres displacement! From Sweden comes Bo Kasby, with a Chevrolet Camaro.

But will the American monsters survive 50 laps of Brands Hatch without stops for fuel and tyres? This is a leading question and nobody is revealing his plans. The race regulations demand that standard-size fuel tanks must be used and as these huge cars have a great thirst for their 100 octane spirit and burn up so much rubber as they rocket away from the corners, pit stops are surely inevitable.

If this is indeed the case, then there is a chance for the British cars in the race — the Lotus Cortinas, Mini-Cooper Ss, Ford Anglias and Hillman Imps. Or, perhaps, the two German Porsche 911s or the Italian Alfa Romeo Giulia GTA.

Favourites among the small and medium-capacity British cars must be the two specially developed Lotus Cortinas entered by Team Lotus for Graham Hill (1962 World Champion) and Jacky Ickx, the 22-year-old European Racing Car Champion, to conduct. But then there's the ever-popular Cooper works driver, Wolverhampton's John Rhodes, who tyre-smokes his way round Brands Hatch in record-breaking time. Team Superspeed, from Ilford, Essex, have listed three of this country's most popular saloon car drivers in their special 1300 cc Ford Anglias — Mick Young, Nick Brittan and Chris Craft.

Representing the Hillman Imp brigade are three works-



Above: Jack Oliver is a strong contender in the DR Racing Ford Mustang.

(Photograph by Nick Loudon)

Below: Bernard Unett is Fitzpatrick's strongest opponent in the 1-litre Fraser Imp.

(Photograph by Dave Gray)



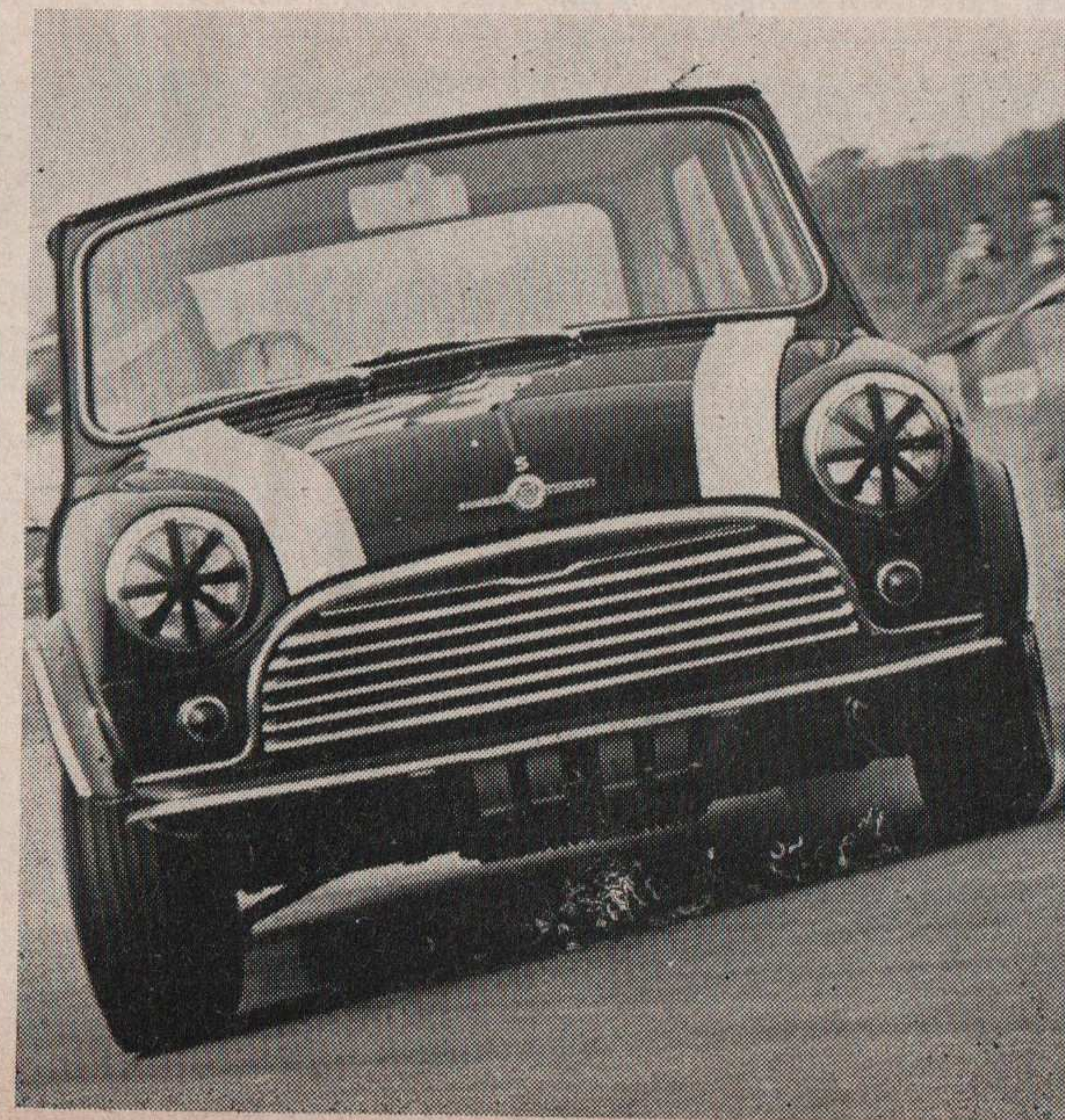
backed cars from the Alan Fraser Racing Team of Hildenborough, Kent, to be handled by Rootes development engineer Bernard Unett, the versatile Tony Lanfranchi and veteran Rootes rally man Peter Harper.

FOREIGN THREAT

Absolutely all the top names in European Formula 3 single-seater motor racing are present for the Lombank Trophy race. As over 60 vehicles were received, two 10-lap heats are to be run to determine the 36 starters in the 20-lap final. To qualify for the final competitors will have to complete at least one full lap in one of the heats. The grid will be made up of the first 10 competitors overall in each of the two heats plus the next 16 fastest cars irrespective of heat. Fastest laps will be taken as fastest time, not the overall race position.

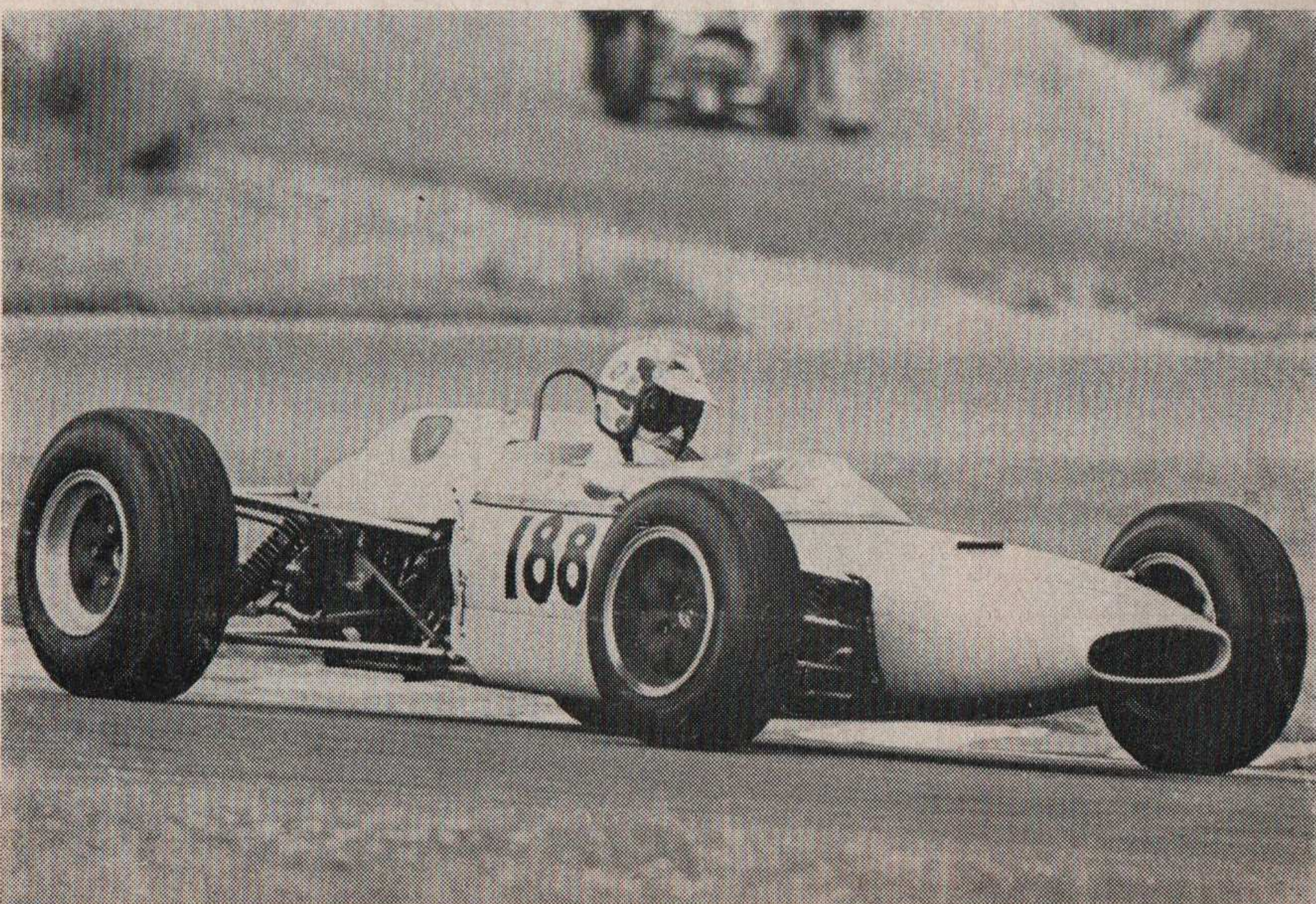
This is the best field of Formula 3 cars ever assembled in Europe, with drivers coming from Germany, Japan, France, Sweden, Italy, Denmark, New Zealand, Australia, America, Holland, South Africa and Switzerland. With so many likely winners it is senseless to try to pick anyone out. Watch the sensational works Matra MS55 of Jean-Pierre Jaussaud and Henri Pescarolo, which at one time were unbeatable; Felday drivers Peter Westbury and Derek Bell have numerous wins to their credit with their immaculate Brabham BT21s; German Kurt Ahrens (Brabham BT21) won the recent European Formula 3 Championship race at Hockenheim, Germany; Peter Gethin recently broke the circuit Formula 3 record with the Preston, Lancs, built Chevron on its first ever appearance; American Roy Pike drives the Charles Lucas-built Titan; and two automatic-transmission Daf cars of the Chequered Flag team are to be driven by Mike Beckwith and Dutchman Gijs van Lennep.

John Rhodes is seen here in typical pose with the works Mini-Cooper S, and he will be all out for another victory in the 1300 cc class, although he cannot challenge for the Saloon Car Championship title overall. *(Photograph by Giles Cooper)*





Above : Jean-Pierre Beltoise, France's top driver, racing here last year in a Matra Sports-entered Matra MS5. Several of these cars, which have rather dominated F3 this season, are entered today. (Photograph by Freddie Smith) Below : Tony Lanfranchi probably knows Brands better than anybody else with this Merlyn Mark 10. (Photograph by Esler Crawford)



1967 British Saloon Car Championship and Lombank Saloon Car Entrants' Championship

Prior to today's meeting, the tenth and final qualifying round of the British Saloon Car Championship and the Lombank Saloon Car Entrants' Championship, positions in these two championships are as follows.

Competitors score automatically in each of four classes (A, over 2000 cc; B, 1301 - 2000 cc; C, 1001 - 1300 cc; D, up to 1000 cc) eight points for a win, six for second place, four for third place and two for fourth place.

BRITISH SALOON CAR CHAMPIONSHIP

Position	Driver	Car	Class	Points
1	Frank Gardner	Ford Falcon	A	62
2	John Fitzpatrick	Ford Anglia	D	54
3	John Rhodes	Morris Mini-Cooper S	C	52
4	Jack Oliver	Ford Mustang	A	48
	Bernard Unett	Hillman Imp	D	48
6	John Handley	Morris Mini-Cooper S	C	42
7	Vic Elford	Porsche 911	B	40
8	Tony Lanfranchi	Hillman Imp	D	32
9	Miss Anita Taylor	Ford Anglia	D	30
10	Brian Newton	Ford Cortina Lotus	B	28
11	Graham Hill	Ford Cortina Lotus	B	24
12	Brian Muir	Ford Falcon	A	22
	Mick Young	Ford Anglia	C	22
14	Gordon Spice	Morris Mini-Cooper S	C	18
15	Roy Pierpoint	Ford Falcon	A	16
	Jacky Ickx	Ford Cortina Lotus	B	16
	Paul Hawkins	Ford Cortina Lotus	B	16
	Chris Montague	Morris Mini-Cooper S	C	16
19	Nick Brittan	Ford Anglia	C	14
20	Willy Kay	Ford Cortina Lotus	B	10
	Steve Neal	Austin Mini-Cooper S	C	10
22	John Miles	Ford Cortina Lotus	B	8
	Paul Hughes	Fiat-Abarth 1000 Berlina	D	8
24	Tom Lynch	Chevrolet Camaro	A	6
	Hugh Dibley	Chevrolet Camaro	A	6
	Brian Robinson	Ford Cortina Lotus	B	6
	Harry Ratcliffe	Morris Mini-Cooper S	C	6
	Ron Fry	Ford Anglia	D	6

LOMBANK ENTRANTS' SALOON CAR CHAMPIONSHIP

1	The Cooper Car Co. Ltd.	C	66
2	Alan Mann Racing Ltd.	A	62
	Team Broadspeed	D	62
4	Team Lotus Ltd.	B	56
	Alan Fraser Racing Team	D	56
6	DR Racing Division/Jack Oliver	A	50
7	Vic Elford	B	40
8	Superspeed Conversions Ltd.	C	30
9	Brian Newton	B	28
10	Sir Gawaine Baillie	A	22
11	Gordon Spice	C	18
12	Roy Pierpoint	A	16
	Alexander Engineering Co. Ltd.	C	16
14	Willy Kay	B	10
	Equipe Arden	C	10

EVENT I

START: 11.40 a.m.

10 LAPS

HEAT ONE OF THE LOMBANK TROPHY RACE

FOR THE E. R. HALL TROPHY
FOR FORMULA 3 RACING CARS

The first ten competitors to finish in this race, with the first ten competitors from Heat 2 — together with the next sixteen fastest competitors from the two heats considered as a whole — will go into the final, Event 5 (subject to change as in competitors' final instructions).

No.	Entrant and Driver	Car	cc	Colour
1	Caltex Racing Team (Dvr.: Kurt Ahrens)	Brabham Ford	997	B/W
2	C. Lucas (Engineering) Ltd. (Dvr.: Charles Lucas)	Brabham Ford	997	B/R/W
3	F.I.R.S.T. (Dvr.: Derek Bell)	Brabham Ford	997	B
4	F.I.R.S.T. (Dvr.: Peter Westbury)	Brabham Ford	997	B
5	Frank Manning Racing Ltd. (Dvr.: Mike Walker)	Brabham Ford	997	Bk/W
6	Frank Williams Racing (Dvr.: Brian Redman) <i>P. Courage</i>	Brabham Ford	997	Bk/W
7	Motor Racing Stables Ltd. (Dvr.: Tetsu Ikuzawa)	Brabham Ford	997	W
8	Bernard Lewis Racing (Dvr.: Ken Crook)	Brabham Ford	997	B
9	P. & M. Racing Preparations (Dvr.: Mike Keens)	Brabham Ford	997	R
10	Frank Lythgoe (Racing) Ltd. (Dvr.: David Berry)	Brabham Ford	997	R
11	David Bridges Racing (Dvr.: Norman Foulds)	Brabham Ford	997	M
12	Goodwin Racing (Dvr.: John Cardwell)	Brabham Ford	997	O
14	Barrie Payne - Auto Scuderia (Dvr.: Chris Jackson)	Brabham Ford	997	Gd/B
15	Winfield Racing Organisation (Dvr.: Mike Knight)	Brabham Ford	997	W
16	Geoff Oliver	Brabham Ford	997	B/Mv
17	Brian Newton <i>Graham White</i>	Brabham Ford	997	R/W B
18	Barrie Maskell	Brabham Ford	997	G
19	Leonard Ward (1st Reserve)	Brabham Ford	997	W/G
20	Rene Ligonnet	Brabham Ford	997	Y
21	Philippe de Henning	Brabham Ford	997	Br
22	Ingvar Pettersson	Brabham Ford	997	G
23	Ronnie Peterson	Brabham Ford	997	B/Y
24	John Ralph	Brabham Ford	997	Gd/G

EVENT ONE — Continued

No.	Entrant and Driver	Car	cc	Colour
25	Lotus Components Ltd. (Dvr.: John Miles)	Lotus Ford	1000	W/G
26	John Hine	Lotus Ford	997	R
27	Peter Welstead	Lotus Ford	997	B
28	Freddy Kottulinsky	Lotus Ford	997	Gy
31	Matra Sports (Dvr.: Henri Pescarolo)	Matra Ford	997	B
32	Team Crio Tournesol (Dvr.: Jean-Pierre Jabouille)	Matra Ford	997	W
34	Ken Bass Team - M.R.S. (Dvr.: Tony Lanfranchi)	Merlyn Ford	997	Y
35	Ashlowe Racing Team (Dvr.: Ian Ashley)	Merlyn Ford	997	B
36	W. B. Conn (Dvr.: Alan Stubbs)	Merlyn Ford	997	R
38	The Chequered Flag (Dvr.: Mike Beckwith)	Daf Ford	997	B/W
39	Tecno (Bologna) (Dvr.: Chris Craft)	Tecno Ford	997	R
40	Scuderia Madunina (Dvr.: Manfred Mohr)	De Sanctis Ford	997	R
42	Constructions Mecaniques Pygmee (Dvr.: Patrick Dal-Bo)	Pygmee Ford	997	B
44	Jeremy Dobson	Cooper Ford	997	B

RESULTS

1st.....	6.....	2nd.....	25.....	3rd.....	38.....	4th.....	31.....
5th.....	34.....	6th.....	3.....	7th.....	1.....	8th.....	4.....
		9th.....	15.....	10th.....	8.....		
Winner's Time...	16-55.2.....	Speed.....	93.97.....	mph			
Fastest Lap: Car No.	6.....	Time.....	1-39.2.....	Speed.....	96.17.....	mph	

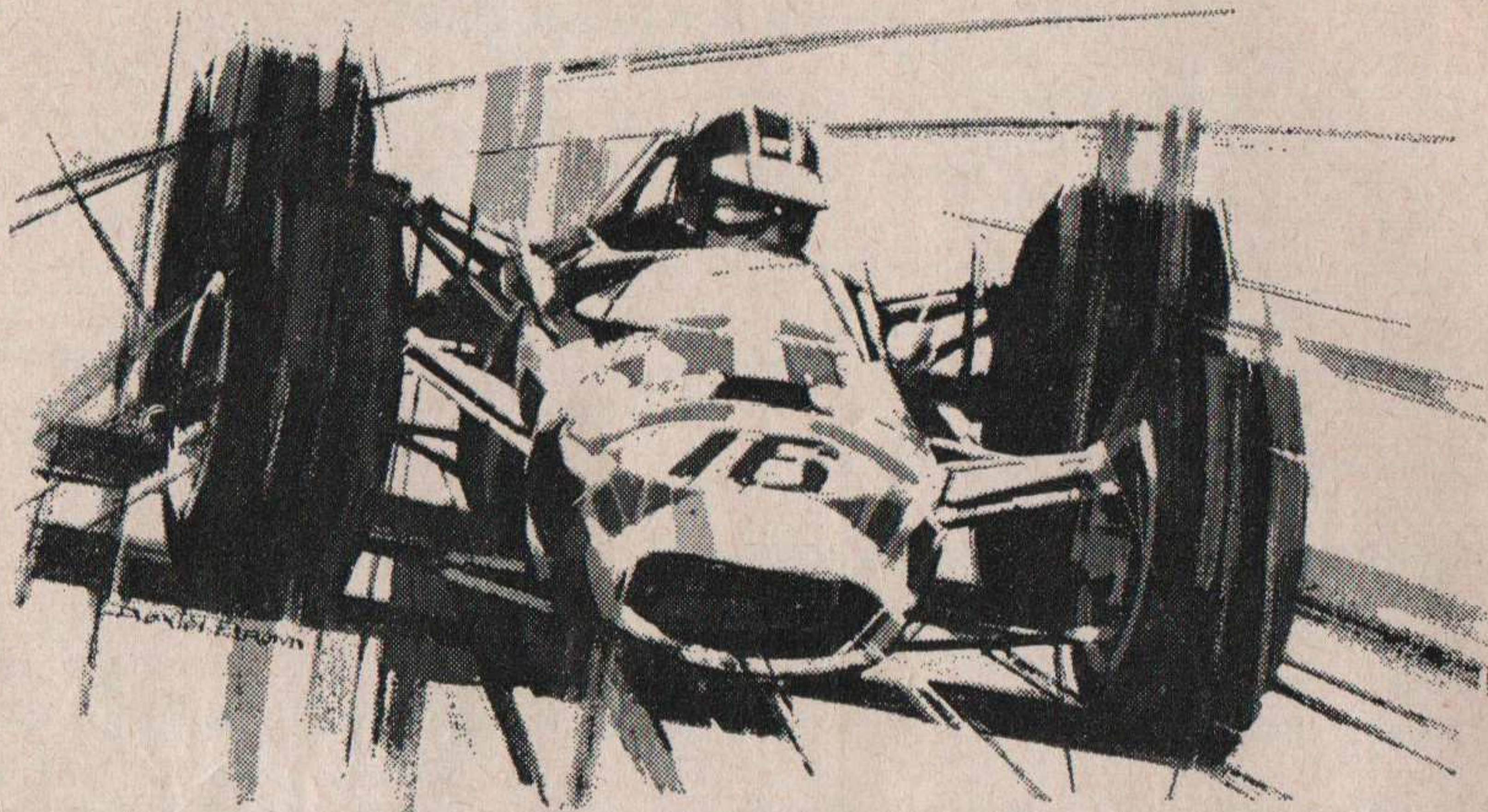
Starting Positions

Starting positions will be based upon the official practice times, e.g., the driver with the best practice times will be allocated No. 1 position on the grid. The normal "grid" start will be used for all races. For the purpose of determining starting positions, a driver may only drive the car in which he has been nominated for the race. The maximum number of starters in one race is thirty-six.

Key to Colours for All Races

B — Blue	G — Green	R — Red
Bge — Beige	Gy — Grey	S — Silver
Bk — Black	M — Maroon	T — Turquoise
Br — Brown	Mv — Mauve	W — White
Gd — Gold	O — Orange	Y — Yellow

The BRITISH AUTOMOBILE RACING CLUB



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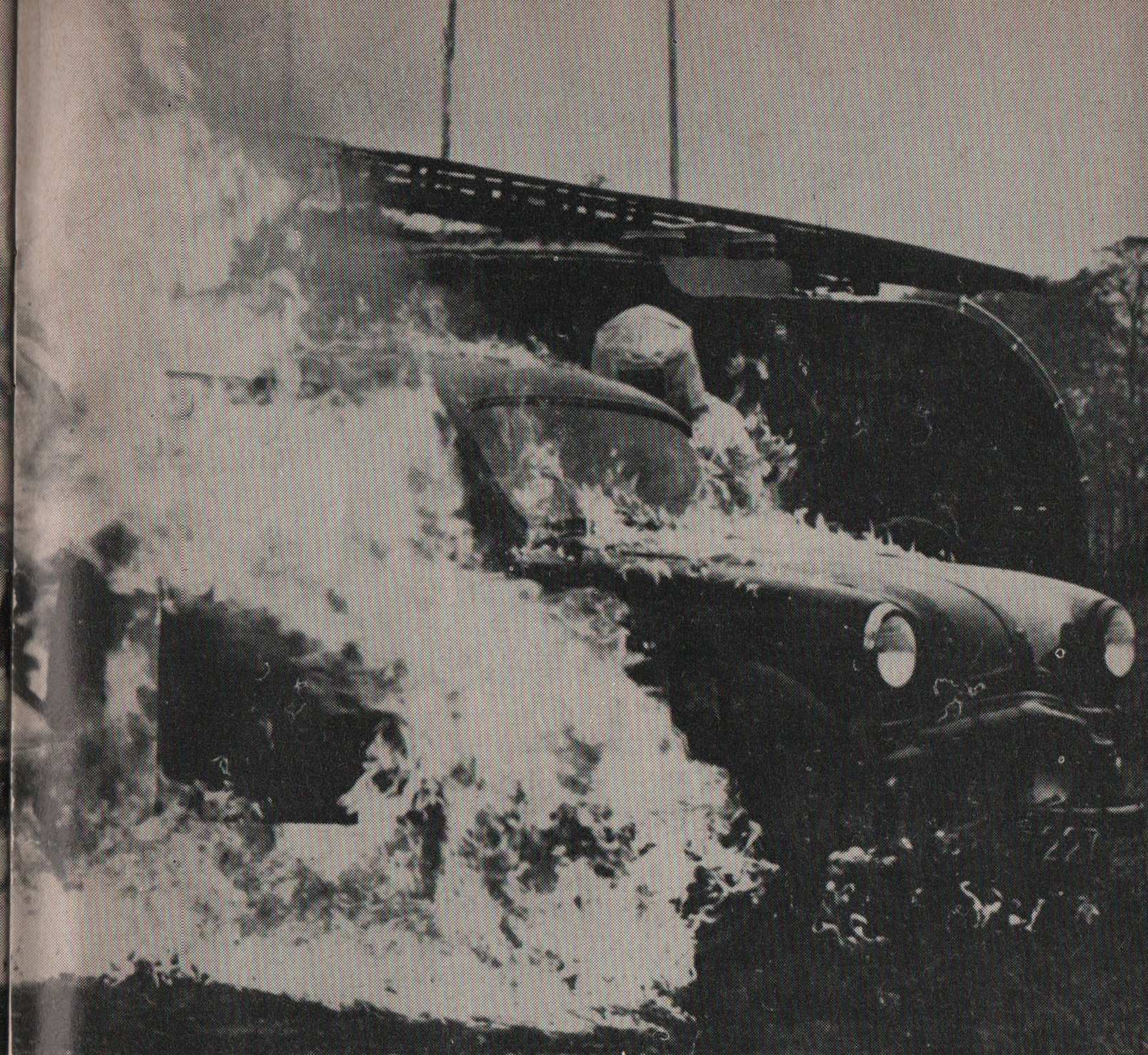
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GRID POSITIONS

EVENT ONE continued

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23	19	44
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TBA Aluminised Asbestos Cloth in action!

At this meeting and all major meetings this season, the TBA mobile service team will be in action. All fire marshals will be protected by TBA Aluminised Asbestos Cloth.

This material is tailor-made for the job. The shiny-silver, reflective surface gives wearers maximum protection against very high temperatures, enabling them to enter the actual flame zones for limited periods. It's also lightweight, flexible, and resistant to oil, petrol and molten-metal splashes. Tailors nicely too.

Wearing their suits of TBA Aluminised Asbestos Cloth, firemen from the Cheshire County Fire Service dash in to make a mock rescue at a recent Oulton Park meeting.

Fire is an ever-present danger in motor racing, but TBA Aluminised Asbestos Cloth is doing much to reduce the hazards involved in rescue and extinguishing operations at meetings all over the country.

Manufacturers of fire-protective clothing who use TBA Aluminised Asbestos Cloth:

Bell's Asbestos & Engineering Co. Ltd., Slough, Bucks

Croydon Asbestos Co. Ltd., Redhill, Surrey

George Angus & Co. Ltd., Newcastle upon Tyne

Wathen Gardiner & Co. Ltd., Bristol

AND THERE'S MORE TO

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THAN ASBESTOS

BELTING

Conveyor and power transmission belting

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TBA glass-fibre textiles and reinforcement materials

MOULDING MATERIALS

Duraform asbestos-reinforced thermoplastics
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ASBESTOS

Asbestos textiles, packings, jointings, millboard and P.T.F.E.

Turner Brothers Asbestos Co. Ltd. Rochdale England

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A Turner & Newall Company

EVENT 2

START : 12.15 p.m.

10 LAPS

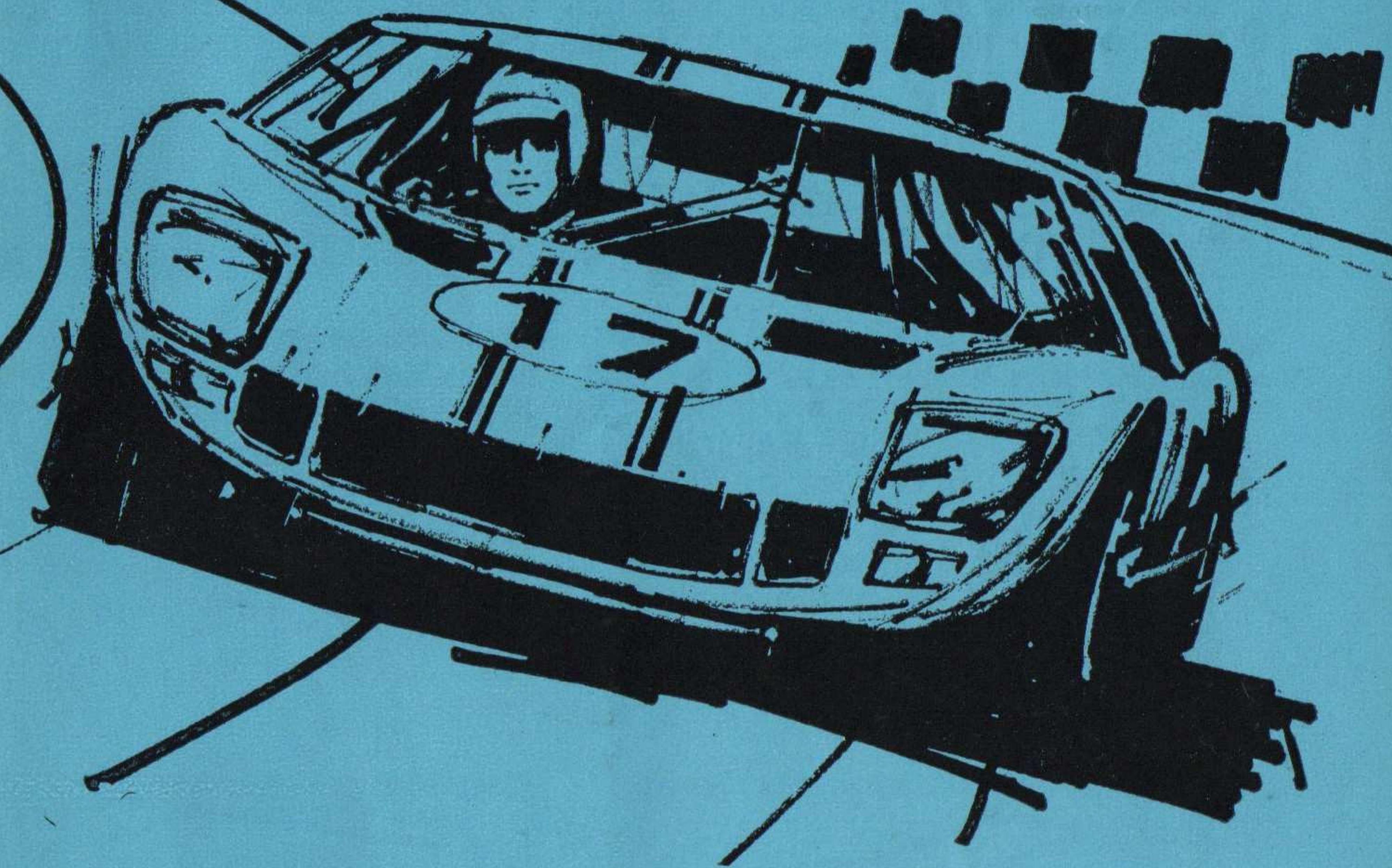
HEAT TWO OF THE LOMBANK TROPHY RACE

FOR THE E. R. HALL TROPHY
FOR FORMULA 3 RACING CARS

The first ten competitors to finish in this race, with the first ten competitors from Heat 1 — together with the next sixteen fastest competitors from the two heats considered as a whole — will go into the final, Event 5 (subject to change as in competitors' final instructions).

No.	Entrant and Driver	Car	cc	Colour
50	Chr's Williams Racing Ltd. (Dvr.: Chris Williams) ...	Brabham Ford	997	Bk/Gd
51	C. Lucas (Engineering) Ltd. (Dvr.: Harry Stiller) ...	Brabham Ford	997	B/R/W
52	F.I.R.S.T. (Dvr.: Mac Daghorn)	Brabham Ford	997	B
53	Special Motor Racing Team (Dvr.: Peter Gaydon) ...	^{Lotus} Brabham Ford	997	B/O G
54	Frank Manning Racing Ltd. (Dvr.: John Kendall) ...	Brabham Ford	997	Bk/S
56	Anglo/Spanish Racing (Dvr.: Brian Classick) ...	Brabham Ford	997	B/W
57	Frank Lythgoe (Racing) Ltd. (Dvr.: David Rees) ...	Brabham Ford	997	B
58	Carplus Racing Ltd. (Dvr.: Ole Vejlund) ...	Brabham Ford	997	W
59	Team Baltzar Racing (Dvr.: Reine Wisell) ...	Brabham Ford	997	Y/R
60	Patrick Champin ...	Brabham Ford	997	B/W
61	Lars Lindberg ...	Brabham Ford	997	B/Y
62	Ulf Svensson ...	Brabham Ford	997	R
63	David Morgan ...	Brabham Ford	997	B/Gd
64	Howden Ganley ...	Brabham Ford	997	G
65	Graham Coaker ...	Brabham Ford	997	G/W
66	John Campbell ...	Brabham Ford	997	R/S
67	Peter Deal ...	Brabham Ford	997	B
68	Peter Fattorini ...	Brabham Ford	997	R
69	Tommy Andersson ...	Brabham Ford	997	R
70	Ron Harris Racing Division (Dvr.: Eric Offenstadt) ...	Lotus Ford ...	997	G
71	D.R. Racing Division (Dvr.: Jack Oliver) ...	Lotus Ford ...	997	R
72	Morris Nunn ...	Lotus Ford ...	997	R
73	Christopher Cox ...	Lotus Ford ...	997	G/Y
75	Matra Sports (Dvr.: Jean-Pierre Jaussaud)	Matra Ford ...	997	B

LOMBANK
HAVE
WINNING WAYS



 **LOMBANK**
BRITAIN'S BEST FINANCE HOUSE



START MOTORING THE LOMBANK WAY

Lombank are famous for making credit finance arrangements for car purchase and for keeping them on a simple, human basis.

YOU CAN RELY ON LOMBANK

You will find that your dealer and your Lombank branch manager will go out of their way to study your requirements and recommend a wise purchase.

LOMBANK AND THE MOTORIST

The interest Lombank has in the motorist does not end with credit facilities for car purchase. They also sponsor these races and rallies:—

BRSCC Saloon Car Championship, winning entrant.

RAC International Rally of Great Britain.

RSAC International Scottish Rally.

NEXT TIME YOU BUY A CAR — BUY IT THE LOMBANK WAY

You can afford things earlier in life with the **LOMBARD BANKING GROUP**

The Lombard range of modern, confidential credit facilities can be adapted to help in almost every sphere of life where capital is required. Here are just a few examples.

TRAVELLING BY AIR—BOAC

Lombard Bank is proud to be associated with BOAC and other international airlines in providing the official "Fly Now—Pay Later" scheme. Air travel for business and pleasure may be financed with an initial deposit and the balance paid by monthly instalments. For exciting details see next page.

BUYING COLOUR TV

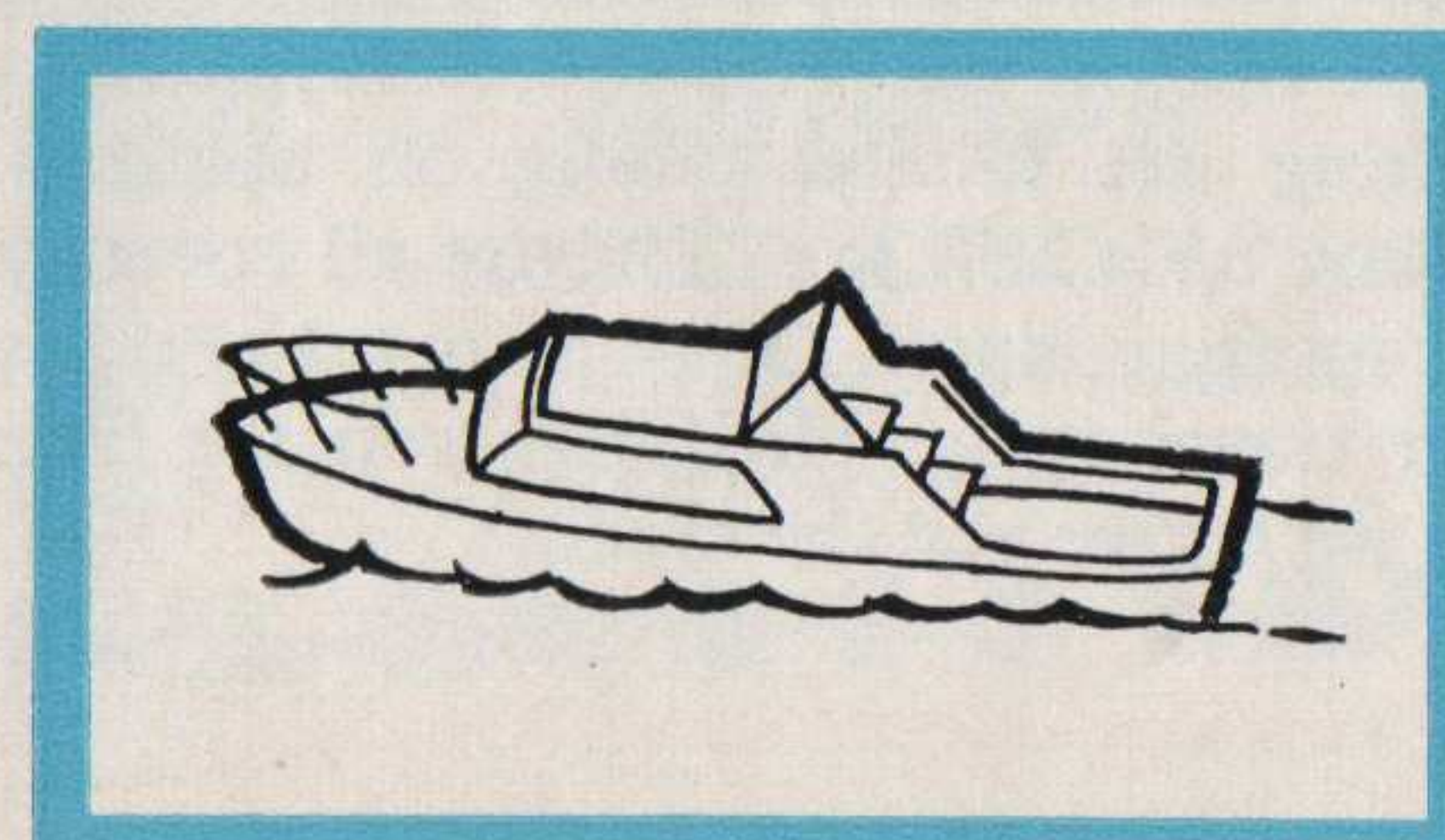
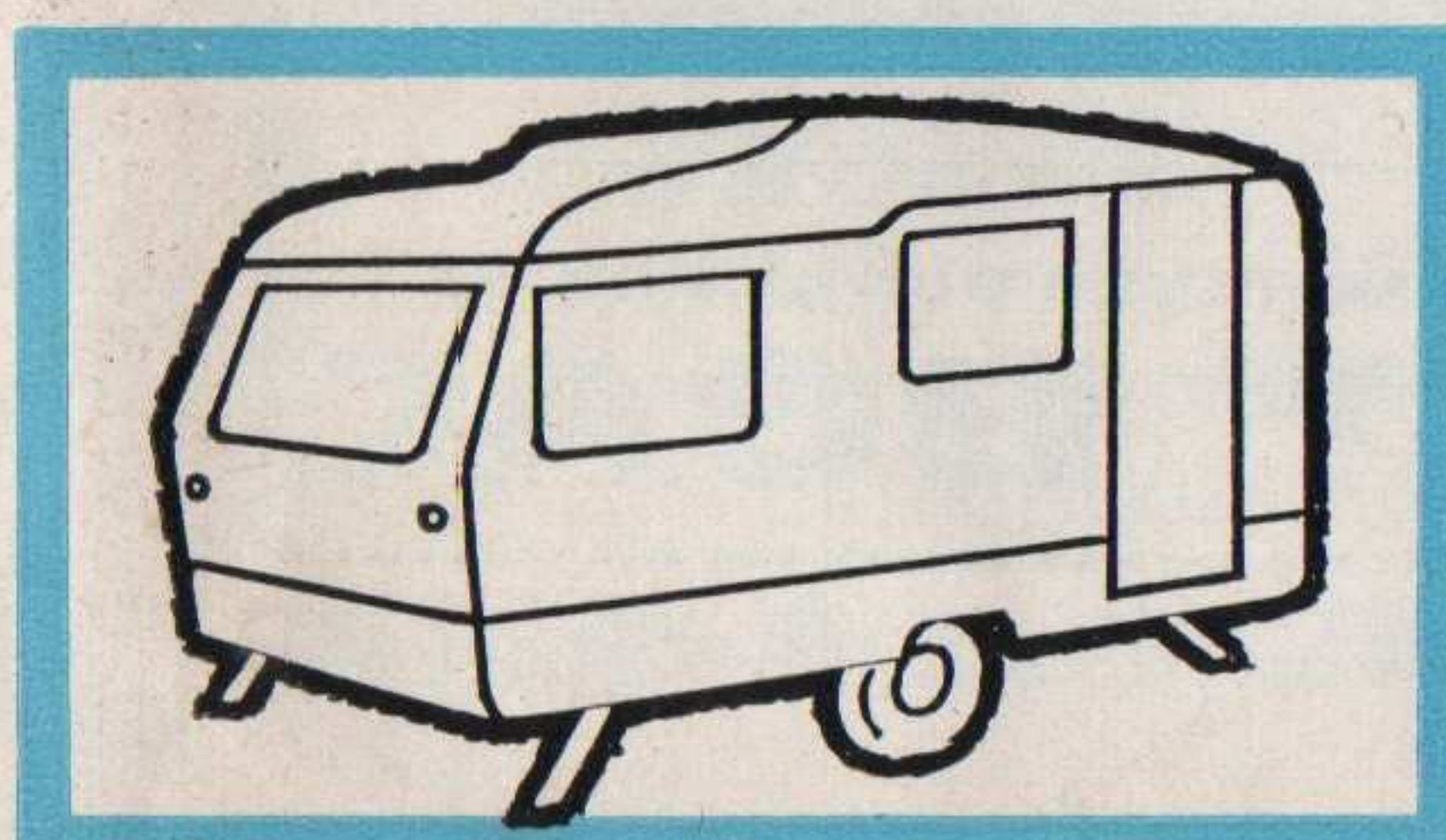
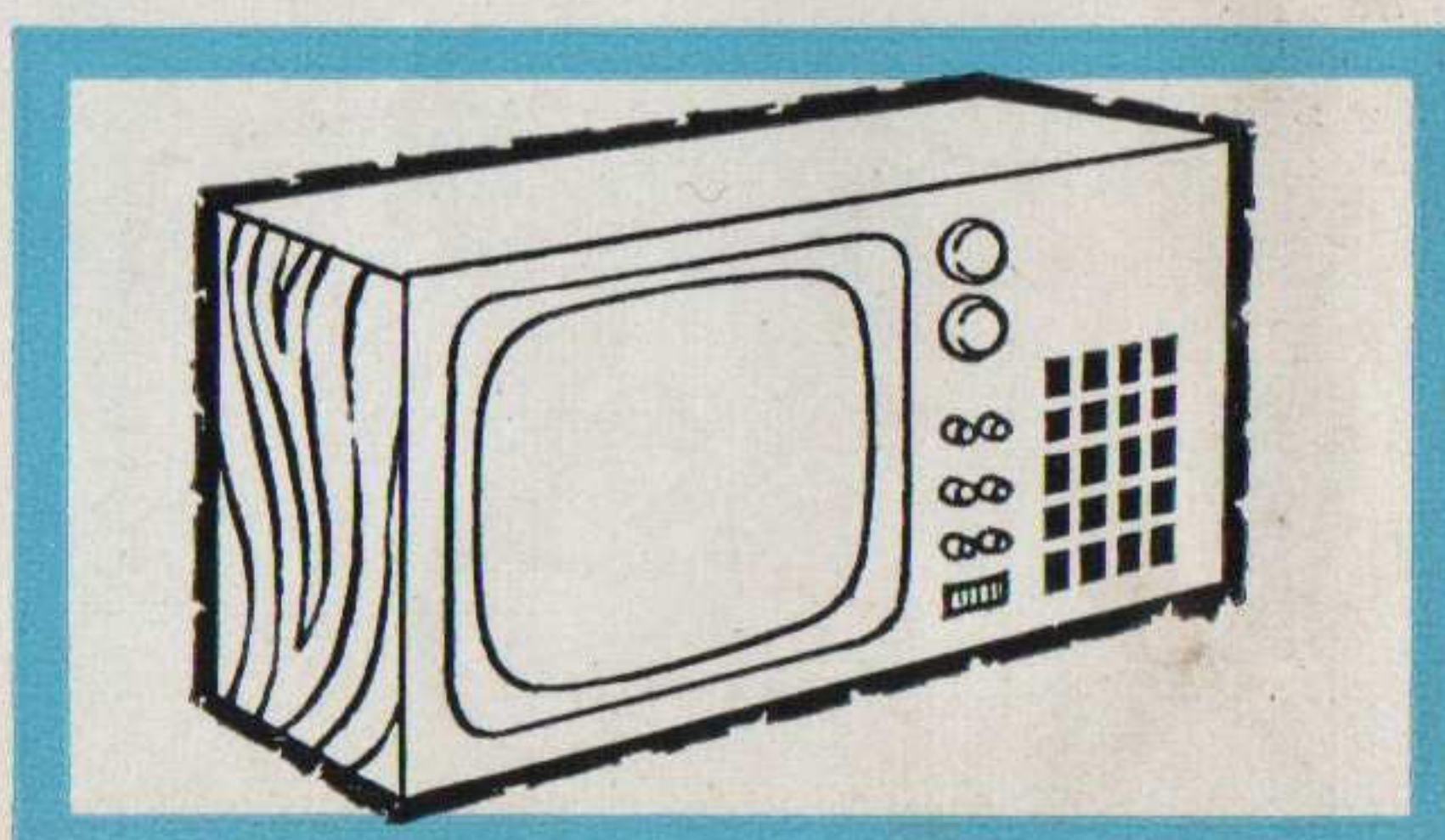
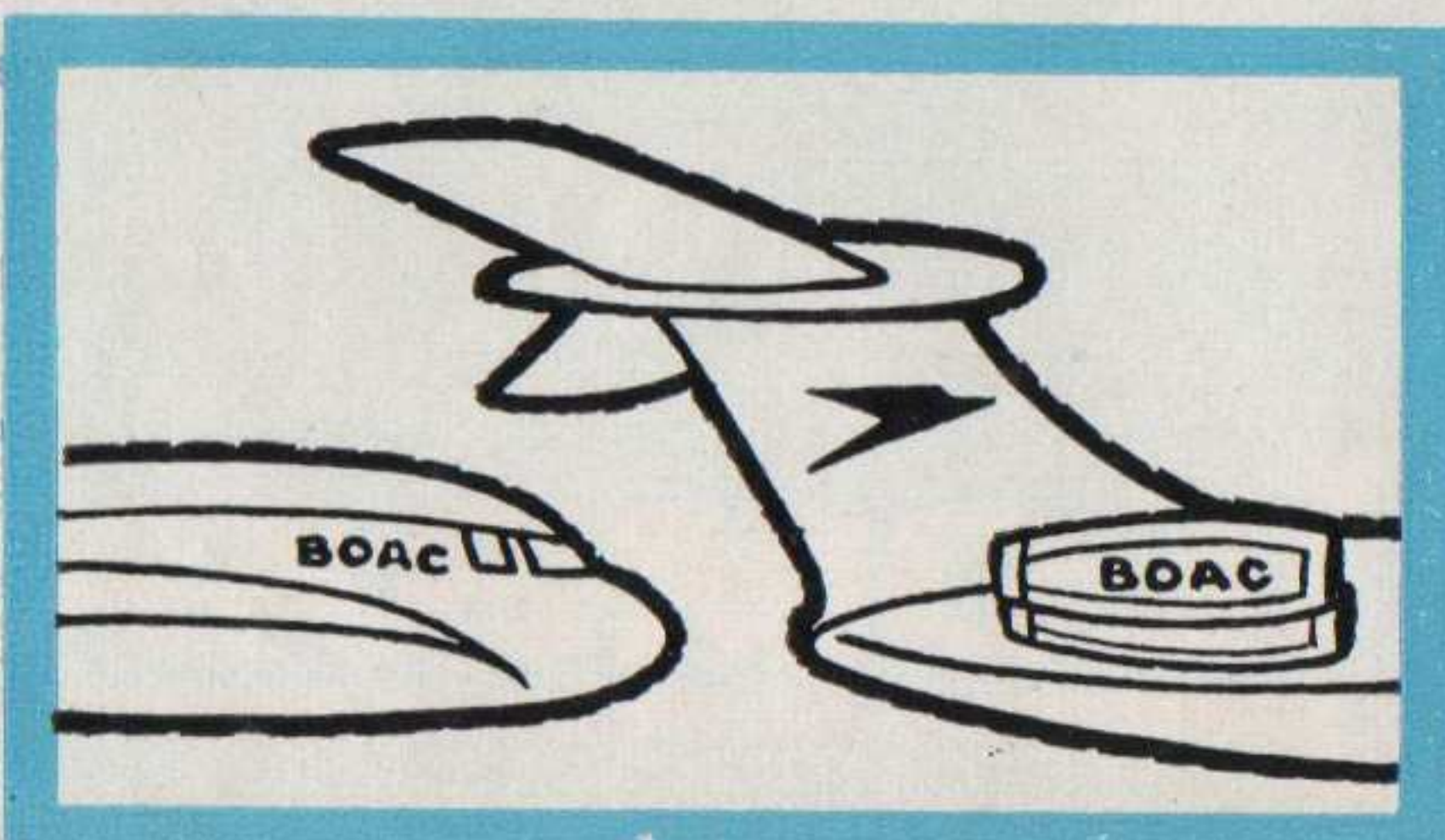
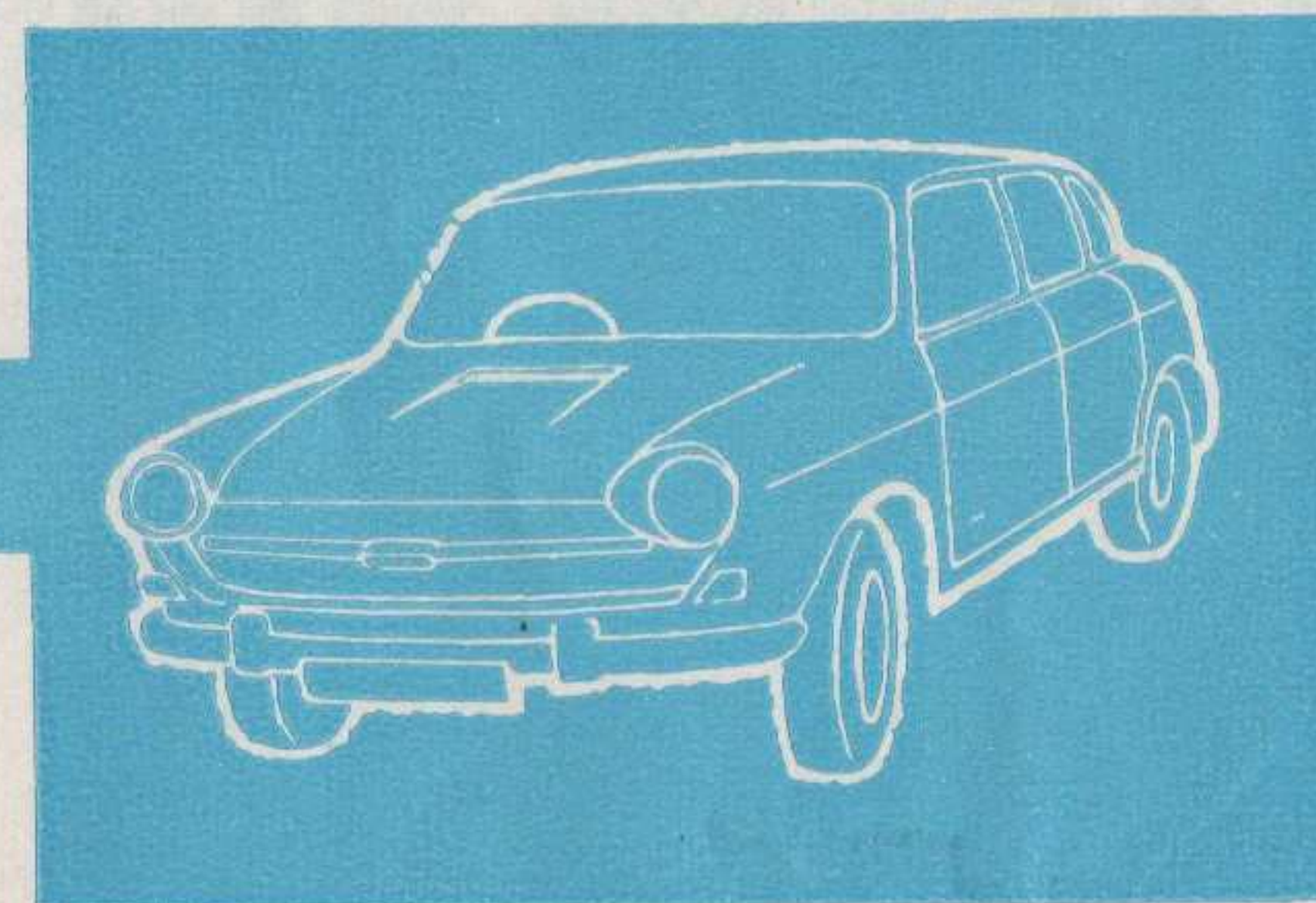
Let Lombank show you just how simple it can be to own a Colour Television set now. Colour Television is no longer a thing of the future—it has arrived. Through Lombank you can obtain yours with the minimum of delay. The local Lombank office will give you all details.

BUYING A CARAVAN

A holiday home on wheels can be yours simply and with the minimum financial outlay through Lombank. Lombank are experts at making credit finance arrangements for caravan purchase. Your trader has all the details.

BUYING A BOAT

Boats are a hobby of the future and Lombard Bank have a special Marine Division to deal with all matters connected with marine mortgage, building progress payments and hire purchase.



For further details of the **LOMBARD GROUP** facilities speak to your local Branch Manager

—see telephone directory for your nearest branch

We'll do more than agree with you that you need a good holiday.

We'll give you the credit for it.

If you think a good holiday is what you need, think about this. Together with Lombard Banking, we'll give you the credit for one of our sunshine holidays. You can use the easy save plan. Or the ticket instalment plan. For just a few pounds down, you can have a really good holiday anywhere you like in the world.

Don't think it's limited to holidays either. Visiting the family. Going on business. Taking up a new job. They're all covered. Fill in the coupon. Or pop round and see your travel agent. He'll give you the facts and we'll give you the credit.

To: BOAC, Airways Terminal, London S.W.1.
Please send me information about your travel instalment plans.

Name _____

Address _____

L.B.4.

BOAC TAKES GOOD CARE OF YOU



EVENT TWO — Continued

No.	Entrant and Driver	Car	cc	Colour
76	Team Crio Tournesol (Dvr.: Philippe Vidal) ...	Matra Ford ...	997	W
77	Team Crio Tournesol (Dvr.: Jean-Claude Guenard)	Matra Ford ...	997	B
79	P. & M. Racing Preparations (Dvr.: David Walker) ...	Merlyn Ford	997	R
80	Barry Collerson ...	Merlyn Ford	997	G/Y
83	C. Lucas (Engineering) Ltd. (Dvr.: Roy Pike) ...	Titan Ford ...	997	B
84	Sports Motors (Manchester) Ltd. (Dvr.: Peter Gethin) ...	Chevron Ford	998	B
86	The Chequered Flag (Dvr.: Gijs van Lennep) ...	Daf Ford ...	997	Bk/W
87	Winfield Racing Organisation (Dvr.: Francois Cevert) ...	Alpine	997	B
88	Tecno (Bologna) (Dvr.: Clay Regazzoni)	Tecno Ford ...	997	R
89	Constructions Mecaniques Pygmee (Dvr.: Michel Dagorne) ...	Matra Ford	997	Y
91	McKechnie Racing (Dvr.: Roger Keele) ...	Cooper Ford	997	B
92	P. & M. Racing Preparations (Dvr.: Keith Jupp) ...	Shannon Ford	997	G

RESULTS

1st.....	83	2nd.....	88	3rd.....	50	4th.....	51
5th.....	84	6th.....	59	7th.....	53	8th.....	75
		9th.....	76	10th.....	70		
Winner's Time.....	16-59.6	Speed.....	93.57	mph			
Fastest Lap : Car No.	83	Time.....	1-40.2	Speed.....	95.2	mph	

W.T. RICHARDS

(BEXLEYHEATH) LTD

JAGUAR • ROVER • TRIUMPH

SALES • SERVICE • SATISFACTION

72-78 BROADWAY & MARKET PLACE • BEXLEYHEATH • TEL: BEXLEYHEATH 6363

A MEMBER OF THE LEX GROUP OF COMPANIES

Has your car got all this ?

- Modern overhead camshaft engine of aluminium construction. Oversquare for longer engine life.
- Oil cooler.
- Twin carburettors.
- Four-branch exhaust manifold.
- Servo-assisted brakes.
- All-synchromesh gearbox.
- 5,000 mile service intervals.
- Full fascia panel with padded top and non-glare PVC finish.
- Hand headlight flasher.
- Ammeter.
- Oil pressure gauge.
- Water temperature gauge.
- Facia glove box.
- Adjustable rake front seat squabs.
- Rear armrests.
- Doors trimmed to window level.
- Wind-down windows.
- Opening front quarter-lights.
- Full-flow ventilation & heating.
- Fold-flat rear seat and opening rear window for estate car loading.
- Self-parking windscreen wipers.
- Ample space for four adults. Extra luggage space under front bonnet.
- Maximum speed : 90 m.p.h.
- 0-50 m.p.h. in 11.1 secs. (Autocar road test).
- Overall fuel consumption : 36-43 m.p.g.

The Sunbeam Imp Sport has **FOR ONLY £665***

*Recommended price ex-works inc. p.t.
Seat belts extra.

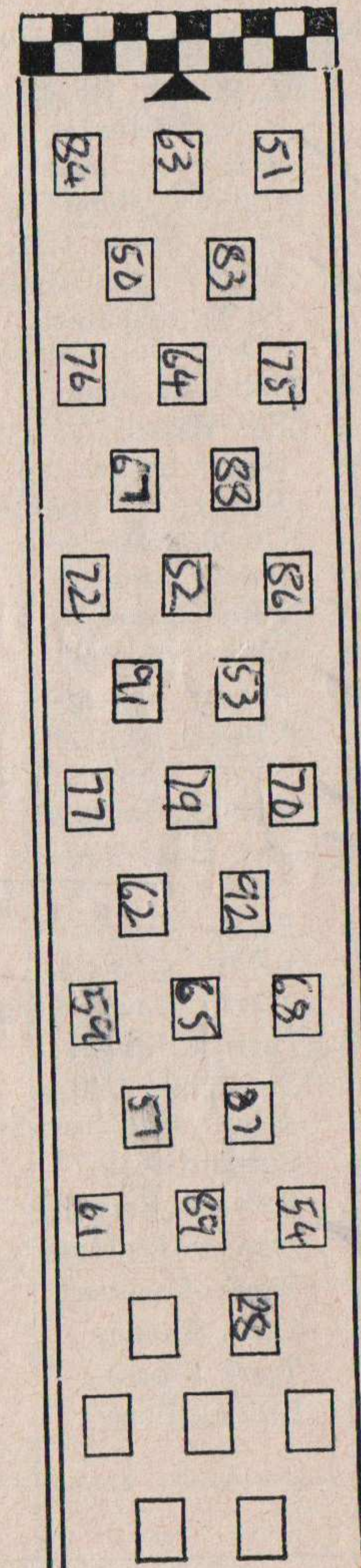


SUNBEAM  ROOTES

GRID POSITIONS

EVENT TWO continued

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EVENT 3

START : 12.50 p.m.

10 LAPS

THE NUVOLARI CUP RACE

FOR HISTORIC RACING CARS

No.	Entrant and Driver	Car	cc	Colour
1	C. Lucas (Engineering) Ltd. (Dvr.: Charles Lucas)	Maserati 250F ...	2493	R
2	The Hon. Patrick Lindsay	Maserati 250F ...	2494	Bk
3	Colin Crabbe	Maserati 250F ...	2486	R
4	H. C. Spero (Dvr.: ^{N. Corner} John Spero)	Maserati 250F ...	2500	R/W
5	Lord Angus Clydesdale	Maserati 250F ...	2500	R
7	N. E. Woollett (Dvr.: Jon Derisley)	Lotus 16 Climax	2000	R
8	John Le Sage	Lotus 16 Climax	1991	B
9	Bill Wilks	Lotus 16 Climax	1960	G
10	David Boorer	Lotus 16 Climax	1960	S/G
12	Richard Pilkington	Cooper Bristol ...	1971	Bk
14	Donald Balmer	Cooper Bristol ...	1971	B
15	Barry Simpson	Cooper Bristol ...	1971	B
17	Peter Brewer	Aston Martin	2990	Gd/W
18	John Freeman	Aston Martin Spa	1970	G
20	Robert Salvage	Connaught A.3 ...	1960	G
21	Mrs. D. Russell (Dvr.: Dennis Kitchener)	Connaught GP ...	1500	B
23	Dudley Gahagan	E.R.A. R7 B s/c ...	1995	R
25	The Hon. Patrick Lindsay (Dvr.: Ent. or Peter Waller)	E.R.A. R5 B s/c ...	1488	B
26	Bertie Brown ^{P. Lindsay}	E.R.A. 'C' s/c ...	1488	G
27	W. R. G. Morris (Dvr.: David Kergon)	E.R.A. 'B' s/c ...	1488	B/Y
28	Patrick Marsh	E.R.A. R1 B s/c ...	1488	Bk
30	Sir Ralph Millais (Dvr.: Geoffrey St. John)	Bugatti 59 s/c ...	3257	B
31	Bernard Kain	Bugatti 35B s/c	2262	B
32	Richard Bergel	Bugatti 35T ...	2261	B
33	Hamish Moffatt	Bugatti 35T ...	2262	B
38	Frank Lockhart	Rover Special ...	2638	G
39	Colin Readey	Riley TT Sprite ...	1720	B
41	Tony Rippon	B.M.W. 328 ...	1971	R
42	Sydney Beer	M.G K.3 s/c ...	1086	Bk

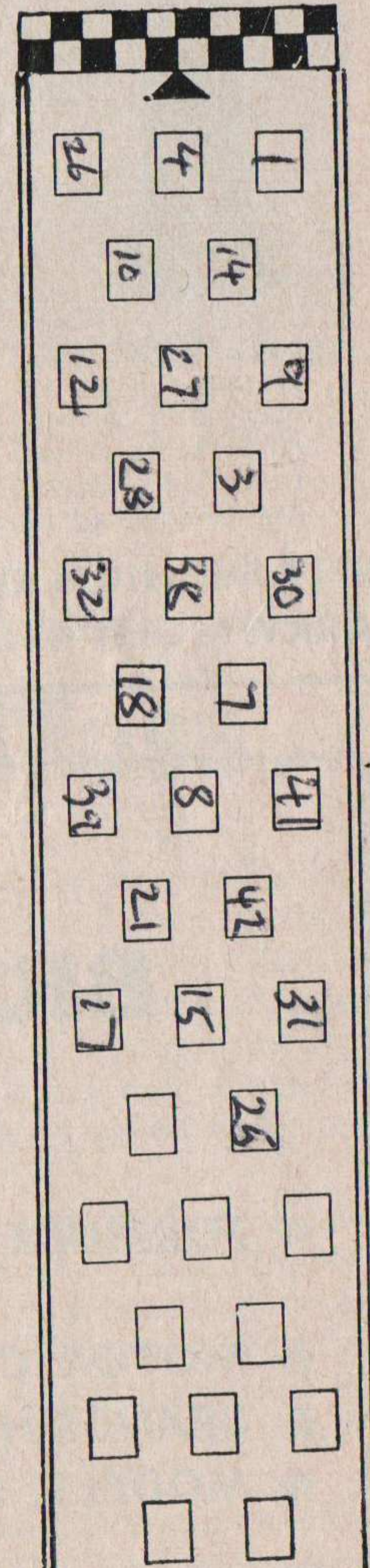
RESULTS

1st.....1..... 2nd.....4..... 3rd.....9..... 4th.....3.....
 5th.....7..... 6th.....12..... 7th..... 8th.....
 Winner's Time.....19-44-8..... Speed.....80.52.....mph
 Fastest Lap : Car No. ...1... Time.....1-55-2... Speed.....82.81...mph

GRID POSITIONS

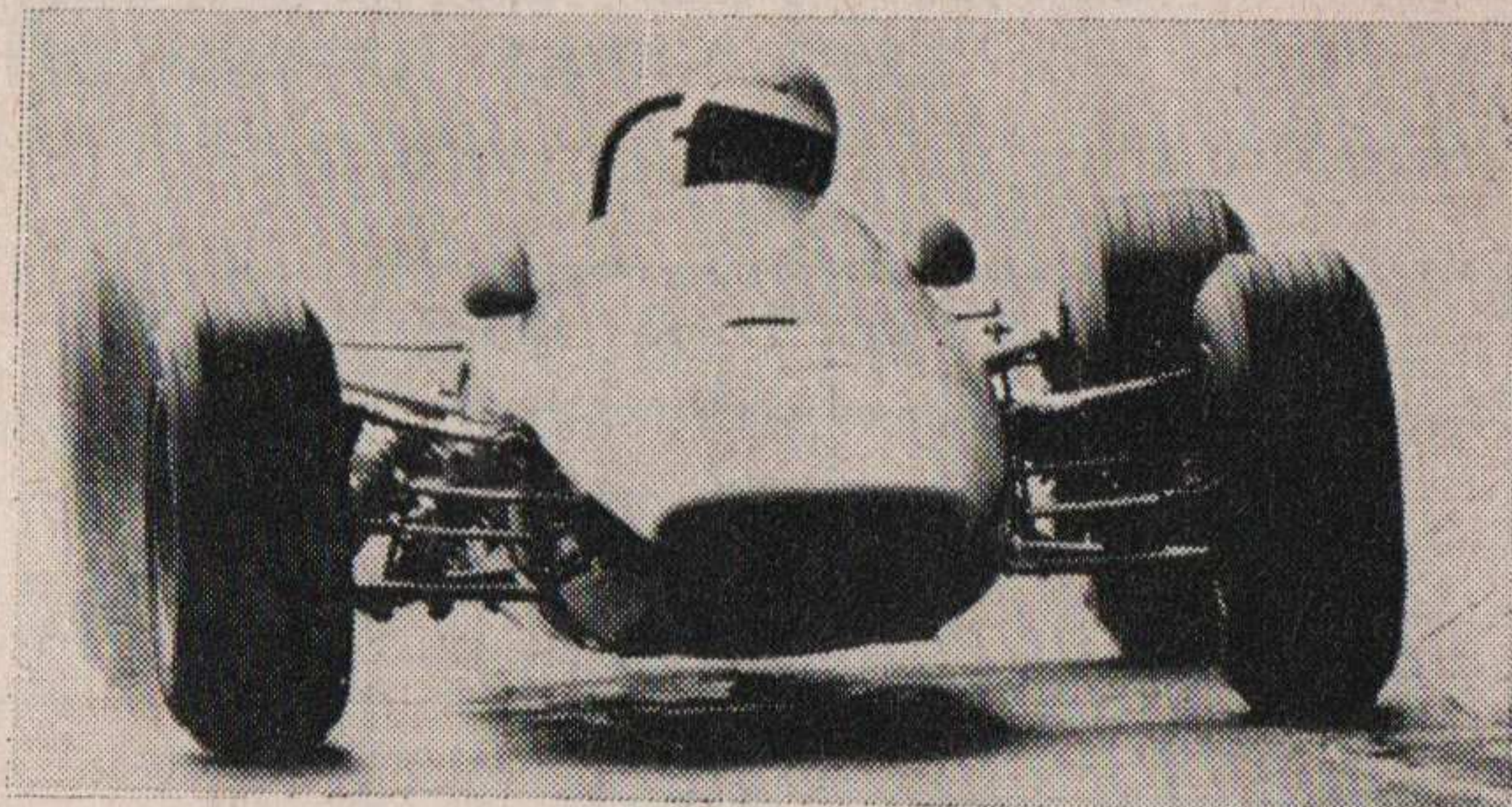
EVENT THREE continued

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THE CHEQUERED FLAG

1ST



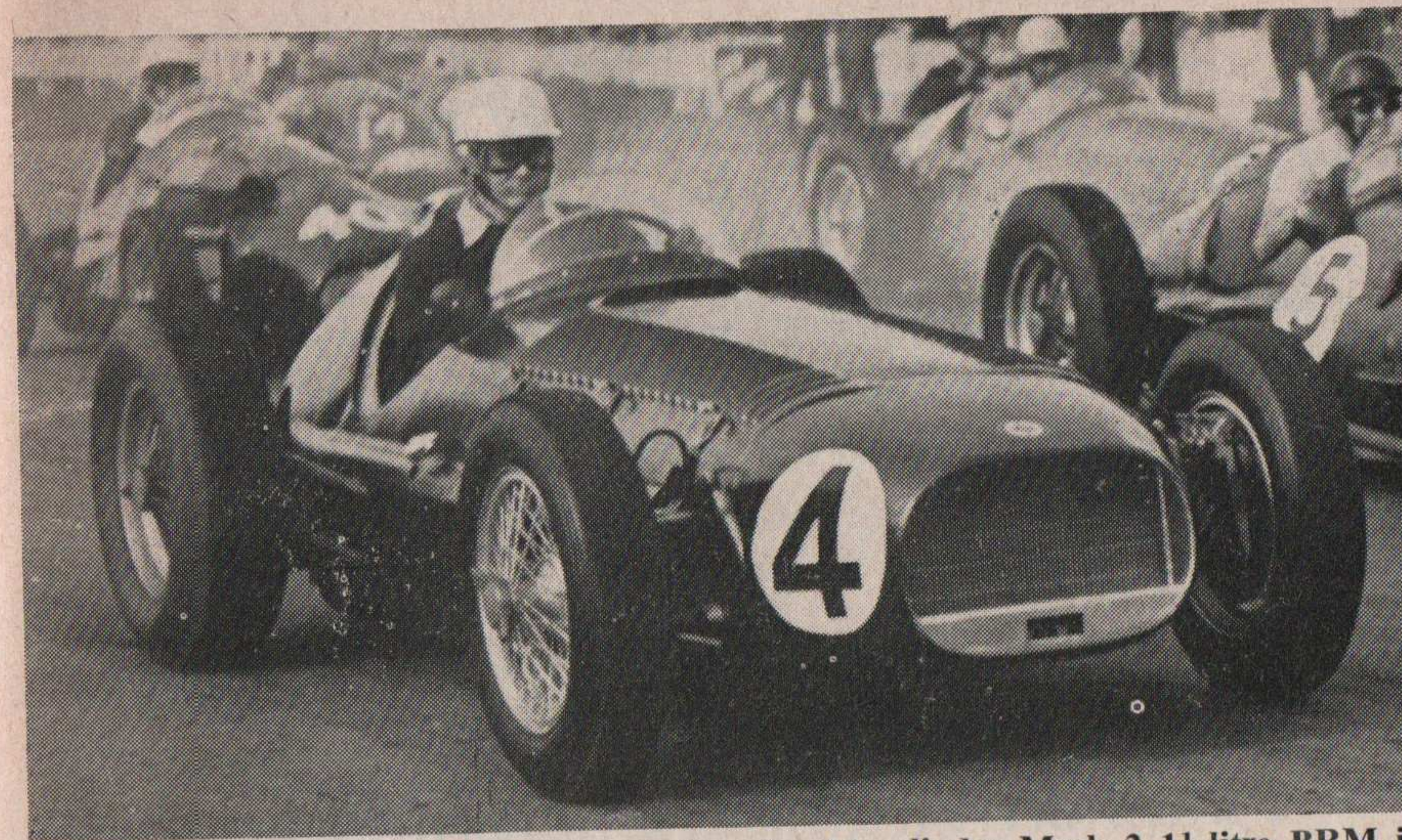
Chris Irwin won 17 F3 races in 1966 with his Chequered Flag entered and prepared Brabham F3. The same first class Chequered Flag standard is in every one of their fabulous sportscars on show in Chiswick and Nottingham. After-sales service; hire purchase, insurance, helpful and efficient service from THE unrivalled sports-car people — for your next sports car — go to the Chequered Flag.

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INFORMATION CENTRE
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**Between the Main Grandstand
and the Paddock**



In its day : The late Ron Flockhart gives the 16 cylinder Mark 2 1½-litre BRM its head at the start of the Glover Trophy race at Goodwood in April, 1954. This is the car Stirling Moss will demonstrate today.

The V-16 BRM Mk 2 driven by Stirling Moss

One of the highlights of today's meeting will be the demonstration by Stirling Moss of the famous V16 BRM, the all-British Grand Prix car built shortly after the last war. The car took such a long time to develop that by the time it was a race-winning proposition the racing formulae had changed and so the car was ineligible for Grand Prix Formula 1 motor racing! However, long-standing motor racing enthusiasts here today will remember its ear-splitting V16 engine over a decade ago when it appeared in British national meetings.

Stirling Moss, who retired from motor racing after his severe crash on Easter Monday in 1962, once drove a V16 BRM in an actual race. But that was when the car was still suffering teething problems (in 1952) and he enjoyed no success whatsoever. Today he pilots the revised Mk 2 version which first appeared in 1954: its 530 horsepower will take a lot of taming round the 2.65-mile Brands Hatch Grand Prix circuit, especially considering that by today's standards the suspension setup and tyres are "archaic."

The engine has 16 diminutive cylinders giving 1496 cc capacity and develops 530 bhp at 11,000 revs per minute thanks to special fuel and a two-stage centrifugal supercharger giving a 70 lb boost.

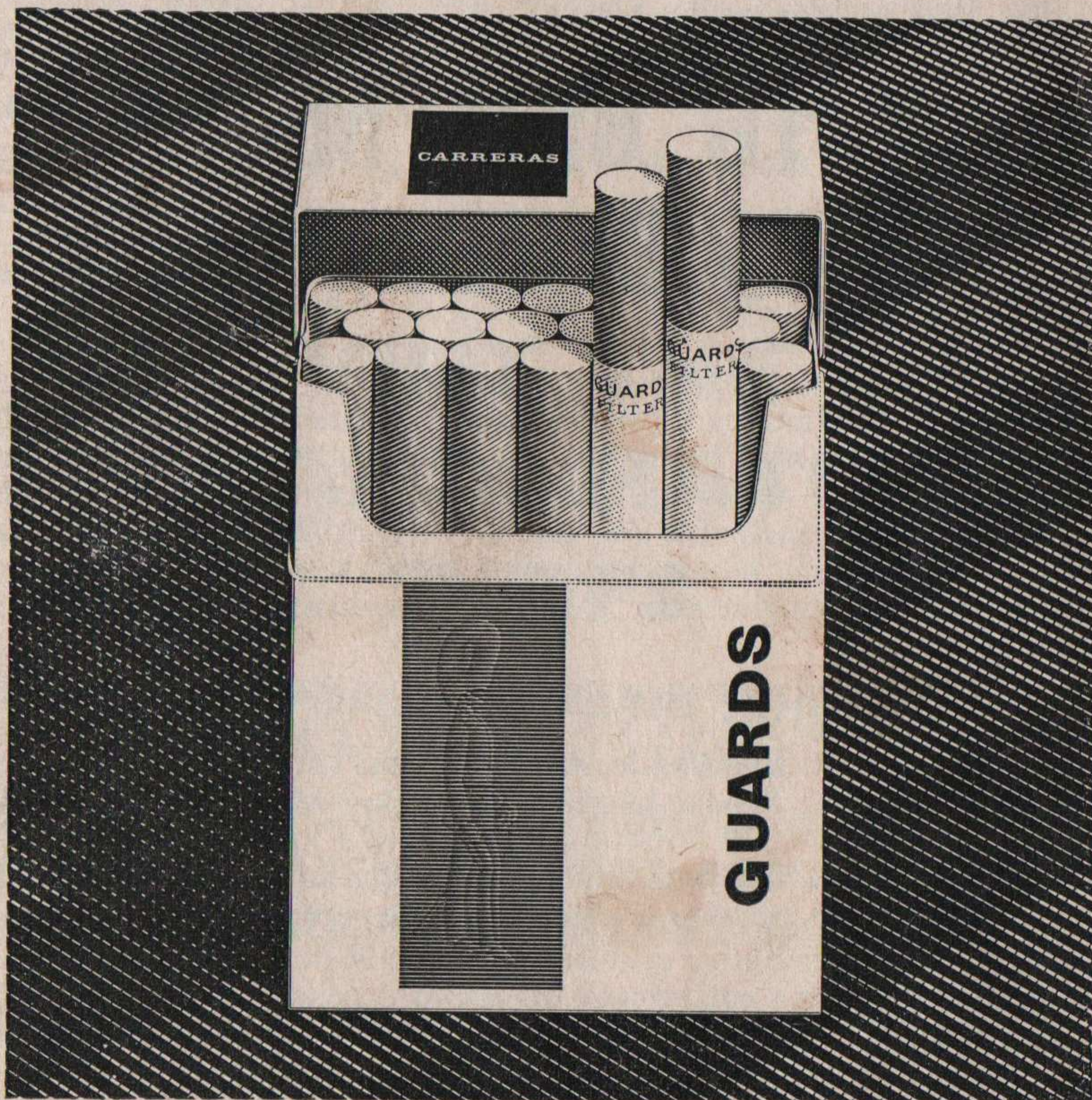
The V16 BRM Mk 2 has not raced since 1955. A lot of technical progress has been made during the past 12 years, but for sheer spectacle and the sort of noise that will be heard by everyone for miles around it still takes an awful lot of beating!

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.

Guards-Britain's leading cigarette
at 4/3 for 20
Fine rich Virginia... guaranteed gifts



EVENT 4

START : 1.40 p.m.

50 LAPS

B.A.R.C. GUARDS MOTOR SHOW 200

Final qualifying round of the 1967 BRSCC British Saloon Car Championship
and Lombank Entrants' Championship

FOR GROUP 5 TOURING CARS

No.	Entrant and Driver	Car	cc	Colour
Over 2000 cc				
1	Alan Mann Racing Ltd. (Dvr.: Frank Gardner) ...	Ford Falcon s/c ...	5000	R/Gd
2	Sir Gawaine Baillie (Dvr.: Brian Muir) ...	Ford Falcon s/c ... Ford Falcon ...	5300 4727	B/W B/W
3	Roy Pierpoint ...	Ford Falcon ...	4727	W/R
4	D.R. Racing Division (Dvr.: Jack Oliver) ...	Ford Mustang ...	4727	W/R
5	D.R. Racing Division (Dvr.: To be nominated) ...	Ford Mustang ...	4727	W/R
6	Curtis Speed Racing Team (Dvr.: Robin Smith) ...	Ford Mustang ... Ford Mustang ...	4727 4727	W/R M/Gd
7	Ronald Lyon			
8	Martin Birrane (Dvr.: To be nominated) ...	Ford Fairlane ...	7000	W
9	Bo Kasby ...	Chevrolet Camaro	5300	R
1301 - 2000 cc				
10	Vic Elford ...	Porsche 911 ...	1991	R
11	Terry Hunter ...	Porsche 911 ...	1991	Bge
15	Vince Woodman ...	Ford Lotus Cortina	1594	W/B
16	Brian Newton (2nd Reserve)	Ford Lotus Cortina	1594	W/Gd
17	A. G. Dean (Racing) Ltd. (Dvr.: Tony Dean) ...	Ford Lotus Cortina	1598	W
18	A. G. Dean (Racing) Ltd. (Dvr.: Brian Robinson) ...	Ford Lotus Cortina	1598	W
19	David Seigle-Morris (Dvr.: Bill Vaughan) ...	Ford Lotus Cortina	1598	G/W
20	Willy Kay (1st Reserve)	Ford Lotus Cortina	1598	R
21	T. R. Clapham (Dvr.: Geoff Breakell) ...	Alfa Romeo GTA	1570	R
1001 - 1300 cc				
22	Superspeed Conversions Ltd. (Dvr.: Mike Young) ...	Ford Anglia ...	1298	R
23	Superspeed Conversions Ltd. (Dvr.: Chris Craft) ...	Ford Anglia ...	1298	R
24	Superspeed Conversions Ltd. (Dvr.: Nick Brittan) ...	Ford Anglia ...	1298	R
25	The Cooper Car Company Ltd. (Dvr.: John Rhodes) ...	Morris Cooper S	1275	G/W
26	The Cooper Car Company Ltd. (Dvr.: John Handley) ...	Morris Cooper S	1275	G/W
27	Vitafoam Developments (Dvr.: Harry Ratcliffe) ...	Morris Cooper S	1293	B

EVENT FOUR — Continued

No.	Entrant and Driver	Car	cc	Colour
28	Alexander Engineering Co. Ltd. (Dvr.: Chris Montague) ...	Morris Cooper S	1293	T/W
29	Crispspeed (Dvr.: Ken Costello)	Morris Cooper S	1293	W
30	Gordon Spice	Morris Cooper S	1293	B/W
31	Equipe Arden (Dvr.: Steve Neal)	Austin Cooper S	1295	B/S
32	McKechnie Racing (Dvr.: Barrie Williams) ...	Austin Cooper S	1293	B
33	M. H. Clare (Dvr.: John Wales)	Austin Cooper S	1293	B/W
34	Tony Youtlen (3rd Reserve)	Austin Cooper S	1293	S/Gy
35	Dr. C. B. Mynott (Dvr.: Michael Clarke) (4th Reserve)	Austin Cooper S	1293	G/W
36	David Buckett (5th Reserve)	Austin Cooper S	1293	Gy/W
37	Richard Miles <i>M. Pigneguy</i> (Dvr.: Roger Heavens) (6th Reserve)	Austin Cooper S	1293	G/R
38	William Shaw (7th Reserve)	Austin Cooper S	1275	M/S
Up to 1000 cc				
39	Team Broadspeed (Dvr.: John Fitzpatrick) ...	Ford Anglia	997	M/S
40	Team Broadspeed (Dvr.: Miss Anita Taylor) ...	Ford Anglia	997	M/S
41	East Anglian Racing Cars (Dvr.: Alan Peer) ...	Ford Anglia	997	S/R
42	Ron Fry	Ford Anglia	997	M/S
43	Mike Davies (8th Reserve)	Ford Anglia	997	B
44	Alan Fraser Racing Team (Dvr.: Peter Harper) ...	Sunbeam Imp	998	B/W
45	Alan Fraser Racing Team (Dvr.: Bernard Unett) ...	Hillman Imp	998	B/W
46	Alan Fraser Racing Team (Dvr.: Tony Lanfranchi) ...	Hillman Imp	998	B/W
47	Paul Emery <i>L. Goodwin</i>	Hillman Imp	998	Bk/Y

RESULTS

Overall	1st..... 1	2nd..... 4	3rd..... 2	4th..... 18	
Winner's Time	1h 33-16.6		Speed	85.23 mph	
Over 2000 cc	1st..... 1	2nd..... 4	3rd..... 2	4th..... 3	
Winner's Time	1h 33-16.6		Speed	85.23 mph	
Fastest Lap: Car No.	1	Time	1-48.0	Speed	88.33 mph
1301 - 2000 cc	1st..... 18	2nd..... 21	3rd..... 15	4th..... 19	
Winner's Time	48 laps		Speed	mph	
Fastest Lap: Car No.	17-10	Time	1-51.4	Speed	85.64 mph
1001 - 1300 cc	1st..... 26	2nd..... 25	3rd..... 27	4th..... 22	
Winner's Time	48 laps		Speed	mph	
Fastest Lap: Car No.	26-25-30	Time	1-55.4	Speed	82.67 mph
Up to 1000 cc	1st..... 39	2nd..... 45	3rd..... 46	4th..... 41	
Winner's Time	48 laps		Speed	mph	
Fastest Lap: Car No.	44-45	Time	1-55.4	Speed	82.67 mph

GRID POSITIONS

EVENT FOUR continued

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EVENT FOUR — Continued

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NOTES

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BRANDS HATCH 1967 FIXTURE LIST

DATE	EVENT	RACES	CHARGES
5 Nov.	Surrey Sporting M.C. Sprint	S/GT/T	3/6 A, CF, (R)
12 Nov.	Sevenoaks D.M.C. Severoaks Cup Car Races	FL/S/GT/T	10/-A, CF, (R), 2/6 Pr
19 Nov.	RCDMC Clubman's Car Races	FL/S/GT/T	7/6 A, CF (R), 2/6 Pr
26 Nov.	London M.C. November Cup Car Races	F3/S/GT/T	10/-A, CF, (R), 2/6 Pr
3 Dec.	East Surrey M.C. Sprint	S/GT/T	3/6 A, CF, (R)
10 Dec.	Mini-7 Club Car Races	F3/S/GT/T	10/-A, CF, (R), 2/6 Pr
17 Dec.	Lambretta Club Speed Trial	Scooters	No Charge
26 Dec.	BRSCC Lombank Trophy Boxing Day Car Races	F3/S/GT/T	10/-A, CF, 5/- OS, 7/6-12/6 S, 10/-P, 2/6 Pr

KEY

A - Adults C - Children OS - Open Seats P - Paddock
Pr - Programme S - Covered Stands CF - Accompanied and
School Uniform Children Free. (R) - Stands and Paddock Free

Parking free at all Meetings.
All the above information is given in good faith at the time of publication.

Did you know ?

That practising facilities existed at Brands Hatch for members of car and motor-cycle clubs to test their machines all day Wednesday and Saturday afternoons.

The cost is 15s. per half-hour for cars and sidecars and 10s. per half-hour for motor-cycles. 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.

For further details write to Brands Hatch Circuit Ltd., Fawkham, near Dartford Kent, or telephone West Ash 331.

EVENT 5 ¹⁰

START : 3.45 p.m. ²⁰ LAPS

LOMBANK TROPHY RACE ^{RAIN} FOR THE E. R. HALL TROPHY (FINAL)

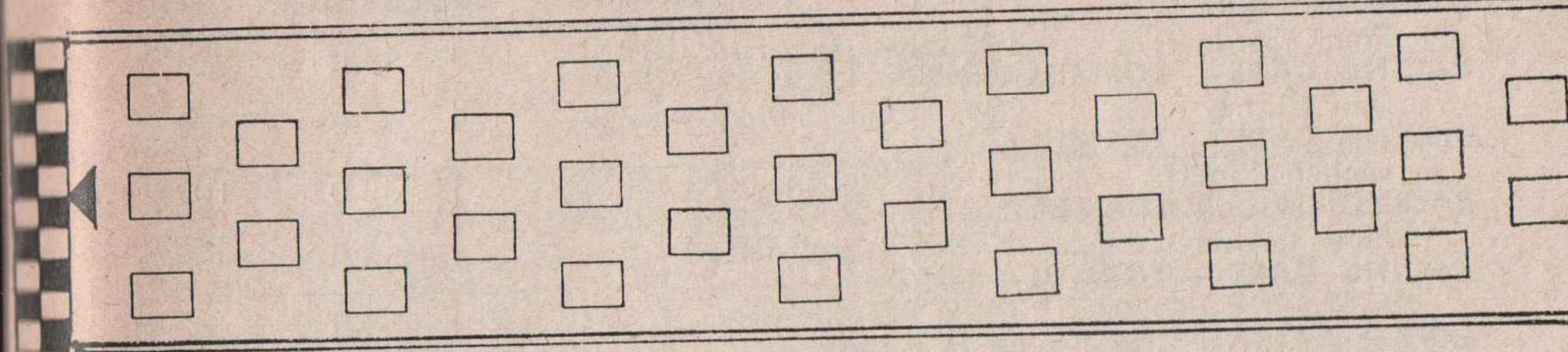
No.	Entrant and Driver	Car	cc	Colour
1	K Ahrens	Brabham		
2	D Bell	Brabham		
3	P Westbury	Brabham		
4	S Walker	Brabham		
5	C Creak	Brabham		
6	B Berry	Brabham		
7	R Knight	Brabham		
8	M Miles	Lotus		
9	H Pescarolo	Matra		
10	L Lanfranchi	Matra		
11	A Ashley	Matra		
12	B Beckwith	Matra		
13	W Williams	Brabham		
14	S Sciller	Brabham		
15	G Gaydon	Lotus		
16	J Jewell	Brabham		
17	S Svensson	Brabham		
18	M Morgan	Brabham		
19	D Dea	Brabham		
20	O Offenstadt	Lotus		
21	P Passau	Matra		
22	V Vidal	Matra		
23	W Walker	Matra		
24	G Gebin	Chevron		
25	V Vannoy	Matra		
26	C Cevenin	Matra		
27	R Rizzolani	Cooper		
28	K Keele	Cooper		
29	P Pike	Titon		

RESULTS

1st.....	38	2nd.....	31	3rd.....	25
4th.....	84	5th.....	51	6th.....	59
7th.....	1	8th.....	34	9th.....	3
10th.....	50	11th.....		12th.....	
Winner's Time.....	No. time	Speed.....		mph	
Fastest Lap : Car No.	84	Time.....	1-53-2	Speed.....	84.28
				mph	

GRID POSITIONS

EVENT FIVE FINAL continued



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

FASTEST LAPS

BRANDS HATCH GRAND PRIX CIRCUIT				2.65 miles	
Driver	c.c.	Car	min.	sec.	m.p.h.
OUTRIGHT CIRCUIT RECORD					
Dan Gurney ...	2997	Eagle-Gurney-Weslake	1	32.6	103.02
FORMULE LIBRE					
Frank Gardner ...	1498	Brabham-Ford BT10	1	44.0	91.73
RACING CARS — FORMULA 1					
Dan Gurney ...	2997	Eagle-Gurney-Weslake	1	32.6	103.02
RACING CARS — FORMULA 2					
Jochen Rindt ...	1594	Brabham-Ford BT23	1	33.0	102.58
RACING CARS — FORMULA 3					
Peter Gethin ...	997	Chevron-Ford	1	39.6	95.78
RACING CARS — FORMULA FORD					
Claude Bourgoignie	1498	Russell-Alexis	1	52.0	85.18
SPORTS-RACING CARS — up to 1150 c.c.					
Roger Nathan ...	998	Costin-Nathan-Hillman	1	47.4	88.83
SPORTS-RACING CARS — over 1150 c.c.					
Chris Amon ...	5359	McLaren-Elva-Chevrolet MIB	1	35.6	99.79
GROUP 4 SPORTS CARS — up to 1150 c.c.					
Jimmy Mackay	1098	Lotus 11 GT	1	54.4	83.39
GROUP 4 SPORTS CARS — 1151 to 1600 c.c.					
Peter Procter ...	1594	Lotus Elan	1	49.6	87.04
Ray Parsons ...	1594	Lotus Elan	1	49.6	87.04
Bill Dryden ...	1594	Lotus Elan	1	49.6	87.04
GROUP 4 SPORTS CARS — 1601 to 2500 c.c.					
Tony Dean ...	1991	Porsche Carrera 6	1	44.2	94.27
GROUP 4 SPORTS CARS — over 2500 c.c.					
Paul Hawkins ...	4727	Ford GT40	1	39.0	96.36
SPECIAL GRAND TOURING CARS — up to 1150 c.c.					
Clive Lacey ...	1098	Merlyn Mk. 4A GT Ford	1	54.2	83.54
SPECIAL GRAND TOURING CARS — 1151 to 1600 c.c.					
John Miles ...	1594	Lotus 47 Ford	1	43.6	92.08
SPECIAL GRAND TOURING CARS — 1601 to 2500 c.c.					
Alan Harvey ...	1991	Chevron GT BMW	1	45.2	90.68
SPECIAL GRAND TOURING CARS — over 2500 c.c.					
Ron Fry ...	4727	Ford GT40	1	48.2	88.17
CLUBMEN'S SPORTS CARS — up to 1000 c.c.					
Brian Bull ...	997	Lotus-Ford 7	1	55.4	82.67
CLUBMEN'S SPORTS CARS — 1001 to 1500					
Tim Goss ...	1498	Lotus-Ford 3/7	1	48.6	87.84
MARQUE SPORTS CARS — up to 1150 c.c.					
John Britten ...	1144	MG Midget	1	55.4	82.67
MARQUE SPORTS CARS — 1151 to 2000 c.c.					
Roger Enever ...	1293	MG Midget	1	54.0	83.68
MARQUE SPORTS CARS — 2001 to 3000 c.c.					
Alan House ...	2138	Morgan Plus 4	1	58.8	80.30
MARQUE SPORTS CARS — over 3000 c.c.					
Keith Holland ...	3781	Jaguar E-type	1	48.8	87.68
GROUP 5 SALOON CARS — up to 1000 c.c.					
John Fitzpatrick	997	Ford Anglia	1	54.4	83.39
GROUP 5 SALOON CARS — 1001 to 1300 c.c.					
John Rhodes ...	1293	Mini-Cooper 'S'	1	51.4	85.64
GROUP 5 SALOON CARS — 1301 to 2000 c.c.					
Jim Clark ...	1594	Lotus Ford Cortina	1	49.0	87.52
GROUP 5 SALOON CARS — over 2000 c.c.					
Frank Gardner ...	4727	Ford Falcon	1	48.0	88.33
SPECIAL SALOON CARS — up to 850 c.c.					
Ray Calcutt ...	848	Hillman Imp	2	2.8	77.69
SPECIAL SALOON CARS — 851 to 1000 c.c.					
Charles Carling	999	Mini-Cooper S	1	55.2	82.81
SPECIAL SALOON CARS — 1001 to 1300 c.c.					
Alec Poole ...	1293	Wolseley Hornet	1	52.2	85.03
SPECIAL SALOON CARS — over 1300 c.c.					
Terry Sanger ...	4727	Ford Cortina V8	1	51.4	85.64

BRANDS HATCH LAP SPEED TABLE

1 Lap = 2.65 Miles

TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.
.8	73.50	.8	78.33	.8	83.83	.8	90.17	.8	97.55
.6	73.61	.6	78.45	.6	83.98	.6	90.34	.6	97.75
.4	73.72	.4	78.58	.4	84.13	.4	90.51	.4	97.95
.2	73.84	.2	78.71	.2	84.28	.2	90.68	.2	98.15
2/09.0	73.95	2/01.0	78.84	1/53.0	84.42	1/45.0	90.86	1/37.0	98.35
.8	74.07	.8	78.97	.8	84.57	.8	91.03	.8	98.55
.6	74.18	.6	79.10	.6	84.72	.6	91.20	.6	98.76
.4	74.30	.4	79.24	.4	84.87	.4	91.38	.4	98.96
.2	74.41	.2	79.37	.2	85.03	.2	91.55	.2	99.17
2/08.0	74.53	2/00.0	79.50	1/52.0	85.18	1/44.0	91.73	1/36.0	99.37
.8	74.65	.8	79.63	.8	85.33	.8	91.91	.8	99.58
.6	74.76	.6	79.77	.6	85.48	.6	92.08	.6	99.79
.4	74.88	.4	79.90	.4	85.64	.4	92.26	.4	100.00
.2	75.00	.2	80.03	.2	85.79	.2	92.44	.2	100.21
2/07.0	75.12	1/59.0	80.17	1/51.0	85.95	1/43.0	92.62	1/35.0	100.42
.8	75.24	.8	80.30	.8	86.10	.8	92.80	.8	100.68
.6	75.35	.6	80.44	.6	86.26	.6	92.98	.6	100.85
.4	75.47	.4	80.57	.4	86.41	.4	93.16	.4	101.06
.2	75.59	.2	80.71	.2	86.57	.2	93.35	.2	101.27
2/06.0	75.71	1/58.0	80.84	1/50.0	86.73	1/42.0	93.53	1/34.0	101.49
.8	75.83	.8	80.98	.8	86.88	.8	93.71	.8	101.71
.6	75.96	.6	81.12	.6	87.04	.6	93.90	.6	101.92
.4	76.08	.4	81.26	.4	87.20	.4	94.08	.4	102.14
.2	76.20	.2	81.40	.2	87.36	.2	94.27	.2	102.36
2/05.0	76.32	1/57.0	81.54	1/49.0	87.52	1/41.0	94.45	1/33.0	102.58
.8	76.44	.8	81.68	.8	87.68	.8	94.64	.8	102.80
.6	76.56	.6	81.82	.6	87.84	.6	94.83	.6	103.02
.4	76.69	.4	81.96	.4	88.01	.4	95.02	.4	103.25
.2	76.81	.2	82.10	.2	88.17	.2	95.21	.2	103.47
2/04.0	76.93	1/56.0	82.24	1/48.0	88.33	1/40.0	95.40	1/32.0	103.70
.8	77.06	.8	82.38	.8	88.50	.8	95.59	.8	103.92
.6	77.18	.6	82.53	.6	88.66	.6	95.78	.6	104.15
.4	77.31	.4	82.67	.4	88.83	.4	95.98	.4	104.38
.2	77.43	.2	82.81	.2	88.99	.2	96.17	.2	104.60
2/03.0	77.56	1/55.0	82.96	1/47.0	89.16	1/39.0	96.36	1/31.0	104.84
.8	77.69	.8	83.10	.8	89.33	.8	96.56	.8	105.07
.6	77.81	.6	83.25	.6	89.49	.6	96.75	.6	105.30
.4	77.94	.4	83.39	.4	89.66	.4	96.95	.4	105.53
.2	78.07	.2	83.54	.2	89.83	.2	97.15	.2	105.76
2/02.0	78.20	1/54.0	83.68	1/46.0	90.00	1/38.0	97.35	1/30.0	106.00

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

YOU TOO CAN DRIVE AT 70+

ON ONE OF BRITAIN'S LEADING RACE TRACKS



BY JOINING THE
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

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.

A CIRCUIT CLUBHOUSE

Close to the paddock at Brands Hatch and Snetterton, and to the hairpin at Mallory Park, members have their own modern-style motoring pubs and clubhouse. They are open most evenings, weekdays, 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 cocktail parties.

YOUR OWN YEAR BOOK

Through the post each December – or immediately if you join while stocks last – you 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.

In addition, regular news letters will keep you informed of club news, facilities and social events.

HOW TO JOIN

Complete the application form below and send it, with your remittance to:

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

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

The Secretary: Snetterton Motor Racing Club, c/o Snetterton Circuit Ltd., Norwich, Norfolk. NOR 10.X. Tel.: Quidenham 303

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

SKID ROAD

You also receive three more tickets, each entitling you to a weekend practice session on the Brands Hatch skid road, built specially for the High Performance Course of the British School of Motoring. In your own car you can spin safely on the special mastic surface through 360 degrees from only 20 m.p.h.

CONSIDER THESE BENEFITS

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 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, compared with individual admission tickets totalling more than £18 in yearly cost. At Mallory Park the brooches cost 4 gns. for males and 3 gns. for ladies for over £11 normal value. At Snetterton 3 gns. for males and 2 gns. for ladies for over £9 normal value.

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.

AGAIN AT 70+

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 relax in the clubhouse with people with interests just like yours.

JOIN TODAY

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.

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:

	£	s.	d.
..... ties (green, blue, maroon) at 17s. 6d. each			
..... lapel badges (pin) at 3s. 6d. each			
..... car badges at £1 5s. each			
..... 3 in. transfers at 1s. each			
I also enclose:			
3 gns. for twelve months track membership			
2 gns. for twelve months social membership			

TOTAL £

(Delete the inapplicable.)

Please make your cheque payable to the club of your choice.

NAME

ADDRESS

TELEPHONE NUMBER

Visit Brands Hatch again !

NOVEMBER 12 — 1.45 pm

SEVENOAKS CUP RACES

Organised by the Sevenoaks & DMC
Races for Formula 3, sports-racing, special GT, marque sports, saloon and Formula Ford cars

ADULTS 10s. CHILDREN FREE CAR PARKING FREE
No extra charge for grandstands or paddock !

NOVEMBER 26 — 12.30 pm

NOVEMBER CUP RACES

Organised by the London MC
Races for Formule Libre, Formula 3, sports-racing, marque sports, saloon and Formula Ford cars

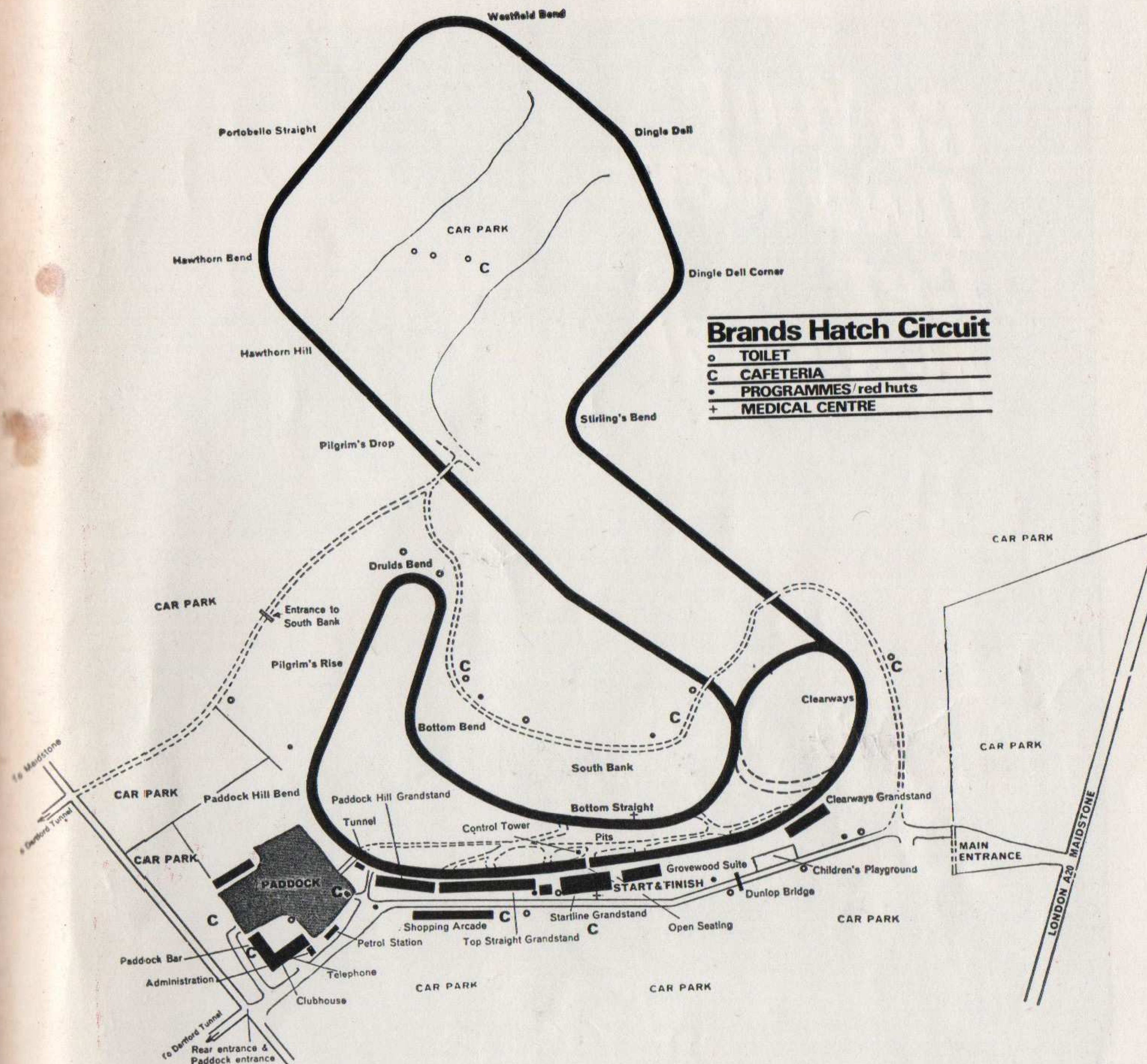
ADULTS 10s. CHILDREN FREE CAR PARKING FREE
No extra charge for grandstands or paddock !

DECEMBER 10 — 12.30 pm

MINI - 7 CAR RACES

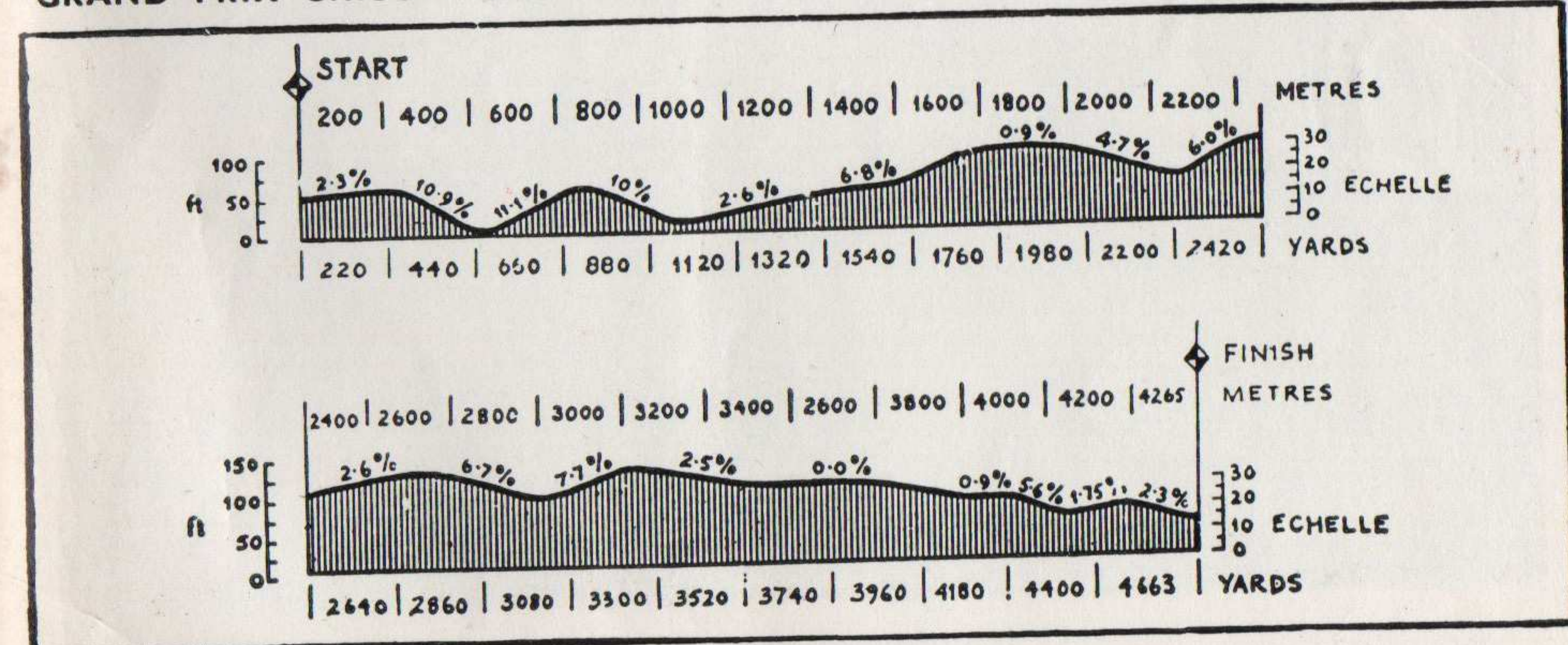
Organised by the Mini-Se7en C
See an action-packed programme of saloon car racing !

ADULTS 10s. CHILDREN FREE CAR PARKING FREE
No extra charge for grandstands or paddock !



GRAND PRIX CIRCUIT 2.65 Miles

CLUB CIRCUIT 1.24 Miles



THE GRAND PRIX 2.65 MILES CIRCUIT IS IN USE FOR THIS MEETING

**Go Your
Own Way -
Get
National**

**SUPER
NATIONAL**

National

GALLONS

Beckmeter
GALLONS
PRICE
THIS SALE

GALLONS

SUPER