

PROGRAMME 2s 6d

GUARDS

international trophy race

MALLORY PARK

SUNDAY

14th May 2.30 pm

**R.A.C.
CHAMPIONSHIP RACE
FOR NEW
EUROPEAN FORMULA**

Sponsored by the makers of Guards cigarettes
Organised by the B.R.S.C.C.

Autocar

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THURSDAY 2s



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MOTOR RACING

SUNDAY, 14 MAY, 1967

GUARDS INTERNATIONAL RACE MEETING

**For Formula 2 Cars, Saloon Cars and
Grand Touring Cars**

Racing organised by the British Racing & Sports Car Club

MALLORY PARK

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 Number : R.S. 2854.

OFFICIALS

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For the Club :
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L. J. Tracey

JUDGES :

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R. Harris
R. Hutchinson
H. J. Ketley

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D. F. Truman

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Mrs. H. Fox
Mrs. B. E. Webster
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R. Allcock
A. Faulkner
S. Turner
W. Daff
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C. Toplis

RACE RECORDERS :

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R. Douglas

CHIEF MARSHAL :

B. E. Fox

SCRUTINEERS :

R. Soames
A. J. Pinfold
D. Baxter
B. J. Spencer
B. Gerry

INTERPRETERS :

Miss G. Ketley
Mrs. S. Power

COMMENTATORS :

A. Marsh
A. G. Moy

CHIEF OBSERVER :

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CHIEF FIRE MARSHAL :

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MARSHALS :

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

**PROMOTED BY MOTOR CIRCUIT
DEVELOPMENTS LIMITED :**

Managing Director :

John Webb

FOR MALLORY PARK CIRCUIT LTD.:

General Manager :

C. J. D. Lowe

ACKNOWLEDGEMENTS

The grateful thanks of Mallory Park Circuit Ltd. and the B.R.S.C.C. are paid to:—

The Leicestershire Constabulary.

The Hon. Medical Officers.

The St. John Ambulance Brigade.

The Advertisers in this Programme.

The Jensen Interceptor Course Car has kindly been loaned by Jensen Motor Co. Ltd.,

Duplicating Services have been provided by Gestetner Limited, Melton Street, Leicester.



Motor Racing is dangerous and persons attending this Meeting do so entirely at their own risk.

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

For reasons of safety, dogs are not allowed in the vicinity of the circuit, unless kept on leads.

FOR THE ATTENTION OF SPECTATORS

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

DOGS are NOT permitted within the area of the Mallory Park Circuit, unless kept on leads.

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

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

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

PROGRAMME

	Laps	Start
EVENT 1. THE INTERNATIONAL GUARDS TROPHY RACE— Heat One—Single-Seater Racing Cars complying with the F.I.A. International Formula 2	10	2.30 p.m.
EVENT 2. THE BRITISH SALOON CAR CHAMPIONSHIP RACE “B”—Special Touring Cars with an engine capacity not exceeding 1300 c.c. complying with Appendix “J” Group 5 to the International Sporting Code	15	3.00 p.m.
EVENT 3. THE INTERNATIONAL GUARDS TROPHY RACE — Heat Two—Single-Seater Racing Cars complying with the F.I.A. International Formula 2	10	3.30 p.m.
EVENT 4. THE BRITISH SALOON CAR CHAMPIONSHIP RACE “A”—Special Touring Cars with an engine capacity exceeding 1300 c.c. complying with Appendix “J” Group 5 of the International Sporting Code	15	4.00 p.m.
EVENT 5. SPORTS CAR RACE — Sports Cars with engine capacity not exceeding 1600 c.c. complying with Appendix “J” Group 4 to the International Sporting Code	15	4.30 p.m.
EVENT 6. THE INTERNATIONAL GUARDS TROPHY RACE — Final—Single-Seater Racing Cars complying with the F.I.A. International Formula 2. A qualifying round for the 1967 British Formula 2 Championship	75	5.15 p.m.

AWARDS

Event 1. See Event 6.

Event 2. Overall Winner: £75, 1st £50, 2nd £30, 3rd £20, 4th £10 (in each class except overall winner).

Event 3. See Event 6.

Event 4. Overall Winner: £75, 1st £50, 2nd £30, 3rd £20, 4th £10 (in each class except overall winner).

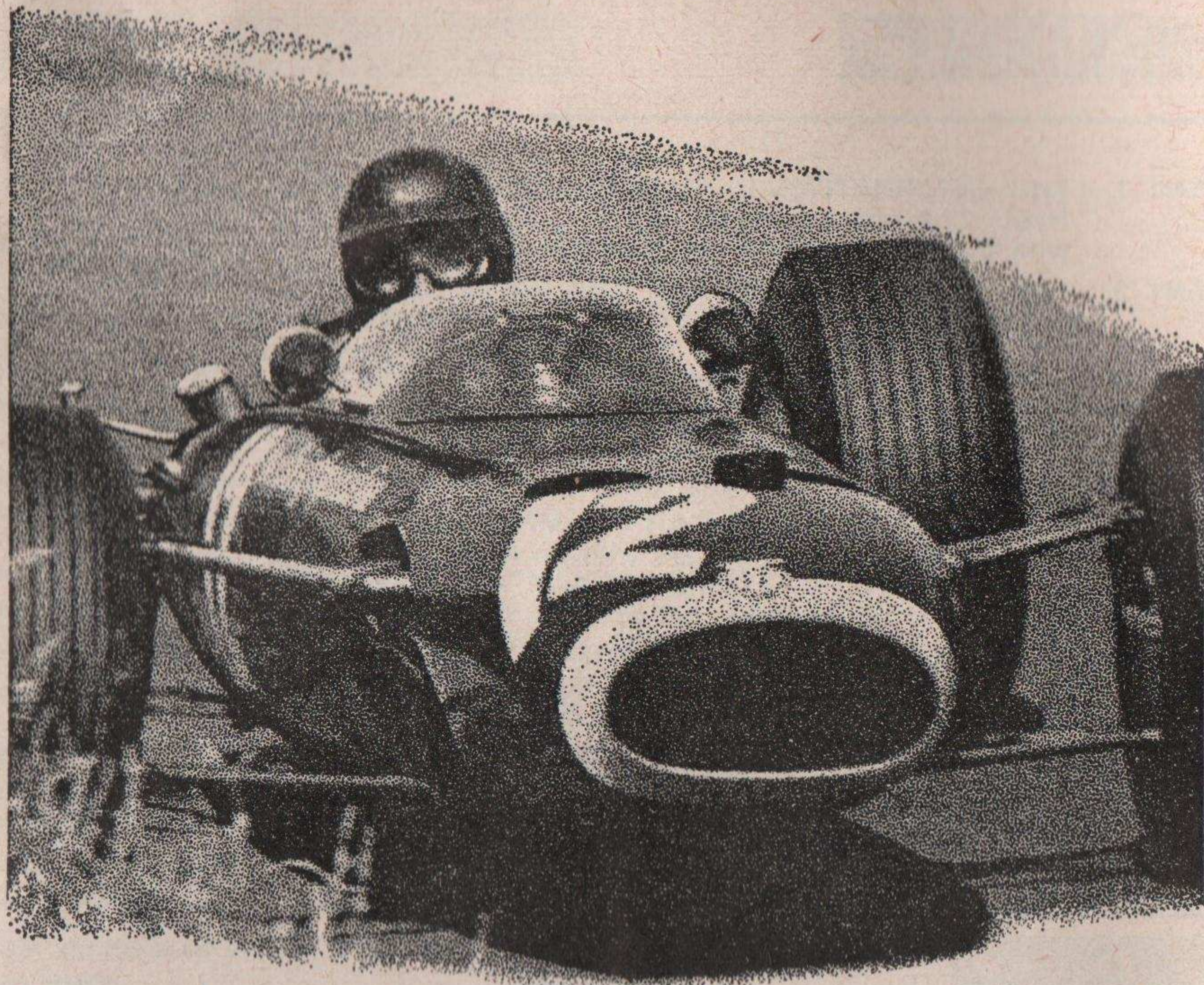
Event 5. Overall Winner: £75, 1st £50, 2nd £30, 3rd £20, 4th 10 (in each class except overall winner).

Event 6. 1st £250, 2nd £150, 3rd £100, 4th £75, 5th £50, 6th £25.

FLAG SIGNALS

Competitors are reminded of the meaning of the Flags which will be used by the Flag Marshals.

UNION JACK	Start
RED	Stop Immediately
YELLOW (Waved)	Great danger; prepare to stop
YELLOW (Motionless)	Take care; danger
BLUE (Waved)	Another Competitor is trying to overtake
BLUE (Motionless)	Another Competitor is following you closely
YELLOW (With Vertical Red Stripes)	Oil on the Course
WHITE	An Ambulance or Service Car on the Circuit
BLACK (With number)	Car with that number must stop
BLACK and WHITE CHEQUERED	Signal for End of Race



BRM show Shell

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

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

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

Shell work with the winners



GUARDS INTERNATIONAL TROPHY

Likelihood of fastest-ever race at Mallory Park with the new 1600 c.c. Formula 2 Cars

by MICHAEL KETTLEWELL

NO fewer than seven factory Formula 2 teams have entered for today's Guards International Trophy race — to be run in two 10-lap heats and a 75-lap (101 miles) final. And a veritable galaxy of stars are here to drive the cars, including Grand Prix drivers Graham Hill, John Surtees, Bruce McLaren, Mike Spence and Richard Attwood.

The new breed of 1967 Formula 2 cars—1600 c.c. single-seaters—are proving to be faster than the experts ever predicted. All the top British teams are using British Ford engines which have been specially designed and built by the Northampton Cosworth concern—apart from Lola, who have plumped for a special German BMW engine. Both the Cosworth-Ford FVA and BMW engines develop well in excess of 200 b.h.p., so these new cars have quite a sting in their tails!

The outright circuit lap record of 37.6 secs., set last Whitsun by New Zealander Denny Hulme in a 6-litre Lola-Chevrolet T70 sports car, is expected to be broken by a considerable margin. Chris Lambert, the 1966 Grovewood Award winner who tried out his European Formula car at Mallory Park recently, expected that the top drivers will be lapping at around 35 secs., which represents an average speed of 108 m.p.h.!

Graham Hill is to drive a works Lotus-Ford 48, and a second car has also been listed with a driver still to be nominated. Hill is flying over specially from Indianapolis qualifying trials in America. Jackie Oliver drives a Lotus-Ford 41B for Lotus Components.

Two dark horses are the Lola Racing Lola-BMW T100s entered for John Surtees and Chris Irwin to drive. Surtees has now got the radial-valve BMW engine running competitively and is all set for a win.

Alan Rees, the current leader of the European Racing Car Championship, is entered in a Winkelmann team Brabham-Ford BT23. A similar but factory-entered car is listed for the Australian Frank Gardner, who is a past lap record holder at Mallory Park.

Bruce McLaren drives the latest single-seater from his Colnbrook, Bucks, factory, the McLaren-Ford M4A, and a similar car is listed for Piers Courage, who drives for the John Coombs team.

Leicester's Bob Gerard—the well-known ex-racing driver who used to perform wonders with ERA and Cooper-Bristol cars shortly after the war—runs the factory Cooper Formula 2 cars. Tests a few days before the meetings were due to be held to find the drivers for the two cars—a 1967 Cooper-Ford T84 and an interim 1966/7 Cooper-Ford T82/84.

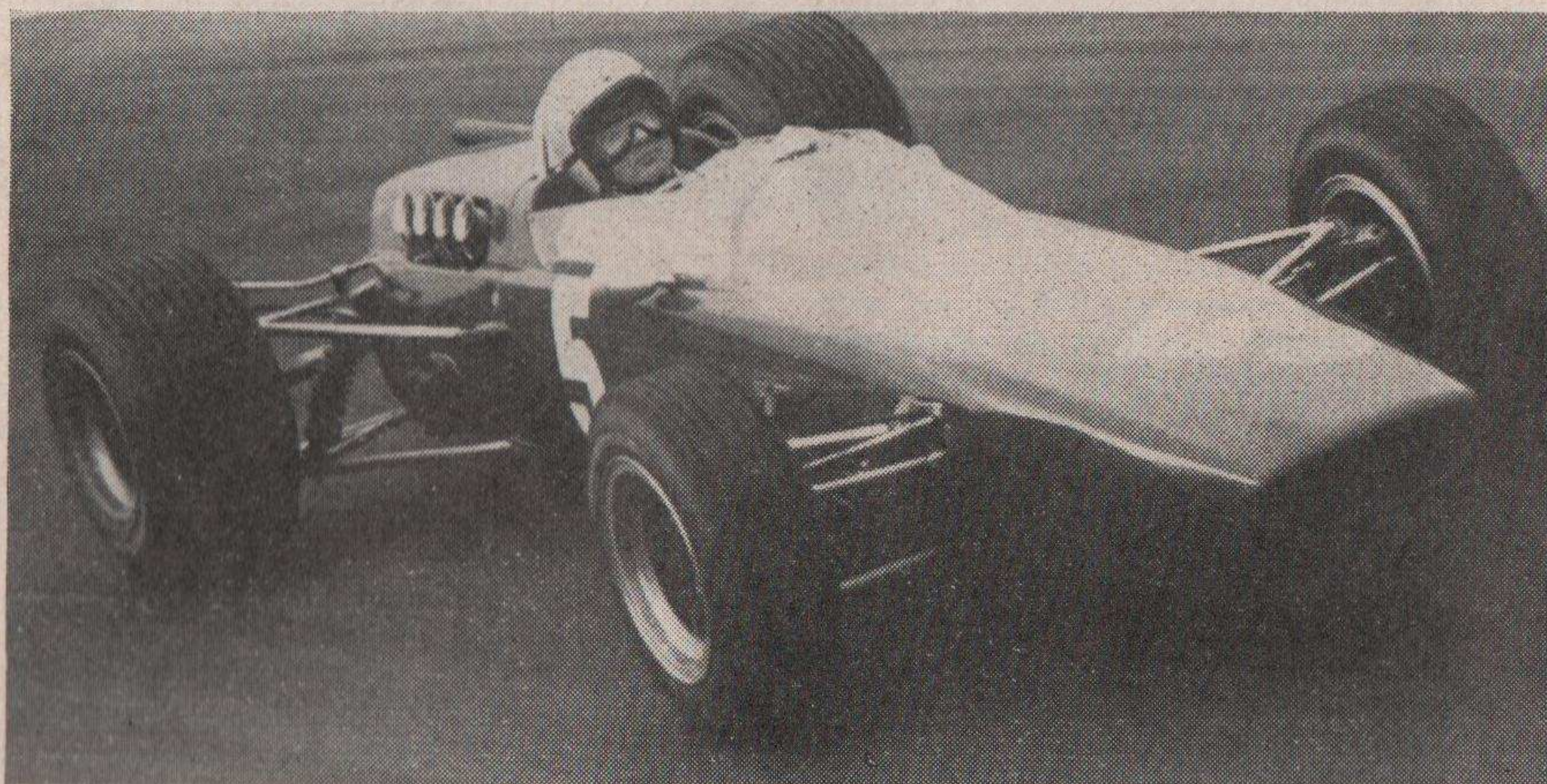
Also in the first of the two 10-lap heats is the Parnell-Ford of Tim Parnell, to be driven by Mike Spence, while the list is completed with the young Belgian Jacky Ickx, who drives a French Matra-Ford MS5 entered by Ken Tyrrell.

Heading the list of entries in the second heat are the two revolutionary wooden monocoque Protos cars of Ron Harris, who in the past has run teams of Lola and Lotus cars. The Protos cars also feature special aerodynamic bodywork and were built in North Wales by Frank Costin. Drivers are Londoner Brian Hart and Frenchman Eric Offenstadt. Richard Attwood, the Midlands Grand Prix driver, is expected to be behind the wheel of the second Ken Tyrrell Matra in this race.

Robin Widdows hopes to have his Brabham-Ford BT23 rebuilt in time for this race—Robin escaped unhurt in a crash in Germany recently which virtually destroyed his car. Chris Lambert,



START of the first-ever Formula 2 race at Snetterton on Good Friday. With such evenly-matched cars close racing was the order of the day, and round the tight, exacting Mallory Park circuit it should be closer still.



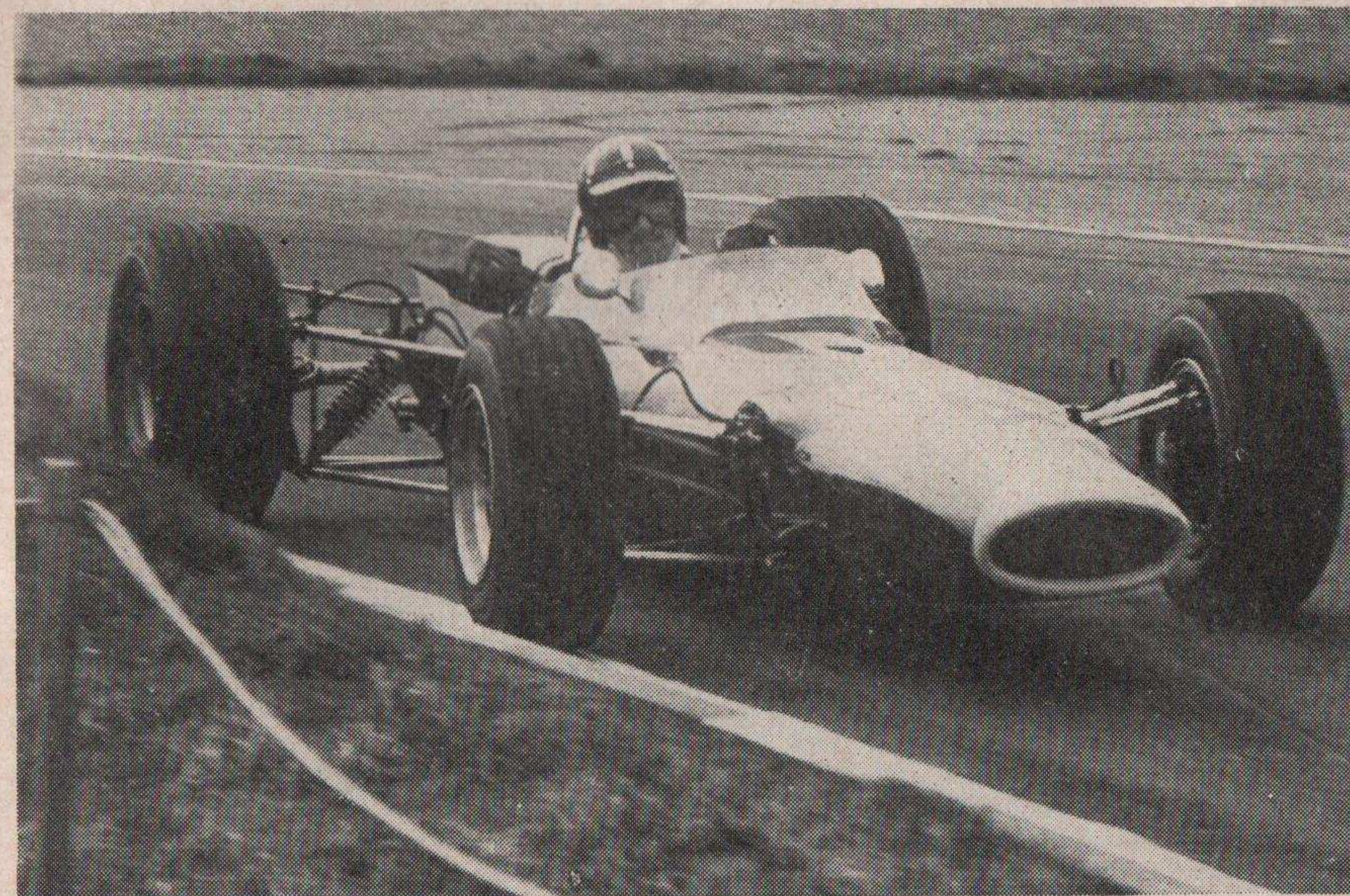
NEW ZEALANDER Bruce McLaren has built a monocoque McLaren M4A Formula 2 car for 1967, which is proving to be very competitive indeed. McLaren himself and the young driver, Piers Courage handle the two McLarens today.

another up and coming young driver, pilots a Brabham-Ford BT21 for the McKechnie Racing Organisation. Also in Brabhams are Scotsman Andrew Fletcher (BT18), Ian Raby (BT14) and Robin Darlington, the young Welsh farmer (BT15). All have earlier Cosworth-Ford engines.

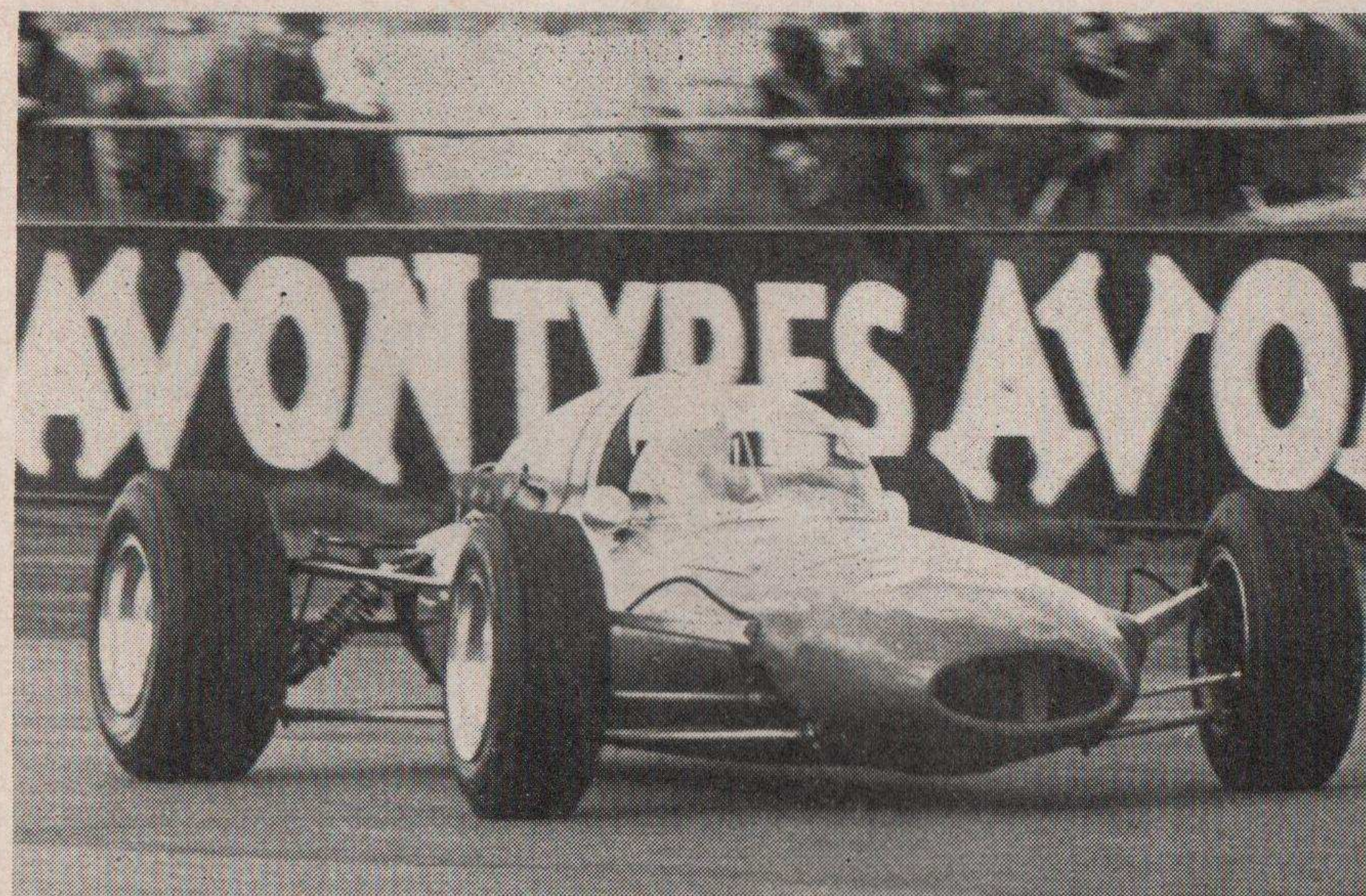
Two Birmingham-built Alexis cars with specially modified Ford engines are to be driven by David Hobbs and Philip Robinson—Hobbs is in the latest Mk 9. Northern driver

Brian Redman is due to drive either a BMW or Ford-engined Lola T100 for David Bridges.

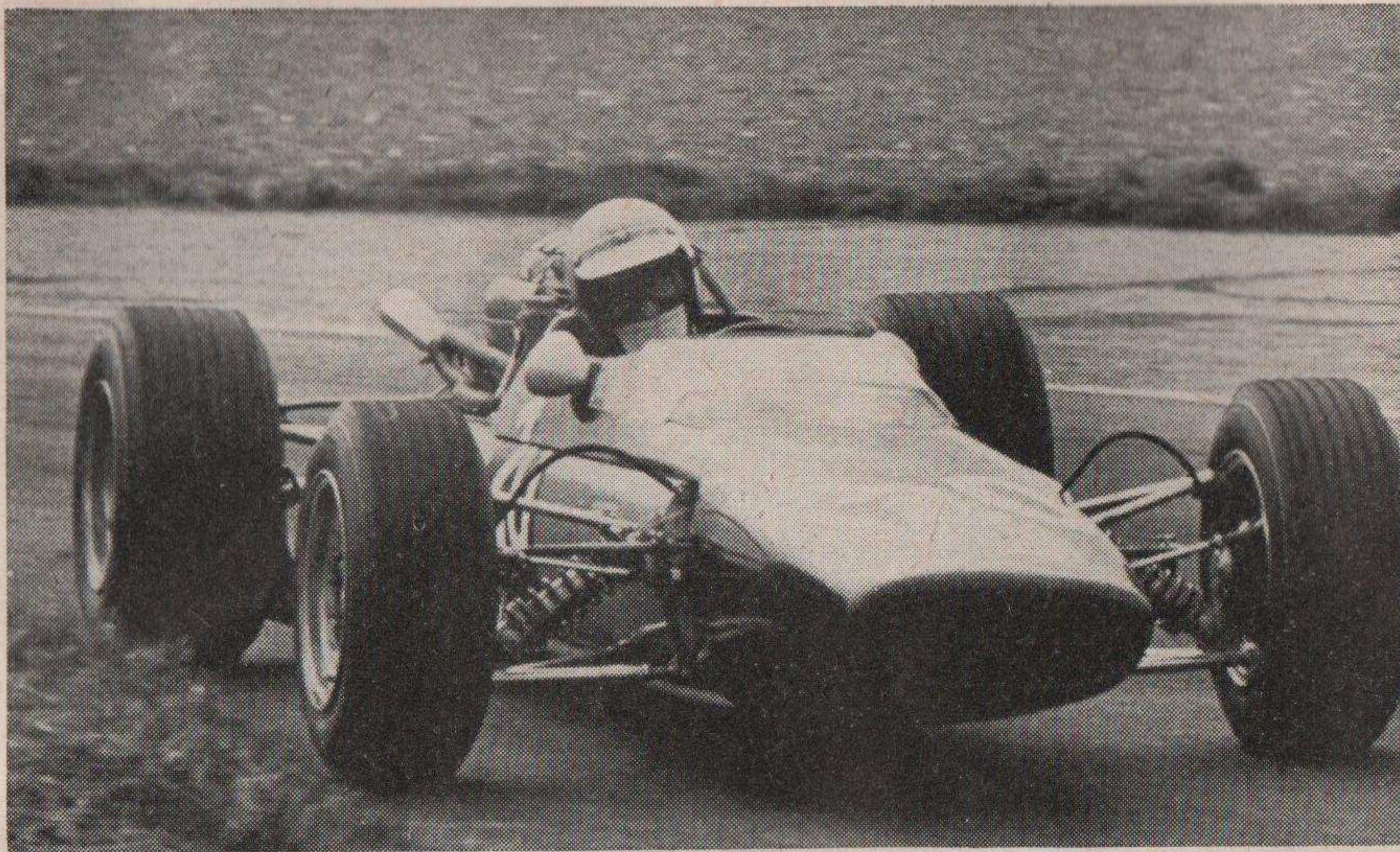
Arthur Mallock, the well-known special builder and constructor of U2 clubmen's sports cars, has built a Formula 2 car for 1967. This retains the "square" body shape of his U2 sports cars, but only has one seat. Mallock retains his unique swing-axle front suspension and modified BMC live rear axle for this car, which is powered by a Cosworth-modified Ford engine.



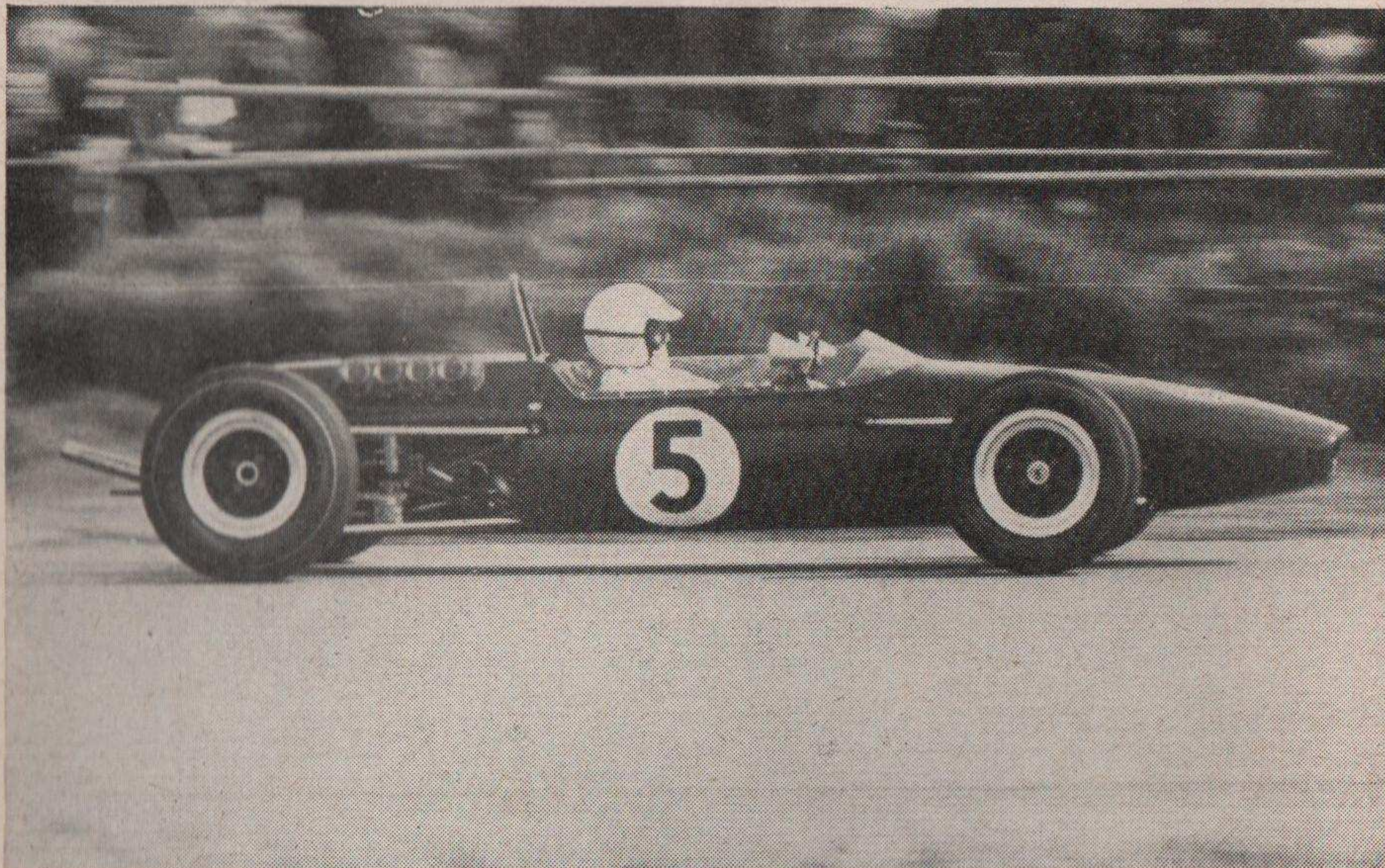
GRAHAM HILL has demonstrated on more than one occasion this year that the new Formula 2 cars are only fractionally slower than Formula 1 machinery on some circuits. Hill drives a Lotus-Ford 48 for Team Lotus.



MOST original car in the new formula is the wooden Protos. Two cars, to be driven by Brian Hart and Eric Offenstadt, are down to run today. The Protos was designed by Frank Costin, who was responsible for two wooden sports cars—the Marcos and the Costin-Nathan



LOLA are using German BMW engines this year—the only major British team not to utilise the Cosworth-Ford FVA. John Surtees and Chris Irwin are down to drive the works Lolas today, while the promising northerner Brian Redman is also due to drive a Lola.



LEADING the European Racing Car Championship currently is Alan Rees of the Winkelmann Brabham team. Rees is also well-placed in the British Racing Car Championship, for which today's race qualifies.

Do you rotate?

by HERBERT E. GUNSTONE *

(READING TIME 3¼ MINUTES)



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

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

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

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

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

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

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

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

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

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

*Group Service Manager, Avon Rubber Company Ltd.

Introduction and welcome to spectators

by Mr. G. A. PHIPPS

GENERAL MANAGER OF
CARRERAS SALES LIMITED

This year the exciting new European Formula 2 cars are being introduced to British circuits.

These new single-seater racing cars are certainly presenting a spectacle of speed rivalling the performances of full-blooded Grand Prix cars.

Since 1961, when my company first sponsored the Guards International at Brands Hatch we have, each successive year, endeavoured to present the world's top drivers in the latest machines at our meetings. I am happy to say that the Guards International Trophy at Mallory Park is included in the R.A.C. British Racing Car Championship with many of the world's best drivers competing.

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

G. A. PHIPPS,

General Manager of Carreras Sales Ltd.

EVENT 1

START 2.30
10 LAPS

The International Guards Trophy Race Heat 1

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

No.	ENTRANT AND DRIVER	CAR	c.c.
1	Team Lotus Ltd. (Driver : G. Hill)	Lotus-Ford	1594
2	Team Lotus Ltd. (Driver: To be nominated)	Lotus-Ford	1594
3	Lotus Components Ltd. (Driver : J. Oliver)	Lotus-Ford	1594
4	Lola Racing Ltd. (Driver : J. Surtees)	Lola-BMW	1591
5	Lola Racing Ltd. (Driver : C. Irwin)	Lola-BMW	1591
6	Roy Winkelmann Racing Ltd. (Driver : A. Rees)	Repco Brabham-Ford	1594
7	Motor Racing Developments Ltd. (Driver : F. Gardner)	Repco Brabham-Ford	1594
8	McLaren Racing Ltd. (Driver : B. McLaren)	McLaren-Ford	1594
9	John Coombs (Driver : P. Courage)	McLaren-Ford	1594
10	Gerard Cooper Racing CARDWELL (Driver : To be nominated)	Cooper-Ford	1594
11	Gerard Cooper Racing ROLLINSON (Driver : To be nominated)	Cooper-Ford	1594
12	R. H. H. Parnell (Driver : M. Spence)	Parnell-Ford	1594
14	Tyrrell Racing Organisation Ltd. (Driver : J. Ickx)	Matra-Ford	1594
30	D. Bridges	Repco Brabham-Ford	1594

RESULTS

1st..... 2nd..... 3rd..... 4th.....
Winner's Time Speed m.p.h.
Fastest Lap : Car No..... Time..... Speed..... m.p.h.

EVENT 2

START 3.00 15 LAPS

The British Saloon Car Championship Race B

(Special Touring Cars with an engine capacity not exceeding 1300 c.c. complying with Appendix 'J' Group 5 to the International Sporting Code. A qualifying round for the 1967 British Saloon Car Championship)

No.	ENTRANT AND DRIVER	CAR	c.c.
Class A—1001 c.c. to 1300 c.c.			
81	Superspeed Conversions Ltd. (Driver: M. Young)	Ford Anglia	1298
82	Superspeed Conversions Ltd. (Driver: N. Brittan)	Ford Anglia	1298
83	The Cooper Car Company Ltd. (Driver: J. Rhodes)	Morris Mini-Cooper S	1293
84	The Cooper Car Company Ltd. (Driver: J. Handley)	Morris Mini-Cooper S	1293
85	G. G. Spice	Morris Mini-Cooper S	1293
86	Vitafoam Developments (Driver: A. Fall)	Morris Mini-Cooper S	1293
87	J. D. Lewis	Austin Mini-Cooper S	1293
88	Equipe Arden (Driver: S. Neal)	Austin Mini-Cooper S	1293
89	Alexander Engineering Company Ltd. (Driver: C. J. Montague)	Morris Mini-Cooper S	1293
90	Vitafoam Developments (Driver: H. W. Ratcliffe)	Morris Mini-Cooper S s/c	925
Class B—Up to 1000 c.c.			
101	Alan Fraser Racing Team (Driver: A. Lanfranchi)	Hillman Imp	998
102	Alan Fraser Racing Team (Driver: W. B. Unett)	Hillman Imp	998
103	Ruckledge Service Station (Driver: W. McGovern)	Hillman Imp	998
104	John Aley (Driver: P. C. Hughes)	Fiat-Abarth Berlina	998
105	Team Broadspeed (Driver: J. Fitzpatrick)	Ford Anglia	997
106	Team Broadspeed (Driver: Miss A. Taylor)	Ford Anglia	997
107	R. Fry	Ford Anglia	997
108	McKechnie Racing Organisation (Driver: J. C. C. Lambert)	Ford Anglia	997
Reserves (In order given below)			
91	D. Buckett (1st Reserve)	Austin Mini-Cooper S	1293
109	Robert A. Driver (Driver: P. R. H. Gaydon) (2nd Reserve)	Hillman Imp	998
92	P. S. De Banks (3rd Reserve)	Morris Mini-Cooper S	1293
110	Sidney Greene (Driver: I. R. Bax) (4th Reserve)	Austin Mini Cooper S	970
93	W. J. Shaw (5th Reserve)	Austin Mini-Cooper S	1293
94	M. Brandon (6th Reserve)	Hillman Imp	998

RESULTS

OVERALL RESULTS :

1st..... 2nd..... 3rd..... 4th.....
 Winner's Time Speed m.p.h.
 Fastest Lap : Car No..... Time..... Speed..... m.p.h.

CLASS RESULTS :

Class A—1001 c.c. to 1300 c.c.

1st..... 2nd..... 3rd..... 4th.....
 Winner's Time Speed m.p.h.
 Fastest Lap : Car No..... Time..... Speed..... m.p.h.

Class B—Up to 1000 c.c.

1st..... 2nd..... 3rd..... 4th.....
 Winner's Time Speed m.p.h.
 Fastest Lap : Car No..... Time..... Speed..... m.p.h.

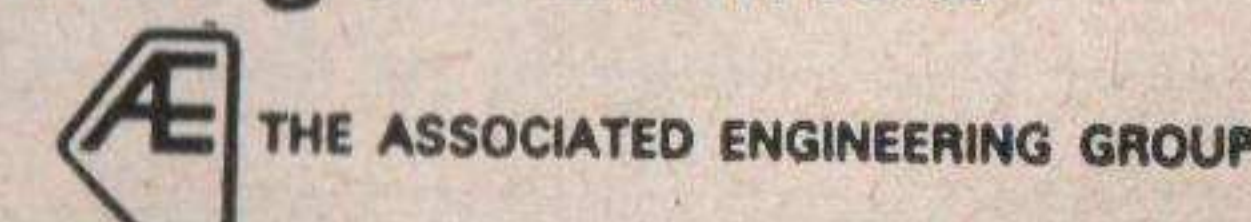
HEPOLITE LEADS!



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



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FINE RICH VIRGINIA

4/3 for twenty

EVENT 3

START 3.30
10 LAPS

The International Guards Trophy Race Heat 2

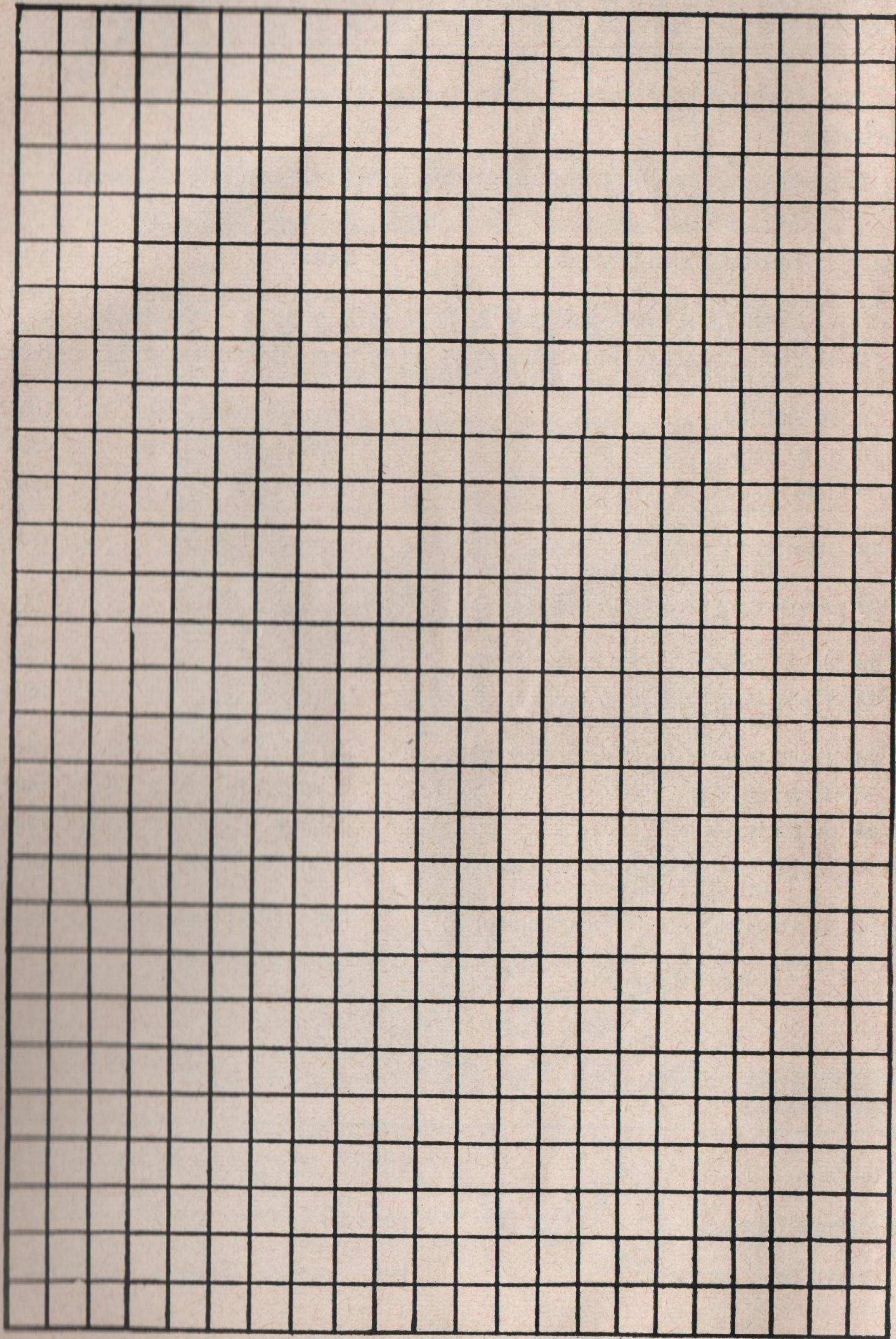
(Single-Seater Racing Cars complying with the F.I.A. International Formula 2)

No.	ENTRANT AND DRIVER	CAR	c.c.
15	Witley Racing Syndicate ... (Driver: R. Widdows)	Repco Brabham-Ford	1594
16	McKechnie Racing Organisation ... (Driver: J. C. C. Lambert)	Repco Brabham-Ford	1594
17	A. Fletcher ...	Repco Brabham-Ford	1594
18	I. E. Raby ...	Repco Brabham-Ford	1594
19	Ron Harris Racing Division ... (Driver: B. Hart)	Protos-Ford	1594
20	Ron Harris Racing Division ... (Driver: E. Offenstadt)	Protos-Ford	1594
21	Alexis Cars (Driver: D. Hobbs or A. Taylor)	Alexis-Ford	1594
22	W. A. Jones (Driver: P. Robinson)	Alexis-Ford	1594
23	Frank Manning Racing Ltd. (Driver: R. Lamplough)	Lola-Ford	1594
24	David Bridges (Driver: B. Redman)	Lola BMW	1591
25	B. Myers	Cooper-Ford	1498
26	A. M. R. Mallock	U2-Ford	1594
27	Tyrrell Racing Organisation Ltd. (Driver: To be nominated)	Matra-Ford	1594
28	R. Lamplough (Driver: R. Darlington)	Repco Brabham Ford	1594
29	David Bridges ... (Driver: F. Smith)	Repco Brabham-Ford	1594

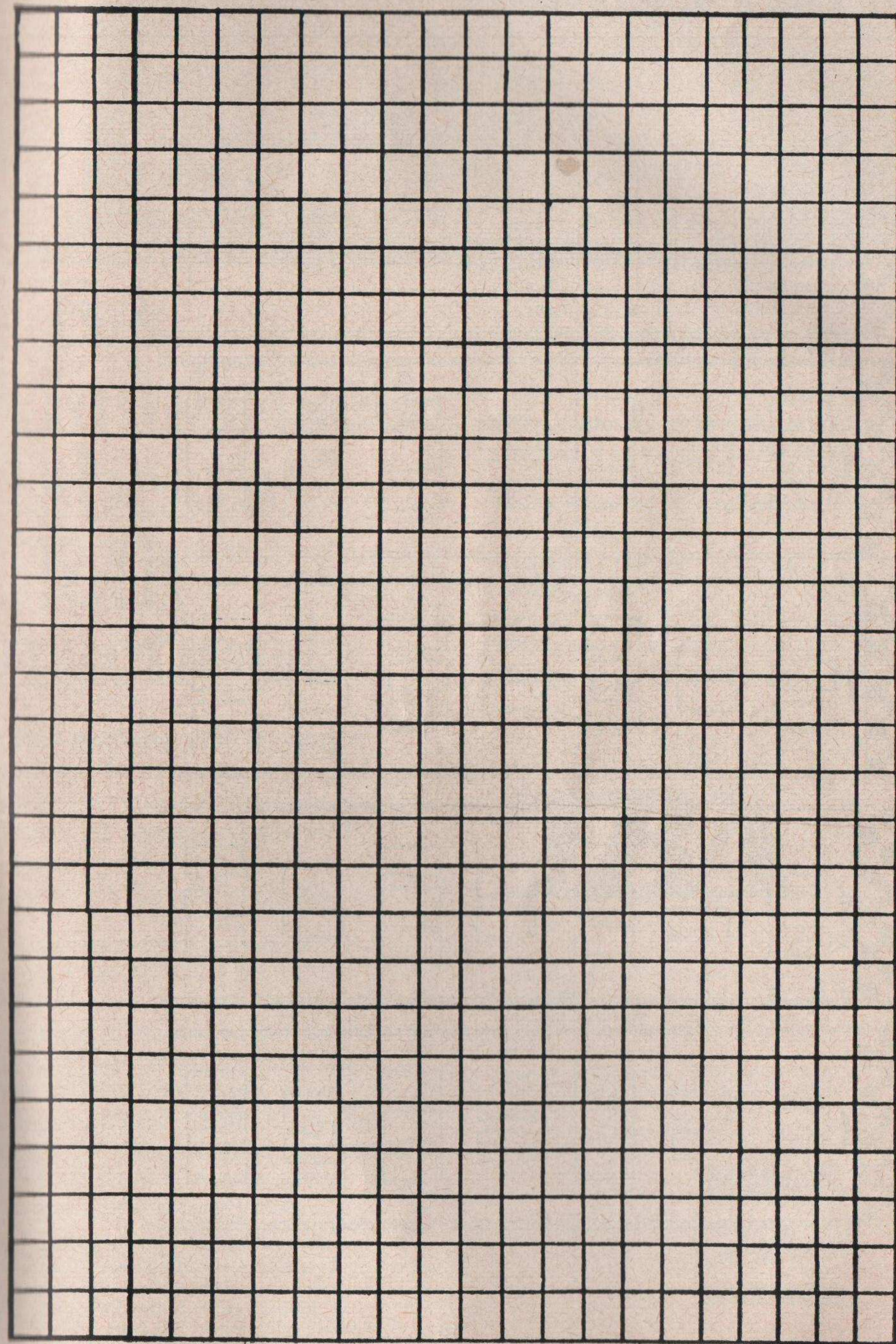
RESULTS

1st..... 2nd..... 3rd..... 4th.....
 Winner's Time Speed m.p.h.
 Fastest Lap: Car No..... Time..... Speed.....m.p.h.

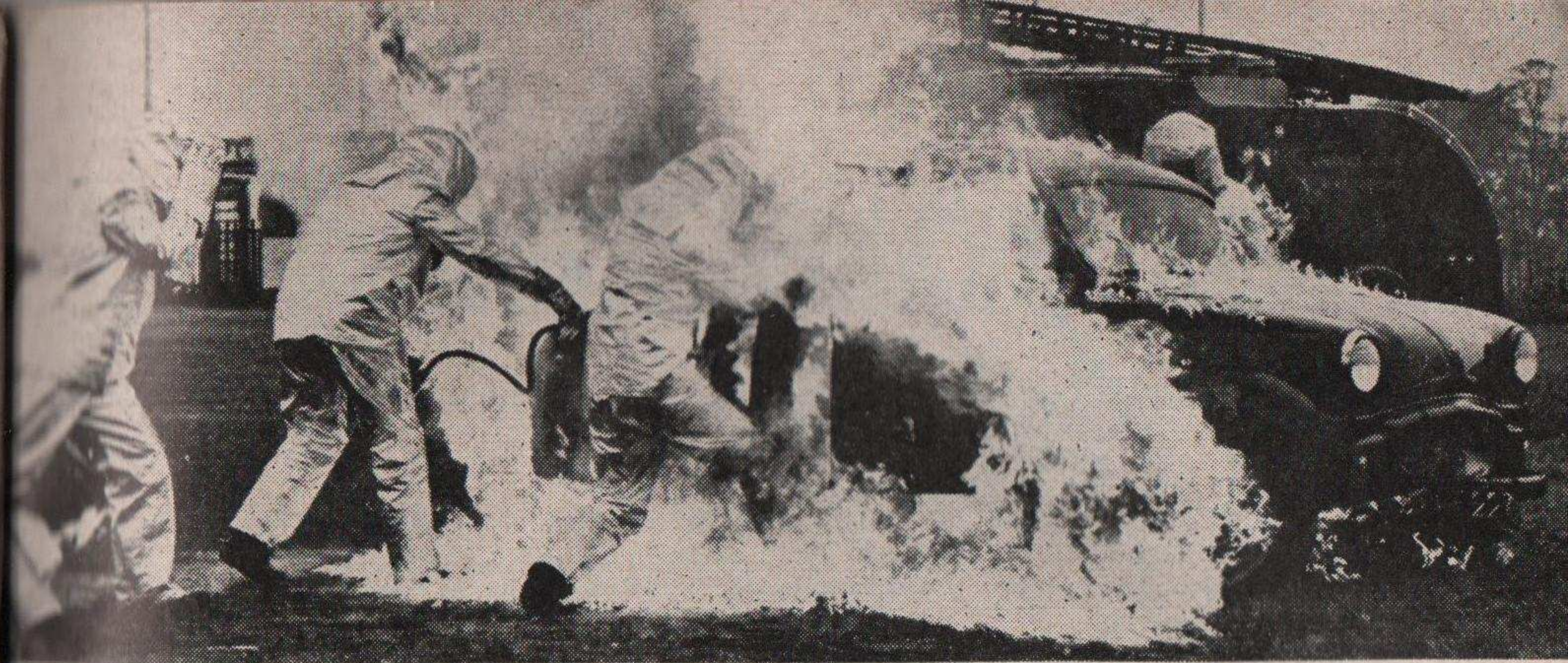
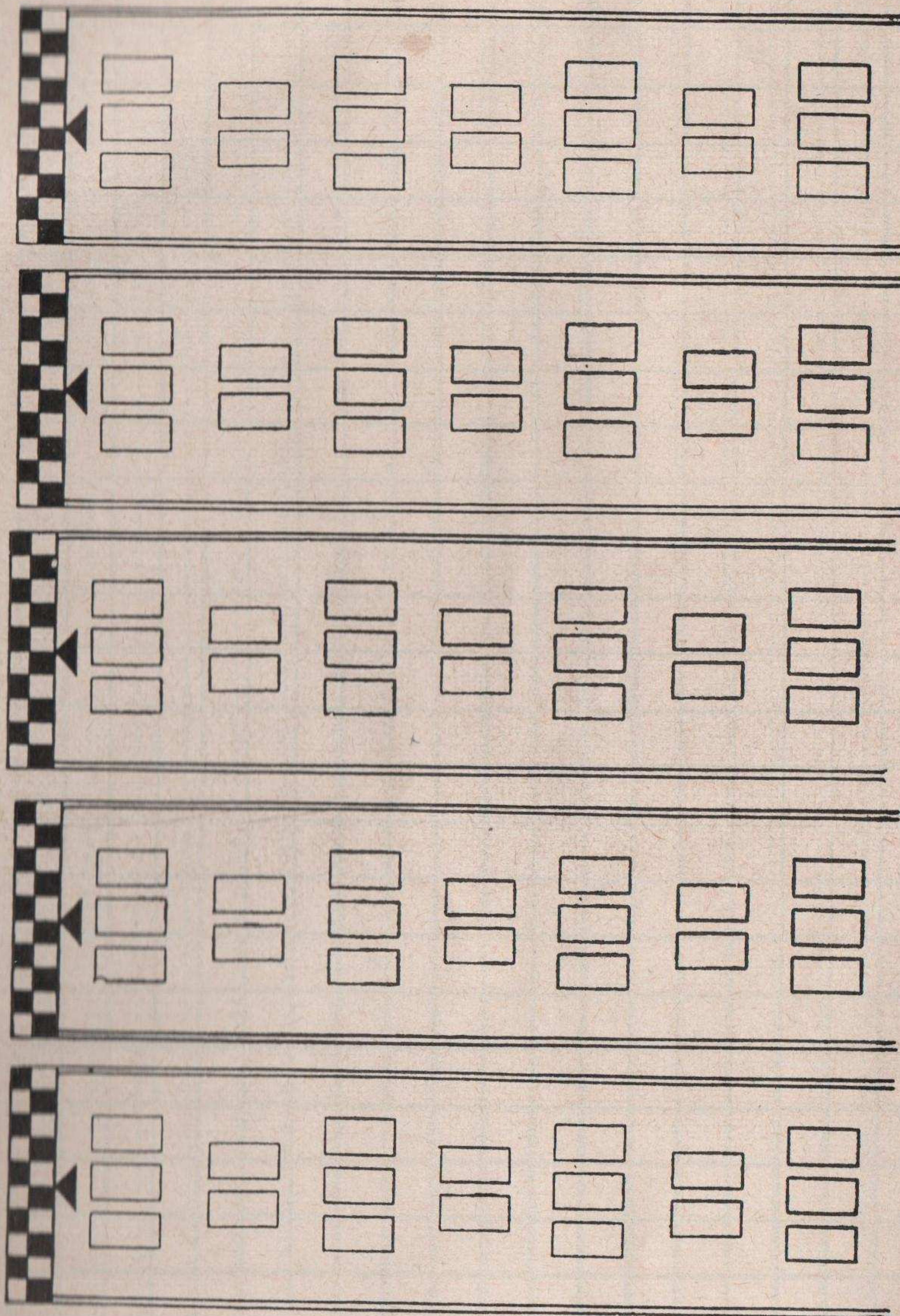
Pull out Lap Chart for your use



Pull out Lap Chart for your use



GRID POSITIONS



TBA Aluminised Asbestos Cloth in action!

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

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

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

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

Manufacturers of fire-protective clothing who use TBA Aluminised Asbestos Cloth:
Bell's Asbestos & Engineering Co. Ltd., Slough, Bucks
Croydon Asbestos Co. Ltd., Redhill, Surrey
George Angus & Co. Ltd., Newcastle upon Tyne
Wathen Gardiner & Co. Ltd., Bristol

AND THERE'S MORE TO

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

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

Recommended price including p.t.



SUNBEAM  **ROOTES**

London Showrooms and Overseas Division,
Devonshire House, Piccadilly, London, W1

EVENT 4

START 4.00
15 LAPS

The British Saloon Car Championship Race A

(Special Touring Cars with an engine capacity exceeding 1300 c.c. complying with Appendix 'J' Group 5 to the International Sporting Code. A qualifying round for the 1967 British Saloon Car Championship)

No.	ENTRANT AND DRIVER	CAR	c.c.
Class A—Over 2000 c.c.			
61	R. F. Pierpoint	Ford Falcon s/c	5754
62	Alan Mann Racing Ltd. (Driver: F. Gardner)	Ford Falcon s/c	5328
63	Robert Ashcroft Racing Ltd. (Driver: P. Gethin)	Chevrolet Camaro	4956
64	T. F. Lynch	Chevrolet Camaro	4956
65	Sir Gawaine Baillie (Driver: B. Muir)	Ford Falcon	4727
67	D. R. Racing Division (Driver: J. Oliver)	Ford Mustang	4727
68	Bryan Thomson Racing (Driver: B. Thomson)	Ford Mustang	4727
Class B—1301 c.c. to 2000 c.c.			
71	W. Green	BMW 1800 TI	1991
73	Team Lotus Ltd. (Driver: G. Hill)	Ford Cortina Lotus	1594
74	Team Lotus Ltd. (Driver: To be nominated)	Ford Cortina Lotus	1594
75	B. Newton	Ford Cortina Lotus	1594
76	K. Wright	Ford Cortina Lotus	1594
77	W. F. Vaughan	Ford Cortina Lotus	1558
78	V. M. Goodman	Ford Cortina Lotus	1594
79	W. Kay	Ford Cortina Lotus	1594

RESULTS

OVERALL RESULTS:

1st..... 2nd..... 3rd..... 4th.....
 Winner's Time Speed m.p.h.
 Fastest Lap: Car No..... Time..... Speed..... m.p.h.

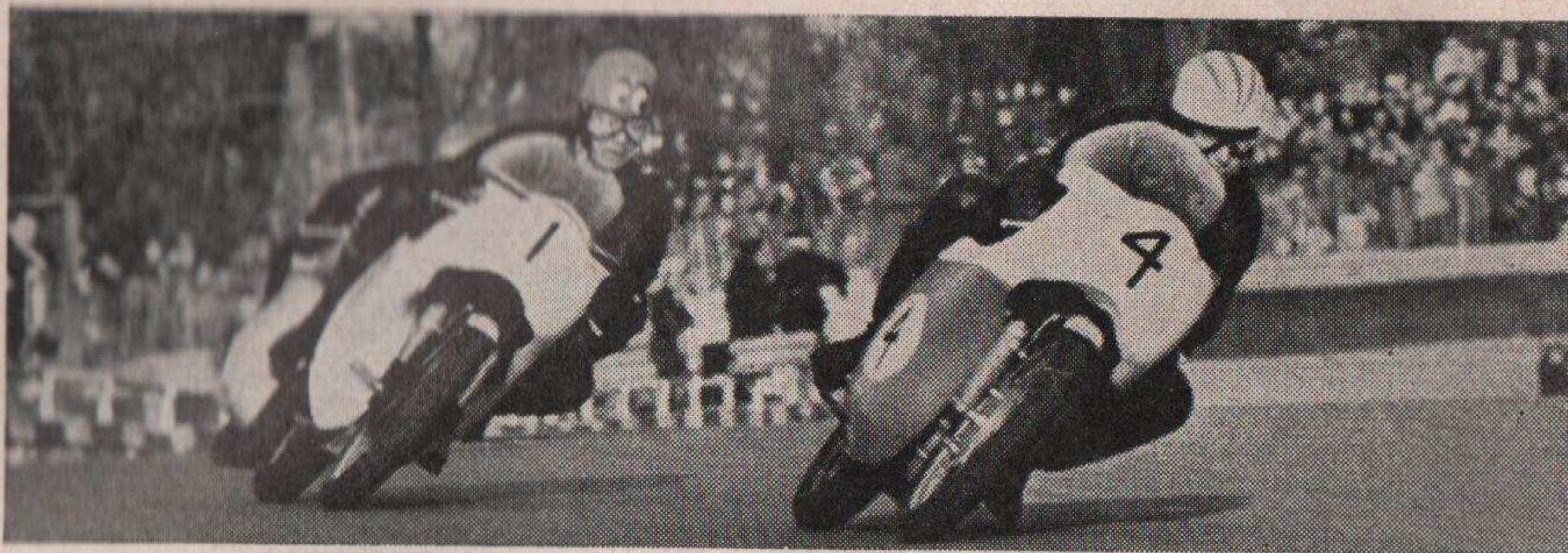
CLASS RESULTS:

Class A—Over 2000 c.c.

1st..... 2nd..... 3rd..... 4th.....
 Winner's Time Speed m.p.h.
 Fastest Lap: Car No..... Time..... Speed..... m.p.h.

Class B—1301 c.c. to 2000 c.c.

1st..... 2nd..... 3rd..... 4th.....
 Winner's Time Speed m.p.h.
 Fastest Lap: Car No..... Time..... Speed..... m.p.h.



Whether you prefer 2, 3 or 4 wheels
 Ferodo brake linings are race and
 rally proved for your safety

FERODO



FERODO Limited Chapel-en-le-Frith

A Turner & Newall company

14/31

EVENT 5

START 4.30
 15 LAPS

Sports Car Race

(Sports Cars with an engine capacity not exceeding 1600 c.c. complying with Appendix 'J' Group 4 to the International Sporting Code)

No.	ENTRANT AND DRIVER	CAR	c.c.
Class A—1151 c.c. to 1600 c.c.			
31	Robert Gordon (Driver: P. Jackson)	Lotus Elan	1594
32	Robert Gordon (Driver: R. Harvey-Bailey)	Lotus Elan	1594
33	J. N. Cuthbert (Driver: W. N. A. Dryden)	Lotus Elan	1594
34	M. Crabtree	Lotus Elan	1594
36	A. Baillie	Lotus Elan	1594
37	Uptune (Racing) Ltd. (Driver: R. Ellice)	Lotus Elan	1594
38	D. Marriott	Lotus Elan	1594
39	K. Burnand	Lotus Elan	1594
40	J. S. Calvert	Lotus Elan	1594
41	D. M. Macarthur	Lotus Elan	1594
42	J. R. Nicholson	Lotus Elan	1594
43	G. M. F. Humble	Lotus Elan	1594
Class B—Up to 1151 c.c.			
51	Team Diva (Driver: D. Mockford)	Diva GT	1148
52	Team Diva (Driver: J. Bloomfield)	Diva GT	1148
53	Team Diva (Driver: J. Corfield)	Diva GT	1148
54	Sir Jon Samuel (Driver: R. Joseph)	Diva GT	1148
55	M. Walton	Fiat-Abarth	992
56	B. C. Baker	Diva GT	1098
Reserves (In order given below)			
44	L. Peacock (1st Reserve)	Lotus Elan	1594
45	C. Barber (Driver: J. Hine) (2nd Reserve)	Lotus Elan	1594

RESULTS

OVERALL RESULTS:

1st..... 2nd..... 3rd..... 4th.....
 Winner's Time Speed m.p.h.
 Fastest Lap: Car No..... Time..... Speed..... m.p.h.

CLASS RESULTS:

Class A—1151 c.c. to 1600 c.c.

1st..... 2nd..... 3rd..... 4th.....
 Winner's Time Speed m.p.h.
 Fastest Lap: Car No..... Time..... Speed..... m.p.h.

Class B—Up to 1151 c.c.

1st..... 2nd..... 3rd..... 4th.....
 Winner's Time Speed m.p.h.
 Fastest Lap: Car No..... Time..... Speed..... m.p.h.

LAP RECORDS

Driver	Car and c.c.	Seconds	Speed (m.p.h.)
OUTRIGHT CIRCUIT RECORD			
Denny Hulme	5967 Lola-Chevrolet T70 Mk. 2	47.6	102.1
FORMULE LIBRE			
Chris Lambert	1594 Brabham-Cosworth-Ford BT21	48.8	99.59
RACING CARS FORMULA ONE			
John Surtees	1494 Lola-Climax Mk. 4	50.8	95.67
RACING CARS FORMULA TWO			
Jim Clark	998 Lotus-Cosworth 32	52.6	92.39
RACING CARS FORMULA THREE			
Harry Stiller	997 Brabham-Ford BT21	49.8	97.59
Chris Williams	997 Brabham-Ford BT21		
SPORTS-RACING CARS UP TO 1150 c.c.			
Peter Gaydon	1098 Lotus-Ford 23	53.8	90.33
SPORTS-RACING CARS OVER 1150 c.c.			
Denny Hulme	5967 Lola-Chevrolet T70 Mk. 2	47.6	102.1
GROUP FOUR SPORTS CARS UP TO 1150 c.c.			
Ben Moore	1098 Lotus 11 GT	56.8	85.57
GROUP FOUR SPORTS CARS 1151 c.c. to 1600 c.c.			
John Miles	1594 Lotus Elan	54.4	89.34
GROUP FOUR SPORTS CARS 1601 c.c. to 2500 c.c.			
No record			
GROUP FOUR SPORTS CARS OVER 2500 c.c.			
John Surtees	2953 Ferrari 250 GTO	54.6	89.01
SPECIAL GRAND TOURING CARS UP TO 1150 c.c.			
Willie Green	998 Ginetta G12	55.6	87.41
SPECIAL GRAND TOURING CARS 1151 c.c. to 1600 c.c.			
John Miles	1594 Lotus 47	53.2	91.53
SPECIAL GRAND TOURING CARS 1601 c.c. to 2500 c.c.			
John Miles	1650 Diva GT	55.2	88.04
SPECIAL GRAND TOURING CARS OVER 2500 c.c.			
Ron Fry	4727 Ford GT40	53	91.69
CLUBMEN'S SPORTS CARS UP TO 1000 c.c.			
Alan Baillie	997 Pegasus-BMC Mk. 3	57.2	84.97
CLUBMEN'S SPORTS CARS 1001 c.c. to 1500 c.c.			
Derek Bennett	1498 Chevron-Ford	54.2	89.67
David Wragg	1498 U2-Ford Mk. 5		
MARQUE SPORTS CARS UP TO 1150 c.c.			
John Britten	1143 M.G. Midget	56.4	86.17
MARQUE SPORTS CARS 1151 c.c. to 2000 c.c.			
Roger Enever	1293 M.G. Midget	57.2	84.97
MARQUE SPORTS CARS 2001 c.c. to 3000 c.c.			
John Chatham	2912 Austin-Healey 3000	56.8	85.56
MARQUE SPORTS CARS OVER 3000 c.c.			
Warren Pearce	3781 Jaguar E-type	56.2	86.48
GROUP FIVE SALOON CARS UP TO 1000 c.c.			
John Handley	999 Mini-Cooper S	61.4	79.15
GROUP FIVE SALOON CARS 1001 c.c. to 1300 c.c.			
John Fitzpatrick	1293 Mini-Cooper S	59.4	81.82
GROUP FIVE SALOON CARS 1301 c.c. to 2000 c.c.			
No record			
GROUP FIVE SALOON CARS OVER 2000 c.c.			
No record			
SPECIAL SALOON CARS UP TO 850 c.c.			
Malcolm Quickfall	848 Mini	62.2	78.13
SPECIAL SALOON CARS 851 c.c. to 1000 c.c.			
Charles Carling	999 Mini-Cooper S	58	83.79
SPECIAL SALOON CARS 1001 c.c. to 1300 c.c.			
John Wales	1293 Mini-Cooper S	54	90
SPECIAL SALOON CARS OVER 1300 c.c.			
Norman Abbott	1594 Ford Anglia	55.8	87.1

LAP SPEED TABLE

MALLORY PARK FULL CIRCUIT 1.35 MILES

Min. Secs.	Speed	Min. Secs.	Speed	Min. Secs.	Speed	Min. Secs.	Speed
0 45.00	108.00	0 54.00	90.00	1 03.00	77.14	1 12.00	67.50
45.20	107.52	54.20	89.67	03.20	76.90	12.20	67.31
45.40	107.05	54.40	89.34	03.40	76.66	12.40	67.13
45.60	106.58	54.60	89.01	03.60	76.41	12.60	66.94
45.80	106.11	54.80	88.69	03.80	76.18	12.80	66.76
0 46.00	105.65	0 55.00	88.36	1 04.00	75.94	1 13.00	66.58
46.20	105.19	55.20	88.04	04.20	75.70	13.20	66.39
46.40	104.74	55.40	87.73	04.40	75.47	13.40	66.21
46.60	104.29	55.60	87.41	04.60	75.23	13.60	66.03
46.80	103.85	55.80	87.10	04.80	75.00	13.80	65.85
0 47.00	103.40	0 56.00	86.79	1 05.00	74.77	1 14.00	65.68
47.20	102.97	56.20	86.48	05.20	74.54	14.20	65.50
47.40	102.53	56.40	86.17	05.40	74.31	14.40	65.32
47.60	102.10	56.60	85.87	05.60	74.09	14.60	65.15
47.80	101.67	56.80	85.57	05.80	73.86	14.80	64.97
0 48.00	101.25	0 57.00	85.26	1 06.00	73.64	1 15.00	64.80
48.20	100.83	57.20	84.97	06.20	73.41	15.20	64.63
48.40	100.41	57.40	84.67	06.40	73.19	15.40	64.46
48.60	100.00	57.60	84.37	06.60	72.97	15.60	64.29
48.80	99.59	57.80	84.08	06.80	72.75	15.80	64.12
0 49.00	99.18	0 58.00	83.79	1 07.00	72.54	1 16.00	63.95
49.20	98.78	58.20	83.50	07.20	72.32	16.20	63.78
49.40	98.38	58.40	83.22	07.40	72.11	16.40	63.61
49.60	97.98	58.60	82.94	07.60	71.89	16.60	63.45
49.80	97.59	58.80	82.65	07.80	71.68	16.80	63.28
0 50.00	97.20	0 59.00	82.37	1 08.00	71.47	1 17.00	63.12
50.20	96.81	59.20	82.10	08.20	71.26	17.20	62.95
50.40	96.43	59.40	81.82	08.40	71.05	17.40	62.79
50.60	96.05	59.60	81.55	08.60	70.84	17.60	62.63
50.80	95.67	59.80	81.27	08.80	70.64	17.80	62.47
0 51.00	95.29	1 00.00	81.00	1 09.00	70.44	1 18.00	62.31
51.20	94.92	00.20	80.73	09.20	70.23	18.20	62.15
51.40	94.55	00.40	80.46	09.40	70.03	18.40	61.99
51.60	94.19	00.60	80.20	09.60	69.82	18.60	61.83
51.80	93.82	00.80	79.93	09.80	69.63	18.80	61.67
0 52.00	93.46	1 01.00	79.67	1 10.00	69.43	1 19.00	61.52
52.20	93.10	01.20	79.41	10.20	69.23	19.20	61.36
52.40	92.75	01.40	79.15	10.40	69.04	19.40	61.21
52.60	92.39	01.60	78.90	10.60	68.84	19.60	61.05
52.80	92.04	01.80	78.64	10.80	68.64	19.80	60.90
0 53.00	91.70	1 02.00	78.39	1 11.00	68.45	1 20.00	60.75
53.20	91.35	02.20	78.13	11.20	68.26	20.20	60.60
53.40	91.01	02.40	77.89	11.40	68.07	20.40	60.45
53.60	90.67	02.60	77.63	11.60	67.87	20.60	60.30
53.80	90.23	02.80	77.39	11.80	67.69	20.80	60.15

R.A.C. TOURIST TROPHY

EUROPEAN SALOON CAR CHAMPIONSHIP RACE

OULTON PARK

Monday 29th May 1967

2.30 pm. Practice 9.30 am

PRIORITY BOOKING FORM

TO: CHESHIRE CAR CIRCUIT LTD., OULTON PARK, LITTLE BUDWORTH, TARPORLEY, CHESHIRE / LITTLE BUDWORTH 301

Please forward tickets as indicated :

PIT GRANDSTAND

.....Reserved seat including admission to Course — — — 30/-

STEWARDS ENCLOSURE

.....Admission, Paddock and Stewards Enclosure, lunch available from 12 noon, licensed bar, uncovered terrace — — — — — 25/-

ADMISSION TO COURSE

.....Adults — — — — — 12/6

PADDOCK TRANSFERS (Limited)

.....Holders of above tickets only — — — — — 10/-

All School children free

Total _____

ALL CAR PARKING—FREE

Please enclose stamped addressed envelope with your order

Cheques should be made payable to Cheshire Car Circuit Ltd. and crossed "& Co."

NAME

ADDRESS

NOTE—Admission tickets and paddock transfers may be obtained by personal application from Lewis's Ltd. Travel Bureaux at Liverpool, Manchester, Birmingham, Leicester, Leeds and Hanley (Stoke-on-Trent), Sports Motors Ltd., 250 Plymouth Grove, Manchester, the Daily Express, Great Ancoats Street, Manchester or the Royal Automobile Club, Manchester.

MALLORY PARK 1967 FIXTURES

DATE	EVENT	RACES	CHARGES
21 May	Festival of Motor Cycling Exhibition and Display	M/Cs.	5/-A, 2/6C
28 May	Whitsun Cup Motor Cycle Races	All Classes	10/-A, CF, 5/-S, 10/-P, 2/6Pr
29 May	BRSCC Bob Gerard Trophy Car Races	FL/S/GT/T	10/-A, CF, 5/-S, 10/-P, 2/6Pr
4 June	*Dudley D.M.C. Clubman's Car Race	FL/S/GT/T	7/6A, CF, (R), 2/6Pr
18 June	INTERNATIONAL POST T.T. MOTOR CYCLE RACES	All Classes	10/-A, CF, 10/-S, 20/-P, 2/6Pr
25 June	BARC Redex Cup Car Races	F3/S/GT/T	10/-A, CF, (R), 2/6Pr
2 July	Clubman's Motor Cycle Races	All Classes	7/6A, CF, (R), 2/6Pr
9 July	*BRSCC Clubman's Car Races	FL/S/GT/T	7/6A, CF, (R), 2/6Pr
23 July	*BARC Clubman's Car Races	FL/S/GT/T	7/6A, CF, (R), 2/6Pr
6 Aug.	*BRSCC Clubman's Car Races	FL/S/GT/T	7/6A, CF, (R), 2/6Pr
20 Aug.	National Motor Cycle Races	All Classes	10/-A, CF, (R), 2/6Pr
28 Aug.	BRSCC Mallory 100 Car Races	F3/S/GT/T	10/-A, CF, 5/-S, 10/-P, 2/6Pr
3 Sept.	*Clubman's Car Races	FL/S/GT/T	7/6A, CF, (R), 2/6Pr
10 Sept.	*Mini-7 Clubman's Car Races	T/GT	7/6A, CF, (R), 2/6Pr
17 Sept.	INTERNATIONAL DAILY MAIL 1000 GUINEAS MOTOR CYCLE RACE OF THE YEAR	All Classes	10/-A, CF, 10/-S, 20/-P, 2/6Pr
24 Sept.	BRSCC Leston Cup Car Races	F3/S/GT/T	10/-A, CF, (R), 2/6Pr
15 Oct.	London M.C. Lakeside Trophy Races	F3/S/GT/T	10/-A, CF, (R), 2/6Pr
22 Oct.	*BARC Clubman's Races	FL/S/GT/T	7/6A, CF, (R), 2/6Pr
29 Oct.	Finale 67 Motor Cycle Races	All Classes	10/-A, CF, 5/-S, 10/-P, 2/6Pr
26 Dec.	BRSCC Yuletide Trophy Car Races	FL/S/GT/T	10/-A, CF, 5/-S, 10/-P, 2/6Pr

KEY

A—Adults Pr—Programme P—Paddock C—Children
 *1 mile Clubman's Circuit
 CF—Accompanied and School Uniform Children Free
 B—Stand (R)—Stands and Paddock Free

Parking free at all meetings

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

YOU TOO CAN DRIVE AT 70+

ON ONE OF BRITAIN'S
LEADING RACE TRACKS



BY JOINING THE
Brands Hatch Motor Club
Snetterton Motor Racing Club
Mallory Park Motor Club



For 2 or 3 guineas a year you
can experience something
new in Motor Club enjoyment

DRIVE ON A RACE TRACK

When you join a circuit car club you will be sent three tickets each entitling you to 20 laps driving your own silenced road car round the Brands Hatch, Snetterton and Mallory Park race tracks. All three circuits are open for this purpose on Tuesday and Thursday evenings each week during the summer, and on certain weekend days throughout the year. Each track is properly supervised and now has permanent catering services. Members are covered automatically by legal liability insurance and low-cost personal accident insurance is available as an optional extra.

A CIRCUIT CLUBHOUSE

Close to the paddock at Brands Hatch and Snetterton, and to the hairpin at Mallory Park, members have their own modern-style motoring pubs and clubhouse. They are open most evenings, weekdays, weekends, and on all practice and race days. Apart from their attractive bars, set against a background of motor badges and paintings, the clubhouses are also equipped with music and amusements. They are also the scene of film shows, dances and cocktail parties.

YOUR OWN YEAR BOOK

Through the post each December – or immediately if you join while stocks last – you will receive a bound copy of *Motor Racing Year* (post free value 22/6.) This splendid production, edited by the staff of the magazine *Motor Racing* reviews the previous year's racing scene and is packed with motor sport data and exclusive hitherto unpublished photographs. In addition, regular news letters will keep you informed of club news, facilities and social events.

HOW TO JOIN

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

SKID ROAD KART TRACK

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

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

CONSIDER THESE BENEFITS

CHEAPER SPECTATING

You can also purchase, at a guinea less than the public rates, low-cost car race spectator season brooches for yourself, one other male, and up to four ladies, at one or all of the three circuits involved. These admit your car to any public park and all brooch holders to the paddock at Mallory and Snetterton and any normal viewing area. At Brands Hatch a season brooch costs 5 gns. for adult males, and 4 gns. only for ladies, compared with individual admission tickets totalling more than £18 in yearly cost. At Mallory Park the brooches cost 4 gns. for males and 3 gns. for ladies for over £11 normal value. At Snetterton 3 gns. for males and 2 gns. for ladies for over £9 normal value.

MEMBER OF THREE

Membership of any one circuit car club allows you and up to three guests to use the clubhouses at Mallory Park, Snetterton and Brands Hatch. Similarly, members of any one circuit car club are also automatically members of the other two, and are entitled to exchange skid-road and race-track tickets (when applicable), to use the other facilities at concession rates, and to enjoy full clubhouse privileges.

AGAIN AT 70+

As a member of a circuit car club you can again extract the maximum in speed and roadholding from your car. At Brands, Mallory and Snetterton you can enjoy real performance on roadways designed to bring out the best in driving skill and engineering. And you can do so within safety barriers, wide run-offs, and without the risk of oncoming traffic. And afterwards—you can relax in the clubhouse with people with interests just like yours.

JOIN TODAY

For 3 gns. a year (2 gns. if a B.R.S.C.C. member) you can enjoy all the advantages described. (Track membership.) For 2 gns. a year you can enjoy all the advantages described, except drive on the tracks and skid roads. (Social membership.) Each circuit car club has its own distinctive emblem which is reproduced on transfers, car and lapel badges, and on club ties.

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

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

The Secretary: Snetterton Motor Racing
Club, c/o Snetterton Circuit Ltd., Norwich,
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**The British
Racing and
Sports
Car Club**

**The National Club
for the Enthusiast**

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CLUB NIGHTS Monthly Film Shows, talks, etc.

RACING CAR SHOW Free admission and special Members' Lounge.

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CIRCUIT RACING Throughout the year at nine different tracks.

PROVINCIAL CENTRES Covering the whole country.

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CLUB SHOP Open during Brands Hatch events.

TO JOIN

ANNUAL SUBSCRIPTION	...	£3 3 0
ENTRY FEE	£1 1 0
		<u>£4 4 0</u>

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

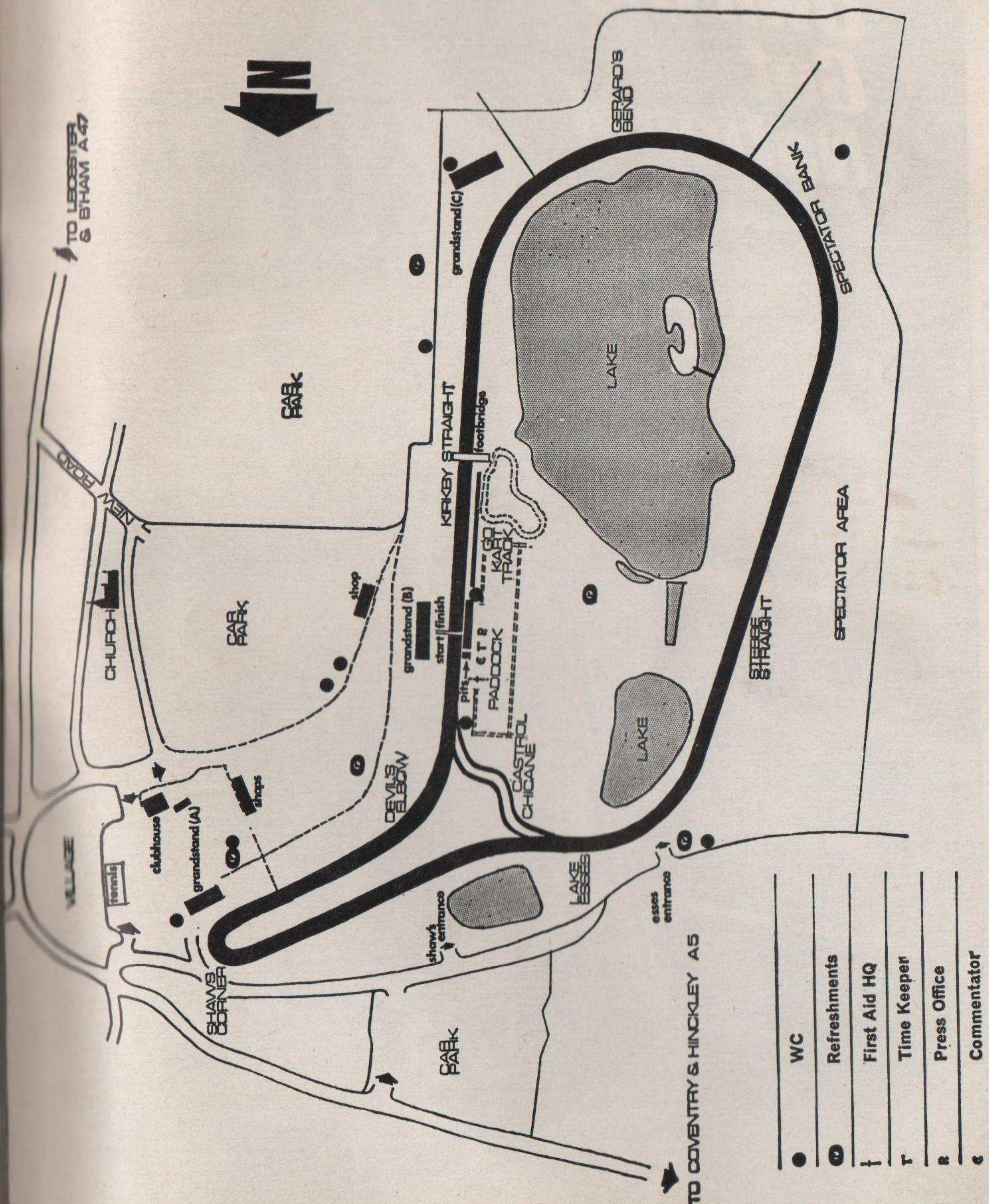
Please send for further details and Membership Application Form to the :-

**BRITISH
RACING &
SPORTS CAR
CLUB LTD.**

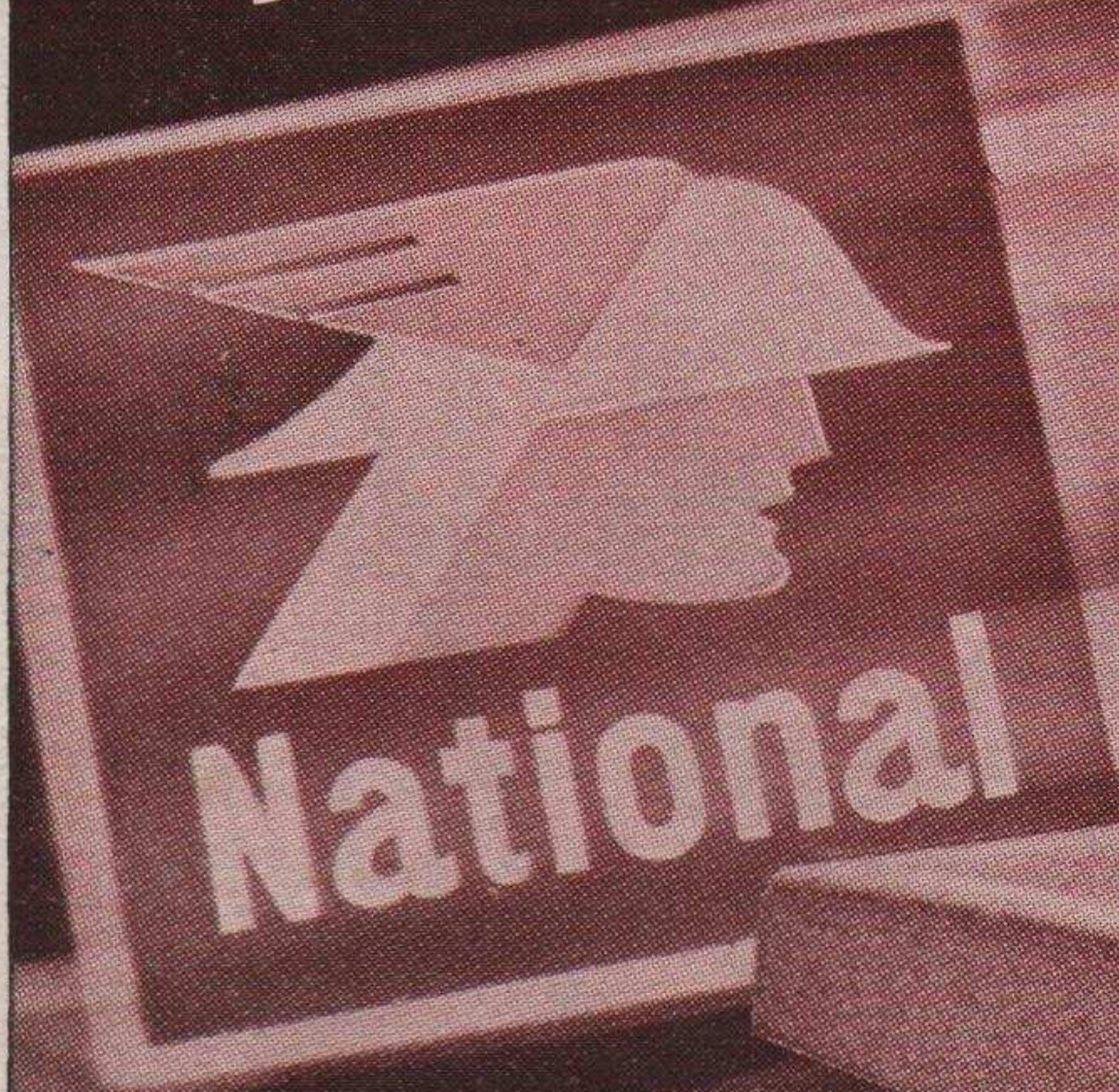
EMPIRE HOUSE, Chiswick High Road, LONDON, W.4.

Map of Mallory Park Race Circuit

Lap Distance — 1.35 miles



**Go Your
Own Way -
Get
National**



**SUPER
NATIONAL**

