

Programme 2s 6d

GUARDS **international**

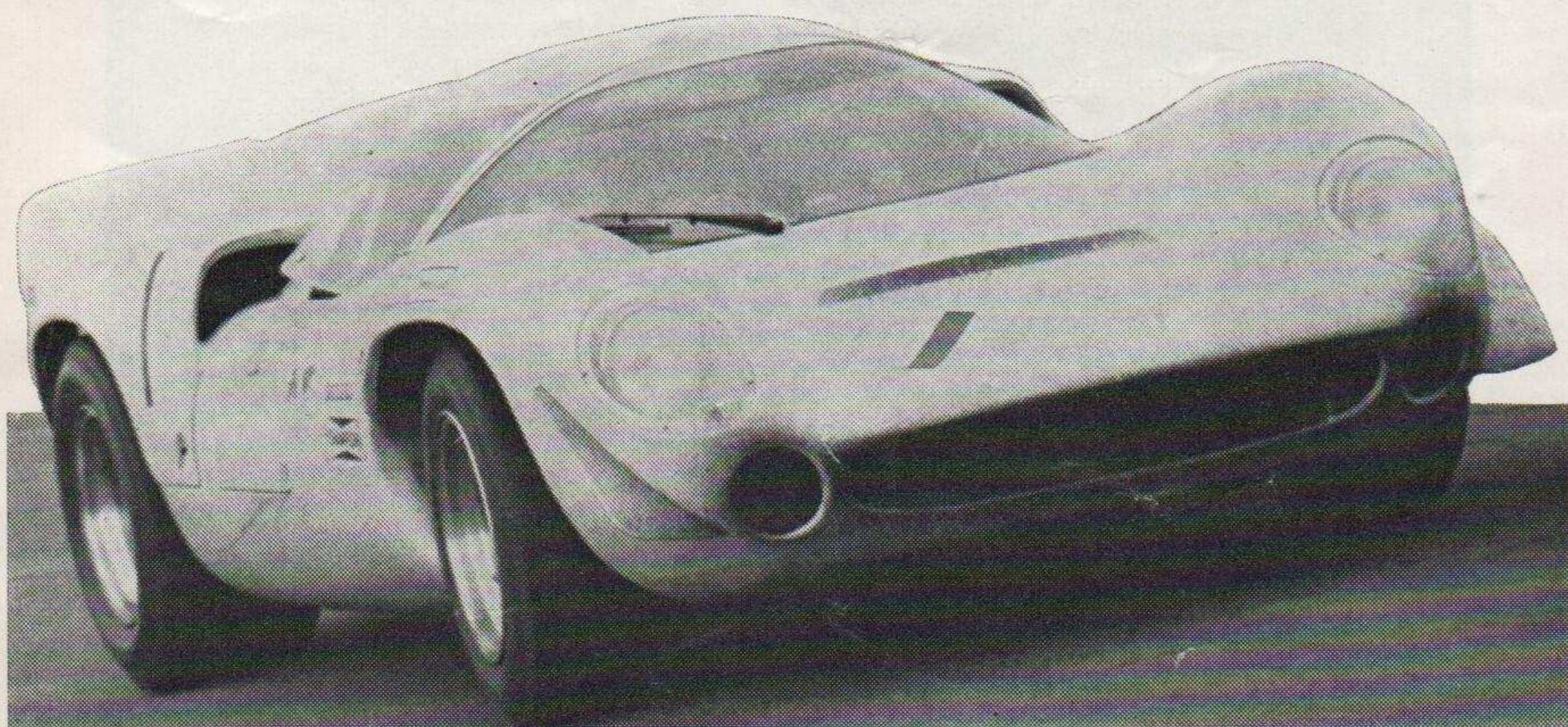
RAC BRITISH SPORTS CAR CHAMPIONSHIP RACE

Supported by British Saloon Car Championship
Race and three Formula 3 events

BRANDS HATCH

Bank Holiday Monday

2nd September 12.30 p.m.



Organised by the BRSCC
for Brands Hatch Circuit Ltd

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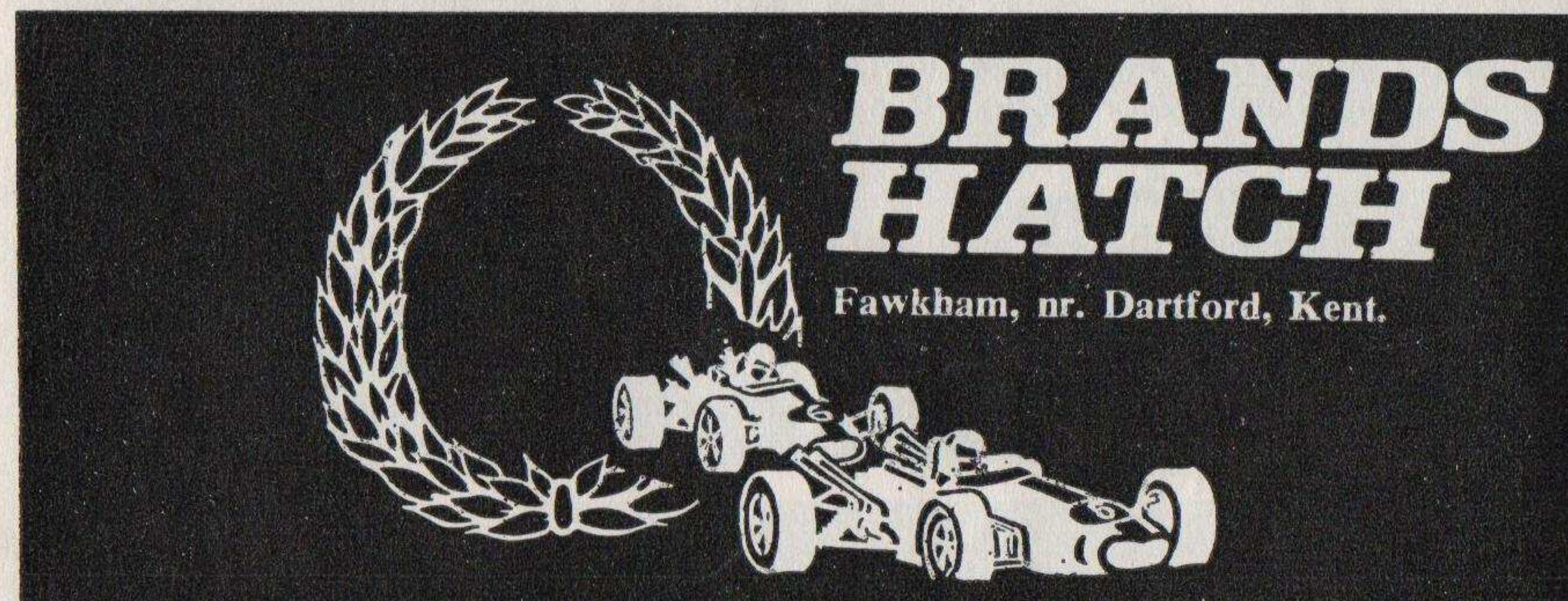
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Motor Race Meeting Monday 2nd September 1968



BRSCG GUARDS INTERNATIONAL CAR RACES

Organised by the British Racing & Sports Car Club
for Brands Hatch Circuit Ltd.

*This meeting is held under the International Sporting Code
of the Federation Internationale de l'Automobile, The
General Competition Rules and the Standing Supplementary
Regulations of the RAC and Supplementary Regulations.*

RAC Permit No. RS 3852

CONTENTS

	Page
Flag Signals, Notice to Competitors, etc	2
Officials of the Meeting	4
Programme of Events and Awards	5
Editorial	7 - 11
Event 1 — The Guards Formula 3 Trophy Race (Heat 1)	12 - 13
Event 2 — The Evening News Challenge Trophy Race	14 - 17
Event 3 — The Guards Formula 3 Trophy Race (Heat 2)	18 - 19
Event 4 — The Guards International Trophy Race	20 - 25
Event 5 — The Guards Formula 3 Trophy Race (Final)	27 - 29
Lap Speed Table	34
1968 Fixture List	35
Map of Circuit	Inside Back Cover

COVER PHOTOGRAPH

One of the most successful partnerships in big sports car racing will be seen here today, Denny Hulme drives Sid Taylor's Lola.

(Photograph by Lynton Money)

For the Attention of Spectators

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

The BRSCC wish to acknowledge with thanks the valuable assistance given by the individual marshals in conducting this event.

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

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

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

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

Condition of Admission

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

Postponement of the Meeting

The Club reserves the right to postpone or cancel the meeting

FLAG SIGNALS

UNION JACK	...	...	...	Start.
RED	...	...	...	Stop immediately.
YELLOW (Waved)	...	...	...	Great danger : prepare to stop : no overtaking
YELLOW (Motionless)	...	...	...	Take care : danger.
BLUE (Waved)	...	...	...	Another competitor is trying to overtake.
BLUE (Motionless)	...	...	...	Another competitor is following closely.
YELLOW WITH RED STRIPES	...	...	...	Oil on the course.
WHITE	...	...	...	Ambulance or service car on the course.
BLACK (With Number)	...	...	...	Car with that number must call into the pits.
BLACK AND WHITE CHEQUERED	End of race.

This meeting is promoted by

MOTOR CIRCUIT DEVELOPMENTS LTD.

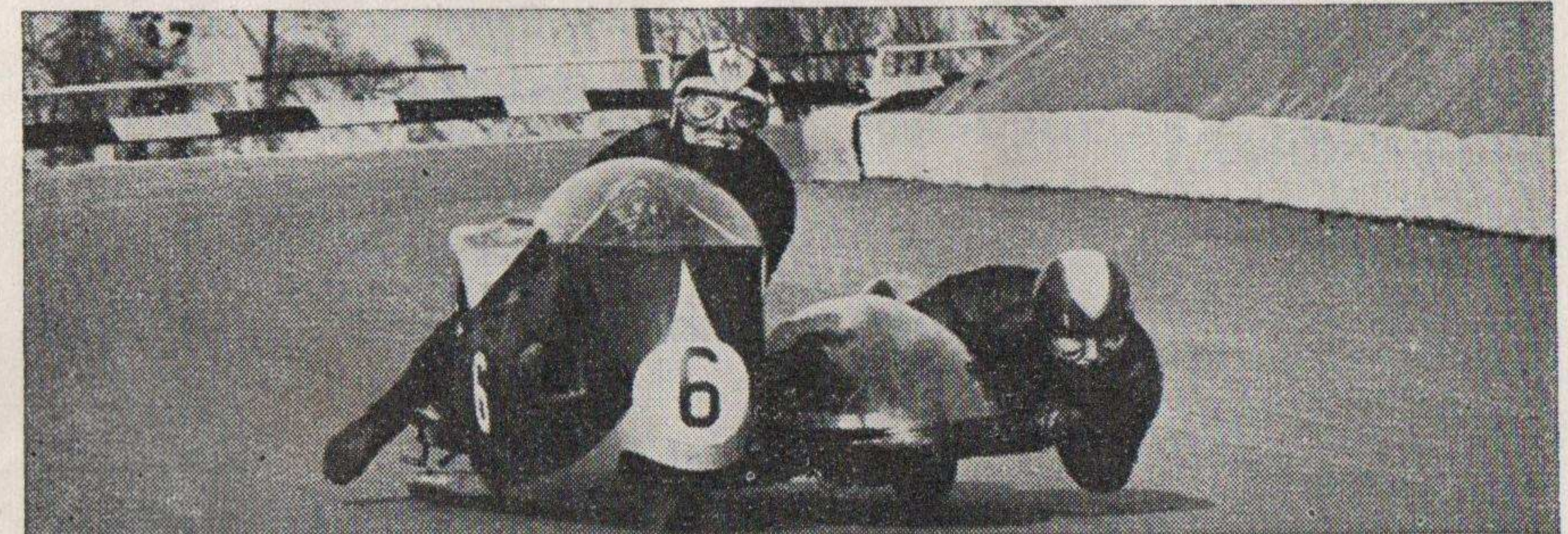
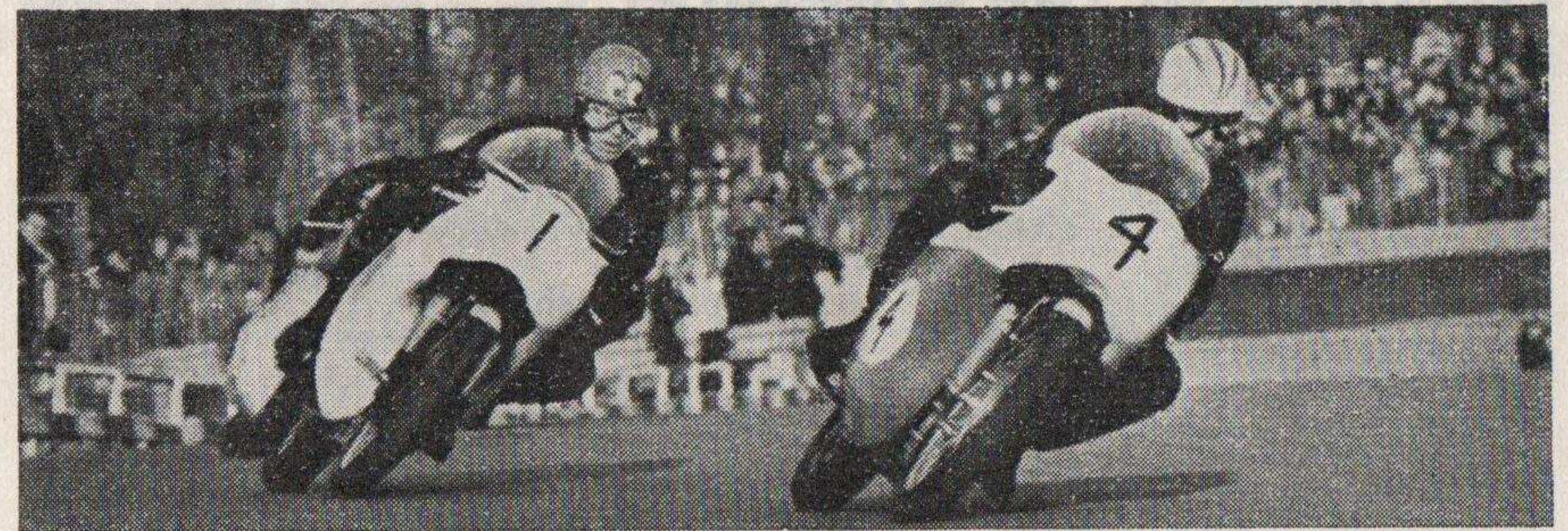
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Officials of the meeting

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For the RAC —
J. H. Kemsley

For the BRSCC —

R. M. Carter
P. M. Jopp
L. Leston
L. Lewis-Evans
I. H. Smith

Judges :

G. Lee
J. Norris
B. L. O'Hara

Clerk of the Course :

N. Syrett

Secretary of the Meeting :

D. A. Southwood

Race Control :

B. H. Crow
Mrs. B. H. Crow
P. Morley
Mrs. K. Cave
Miss J. Everett
Miss A. Kemsley
Miss V. Powell
Miss S. Winslade

Timekeepers :

C. Audrey
G. S. Barritt
E. B. Colman
J. Harvey
A. Lee
F. A. Lowe

Race Recorders :

Mrs. D. Audrey
Miss P. Wallis

Scrutineers :

F. Harrison
N. C. Croucher
R. C. Croucher
F. W. Monk
K. B. Salmon

Scrutineers' Assistant :

Mrs. R. C. Croucher

Commentators :

P. Scott Russell
J. Tilling
N. Greenway

Chief Marshal :

E. E. C. Goodman

Chief Observer :

H. G. Webley

Chief Flag Marshal :

M. L. Terrell

Chief Paddock Marshal :

H. W. Lamkin

Starter :

C. Greville-Smith

Chief Start-Line Marshal :

L. T. Smith

Chief Pit Marshal :

A. Peers-Jones

Chief Results Board Marshal :

C. Willoughby

Chief Fire Marshal :

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Dr. P. J. Wise
Dr. T. Williamson

Medical Services :

St. John Ambulance Brigade

Marshals :

Members of the BRSCC

Press Officers :

G. Macbeth P. Harrington

Programme of Events & Awards

		Laps	Start
EVENT 1.	THE GUARDS FORMULA 3 TROPHY RACE	10	12.30 pm
	Heat One		
	1st — £15	All other competitors — £10	
EVENT 2.	THE EVENING NEWS CHALLENGE TROPHY RACE	20	1.10 pm
	1st — £300 2nd — £200 3rd — £150 4th — £125		
	5th — £100 6th — £90 7th — £85 8th — £80		
	9th — £75 10th — £70 11th — £65 12th — £60		
	13th — £55 14th — £50 15th — £45 16th to 22nd		
	— £40 23rd to 29th — £30 30th to 36th — £20		
	In each class, except Overall Winner —		
	1st — £30 2nd — £20 3rd — £10		
EVENT 3.	THE GUARDS FORMULA 3 TROPHY RACE	10	2.15 pm
	Heat Two		
	1st — £15	All other competitors — £10	
EVENT 4.	THE GUARDS INTERNATIONAL TROPHY RACE ...	50	3.05 pm
	1st — £750 2nd — £500 3rd — £350 4th — £300		
	5th — £250 6th — £200 7th — £175 8th — £150		
	9th — £125 10th — £100 11th — £90 12th — £85		
	13th — £80 14th — £75 15th — £70 16th — £65		
	17th — £60 18th — £55 19th — £50 20th — £45		
	21st to 26th — £40 27th to 31st — £30		
	32nd to 36th — £25		
	In each class, except Overall Winner —		
	1st — £50 2nd — £30 3rd — £20		
EVENT 5.	THE GUARDS FORMULA 3 TROPHY RACE	25	5.00 pm
	Final		
	1st — £150 2nd — £100 3rd — £80 4th — £75		
	5th — £70 6th — £65 7th — £60 8th — £55		
	9th — £50 10th — £45 11th to 15th — £40		
	16th to 20th — £35 21st to 25th — £30		
	26th to 30th — £25		

Acknowledgments

The Official Course Car has been kindly made available by
THE FORD MOTOR COMPANY LIMITED

DUPLICATOR kindly supplied by RONEO LTD.

CARAVAN kindly loaned by WILSON'S MOTOR CARAVAN CENTRE LIMITED
of Brixton, London and Bradford, Yorkshire

They'd sooner go without their trousers than their Britax safety belts



RAC Sports Car Championship—

THE FINAL ROUND

by Graham Macbeth

The big sports car race should provide excellent entertainment this afternoon. Seen above, just two of the cars entered. The Ford GT40 and the Chevron-BMW.

(photographs by Dave Gray and Peter Cromer).

This is the first year of the RAC Sports Car Championship and here we are, at the final round, with a contest still between two drivers for the championship and all the glory which goes with it.

They are Bill Bradley, a chartered accountant from the Midlands, and Paul Hawkins, a professional racing driver from Australia.

The championship (and today's race) is for Group 4 sports cars, i.e., those of which 50 have been made within year's production and which are internationally recognised ("homologated"). The rules for this classification lay down strictly the dimensions of the seats, cockpit interior, windscreen height and width, door size, luggage boot space, minimum weight and so on. General outline of the cars has to be the same for the series of 50 cars, although some modifications are permitted providing the dimensional requirements are met.

There is no restriction, effectively, on engine tuning and so some of the cars have become very much quicker since their designs first appeared, the development continuing all the time.

There could be few greater contrasts than the personalities of the two leading drivers in the championship, Bradley and Hawkins. Bradley is an unassuming, bespectacled man of slim build who has been around the circuits for quite some time now. While he has always been a competent driver who has aimed well above "club" level throughout his racing career (before that, he had been quite a successful rally competitor who was in the BMC works team at one time), he has seldom hit the headlines.

Hawkins, a rugged and stockily built Australian, certainly hit the headlines a few years ago when his BRM plunged into the harbour at Monte Carlo when he was driving in the Monaco Grand Prix.

Renowned for his grit and his ability to tame the most powerful cars, Hawkins was a "natural" for the sort of big sports cars which provide most of the spectacle for Group 4 racing, currently fielding the most powerful machinery in European motor racing.

These two drivers and their cars characterise this British championship. On the one hand Bradley and his Porsche, a Birmingham business man in a precision-built 2-litre. On the other hand Hawkins and a Ford or Lola, a tough professional driver from Australia in a 5-litre monster.

(Continued Overleaf)

(Continued from page Seven)

RAC Sports Car Championship— FINAL ROUND

Both have had to work very hard for their championship points, Bradley fending off the efforts of other Porsche drivers and the lighter Chevron BMW cars which make up most of his opposition today; Hawkins chasing hard all through the season in his Ford GT40 which was invariably outpaced by the more powerful Lola T70s.

"Hawkeye" has had to dice not only for the class leadership but for an outright race win and has been overshadowed by world champion Denny Hulme and fellow Australian Frank Gardner in Sid Taylor's Lolas and the ones run by Mike De 'Udy and the Swedish driver Jo Bonnier.

Tired of taking second or third place to these more modern designs, he organised a Lola drive for himself at the last round of the championship, the Guards Gold Cup meeting at Oulton Park but his original plan, to drive the ex-Sid Taylor TT-winning car, fell through and, instead, he accepted an invitation to drive the one entered by Ulf Norinder, a Swedish driver who considers himself something of a novice with this car. It was not really "sorted" to Paul's satisfaction in the short time available in practice and before racing, but he managed third place behind the battling cars of De 'Udy and Bonnier.

As our programme goes to press, it is still uncertain what sort of car Hawkins will drive today but, whichever it is, he will be in there going hard to win this championship.

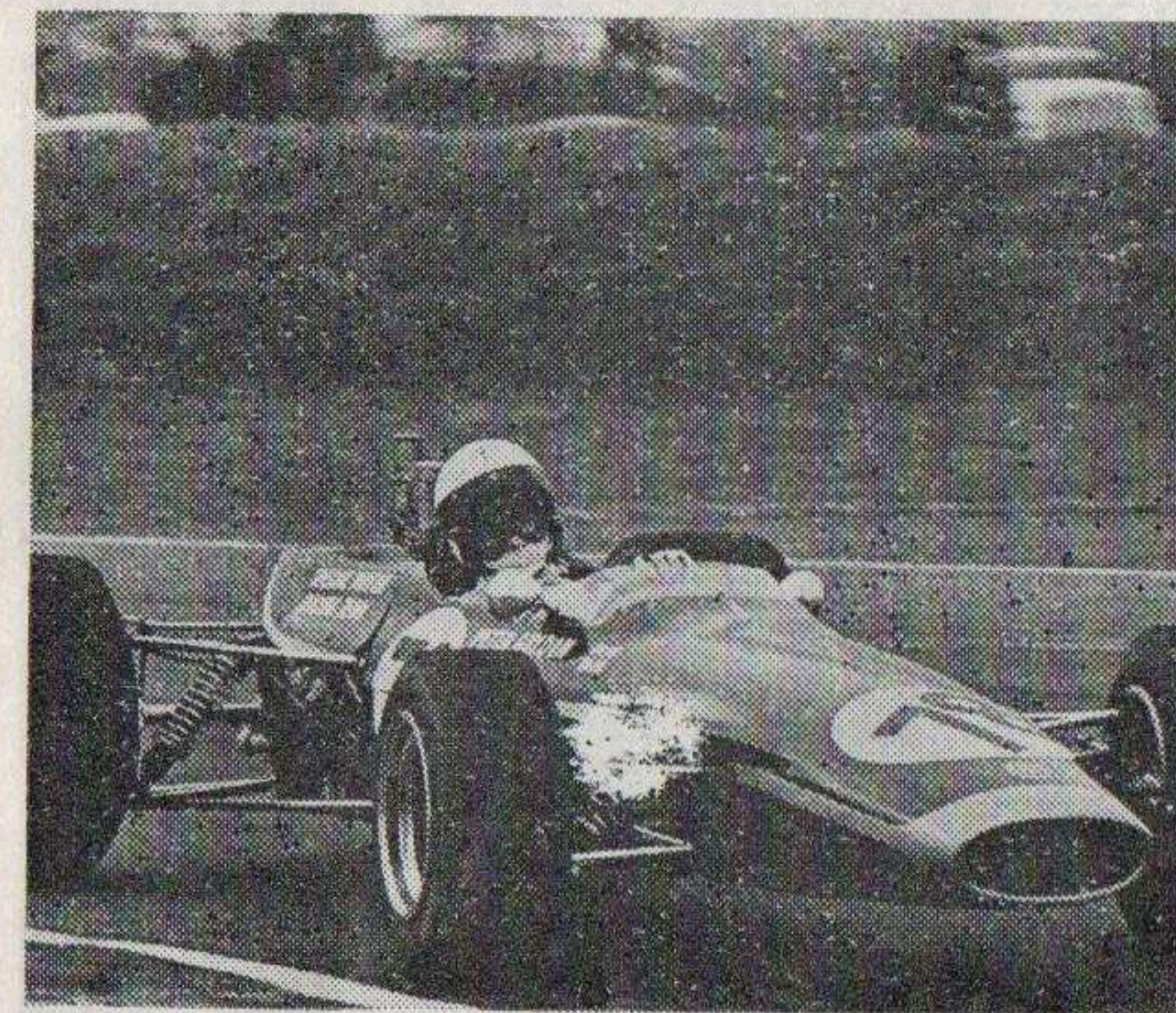
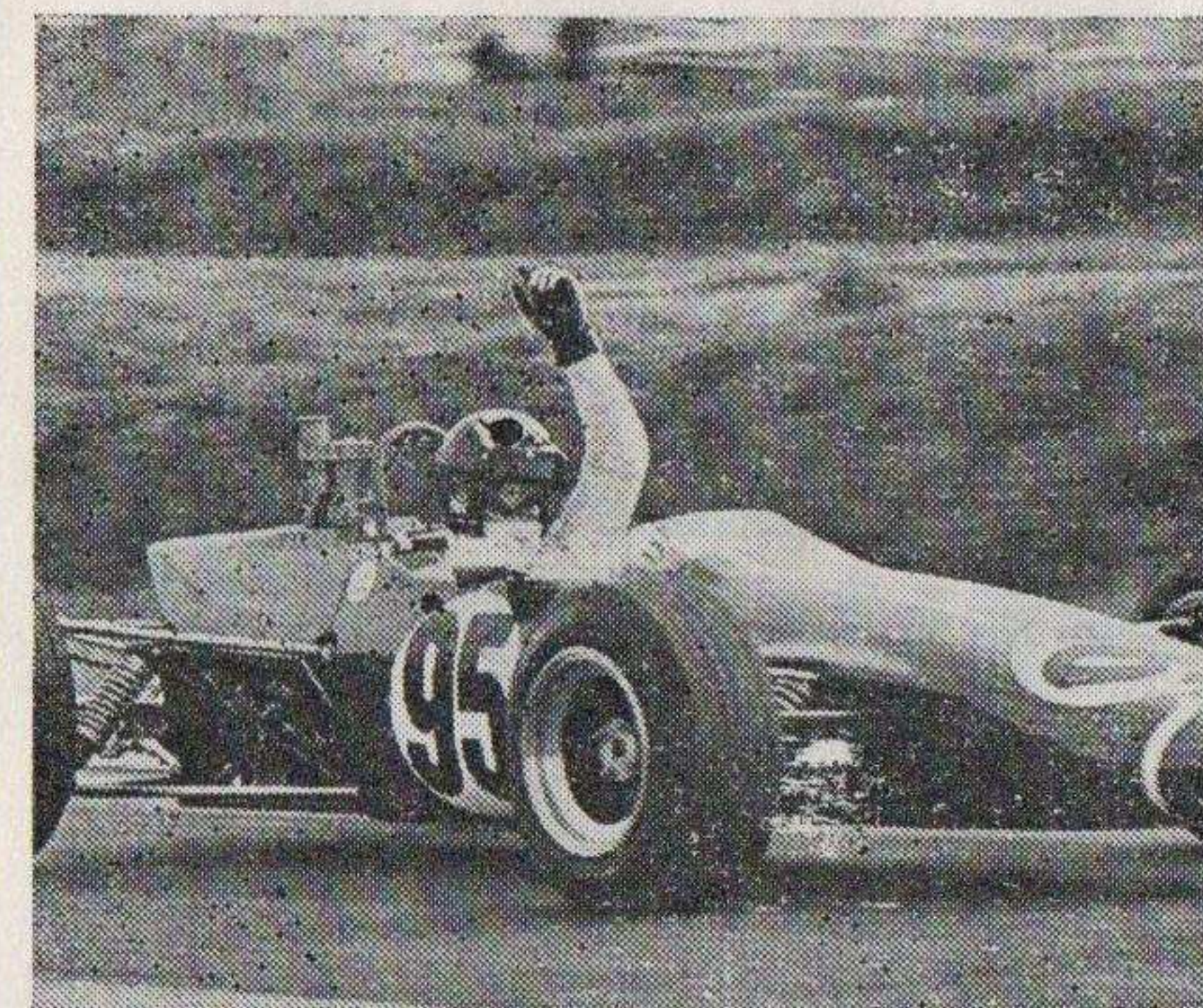
Before the start of the race, Bradley has a six-point lead over Hawkins and the scoring is eight for a class win, six for second in the class, four for third and two for fourth, so if Bradley should take third place among the cars under 2000 cc capacity, the championship will be his and a handsome cup will go to Porsche of Germany as he has used the same make of car throughout the season.

If Hawkins wins and Bradley comes fourth, a complicated system of tie-deciding will be put into operation so that, really, Hawkins needs to score a clear eight-point victory over Bradley to make the situation crystal-clear.

Both are definitely class winners as of the start of the race so there are no other complications and it is a straight fight. May the best driver win.

RAC SPORTS CAR CHAMPIONSHIP POINTS TABLE

Pos'n	Driver	Class	Pts.
1	W. Bradley	A ... (up to 2000 cc)	58
2	P. Hawkins	B ... (over 2000 cc)	52
3	D. Hulme	B ...	32
4	J. Miles	A ...	30
5	A. Dean	A ...	16
	J. Oliver	A ...	16
	J. Ickx	B ...	16
	B. Redman	B ...	16
9	E. Liddell	B ...	14
10	D. Hobbs	B ...	12
	M. De'Udy	B ...	12
	J. Edmonds	B ...	12
	J. Bonnier	B ...	12
14	P. Sadler	B ...	10
	D. Prophet	B ...	10
	R. Pike	A ...	10
	J. Harris	A ...	10
18	T. Schenken	A ...	8
	M. Hone	A ...	8
	F. Gardner	B ...	8
	J. Delmar-Morgan	A ...	8
	R. Pierpoint	B ...	8
23	E. Nelson	B ...	6
	C. Craft	A ...	6
	C. Ashmore	A ...	6
26	A. Rollinson	A ...	4
	D. Martland	A ...	4
28	T. Taylor	A ...	2
	J. Morris	A ...	2
	D. Piper	B ...	2



International Formula 3

A truly international field has been gathered for this afternoon's formula three event. Watch out for Charles Lucas (top) and Peter Gaydon (below).

It all started with an Italian journalist-cum-engineer who also happens to be a nobleman. Count Giovanni Lurani-Cernuschi ("Johnny Lurani" to his innumerable English friends) who was a well known sports car driver of the '30s, dreamed up Formula Junior as an inexpensive single-seater racing car formula which was quickly adopted by the international controlling body. It soon developed into a British benefit, which wasn't entirely popular internationally but its natural successor, Formula 3, really is international — just look at the entry lists of today's two heats!

When Formula 3 got going it looked like being a repeat of Formula Junior. Ken Tyrrell's team of Cooper-BMC cars wiped the floor with everyone. They had quite a good little driver of course. His name was Jackie Stewart and he is still driving for Ken Tyrrell but in a rather more powerful car these days.

Soon, however, Brabham and Lotus cars, powered by Ford engines tuned by Cosworth and Holbay, took over the supremacy from the Tyrrell Coopers. Now anything but a Ford engine is virtually unknown in F3 racing but as well as Cosworth there are plenty of other tuners and for a while, not long ago, you just had to have a Lucas downdraught cylinder head to be "with it".

On the Continent, they have nothing to touch the Ford engine but they got to work on the chassis design problem and in France Matra came up with a winner. Then it was Alpine and Pygme, too, before the Italians came on the scene with the Tecno. Daf of Holland weighed in with their fully automatic transmission in Brabham chassis and there are umpteen other developments all over the Continent.

At one time, the up-and-coming British drivers used to desert "club" racing for a weekend or two in the summer, nip across the Channel or the North Sea and clean up. It's not that easy now! If you can't beat Pike and Miles and Lanfranchi and Schenken here, you are not likely to beat Jaussaud or Wisell or Cevert or Jabouille on the Continent.

Here, of course, the designers have not been sitting around twiddling their thumbs. Titan, Chevron and Meryn are names which appear in the results lists almost as often as Lotus and Brabham these days and it's anyone's guess who will be the first across the line this afternoon.

Perhaps because it concerns itself with the sort of cars which have brought most of us here today (at least, that is what they look like from the outside!), the saloon car championship has been one which has captured the public imagination for years and has always been very closely contested.

More than most, it is a championship which attracts the attention of the car makers who, because of the publicity it brings, are prepared to spend quite a lot of money in support of the "balloon dicers". In fact, there are plenty of people around who are criticising the state of the championship today because of the effort put into it by manufacturers' teams, who have thus made it particularly difficult for private entrants to enjoy very much success.

With the withdrawal of Chrysler's British department, Rootes, from the fray (previously they supported the Alan Fraser team of Hillman Imps) it has become a virtually straight fight between Ford and BMC, although that is, perhaps, an over-simplification of the situation. It is really something of a four-part struggle. There are the Ford Falcons in the over 1600 cc class, all scrapping among themselves as well as trying to hold off the Ford Motor Company-sponsored Alan Mann Racing Ltd. Ford Escort which dominates the 1301-1600 cc class.

In the 1001-1300 cc class there is another struggle between the BMC Mini-Cooper "S" cars and the Ford factory-supported Escort GTs of Bristol Street Group Team Broadspeed. There is a lesser scrap between the Mini-Coopers and the now obsolete Ford Anglias in the up to 1000 cc class.

Primarily a drivers' contest, the saloon car championship comes to an end for 1968 with the Motor Show "200" meeting at Brands Hatch on Sunday, October 20. It has certainly been well worth watching up until now because nobody has had an easy ride in the competition.

In the early stages of the season, Frank Gardner, the reigning champion, had to start off with a Cortina Lotus because the Escort Twin-Cam was not "homologated" (internationally recognised after the requisite number had been produced by the factory) and the Cortina gave trouble. Broadspeed's 1300 GT Escorts were not properly "sorted" at the beginning of the season, either.



The British Saloon Car Championship

Today's round of the British Saloon Car Championship should yet again turn out to be a battle between the big American powered Saloons and the smaller English Cars. In dry weather the Ford Falcon (*top*) should win, but in the wet even the Imp (*below*) could surprise everyone.

The British Saloon Car Championship (continued)

So it looked, early in the year, as if another of those fast-driving Australians, Brian ("Yogi") Muir, in Bill Shaw's Ford Falcon, might run away with the championship if John Rhodes in the latest fuel-injection Mini-Cooper did not.

Since then fortune has swung too and fro so that, today, Gardner has a good lead from Muir in the championship overall though neither can be challenged in his own class. The 1001-1300 cc category is still wide open with John Fitzpatrick in the Broadspeed Escort chasing hard, only two points behind John Rhodes in the Mini-Cooper "S."

The classes are: A—over 1600 cc; B—1301-1600 cc; C—1001-1300 cc; D—up to 1000 cc.

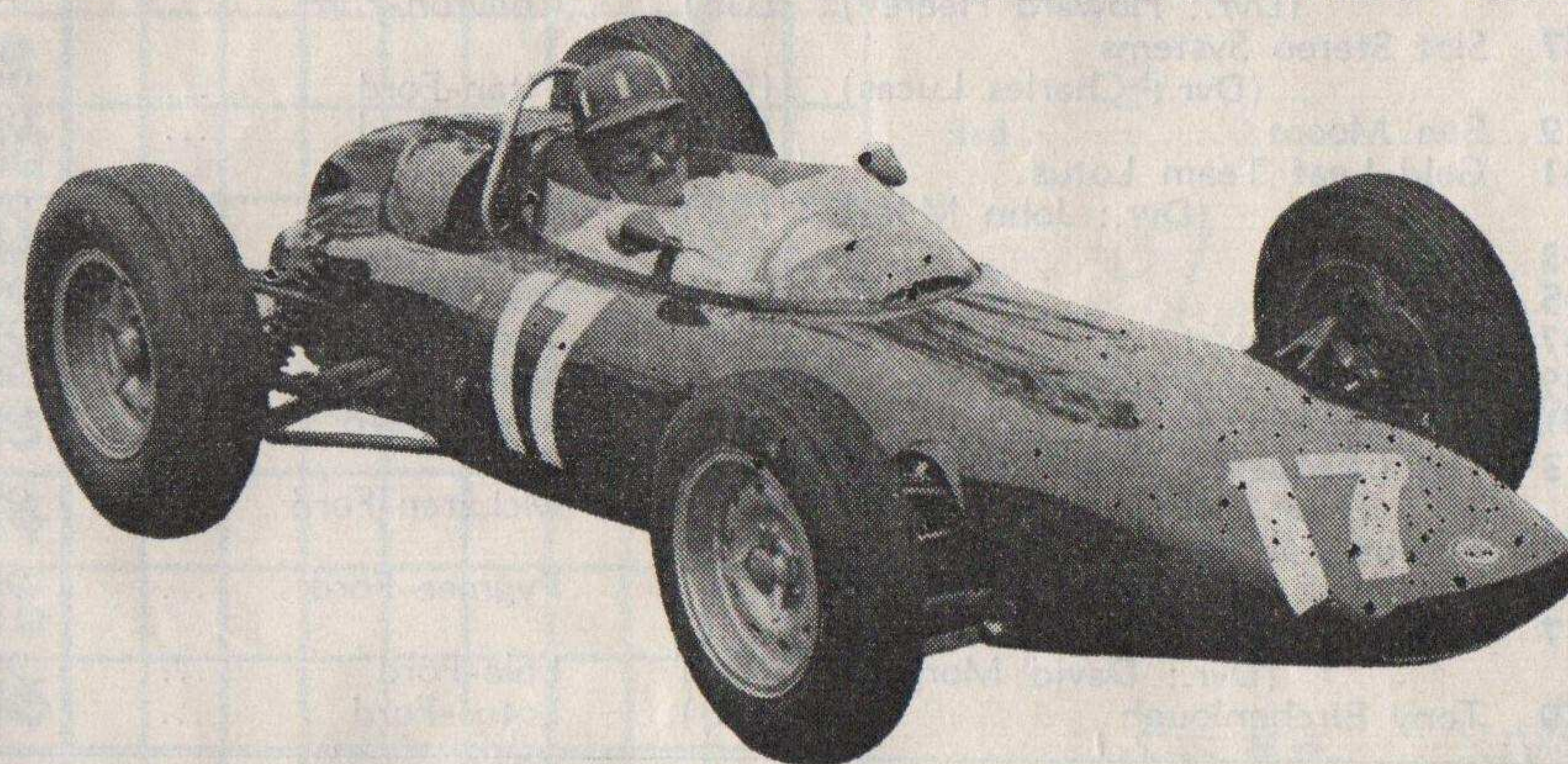
Running concurrently with the championship for drivers is the Lombank entrants' championship in which the situation is similarly close:

SALOON CAR POINTS

Leading points scorers to date in the driver's saloon car championship are as follows:

Pos'n	Driver	Class	Pts.
1	F. Gardner	B	68
2	B. Muir	A	54
3	J. Rhodes	C	40
	B. Robinson	B	40
5	J. Fitzpatrick	C	38
6	R. Pierpoint	A	36
7	S. Neal	C	28
8	G. Spice	D	26
9	D. Hobbs	A	24
10	V. Elford	B	18
	L. Nash	D	18
	B. Pearson	B	18
13	C. Craft	D	16
14	I. Bax	D	14
	A. Dean	B	14
	A. Peer	C	14
	M. Walker	D	14
18	J. Ewer	A	12
	A. Youlten	C	12
20	G. Janzen	C	10

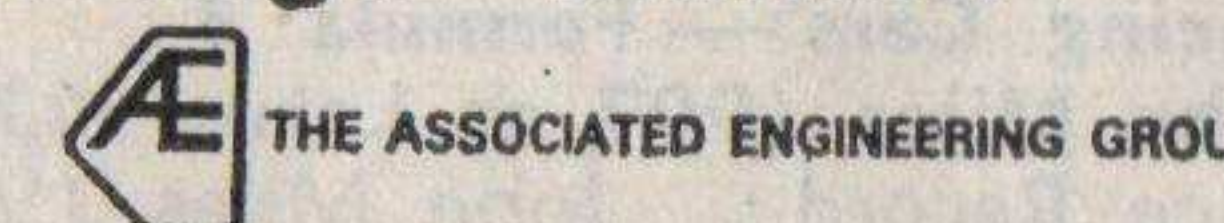
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Bradford 4



EVENT 1 Start: 12.30 p.m. 10 Laps

Guards Formula 3 Trophy Race

HEAT ONE

FOR SINGLE-SEATER RACING CARS COMPLYING WITH THE FIA INTERNATIONAL FORMULA 3

No.	Entrant and Driver	Car	cc
1	Ian Walker Team Celerity (Dvr.: Peter Westbury) (GB)	Repco Brabham-Ford	997
3	Frank Williams (Racing Cars) Ltd. (Dvr.: Tetsu Ikuzawa) (J)	Repco Brabham-Ford	997
5	Patrick Champin (F)	Repco Brabham-Ford	997
7	Frank Williams (Racing Cars) Ltd. (Dvr.: Malcolm Guthrie) (GB)	Repco Brabham-Ford	997
9	The Jurg Dubler Racing Organisation (Dvr.: Jurg Dubler) (CH)	Repco Brabham-Ford	997
11	The Jurg Dubler Racing Organisation (Dvr.: Bill Stone) (NZ)	Repco Brabham-Ford	997
15	Goodwin Racing (Dvr.: Miss Natalie Goodwin) (GB)	Repco Brabham-Ford	997
17	Simon Saye (GB)	Repco Brabham-Ford	997
19	Charles Carling (GB)	Repco Brabham-Ford	997
21	P & M Racing Preparations Ltd. (Dvr.: Alex Trotter) (GB)	Repco Brabham-Ford	997
23	Team India (Dvr.: Kinny Lall) (GB)	Repco Brabham-Ford	997
25	Barrie Maskell (GB)	Repco Brabham-Ford	997
27	David Powell (GB)	Repco Brabham-Ford	997
29	Jean Pierre Cassegrain (F)	Repco Brabham-Ford	997
31	Red Rose Motors (Dvr.: Alan Rollinson) (GB)	Chevron-Ford	997
33	Sports Motors (Manchester) Ltd. (Dvr.: Tim Schenken) (AUS)	Chevron-Ford	997
35	Midland Garage (Dvr.: Howard Heerey) (GB)	Chevron-Ford	997
37	Slot Stereo Systems (Dvr.: Charles Lucas) (GB)	Titan-Ford	997
39	Ben Moore (GB)	Titan-Ford	997
41	Gold Leaf Team Lotus (Dvr.: John Miles) (GB)	Lotus-Ford	997
43	Ken Crook (GB)	Lotus-Ford	997
45	Chris Craft (GB)	Tecno-Ford	997
47	Francois Cevert (F)	Tecno-Ford	997
49	Jean Pierre Jabouille (F)	Matra-Ford	997
51	Max Bonnin (F)	Matra-Ford	997
53	The Chequered Flag/Scalextric Racing Team (Dvr.: Ian Ashley) (GB)	McLaren-Ford	997
55	Marius Dal Bo (Dvr.: Eric Offenstadt) (F)	Pygmee-Ford	997
57	Bowdown Engineering (Dvr.: David Morgan) (GB)	Lola-Ford	997
59	Tony Birchenlough (GB)	Lotus-Ford	997

Code to Nationalities:

AUS — Australia CH — Switzerland J — Japan
 GB — Great Britain IND — India
 NZ — New Zealand F — France

LAP RECORD

Racing Cars — Formula 3	min.	sec.	mph	date
John Miles (997 cc Lotus 41X)	1	38.0	97.34	20.7.68
Race Record: John Miles (997 cc Lotus 41X)			96.09	20.7.68

GRID POSITIONS

EVENT ONE continued

31	3	57	5	7					
41	43	53	15	21					
33	17	39	23	49					
37	47	11	35	61					
1	45	55	19	59					

POS.	1	2	3	4	5	6	7	8	9	10
1										
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RESULTS

16:32:10
 95:67
 1st 41 Miles
 2nd 1 Westbury
 3rd 3
 4th 37
 5th 45
 6th 43
 Fastest Lap by Car No. 31/33/41
 Time 1:36.6
 Speed 97.75 mph

201 207 212 213 230 234
 203 214 202 218 211 225
EVENT 2 Start: 1.10 p.m. **20 Laps**
 224 215 246 205
Evening News Challenge Trophy Race
 228 222 241 204
 247 249 221

FOR SPECIAL TOURING CARS COMPLYING WITH THE FIA INTERNATIONAL APPENDIX 'J' GROUP 5 TO THE INTERNATIONAL SPORTING CODE

A qualifying round for the 1968 British Saloon Car Championship

No.	Entrant and Driver	Car	cc
Class A — Over 2000 cc			
201	W. J. Shaw (Dvr.: Brian Muir)	Ford Falcon	4727
202	Roy Pierpoint	Ford Falcon	4727
203	Terry Sanger	Ford Falcon	4727
204	Martin Birrane	Ford Falcon	4727
205	John Ewer	Ford Mustang	4727
206	Ron Fry	Ford Mustang	4727
207	Alan Mann Racing Ltd. (Dvr.: To be nominated)	Ford Escort s/c	2231
Class B — 1301 cc to 2000 cc			
211	Frank Williams (Racing Cars) Ltd. (Dvr.: Malcolm Guthrie)	BMW 2002	1991
212	Alan Mann Racing Ltd. (Dvr.: Frank Gardner)	Ford Escort TC	1594
214	John Willment Group of Main Ford Dealers (Dvr.: Mike Crabtree)	Ford Escort TC	1594
215	Dagenham Motors (Dvr.: Roger Taylor)	Ford Escort TC	1594
217	A. G. Dean (Racing) Ltd. (Dvr.: Tony Dean)	Ford Cortina Lotus	1558
218	A. G. Dean (Racing) Ltd. (Dvr.: Brian Robinson)	Ford Cortina Lotus	1558
219	A. G. Dean (Racing) Ltd. (Dvr.: Barry Pearson)	Ford Cortina Lotus	1558
Class C — 1001 cc to 1300 cc			
221	Team Broadspeed/Bristol Street Group (Dvr.: John Fitzpatrick)	Ford Escort GT	1297
222	Dagenham Motors (Dvr.: Alan Peer)	Ford Escort GT	1297
223	The Cooper Car Company Ltd. (Dvr.: John Rhodes)	Morris Mini-Cooper 'S'	1293
224	The Cooper Car Company Ltd. (Dvr.: Steve Neal)	Morris Mini-Cooper 'S'	1293
225	Leonard Ward Racing (Dvr.: John Bischoff or Ken Costello)	Morris Mini-Cooper 'S'	1293
226	Wilson's Motor Caravan Centre Ltd. (Dvr.: Colin Youle)	Morris Mini-Cooper 'S'	1293
227	Alexander Engineering Co. Ltd. (Dvr.: Chris Montague)	Morris Mini-Cooper 'S'	1293
228	Ian Bax (Dvr.: Entrant or Peter Lague)	Austin Mini-Cooper 'S'	1293
229	Cars & Car Conversions (Dvr.: Tony Youlten)	Austin Mini-Cooper 'S'	1293
230	Graham Janzen	Austin Mini-Cooper 'S'	1293
231	Mac Ross	Austin Mini-Cooper 'S'	1293

Class D — Up to 1000 cc			
241	Equipe Arden (Dvr.: Gordon Spice)	Austin Mini-Cooper 'S'	999
242	Alan Fraser (Dvr.: Tony Lanfranchi)	Hillman Imp	998
243	Jeremy Nightingale (Dvr.: Entrant or Ray Calcutt)	Hillman Imp	998
244	Harlton Racing Intercontinental (Dvr.: Terry Watts)	Hillman Imp	998
245	Alan Jones (Dvr.: Entrant or Tony Lanfranchi)	Hillman Imp	998
246	Gomm Metal Developments Ltd. (Dvr.: J. N. Bean)	Austin Mini-Cooper	998
247	Leslie Nash	Ford Anglia	997
248	Ian McDougall (Dvr.: Entrant or Gerry Edmonds)	Ford Anglia	997
249	Leonard Ward Racing (Dvr.: Laurie Hickman)	Ford Anglia	997
250	Terry Harmer	Austin Mini-Cooper 'S'	970
251	Ian Bax (Dvr.: Entrant or Peter Lague)	Austin Mini-Cooper 'S'	970

Reserves			
232	Bob Parkinson (1st Reserve)	Austin Mini-Cooper 'S'	1293
233	David Buckett (2nd Reserve)	Austin Mini-Cooper 'S'	1293
216	Mooreling Re-Sprays Ltd. (Dvr.: Andy O'Keef) (3rd Reserve)	Ford Cortina Lotus	1594
234	Martin Ridehalgh (4th Reserve)	Austin Mini-Cooper 'S'	1293
208	Malcolm Gartlan (Dvr.: David Hobbs) (5th Reserve)	Ford Falcon	4727
209	Racing Partnerships (Jersey) Ltd. (Dvr.: Hugh Dibley) (6th Reserve)	Chevrolet Carao	5361

RESULTS

Overall	1st..... 2nd..... 3rd..... Winner's Time..... Speed.....	202 207 207 36.3-6 88.19
Class A	1st..... 2nd..... 3rd..... Winner's Time..... Speed.....	10 201/202 1.47.16
	Fastest Lap by Car No..... Time..... Speed.....	4
Class B	1st..... 2nd..... 3rd..... Winner's Time..... Speed.....	212 218 214 36.25.2 87.31
	Fastest Lap by Car No..... Time..... Speed.....	212 1.47.4 88.83
Class C	1st..... 2nd..... 3rd..... Winner's Time..... Speed.....	223 222 228 36.30.6 82.74
	Fastest Lap by Car No..... Time..... Speed.....	223 1.52.8 84.57
Class D	1st..... 2nd..... 3rd..... Winner's Time..... Speed.....	247 250 36.6.4 79.26
	Fastest Lap by Car No..... Time..... Speed.....	241 1.56.2 82.10

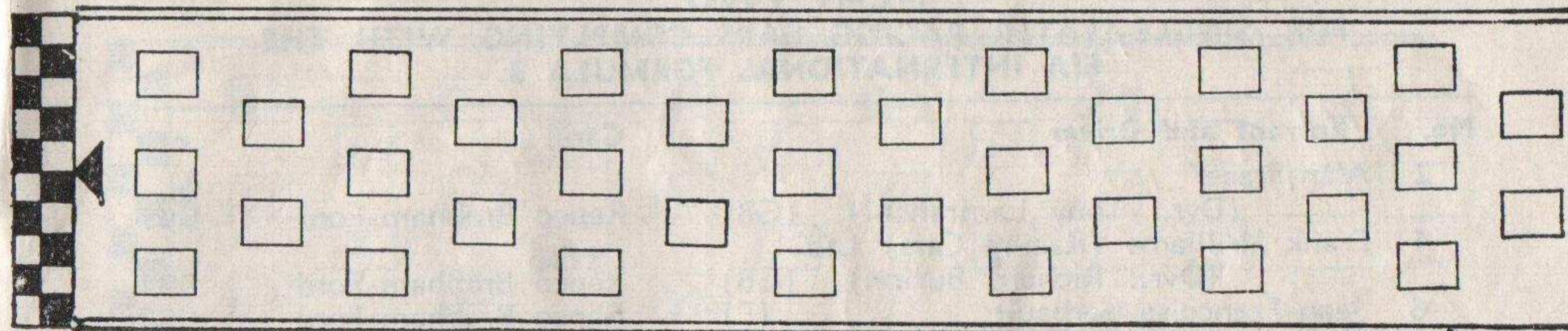
LAP RECORDS

Saloon Cars — Group 5 (over 1600 cc)	min.	sec.	mph	date
Brian Muir (4700 cc Ford Falcon)	1	47.4	88.82	20.7.68
Race Record: Hubert Hahne (4700 cc Ford Falcon)			86.56	20.7.68
Saloon Cars — Group 5 (1301 - 1600 cc)	min.	sec.	mph	date
Frank Gardner (1594 cc Ford Escort FVA)	1	48.0	88.33	20.7.68
Race Record: Frank Gardner (1594 cc Ford Escort FVA)			86.99	20.7.68
Saloon Cars — Group 5 (1001 - 1300 cc)	min.	sec.	mph	date
John Rhodes (1293 cc Morris Cooper S)	1	51.4	85.64	12.3.67
Race Record: John Fitzpatrick (1297 cc Ford Escort GT)			83.69	20.7.68
Saloon Cars — Group 5 (Up to 1000 cc)	min.	sec.	mph	date
Tony Lanfranchi (998 cc Sunbeam Imp)	1	53.6	83.97	20.7.68
Race Record: Tony Lanfranchi (998 cc Sunbeam Imp)			82.27	20.7.68

Lap Chart and Grid positions continued on page 17

GRID POSITIONS

EVENT TWO continued



The most compact.

The compact is an American idea. A small car with big car virtues. Like the Sunbeam Stiletto. Thus.



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

The engine is the Imp Sport 875cc single OHC inclined four-cylinder. 0-50 in 10.6 secs. ('Motor' road test.) Top speed 90 mph.

Plus big car features. Wind-up windows. Carpet, wall-to-wall. Amblair-upholstered seats.

Outside: great trim. Black vinyl covered roof. Four headlights.

And small car advantages. Parking. Garage space. Economy. No other small car combines luxury and performance like this. For only £813*

Come and take a test drive. Rootes new deal is your new deal.

The Sunbeam Stiletto

SUNBEAM  ROOTES

POS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1																				
2																				
3																				
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EVENT 3 Start: 2.15 p.m. 10 Laps

Guards Formula 3 Trophy Race

HEAT TWO

FOR SINGLE-SEATER RACING CARS COMPLYING WITH THE FIA INTERNATIONAL FORMULA 3

No.	Entrant and Driver	Car	cc
2	Alan Fraser (Dvr.: Tony Lanfranchi) (GB)	Repco Brabham-Ford	997
4	Frank Williams (Racing Cars) Ltd. (Dvr.: Richard Burton) (GB)	Repco Brabham-Ford	997
6	Jean-Francoise Gerbault (F)	Repco Brabham-Ford	997
8	Rene Ligonnet (F)	Repco Brabham-Ford	997
10	The Jurg Dubler Racing Organisation (Dvr.: Peter Korda) (CH)	Repco Brabham-Ford	997
12	The Jurg Dubler Racing Organisation (Dvr.: Chuck McCarty) (USA)	Repco Brabham-Ford	997
14	Goodwin Racing (Dvr.: Cyd Williams) (GB)	Repco Brabham-Ford	997
16	David Bridges (Dvr.: Norman Foulds) (GB)	Repco Brabham-Ford	997
18	Howden Ganley (NZ)	Repco Brabham-Ford	997
20	P & M Racing Preparations (Dvr.: Keith Jupp) (GB)	Repco Brabham-Ford	997
22	Peter Deal (GB)	Repco Brabham-Ford	997
24	Frank Lythgoe Racing Ltd. (Dvr.: David Berry) (GB)	Repco Brabham-Ford	997
26	Paul Craven (GB)	Repco Brabham-Ford	997
28	Red Rose Motors (Dvr.: Chris Williams) (GB)	Chevron-Ford ...	997
30	John Ralph (GB)	Chevron-Ford ...	997
32	Slot Stereo Systems (Dvr.: Roy Pike) (USA)	Titan-Ford ...	997
34	Special Motor Racing Team (Dvr.: Peter Gaydon) (GB)	Titan-Ford ...	997
36	David Brodie (GB)	Titan-Ford ...	997
38	Astrali Accessories (Dvr.: Mo Nunn) (GB)	Lotus-Ford ...	997
40	Richard Scott (GB)	Lotus-Ford ...	997
42	Team Baltzar Racing (Dvr.: Reine Wisell) (S)	Tecno-Ford ...	997
44	Winfield Racing Organisation (Dvr.: Francois Mazet) (F)	Tecno-Ford ...	997
46	Adam Potocki (PL)	Matra-Ford ...	997
48	The Chequered Flag/Scalextric Racing Team (Dvr.: Mike Walker) (GB)	McLaren-Ford ...	997
50	Marius Dal Bo (Dvr.: Patrick Dal Bo) (F)	Pygmee-Ford ...	997
52	Car Consultants (USA) Ltd. (Dvr.: David Cole) (GB)	Alexis-Ford ...	997
54	Josef Ehrlich (Dvr.: Roger Keele) (GB)	E.M.C.-Ford ...	997
56	Herbe Bayard (F)	Matra-Ford ...	997
58	Jean-Pierre Jaussaud (F)	Tecno-Ford ...	997

Code to Nationalities :

CH — Switzerland PL — Poland USA — United States of America
 NZ — New Zealand GB — Great Britain
 F — France S — Sweden

LAP RECORD

Racing Cars — Formula 3	min.	sec.	mph	date
John Miles (997 cc Lotus 41X)	1	38.0	97.34	20.7.68
Race Record: John Miles (997 cc Lotus 41X)			96.09	20.7.68

GRID POSITIONS

EVENT THREE continued

38	50	32	48	4	6	30	26		
28	2	18	42	14	12	36			
24		20		22		8			

POS.	1	2	3	4	5	6	7	8	9	10
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18										
19										
20										

RESULTS

RAIN
 18.59.0
 83.76

1st 28 Gethin

2nd 42 Wessell 19.38.0

3rd 38 Nunn

4th 2 Lanfranchi

5th 50

6th 14

Fastest Lap by Car No. 28

Time 1.48.2

Speed 88.17 mph

107 124 101 144 132 115
133 108 114 129
141 123 122 142-131 151 103 126
121 110 102 145 122
111 143 125 112
134 116 146 130 128

EVENT 4 Start: 3.05 p.m. 50 Laps

Guards International Trophy Race

FOR SPORTS CARS COMPLYING WITH APPENDIX 'J' GROUP 4 TO THE INTERNATIONAL SPORTING CODE

Final round for the 1968 RAC National Sports Car Championship

No.	Entrant and Driver	Car	cc
Class A — Over 2500 cc			
101	Steering Wheel Club West Bromwich (Dvr.: Denny Hulme or Frank Gardner)	Lola 70 Mk 3	4965
102	Sportscars Unlimited (Dvr.: Ulf Norinder)	Lola 70 Mk 3	4965
103	Jackie Epstein (Dvr.: David Hobbs)	Lola 70 Mk 3	4965
104	Michael de'Udy	Lola 70 Mk 3	4965
105	Mag-Cap Racing Ltd. (Dvr.: Alan Harvey)	Lola 70 Mk 3	4965
106	John Woolfe Racing (Dvr.: John Woolfe or Paul Hawkins)	Lola 70 Mk 3	4965
108	Paul Hawkins (Dvr.: Entrant or John Woolfe)	Ford GT40	4736
109	Strathaven Ltd. (Dvr.: Mike Salmon)	Ford GT40	4736
110	Edward Nelson Racing (Dvr.: Edward Nelson)	Ford GT40	4736
111	Peter Sadler	Ford GT40	4736
112	Ron Fry	Ford GT40	4736
115	David Piper	Ferrari 250LM	3285
116	Jeff Edmonds (Dvr.: Entrant or Chris Ashmore)	Ferrari 250LM	3285
Class B — 1601 cc to 2500 cc			
121	Chevron Cars (Dvr.: Digby Martland)	Chevron GT	1991
122	Chevron Cars (Dvr.: Derek Bennett)	Chevron GT	1991
123	Tech-Speed Racing (Dvr.: Alan Rollinson)	Chevron GT	1991
124	Tech-Speed Racing (Dvr.: Chris Craft)	Chevron GT	1991
125	Chris Skeaping	Chevron GT	1991
126	Lepp's the Jewellers (Dvr.: John Lepp)	Chevron GT	1991
127	Phil Silverston	Chevron GT	1991
128	Trevor Twaites	Chevron GT	1991
130	Bill Bradley	Porsche 906	1991
131	A. G. Dean (Racing) Ltd. (Dvr.: Tony Dean)	Porsche 906	1991
132	Sportscars Unlimited (Dvr.: Richard Brostrom)	Porsche 906	1991
133	Michael de'Udy (Dvr.: Hugh Dibley or Roy Pike)	Porsche 906	1991
134	Opposite Lock Club (Dvr.: John Morris)	Porsche 906	1991
Class C — 1151 cc to 1600 cc			
141	Gold Leaf Team Lotus (Dvr.: John Miles)	Lotus Europa	1594
142	Gold Leaf Team Lotus (Dvr.: Jack Oliver)	Lotus Europa	1594
143	Team Elite (Dvr.: Trevor Taylor)	Lotus Europa	1594
144	Gordon Ramsey Team 47 (Dvr.: Brian Robinson)	Lotus Europa	1594
145	Jim Morley	Lotus Europa	1594
146	Molash Racing Partnership (Dvr.: Keith Holland)	Lotus Europa	1594

Class D — Up to 1150 cc

151	Diva Racing (Dvr.: Doug Mockford)	Diva GT	1148
152	Mike Graty	Diva GT	1148
153	Robert Bell	Diva GT	1098
154	Mike Walton	Fiat Abarth 1000 SP	982

Reserves

129	Peter Taggart (1st Reserve)	Chevron GT	1991
107	David Prophet (2nd Reserve)	Lola 70 Mk 3	4965
134	Peter Mould (3rd Reserve)	Porsche 906	1991
114	Maurice Charles (4th Reserve)	Ford GT40	4736

RESULTS

Overall	1st. 101	2nd. 102	3rd. 122	Winner's Time 1.24.216	Speed.....
Class A	1st. 101	2nd. 101	3rd. 111	Winner's Time.....	Speed.....
	Fastest Lap by Car No..... Time..... Speed.....				
Class B	1st. 122	2nd. 121	3rd. 126	Winner's Time 1.25.46.1	Speed.....
	Fastest Lap by Car No..... Time..... Speed.....				
Class C	1st. 142	2nd. 146	3rd. 145	Winner's Time.....	Speed.....
	Fastest Lap by Car No..... Time..... Speed.....				
Class D	1st.....	2nd.....	3rd.....	Winner's Time.....	Speed.....
	Fastest Lap by Car No..... Time..... Speed.....				

LAP RECORDS

Group 4 — Over 2000 cc	min.	sec.	mph	date
Paul Hawkins (4700 cc Ford GT40)	1	39.0	96.36	28.8.67
Race Record: David Piper (3250 cc Ferrari 275LM)	...	...	93.21	28.8.67
Group 4 — 1601 - 2000 cc	min.	sec.	mph	date
Tony Dean (1998 cc Porsche 906)	1	41.2	94.27	28.8.67
Race Record: Tony Dean (1998 cc Porsche 906)	...	...	91.76	28.8.67
Group 4 — 1151 - 1600 cc	min.	sec.	mph	date
Bill Dryden (1594 cc Lotus Elan)	1	49.6	87.04	28.8.67
Peter Procter (1594 cc Lotus Elan)	1	49.6	87.04	
Ray Parsons (1594 cc Lotus Elan)	1	49.6	87.04	
Race Record: Bill Dryden (1594 cc Lotus Elan)	...	...	84.82	28.8.67
Group 4 — up to 1150 cc	min.	sec.	mph	date
Jimmy Mackay (1098 cc Lotus Eleven GT)	1	54.4	83.39	
Race Record: John Bloomfield (1098 Diva GT)	...	...	80.45	28.8.67

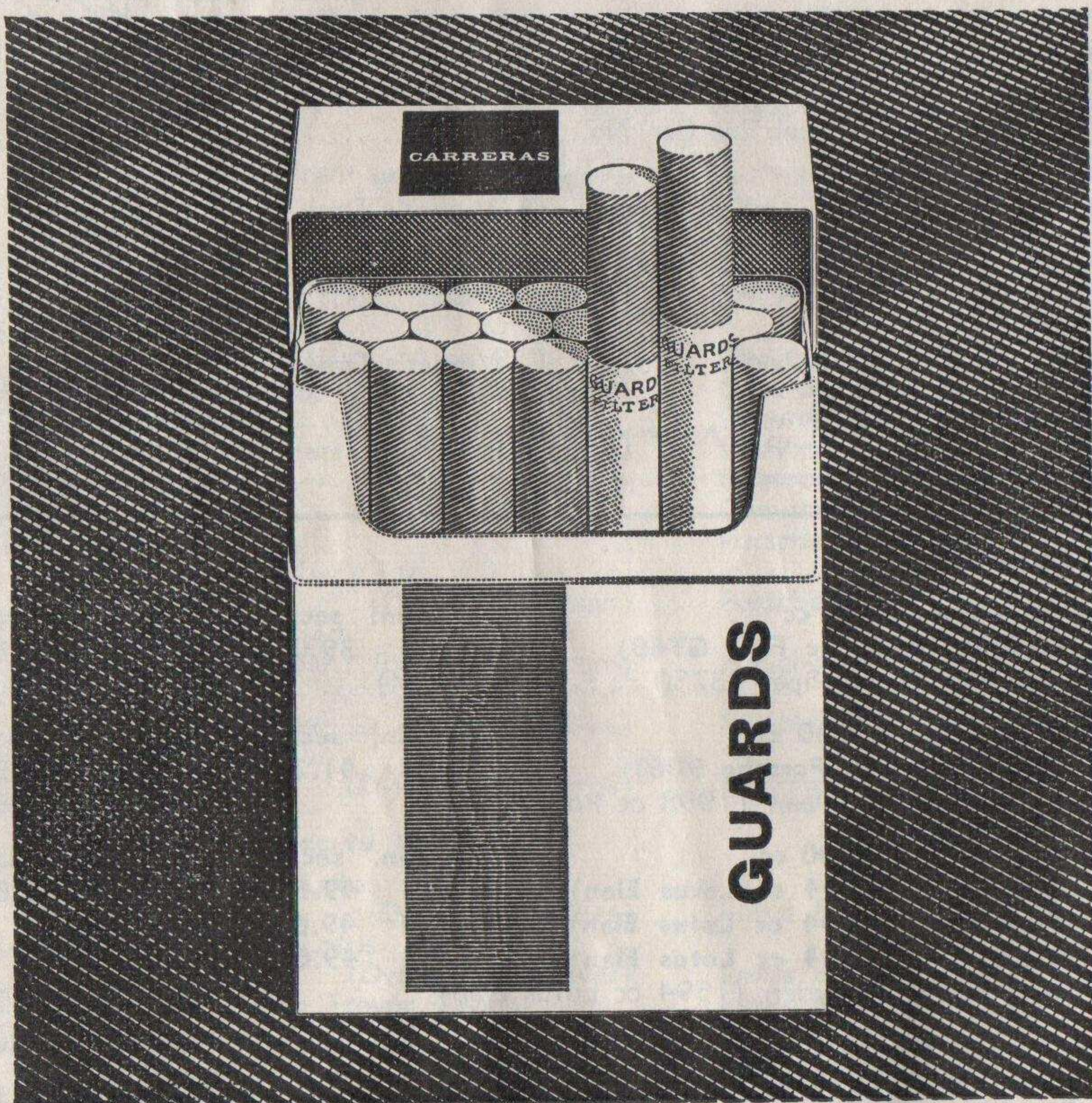
Grid Positions and Lap Chart continued on pages 23 - 24 - 25

GUARDS

First in their class

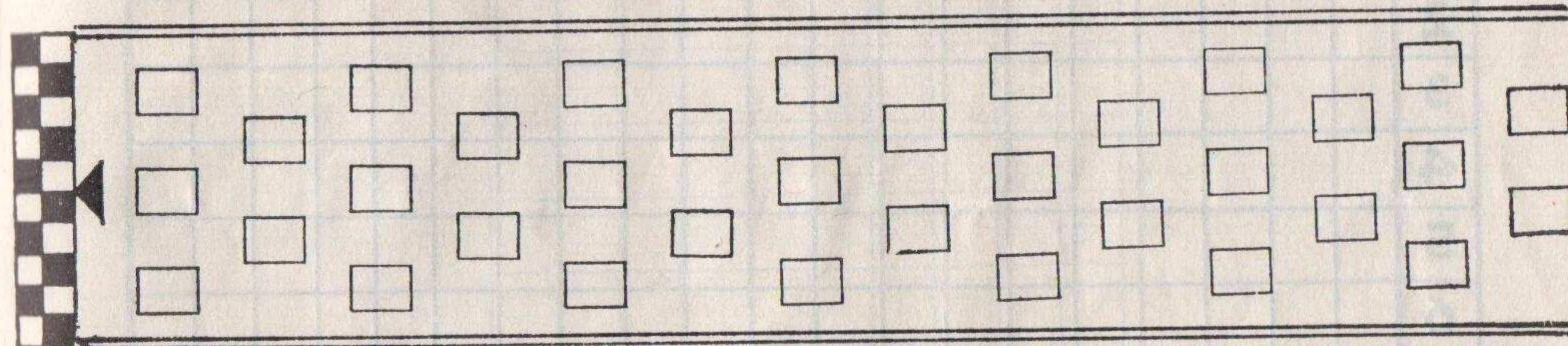
Why? Because Guards are far and away the leading cigarette in their class. Out in front for flavour, quality and satisfaction. You join the leaders when you change to Guards.

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



GRID POSITIONS

EVENT FOUR continued



POS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1																				
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For the safety and quality of
Precision-engineered braking . . .

at all events GIRLING DISC BRAKES

The Best Brakes in the World

Racing and competition drivers know the vital importance of correct brake servicing—do *you* check *your* brakes regularly and insist on genuine replacement parts?



EVENT 5 Start: 5.00 p.m. 25 Laps

Guards Formula 3 Trophy Race

FINAL

FOR SINGLE-SEATER RACING CARS COMPLYING WITH THE
FIA INTERNATIONAL FORMULA 3

Grid No.	Entrant and Driver	Car	cc
41	Miles	Lotus	
28	Getton		
1	WESTBURY		
42	Wessell		
3	IKUSAWA		
38	NUNN		
37	LUCAS		
2	LANFRANCHI		
45	CRAFT		
50	ARRICK DAL BO		
43	NON CROAL		
14	Gyd Williams		
57	DAVID MORGAN		
52	DAVID COVES		
21	MIKE KEENES		
24	DAVE BERRY		
53	IAN ASHLEY		
26	DAVE BRODIE		
49	J. PIERRE TABOUILLE		
32	ROY PITKE		
23	KINNY CALL		
20	KETH JUPP		
11	BILL STONE		
22	PETER DEAL		
39	BEN MOORE		
4	RICHARD BURTON		
35	HOWARD KEELY		
30	JOHN RALPH		
61	GEZZI		
18			

LAP RECORDS

Racing Cars — Formula 3	min.	sec.	mph	date
John Miles (997 cc Lotus 41X)	1	38.0	97.34	20.7.68
Race Record: John Miles (997 cc Lotus 41X)			96.09	20.7.68

ARE YOU WITH-IT, ATTRACTIVE, with a Love of Fast Cars and High Fashion?

THEN ENTER THE MISS BRANDS HATCH 1968

competition and win

- A FABULOUS JEAN ALLEN EVENING GOWN.
- A COMPLETE EYE MAKE-UP and A "SELECTION OF COSMETIC FOR YOU" from EYLURE LTD., Grosvenor Street Salon.
- A NEGLIGEE SET and BIKINI from THE WONDERFUL WORLD OF DOROTHY PERKINS Ltd.

AND THE STAR PRIZE

- A months Model Course at the world famous LONDON ACADEMY OF MODELLING, 143 New Bond Street, Mayfair, W.1., and a Photographic Session with RUSS ALLEN, the Well Known Fashion Photographer.

The two runners up will receive :

- A JEAN ALLEN COCKTAIL DRESS.
- A NEGLIGEE SET FROM DOROTHY PERKINS LTD.

All ten finalists will receive :

- A DOROTHY PERKINS LTD. BIKINI SWIM SUIT.
- A SELECTION OF MAKE-UP FROM EYLURE LTD.

HOW TO ENTER :— If you are over 15 years of age, then fill in the form below and send it, together with a recent **Full Length Photograph**, to Miss Anne Powell, Principal of the London Academy of Modelling, 143 New Bond Street, Mayfair, W.1. Enclose a stamped addressed envelope if you wish your photograph returned after the competition.

The copyright of the photograph must belong to the Entrant and the organisers will not accept responsibility for photographs, or entry forms damaged, delayed, lost or mislaid, before or after delivery.

The Preliminary Judging will be by photographs and entry form. The ten finalists chosen will be required to attend a final Judging at Brands Hatch on September 29th 1968. The winner and runners-up will be chosen and announced on that day.

COMPETITION ORIGINATED AND ORGANISED BY MERCIA FASHION CONSULTANTS, NEW BOND STREET, W.1. Tel. : GRO 4751.

The **FINAL JUDGING** will be by :—

1. A Well Known Racing Driver.
2. Miss Jean Allen of Jean Allen Ltd.
3. Miss Anne Powell of The London Academy of Modelling.
4. A Director of Brands Hatch Ltd.
5. Mr. D. Ruddock of Eylure Ltd.
6. Mercia Davies of "Mercia Fashion Consultants".

Entry Form For MISS BRANDS HATCH 1968

NAME

ADDRESS

Age..... Occupation.....

Height..... Vital Statistics :

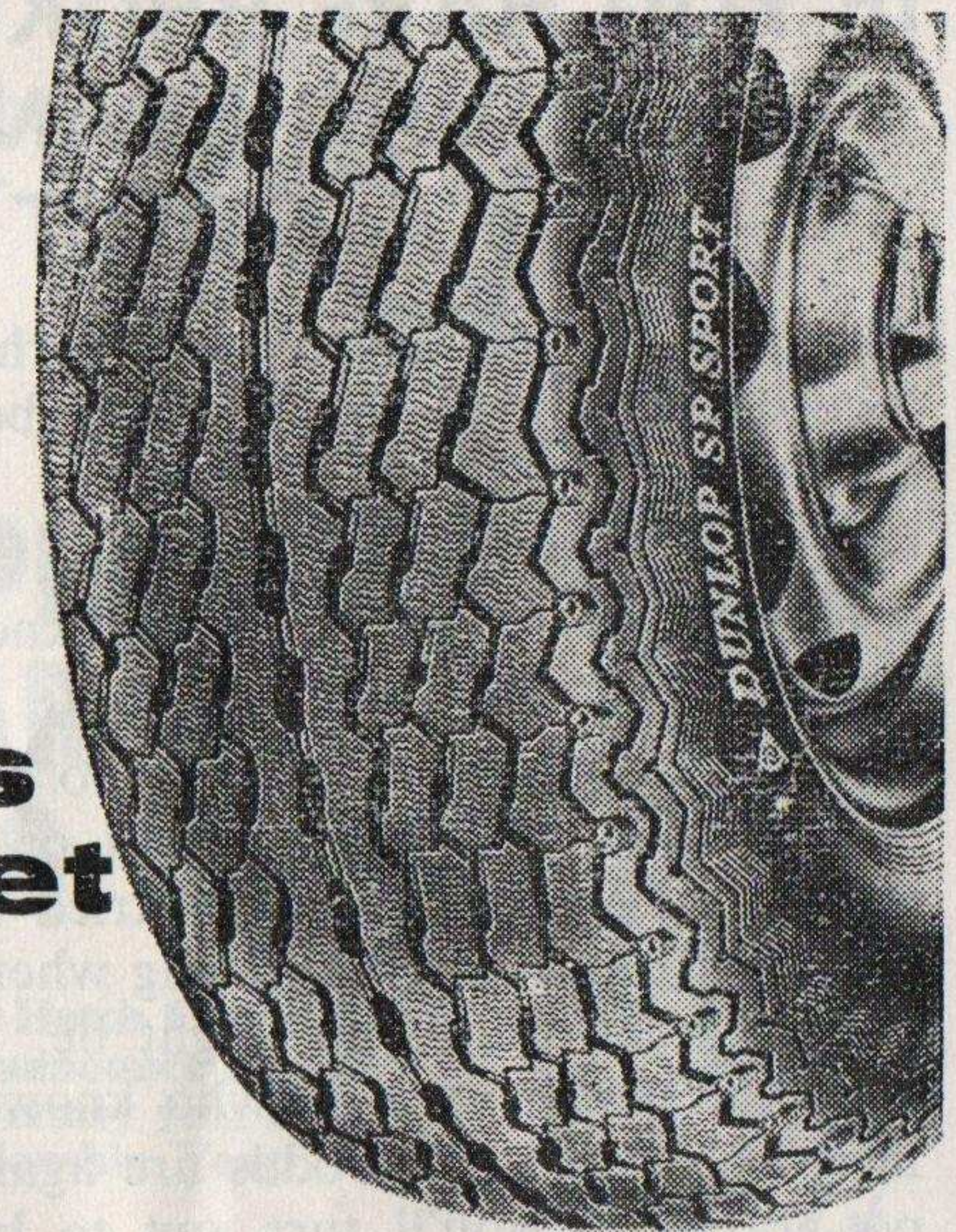
Bust..... Waist..... Hips.....

Attach recent Full Length Photograph

(Stamped addressed envelope for return of)

Sent to :— **MISS A POWELL (Principal)**
London Academy of Modelling
143 New Bond Street
London W.1.

Closing date September 18th



Fit the world's first aquajet tyre

SP Sport is the latest and greatest development in the range of Dunlop radials which have dominated big international rallies for years. It brings a bigger thrill than ever to high-performance motoring, combined with an ever greater degree of assurance and safety worth every penny of its higher manufacturing cost. All the standard radial plusses are built into this handsome husky-looking tyre. The smoother, more comfortable ride. The superb control at speed. The quieter running. The higher mileage and fuel saving. All these, and the most revolutionary plus of all—the unique plus—**AQUAJETS!**

NEW UNIQUE AQUAJET ACTION

Aquajets are shoulder vents which *pump* away surface water between tyre and road when braking pressure is applied. Result—an even bigger area of bone-dry contact with the road. Greater safety than ever before for high performance motoring.

PLUS ANTI-AQUAPLANE CHANNELLING

Wide channelling in the centre of the tread, sluices water away to the rear of the tyre out of harm's way. The squat profile means increased contact with the road, firmer grip, a new feeling of stability and control.

➤ The new **DUNLOP**
SP SPORT
The tyre that goes with the car that goes.

The SP Sport is being made in the following sizes:
145-10, 145-13, 155-13, 165-13, 165-15, 175-13, 185-15

**IF YOU HAVE BROKEN 60 SECS
ROUND BRANDS HATCH
DON'T READ THIS**

Ah, Ha! So you haven't. Or perhaps you have, but you're just inquisitive. Either way, it might be worth your while to read a bit further.

First, to those of you who have, then you are obviously a bit quick. However, we have been known to make drivers who are already a bit quick a bit quicker.

Secondly, to all those of you who haven't — then obviously you're not quick enough — either that or the car wasn't. Most likely most of you have never even tried to break the minute. In which case you've no way of knowing whether you'd be quick enough or, in fact, how quick you might be. If you don't try you'll never know. If you have a go who knows — you might turn out to be incredibly quick. The odds are against it, mind you. We kid you not. Probably you'll turn out to be Mr. Average — fairly good but not quick enough.

Wouldn't it worry you though — to go through life thinking you might just be the one — the chequered flags, the garlands, the trophies, the champagne, the dollies, the money — (O.K. forget the money — just think of the dollies).

Wouldn't it really worry you though — to get to a ripe old age and think you never even tried?

PAUSE

. (while you think for a moment and start worrying — after all you've got to tell your grandchildren something.)

Stop worrying. Send for details of the first easy step. You won't break 60 secs. first time down. No need yet to start worrying about that. We want the car back in one piece so we don't let new boys even try to begin with.

**To: Sixty Seconds . . .
MOTOR RACING STABLES LTD.
Brands Hatch Circuit, Fawkham, Kent.**

Please send me details of how to break the magic minute.

Name

Address

2/9/BH



SUNDAY SEPTEMBER 29 2.00 pm

**BRSCC GRAND PRIX
CIRCUIT RACES**

All-championship meeting on the 2.65 mile Grand Prix circuit at Brands Hatch. The only meeting of the year at which the Club drivers have the opportunity to prove that their highly modified cars can break the records of the International class drivers.

**Final round of the 1968 Tootal Menswear
Championship for Special GT Cars**

Races for Lombank Formula 3, Guards Formula Ford, Amasco Special Sports Cars, Redex Saloons, BRSCC '500' Clubman's Sports Cars

BRANDS HATCH LAP SPEED TABLE

1 Lap = 2.65 Miles

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

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

BRANDS HATCH 1968 FIXTURE LIST

DATE	EVENT	RACES	CHARGES
8 Sept.	‡Brands R.C. Derek Minter Benefit Motor Cycle Races	All Classes	10/-A, 2/6C, 10/-S, 5/-OS, 10/-P
14 Sept.	BMCRC Clubman's Motor Cycle Races	All Classes	7/6A, CF, Rovers
15 Sept.	Maldstone MKMC Dartford Cup Car Races	*F3, *FF, *T, *GT, *PS, C	10/-A, 2/6C, Rovers
22 Sept.	Sevenoaks DMC Clubman's Car Races	FL, FF, T, GT, PS	7/6A, CF, Rovers
28 Sept.	Brands R.C. Clubman's Motor Cycle Races	All Classes	7/6A, CF, Rovers
29 Sept.	‡BRSCC Gravesend Cup Grand Prix Circuit Car Races	*F3†, *FF, *T, *GT, *PS, SC	10/-A, 2/6C, 5-10/-S, 5/-OS, 10/-P
6 Oct.	‡BRANDS R.C. "Evening News" RACE OF THE SOUTH MOTOR CYCLE RACES	All Classes	10/-A, 2/6C, 10/-S, 5/-OS, 10/-P
13 Oct.	Rochester DMC Stock Car Races	Spedeworth	7/6A, 2/6C, 5/-S
20 Oct.	‡BARC INTERNATIONAL GUARDS MOTOR SHOW 200 SALOON CAR RACE	T5†, F3, Hist	15/-A, 5/-C, 5-10/-S, 5/-OS, -P10/
27 Oct.	‡Brands R.C. Kentish 100 Motor Cycles Race	All Classes	7/6A, 2/6C, 10/-P
3 Nov.	Surrey SMC Clubman's Car Races	FL, FF, T, GT, PS, C	7/6A, CF, Rovers
10 Nov.	Sevenoaks DMC £700 Redex Saloon Car Races	FL, *FF, T†, GT, *PS, C	10/-A, 2/6C, Rovers
17 Nov.	Rochester DMC Clubman's Car Races	FL, FF, T, GT, PS, C	7/6A, CF, Rovers
24 Nov.	London M.C. November Cup Car Races	*F3†, *FF, T, GT, *PS, C	10/-A, 2/6C, Rovers
1 Dec.	Thames EAC Clubman's Car Races	FL, FF, T, GT, PS, C	7/6A, CF, Rovers
8 Dec.	Mini-7 Mini-70 Car Races	T†, *FF, GT, *PS	10/-A, 2/6C, Rovers
15 Dec.	Tunbridge WMC Car Sprint	S, GT, T, PS	3/6A, CF, Rovers
26 Dec.	BRSCC Lombank Christmas Trophy Car Races	*F3, *FF, T†, GT, *PS	10/-A, 2/6C, 10/-S, 10/-P
29 Dec.	‡Brands R.C. £1,500 Yuletide Motor Cycle Races	All Classes	10/-A, 2/6C, 10/-S, 10/-P

KEY

Races: F1—Formula One. FL—Formule 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).

Charges: A—Adults. C—Children. CF—Children Free. S—Covered Stands. OS—Open Seats or Stands. SF—Stands Free. P—Paddock. SBP—South Bank Parking. 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 MEN'S WEAR Championship for GT Cars. REDEX GOLD CROSS Championship for Saloon Cars. LOMBANK Formula 3 Championship. AMASCO Championship for Production Sports Cars. †† indicates round of 1968 motor cycle Castrol Challenge. ‡—2.65 Grand Prix Circuit



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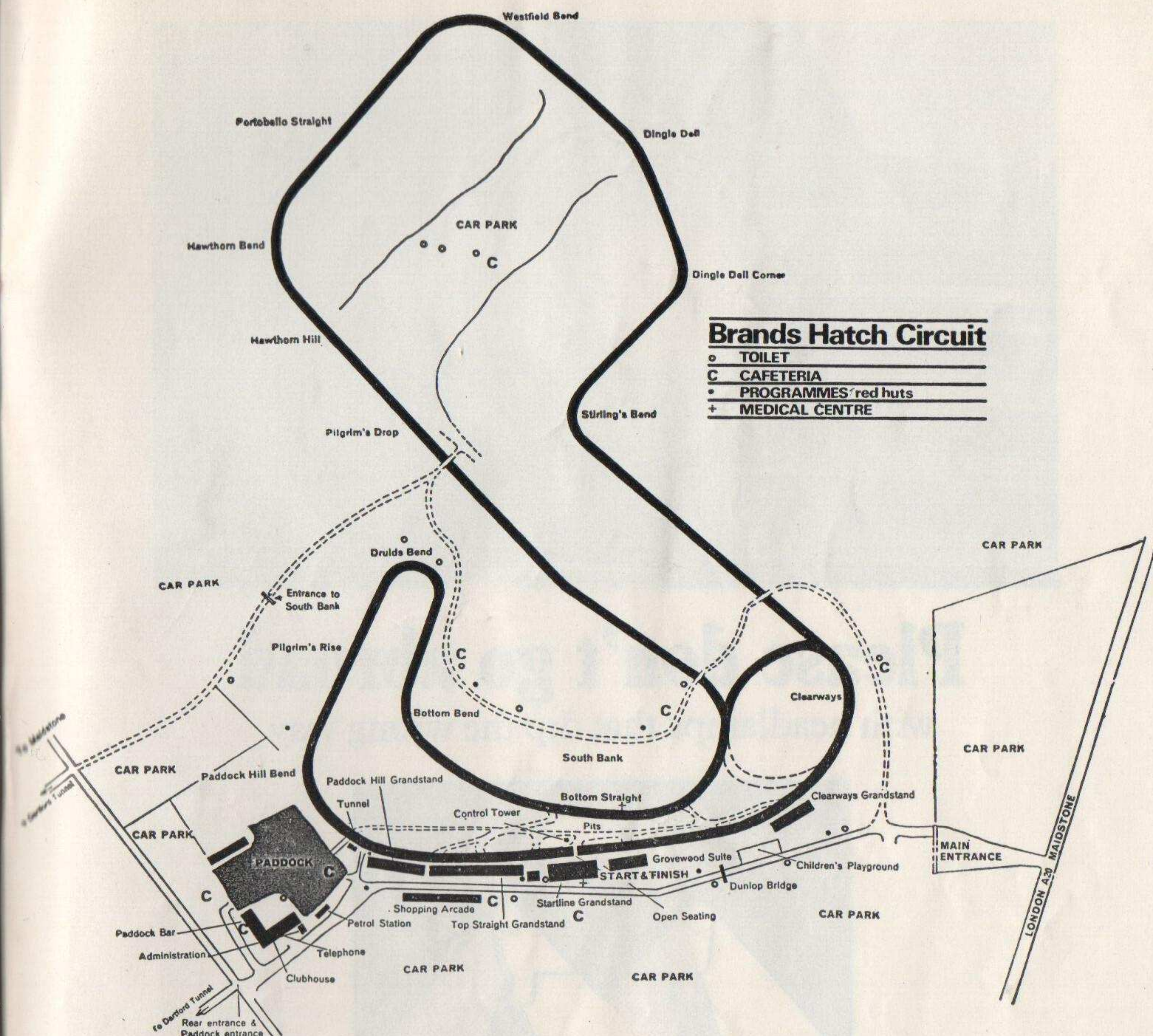
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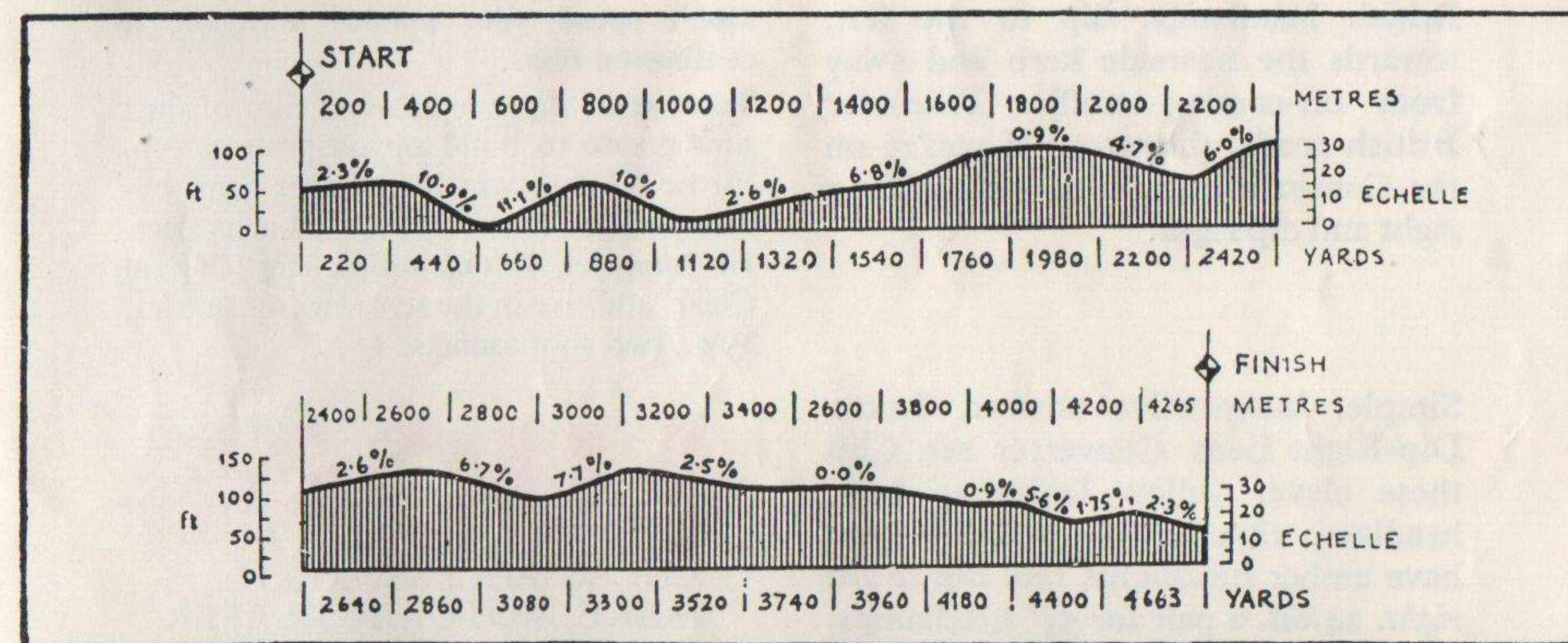
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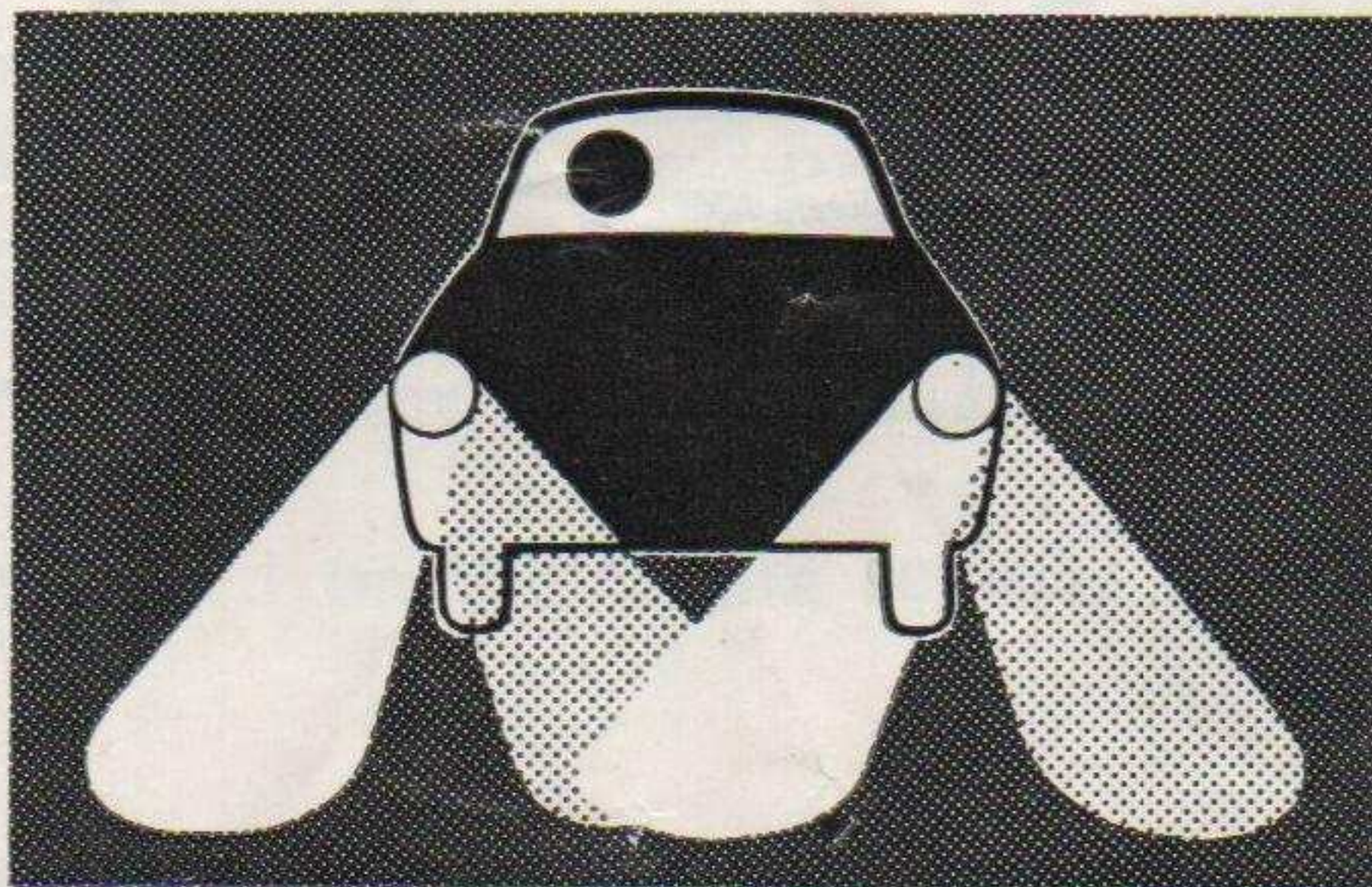
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