

# BRANDS HATCH



## GUARDS 1000

Production  
Sportscar  
Race

official programme **2/6**

sat & sun

22nd & 23rd may  
1965

Organised by the British Racing and  
Sports Car Club for Brands Hatch  
Circuit Limited.



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# BRITISH RACING AND SPORTS CAR CLUB

## BRANDS HATCH

Motor Car Racing - 22nd & 23rd May 1965



## The GUARDS 'ONE THOUSAND'

### Series Production Sports Car Race

*Held under the International Sporting Code, the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club, the Competition Rules (1965) of the British Racing and Sports Car Club, and Supplementary Regulations.*

*Royal Automobile Club Permit No. : R.S. 1347*

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## For the Attention of Spectators

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

The B.R.S.C.C. acknowledge with thanks the valuable assistance given by the individual marshals and supporting Clubs in conducting this event.

If an accident occurs, leave it to the marshals, the doctor and St. John Ambulance men who are in attendance.

Remember to drive with care and caution when leaving the ground.

To safeguard both competitors and public, *dogs are not admitted unless kept on a leash. This is most important.*

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

## Flag Signals

UNION JACK	...	...	...	<i>Start.</i>
RED	....	...	...	<i>Stop immediately.</i>
YELLOW (Waved)	...	...	...	<i>Great danger; be prepared to stop.</i>
YELLOW (Motionless)	...	...	...	<i>Take care; danger.</i>
BLUE (Waved)	...	...	...	<i>Another competitor is trying to overtake.</i>
BLUE (Motionless)	...	...	...	<i>Another competitor is following closely.</i>
YELLOW with Red Stripes	...	...	...	<i>Oil on the course.</i>
WHITE	...	...	...	<i>An ambulance or service car is on the course.</i>
BLACK (With number)	...	...	...	<i>Car with that number must call in to the pits.</i>
BLACK & WHITE CHEQUERED	...	...	...	<i>Signal for end of the race.</i>

## Acknowledgements

THE OFFICIAL COURSE CAR HAS BEEN KINDLY MADE AVAILABLE BY  
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THE OFFICIAL PACE CAR HAS BEEN KINDLY SUPPLIED AND DRIVEN BY  
R. F. PIERPOINT, ESQ.

### **Condition of Admission**

*Spectators attending the track do so entirely at their own risk. It is a condition of admission that the Brands Hatch Circuit Limited and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to their goods or vehicles.*

### **Postponement of the Meeting**

*The Club reserves the right to postpone or cancel the meeting.*

# OFFICIALS

### Stewards :

*For the R.A.C. —*

B. Tye

*For the B.R.S.C.C. —*

F. H. Bacon

R. M. Carter

### Judges :

L. Lewis-Evans

G. Lee

R. Wilson

### Clerk of the Course :

D. F. Truman

### Secretary of the Meeting :

N. Syrett

### Race Control :

P. Morley

Dr. F. Cramer

Miss J. Bringeman

Miss N. McCaw

Miss J. A. Snell

I. Wynne-Powell

### Timekeepers :

C. Audrey

F. A. Lowe

R. King-Farlow

T. C. E. Clapp

H. Clenshaw

E. C. F. Medlen

J. Harvey

G. S. Barritt

### Race Recorders :

Mrs. C. Audrey

Miss P. Wallis

### Eligibility Scrutineers :

S. R. Proctor

C. A. A. D. Mitchell

### Scrutineers :

F. Harrison

G. T. R. Meekings

N. C. Croucher

R. C. Croucher

### Assistant Scrutineer :

F. W. Monk

### Scrutineers' Assistant :

Miss B. Wood

### Commentators :

R. Richards

P. Scott-Russell

J. Tilling

### Chief Observer :

H. G. Webley

### Chief Marshal :

E. E. C. Goodman

### Chief Flag Marshal :

T. Thomas

### Chief Paddock Marshal :

B. Watts

### Starter :

C. Greville-Smith

### Chief Start-Line Marshal :

B. L. O'Hara

### Chief Pit Marshal :

J. W. Norris

### Chief Results Board Marshal :

B. W. Garrett

### Medical Officers :

Dr. D. W. Atherley

Dr. I. Gurner

Dr. D. Hiley

Dr. K. Walker

Mr. A. Watts

Dr. D. Craig

Dr. P. Snell

### Medical Services :

St. John Ambulance Brigade

### Marshals :

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

### Press Officer :

D. Reach



## AWARDS

**OVERALL WINNER**  
**THE GUARDS SILVER TROPHY and £1000**

*In each class:*

1st — £250

2nd — £150

3rd — £100

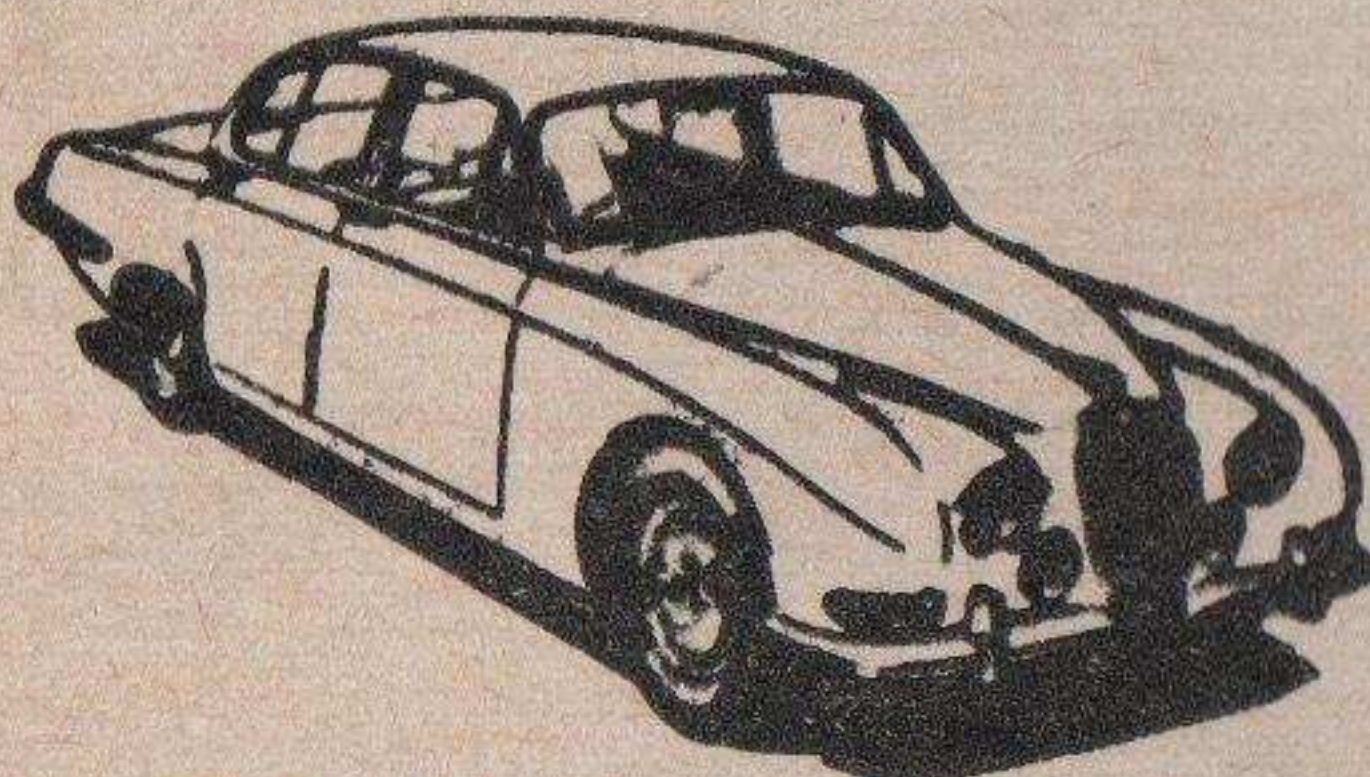
*To every finisher not qualifying for any of the above awards — £25*

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IMP TUNING KITS NOW AVAILABLE FROM US

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**62, MAIDSTONE ROAD, PADDOCK WOOD, KENT.**

TELEPHONE: 450

## BRANDS HATCH LAP SPEED TABLE

**1 Lap = 2.65 Miles**

TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.	TIME M. S.	SPEED m.p.h.
.8	71.84	.8	76.44	.8	81.68	.8	87.68	.8	94.64
.6	71.95	.6	76.56	.6	81.82	.6	87.84	.6	94.83
.4	72.05	.4	76.69	.4	81.96	.4	88.01	.4	95.02
.2	72.16	.2	76.81	.2	82.10	.2	88.17	.2	95.21
2/12.0	72.27	2/04.0	76.93	1/56.0	82.24	1/48.0	88.33	1/40.0	95.40
.8	72.38	.8	77.06	.8	82.38	.8	88.50	.8	95.59
.6	72.49	.6	77.18	.6	82.53	.6	88.66	.6	95.78
.4	72.60	.4	77.31	.4	82.67	.4	88.83	.4	95.98
.2	72.71	.2	77.43	.2	82.81	.2	88.99	.2	96.17
2/11.0	72.82	2/03.0	77.56	1/55.0	82.96	1/47.0	89.16	1/39.0	96.36
.8	72.94	.8	77.69	.8	83.10	.8	89.33	.8	96.56
.6	73.05	.6	77.81	.6	83.25	.6	89.49	.6	96.75
.4	73.16	.4	77.94	.4	83.39	.4	89.66	.4	96.95
.2	73.27	.2	78.07	.2	83.54	.2	89.83	.2	97.15
2/10.0	73.38	2/02.0	78.20	1/54.0	83.68	1/46.0	90.00	1/38.0	97.35
.8	73.50	.8	78.33	.8	83.83	.8	90.17	.8	97.55
.6	73.61	.6	78.45	.6	83.98	.6	90.34	.6	97.75
.4	73.72	.4	78.58	.4	84.13	.4	90.51	.4	97.95
.2	73.84	.2	78.71	.2	84.28	.2	90.68	.2	98.15
2/09.0	73.95	2/01.0	78.84	1/53.0	84.42	1/45.0	90.86	1/37.0	98.35
.8	74.07	.8	78.97	.8	84.57	.8	91.03	.8	98.55
.6	74.18	.6	79.10	.6	84.72	.6	91.20	.6	98.76
.4	74.30	.4	79.24	.4	84.87	.4	91.38	.4	98.96
.2	74.41	.2	79.37	.2	85.03	.2	91.55	.2	99.17
2/08.0	74.53	2/00.0	79.50	1/52.0	85.18	1/44.0	91.73	1/36.0	99.37
.8	74.65	.8	79.63	.8	85.33	.8	91.91	.8	99.58
.6	74.76	.6	79.77	.6	85.48	.6	92.08	.6	99.79
.4	74.88	.4	79.90	.4	85.64	.4	92.26	.4	100.00
.2	75.00	.2	80.03	.2	85.79	.2	92.44	.2	100.21
2/07.0	75.12	1/59.0	80.17	1/51.0	85.95	1/43.0	92.62	1/35.0	100.42
.8	75.24	.8	80.30	.8	86.10	.8	92.80	.8	100.68
.6	75.35	.6	80.44	.6	86.26	.6	92.98	.6	100.85
.4	75.47	.4	80.57	.4	86.41	.4	93.16	.4	101.06
.2	75.59	.2	80.71	.2	86.57	.2	93.35	.2	101.27
2/06.0	75.71	1/58.0	80.84	1/50.0	86.73	1/42.0	93.53	1/34.0	101.49
.8	75.83	.8	80.98	.8	86.88	.8	93.71	.8	101.71
.6	75.96	.6	81.12	.6	87.04	.6	93.90	.6	101.92
.4	76.08	.4	81.26	.4	87.20	.4	94.08	.4	102.14
.2	76.20	.2	81.40	.2	87.36	.2	94.27	.2	102.36
2/05.0	76.32	1/57.0	81.54	1/49.0	87.52	1/41.0	94.45	1/33.0	102.58

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



# you too can drive on a race track



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.

## CONSIDER THESE BENEFITS

### 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.

### DRIVE ON A SKID ROAD

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

### DRIVE ON A KART TRACK

As a circuit car club member you will be able to use, at each circuit, 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.

### CHEAPER SPECTATING

You can also purchase, at a guinea less than the public rates, low-cost car race spectator season brooches for yourself, one other male, and up to four ladies and children, at one or all of the three circuits involved. These admit your car to any public park and all brooch holders to the paddock and any normal viewing area. At Brands Hatch a season brooch costs 4 gns. for adult males, and 3 gns. only for ladies and children, compared with individual admission tickets totalling more than £16 in yearly cost. At Mallory Park and Snetterton the brooches cost 3 gns. for males and 2 gns. for ladies and children for over £9 normal value.

### ENJOY 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 clubhouses. They are open every Tuesday and Thursday evenings, at 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. The clubhouses are also the scene of members' film shows, dances and cocktail parties in honour of racing drivers and other motoring personalities.

### MEMBER OF ONE-MEMBER OF THREE

Membership of any one circuit car club allows you and up to two 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.

### YOUR OWN MAGAZINE

Through the post every month you will receive a copy of "Sportscar" (post-free value 30s. a year). It will come to you not as a mere club journal, but as a lively illustrated review, full of race reports, road-tests and motor sporting personalities—all in pictures. "Sportscar" is edited by John Blunsden and Darryl Reach, part of the team that produces its lively companion journal "Motor Racing".

### DRIVE IN A SPINT

The B.R.S.C.C. now organises exclusively for members of circuit car clubs, sprint meetings at Brands Hatch, Mallory and Snetterton. Race meetings as such are not envisaged, as the promoters do not wish to conflict with, or undermine the excellent facilities offered by other motor-sporting clubs.

**DON'T MISS THESE UNIQUE FACILITIES. MAKE BRITAIN'S LEADING MOTOR RACE-TRACKS YOUR SOCIAL RENDEZVOUS**

### JOIN TODAY

#### Display a proud emblem

Each circuit car club has its own distinctive emblem which is reproduced on transfers, car and lapel badges, and on club ties.

#### Subscription Rates

For 3 gns. a year (2 gns. if a B.R.S.C.C. member) you can enjoy all the advantages described in this leaflet. (Track membership). For 2 gns. a year you can enjoy all the advantages described in this leaflet, except drive on the tracks and skid roads: (Social membership).

#### How to join

Complete the application form below and send it, with your remittance to:—  
The Secretary : Brands Hatch Motor Club, c/o Brands Hatch Circuit Ltd., Fawkham, Dartford, Kent. Tel: West Ash 331  
The Secretary : Mallory Park Motor Club, c/o Mallory Park Circuit Ltd., Kirkby Mallory, Leicester. Tel: Earl Shilton 3306  
The Secretary : Snetterton Motor Racing Club, Old Buckenham Hall, Attleborough, Norfolk.

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

### FULL MEMBERSHIP APPLICATION FORM

Dear Sir,  
Please enrol me as a member of the: Brands Hatch Motor Club, The Snetterton Motor Racing Club, The Mallory Park Motor Club. Please also send me the following:—

	£	s.	d.
..... ties (green, blue, maroon) at 15s. each ...	...	...	...
..... lapel badges (pin) at 3s. 6d. each ...	...	...	...
..... car badges at £1 5s. each ...	...	...	...
..... 3 in. transfers at 1s. each ...	...	...	...
I also enclose:—			
3 gns. for twelve months track membership ...	...	...	...
2 gns. for twelve months social membership ...	...	...	...

TOTAL £ \_\_\_\_\_

(Delete the inapplicable.)

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

NAME

ADDRESS

TELEPHONE NUMBER



# 'TEN TON' WEEKEND

## WHO WILL HIT THE DOUBLE TOP?

THOUGH motor racing continues its encouraging upward growth — with more people wanting to compete and more wanting to watch — it must be conceded that this progress is being achieved mainly along traditional lines. The general pattern of race promotion is fairly constant, and because of this then anything new is surely worth a big welcome. The Guards '1000' which is taking place this week-end certainly branches out into a new field, and one hopes that it is an event which will prove the forerunner of others in similar vein.

Britain has for long been the envy of the world in producing a wide range of reasonably priced sports cars, offering owners the pleasures of high-performance motoring at what are, in comparison with most foreign competition, bargain prices. Because of this, it is particularly appropriate that this 1,000 miles event is for production sports cars. The Guards '1000' is the longest motor race to be held in this country since the war,

and though the competing cars are in Group 3 trim — which can mean some pretty useful go-faster modifications — they are basically the sort of machines which the enthusiast can order at his local showrooms.

If I were to try to guess at the motive behind the organisation of this ambitious two-day event I would say that it is an attempt to revive something of the spirit and atmosphere of the pre-war TTs.

It had been hoped to run the first half of the event into the hours of darkness, but this idea had to be dropped since permission would have been needed from the local planning authorities. But even without this, you can be assured of some very interesting battles in which careful pre-race planning will undoubtedly play an important part. A day's stint of 189 laps is far removed from a frantic sprint, and team controllers will be equating race positions against reliability, tyre wear and pit stops.

*Continued on page 11*



### CLASS A

#### Austin Healey 3000

*The largest sports car built by the British Motor Corporation, the Austin Healey 3000 has had a remarkably successful competition career in both racing and rallying. It has also had a remarkably long life, for its pedigree dates back to 1953, when Donald Healey announced the Healey '100'. The car was the star of Earls Court, and Sir Leonard Lord, then boss of BMC, snapped it up to market it under the Austin Healey label. Its 2.6 litre four-cylinder Austin A90 engine then produced 90 bhp compared with the 150 bhp obtained from today's six-cylinder 3 litre in production tune, which gives the car a top speed of about 120 mph.*

*(photograph by courtesy of E. Selwyn-Smith)*

*Only one of the 'E' Types entered for this race is the latest 4.2 litre model, with all-synchromesh gearbox, the remainder being the 3.8 litre version. The special racing lightweight 'E' Type is barred from this event, as strictly speaking it is not a production model. The 'E' Type, of course, is one of the world's most covetable sports cars, with a top speed of over 150 mph even in standard trim. It first appeared in 1961 as a road car derived from the racing 'D' Type which won Le Mans three times, and was the first Jaguar sports car to feature independent rear suspension.*

#### Jaguar 'E' Type

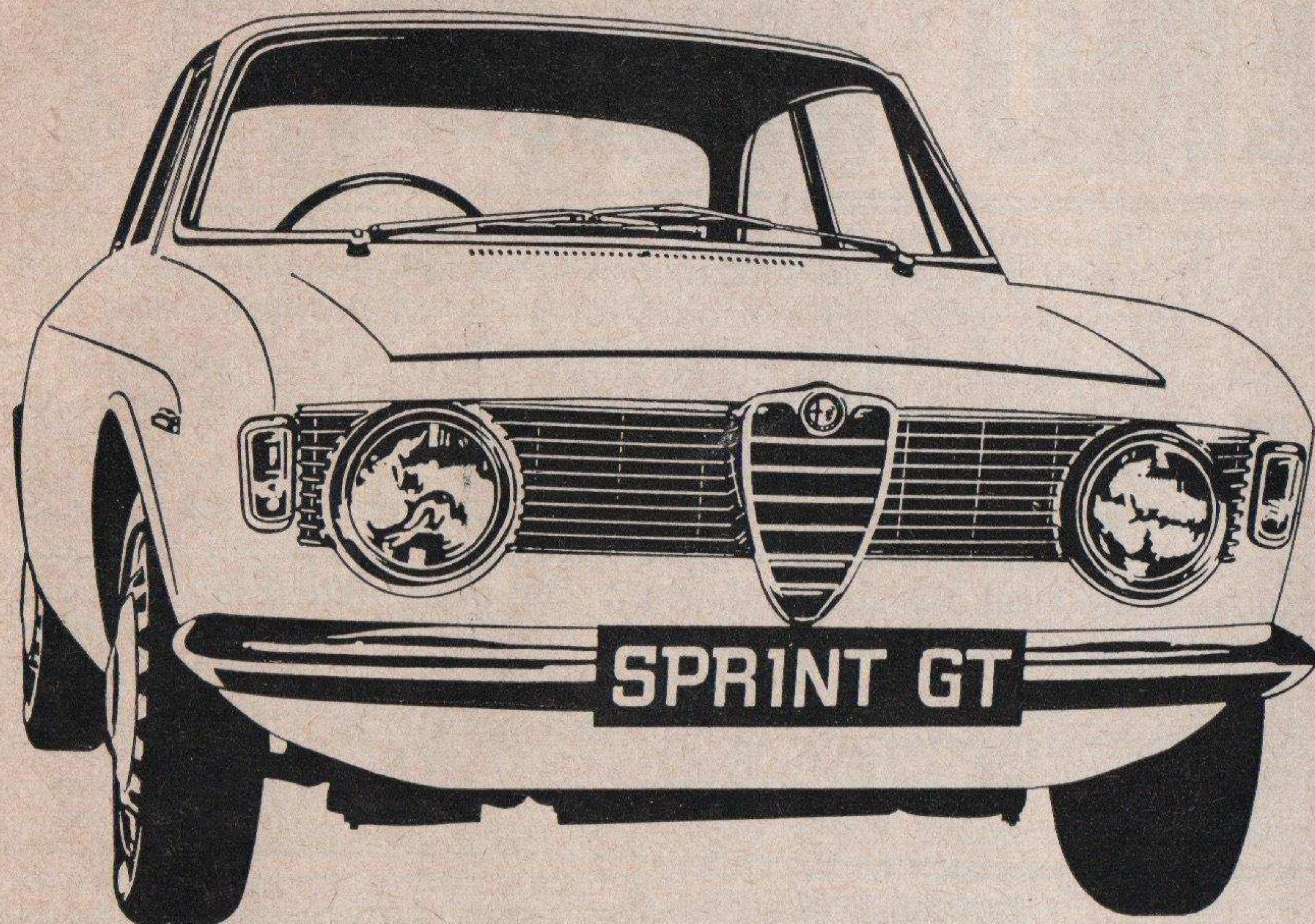


#### Sunbeam Tiger

*Introduced only a year ago, the Sunbeam Tiger is still a rarity on British roads, let alone on our circuits. Though externally almost identical to the Alpine, its chassis and suspension are considerably beefed-up to take the extra power and weight of the 4,260 cc Ford V8 engine and four-speed all-synchromesh gearbox. The Tiger's European racing debut was at Le Mans last year, when the special-body works cars met with little success, but in the United States, for which market the car was primarily designed, racing successes are now coming thick and fast.*

*(photograph by courtesy of Peter Hulbert)*





**This is one of  
the 12 three best cars  
in the world**

*(You can make up your own mind about the other two!)*

Meanwhile, fill in the coupon below. It will bring you two things:  
1. The full details about each of the brilliant thoroughbreds in the Alfa Romeo range. 2. An invitation to take an exhilarating test drive in any one of them.

Please send me the full details about the Alfa Romeo range of cars and the test drives that go with them.

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ADDRESS.....

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## **CLASS B**



### **Daimler SP 250**

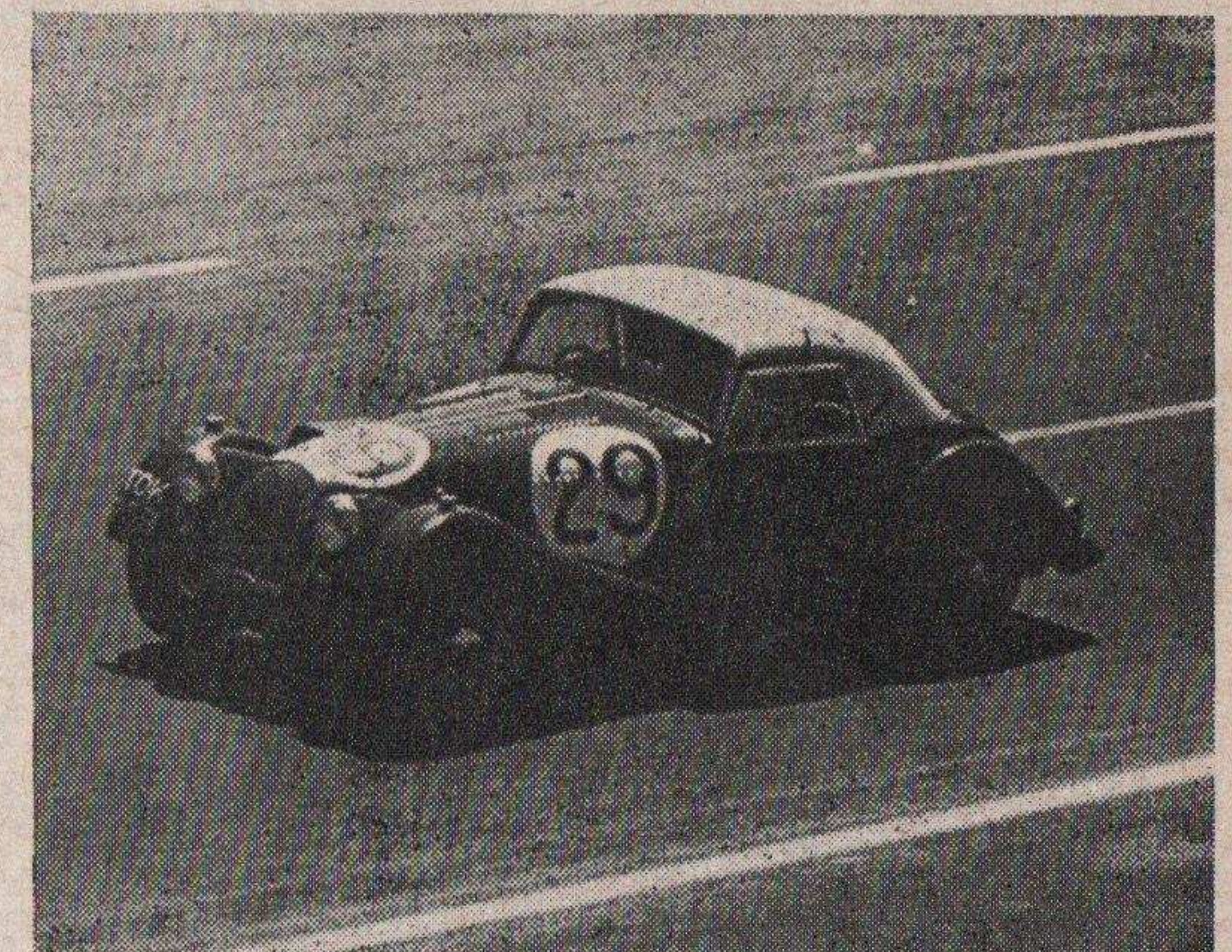
*Though regarded by many as the ugly duckling amongst British sports cars, the SP 250 is an extremely rapid two-seater, as anyone who has been chased by one of the Police versions will testify! When Jaguar acquired Daimlers, over two years ago, the future of the SP 250 seemed in doubt, but in fact it has continued to be built in small quantities. The 2,547 cc V8 engine (a tuned version of which was used by Peter Westbury in his Hill Climb Championship-winning Felday) sits in a box-section chassis to which is bolted a separate glass-fibre body, and the SP 250 is very much a hand-built sports car.*

*(photograph by courtesy of E. Selwyn-Smith)*

### **Morgan Plus Four**

*The one British sports car which has steadfastly resisted the wind of change, the Morgan still bears a very close resemblance to the car which left the same compact Malvern factory in 1939. A gentle smoothing off of the radiator, and of the body sides and wings are about the only styling concessions, and the main advance has been beneath the bonnet. The Plus Four uses the Triumph TR engine, in either 2 litre or 2.2 litre form, and over the years has proved a remarkably successful production sports car on account of its competitive weight and spectacular, if firm roadholding.*

*(photograph by courtesy of 'Motor Racing')*



### **MG B**

*Popular successor to the MG A, the 'B' is the first MG of its class to embody unitary body-chassis construction, and since its introduction in 1962 has been developed into a very refined 1.8 litre sports car. The latest version has a five-bearing engine, and an enviable reputation for toughness and good handling qualities. In standard form its top speed is just over 100 mph, and with the aid of an optional overdrive the MG B becomes a long-legged motorway cruiser with quite a modest thirst. It remains a popular import in the United States, where its MG predecessors laid the foundations for the now thriving sports car market.*

*(photograph by courtesy of E. Selwyn-Smith)*



One of the drawbacks (at least so far as spectators are concerned) of current Grand Prix racing is that the cars—if they are to win—run through from start to chequered flag without a pit stop. The Guards '1000' promises to give the spectator pit stops in full measure. It seems as though most of the competing cars will be making at least two stops during each half of the race, and this is the time when slick work by the pit personnel

*Continued on page 12*





### Sunbeam Alpine

When the Sunbeam Alpine was introduced in 1959, it bridged the gap between the somewhat spartan type of sports car which had formed the 1½ litre class until that time and the more refined sports tourer of the higher capacity and higher price bracket. Now, wind-up windows, wrap-round screens and full interior trim are accepted as commonplace; it was the Alpine which pioneered them in this class. The engine has since been upgraded to a 1.6 litre, the gearbox is now all-synchromesh, and the steering and suspension is greatly improved. But the basic concept remains of a refined sports car, backed today by a considerable reputation in rallies and some success in racing.

(photograph by courtesy of E. Selwyn-Smith)

## CLASS C

### Austin Healey Sprite

The current version of the Austin Healey Sprite, and its stablemate, the MG Midget, is far removed from that bull-frog shape in which the Sprite first appeared in 1958, and which sparked off a whole range of 'bolt-on' noses designed to remove some of the front-end ugliness. Apart from its neat appearance, the contemporary Sprite has a most enviable record as a successful racing sports car, with an engine (upgraded to 1.1 litres) on which a vast amount of tuning know-how has been accumulated. It is one of the most popular club racers in the world, and remains a highly successful small-capacity sports car for road use.

(photograph by courtesy of Geoffrey Goddard)



### Triumph Spitfire

The appearance of a team of Triumph Spitfires at Le Mans and elsewhere has helped considerably to put this little sports car on the competition map. The somewhat unconventional construction, embodying a separate steel chassis, bolt-on body, and all-round independent suspension with swing-axles at the rear, has been adapted with considerable success to the stresses of international competitions, and the 1,147 cc engine, which at first seemed reluctant to take a lot of tune, has latterly been groomed into a very useful power unit. In production form, the Spitfire is as well furnished and equipped as any sports car in its class.

(photograph by courtesy of Peter Hulbert)

can make a tremendous difference to the overall picture. Most of the teams expect to get through four sets of tyres, and it is a happy thought by the organisers that each competitor is getting two free sets of Dunlops (though anyone can use tyres of other makes if they choose). Fuel is free, too, and it has been calculated that by the end of the race on Sunday evening something like 3,500 gallons will have been used.

For this unique test of speed and stamina the list of competing cars has been chosen with care, cutting out the highly-specialised machines available in kit form and, as you notice in the case of 'E' Type Jaguars, excluding lightweight competition models.

The entry list includes nine different models (or ten if the MG Midget gets in from the reserves), ranging from the nippy little Austin Healey Sprite and Triumph Spitfire to the big Jaguar and the even larger-engined Sunbeam Tiger with Ford V8 power unit. In the smallest class, the Sprites and Spitfires are up against Sunbeam Alpines, and in the medium-sized class there is an interesting match between MGBs, Morgan Plus Fours and a lone Daimler SP250. Among the big boys are the Austin Healey 3000s, Jaguar 'E' Types and the Sunbeam Tiger.

Writing well before the race, it is difficult to spot the winner, but many of the experts are tipping for overall victory the Austin Healey 3000 shared by Paddy Hopkirk and Roger Mac, for here is a happy blend of experience and youth, and a car entered by tuning wizard Don Moore. But some very strong opposition can be expected from the Jaguar driven by John Dean and Ken Baker, while the MGBs could be both fast and reliable.

But prophecy is extremely dangerous in a race of this nature, and before the chequered flag comes down for the second time on Sunday evening no doubt many of the runners will have fallen out with sick cars. You will note, though, that after the first 500 miles the cars can be taken away from the circuit and worked on. One can well imagine some sleepless hours for mechanics striving to get machinery back into tip-top condition

for the final haul! It seems from the regulations that there is nothing to prevent an entrant changing an engine, so by Sunday afternoon we could be watching machinery that has been fairly well rebuilt overnight. But there is no opportunity for any shady business, because all the cars finishing the second half of the race will be scrutineered for a second time.

It is good to see Guards sponsoring this new type of event. Until now, of course, they have been prominent in encouraging competitions for sports-racing cars, with the Guards Trophy on this same circuit one of the highlights of the British calendar. That this is a serious effort to break new ground is indicated by the tempting list of prize money, totalling £2,250. The overall winner will pick up £1,000, while there are prizes of £250, £150 and £100 for first, second and third places in each class. In addition, every starter has received £50 starting money (plus the two sets of tyres) and all those able to start the second half on Sunday get a further £25. Every finisher not qualifying for the class awards will receive £25, which means that all cars running at the end will at least be reimbursed to the tune of £100.

These innovations promise to inject new life into motor racing, and another new feature—the rolling start—will also give the enthusiast something to talk about. With the field all moving along pretty smartly when the flag comes down, Paddock Bend could be quite exciting a few seconds after 1 pm each day!

Stamina and speed will both be important, while judgment and race strategy will provide the connoisseur spectator with much to speculate upon. If all the thirty-odd starters are running on Sunday evening I will be very surprised, but those who are will have played a pioneering role in what could be even more ambitious long-distance events.

by ALAN BRINTON  
Editor 'MOTOR RACING'



# BRANDS HATCH FIXTURES 1965

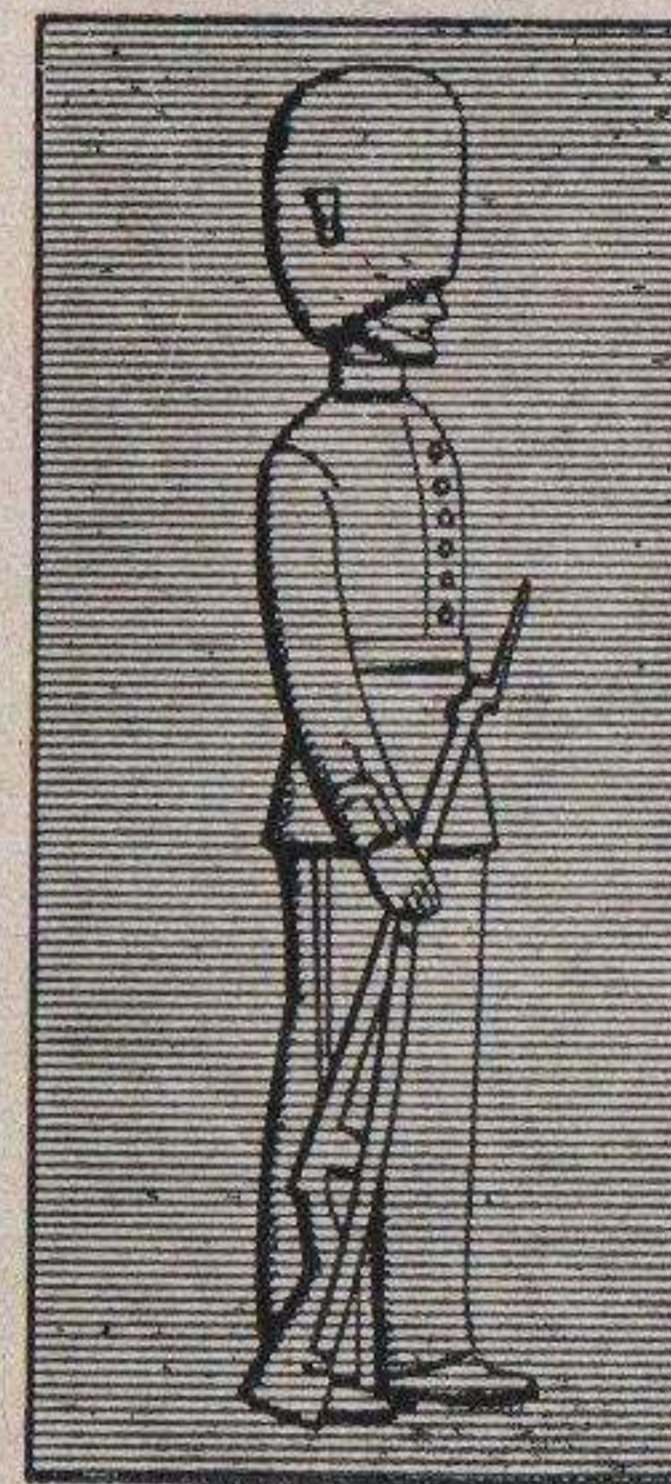
30 May	BRSCC & Circuit Car Clubs Sprint	S/GT/T	3/6d. Rovers CF
6 June	BRSCC £500 Brands Hatch Challenge Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C
7 June	"Evening News" Sidecar International	Sidecars	10s.A, 2/6d.C
13 June	N. London Enthusiasts C.C. Sprint	S/GT/T	3/6d. Rovers CF
20 June	London M.C. Midsummer Cup Car Races	FL/F3/GT/S/T	10s.A, 2/6d.C Rovers
27 June	Golden Sash National Motor Cycle Races	All Classes	7/6d.A, 2/6d.C
4 July	Herts County A.A.C. Sprint	S/GT/T	3/6d. Rovers CF
18 July	BRSCC Clubmans Car Races	FL/F3/S/GT/T	7/6d. Rovers CF
25 July	Stars of Tomorrow Novices Motor Cycle Races	All Classes	7/6d. Rovers CF
1 Aug.	Thames Estuary M.C. Sprint	S/GT/T	3/6d. Rovers CF
8 Aug.	BRSCC St. Johns Trophy Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C
15 Aug.	*Sidecar Trophy Motor Cycle Races	Mainly S/C	7/6d.A, 2/6d.C
22 Aug.	Lagonda A.C. Sprint	S/GT/T	3/6d. Rovers CF
30 Aug.	*BRSCC Guards Trophy International Car Races	S/F2/F3/GT/T	12/6d.A, 5s.C
5 Sept.	BARC National High Speed Trial	S/GT/T	5s. Rovers CF
12 Sept.	BRSCC Clubmans Car Races	FL/F3/S/GT/T	7/6d. Rovers CF
19 Sept.	*Brands Hatch Championships National Motor Cycle Races	All Classes	7/6d.A, 2/6d.C
26 Sept.	BRSCC & Circuit Car Clubs Sprint	S/GT/T	3/6d. Rovers CF
3 Oct.	*BRSCC Motor Racing Silver Salver Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C Rovers
10 Oct.	**"Evening News" International Race of the South	All Classes	10s.A, 2/6d.C
17 Oct.	Sevenoaks & District M.C. Sprint	S/GT/T	3/6d. Rovers CF
24 Oct.	MG Car Club Sprint	S/GT/T	3/6d. Rovers CF
31 Oct.	BARC St. Andrew's Cup Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C Rovers
7 Nov.	East Surrey M.C. Sprint	S/GT/T	3/6d. Rovers CF
14 Nov.	BARC (S.E. Centre) Sprint	S/GT/T	3/6d. Rovers CF
21 Nov.	Scramble of the Year	250/500/SC	10s. Rovers CF
28 Nov.	London M.C. November Cup Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C Rovers
5 Dec.	Surrey Sporting M.C. Sprint	S/GT/T	3/6d. Rovers CF
12 Dec.	Volkswagen Owners Club Sprint	S/GT/T	3/6d. Rovers CF
19 Dec.	Lambretta O.C. Economy Run	Scooters	No charge
27 Dec.	BRSCC Christmas Trophy Car Races	FL/F3/S/GT/T	10s.A, 2/6d.C
2 Jan.	Possibly NVS Scramble	250/500/SC	10s. Rovers CF

\*On the 2.65-mile Grand Prix Circuit.

KEY: A — Adults; C — Children; CF — Children free of charge.  
Rovers — inclusive of entry to grandstands and paddock.

PARKING FREE AT ALL MEETINGS

CARRERAS



## How to keep in step with the GUARDS '1000'

### EXTRACTS FROM THE REGULATIONS

#### FUEL

*During the actual race, fuel supplies will be available in the pit area and competitors must make arrangements for refuelling to be carried out by means of churns and funnels. It will not be possible for pressure or gravity refuelling systems to be employed. Refuelling can only be carried out at the competitor's allotted pit and any car which runs out of petrol on the circuit will be deemed to have retired. There will, however, be no limitation on the number of pit stops for refuelling.*

*Competitors will be required to appoint one of their personnel as a fuel attendant. This person will have the sole responsibility of carrying out the refuelling and may not undertake any other duty or work in connection with the car. Another member of the competitor's personnel must be ready with a fire extinguisher whenever refuelling takes place.*

*During refuelling, engines must be switched off and drivers must leave their cars. Churns may be placed on the pit counter prior to refuelling but may not be moved until the driver has left the car. The driver may not re-enter the car until the churn has been replaced on the pit counter and the car's filler cap has been properly secured. Contravention of this rule will result in the competitor's instant disqualification.*

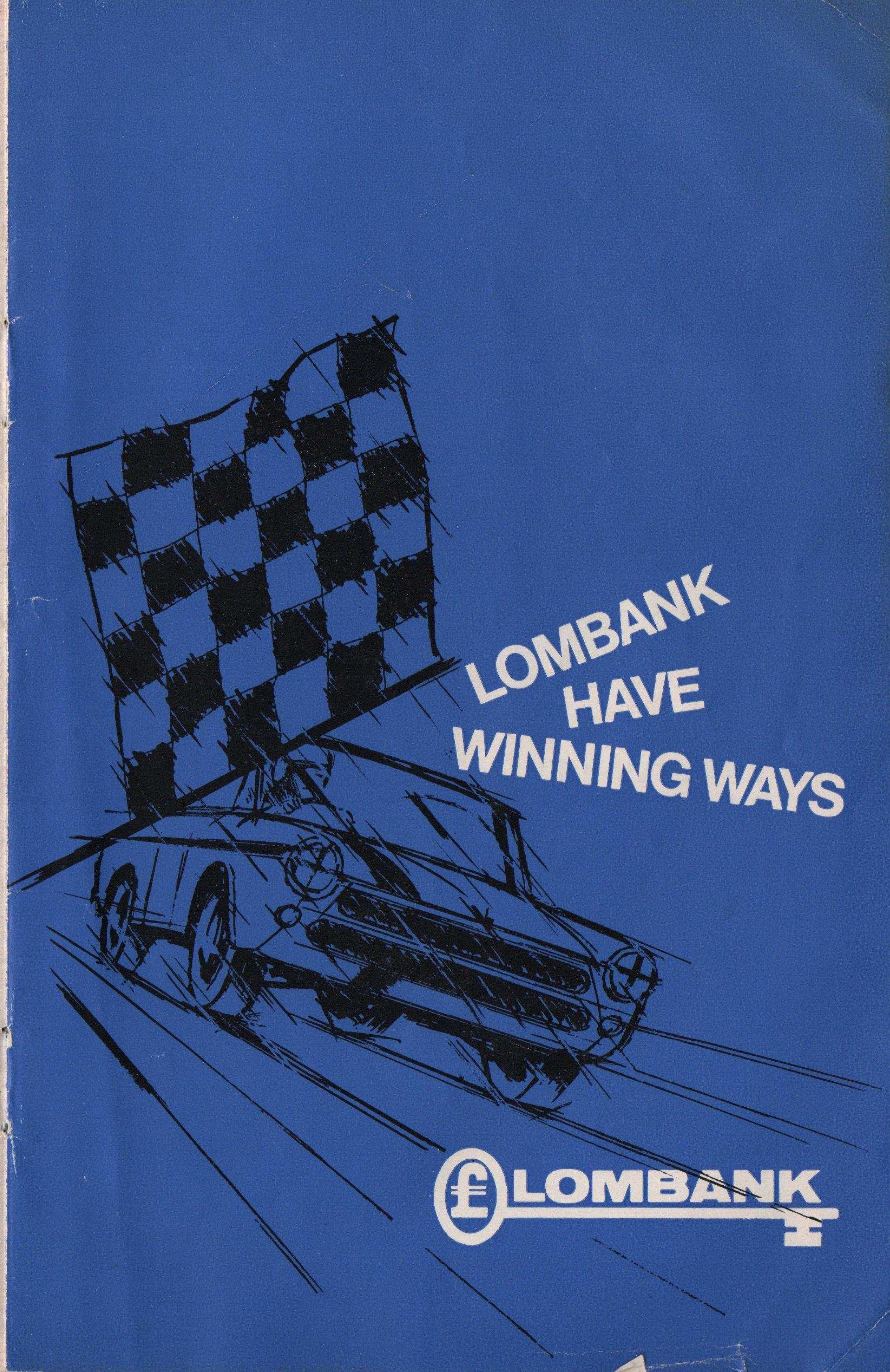
Continued on page 17



TAKE HOME A  
**CIRCUIT SOUVENIR**

AVAILABLE TODAY FROM THE MOTOR RACING SHOP  
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Coloured transfers of circuit emblems suitable for cars, motor cycles, crash helmets, etc. ... ..	1s. 0d.
Plastic triangular car window pennants with circuit map	6d.
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Chequered pencils with circuit name ... ..	7d.
Gold-edged glass dishes (or ashtrays) with circuit emblem ... ..	6s. 0d.
Enamelled black and gold circuit map cuff links ... ..	15s. 0d.
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” ” ” ” circuit fob brooches ... ..	10s. 0d.
” ” ” ” circuit tie clips ... ..	10s. 0d.
Black and white circuit map book matches, 2d. each or box of 50	8s. 4d.
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Whisky ... ..	4s. 0d.
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 HAVE  
 WINNING WAYS**







## START MOTORING THE LOMBANK WAY

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

## YOU CAN RELY ON LOMBANK

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

## LOMBANK AND THE MOTORIST

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

**BRSCC Saloon Car Championship, winning entrant.**

**RAC International Rally of Great Britain.**

**RSAC International Scottish Rally.**

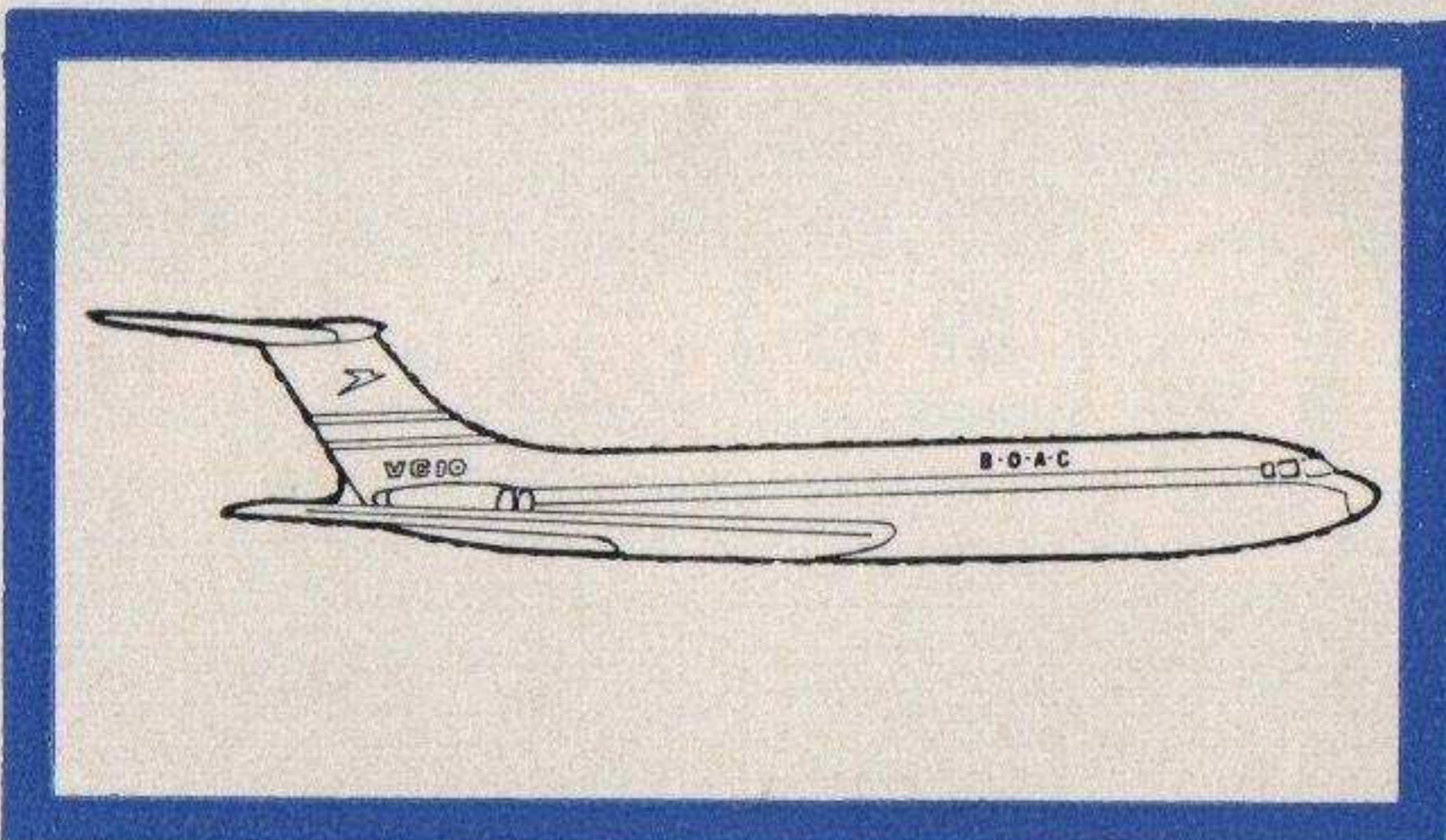
## NEXT TIME YOU BUY A CAR — BUY IT THE LOMBANK WAY

### You can afford things earlier in life with LOMBANK

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

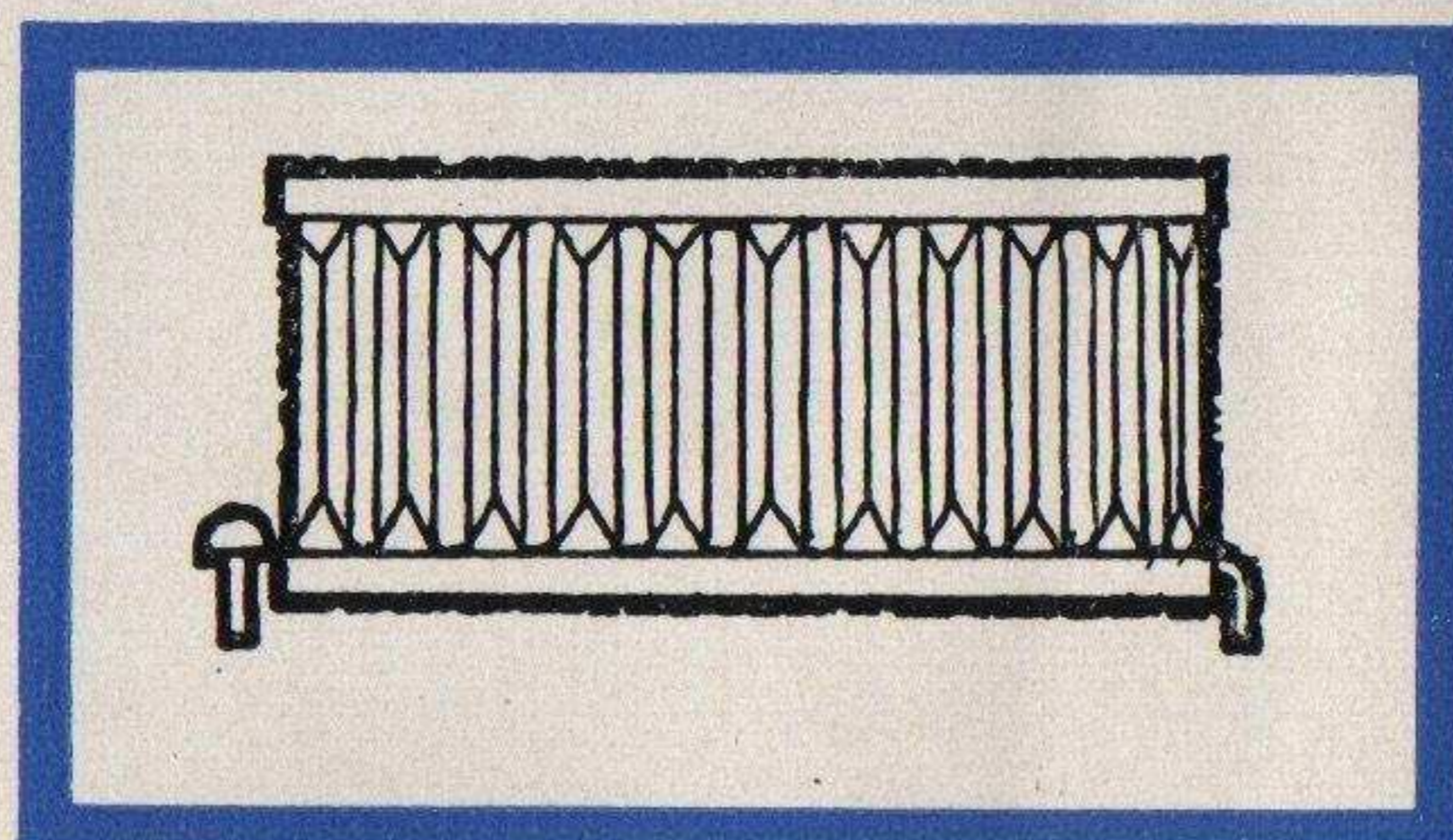
#### TRAVELLING BY AIR

Lombank are proud to be associated with B.O.A.C., B.E.A. and many OTHER INTERNATIONAL AIRLINES, in providing the official "Fly Now—Pay Later" scheme. Air travel for business and pleasure may be financed with an initial deposit and the balance paid by monthly instalments. You can buy your own aircraft through Lombank too.



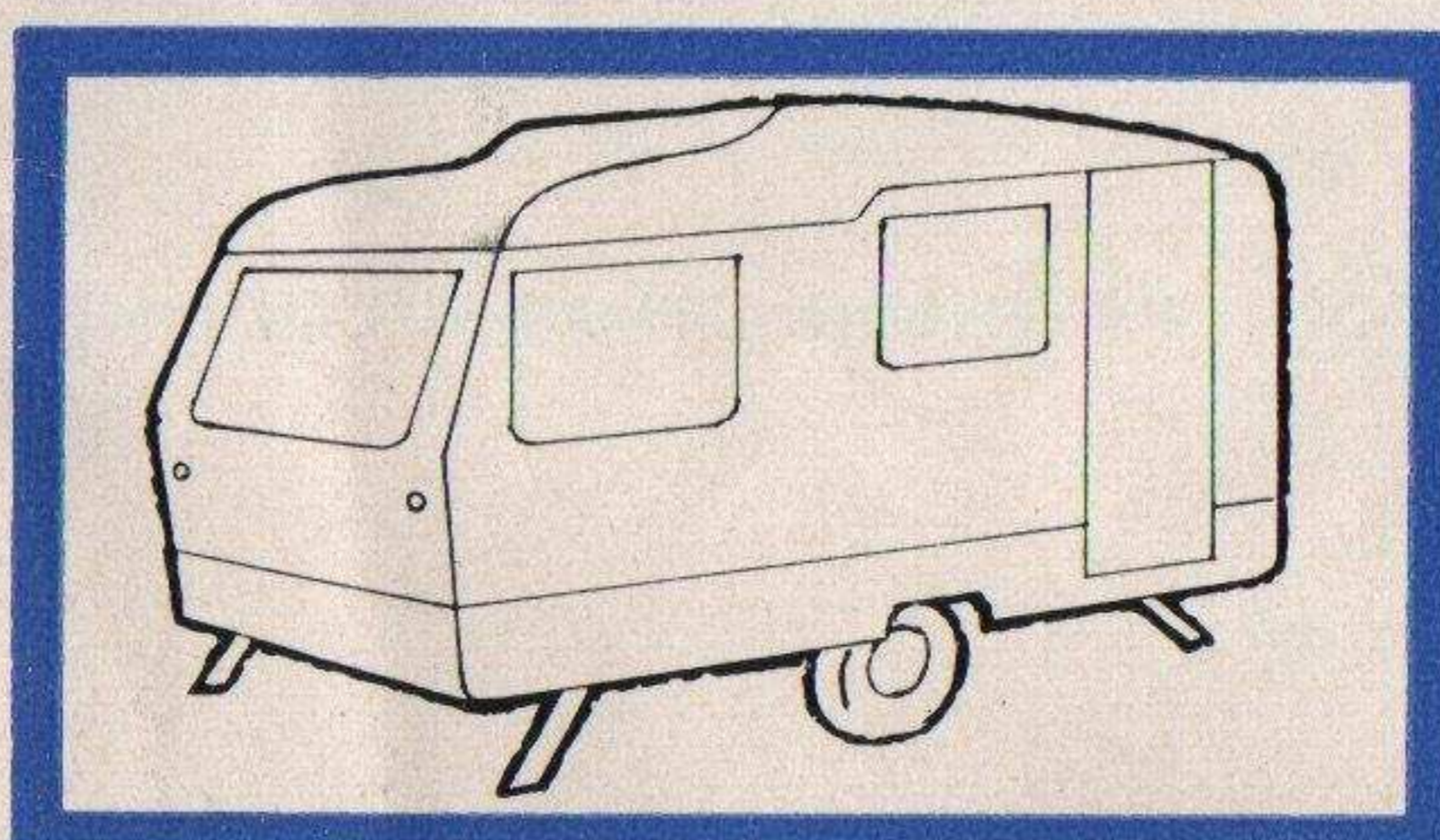
#### INSTALLING CENTRAL HEATING

In conjunction with leading companies, Lombank have devised a scheme whereby you can afford the clean, carefree, central heating system of your choice now; whilst the instalment costs are spread over a convenient period.



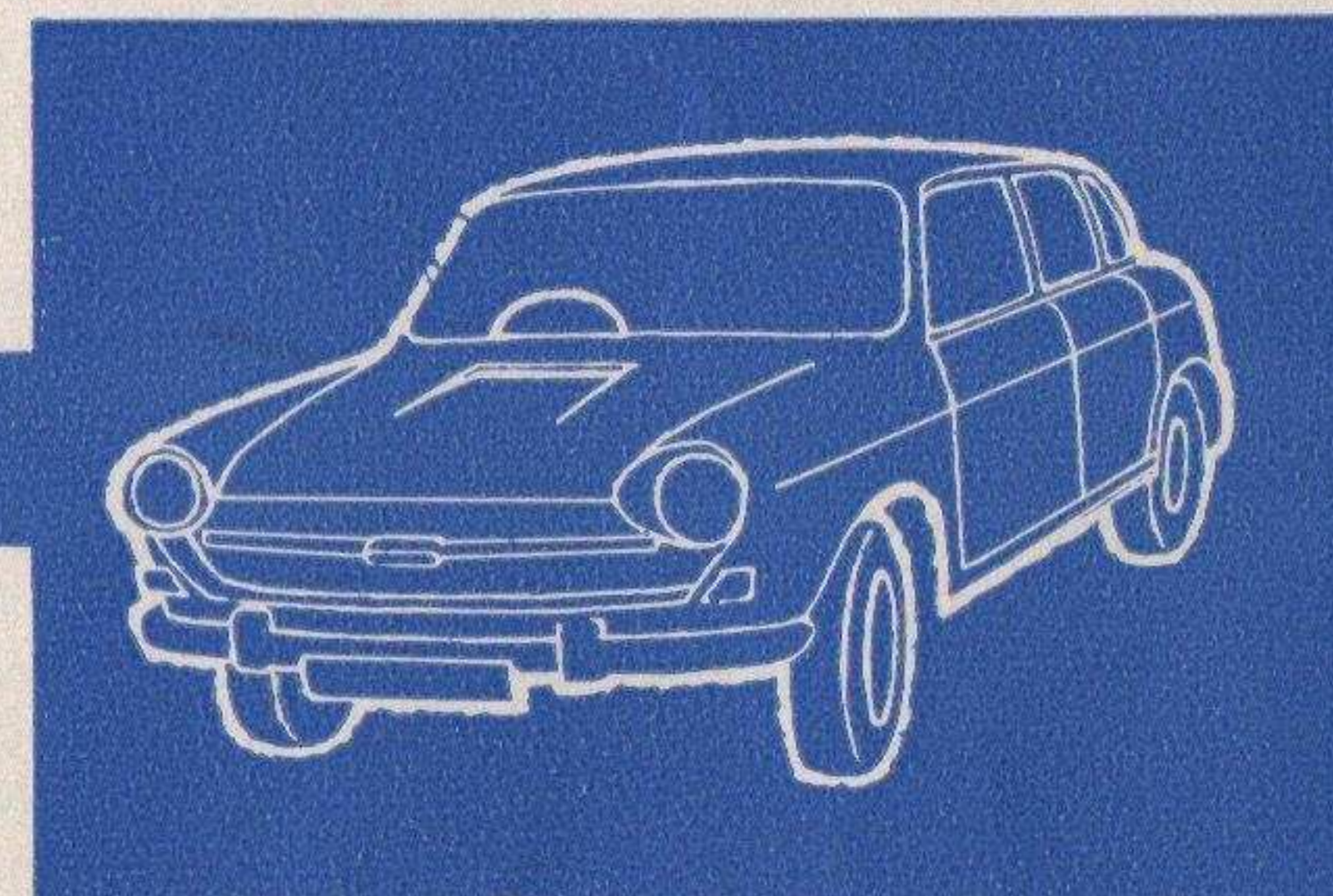
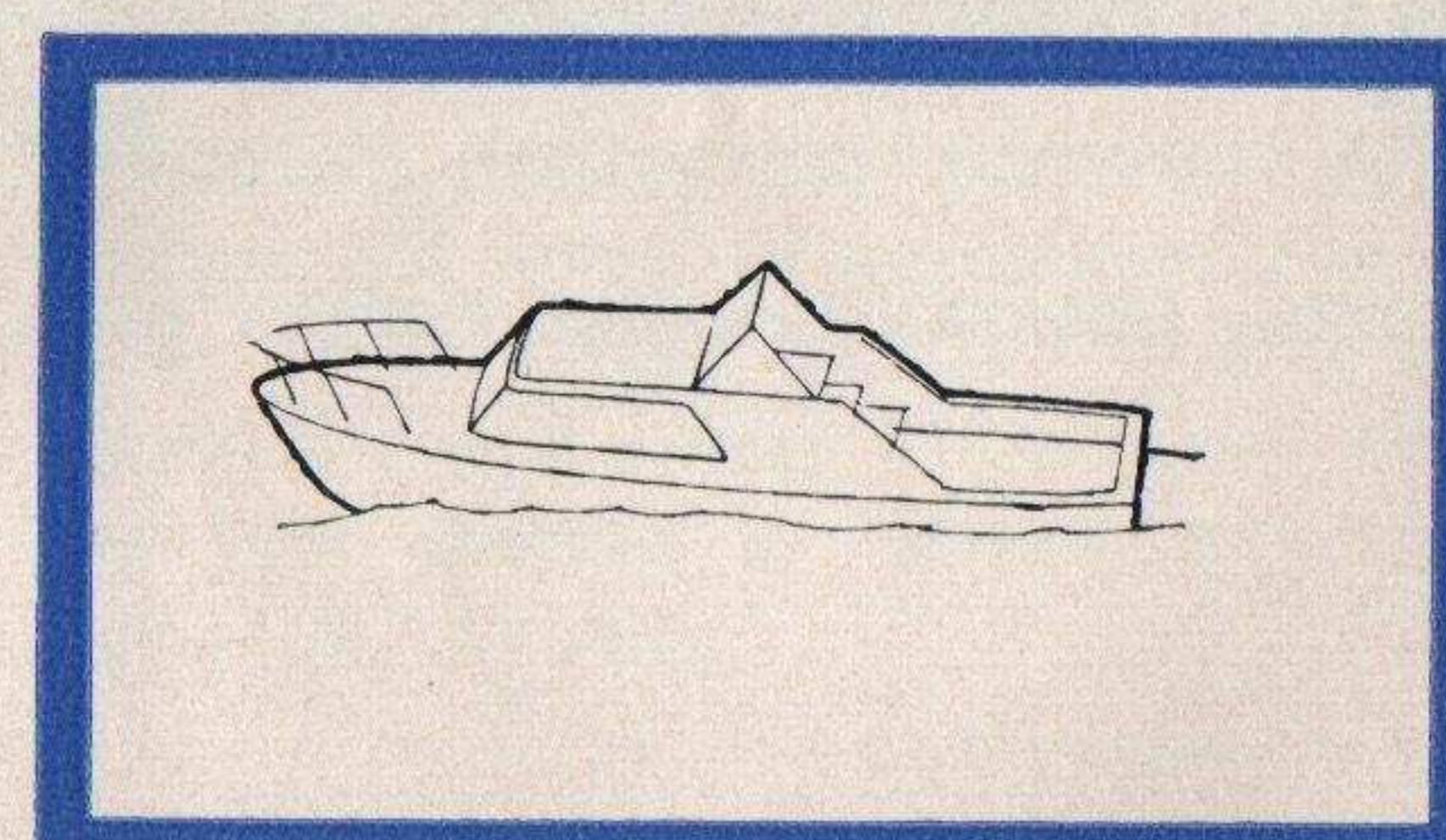
#### BUYING A CARAVAN

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



#### BUYING A BOAT

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





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<b>BIRMINGHAM</b> Edgbaston 3872 (5 lines)	<b>LINCOLN</b> 25307 (2 lines)
<b>BOLTON</b> 25151 (3 lines)	<b>LIVERPOOL</b> Royal 7976 (5 lines)
<b>BOURNEMOUTH</b> 26422 (5 lines)	<b>LONDON</b> Grosvenor 6211 (20 lines)
<b>BRADFORD</b> 20061 (3 lines)	<b>LUTON</b> 25522 (5 lines)
<b>BRIDGWATER</b> 2894 (2 lines)	<b>MAIDSTONE</b> 55656 (3 lines)
<b>BRIGHTON</b> 64001 (5 lines)	<b>MANCHESTER</b> Deansgate 3951 (10 lines)
<b>BRISTOL</b> 36851 (3 lines)	<b>MIDDLESBROUGH</b> 45254 (2 lines)
<b>CANTERBURY</b> 66244 (3 lines)	<b>NEWCASTLE-UPON-TYNE</b> 61-0051 (3 lines)
<b>CARDIFF</b> 27651 (5 lines)	<b>NEWPORT</b> 67171 (3 lines)
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<b>CHELTENHAM</b> 21272 (3 lines)	<b>NORWICH</b> 28134 (5 lines)
<b>CHESTER</b> 20551 (3 lines)	<b>NOTTINGHAM</b> 45984 (5 lines)
<b>CORK</b> 25365 (3 lines)	<b>ORKNEY &amp; SHETLAND ISLANDS</b> Kirkwall 540
<b>COVENTRY</b> 26033 (3 lines)	<b>OXFORD</b> 48676 (3 lines)
<b>CROYDON</b> 3451 (7 lines)	<b>PETERBOROUGH</b> 5662 (2 lines)
<b>DERBY</b> 40016 (3 lines)	<b>PLYMOUTH</b> 68801 (2 lines)
<b>DORCHESTER</b> 1815 (4 lines)	<b>PORTSMOUTH &amp; SOUTHSEA</b> 24558 (2 lines)
<b>DUBLIN</b> 72214 (5 lines)	<b>PRESTON</b> 57667 (3 lines)
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<b>EDINBURGH</b> Caledonian 3168 (3 lines)	<b>SCUNTHORPE</b> 4896 (2 lines)
<b>EXETER</b> 77381 (2 lines)	<b>SHEFFIELD</b> 25296 (4 lines)
<b>GLASGOW</b> Douglas 3091 (5 lines)	<b>SHREWSBURY</b> 51541 (2 lines)
<b>GLOUCESTER</b> 25421 (3 lines)	<b>SOUTHAMPTON</b> 27967 (2 lines)
<b>GRANTHAM</b> 2376 (2 lines)	<b>STOCKPORT</b> 7676 (3 lines)
<b>GUERNSEY, CHANNEL ISLANDS</b> Central 2418	<b>STOKE-ON-TRENT</b> Newcastle (Staffs) 63051 (3 lines)
<b>GUILDFORD</b> 66321 (3 lines)	<b>SWANSEA</b> 56074 (5 lines)
<b>HAMILTON</b> 22984 (2 lines)	<b>SWINDON</b> 21114 (3 lines)
<b>HARROW</b> Arnold 9381 (3 lines)	<b>TRURO</b> 3960 and 3969
<b>HAVERFORDWEST</b> 3267 (2 lines)	<b>WARRINGTON</b> 33497 (3 lines)
<b>HEREFORD</b> 3001 (2 lines)	<b>WATFORD</b> 22343 (5 lines)
<b>HUDDERSFIELD</b> 28101 (3 lines)	<b>WOLVERHAMPTON</b> 20763 and 27346/7
<b>HULL</b> 35040 and 36848	<b>WOOD GREEN</b> Bowes Park 7356 (5 lines)
<b>ILFORD</b> Valentine 1166 (5 lines)	<b>WORCESTER</b> 24401 (3 lines)
<b>IPSWICH</b> 57081 (2 lines)	<b>YORK</b> 25691 (2 lines)
<b>ISLE OF MAN</b> Douglas 2034 and 2042	
<b>JERSEY, CHANNEL ISLANDS</b> Central 32274	



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## GUARDS '1000' — Extracts from the regulations

### DRIVERS

*Two drivers must be nominated for each car and a reserve driver may also be named.*

*No driver shall drive for a total of more than eight hours altogether, and no driver may compete in more than one car.*

*A reserve driver may replace either of the nominated drivers for the car during the event if authorisation for such a change is obtained from the Clerk of the Course. Once a reserve driver has taken over, it will not be possible for the nominated driver, whom he has replaced, to drive the car again.*

### PITS

*Two people, other than the fuel attendant, will be allowed to carry out work on the car including the replenishment of oil and water supplies during pit stops. The driver may be one of these two people but provided he gives no assistance in work carried out at the pits, he may remain seated in the car except when refuelling occurs.*

*All work necessary on the car during the race (other than temporary repairs if the car stops on the circuit) may only be carried out at the competitor's official pit.*

*A driver whose car stops on the circuit will be permitted to carry out temporary repairs using only the tools which are carried in the car. He may not receive assistance on the circuit from his pit crew and under no circumstances may he attempt to push the car back to the pits. Contravention of this rule will entail automatic disqualification.*

*Competitors are warned that any assistance other than from their official pit personnel may render them liable to exclusion.*

### CLASSIFICATION

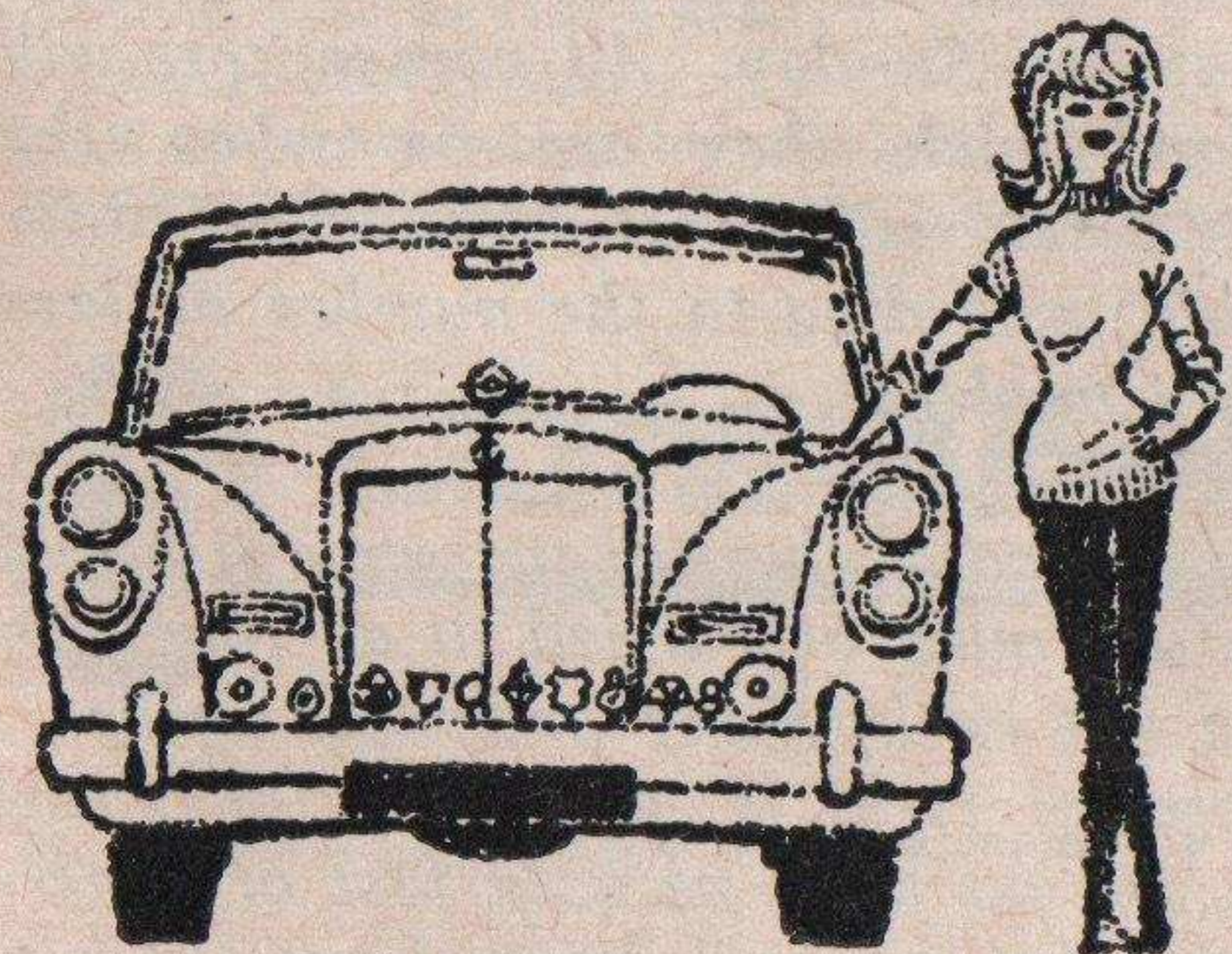
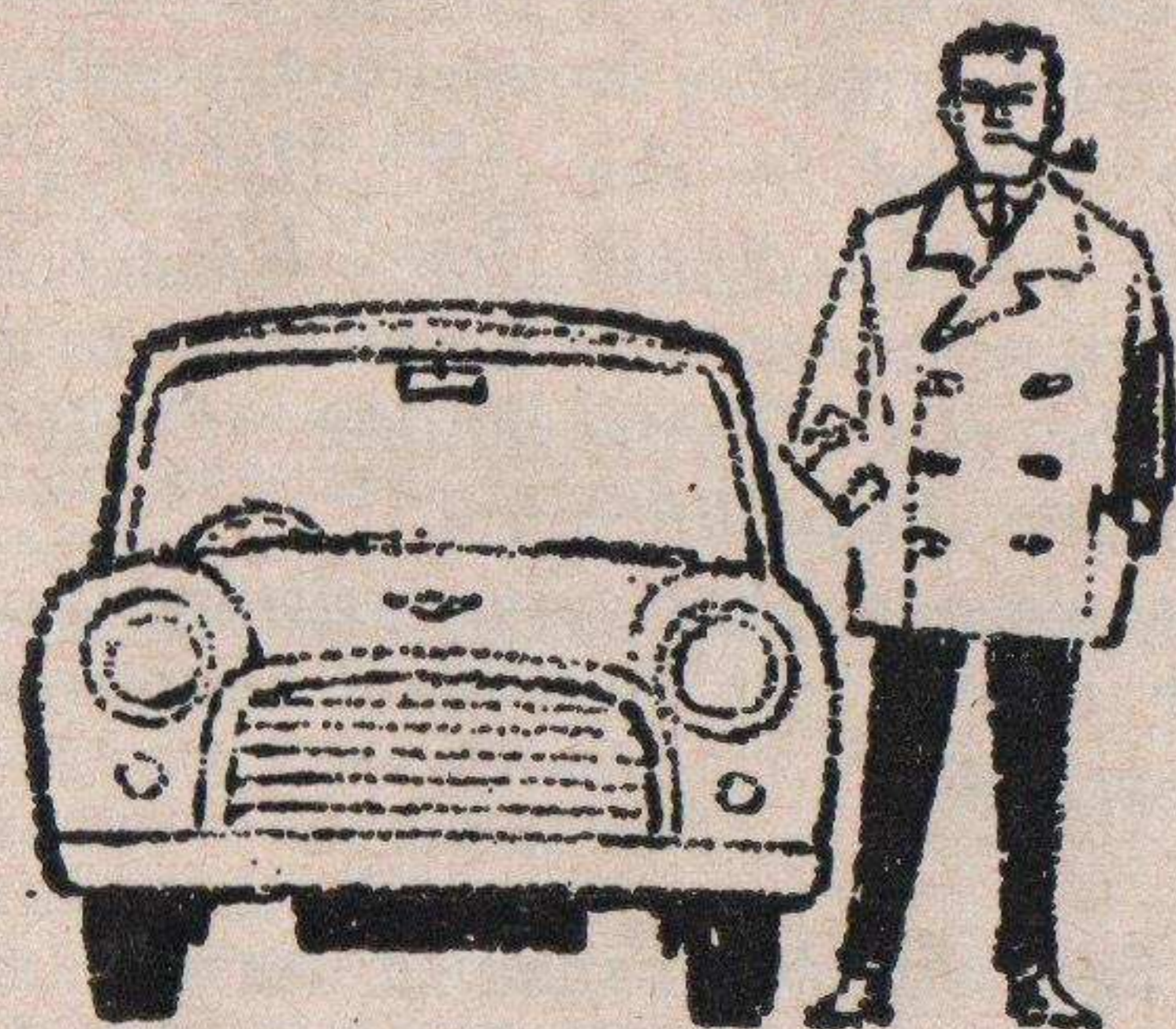
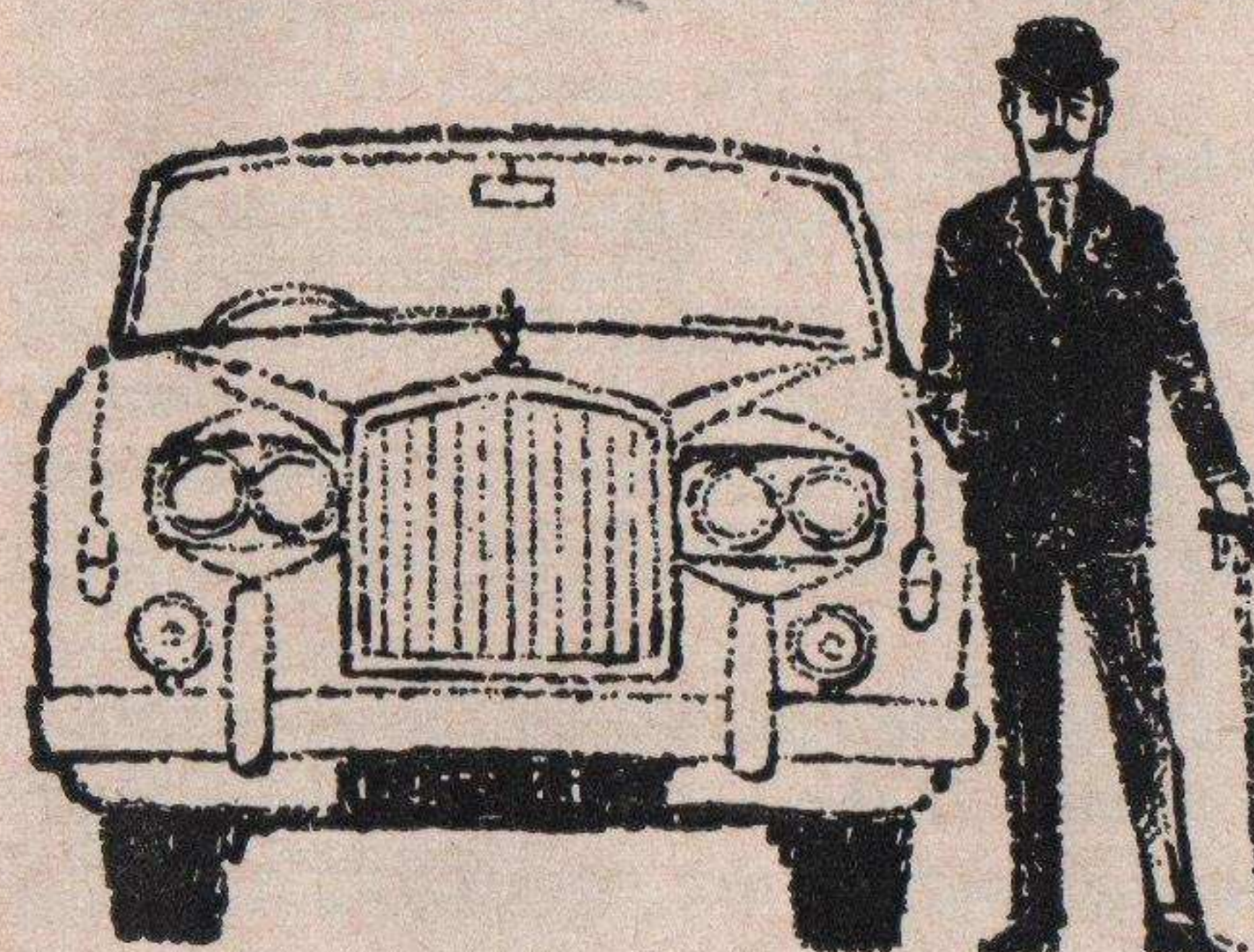
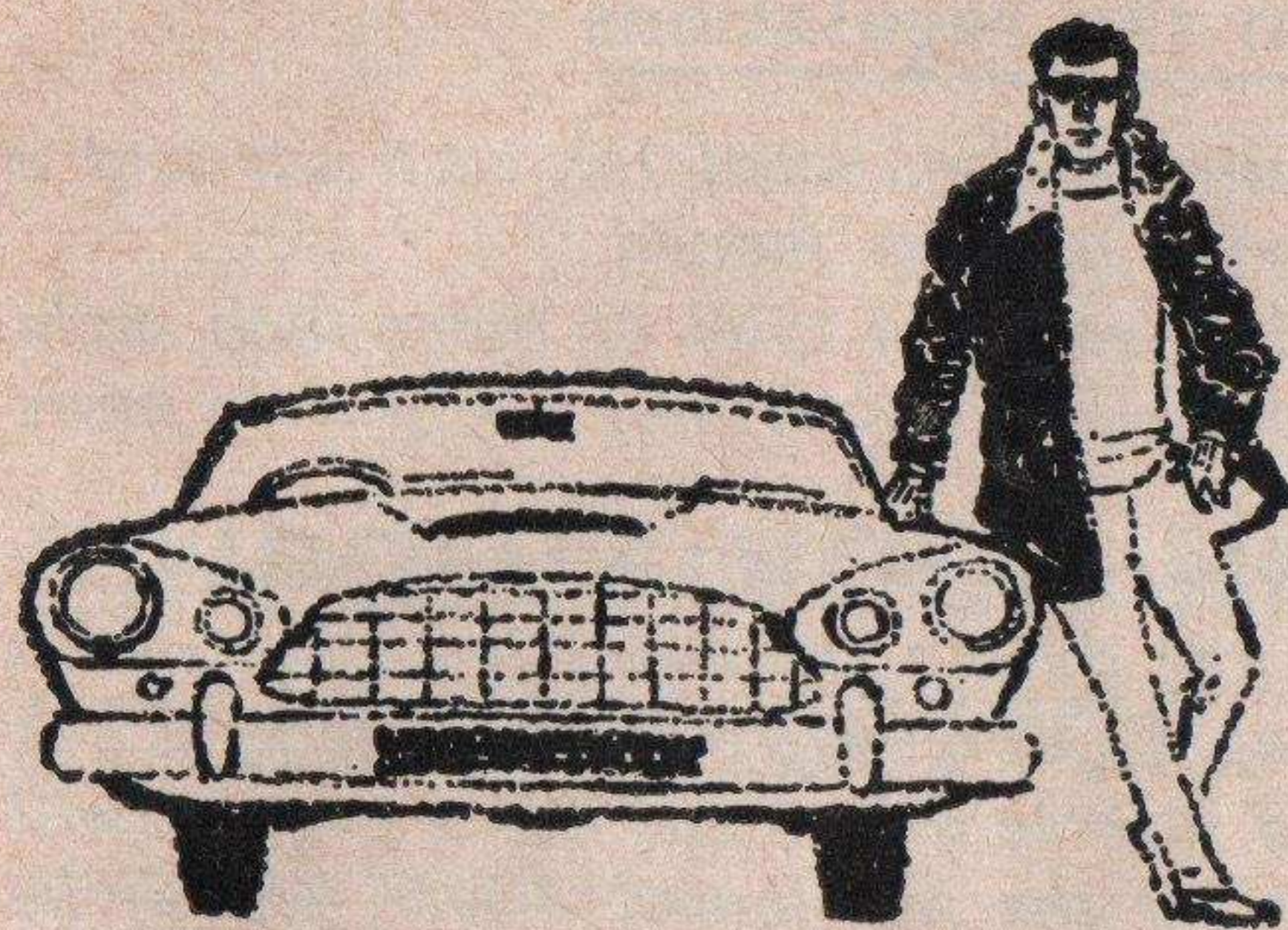
*The chequered flag will be displayed on the start/finish line to the first car which has completed 189 laps on Saturday and to the first car to have completed 378 laps on Sunday. All competitors will complete the lap which they are on when the chequered flag is displayed and their finishing order will be determined according to the number of laps which they have completed.*

### WHEELS & TYRES

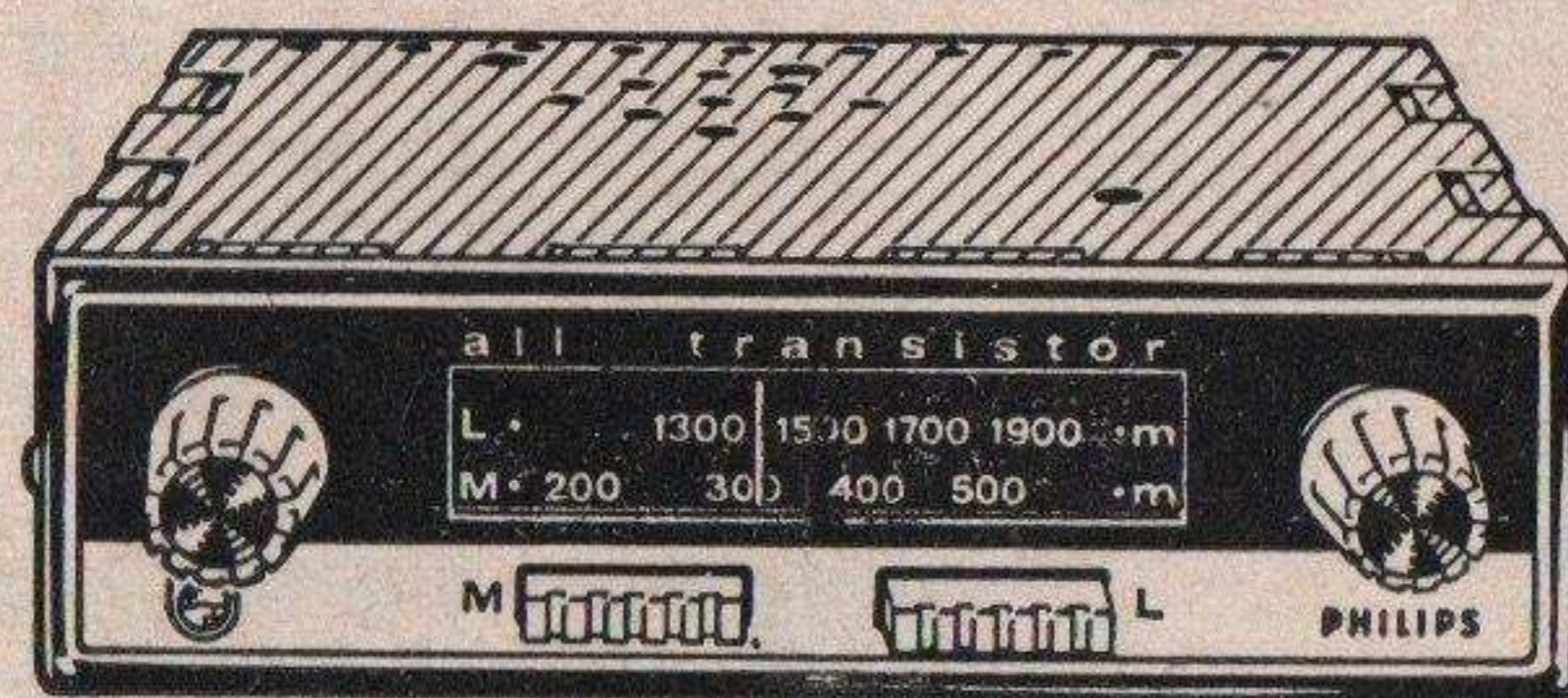
*During the race one spare wheel of the same size and type as those in use must be carried at all times on the car but must not occupy any passenger space. When any change of tyres is necessary, the spare wheel carried in the car must be used first or otherwise be exchanged for a wheel taken from the pit. Following the tyre change, a further spare wheel must be replaced in the car.*

*Continued on page 19*





# PHILIPS Car Radio-



## right for every car

Here is a new, low-price — only 17½ gns — car radio which, as far as powerful output and high quality are concerned, leaves most larger and more expensive radios standing at the starting flag. A 12-volt model for positive or negative earth supply, it gives excellent reception of long and medium wave stations and superb reproduction through a highly efficient 6" x 4" loudspeaker. There is a special "Tuned RF Stage" added to give extra sensitivity and station selectivity. Manual tuning, press-button wavechange and a full length, illuminated tuning scale with clear calibrations easy to read at any speed. The 236T is only one of Philips range of car radios at prices from 17½ gns to 32 gns. Ask your local Philips stockist about the sensational new Car Radio Mounting Kits, too — individually styled for more than 100 different types of car. Philips car radios and equipment are always a lap ahead and first past the flag.



# PHILIPS

—the friend of the family

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### SELF-STARTERS

Throughout the race, cars must always be started by means of the self-starters. Push starts will not be permitted under any circumstances whatsoever. The only time when a car may be pushed is when it is necessary to cause the minimum amount of obstruction during a pit stop, and on these occasions it may only be pushed either by its driver or by its pit personnel.

Propulsion of the car by means of the starter motor alone, either after a pit stop or during the race, is prohibited.

### BRAKE LIGHTS & TRAFFICATORS

It is essential that throughout the competition, brake lights and direction indicators of either the winking or semaphore type must be maintained in perfect working order.

### DECIDING THE RESULTS

The event is two 189-lap (500.85 miles) races for nominated Series Production Sports Cars complying with Appendix 'J' Group 3 to the International Sporting Code. The result will be decided on an aggregate basis, the winner being competitor completing the greatest distance in the lowest time.

### STARTING PROCEDURE

Fifteen minutes prior to each start, all engines must be switched off and drivers must assemble at the front of the starting grid for briefing by the Clerk of the Course.

Two minutes prior to the scheduled starting time for both parts of the race, engines will be started and competitors will move off on a parade lap, adhering strictly to their allotted grid positions behind the official pace car. At the exit from Clearways Corner the pace car will pull into the pit lane and competitors will proceed at a reasonable speed to the starting line still maintaining their grid position where the race will commence at the fall of the starter's flag.

### POST-RACE VERIFICATION

All competitors who finish the race will complete a further lap at reduced speed and will return with the minimum of delay to the paddock. All cars finishing the race may be impounded for re-examination by the scrutineers. The organisers may require any car to be dismantled in order to check the dimensions, transmission ratios, and weight, and to ensure that no alterations affecting the eligibility of the car have been made since the pre-race examination.

### RESERVE ENTRIES

Reserves will be accented to fill vacancies caused by non-starters within their own capacity classes. In the event of there being no further reserve entries for any particular class when a vacancy occurs, the position in the race will be allotted to the next reserve entry in the highest capacity class.



# GUARDS 1000 Production Sportscar Race

## Numerical List of Entrants, Drivers and Cars

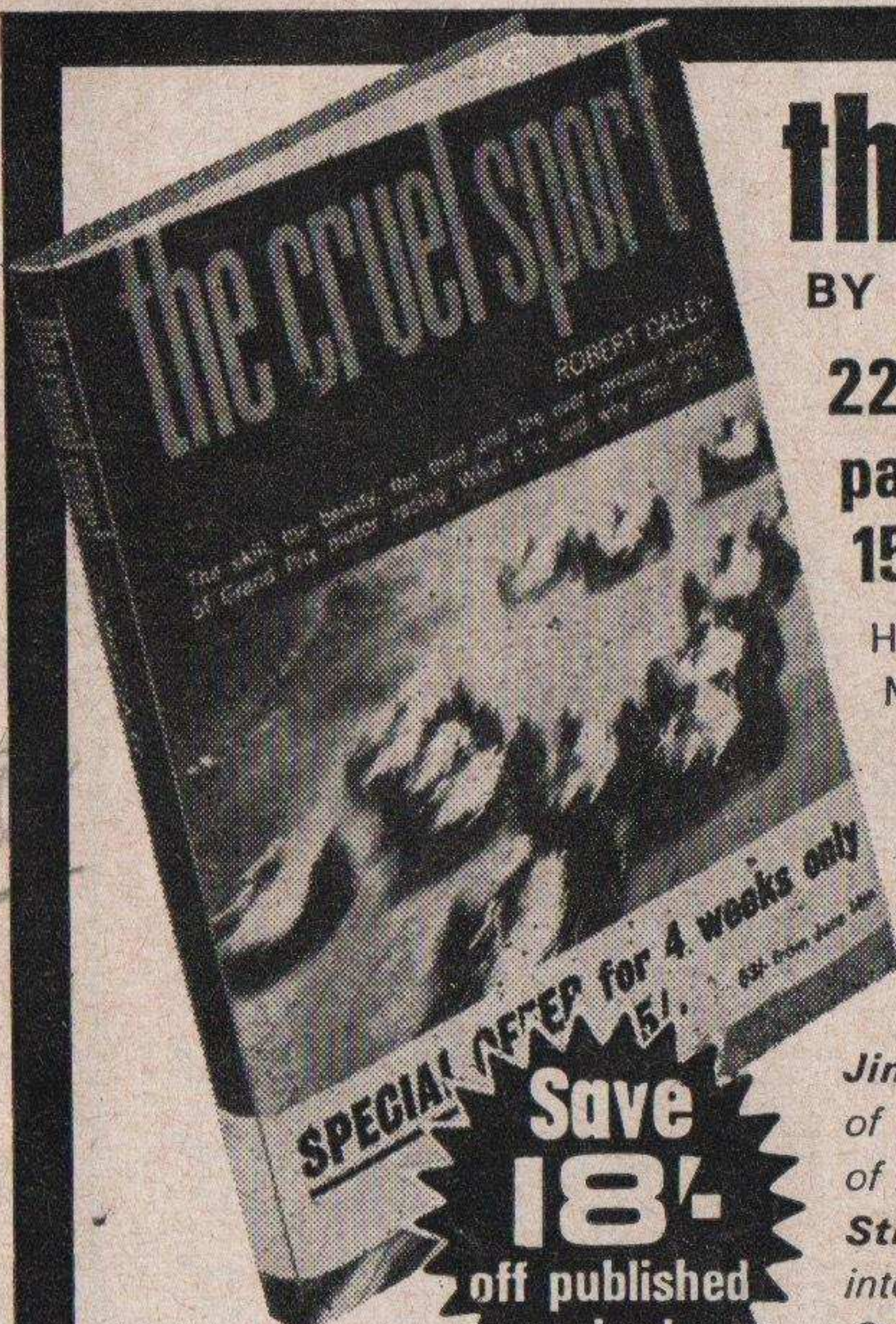
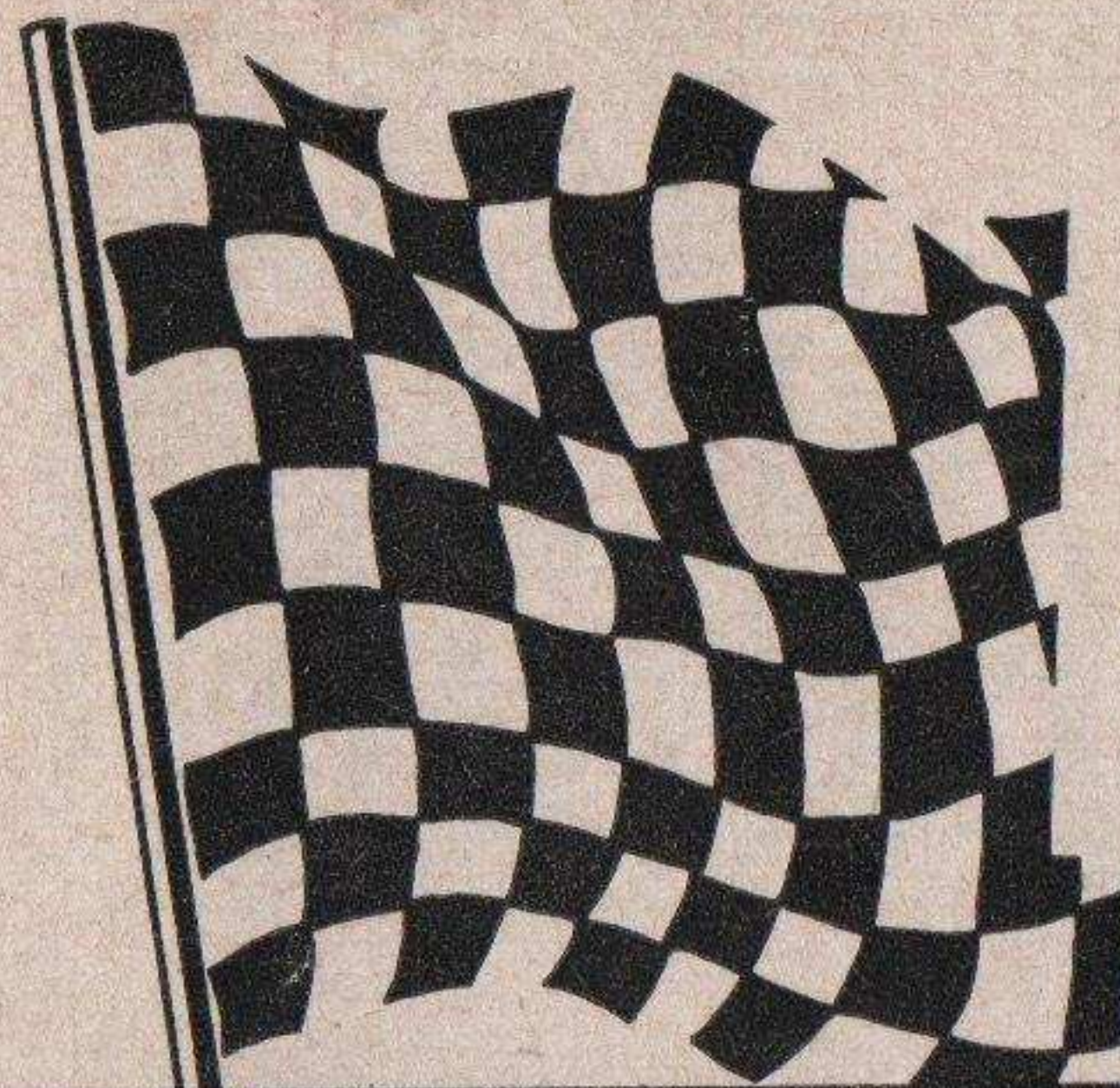
No.	Entrant	1st Driver	2nd Driver	Res. Driver	Car	c.c.
<b>Class A</b>						
1	P. Brown	P. Brown	M. Nunn	---	Sunbeam Tiger	4260
2	D.R. Fabrications Ltd.	J. Oliver	C. Craft	---	Jaguar 'E' Type 4.2	4235
3	John Dean Racing	J. W. Dean	K. Baker	---	Jaguar 'E' Type	3781
4	W. Pearce	W. Pearce	J. Rider	---	Jaguar 'E' Type	3781
5	Fibre Glass Repairs	E. P. Falce	D. E. O'Sullivan	---	Jaguar 'E' Type	3781
6	Team Uptune	B. Hart	R. Ellice	B. R. Cave	Jaguar 'E' Type	3781
8	Don Moore	P. Hopkirk	R. S. Mac	---	Austin Healey 3000	2912
9	E. A. Worswick	E. A. Worswick	A. R. Minshaw	G. Binks	Austin Healey 3000	2912
10	David Plumstead Racing	<del>D. Plumstead</del>	G. Capel	R. Bell	Austin Healey 3000	2912
11	P. R. T. Westbrook	P. Westbrook	K. Crook	M. Hone	Austin Healey 3000	2912
<b>Class B</b>						
21	K. Coffey	K. Coffey	M. Craig	---	Daimler SP 250	2547
22	LawrenceTune Racing Ltd.	C. Lawrence	J. C. Spender	J. L. Donnelly	Morgan Plus Four	2196
25	R. North	A. House	R. North	M. D. C. Campbell	Morgan Plus Four	2136
26	J. Thurston	J. C. Thurston	J. V. Terry	---	Morgan Plus Four	1991 2136
27	J. S. Tucker	B. Kendall	J. Tucker	---	Morgan Plus Four	1991
28	Don Moore	J. Rhodes	W. Banks	M. Campbell-Cole	M.G. B.	1798
29	Moto Baldet Racing Team	W. Nicholson	A. Baldet	---	M.G. B.	1798
30	J.C.B. (Research) Ltd.	T. Taylor	Miss A. Taylor	M. Newton-Hugall	M.G. B.	1798
31	J. F. Sach	J. F. Sach	R. Enever	---	M.G. B.	1798
32	Team Taurus	J. Ralph	A. Williams	---	M.G. B.	1798
33	D. Andree	H. Fernando	A. K. Poole	K. Costello	M.G. B.	1798
34	R.J.V. Engineering (London) Ltd.	P. T. H. Cadman	M. J. Donegan	J. Wheeler	M.G. B.	1798
<b>Class C</b>						
41	Farnborough Racing Enterprise	J. Nicholson	N. McNab	R. Swanton	Sunbeam Alpine	1592
42	Racing Partnerships (Jersey) Ltd.	A. L. Sargeant	M. E. Daghorn	---	Sunbeam Alpine	1592
43	C. Hodgson	C. Hodgson	A. Pateman	G. White	Triumph Spitfire	1147
44	D. H. Corderoy	D. H. Corderoy	E. L. Reece	A. J. C. Newton	Triumph Spitfire	1147
45	E. Hunt	A. R. Jones	E. Hunt	D. Shepherd	Triumph Spitfire	1147
47	Morton & Hughes Racing	M. E. Garton	P. C. Hughes	---	Austin Healey Sprite	1098
48	D. H. Wilson-Spratt	P. Jackson	J. Miles	---	Austin Healey Sprite	1098
49	Topspeed	M. F. Budge	J. Tomlinson	D. Formhals	Austin Healey Sprite	1098
50	J. H. Carr	J. H. Carr	K. L. Grant	---	Austin Healey Sprite	1098
52	R. C. Cook	R. C. Cook	A. R. Bateman	L. A. Miles	Austin Healey Sprite	997
53	J. S. Paterson	J. S. Paterson	G. Powell	---	Austin Healey Sprite	994
54	H. R. Braithwaite	<del>J. R. Aley</del> A. ALLRED	H. R. Braithwaite	D. A. Soley	Austin Healey Sprite	994
<b>Reserves</b>						
7	<del>M. H. Ryan</del>	M. H. Ryan	M. Wilson	---	Jaguar 'E' Type	3781
23	D. S. Jones	D. S. Jones	J. S. Maclay	---	Morgan Plus Four	2196
24	<del>C. H. Blyth</del>	C. H. Blyth	Mrs. J. Bond-Smith	D. G. R. Wansbrough	Morgan Plus Four	2136
35	R. Worts	D. Bunce	M. Hone	---	M.G. B.	1798
36	I. J. Williams	B. J. Smallthwaite	I. J. Williams	P. S. Borthwick	M.G. B.	1798
46	P. W. Beach	P. W. Beach	A. Daykin	P. Webb	M.G. Midget	1138
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## GRID POSITIONS - Saturday, 22nd. May


### Finishing Positions — Part 1 — Saturday, 22nd May

Overall : 1st <sup>MGB</sup> 28 Rhodes Barch 2nd 30 Taylor MGB 3rd 2 E Type Olivet/Craft

Leader's Time 6:34.7:0 Speed 76.75 m.p.h.

Class A : 1st 2 Olivet/E 2nd 1 Tiger 3rd 6 Hart E

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

Class B : 1st 28 Rhodes MGB 2nd 30 Taylor MGB 3rd 31 MGB Sach

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

Class C : 1st 47 Gaston 2nd 43 Holman Spiffers 3rd 41 Milderan Alpine

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

## GRID POSITIONS - Sunday, 23rd. May

28	7																			
30	47																			
2	31																			

### Finishing Positions — Part 2 — Sunday, 23rd May

Overall : 1st 22 2nd 8 3rd 6 47 2

Leader's Time 7 Speed 75.82 m.p.h.

Class A : 1st ..... 2nd ..... 3rd .....

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

Class B : 1st ..... 2nd ..... 3rd .....

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

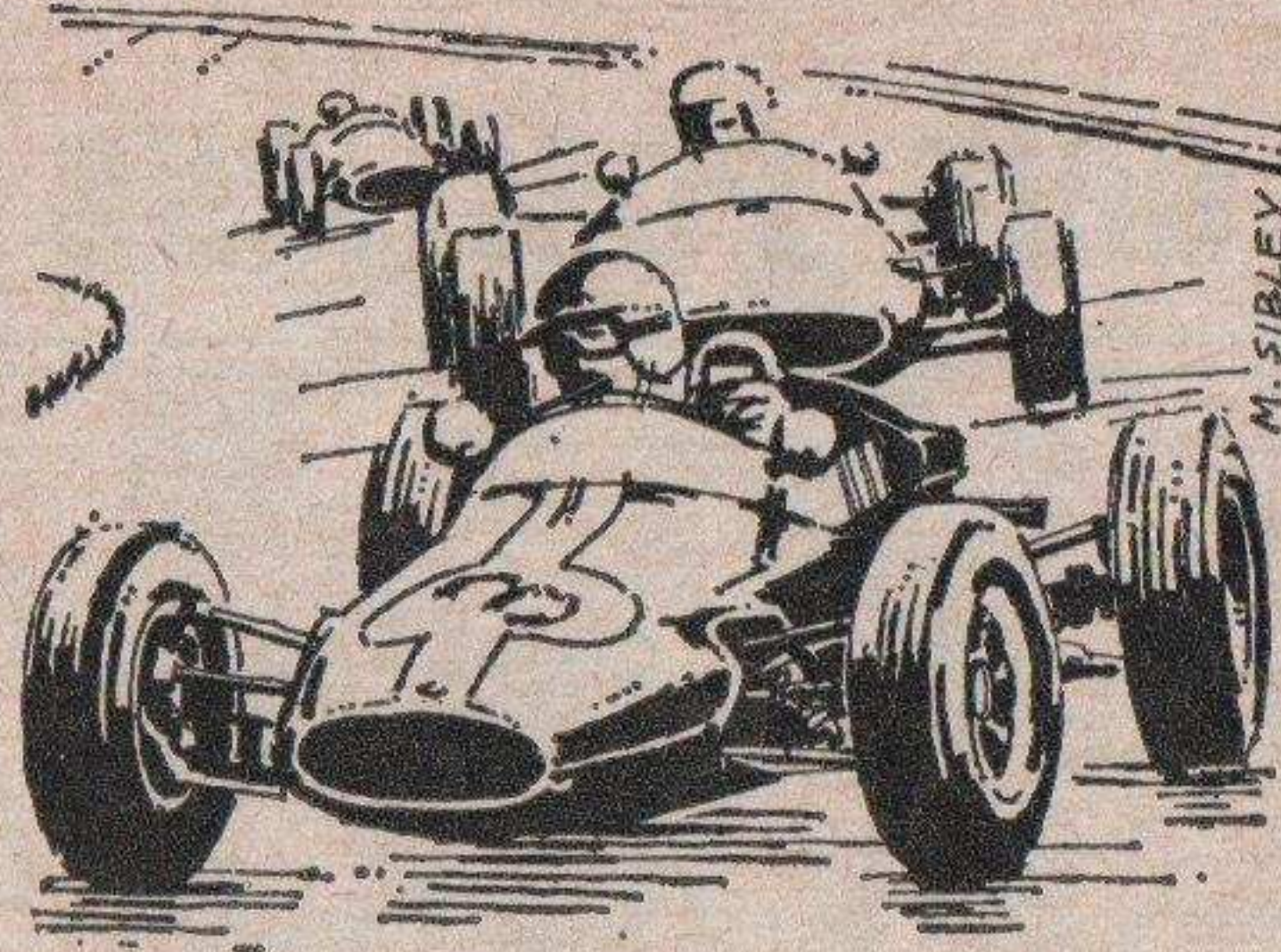
Class C : 1st ..... 2nd ..... 3rd .....

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



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## LAPS

POS.	10	20	30	40	50	60	70	80	90	100
1				22	22	2	2	8	8	
2				6	6	30	30	28	28	
3				2	2	8	8	2	30	
4				29	29	29	29	30	47	
5				30	28		28	47	2	
6				28	30		1	32	31	
7				47	47		6	4	32	
8				23	8		47	31	6	
9				1	1		32	6	1	
10				8	4		31	23	23	
11				31	23			49	48	
12				4	10			48	27	
13				34	41			27	49	
14				36	48			12	42	
15				49	43			43	10	
16				44	45					
17				42	49					
18				27	52					
19				10	34					
20				32	9					

'MOTOR' LAP POSITION CHART

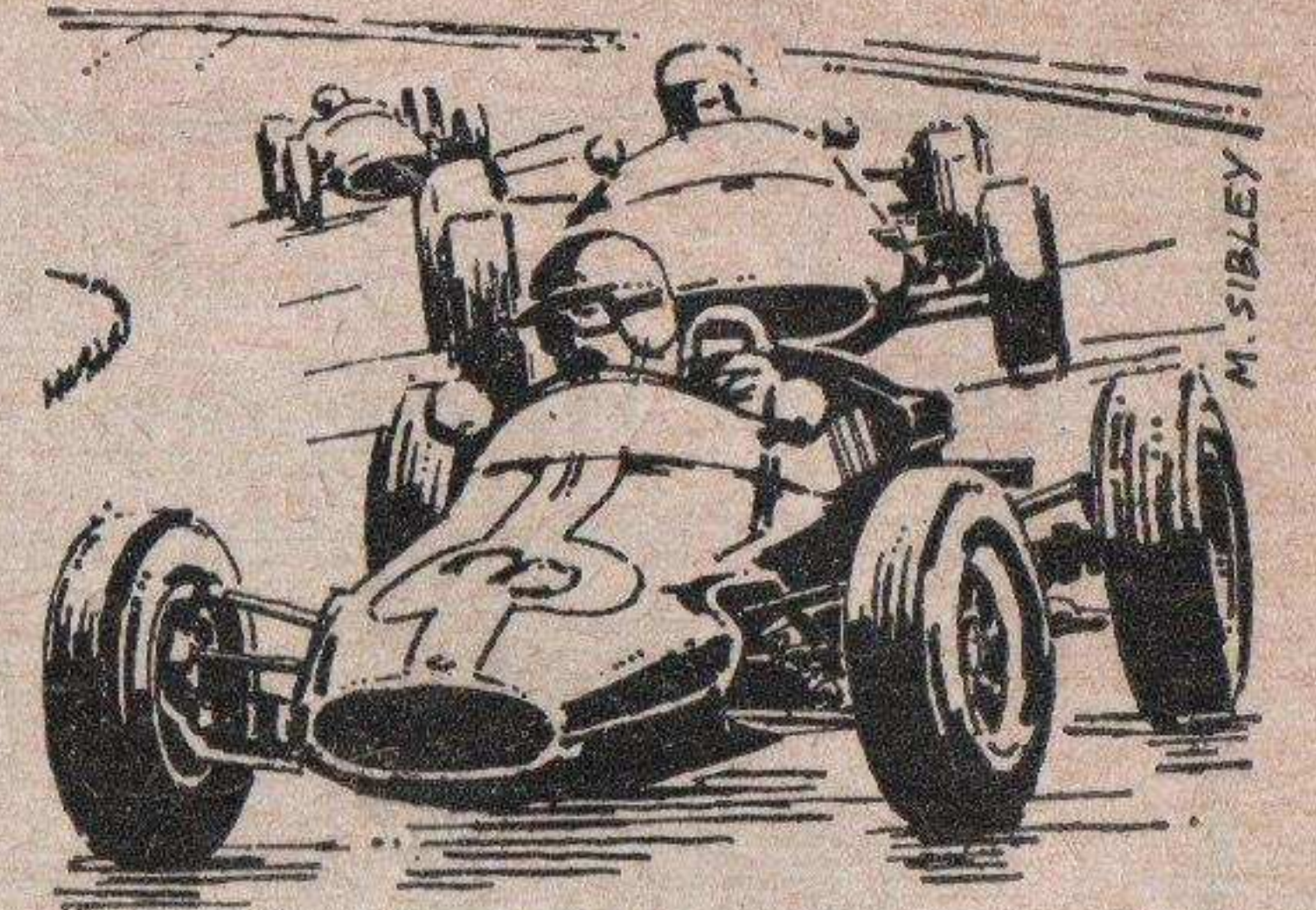
'MOTOR' LAP POSITION CHART

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## LAPS

POS.	110	120	130	140	150	160	170	180	189
1	28	28			28				28
2	8	8			2				30
3	30	30			30				2
4	2	2			8				47
5	6	6							31
6	47	47							1
7	31	31							6
8	1	1							8
9	23	49							3
10	9	10							9
11									
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'MOTOR' LAP POSITION CHART

'MOTOR' LAP POSITION CHART

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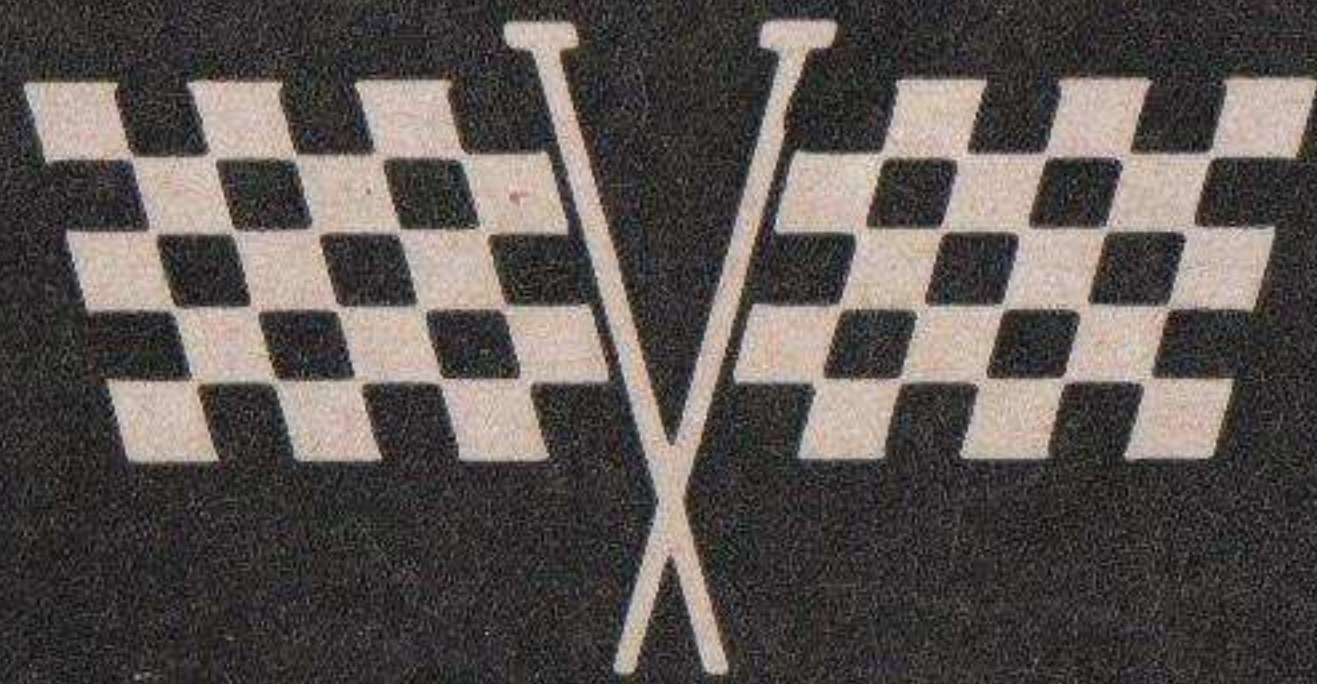


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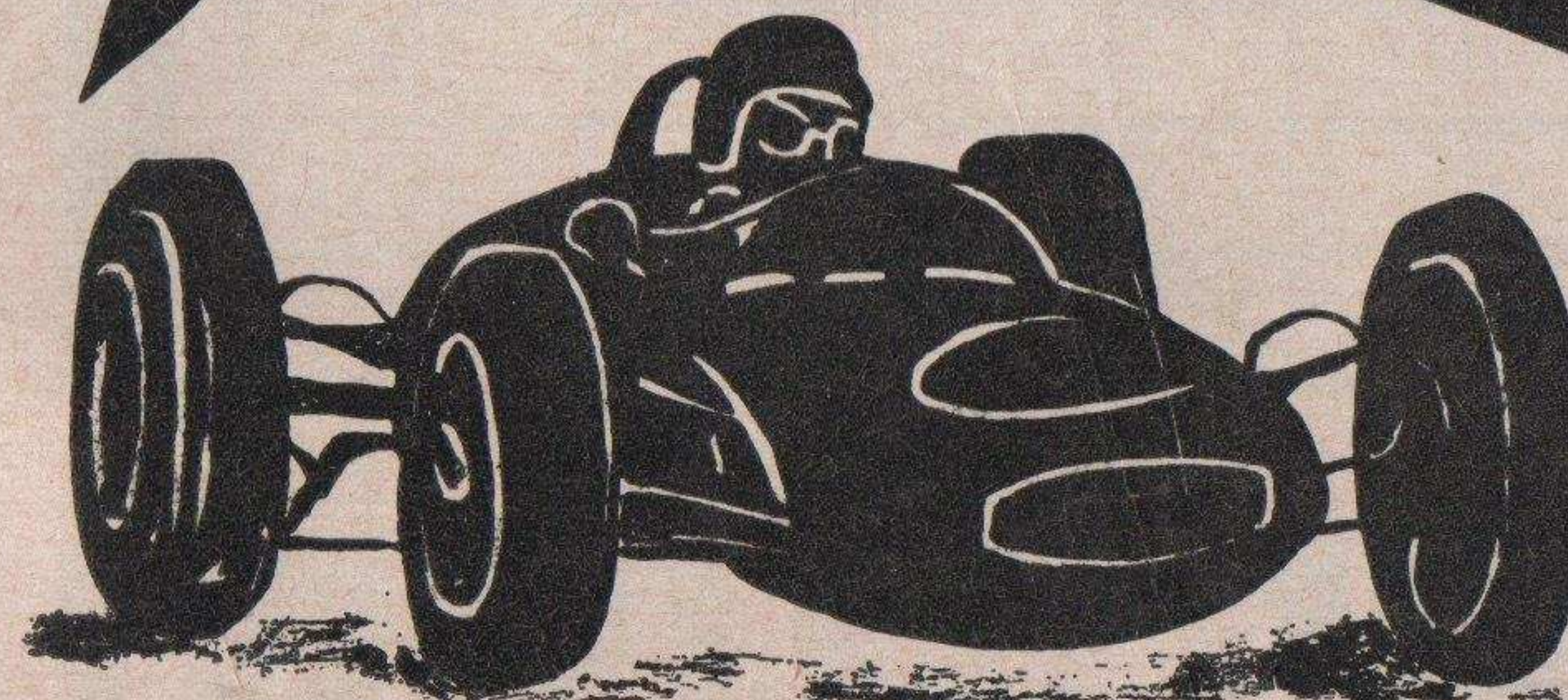
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—and that means the cars, the men and the stories of human endeavour that lie behind them—is something 'Motor' has been doing superbly well for a long, long time. To help you keep track of events 'Motor' publishes the useful lap chart below.



## LAPS

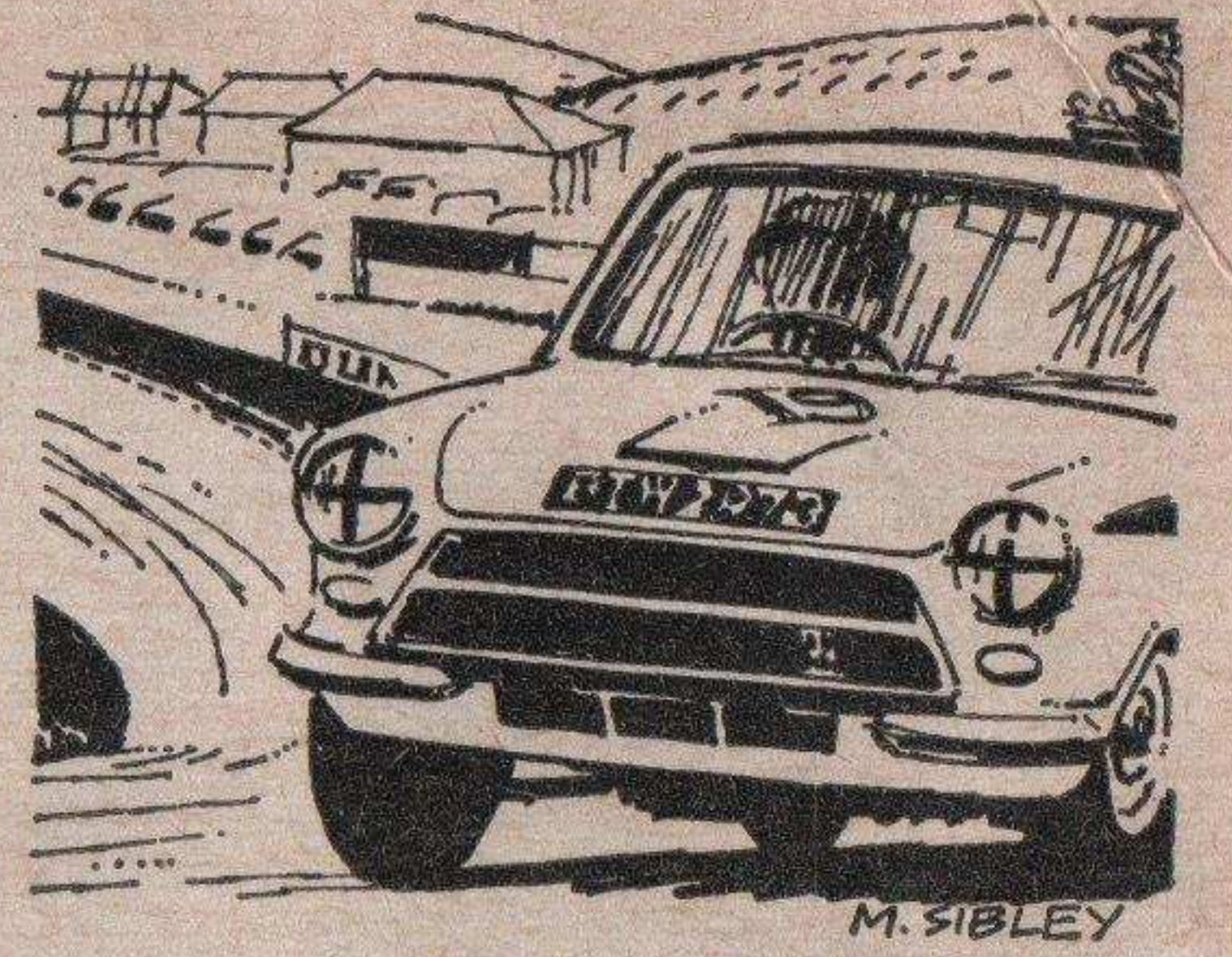
POS.	10	20	30	40	50	60	70	80	90	100
1	3	3	3		3					
2	8	8	8		22					
3	22	22	22		28					
4	28	28	28		8					
5	30	34	44		47					
6	2	2	2		6					
7	47	47	47		1					
8	6	6	30		30					
9	4	36	6		4					
10	1	1	1		31					
11			25		9					
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## LAPS

POS.	110	120	130	140	150	160	170	180	189
1			3		22	22	6		
2		128	22	120	8	8	8		
3		127	8	2	47	6			
4		126	30		6	28			
5		125	6	1	30	47			
6		125	1	3	28	4			
7		125	4	3	4	25			
8		124	47	5	25	1			
9		124	25	5	1	31			
10		124	28	150	31	2			
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## FINAL RESULTS

Overall : 1st..... 2nd..... 3rd.....

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

Class A : 1st..... 2nd..... 3rd.....

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

Class B : 1st..... 2nd..... 3rd.....

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

Class C : 1st..... 2nd..... 3rd.....

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

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