

PROGRAMME 2s 6d

GUARDS
ONE HUNDRED

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europaean championship race

SNETTERTON

GOOD FRIDAY

24th March 2 p.m.

**WORLD'S FIRST
RACE FOR
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Programme

MOTOR RACING

Sunday 24th March, 1967

THE GUARDS INTERNATIONAL "100" TROPHY RACE

Snetterton

Held under the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules of the Royal Automobile Club, and Supplementary Regulations.

Organised by the B.R.S.C.C.
for Snetterton Circuit Ltd.

Royal Automobile Club Permit No. R.S.2844

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

Promoted by Motor Circuit Developments Ltd. Managing Director, John Webb for Snetterton Circuit Ltd. General Manager, C. J. D. Lowe. Circuit Manager, G. Pledger.

Do you rotate?

by HERBERT E. GUNSTONE*

(READING TIME 3¼ 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.

FOR THE ATTENTION OF SPECTATORS

Vehicles.—Vehicles are taken into the Car Park on condition that the Club shall not be liable for loss of or damage to the vehicle, or of or to any part or accessory therefor, or of or to any animal or thing left in or about or with the vehicle in whatever way or by whatever means such loss or damage may be caused.

DOGS are NOT permitted within the area of the Snetterton Circuit.

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

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

Purchasing.—Patrons are warned not to purchase Commodities from unauthorised persons. If molested to this effect, please report to the Police or the Official Stewards.

AFTER THE MEETING NO TRAFFIC IS PERMITTED ON THE CIRCUIT.

WARNING

MOTOR RACING IS DANGEROUS and spectators attending this track do so entirely at their own risk.

"It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders".

The Organisers reserve the right to postpone or cancel the meeting

FLAG SIGNALS

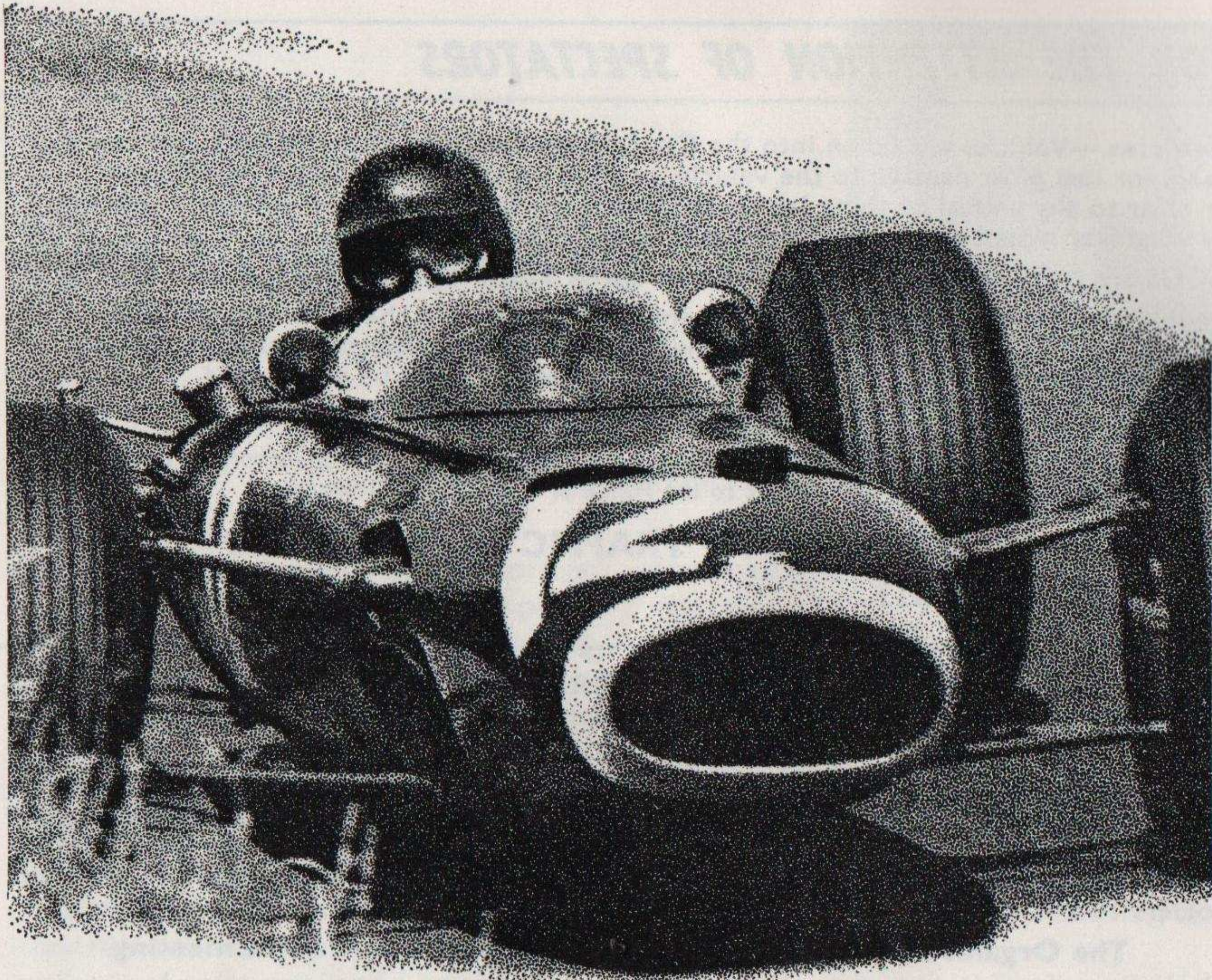
UNION JACK	Start.
RED	Stop immediately.
YELLOW (Waved)	Great danger: prepare to stop.
YELLOW (Motionless)	Take care: danger.
BLUE (Waved)	Another competitor is trying to overtake.
BLUE (Motionless)	Another competitor is following closely.
YELLOW WITH RED STRIPES	Oil on the course.
WHITE	Ambulance or service car on the course.
BLACK (With Number)	Car with that number must call into the pits.
BLACK and WHITE CHEQUERED	End of Race.

ACKNOWLEDGEMENTS

St. John Ambulance Brigade.

BREAKDOWNS:

E. Smith & Sons Ltd., Attleborough.
R. C. Edmondson, Fakenham.



BRM show Shell

Did you know that Shell helped to re-design the shape of the BRM's combustion chamber? The result of their tests was a shape suitable for both 4 cylinder/1 litre and 16 cylinder/3 litre power units. Shell did it gladly, and, to a point, selfishly—it was a unique opportunity to study octane ratings at 10,000 rpm.

Every time the BRM's get on the track, Shell go back to school. And what they learn from the experts they pass straight on to you. The petrol used by BRM is the same Super Shell you buy at the pumps.

BRM's lesson '66 No less than 7 firsts out of the 8 races in the Tasman series, and another first at Monaco.

Shell work with the winners



PROGRAMME

	Laps	Start
DEMONSTRATION BY STIRLING MOSS		1.30 p.m.
EVENT 1. THE GUARDS INTERNATIONAL "100" TROPHY RACE— HEAT ONE	10	2.00 p.m.
Single-seater Racing Cars complying with the F.I.A. International Formula 2.		
EVENT 2. THE AUTOSPORT TROPHY RACE	15	2.40 p.m.
Sports Cars complying with Appendix "J" Group 4 to the International Sporting Code. A qualifying round for the 1967 Autosport Championship.		
EVENT 3. THE GUARDS INTERNATIONAL "100" TROPHY RACE— HEAT TWO	10	3.30 p.m.
Single-seater Racing Cars complying with the F.I.A. International Formula 2.		
EVENT 4. THE BRITISH SALOON CAR CHAMPIONSHIP RACE ..	15	4.20 p.m.
Special Touring Cars complying with Appendix "J" Group 5 to the International Sporting Code. A qualifying round for the 1967 British Saloon Car Championship.		
EVENT 5. THE GUARDS INTERNATIONAL "100" TROPHY RACE— FINAL	40	5.15 p.m.
Single-seater Racing Cars complying with the F.I.A. International Formula 2.		

AWARDS

THE GUARDS INTERNATIONAL "100" TROPHY RACE
1st—£250. 2nd—£150. 3rd—£100. 4th—£75. 5th—£50. 6th—£25.

THE AUTOSPORT TROPHY RACE
Overall Winner—£75.
In each class, except Overall Winner: 1st—£50. 2nd—£25. 3rd—£10.

THE BRITISH SALOON CAR CHAMPIONSHIP RACE
Overall Winner—£75.
In each class, except Overall Winner: 1st—£50. 2nd—£25. 3rd—£10.

Has your car got all this?

- Modern overhead camshaft engine of aluminium construction. Oversquare for longer engine life.
- Oil cooler.
- Twin carburettors.
- 4-branch exhaust manifold.
- Servo-assisted brakes.
- All-synchromesh gearbox.
- 5,000 mile service intervals.
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- Water temperature gauge.
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- Rear armrests.
- Doors trimmed to window level.
- Wind-down windows.
- Opening front quarter-lights.
- Full-flow ventilation and heating.
- Self-parking windscreen wipers.
- Fold-flat rear seat and opening rear window for estate car loading.
- Ample space for four adults. Extra luggage space under front bonnet.
- Mean maximum speed: 90 m.p.h.
- 0-50 m.p.h. 11.1 seconds (Autocar road test).
- Overall fuel consumption: 36-43 m.p.g.

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GUARDS ONE HUNDRED

New 1600 c.c. Formula 2 makes its debut

by Doug Nye, Assistant Editor of 'MOTOR RACING'

TODAY'S main race is the first-ever to be run anywhere in the world in compliance with a new set of Formula 2 regulations that came into operation on 1st January this year. They call for single-seater racing cars powered by production car-based engines of not more than six cylinders and a capacity of not more than 1600 c.c. On the other hand, cylinder capacity may not be less than 1300 c.c., and all the cars must weigh at least 420 kg. (924 lb.). Many modifications may be carried out to the engines, but the method of cooling, the type of cylinder, con rod and crankshaft bearings may not be altered. Supercharging is not allowed, but otherwise any method of induction is permitted, including fuel injection. Finally, four-wheel drive is prohibited, but either front or rear-wheel drive may be used.

This first meeting is the opening qualifying round in two of this year's Formula 2 Championships, the British Racing Car Championship and the European Racing Trophy. The first is open to every driver to score points in, but the second is limited to non-graded drivers only—graded drivers present today including Jack Brabham, Denny Hulme, Jochen Rindt, Graham Hill, Bruce McLaren, Jackie Stewart, Pedro Rodriguez and Jo Siffert—and so we have two races being run concurrently in both the heats and the final, and adding to the interest right down the field.

Heading the list of entries is the current World Champion driver, Jack Brabham, who completely dominated the final season of the earlier 1 litre Formula 2 last year with his Japanese Honda-powered cars. He is ably supported by Denny Hulme, his regular number two team driver in the Formula 1 Grands Prix, and they will be running a pair of brand new Repco Brabham BT23 chassis powered by Cosworth's new F2 power unit, the 205 b.h.p. Ford Cortina-based FVA. Similar cars are to be driven by the Roy Winkelmann Racing Team's drivers, Jochen

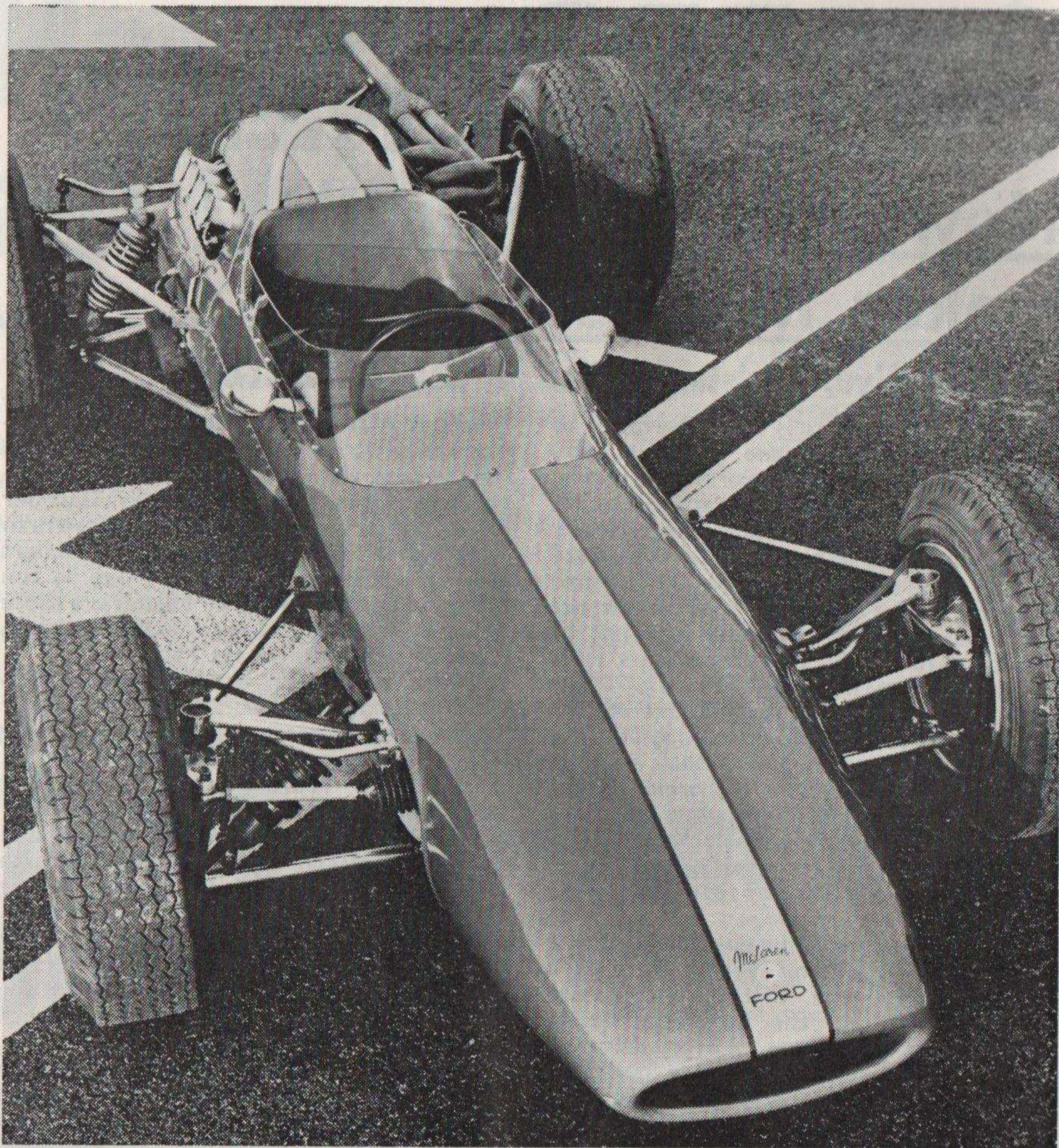
Rindt and Alan Rees, and their immaculately-prepared 1-litre machines were nearly always the closest competition to the Honda-powered works cars last year. Frank Gardner drives a third works Brabham-Cosworth FVA, Robin Widdows and Chris Lambert are top privateer BT23 drivers due to run today, and other private Brabhams are those of Brian Redman, Andrew Fletcher, Malcolm Payne and the veteran Ian Raby.

Cooper's F2 team is being run by Bob Gerard from Leicester, and he has Trevor Taylor and another, as yet un-named driver in his two Cooper T84-Cosworths.

Lotus are represented by ex-World Champion Graham Hill at the wheel of their new Lotus 48 combined monocoque and spaceframe machine, powered by Cosworth FVA once more, and by up-and-coming Jackie Oliver in an FVA-propelled Lotus 41 spaceframe chassised car. The Lotus 48 was the first of these pure 1600 c.c. F2 cars to be raced, driven by Graham Hill in the Tasman Cup-qualifying round at Warwick Farm circuit, Sydney, Australia, in February.

Lola have joined in the fray with power supplied by German B.M.W. engines, and these units, fitted with a revolutionary new radially-disposed four-valve cylinder head, designed by an Austrian technician named Ludwig Apfelbeck, are producing about 225 b.h.p. from their 1600 c.c.'s. They are big and heavy units though, and drivers John Surtees, Pedro Rodriguez, Jo Siffert, Chris Irwin and Hubert Hahne may have some handling problems with their Lola T100 monocoques. The Midland Racing Partnership are running two similar, but FVA-powered, cars, to be driven by Dick Attwood and another driver yet to be nominated.

Bruce McLaren has produced a beautifully-compact little light weight car, the monocoque McLaren M4A for the new Formula, and these FVA-powered cars are to be driven today by Bruce himself, and Keith St. John. In testing Bruce has got round Goodwood in almost 2 sec. less than the old 1½-litre



Bruce McLaren's brand new Formula 2 car, the dural monocoque type M4A, is very compact and light, and has already lapped Goodwood way under the 1½ litre Formula 1 lap record, set up in 1965.

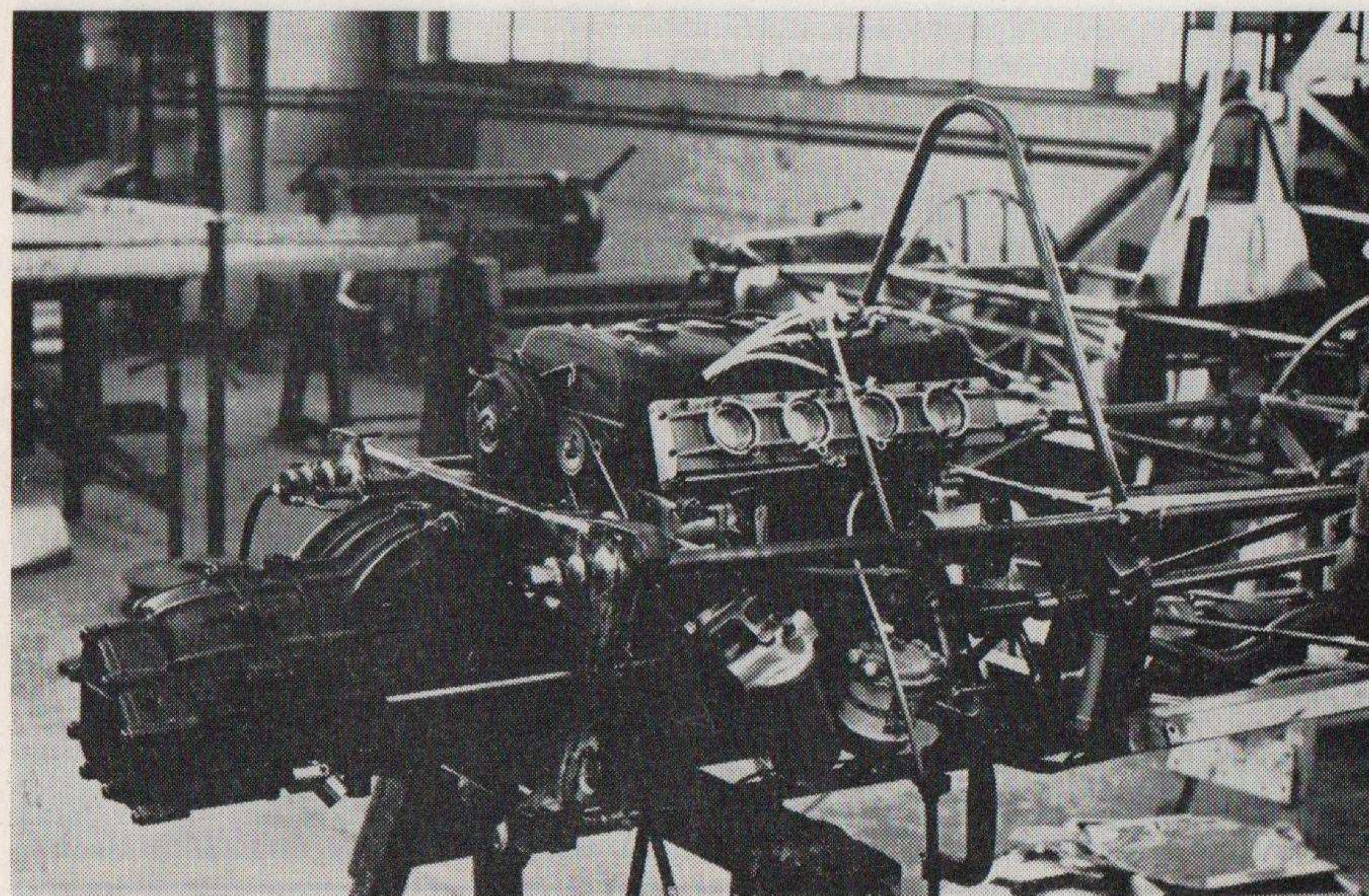
Formula 1 lap record—more proof of the Formula's speed potential — and Bruce appears today in a very competitive little car indeed.

Very interesting entries are the two Harris-Costin Protos-Cosworths of Eric Offenstadt and Brian Hart. These have been unveiled for just a fortnight, and feature wooden monocoque chassis among several other unconventional ideas. They are very new, but may spring a tremendous surprise.

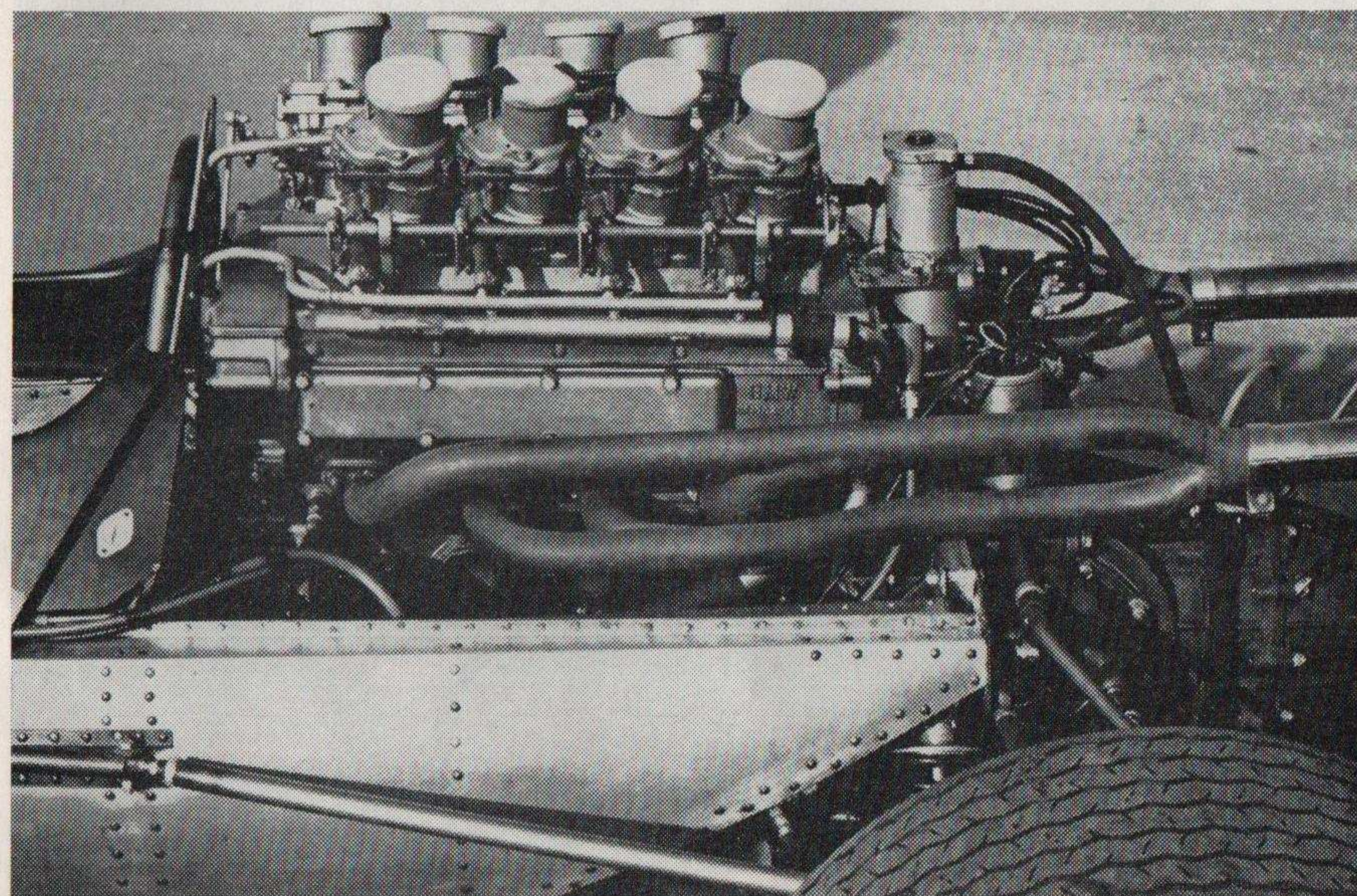
Foreign opposition is coming from the French Matra aerospace company, whose works-entered, Cosworth-powered car is

to be driven by Jean-Pierre Beltoise. This will be backed up by the private Ken Tyrrell team cars of FI B.R.M. team leader Jackie Stewart and young Jacky Ickx, and Piers Courage in a John Coombs entry—though he was said to be driving a McLaren earlier this season.

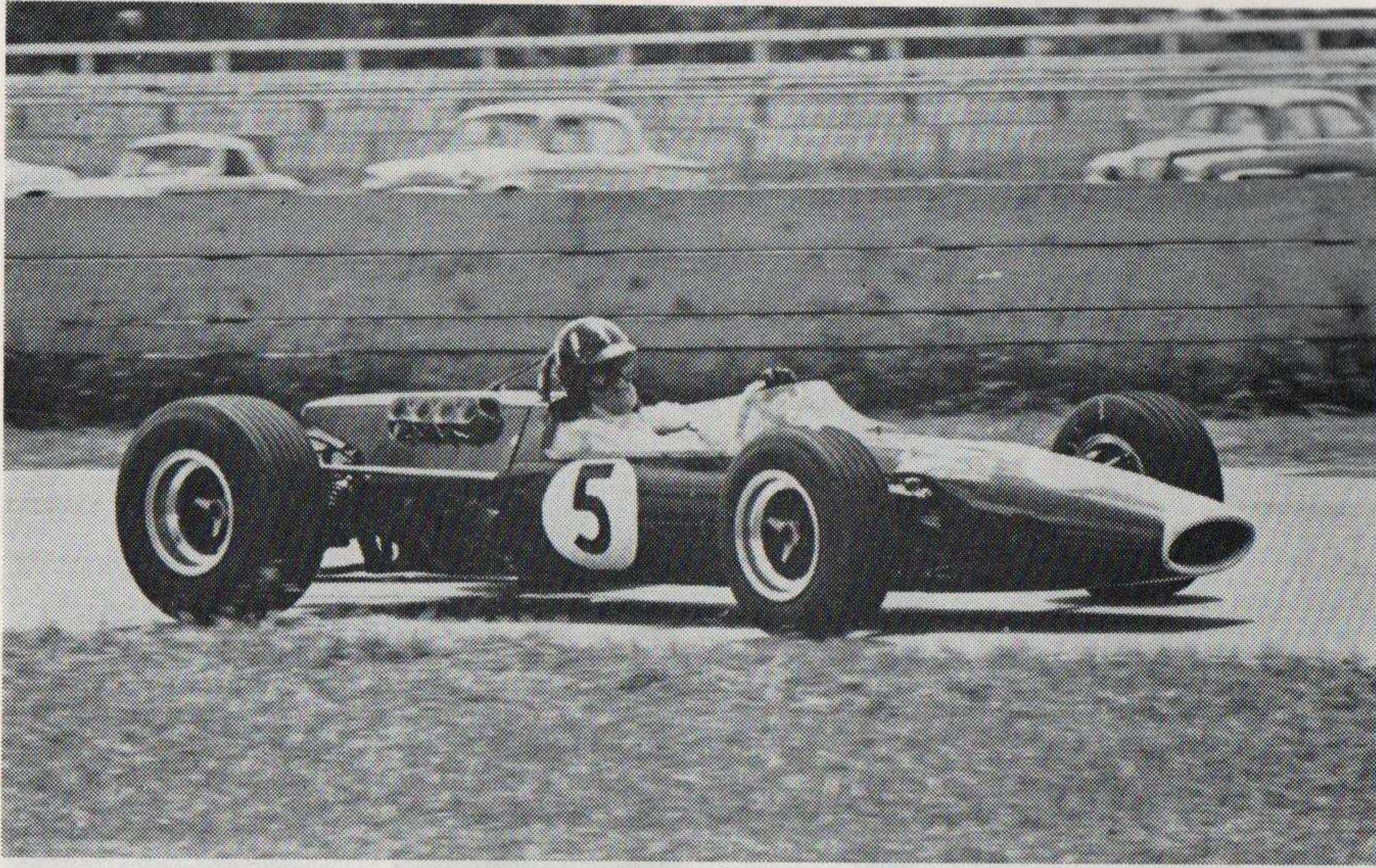
In addition, Rob Lamplough is due to run one of last year's Lola monocoques with a Cosworth engine installed, while Team Alexis have entered a car for Alan Taylor. It's a packed field, full of promise for an excellent day's racing; now relax (if you can) and enjoy it.



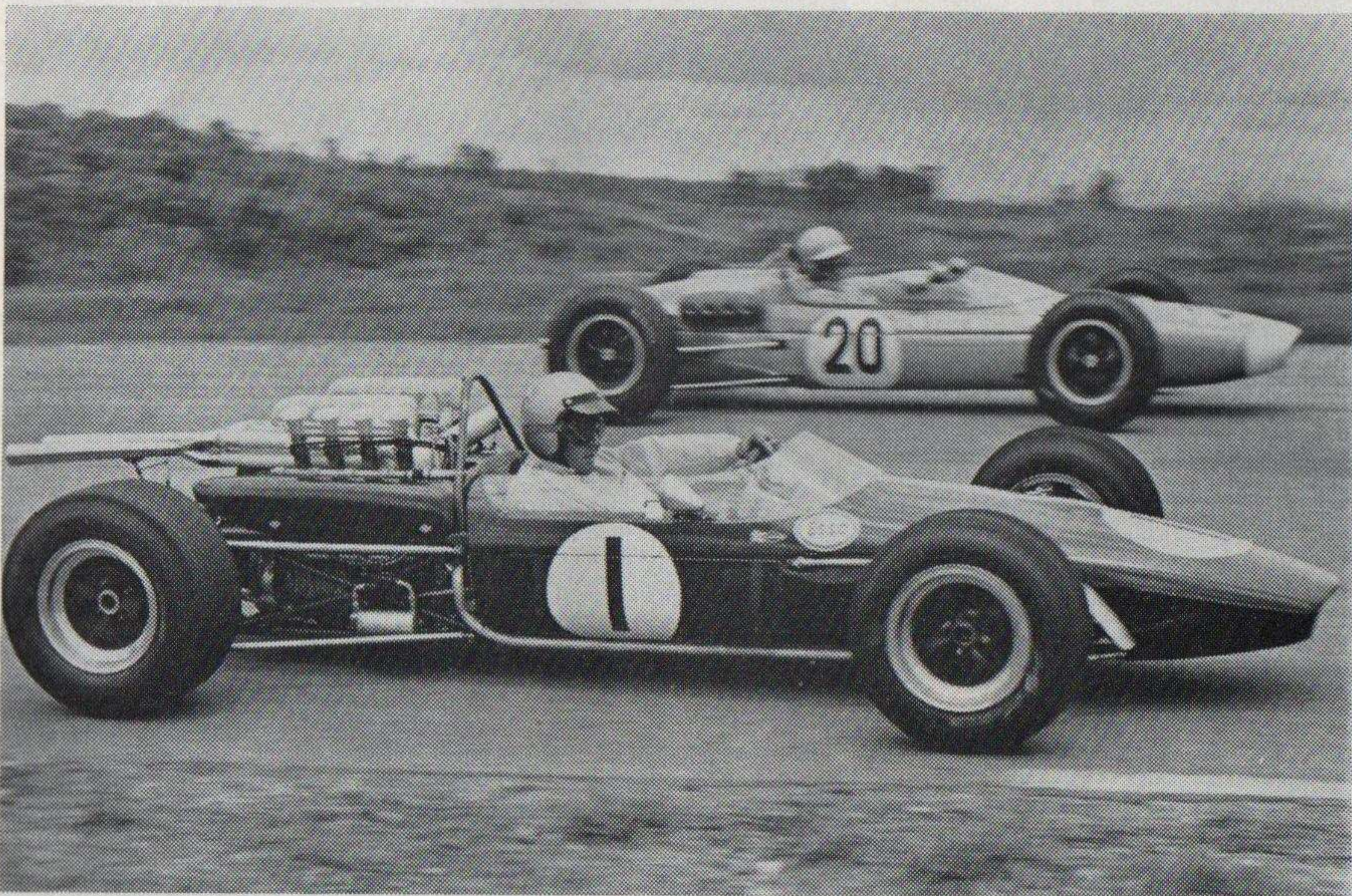
Cosworth's 205 b.h.p. FVA engine is based on the Ford Cortina 1500 block and has four valves per cylinder. It powers the majority of the cars running today and is seen in a Cooper chassis, mated to Hewland's special FT200 five-speed Formula 2 gearbox.



B.M.W.'s engine features a very advanced four-valve per cylinder head, with the valves radially disposed. It churns out an honest 225 b.h.p., but is rather high and heavy. This 2-litre unit is shown fitted in the prototype Lola T100 chassis, before delivery of the F2 1600 c.c. engines.



Graham Hill scorching round the Australian Warwick Farm circuit in the Formula 2 Lotus-Cosworth FVA 48. He was lying third to very much bigger-engined cars when the crown-wheel and pinion collapsed under the strain of transmitting the FVA's power.



Jack Brabham gave his new Formula 2 type BT23 chassis a thorough development test by racing it with a 2½-litre Repco V8 engine installed in the recent Tasman Cup series in New Zealand and Australia. The car won the South Pacific Cup race at Longford, Tasmania.

Introduction and welcome to spectators
by Mr. G. A. PHIPPS

**GENERAL MANAGER OF
CARRERAS SALES LIMITED**

This year will see the introduction of the exciting new European Formula 2 Cars on British Circuits.

These new single-seater racing cars will certainly present a spectacle of speed which should rival the past performances of G.P. cars.

Since 1961, when my Company first sponsored the "Guards International" we have, each successive year, endeavoured to present world's top drivers in the latest machines. I am happy to say that the "Guards 100" at Snetterton is the first race of the new European Championship and the R.A.C. British Racing Car Championship with all the best drivers competing.

I hope the day will be a memorable one for all concerned.

G. A. PHIPPS.

General Manager of Carreras Sales Ltd.

Guards give you the rewards of leadership



Guards are far and away the leading cigarette in its class. With fine rich Virginia, Guards give full size satisfaction—and add the finest selection of guaranteed gifts. You too can enjoy the rewards of leadership by changing to Guards at 4/3 for twenty.

FINE RICH VIRGINIA

4/3 for twenty

1st place etc
31 Courage
14 Widdow
11 Gardner
20 Irwin
33 Beckwith
27 O'Brien
26 Hahne
17 Flecker

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EVENT 1

START 2.00
10 LAPS

THE GUARDS INTERNATIONAL "100" TROPHY RACE—Heat 1
For Single-Seater Racing Cars complying with the F.I.A. International Formula 2.

No.	ENTRANT AND DRIVER	CAR	C.C.
1	Motor Racing Developments Ltd. (Dvr.: J. Brabham)	Repco Brabham-Cosworth Ford	1594
2	Motor Racing Developments Ltd. (Dvr.: D. Hulme)	Repco Brabham-Cosworth Ford	1594
3	Roy Winkelmann Racing (Dvr.: J. Rindt)	Repco Brabham-Cosworth Ford	1594
4	Team Lotus Ltd. (Dvr.: G. Hill)	Lotus-Cosworth Ford	1594
5	McLaren Racing Ltd. (Dvr.: B. McLaren)	McLaren-Cosworth Ford	1594
6	Tyrrell Racing Organisation (Dvr.: J. Stewart)	Matra-Cosworth Ford	1594
7	Lola Racing Ltd. (Dvr.: J. Surtees)	Lola-B.M.W.	1591
8	Lola Racing Ltd. (Dvr.: P. Rodriguez)	Lola-B.M.W.	1591
9	B.M.W. (Dvr.: J. Siffert)	B.M.W.	1591
11	Motor Racing Developments Ltd. (Dvr.: F. Gardner)	Repco Brabham-Cosworth Ford	1594
12	Roy Winkelmann Racing (Dvr.: A. Rees)	Repco Brabham-Cosworth Ford	1594
14	Witley Racing Syndicate (Dvr.: R. Widdows)	Repco Brabham-Cosworth Ford	1594
15	McKechnie Racing Organisation (Dvr.: J. C. C. Lambert)	Repco Brabham-Cosworth Ford	1594
16	David Bridges (Dvr.: B. Redman)	Repco Brabham-Cosworth Ford	1594
17	A. Fletcher	Repco Brabham-Cosworth Ford	1594
18	Vegantune (Dvr.: M. J. R. Payne)	Repco Brabham-Vegantune Ford	1594
19	I. Raby	Repco Brabham-Ford	1594
20	Lola Racing Ltd. (Dvr.: C. Irwin)	Lola-B.M.W.	1591
21	Midland Racing Partnership (Dvr.: To be nominated)	Lola-Cosworth Ford	1594
22	Midland Racing Partnership (Dvr.: To be nominated)	Lola-Cosworth Ford	1594
23	Frank Manning Racing Ltd. (Dvr.: R. Lamplough)	Lola-Cosworth Ford	1594
24	Tyrrell Racing Organisation (Dvr.: J. Ickx)	Matra-Cosworth Ford	1594
25	Matra Sports (Dvr.: J. P. Beltoise)	Matra-Cosworth Ford	1594
26	B.M.W. (Dvr.: H. Hahne)	B.M.W.	1591
27	Lotus Components Ltd. (Dvr.: J. Oliver)	Lotus-Cosworth Ford	1594
28	Ken Sheppard C.S.C. Ltd. (Dvr.: K. J. St. John)	McLaren-Ford	1594
29	Ron Harris Racing Division (Dvr.: E. Offenstadt)	Protos-Cosworth Ford	1594
30	Ron Harris Racing Division (Dvr.: B. Hart)	Protos-Cosworth Ford	1594
31	John Coombs (Dvr.: P. Courage)	Matra-Cosworth Ford	1594
32	Gerard Cooper Racing (Dvr.: T. Taylor)	Cooper-Cosworth Ford	1594
33	Gerard Cooper Racing (Dvr.: To be nominated)	Cooper-Cosworth Ford	1594
34	Team Alexis (Dvr.: A. Taylor)	Alexis-Vegantune Ford	1594
35	Matra Sports (Dvr.: J. Servoz-Gavin)	Matra-Cosworth Ford	1594

RESULTS

1st *3 Rindt* 2nd *1 Brabham* 3rd *2 Hulme*
4th *5 McLaren* 5th *H Hill* 6th *12 Rees*
Winner's Time *15-2.8* Speed *108.00* m.p.h.
Fastest Lap: Car No. *6* at *1-28.2* *110.61*



Choice of champions



JACK BRABHAM
WORLD CHAMPION 1959, 1960 & 1966

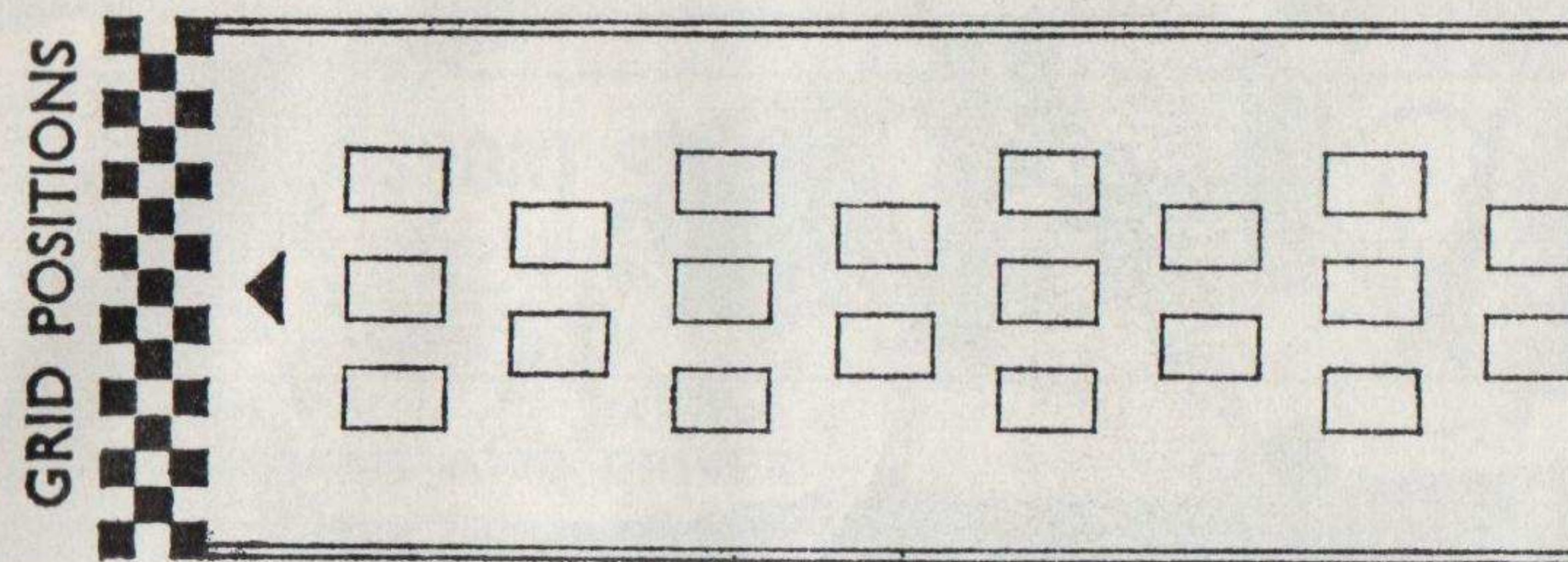
JIM CLARK
WORLD CHAMPION 1963 & 1965

GRAHAM HILL
WORLD CHAMPION 1962

PUT A TIGER IN YOUR TANK WITH ESSO EXTRA

GRID POSITIONS

EVENT ONE—cont.



LAPS

Pos.	1	2	3	4	5	6	7	8	9	10
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NOTES



TBA Aluminised Asbestos Cloth in action!

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.

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

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.

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.

AND THERE'S MORE TO

TBA

THAN ASBESTOS

BELTING

Conveyor and power transmission belting

GLASS FIBRE

TBA glass-fibre textiles and reinforcement materials

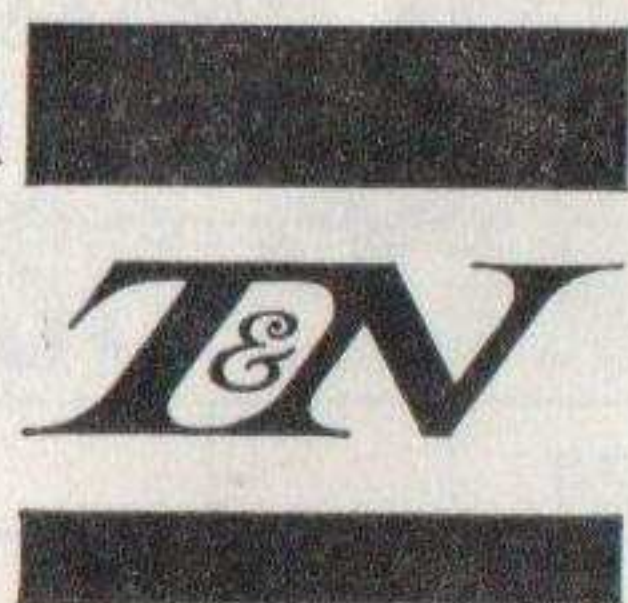
MOULDING MATERIALS

Duraform asbestos-reinforced thermoplastics
 Durestos asbestos-reinforced moulding materials

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A7

Handwritten numbers: 53, 75, 86, 83, 62, 81, 73, 90, 91, 101, 103, 84, 89, 87, 82, 56, 57, 63, 61, 55, 74, 59, 71, 35, 4, 60, 57, 90.

EVENT 2

START 2.40
15 LAPS

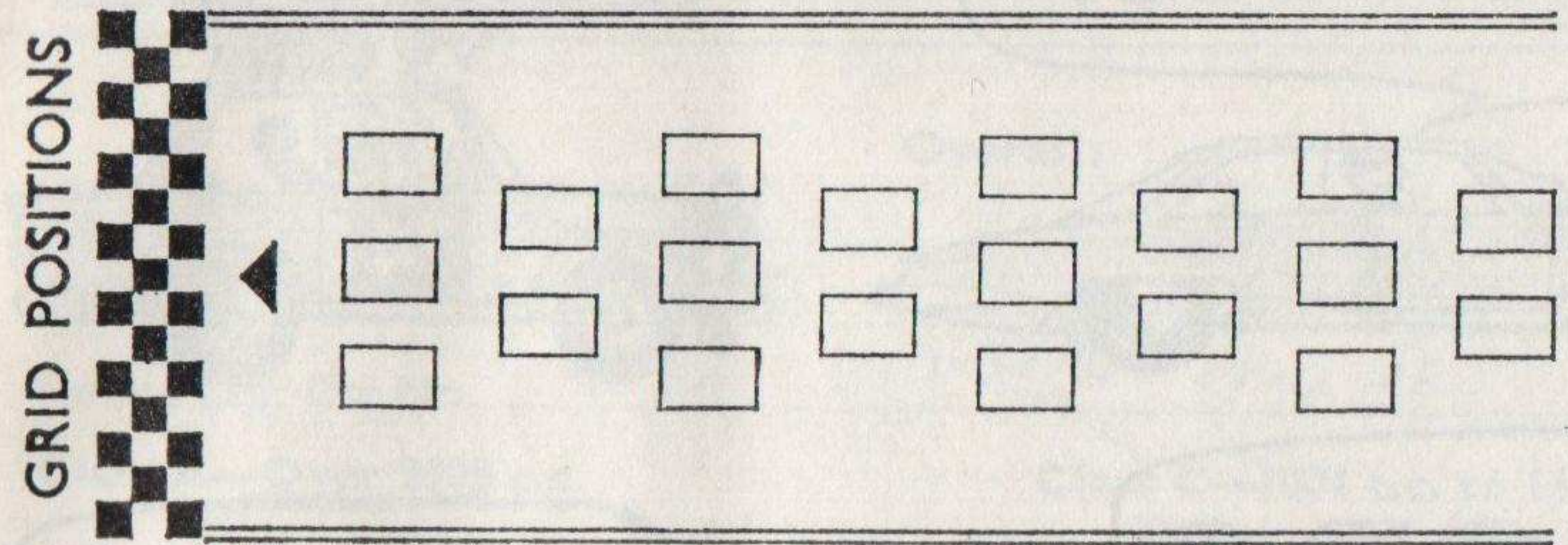
THE AUTOSPORT TROPHY RACE

For Sports Cars complying with Appendix "J" Group 4 to the International Sporting Code. A qualifying round for the 1967 Autosport Championship.

No.	ENTRANT AND DRIVER	CAR	C.C.
Class A—Over 2500 c.c.			
51	Sidney Taylor (Dvr.: D. Hulme)	Ford GT40	4736
52	P. Hawkins	Ford GT40	4736
53	Viscount Downe (Dvr.: M. Salmon)	Ford GT40	4736
55	J. N. Cuthbert (Dvr.: E. J. Liddell)	Ford GT40	4736
56	T. J. Drury	Ford GT40	4736
57	R. Fry	Ford GT40	4736
58	E. Nelson	Ford GT40	4736
59	M. J. Gartlan (Dvr.: J. Harris)	Ford GT40	4736
60	D. R. Piper	Ferrari 250LM	3285
61	D. Prophet	Ferrari 250LM	3285
62	Jeff Edmonds (Racing) Ltd. (Dvr.: J. Edmonds)	Ferrari 250LM	3285
63	Drummond Racing Organisation (Dvr.: R. Feilding)	Ferrari 250LM	3285
64	P. Clarke	Ferrari 250LM	3285
Class B—1601 c.c. to 2500 c.c.			
71	A. G. Dean (Racing) Ltd. (Dvr.: A. G. Dean)	Porsche 906	1991
72	K. H. Luscombe-Whyte (M. König)	Porsche 904	1966
73	Mefco Racing (Dvr.: J. Morris)	Porsche 904	1966
74	G. Koch	Porsche 906	1991
Class C—1001 c.c. to 1600 c.c.			
81	Chris Barber (Dvr.: J. Hine)	Lotus Elan	1594
82	D. Marriott	Lotus Elan	1594
83	Robert Gordon (Dvr.: P. Jackson)	Lotus Elan	1594
84	J. R. Nicholson	Lotus Elan	1594
85	Barnet Motor Company Ltd. (Dvr.: G. D. R. Marshall)	Lotus Elan	1594
86	J. N. Cuthbert (Dvr.: W. N. A. Dryden)	Lotus Elan	1594
87	Alan Baillie (Dvr.: P. Taggart)	Lotus Elan	1594
88	H. K. Burnand	Lotus Elan	1594
89	Uptune (Racing) Ltd. (Dvr.: R. Ellice)	Lotus Elan	1594
90	M. J. Crabtree	Lotus Elan	1594
Class D—Up to 1150 c.c.			
101	Team Diva (Dvr.: I. J. Alexander)	Diva GT	1148
102	Team Diva (Dvr.: D. Mockford)	Diva GT	1148
103	Team Diva (Dvr.: J. Bloomfield)	Diva GT	1148
104	Sir Jon Samuel	Diva GT	1148
105	J. Corfield	Diva GT	1148
106	R. Bertorelli	Lotus Eleven LeMans	1098
RESERVES:			
✓75	B. Pon	Porsche 906	1991
✓91	D. M. Macarthur	Lotus Elan	1594
107	J. M. Graty	Diva GT	1148
108	M. J. Walton	Fiat-Abarth Bialbero	982

GRID POSITIONS

EVENT TWO—cont.



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.

You can fit them, too — 'SP' rally-proved radials give you greatly increased mileage over cross-ply tyres, which more than compensates for the little extra cost. Supplementing this, remarkable roadhold and steering control; a small but positive fuel saving; quieter and more comfortable running through reduction in road roar; better tyre and car performance all round.

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.**



DUNLOP SP RADIALS
RALLY-PROVED FOR YOUR KIND OF MOTORING

LAPS

Pos. ▼	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1															
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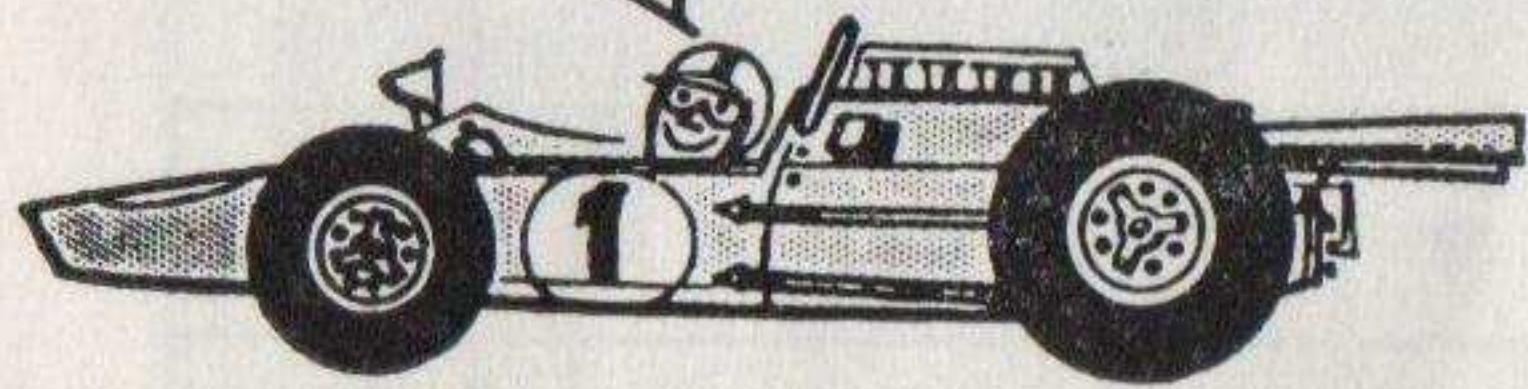
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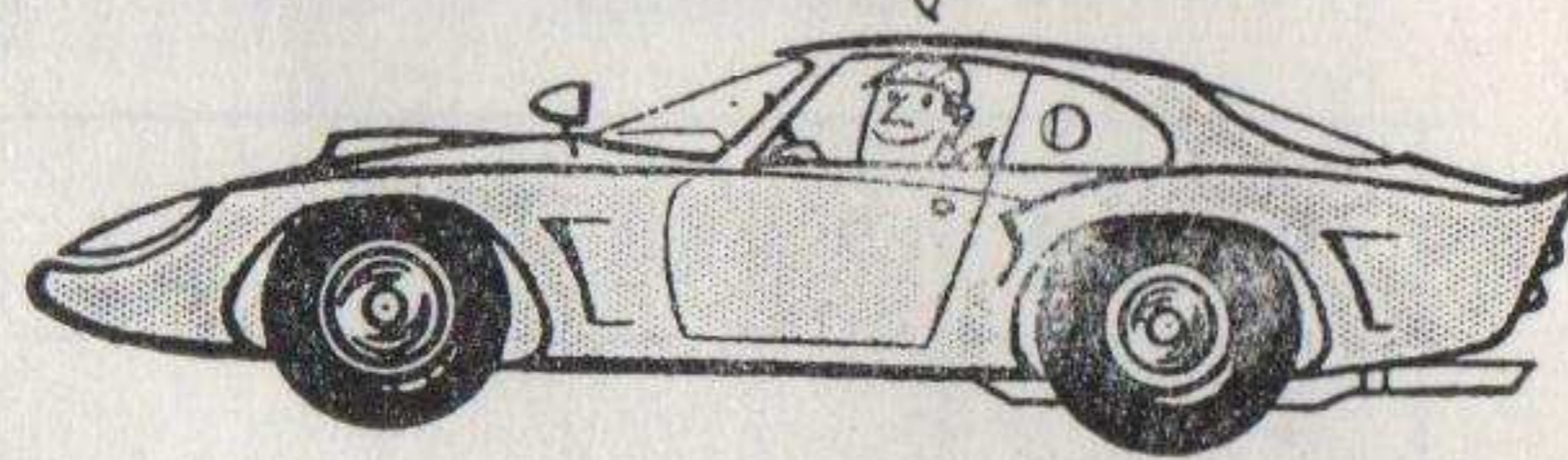
74
FERODO



FERODO



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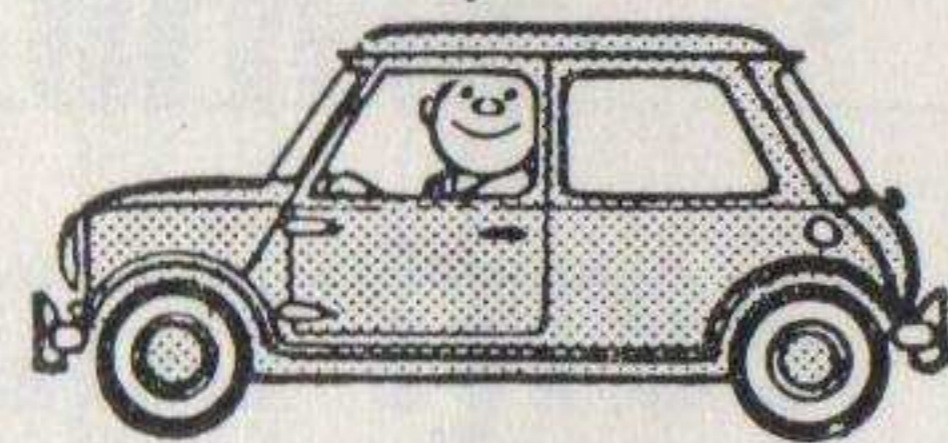


F E R O D O

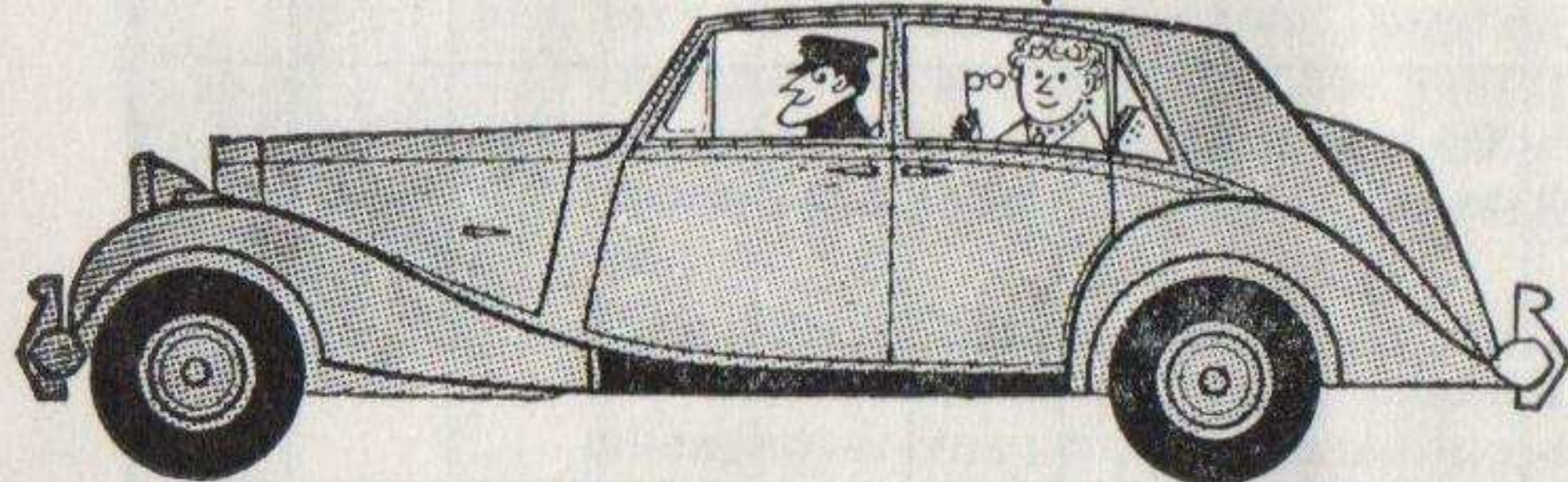


Brockbank

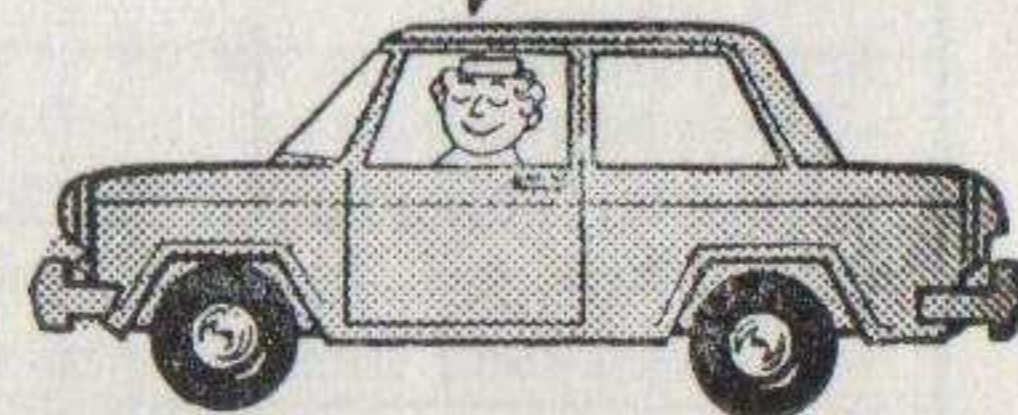
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F E R O D O



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14/20M

RESULTS

Overall:

Ist. 52 2nd 57 3rd 53 4th 75
 Winner's Time 23.55.4 Speed 101.95 m.p.h.
 Fastest Lap: Car No. 52 at 104.01 m.p.h.

Class A—Over 2500 c.c.

Ist. 70 2nd 3rd
 Winner's Time Speed
 Fastest Lap: Car No.
 Time Speed

Class C—1001 c.c. to 1600 c.c.

Ist. 86 2nd 90 3rd 81
 Winner's Time 24.56.4 Speed 91.28
 Fastest Lap: Car No. 86
 Time 1.44.6 Speed 93.27

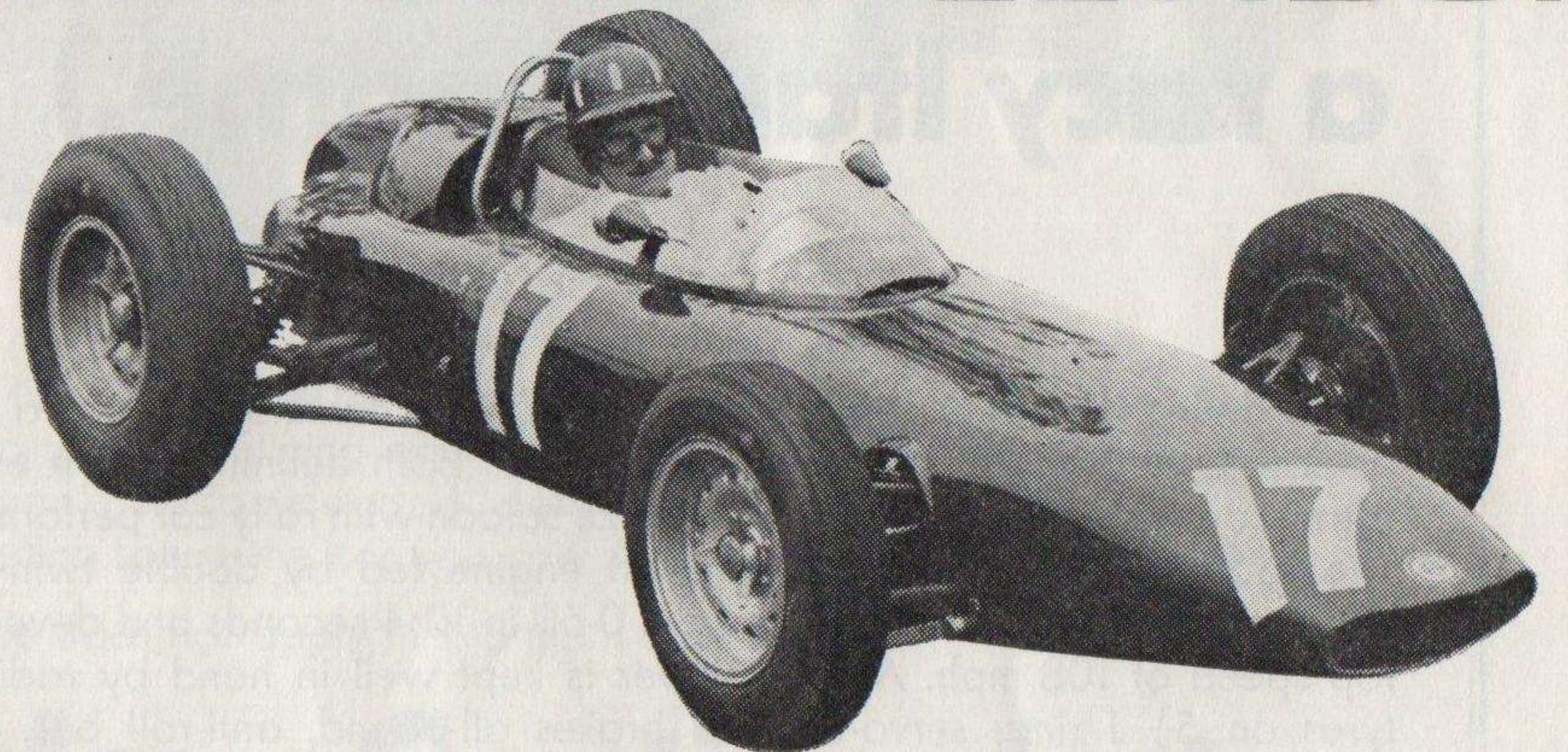
Class B—1601 c.c. to 2500 c.c.

Ist. 75 2nd 73 3rd 72
 Winner's Time 24.57.6 Speed 97.72
 Fastest Lap: Car No. 75/71
 Time 1.37.8 Speed 99.76

Class D—Up to 1150 c.c.

Ist. 104 2nd 3rd
 Winner's Time 25.9.4 Speed 84.02
 Fastest Lap: Car No. 104
 Time 1.51.6 Speed 87.42

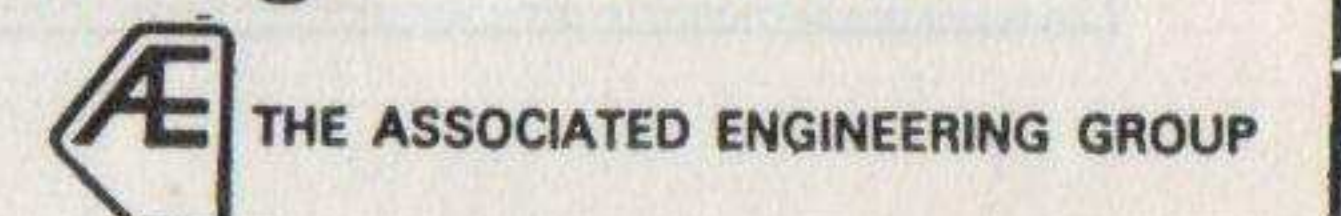
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Competitors from all nations rely on the superb quality of HEPOLITE pistons, pins, rings and liners for peak performance and success. You can also achieve top performance, reliability and real economy from your engine by installing HEPOLITE fine quality products.



Hepworth & Grandage Limited
Bradford 4



Do you define a sports car as having two seats, a high-powered engine, costing at least £2000?

Then here's one that seats five, does 108 mph and costs only £1068. (We even give it a racy Italian name.)

Some define the new Cortina Lotus as a racing car disguised as a family saloon. Others say it's the other way round. Both definitions fit it exactly. New Cortina Lotus gives you a family-size saloon with rally car performance. The 1558 cc twin overhead camshaft engine fed by double twin-choke Weber carburettors accelerates from 0-60 in 10.4 seconds and develops a top speed of 108 mph. All this power is kept well in hand by radial ply tyres on 5½ J rims, servo-assisted brakes all round, anti-roll bar, radius arms, lowered suspension and all-synchromesh gearbox. Cortina Lotus holds its own on road or track. For looks and comfort it can't be beaten. Upholstered and trimmed in Cirrus 200. Deep-pile carpeted door-to-door. Contoured bucket front seats, spacious back seat. 'Aeroflow' ventilation

car as having two seats, a racy Italian name and

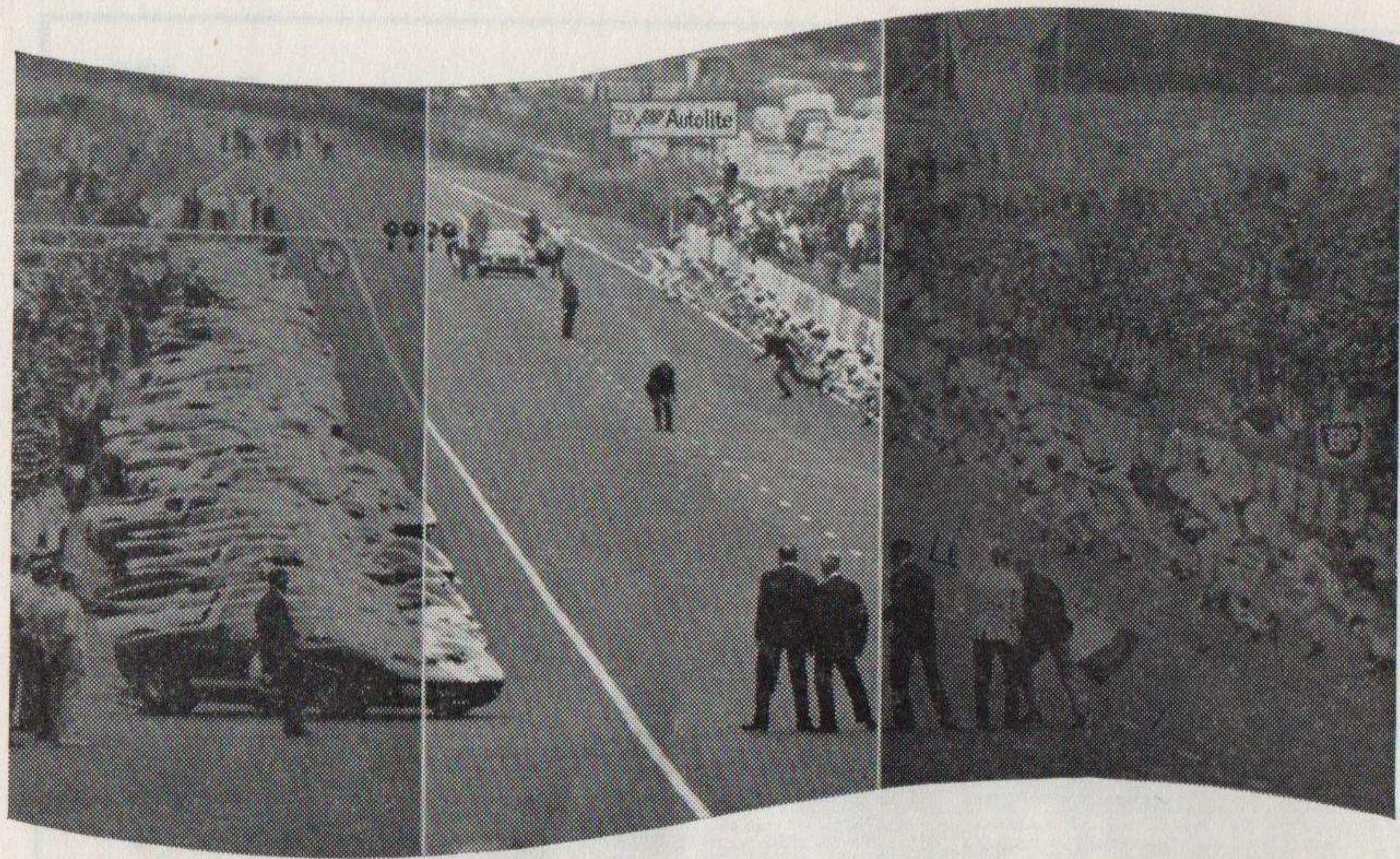


freshens the air every 40 seconds. Full 'Gear'—wide range of special Cortina Lotus racing and rallying equipment available from the Ford Competitions Department. Recommended delivered price (including p.t.) £1,068* New Cortina Lotus—the car you can drive from A to B, or Start to finish.

*(This price does not apply in Northern Ireland.)

New Cortina Lotus





24 Heures du Mans

see this great motoring spectacle - **FREE**

There are 6 all-inclusive tickets-for-two for Le Mans '67 going FREE! Where? In the Ford Performance Car Competition which lasts from March 15th to May 20th. Anyone who orders a car from the Ford Performance Range on or between these dates automatically qualifies for entry in the competition. You can get full details from your local Ford Dealer. The competition is quite simply an interesting test of your knowledge of performance cars.

Even if you don't order a car now you can still enter the competition and win one of 100 runner-up prizes - a copy of the lavishly illustrated Auto-course '67 and an exciting LP of Le Mans '66 where Ford GT's scooped all first three places.

Make a Le Mans start for your local Ford Dealers and book your trip to Le Mans now by ordering a GT or Lotus version of the exciting New Cortina or a new Corsair with the 2-litre V4 performance engine.



EVENT 3

START 3.30
10 LAPS

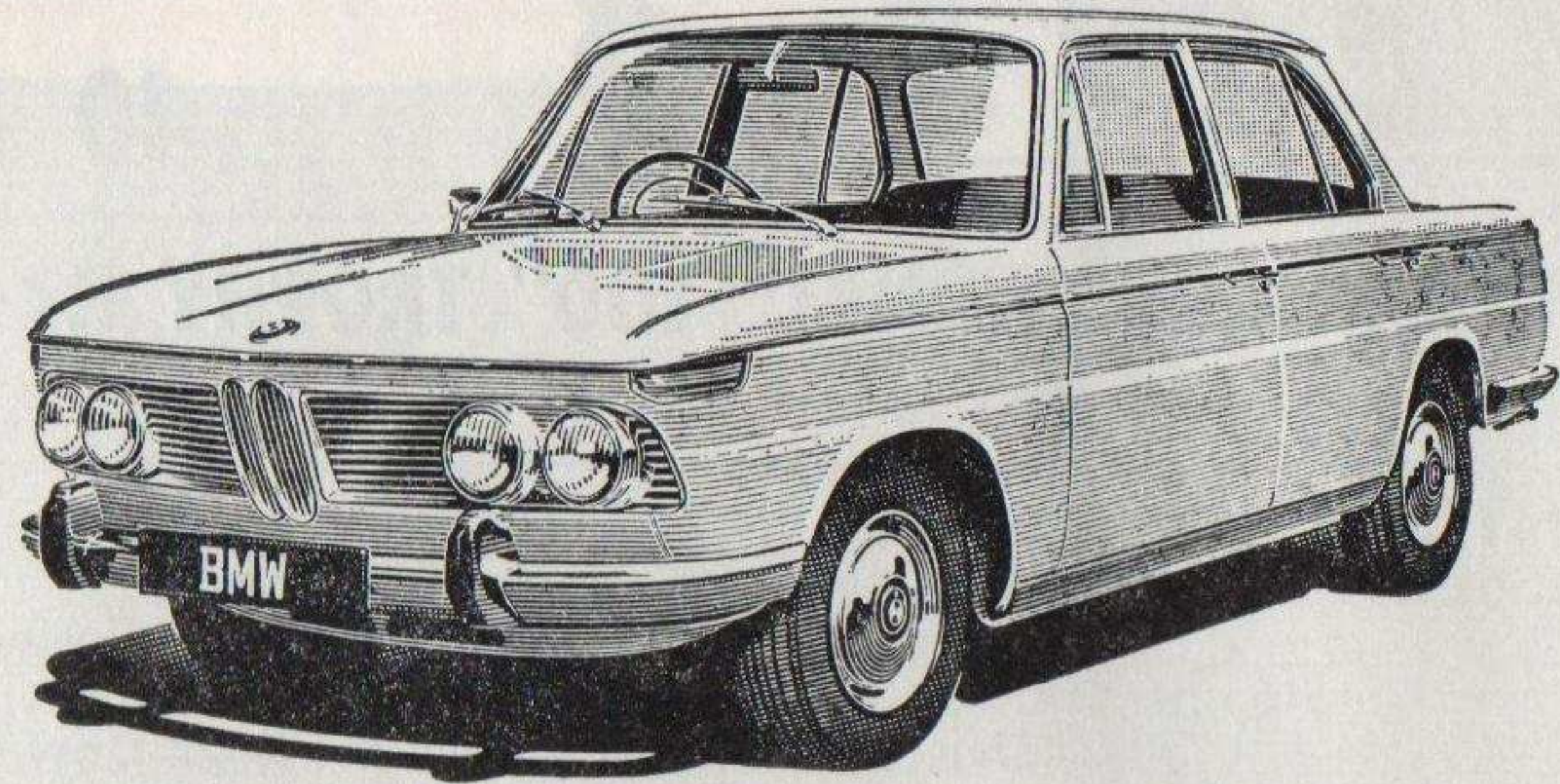
THE GUARDS INTERNATIONAL "100" TROPHY RACE-Heat 2

For Single-Seater Racing Cars complying with the F.I.A. International Formula 2.

No.	ENTRANT AND DRIVER	CAR	C.C.
1	Motor Racing Developments Ltd. (Dvr.: J. Brabham)	Repco Brabham-Cosworth Ford	1594
2	Motor Racing Developments Ltd. (Dvr.: D. Hulme)	Repco Brabham-Cosworth Ford	1594
3	Roy Winkelmann Racing (Dvr.: J. Rindt)	Repco Brabham-Cosworth Ford	1594
4	Team Lotus Ltd. (Dvr.: G. Hill)	Lotus-Cosworth Ford	1594
5	McLaren Racing Ltd. (Dvr.: B. McLaren)	McLaren-Cosworth Ford	1594
6	Tyrrell Racing Organisation Ltd. (Dvr.: J. Stewart)	Matra-Cosworth Ford	1594
7	Lola Racing Ltd. (Dvr.: J. Surtees)	Lola-B.M.W.	1591
8	Lola Racing Ltd. (Dvr.: P. Rodriguez)	Lola-B.M.W.	1591
9	B.M.W. (Dvr.: J. Siffert)	B.M.W.	1591
11	Motor Racing Developments Ltd. (Dvr.: F. Gardner)	Repco Brabham-Cosworth Ford	1594
12	Roy Winkelmann Racing (Dvr.: A. Rees)	Repco Brabham-Cosworth Ford	1594
14	Witley Racing Syndicate (Dvr.: R. Widdows)	Repco Brabham-Cosworth Ford	1594
15	McKechnie Racing Organisation (Dvr.: J. C. C. Lambert)	Repco Brabham-Cosworth Ford	1594
16	David Bridges (Dvr.: B. Redman)	Repco Brabham-Cosworth Ford	1594
17	A. Fletcher	Repco Brabham-Cosworth Ford	1594
18	Vegantune (Dvr.: M. J. R. Payne)	Repco Brabham-Vegantune Ford	1594
19	I. Raby	Repco Brabham-Ford	1594
20	Lola Racing Ltd. (Dvr.: C. Irwin)	Lola-B.M.W.	1591
21	Midland Racing Partnership (Dvr.: To be nominated)	Lola-Cosworth Ford	1594
22	Midland Racing Partnership (Dvr.: To be nominated)	Lola-Cosworth Ford	1594
23	Frank Manning Racing Ltd. (Dvr.: R. Lamplough)	Lola-Cosworth Ford	1594
24	Tyrrell Racing Organisation (Dvr.: J. Ickx)	Matra-Cosworth Ford	1594
25	Matra Sports (Dvr.: J. P. Beltoise)	Matra-Cosworth Ford	1594
26	B.M.W. (Dvr.: H. Hahne)	B.M.W.	1591
27	Lotus Components Ltd. (Dvr.: J. Oliver)	Lotus-Cosworth Ford	1594
28	Ken Sheppard C.S.C. Ltd. (Dvr.: K. J. St. John)	McLaren-Ford	1594
29	Ron Harris Racing Division (Dvr.: E. Offenstadt)	Protos-Cosworth Ford	1594
30	Ron Harris Racing Division (Dvr.: B. Hart)	Protos-Cosworth Ford	1594
31	John Coombs (Dvr.: P. Courage)	Matra-Cosworth Ford	1594
32	Gerard Cooper Racing (Dvr.: T. Taylor)	Cooper-Cosworth Ford	1594
33	Gerard Cooper Racing (Dvr.: To be nominated)	Cooper-Cosworth Ford	1594
34	Team Alexis (Dvr.: A. Taylor)	Alexis-Vegantune Ford	1594
35	Matra Sports (Dvr.: J. Servoz-Gavin)	Matra-Cosworth Ford	1594

RESULTS

1st. *2 Hulme* 2nd. *1 Brabham* 3rd. *12 Rees*
 4th. *11 Gardner* 5th. *5 McLaren* 6th. *4 Hill*
 Winner's Time: *15:3.4* Speed: *107.99* m.p.h.
 Fastest Lap: Car No. *2* at: *1:28.4* *110.36* m.p.h.



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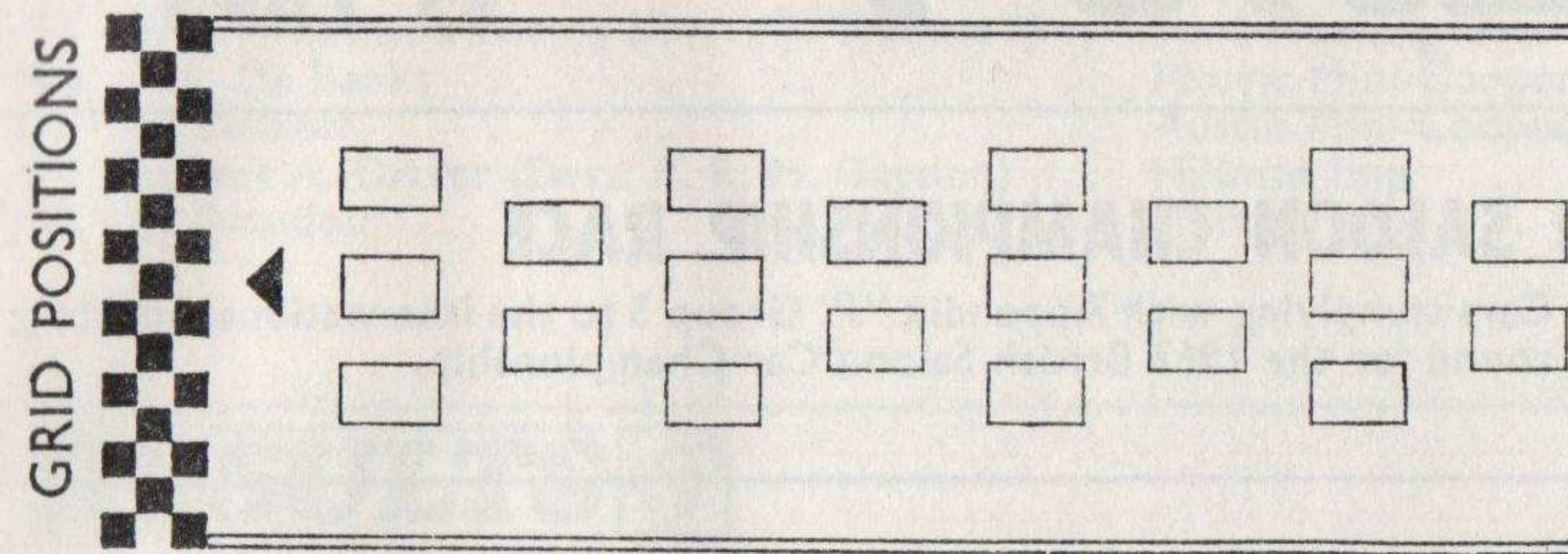


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GRID POSITIONS

EVENT THREE—cont.



LAPS

Pos. ▼	1	2	3	4	5	6	7	8	9	10
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NOTES

EVENT 4

START 4.20
15 LAPS

THE BRITISH SALOON CHAMPIONSHIP RACE

For Special Touring Cars complying with Appendix "J" Group 5 to the International Sporting Code. A qualifying round for the 1967 British Saloon Car Championship.

No. ENTRANT AND DRIVER CAR C.C.

Class A—Over 2000 c.c.

151	R. F. Pierpoint	Ford Falcon	4727
152	Sir Gawaine Baillie (Dvr.: B. Muir)	Ford Falcon	4727
153	Alan Mann Racing Ltd. (Dvr.: F. Gardner)	Ford Falcon	4727
154	R. Bond	Ford Falcon	4727
155	D. R. Racing Division (Dvr.: J. Oliver)	Ford Mustang	4727
156	Curtis Speed Racing Team (Dvr.: R. Smith)	Ford Mustang	4727
157	Autodelta S.p.A. (Dvr.: A. de Adamich)	Alfa Romeo GTA s/c	1570
158	Autodelta S.p.A. (Dvr.: To be nominated)	Alfa Romeo GTA s/c	1570

Class B—1301 c.c. to 2000 c.c.

161	V. Elford	Porsche 911	1991
162	Team Lotus Ltd. (Dvr.: G. Hill)	Ford-Lotus Cortina	1594
163	Team Lotus Ltd. (Dvr.: To be nominated)	Ford-Lotus Cortina	1594
164	B. Newton	Ford-Lotus Cortina	1594
165	W. F. Vaughan	Ford-Lotus Cortina	1594

Class C—1001 c.c. to 1300 c.c.

171	The Cooper Car Company Ltd. (Dvr.: J. Rhodes)	Morris Mini-Cooper "S"	1293
172	The Cooper Car Company Ltd. (Dvr.: J. Handley)	Morris Mini-Cooper "S"	1293
173	Alexander Engineering Co. Ltd. (Dvr.: C. J. Montague)	Morris Mini-Cooper "S"	1293
174	Vitafoam Developments (Dvr.: H. W. Ratcliffe)	Morris Mini-Cooper "S"	1293
175	G. G. Spice	Morris Mini-Cooper "S"	1293
176	B. M. Ross	Morris Mini-Cooper "S"	1293
177	J. D. Lewis	Austin Mini-Cooper "S"	1293
178	Equipe Arden (Dvr.: S. P. Neal)	Austin Mini-Cooper "S"	1293
179	Don Moore (Dvr.: T. Makinen)	Austin Mini-Cooper "S"	1293
180	Superspeed Conversions Ltd. (Dvr.: M. Young)	Ford Anglia	1293
181	Superspeed Conversions Ltd. (Dvr.: N. Brittan)	Ford Anglia	1293
183	W. J. Shaw	Austin Mini-Cooper "S"	1293

Class D—Up to 1000 c.c.

191	Alan Fraser Racing Team (Dvr.: W. B. Unett)	Hillman Imp	998
192	Alan Fraser Racing Team (Dvr.: A. Lanfranchi)	Hillman Imp	998
193	Paul Emery (Dvr.: W. McGovern)	Hillman Imp	998
194	Team Broadspeed (Dvr.: J. Fitzpatrick)	Ford Anglia	997
195	Team Broadspeed (Dvr.: Miss A. Taylor)	Ford Anglia	997
196	R. Fry	Ford Anglia	997
197	McKechnie Racing Organisation (Dvr.: J. C. C. Lambert)	Ford Anglia	997
198	P. Hughes	Fiat-Abarth Berlina	982

EVENT FOUR—continued

RESERVES:

159	Bryan Thomson Racing (Dvr.: B. Thomson)	Ford Mustang	4727
184	P. S. De Banks	Morris Mini-Cooper "S"	1293
185	D. Buckett	Austin Mini-Cooper "S"	1293
199	Robert A. Driver (Dvr.: P. R. H. Gaydon)	Hillman Imp	998
200	M. Brandon	Hillman Imp	998

RESULTS

Overall:

1st	155	2nd	153	3rd	157	4th	162
Winner's Time	25.46.0	Speed	94.06	m.p.h.			
Fastest Lap: Car No.	55/53	at	1.41.6	96.02	m.p.h.		

Class A—Over 2000 c.c.

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

Class C—1001 c.c. to 1300 c.c.

1st	171	2nd	180	3rd	181
Winner's Time	26.13.0	Speed	86.83	m.p.h.	
Fastest Lap: Car No.	171	m.p.h.			
Time	1.50.6	Speed	88.21	m.p.h.	

Class B—1301 c.c. to 2000 c.c.

1st	162	2nd	164	3rd	163
Winner's Time	27.10.4	Speed	89.32	m.p.h.	
Fastest Lap: Car No.	62	m.p.h.			
Time	1.46.6	Speed	91.52	m.p.h.	

Class D—Up to 1000 c.c.

1st	194	2nd	195	3rd	198
Winner's Time	26.42.0	Speed	85.26	m.p.h.	
Fastest Lap: Car No.	194	m.p.h.			
Time	1.52.2	Speed	86.95	m.p.h.	

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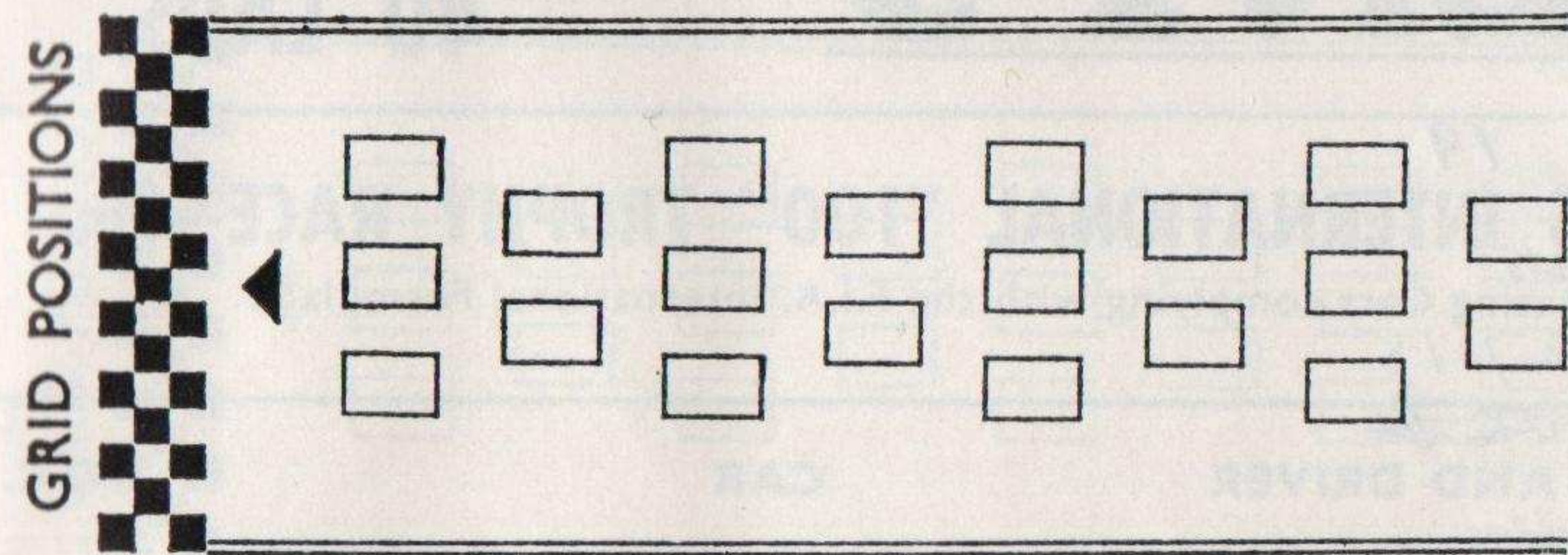
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BLOCK LETTERS PLEASE

N.B. If you have been receiving details of this year's events you need not complete this form.

GRID POSITIONS

EVENT FOUR—cont.



LAPS

Pos. ▼	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
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EVENT 5

START 5.15
40 LAPS

THE GUARDS INTERNATIONAL "100" TROPHY RACE—Final

For Single-seater Racing Cars complying with the F.I.A. International Formula 2.

No.	ENTRANT AND DRIVER	CAR	C.C.
1	Mulvaney		
2	Brabham		
12	Rees		
11	Goodwin		
5	McFadden		
4	Hill		
6	Stewart		
33	Bedworth		
20	Rowe		
7	Sutton		
32	Walker		
17	Fletcher		
19	Kelly		
23	Harper		
25	Bellrose		
3	Knott		
31	Conroy		
14	Widdows		
27	Oliver		

RESULTS

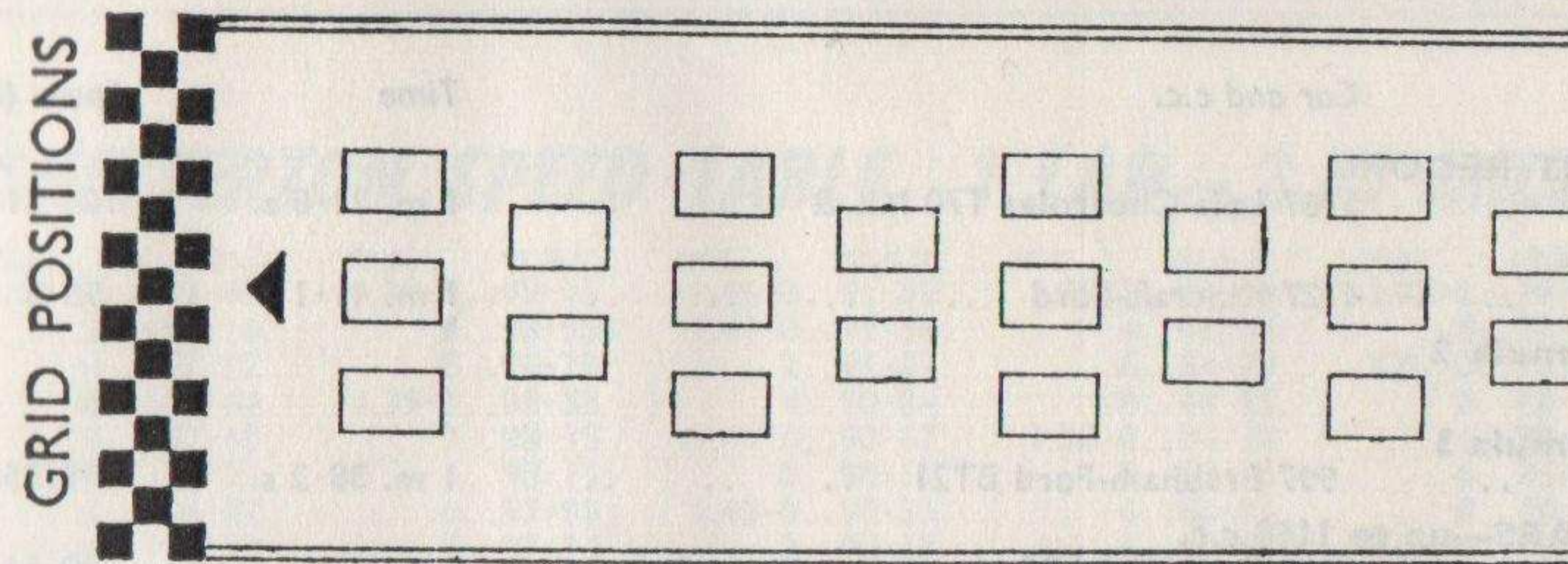
Overall: 1st *5th* *4th* *12th* *Rees* 2nd *2nd* *Mulvaney*
 Winner's Time *59.40.6* Speed *108.99* m.p.h.
 Fastest Lap: Car No. *3/4* at *1.28.2* *110.60* m.p.h.

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

Winner's Time Speed m.p.h.
 Fastest Lap: Car No. at m.p.h.

GRID POSITIONS

EVENT FIVE—cont.



LAPS

Pos.	5	10	15	20	25	30	35	40
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NOTES

LAP RECORDS

Driver	Car and c.c.	Time	Speed (m.p.h.)
OUTRIGHT CIRCUIT RECORD			
Denny Hulme*	5967 Lola-Chevrolet T70 Mk. 2	1 m. 33.8 s.	104.01
FORMULE LIBRE			
Jack Pearce*	4727 Kincaft-Ford	1 m. 41.1 s.	96.5
RACING CARS—Formula 2			
No record			
RACING CARS—Formula 3			
Chris Williams	997 Brabham-Ford BT21	1 m. 38.2 s.	99.35
SPORTS-RACING CARS—up to 1150 c.c.			
John Hine*	1098 Lotus-Ford 23	1 m. 49 s.	89.51
SPORTS-RACING CARS—over 1150 c.c.			
Denny Hulme*	5967 Lola-Chevrolet T70 Mk. 2	1 m. 33.8 s.	104.01
GROUP 4 SPORTS CARS—up to 1150 c.c.			
No record			
GROUP 4 SPORTS CARS—1151-1600 c.c.			
No record			
GROUP 4 SPORTS CARS—1601-2500 c.c.			
No record			
GROUP 4 SPORTS CARS—over 2500 c.c.			
No record			
SPECIAL GRAND TOURING CARS—up to 1150 c.c.			
Willie Green*	998 Ginetta G12	1 m. 53.4 s.	86.03
SPECIAL GRAND TOURING CARS—1151-1600 c.c.			
John Blades	1598 Lotus 47	1 m. 42.8 s.	94.9
SPECIAL GRAND TOURING CARS—1601-2500 c.c.			
Peter Creasey	1960 Ginetta G12	1 m. 43.4 s.	94.35
SPECIAL GRAND TOURING CARS—over 2500 c.c.			
Brian Muir*	4727 Shelby American Cobra	1 m. 48.2 s.	90.17
CLUBMEN'S SPORTS CARS—up to 1000 c.c.			
Bryan Small*	997 U2-Ford Mk. 6	1 m. 57.8 s.	82.82
Joe Beavis*	999 U2-B.M.C. Mk. 4		
CLUBMEN'S SPORTS CARS—1001-1500 c.c.			
Tony Moore	1498 U2-Ford Mk. 6	1 m. 50.4 s.	88.37
MARQUE SPORTS CARS—up to 1150 c.c.			
Julian Gerard	1143 M.G. Midget	1 m. 58.2 s.	82.54
MARQUE SPORTS CARS—1151-2000 c.c.			
No record			
MARQUE SPORTS CARS—2001-3000 c.c.			
Ron Collings	2912 Austin-Healey 3000	1 m. 54.8 s.	84.98
MARQUE SPORTS CARS—over 3000 c.c.			
Warren Pearce*	3781 Jaguar E-type	1 m. 53.4 s.	86.03
GROUP 5 SALOON CARS—up to 1000 c.c.			
John Fitzpatrick*	997 Ford Anglia	2 m. 1.2 s.	80.5
GROUP 5 SALOON CARS—1001-1300 c.c.			
Chris Craft*	1293 Ford Anglia	1 m. 56.6 s.	83.67
GROUP 5 SALOON CARS—1301-2000 c.c.			
Jim Clark*	1598 Lotus-Ford Cortina	1 m. 54.4 s.	85.28
GROUP 5 SALOON CARS—over 2000 c.c.			
Jack Brabham*	4727 Ford Mustang	1 m. 54.2 s.	85.43
Brian Muir*	6970 Ford Galaxie		
Sir Gawaine Baillie*	4727 Ford Falcon s/c		
SPECIAL SALOON CARS—up to 850 c.c.			
Bob Rayner	848 Mini	2 m. 2.2 s.	79.84
SPECIAL SALOON CARS—850-1000 c.c.			
Richard Ellice	999 Mini-Cooper "S"	1 m. 58.8 s.	82.12
Martin Stedman	999 Mini-Cooper "S"		
SPECIAL SALOON CARS—1001-1300 c.c.			
David Alexander*	1293 Mini-Cooper "S"	1 m. 57.6 s.	82.96
SPECIAL SALOON CARS—over 1300 c.c.			
Roger Taylor	1820 Ford Anglia	1 m. 52.4 s.	86.8

*Record established prior to 1967—i.e. before Russell Corner revised.

LAP SPEED TABLE

SNETTERTON SPEED TABLE 1 LAP—2.71 MILES

m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.
1.30.0	108.40	1.38.4	99.15	1.46.8	91.35	1.55.2	84.69	2.03.6	78.93	2.12.0	73.91
2..108.16	6..98.95	1.47.0	91.18	1.55.2	84.69	2.03.6	78.93	2.12.0	73.91	2.20.0	69.69
4..107.92	8..98.75	2..91.01	6..84.54	2.04.0	78.68	2.13.0	73.35	2.20.0	69.69	2.28.0	65.58
6..107.68	1.39.0	98.55	4..90.84	2..78.55	6..73.58	2.35.0	68.42	2.43.0	64.46	2.51.0	60.46
8..107.45	2..98.35	6..90.67	1.56.0	84.10	2..78.42	2.83.96	6..78.30	2.91.0	64.35	3.00.0	60.35
1.31.0	107.21	4..98.15	8..90.50	2..83.96	6..78.30	2.91.0	64.35	3.00.0	60.35	3.08.0	58.24
2..106.97	6..97.95	1.48.0	90.33	4..83.81	8..78.17	2.05.0	78.05	2.13.0	73.13	2.21.0	69.13
4..106.74	8..97.76	2..90.17	6..83.67	2..77.92	6..73.02	2.29.0	72.81	2.37.0	69.02	2.45.0	65.92
6..106.50	1.40.0	97.56	4..90.00	4..77.80	8..72.92	2.53.0	68.70	2.61.0	64.81	2.69.0	60.72
8..106.28	2..97.37	6..89.83	1.57.0	83.39	4..77.68	2.69.0	64.69	2.77.0	60.60	2.85.0	57.60
1.32.0	106.04	4..97.17	8..89.67	2..83.24	6..77.55	2.85.0	60.49	2.93.0	58.50	3.01.0	56.49
2..105.81	6..96.98	1.49.0	89.51	4..83.10	8..77.40	2.99.0	58.30	3.07.0	56.30	3.15.0	54.20
4..105.58	8..96.79	2..89.34	6..82.96	4..82.96	8..77.26	3.03.0	56.10	3.11.0	54.00	3.19.0	51.90
6..105.36	1.41.0	96.59	4..89.18	8..82.82	2..77.31	3.09.0	53.90	3.17.0	51.80	3.25.0	49.80
8..105.13	2..96.40	6..89.02	1.58.0	82.68	4..77.18	3.15.0	51.70	3.23.0	49.70	3.31.0	47.70
1.33.0	104.90	4..96.21	8..88.85	2..82.54	6..77.06	3.21.0	49.60	3.29.0	47.60	3.37.0	45.60
2..104.68	6..96.02	1.50.0	88.69	4..82.40	8..76.94	3.27.0	47.50	3.35.0	45.50	3.43.0	43.50
4..104.45	8..95.84	2..88.53	1.59.0	81.98	4..76.80	3.33.0	45.40	3.41.0	43.40	3.49.0	41.40
6..104.23	1.42.0	95.65	4..88.37	8..82.12	2..76.70	3.39.0	43.30	3.47.0	41.30	3.55.0	39.30
8..104.00	2..95.46	6..88.21	1.59.0	81.98	4..76.58	3.45.0	41.20	3.53.0	39.20	4.01.0	37.20
1.34.0	103.79	4..95.27	8..88.05	2..81.85	6..76.46	3.51.0	39.10	3.59.0	37.10	4.07.0	35.10
2..103.57	6..95.09	1.51.0	87.89	4..81.71	8..76.34	3.57.0	37.00	4.05.0	35.00	4.13.0	33.00
4..103.35	8..94.90	2..87.73	1.59.0	81.98	4..76.22	4.03.0	34.90	4.11.0	32.90	4.19.0	30.90
6..103.13	1.43.0	94.72	4..87.58	8..81.44	2..76.10	4.09.0	32.80	4.17.0	30.80	4.25.0	28.80
8..102.91	2..94.54	6..87.41	2.00.0	81.30	4..75.98	4.15.0	30.70	4.23.0	28.70	4.31.0	26.70
1.35.0	102.70	4..94.35	8..87.26	2..81.17	6..75.86	4.21.0	28.60	4.29.0	26.60	4.37.0	24.60
2..102.48	6..94.17	1.52.0	87.11	4..81.03	8..75.75	4.27.0	26.50	4.35.0	24.50	4.43.0	22.50
4..102.26	8..93.99	2..86.95	1.59.0	81.98	4..75.64	4.33.0	24.40	4.41.0	22.40	4.49.0	20.40
6..102.05	1.44.0	93.81	4..86.80	8..80.90	2..75.51	4.39.0	22.30	4.47.0	20.30	4.55.0	18.30
8..101.84	2..93.63	6..86.64	2.01.0	80.76	4..75.39	4.45.0	20.20	4.53.0	18.20	5.01.0	16.20
1.36.0	101.63	4..93.45	8..86.49	2..80.50	6..75.28	4.51.0	18.10	4.59.0	16.10	5.07.0	14.10
2..101.41	6..93.27	1.53.0	86.34	4..80.36	8..75.16	4.57.0	16.00	5.05.0	14.00	5.13.0	12.00
4..101.20	8..93.09	2..86.18	1.59.0	81.98	4..75.05	4.63.0	13.90	5.11.0	11.90	5.19.0	10.90
6..100.99	1.45.0	92.91	4..86.03	8..80.10	2..74.93	4.69.0	11.80	5.17.0	11.80	5.25.0	8.80
8..100.79	2..92.74	6..85.88	2.02.0	79.97	4..74.82	4.75.0	11.70	5.23.0	11.70	5.31.0	6.70
1.37.0	100.58	4..92.56	8..85.73	2..79.84	6..74.70	4.81.0	11.60	5.29.0	11.60	5.37.0	4.60
2..100.37	6..92.39	1.54.0	85.58	4..79.71	8..74.59	4.87.0	11.50	5.35.0	11.50	5.43.0	2.50
4..100.16	8..92.21	2..85.43	1.59.0	81.98	4..74.47	4.93.0	11.40	5.41.0	11.40	5.49.0	0.40
6..99.96	1.46.0	92.04	4..85.28	8..79.45	2..74.36	4.99.0	11.30	5.47.0	11.30	5.55.0	0.30
8..99.76	2..91.86	6..85.13	2.03.0	79.32	4..74.25	5.05.0	11.20	5.53.0	11.20	6.01.0	0.20
1.38.0	99.55	4..91.69	8..84.98	2..79.19	6..74.13	5.11.0	11.10	6.00.0	11.10	6.07.0	0.10
2..99.35	6..91.52	1.55.0	84.84	4..79.06	8..74.02	5.17.0	11.00	6.06.0	11.00	6.13.0	0.00

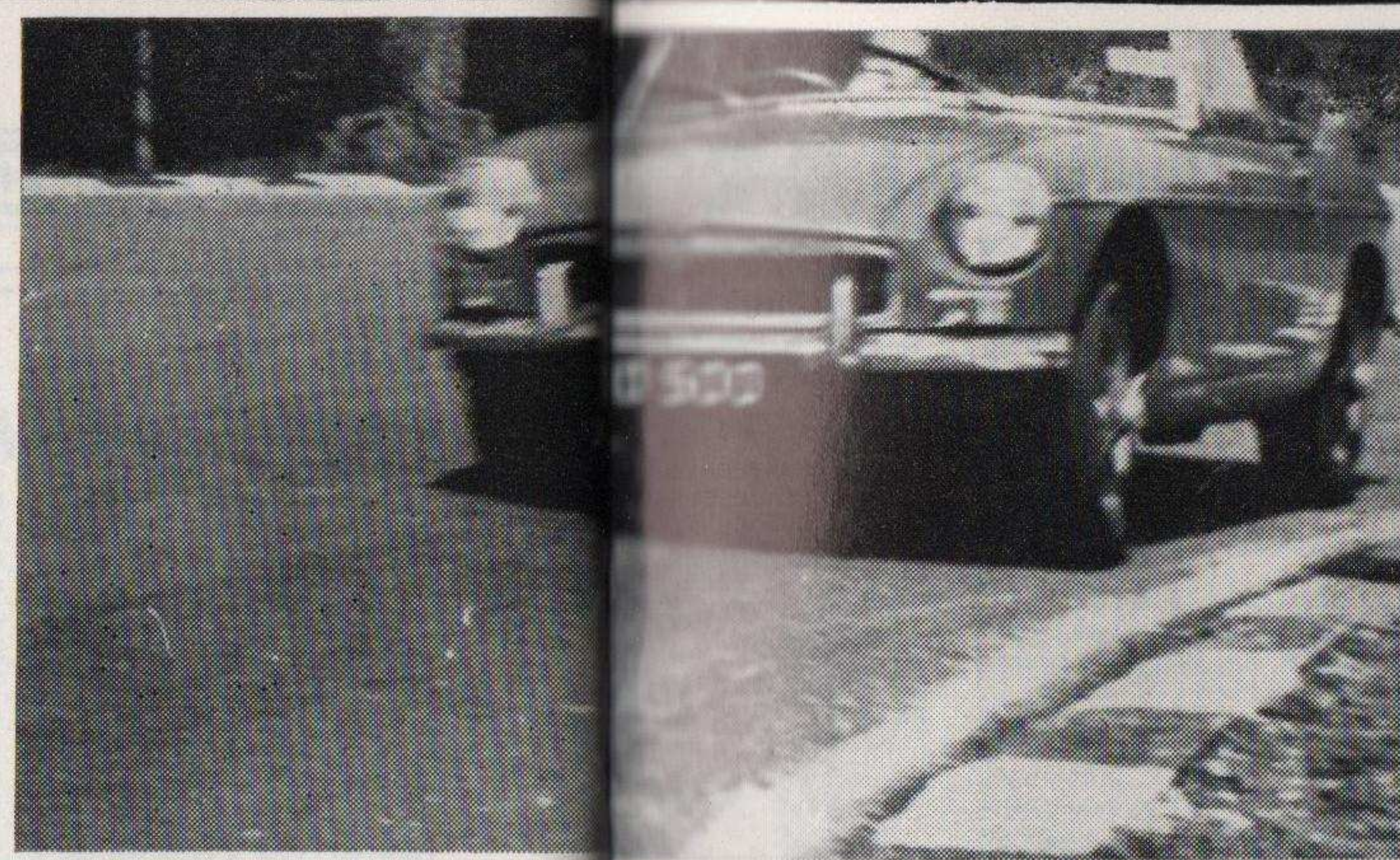
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YOU TOO CAN DRIVE AT 70+

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

Write to the appropriate club giving your full name and address (block capitals), and a full membership application form with further details concerning track use and season brochures will be forwarded immediately.

SKID ROAD KART TRACK

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.

As a circuit car club member you will be able to use, on prior notice, a go-kart, a kart amusement track, and a crash helmet for only 7s. 6d. per 10-lap session instead of the normal charge of 10s.

CONSIDER THESE BENEFITS

CHEAPER SPECTATING

You can also purchase, at a guinea less than the public rates, low-cost car race spectator season brochures 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 brochures 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.

The Secretary: Brands Hatch Motor Club,
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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,
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1967 SEASON BROOCHES

ORDER NOW AND SAVE UP TO 70%

	Normal Cost	COST
BRANDS HATCH 1967 CAR SEASON Six Guineas. Admitting to public enclosures† for all 39 events (except Stock Car meetings)	£18.17.6	£6.6.0
Five Guineas. Members of the B.R.S.C.C. and Circuit Car Clubs		£5.5.0
Four Guineas only for each accompanying lady		£4.4.0
MALLORY PARK 1967 CAR SEASON Five Guineas. Admitting to public enclosures and Paddock for all 19 events	£11.10.0	£5.5.0
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Three Guineas only for each accompanying lady		£3.3.0
*OULTON PARK 1967 CAR SEASON Five Guineas. Admitting to public enclosures and Paddock for all 18 events	£12.7.6	£5.5.0
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SNETTERTON 1967 CAR SEASON Four Guineas. Admitting to public enclosures and Paddock for all 20 events	£9.2.0	£4.4.0
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Two Guineas only for each accompanying lady		£2.2.0
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NAME.....

ADDRESS

CLUB (if applicable)..... Membership No.

SNETTERTON 1967 FIXTURES

DATE	EVENT	RACES	CHARGES
26 Mar.	Snetterton Combine Clubman's Motor Cycle Races	All Classes	7/6A, CF, (R)
27 Mar.	BMCRC Clubman's Motor Cycle Races	All Classes	7/6A, CF, (R)
1/2 April	Lambretta Reliability Run	Scooters	No Charge
9 April	Essex M.C. Clubman's Car Races	FL/S/GT/T	7/6, CF, (R), 2/6Pr
15 April	Newmarket D.M.C. Clubman's Motor Cycle Races	All Classes	5/-A, CF, (R)
16 April	Midland Motor Cycle Racing Club Races	M/Cs.	5/-A, CF, (R)
22 April	Bantam Motor Cycle Races	M/Cs.	5/-A, CF, (R)
23 April	BRSCC Thetford Trophy Car Races	F3/S/GT/T	10/-A, CF, (R), 2/6Pr
30 April	British Formula Motor Cycle Races	All Classes	5/-A, CF, (R)
7 May	West Essex C.C. Car Races	FL/S/GT/T	7/6A, CF, (R), 2/6Pr
14 May	BRSCC Clubman's Car Races	FL/S/GT/T	7/6A, CF, (R), 2/6Pr
21 May	BMCRC Clubman's Motor Cycle Races	All Classes	5/-A, CF, (R)
28 May	Midland Motor Cycle Racing Club Races	M/Cs.	5/-A, CF, (R)
29 May	BARC 100-Mile Sports Car Races	FL/S/GT/T	10/-A, CF, (R), 2/6Pr
11 June	BRSCC Club Car Races	FL/S/GT/T	10/-A, CF, (R), 2/6Pr
18 June	Civil Service M.C. Sprint	S/GT/T	3/6A, CF, (R)
25 June	Snetterton Combine Clubman's Motor Cycle Races	All Classes	7/6A, CF, (R)
2 July	Racing 50 Motor Cycle Races	M/Cs.	5/-A, CF, (R)
8 July	Bantam Motor Cycle Races	M/Cs.	5/-A, CF, (R)
9 July	BRSCC Festival of Saloon Car Races	T/GT	10/-A, CF, (R), 2/6Pr
16 July	750 M.C. Clubman's Races	FL/S/GT/T	7/6A, CF, (R)
23 July	BMCRC Clubman's Motor Cycle Races	All Classes	5/-A, CF, (R), 2/6Pr
30 July	Snetterton Relay Motor Cycle Races	All Classes	10/-A, CF, (R), 2/6Pr
6 Aug.	British Formula Motor Cycle Races	All Classes	5/-A, CF, (R)
12 Aug.	Racing 50 Motor Cycle Races	M/Cs.	5/-A, CF, (R)
13 Aug.	West Essex Car Club Races	FL/S/GT/T	10/-A, CF, (R), 2/6Pr
20 Aug.	Essex Car Club Clubman's Races	FL/S/GT/T	7/6A, CF, (R), 2/6Pr
27 Aug.	INTERNATIONAL DAILY MAIL MOTOR CYCLE 'RACE OF ACES'	All Classes	10/-A, CF, 10/-S, 7/6Pr, 2/6Pr
28 Aug.	BRSCC Les Leston Car Races	F3/GT/T	10/-A, CF, (R), 2/6Pr
3 Sept.	BMCRC Clubman's Motor Cycle Races	All Classes	5/-A, CF, (R)
17 Sept.	BRSCC Scott-Brown 500 Km European Saloon Car Championship Races	F3/T	12/6A, CF, 10/-P, (R), 2/6Pr
24 Sept.	Bantam Motor Cycle Races	M/Cs.	5/-A, CF, (R), 2/6Pr
1 Oct.	BRSCC F. Libre Car Races	FL/S/GT/T	10/-A, CF, (R), 2/6Pr
8 Oct.	Thames Estuary Auto Club Races	FL/S/GT/T	7/6A, CF, (R), 2/6Pr
15 Oct.	October Trophy Motor Cycle Races	All Classes	10/-A, CF, (R), 2/6Pr
22 Oct.	BMCRC Clubman's Motor Cycle Races	All Classes	5/-A, CF, (R)
28 Oct.	Bantam Motor Cycle Racing	M/Cs.	5/-A, CF, (R)
29 Oct.	Cambridge University A.C. Sprint	S/GT/T	3/6A, CF, (R)
4/5 Nov.	Vespa Club of Great Britain 12-hour Race	Scooter	No charge

KEY

A—Adults S—Stands Pr—Programme CF—Accompanied
and School Uniform Children Free P—Paddock
(R)—Stands and Paddock free

Parking free at all meetings

All the above information is given in good faith at the time of publication



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The National Club for the Enthusiast

- **"Motor Racing"**. This National Magazine free each month.
- **Race Meetings**. Special facilities for spectators.
- **Club Nights**. Monthly Film Shows, Talks, etc.
- **Racing Car Show**. Free admission and special Members' Lounge.
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Complete now the application form below and post to Club Office with remittance as follows:—

ANNUAL SUBSCRIPTION	£3 3 0
ENTRY FEE	£1 1 0
ON APPLICATION	£4 4 0

Please make cheques payable to B.R.S.C.C. Ltd.

If you wish to be placed on the Racing Register please enclose an additional fee of 10s.

General Secretary:
N. SYRETT
Telephone: 995-0345

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

APPLICATION FOR MEMBERSHIP

Name in Full.....
(block letters)

Address.....

Occupation.....

Tel. No.: HOME..... BUSINESS.....

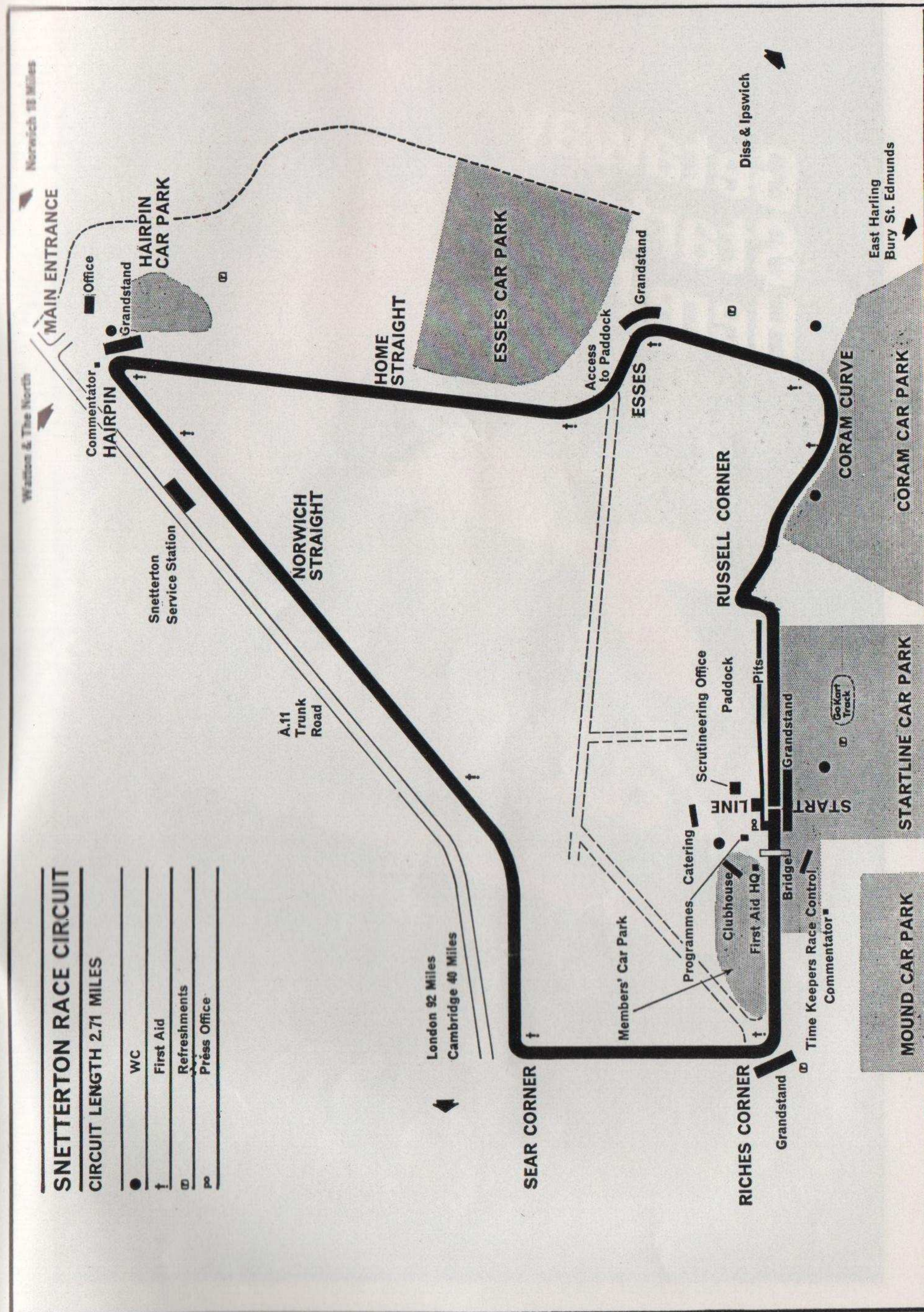
Nationality..... Date of Birth.....

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..... Seconder.....

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.



**Getaway
Starts
Here!**



National