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SUNDAY 22nd SEPTEMBER 1968 Programme 2s 6d

# Snetterton

**BRSCC Scott-Brown Race of History Car Races**

Organised by the BRSCC for Snetterton Circuit Ltd.



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OF THE BRSCC





## SNETTERTON 1968 FIXTURES

| Date     | Event   | Races                   | Charges               |
|----------|---|-------------------------|-----------------------|
| 29 Sept. | BMCRC Clubman's Motor Cycle Races                           | All Classes             | 7/6A, CF, Rovers      |
| 6 Oct.   | BRSCC Clubman's Car Races                                   | FL, FF, T, GT,<br>PS, C | 7/6A, CF, Rovers      |
| 13 Oct.  | Snetterton Comb. The Squire of Snetterton Motor Cycle Races | All Classes             | 10/-A, 2/6C, SF, 5/-P |
| 19 Oct.  | Bantam MCC Clubman's Motor Cycle Races                      | All Classes             | 7/6A, CF, Rovers      |
| 20 Oct.  | BMCRC Clubman's Motor Cycle Races                           | All Classes             | 7/6A, CF, Rovers      |
| 27 Oct.  | CUAC Sports Car Slalom Races                                | PS, GT, T               | 3/6A, CF, Rovers      |
| 2 Nov.   | Vespa Club 12-Hour Scooter Run                              | Scooters                | No Charge             |

### KEY

**Races:** F1—Formula One. FL—Formula Libre. F3—Formula 3. FF—Formula Ford. Hist—Historic Racing Cars. S6—Group 6 Sports Prototype. S4—Group 4 Sports. S—Special Sports Racing (Club-type). GT—Special Grand Touring (Club-type). PS—Production Sports (Club-type or marque cars). C—Clubman's Sports. T5—Group 5 Saloon. T—Saloon Cars (Club-type). 750—750 Formula. Mono—Monoposto Formula.  
**Charges:** A—Adults. C—Children. CF—Children Free. S—Covered Stands. OS—Open Seats or Stands. SF—Stands Free. P—Paddock. ROVERS—Stands and/or Paddock Free.

### ALL NORMAL PARKING FREE.

† Main race of the day. Usually longer than others and may incorporate pit stops. RACES ASTERISKED i.e. \*GT indicate a round of a sponsored championship: GUARDS Championship for Formula Ford. TOOTAL Championship for GT Cars. REDEX GOLD CROSS Championship for Saloon Cars. LOMBANK Formula 3 Championship. AMASCO Championship for Production Sports Cars.

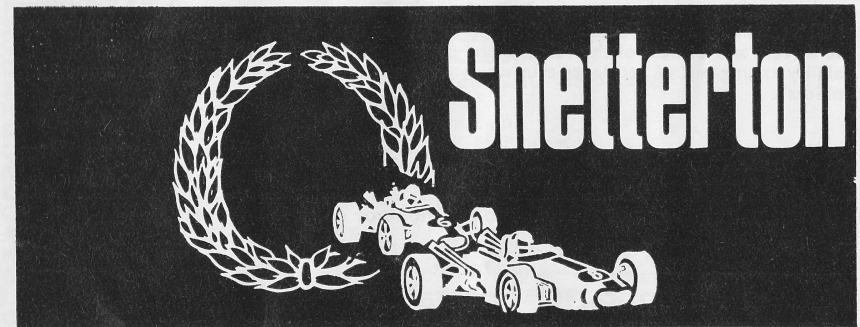
# HOW FAST WILL IT GO?

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

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

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

Motor Race Meeting Sunday 22nd September 1968



## BRSCC Scott-Brown Race of History Car Races

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

Organised by the B.R.S.C.C.

R.A.C. Permit No. R.S. 3859

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### COVER PHOTOGRAPH

Jap contender to the British Sports Cars Championships has been made in the shape of the Honda S800 recently. Can they follow the Motor Cycle's footsteps?

(Photograph by Peter Cromer)

## Conditions of Admission

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

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

## Postponement of the Meeting

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

## For the Attention of Spectators

DOGS are NOT permitted within the area of the Snetterton Circuit, unless kept on leads. **Prohibited area notices.**—The public are not permitted in the areas where these Notices are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted.

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

**AFTER THE MEETING NO TRAFFIC IS PERMITTED ON THE CIRCUIT WITHOUT SPECIFIC PERMISSION OF THE CLERK-OF-THE-COURSE OR TRACK MANAGER**

**ALL TRAFFIC SHOULD TRAVEL IN A CLOCKWISE DIRECTION**

## Flag Signals

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

## Acknowledgements

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

This meeting is promoted by:

**MOTOR CIRCUIT DEVELOPMENTS LTD.**

Managing Director: **John Webb**

**For SNETTERTON CIRCUIT LTD.**

General Manager: **C. J. D. Lowe**

Circuit Manager: **G. Pledger**

**Snetterton Circuit Ltd., Snetterton,  
Norwich, Norfolk, NOR 10X**

## Officials of the Meeting

### STEWARDS:

For the R.A.C.

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For the B.R.S.C.C.

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I. L. Taylor

D. Wilkinson

### JUDGES:

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B. L. Mitcham

Colonel C. Barker

N. Boshier

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### ASST. CLERK OF THE COURSE:

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### CHIEF PADDOCK MARSHAL:

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### CHIEF START LINE MARSHAL:

H. Driver

### CHIEF FIRE MARSHAL:

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Mr. and Mrs. Barnard

### SECRETARY OF THE MEETING:

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### STARTER:

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### PRESS OFFICER

J. Dooley

### MEDICAL OFFICERS:

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Dr. Smith

Dr. N. Powers

Dr. I. Cole

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W. B. Smith

### TIMEKEEPERS:

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C. C. Cann

A. Lee

R. King-Farlow

P. B. Aumonier

### RACE RECORDERS:

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Miss P. Wallis

### MEDICAL SERVICES:

St. John Ambulance Brigade

### BREAKDOWNS:

Boshier's of Norwich

Edmundsons

Smith's of Attleborough

### MARSHALS:

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

B.M.R.M.C.

## Programme of Events and Awards

|  |   | LAPS | START     |
|--|---|------|-----------|
| <b>EVENT 1.</b>  | B.R.S.C.C. "500" CLUB CHAMPIONSHIP RACE .. .. .       | 20   | 2.30 p.m. |
|  | For Clubman's Formula Sports Cars                     |      |           |
|  | A qualifying round for the 1968 B.R.S.C.C. "500" Club |      |           |
|  | Championship  |      |           |
| <b>EVENT 2.</b>  | GUARDS CHAMPIONSHIP RACE .. .. .                      | 20   | 3.30 p.m. |
|  | For Formula Ford Single-Seater Racing Cars            |      |           |
|  | A qualifying round for the 1968 Guards Formula Ford   |      |           |
|  | Championship  |      |           |
| <b>DEMONSTRATION OF FORMULA 5000 LOLA-CHEVROLET T140</b> .. .. . |   | 10   | 4.30 p.m. |
|  | by David Hobbs  |      |           |
| <b>EVENT 3.</b>  | SCOTT-BROWN TROPHY RACE .. .. .                       | 20   | 4.55 p.m. |
|  | For Historic Racing Cars                              |      |           |
| <b>EVENT 4.</b>  | REDEX GOLD CROSS CHAMPIONSHIP RACE .. .. .            | 20   | 5.50 p.m. |
|  | For Special Saloon Cars                               |      |           |
|  | A qualifying round for the 1968 Redex Gold Cross      |      |           |
|  | Special Saloon Car Championship                       |      |           |

### AWARDS

**EVENT 1.** Overall Winner: £20.  
In each Class, except overall Winner: 1st—£15. 2nd—£10. 3rd—£5.

**EVENT 2.** 1st—£20. 2nd—£10. 3rd—£5.

**EVENT 3.** Overall Winner: £75.  
In each Class, except Overall Winner: 1st—£60. 2nd—£50. 3rd—£40.  
4th—£30. 5th—£25. 6th—£20. 7th—12th—£15. 13th—20th—£10.

**EVENT 4.** Overall Winner: £20.  
In each Class, except Overall Winner: 1st—£15. 2nd—£10. 3rd—£5.





Photograph by Francis Penn

## ARCHIE SCOTT-BROWN

by Graham Macbeth

Rather a special sort of "club" meeting today. First of all, it commemorates that great clubman who became one of the really great drivers of the 1950s, Archie Scott-Brown, who won 24 races on this, his "home" circuit (although he was born and educated in Scotland, he lived at Cambridge throughout his motor racing years) between April 1952 and March 1958.

Not surprising, then, that today's meeting is different from the others, with just four races, all of 20 laps (54 miles) and one of them for Historic Racing Cars, which includes the sort which were winning races when Archie was driving.

Entries include cars which Archie raced against, including two 250F Maseratis entered by Richard Bergel and Neil Corner (who drives another entry himself) and front-engined Lotus 16 Climaxes to be driven by Bill Wilks (a likely contender for a front-row grid position), David Boorer and N. Woollett. Two of the rare single-seater Aston

Martin DBR4 models, fitted with 3-litre engines of the type used after they ceased to be Formula 1 cars, could give Neil Corner and Peter Brewer a better chance for victory than most. Cars like the Cooper-Bristol, the Alta, the Rover Special and the Connaught give some impression of the sort of cars which British enthusiasts put together in the formative years after the war before the British became world beaters in motor racing.

There will be little time for nostalgia in the other three races, all vital rounds of club championships. Those who want to compare the old with the new, however, may find that there is little between the lap times of the quickest Historic cars and the Formula Ford cars or Clubman's sports cars.

Virtually all the top Formula Ford drivers contest the Guards Championship race, including the man-to-beat, Australian Tim Schenken, and those who have such

*continued on page 6.*

Archie Scott-Brown's first motor racing success came here, at Snetterton, on April 26, 1952, when he won a race for 1101-1500 c.c. sports cars in his M.G. TD, a car he bought with a £500 legacy from his grandmother.

Tuned by Don Moore, this car went indecently fast but, however well Don tuned it, the M.G. certainly had no right to beat cars like Brian Lister's Tojeiro-JAP, which was what it began to do the following year. So Brian Lister asked Archie to drive the "Toj" and so a great partnership was born between Brian Lister the entrant (soon to be the constructor, too), Don Moore the tuner and Archie Scott-Brown the driver. All of them lived and worked in Cambridge (as the first two still do) but this close-knit trio was eventually to have a world-wide impact.

Successes in the Tojeiro were numerous and then Lister persuaded his family business partners to go into the car building business. A capital of £1,500

was put aside and the Lister-M.G. was born, the engine being a Don Moore-tuned M.G. engine bored out to 1500 c.c., the tubular chassis having a de Dion rear axle and the whole thing being really effective. Again at Snetterton, Archie had two first places with it on the first outing.

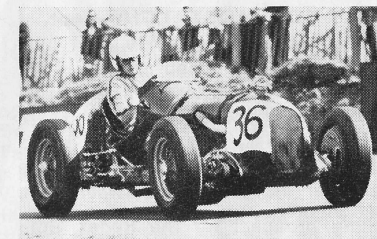
The following week-end, officialdom woke up to the fact that Archie was different from other drivers. A congenital malformation left him without fingers on his right hand and he had short legs, too. In fact, he had turned his disability into an advantage with cars, for he could put a notched stump on to the spoke of the steering wheel and twiddle it round so quickly that the spokes blurred.

However, at the British Empire Trophy meeting at Oulton Park, this new man who drove so quickly and spectacularly with the tail sliding out, was an unknown factor. He had obtained his competition licence by answering the question about disabilities by stating simply "Fingers

*continued on next page.*

## A DAY FOR NOSTALGIA

(Photographs by Peter Cromer)





### ARCHIE SCOTT-BROWN—cont.

missing right hand", which gave the impression that he was without a finger or two. He was suspended from driving pending an official enquiry but his fellow drivers backed him up strenuously and two months later he got his licence back again. However, he was to experience similar difficulties on the Continent throughout the rest of his career.

From then on, it was success all the way for Lister, Moore and Scott-Brown. The Lister-M.G. was succeeded by an even faster Lister-Bristol, then by the Lister-Maserati and then a series of Lister-Jaguars with which the memory of Archie became immortal. He gained sweet revenge winning the Empire Trophy two years running and altogether he scored nearly 70 successes in Lister cars. He also drove the Connaught Grand Prix car quicker than anyone else and, when it ran properly, he was as good as, or better than, anyone, leading the likes of Moss and Hawthorn and breaking

outright lap records with apparent ease.

Unfailingly cheerful and with a great zest for life, he made light of his disabilities and was equally imperturbable when cars went wrong.

It was only a little shower of rain which fell on one part of the tremendously fast Spa-Francorchamps circuit in Belgium on May 18, 1958 but the track was treacherous when Archie came round in the lead on the sixth lap of the sports car grand prix. Even Archie, the tail-out expert, could not hold the slide which took the Lister-Jaguar off the track, overturning and bursting into flames. Archie died next day from the burns and other injuries and one of the world's most astonishing, crowd-pulling drivers left behind a saddened but strangely grateful following. Today's Scott-Brown Trophy is the Air India Trophy he won at a B.R.S.C.C. meeting at Brands Hatch on Boxing Day, 1955, the first time he raced the Connaught Formula I car. He made fastest lap, of course.

### A DAY FOR NOSTALGIA—cont.

exciting battles in trying to beat him, such as Claude Bourgoignie from Belgium, David Walker from Australia, Tony Trimmer and Brian Smith. There are Russell-Alexis, Merlyn, Titan, Lotus and Brabham cars in quantity and there is really very little to choose between them.

Exciting prospect for the Redex Gold Cross saloon car race is Dennis King's device, a Hillman Imp Lotus with 2010 c.c. engine in the tail, contrasting with Albert Betts's Mark I Jaguar with 3.8-litre engine which has seen the chequered flag before anybody else's car at Snetterton recently but not in such company as Roger Taylor's Escort Twin-Cam, for instance. In the same capacity class are Terry Croker's big-engined Anglia and others of the same sort driven by Steven Milne, Eric Chappell, John Myerscough and Davide Bertorelli, John Wales in the improbable-looking "Berpop" and John Blackburn in the Calypso Racing Ford Escort Twin-Cam.

The smaller capacity classes, with people like David Alexander, Geoffrey Wood, Ken Costello, Martin Raymond and Terry Hermer, all in Mini-Coopers of various sizes, John Bloomfield's Escort GT and Bill McGovern's very swift Imp, should also produce good scraps right down the field.

Like the other events, the Clubman's sports car race has most of the leading drivers in the type of racing which is understandable, since it is one of the qualifying rounds of the B.R.S.C.C.'s "500" Club Championship which is, in effect, the national Clubman's sports car championship. Barry Smith and Jeremy Lord in Mallock U2 cars and Jack Murrell's DRW are among the quicker 1001—1500 c.c. models and although John Buxton's Chevron and Rod Mansfield's neat little Dino may be heavily outnumbered by Lotus Sevens in the up-to-1000 c.c. category, they will not necessarily be overwhelmed in terms of speed.

# 1968 CHAMPIONSHIPS

## Guards Formula Ford Championship

The 1968 Guards Formula Ford Championship is sponsored by Carreras, makers of Guards cigarettes, for selected club events at Brands Hatch, Mallory Park, Oulton Park and Snetterton.

The overall winner, regardless of class, receives £250 and the second and third men £100 and £50 respectively.

Competitors score automatically as follows: 1st place, 9 points; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; and 6th, 1. A competitor's best 20 performances only out of the 27 qualifying rounds will be taken into consideration.

Next three rounds:

September 28 B.A.R.C. September Cup races  
September 29 B.R.S.C.C. Grand Prix Circuit races  
October 13 L.M.C. Lakeside Trophy races

Oulton Park  
Brands Hatch  
Mallory Park

Points position to date:

|  |    |    |    |                    |
|--|----|----|----|--------------------|
| 1. Tim Schenken (Merlyn Mk. 11)        | .. | .. | .. | 115 points + 9 pts |
| 2. Claude Bourgoignie (Russell-Alexis) | .. | .. | .. | 36 " + 6 pts + 3   |
| 3. Renato Bertorelli (Merlyn Mk. 11)   | .. | .. | .. | 33 " + 6 pts       |
| 4. Tony Trimmer (Brabham BT21)         | .. | .. | .. | 30 " + 6 pts       |
| 5. Brian Smith (Bardahl-Brabham BT18)  | .. | .. | .. | 27 " "             |
| 6. Bob Ellice (Lotus 51)               | .. | .. | .. | 22 " "             |
| 7. Keith Holland (Lotus 51)            | .. | .. | .. | 12 " "             |
| Ray Allen (Lotus 51 and Macon)         | .. | .. | .. | 12 " "             |
| 9. Dick Barker (Lotus 51)              | .. | .. | .. | 11 " "             |
| 10. John Elliott (Merlin)              | .. | .. | .. | 9 " "              |
| 11. Ian Foster (Merlin Mk 11)          | .. | .. | .. | 7 " "              |
| 12. Julien Stock (Titan)               | .. | .. | .. | 6 " "              |
| 13. DAVID WALKER                       | .. | .. | .. | 4 " "              |

## Redex Gold Cross Saloon Car Championship

The 1968 Redex Gold Cross Saloon Car Championship is sponsored by Redex Ltd., makers of the wide-range 20W/50 Gold Cross motor oil, for selected club events at Brands Hatch, Mallory Park, Oulton Park and Snetterton.

The overall winner, regardless of class, receives £100 and the winners of the other two classes £50 each.

Competitors score automatically in three classes (up to 1000 c.c., 1001—1300 c.c. and over 1300 c.c.) as follows: 1st place in each class, 4 points; 2nd, 3 pts., 3rd, 2 pts.; 4th, 1 pt.

Last two rounds:

September 29 B.R.S.C.C. Grand Prix Circuit Races  
October 13 L.M.C. Lakeside Trophy Races

Brands Hatch  
Mallory Park

Points position to date:

| Up to 1000 c.c.    |              | 1001—1300 c.c.     |              |
|--------------------|--------------|--------------------|--------------|
| 1. Ray Calcutt     | .. 23 points | 1. David Alexander | .. 31 points |
| 2. Terry Harmer    | .. 19 "      | 2. Ken Costello    | .. 28 "      |
| 3. Martin Raymond  | .. 18 "      | 3. Guy Edwards     | .. 14 "      |
| 4. Lawrie Hickman  | .. 10 "      | 4. Tony Lanfranchi | .. 7 "       |
| 5. Harry Ratcliffe | .. 8 "       | 5. Mike Kearon     | .. 6 "       |
| Over 1300 c.c.     |              |                    |              |
| 1. Roger Taylor    | .. 35 points |                    |              |
| 2. Terry Croker    | .. 11 "      |                    |              |
| 3. Michael Harte   | .. 10 "      |                    |              |
| 4. John Myerscough | .. 9 "       |                    |              |
| 5. Brian Bolton    | .. 6 "       |                    |              |



EVENT 1

Start: 2.30 p.m.

20 Laps

## BRSCC '500' Club Championship Race

For Sports Cars complying with The Clubman's Formula  
A qualifying round for the 1968 B.R.S.C.C. "500" Club Championship

| No.                                   | Entrant and Driver | Car          | c.c. |
|---------------------------------------|--------------------|--------------|------|
| <b>Class A—1001 c.c. to 1500 c.c.</b> |                    |              |      |
| 41                                    | Richard Cardew     | Lotus-Ford   | 1498 |
| 42                                    | Sid Turner         | Lotus-Ford   | 1498 |
| 43                                    | Robert Robertson   | Lotus-Ford   | 1498 |
| 48                                    | Jeremy Lord        | U2-Ford      | 1498 |
| 49                                    | Barry Smith        | U2-Ford      | 1498 |
| 50                                    | Joe Beavis         | U2-Ford      | 1498 |
| 51                                    | Robert Cochran     | U2-Ford      | 1498 |
| 53                                    | Ron Rumble         | Chevron-Ford | 1498 |
| 55                                    | Ian Mitchell       | Centaur-Ford | 1498 |
| 56                                    | Jack Murrell       | D.R.W.-Ford  | 1498 |
| 57                                    | Peter Barber       | Orchard-Ford | 1498 |

| No.                            | Entrant and Driver                             | Car            | c.c. |
|--------------------------------|--|----------------|------|
| <b>Class B—Up to 1000 c.c.</b> |  |                |      |
| 61                             | John Buxton                                    | Chevron-B.M.C. | 998  |
| 62                             | Bill Blenkinsop                                | Lotus-B.M.C.   | 998  |
| 63                             | Trevor Elliott                                 | Lotus-B.M.C.   | 998  |
| 65                             | Fry's of Lewisham (Dvr.: Malcolm Flanders)     | Lotus-Ford     | 997  |
| 66                             | Maynard Soares                                 | Lotus-Ford     | 997  |
| 67                             | Mike Panico                                    | Lotus-Ford     | 997  |
| 68                             | Peter Swinger                                  | Lotus-Ford     | 997  |
| 69                             | Barry Flegg                                    | Lotus-Ford     | 997  |
| 70                             | Brian Mitcham                                  | Lotus-Ford     | 997  |
| 71                             | David Goodwin                                  | Lotus-Ford     | 997  |
| 72                             | Richard Cash                                   | Lotus-Ford     | 997  |
| 73                             | Peter J. Wardle                                | Lotus-Ford     | 997  |
| 74                             | East Anglian Racing Cars (Dvr.: Rod Mansfield) | Dino-Ford      | 997  |

## OVERALL RESULTS:

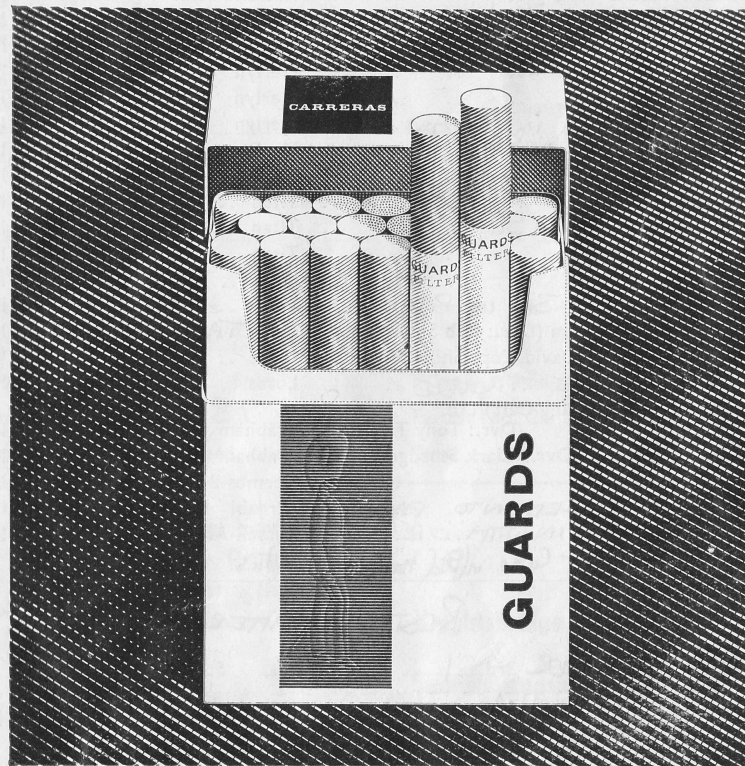
|                                       |         |       |        |                                |         |        |       |
|---------------------------------------|---------|-------|--------|--------------------------------|---------|--------|-------|
| 1st                                   | 43      | 2nd   | 74     | 3rd                            |         | 4th    |       |
| Winner's Time                         | 35.21.4 | Speed | 91.98  | m.p.h.                         |         |        |       |
| Fastest Lap: Car No.                  | 56      | Time  | 1.43.4 | Speed                          | 94.35   | m.p.h. |       |
| <b>Class A—1001 c.c. to 1500 c.c.</b> |         |       |        | <b>Class B—Up to 1000 c.c.</b> |         |        |       |
| 1st                                   | 43      | 2nd   | 48     | 3rd                            |         | 4th    |       |
| Winner's Time                         | 35.21.4 | Speed | 91.98  | 1st                            | 74      | 2nd    | 63    |
| Fastest Lap: Car No.                  | 56      | Time  | 1.43.4 | 3rd                            | 61      | 4th    | 66    |
| Time                                  | 1.43.4  | Speed | 94.35  | Winner's Time                  | 36.42.4 | Speed  | 88.59 |
|                                       |         |       |        | Fastest Lap: Car No.           | 74      |        |       |
|                                       |         |       |        | Time                           | 1.48.6  | Speed  | 89.83 |

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Guards-Britain's leading cigarette  
at 4/6 for 20  
Fine rich Virginia...





EVENT 2

Start: 3.30 p.m.

20 Laps

# Guards Championship Race

For Formula Ford Single-Seater Racing Cars

A qualifying round for the 1968 Guards Formula Ford Championship

| No. | Entrant and Driver  | Car            | c.c.    |
|-----|---|----------------|---------|
| 1   | Jim Russell R.D.S. (Dvr.: David Walker)                   | Russell-Alexis | 1598    |
| 2   | J. B. Cott (Dvr.: Maurice Harness)                        | Russell-Alexis | 1598    |
| 3   | Gowrings Ltd. (Dvr.: James Hunt)                          | Russell-Alexis | 1598    |
| 4   | Jim Ward  | Russell-Alexis | 1598    |
| 5   | Don L. Wilson   | Russell-Alexis | 1598    |
| 6   | Keith Wilson  | Russell-Alexis | 1598    |
| 7   | Jeremy Gambs  | Russell-Alexis | 1598    |
| 8   | Maryn Denley  | Russell-Alexis | 1598    |
| 9   | Carlos Avallone   | Russell-Alexis | 1598    |
| 10  | Robert Taylor   | Russell-Alexis | 1598    |
| 12  | Tim Schenken  | Merlyn         | 1598    |
| 14  | Bryan Sharp   | Merlyn         | 1598    |
| 15  | Ian Foster  | Merlyn         | 1598    |
| 16  | John Elliott  | Merlyn         | 1598    |
| 17  | Gordon Arstey   | Merlyn         | 1598    |
| 19  | Tony Dron   | Titan          | 1598    |
| 20  | Derek Lawrence  | Titan          | 1598    |
| 21  | David Minister  | Titan          | 1598    |
| 22  | Peter Lamplough   | Titan          | 1598    |
| 23  | John Filch  | Lotus          | 1598    |
| 24  | Claude Bourgoignie  | Lotus          | 1598    |
| 25  | C.S.M.A. Racing Team (Dvr.: Bob Sussams)                  | Lotus          | 1598    |
| 26  | Sam Jerrett (Dvr.: David Copeland)                        | Lotus          | 1598    |
| 27  | John Day  | Lotus          | 1598    |
| 28  | Frank Williams (Racing Cars) Ltd.<br>(Dvr.: Tony Trimmer) | Brabham        | 1598    |
| 29  | Swale Motors Ltd. (Dvr.: Clark Sturdgess)                 | Brabham        | 1598    |
| 30  | Peter Wardle  | Hermes-Brabham | 1598    |
| 31  | Brian Smith   | Bardahl        | 1598    |
| 33  | William Roughton  | Russell-Alexis | 1498    |
| 34  | Push Start - Came in (Red handling)                       | Lotus          | retired |

**RESULTS:**

1st. T. SCHENKEN 2nd. TRIMMER 3rd. 1 4th. 24 5th. 16 6th. 15  
 Winner's Time 38 m 11.4 Speed 86.86 m.p.h.  
 Fastest Lap: Car No. 16 Time 1.44.0 Speed 93.81 m.p.h.

\* CUT ARM - CRUSHED RIBS 10  
 BROKEN LEG.  
 IN PRACTISE.

STOPPED - RAIN

EVENT 3

Start: 4.55 p.m.

20 Laps

# Scott-Brown Trophy Race

For Historic Racing Cars

| No.                          | Entrant and Driver                          | Car                    | c.c. |
|------------------------------|---|------------------------|------|
| <b>Class A—Pre-War Cars</b>  |   |                        |      |
| 80                           | Colin Crabbe                                | Maserati 8CM           | 2986 |
| 81                           | Hon. Patrick Lindsay                        | Alfa Romeo P3 Maserati | 2900 |
| 82                           | Bob Wood                                    | Semence                | 1991 |
| 83                           | Dennis Kitchener (Dvr.: Mrs. Diana Russell) | Alfa Romeo s/c         | 1750 |
| 84                           | David Kergon (Dvr.: Patrick Marsh)          | E.R.A.                 | 1488 |
| 85                           | Mrs. Diana Russell (Dvr.: Dennis Kitchener) | Maserati s/c           | 1468 |
| 86                           | Peter Walker                                | E.R.A.                 | 1488 |
| <b>Class B—Post-War Cars</b> |   |                        |      |
| 88                           | Peter Brewer                                | Aston Martin DBR4      | 3000 |
| 89                           | Neil Corner                                 | Aston Martin DBR4      | 3000 |
| 90                           | Frank Lockhart                              | Rover Special          | 2638 |
| 91                           | Richard Bergel                              | Maserati 250F          | 2498 |
| 92                           | Neil Corner (Dvr.: To Be Nominated)         | Maserati 250F          | 2498 |
| 93                           | Bill Wilks                                  | Lotus Climax           | 2495 |
| 94                           | John Aley (Dvr.: Jeremy Mitchell)           | Connaught              | 2480 |
| 95                           | N. Woollett                                 | Lotus Climax           | 2192 |
| 96                           | David Boorer                                | Lotus Climax           | 1990 |
| 97                           | Stephen Curtis                              | Cooper-Bristol         | 1971 |
| 98                           | Barry Simpson                               | Cooper-Bristol         | 1971 |
| 99                           | Michael Adams                               | Alta                   | 1970 |
| 100                          | Alan Cottan                                 | Connaught              | 1960 |

**OVERALL RESULTS:**

1st 89 2nd 93 3rd 88 4th 81  
 Winner's Time ..... Speed ..... m.p.h.  
 Fastest Lap: Car No. 80 Time ..... Speed ..... m.p.h.  
**Class A—Pre-War Cars** 1st 80 2nd 84 3rd 85 4th .....  
**Class B—Post-War Cars** 1st 89 2nd 93 3rd 88 4th 81  
 Winner's Time ..... Speed ..... Winner's Time ..... Speed .....  
 Fastest Lap: Car No. 89 Fastest Lap: Car No. ....  
 Time ..... Speed ..... Time ..... Speed .....

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*R. J. W. M. J. O.*

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**Summit House, Glebe Way, West Wickham, Kent, BR4 0SN**  
**Tel: 01-777 6735-8**

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REDEX Limited London W.4.

EVENT 4

Start: 5.50 p.m.

20 Laps

## Redex Gold Cross Championship Race

For Special Saloon Cars

A qualifying round for the 1968 Redex Gold Cross Special Saloon Car Championship

| No.                                   | Entrant and Driver  | Car                    | c.c. |
|---------------------------------------|---|------------------------|------|
| <b>Class A—Over 1300 c.c.</b>         |   |                        |      |
| 101                                   | Albert Betts <i>SPIN OVER ONTO GRASS</i>  | Jaguar 3.8             | 3781 |
| 102                                   | Dennis King   | Hillman Imp-Lotus      | 2010 |
| 103                                   | Dagenham Motors (Dvr.: Roger Taylor) <i>3rd in Practice</i>                         | Ford Escort T.C.       | 1820 |
| 104                                   | Eric Chappell   | Ford Anglia            | 1798 |
| 106                                   | A. & J. Motors (Chadwell Heath) Ltd. <i>2nd in Practice</i><br>(Dvr.: Terry Croker) | Ford Anglia            | 1760 |
| 107                                   | Andrew Milne (Dvr.: Steven Milne)   | Ford Anglia            | 1650 |
| 108                                   | Mike Berman (Dvr.: John Wales)  | Ford Popular           | 1650 |
| 110                                   | Westune Ltd. (Dvr.: John Myerscough)  | Ford Anglia            | 1594 |
| 112                                   | Calypso Racing Division (Dvr.: John Blackburn) <i>1st in Practice</i>               | Ford Escort T.C.       | 1594 |
| <b>Class B—1001 c.c. to 1300 c.c.</b> |   |                        |      |
| 115                                   | John Bloomfield <i>PULLED OFF THROUGH FIBRES</i>                                    | Ford Escort G.T.       | 1297 |
| 116                                   | David Coleman   | Ford Anglia            | 1297 |
| 118                                   | Top Gear Racing of Enfield<br>(Dvr.: David Alexander)                               | Austin Mini-Cooper 'S' | 1293 |
| 119                                   | Geoffrey Wood   | Austin Mini-Cooper 'S' | 1293 |
| 120                                   | Bernard Farthing <i>SPIN - RESTARTED</i>  | Austin Mini-Cooper 'S' | 1293 |
| 121                                   | Bob Parkinson   | Austin Mini-Cooper 'S' | 1293 |
| 122                                   | Bob Bennett   | Austin Mini-Cooper 'S' | 1293 |
| 124                                   | Neil Elliott  | Austin Mini-Cooper 'S' | 1275 |
| 125                                   | Freddie Jacks   | Austin Mini-Cooper 'S' | 1275 |
| 126                                   | Cripspeed (Dvr.: Ken Costello)  | Morris Mini-Cooper 'S' | 1293 |
| 127                                   | John Stevens  | Morris Mini-Cooper 'S' | 1293 |
| 128                                   | Duncan Drye   | Morris Mini-Cooper 'S' | 1293 |
| 130                                   | Llewelyn Ranson   | Morris Mini-Cooper 'S' | 1293 |
| <b>Class C—851 c.c. to 1000 c.c.</b>  |   |                        |      |
| 136                                   | Anthony Le May (Dvr.: Terry Le May)   | Austin Mini-Cooper 'S' | 999  |
| 137                                   | Michael Roberts <i>STOPPED</i>  | Austin Mini-Cooper 'S' | 999  |
| 138                                   | Charles Page  | Austin Mini-Cooper     | 998  |
| 139                                   | Terry Harmer  | Austin Mini-Cooper 'S' | 970  |
| 140                                   | Peter Bevan (Dvr.: Bill McGovern)   | Sunbeam Imp            | 998  |
| <b>Class D—Up to 850 c.c.</b>         |   |                        |      |
| 145                                   | Norman Blowers  | Austin Mini            | 848  |
| 146                                   | Richard Maxwell   | Austin Mini            | 848  |
| 147                                   | Bernard Vermilio  | Austin Mini            | 848  |
| 149                                   | John Flack  | Morris Mini            | 848  |
| 150                                   | Bob Rayner  | Morris Mini            | 848  |
| 151                                   | Bill Hunt (Dvr.: Entrant or Charles Aveling)  | Morris Mini            | 848  |
| <b>RESERVES:</b>                      |   |                        |      |
| 131                                   | David Cuff (1st Reserve) <i>PULLED OFF</i>  | Morris Mini-Cooper 'S' | 1293 |
| 132                                   | Alec Poole (2nd Reserve)  | Morris Mini-Cooper 'S' | 1275 |
| 144                                   | Michael Harte (3rd Reserve)   | Ford Anglia            | 1560 |



**OVERALL RESULTS:**

1st. 106 2nd. 119 3rd. 103 4th. 110

Winner's Time..... Speed..... m.p.h.

Fastest Lap: Car No..... Time..... Speed..... m.p.h.

**Class A—Over 1300 c.c.**

**Class B—1001 c.c. to 1300 c.c.**

1st. 106 2nd..... 3rd..... 4th..... 1st..... 2nd..... 3rd..... 4th.....

Winner's Time..... Speed..... Winner's Time..... Speed.....

Fastest Lap: Car No..... Fastest Lap: Car No.....

Time..... Speed..... Time..... Speed.....

**Class C—851 c.c. to 1000 c.c.**

**Class D—Up to 850 c.c.**

1st..... 2nd..... 3rd..... 4th..... 1st..... 2nd..... 3rd..... 4th.....

Winner's Time..... Speed..... Winner's Time..... Speed.....

Fastest Lap: Car No..... Fastest Lap: Car No.....

Time..... Speed..... Time..... Speed.....

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**LAP RECORDS**

Driver c.c. and car Time m.p.h.

**OUTRIGHT RECORD and FORMULE LIBRE**

Jackie Stewart .. .. 1594 Matra-Ford MS5 .. .. 1 m. 28.2 s. 110.61  
Jochen Rindt .. .. 1594 Repco-Brabham-Ford BT23 .. ..  
Graham Hill .. .. 1594 Lotus-Ford 48 .. ..

**RACING CARS—Formula 3**

Morris Nunn .. .. 997 Lotus-Ford 41 .. .. 1 m. 37.0 s. 100.58

**RACING CARS—Formula Ford**

Tim Schenken .. .. 1598 Merlyn Mk. II .. .. 1 m. 43.0 s. 94.72

**HISTORIC RACING CARS**

Colin Crabbe .. .. 2493 Maserati 250F .. .. 1 m. 47.2 s. 91.01

**SPORTS-RACING CARS—up to 1150 c.c.**

John Corfield .. .. 998 Lotus-Cosworth 23 .. .. 1 m. 48.4 s. 90.00

**SPORTS-RACING CARS—over 1150 c.c.**

Denny Hulme .. .. 5967 Lola-Chevrolet T70 Mk. 2 .. .. 1 m. 33.8 s. 104.01

**CLUBMAN'S FORMULA SPORTS CARS—up to 1000 c.c.**

Ken Miller .. .. 997 U2-Ford Mk. 6A .. .. 1 m. 48.6 s. 89.83

**CLUBMAN'S FORMULA SPORTS CARS—1001-1500 c.c.**

Paul Ellis .. .. 1498 U2-Ford Mk. 5/6 .. .. 1 m. 43.4 s. 94.35

**SPECIAL GT CARS—up to 1150 c.c.**

Roger Nathan .. .. 998 Nathan-Hillman GT .. .. 1 m. 45.2 s. 92.74

**SPECIAL GT CARS—1151-1600 c.c.**

John Burton .. .. 1594 Ginetta-Ford G16 .. .. 1 m. 35.8 s. 101.84

**SPECIAL GT CARS—1601-2500 c.c.**

Chris Skeaping .. .. 1991 Chevron-B.M.W. GT .. .. 1 m. 35.4 s. 102.26

**SPECIAL GT CARS—over 2500 c.c.**

Ron Fry .. .. 4727 Ford GT 40 .. .. 1 m. 36.8 s. 100.79

**SPECIAL SPORTS CARS—up to 1150 c.c.**

John Britten .. .. 1144 M.G. Midget .. .. 1 m. 50.6 s. 88.21

Alan Woode .. .. 1145 Austin Healey Sprite

**SPECIAL SPORTS CARS—1151-2000 c.c.**

John Britten .. .. 1293 M.G. Midget .. .. 1 m. 47.4 s. 90.84

**SPECIAL SPORTS CARS—2001-3000 c.c.**

John Chatham .. .. 2912 Austin-Healey 3000 .. .. 1 m. 47.8 s. 90.50

**SPECIAL SPORTS CARS—over 3000 c.c.**

Warren Pearce .. .. 3781 Jaguar E-type .. .. 1 m. 43.8 s. 93.99

**SPECIAL SALOON CARS—up to 850 c.c.**

Bill McGovern .. .. 848 Sunbeam Imp .. .. 1 m. 56.2 s. 83.96

(New) B. McGovern 155.6 84.39

**SPECIAL SALOON CARS—851-1000 c.c.**

Alan Peer .. .. 997 Ford Anglia .. .. 1 m. 50.0 s. 88.69

**SPECIAL SALOON CARS—1001-1300 c.c.**

Geoff Wood .. .. 1293 Morris Mini-Cooper S .. .. 1 m. 48.4 s. 90.00

**SPECIAL SALOON CARS—over 1300 c.c.**

Roger Taylor .. .. 4727 Ford Mustang .. .. 1 m. 45.4 s. 92.56

**SPECIAL SALOON CARS—Mini-Seven Formula**

Gerry Allen .. .. 848 Austin Mini .. .. 2 m. 1.4 s. 80.36



# LAP SPEED TABLE

Snetterton 1 Lap—2.71 Miles

| m.s.   | m.p.h. | m.s.   | m.p.h. | m.s.   | m.p.h. | m.s.   | m.p.h. | m.s.   | m.p.h. |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1.30-0 | 108-40 | 1.40-0 | 97-56  | 1.50-0 | 88-69  | 2.00-0 | 81-30  | 2.10-0 | 75-05  |
| 2..    | 108-16 | 2..    | 97-37  | 2..    | 88-53  | 2..    | 81-17  | 2..    | 74-93  |
| 4..    | 107-92 | 4..    | 97-17  | 4..    | 88-37  | 4..    | 81-03  | 4..    | 74-82  |
| 6..    | 107-68 | 6..    | 96-98  | 6..    | 88-21  | 6..    | 80-90  | 6..    | 74-70  |
| 8..    | 107-45 | 8..    | 96-79  | 8..    | 88-05  | 8..    | 80-76  | 8..    | 74-59  |
| 1.31-0 | 107-21 | 1.41-0 | 96-59  | 1.51-0 | 87-89  | 2.01-0 | 80-63  | 2.11-0 | 74-47  |
| 2..    | 106-97 | 2..    | 96-40  | 2..    | 87-73  | 2..    | 80-50  | 2..    | 74-36  |
| 4..    | 106-74 | 4..    | 96-21  | 4..    | 87-58  | 4..    | 80-36  | 4..    | 74-25  |
| 6..    | 106-50 | 6..    | 96-02  | 6..    | 87-41  | 6..    | 80-23  | 6..    | 74-13  |
| 8..    | 106-28 | 8..    | 95-84  | 8..    | 87-26  | 8..    | 80-10  | 8..    | 74-02  |
| 1.32-0 | 106-04 | 1.42-0 | 95-65  | 1.52-0 | 87-11  | 2.02-0 | 79-97  | 2.12-0 | 73-91  |
| 2..    | 105-81 | 2..    | 95-46  | 2..    | 86-95  | 2..    | 79-84  | 2..    | 73-80  |
| 4..    | 105-58 | 4..    | 95-27  | 4..    | 86-80  | 4..    | 79-71  | 4..    | 73-69  |
| 6..    | 105-36 | 6..    | 95-09  | 6..    | 86-64  | 6..    | 79-58  | 6..    | 73-58  |
| 8..    | 105-13 | 8..    | 94-90  | 8..    | 86-49  | 8..    | 79-45  | 8..    | 73-46  |
| 1.33-0 | 104-90 | 1.43-0 | 94-72  | 1.53-0 | 86-34  | 2.03-0 | 79-32  | 2.13-0 | 73-35  |
| 2..    | 104-68 | 2..    | 94-54  | 2..    | 86-18  | 2..    | 79-19  | 2..    | 73-24  |
| 4..    | 104-45 | 4..    | 94-35  | 4..    | 86-03  | 4..    | 79-06  | 4..    | 73-13  |
| 6..    | 104-23 | 6..    | 94-17  | 6..    | 85-88  | 6..    | 78-93  | 6..    | 73-02  |
| 8..    | 104-00 | 8..    | 93-99  | 8..    | 85-73  | 8..    | 78-81  | 8..    | 72-92  |
| 1.34-0 | 103-79 | 1.44-0 | 93-81  | 1.54-0 | 85-58  | 2.04-0 | 78-68  | 2.14-0 | 72-81  |
| 2..    | 103-57 | 2..    | 93-63  | 2..    | 85-43  | 2..    | 78-55  | 2..    | 72-70  |
| 4..    | 103-35 | 4..    | 93-45  | 4..    | 85-28  | 4..    | 78-42  | 4..    | 72-59  |
| 6..    | 103-13 | 6..    | 93-27  | 6..    | 85-13  | 6..    | 78-30  | 6..    | 72-48  |
| 8..    | 102-91 | 8..    | 93-09  | 8..    | 84-98  | 8..    | 78-17  | 8..    | 72-37  |
| 1.35-0 | 102-70 | 1.45-0 | 92-91  | 1.55-0 | 84-84  | 2.05-0 | 78-05  | 2.15-0 | 72-27  |
| 2..    | 102-48 | 2..    | 92-74  | 2..    | 84-69  | 2..    | 77-92  | 2..    | 72-16  |
| 4..    | 102-26 | 4..    | 92-56  | 4..    | 84-54  | 4..    | 77-80  | 4..    | 72-05  |
| 6..    | 102-05 | 6..    | 92-39  | 6..    | 84-39  | 6..    | 77-68  | 6..    | 71-95  |
| 8..    | 101-84 | 8..    | 92-21  | 8..    | 84-25  | 8..    | 77-55  | 8..    | 71-84  |
| 1.36-0 | 101-63 | 1.46-0 | 92-04  | 1.56-0 | 84-10  | 2.06-0 | 77-43  | 2.16-0 | 71-74  |
| 2..    | 101-41 | 2..    | 91-86  | 2..    | 83-96  | 2..    | 77-31  | 2..    | 71-63  |
| 4..    | 101-20 | 4..    | 91-69  | 4..    | 83-81  | 4..    | 77-18  | 4..    | 71-53  |
| 6..    | 100-99 | 6..    | 91-52  | 6..    | 83-67  | 6..    | 77-06  | 6..    | 71-42  |
| 8..    | 100-79 | 8..    | 91-35  | 8..    | 83-53  | 8..    | 76-94  | 8..    | 71-32  |
| 1.37-0 | 100-58 | 1.47-0 | 91-18  | 1.57-0 | 83-39  | 2.07-0 | 76-82  | 2.17-0 | 71-21  |
| 2..    | 100-37 | 2..    | 91-01  | 2..    | 83-24  | 2..    | 76-70  | 2..    | 71-11  |
| 4..    | 100-16 | 4..    | 90-84  | 4..    | 83-10  | 4..    | 76-58  | 4..    | 71-00  |
| 6..    | 99-96  | 6..    | 90-67  | 6..    | 82-96  | 6..    | 76-46  | 6..    | 70-90  |
| 8..    | 99-76  | 8..    | 90-50  | 8..    | 82-82  | 8..    | 76-34  | 8..    | 70-80  |
| 1.38-0 | 99-55  | 1.48-0 | 90-33  | 1.58-0 | 82-68  | 2.08-0 | 76-22  | 2.18-0 | 70-70  |
| 2..    | 99-35  | 2..    | 90-17  | 2..    | 82-54  | 2..    | 76-10  | 2..    | 70-59  |
| 4..    | 99-15  | 4..    | 90-00  | 4..    | 82-40  | 4..    | 75-98  | 4..    | 70-49  |
| 6..    | 98-95  | 6..    | 89-83  | 6..    | 82-26  | 6..    | 75-86  | 6..    | 70-39  |
| 8..    | 98-75  | 8..    | 89-67  | 8..    | 82-12  | 8..    | 75-75  | 8..    | 70-29  |
| 1.39-0 | 98-55  | 1.49-0 | 89-51  | 1.59-0 | 81-98  | 2.09-0 | 75-63  | 2.19-0 | 70-19  |
| 2..    | 98-35  | 2..    | 89-34  | 2..    | 81-85  | 2..    | 75-51  | 2..    | 70-09  |
| 4..    | 98-15  | 4..    | 89-18  | 4..    | 81-71  | 4..    | 75-39  | 4..    | 69-99  |
| 6..    | 97-95  | 6..    | 89-02  | 6..    | 81-57  | 6..    | 75-28  | 6..    | 69-89  |
| 8..    | 97-76  | 8..    | 88-85  | 8..    | 81-44  | 8..    | 75-16  | 8..    | 69-79  |

