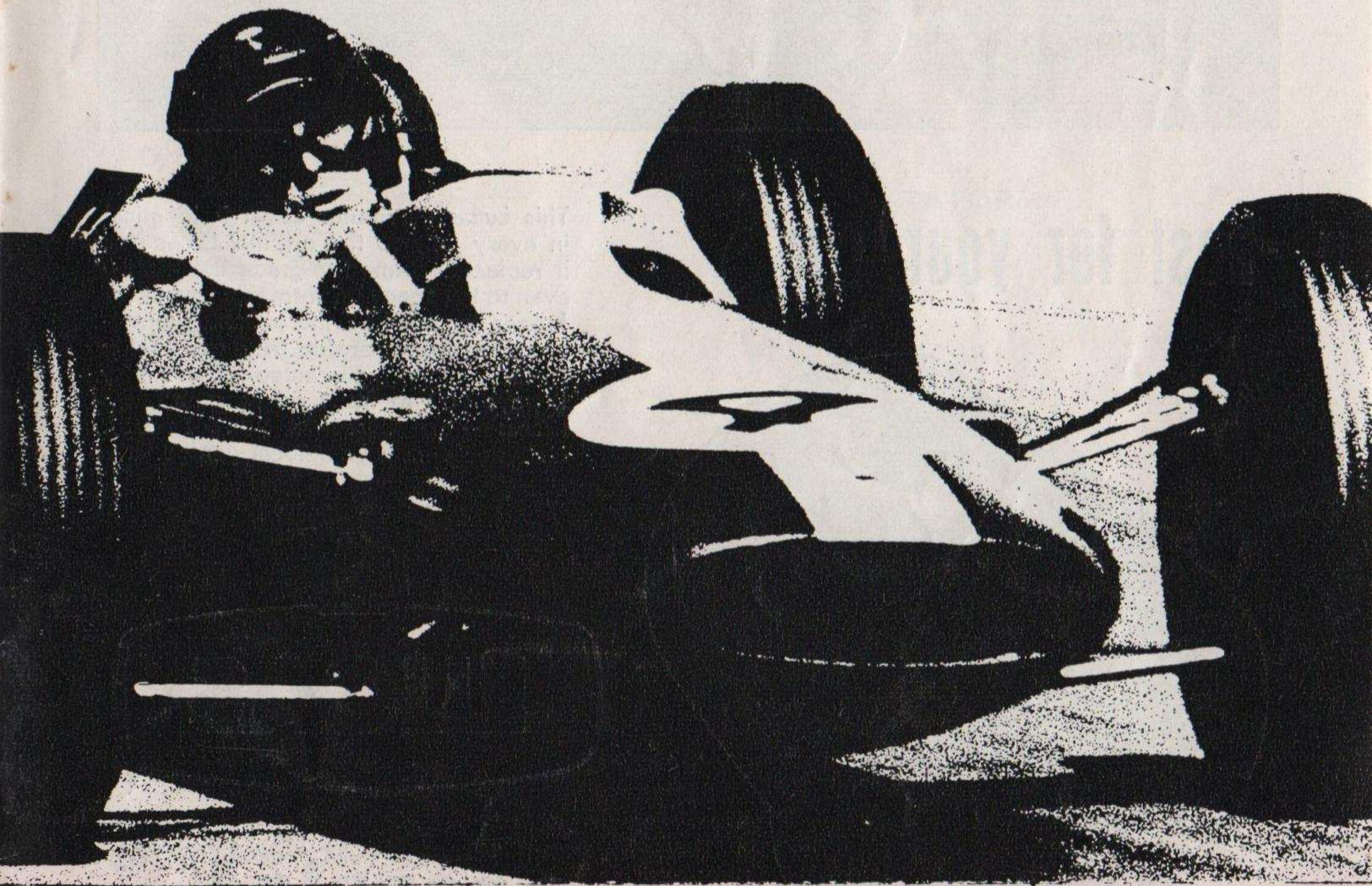


OFFICIAL PROGRAMME 2s. 6d.

International Daily Mirror
Trophy Race Formula 1
Saturday March 14 2pm

SNETTERTON

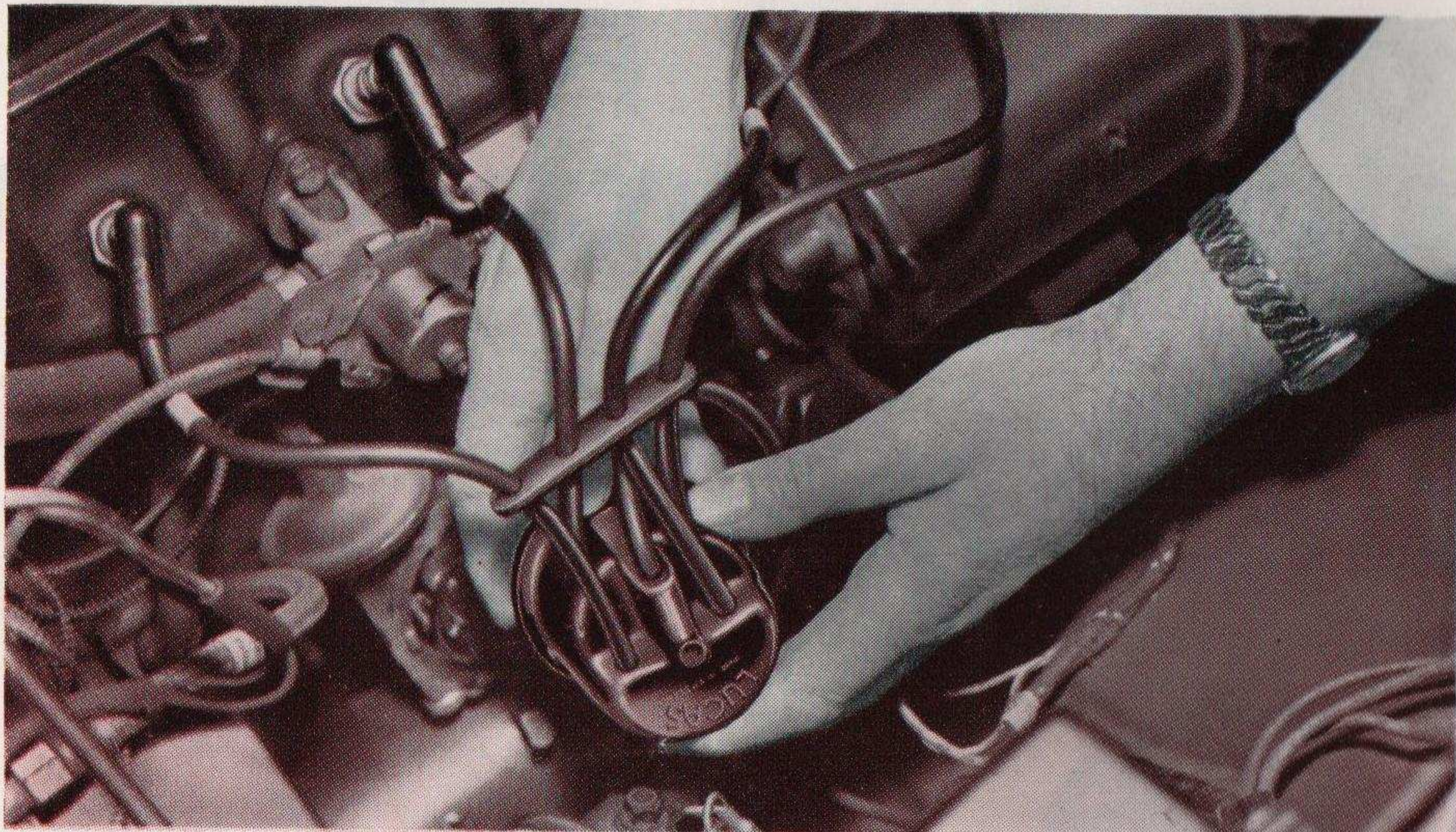
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MOTOR RACING

MARCH 14th, 1964

SNETTERTON

This Meeting, organised by The Snetterton Motor Racing Club, Permit No. RS 584, is governed by the International Sporting Code of the F.I.A., the Standing Supplementary Regulations and general Competition Rules of the Royal Automobile Club, and additional Supplementary Regulations.

Officials

STEWARDS:

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For the S.M.R.C.

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S. J. Boshier

J. Sarginson

Rt. Hon. The Earl of Gainsborough

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Miss P. Ozanne

D. Wilkinson

Lt.-Col. A. Archdale

B. L. Mitcham

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Cmdr. Heseltine

SECRETARY OF THE MEETING:

Oliver Sear

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CHIEF MARSHAL:

P. Lacey

MEDICAL OFFICERS:

Dr. A. Hamerton

Dr. A. K. Knowles

Dr. R. F. Williams

MEDICAL SERVICES:

The St. John Ambulance Brigade
British Red Cross Society

MARSHALS:

Members of the S.M.R.C.

For the attention of spectators

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

Dogs not admitted.—In the interests of safety of human lives, spectators and competitors, DOGS are NOT permitted within the area of the Snetterton Circuit.

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

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

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

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

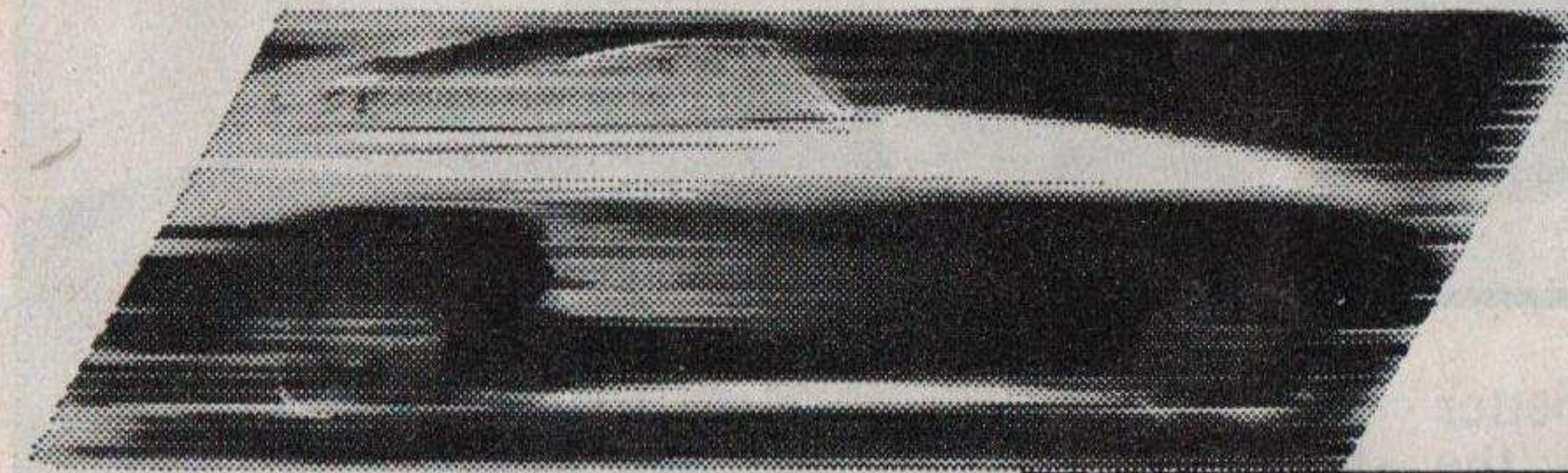
ALL TRAFFIC SHOULD TRAVEL IN A CLOCKWISE DIRECTION

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.
GREEN	Course restored to position when race started.
BLACK (With Number)	Car with that number must stop.
BLACK and WHITE CHEQUERED	Signal for End of Race.
SPECIAL NOTICE	A car that does not stop when the Red or Black Flag is shown will render the driver of that car liable to a fine of £5.

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A FAST CAR
OR DRIVE
CARS FAST**



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TURBOSPEED

Mk4



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Who, indeed, is better qualified to judge the thrilling realism of SCALEXTRIC motor racing. The game that most appeals to the skill and experience of a world champion is the one you will choose for your motor racing parties.

Eight sets for 2 or 4-lane layouts, also 6-lane systems for the really ambitious. Every set contains models of beautiful precision which you can drift, brake and accelerate, giving you all the fun of race participation.

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SCALEXTRIC

SCALE-MODEL MOTOR RACING



Programme of Events

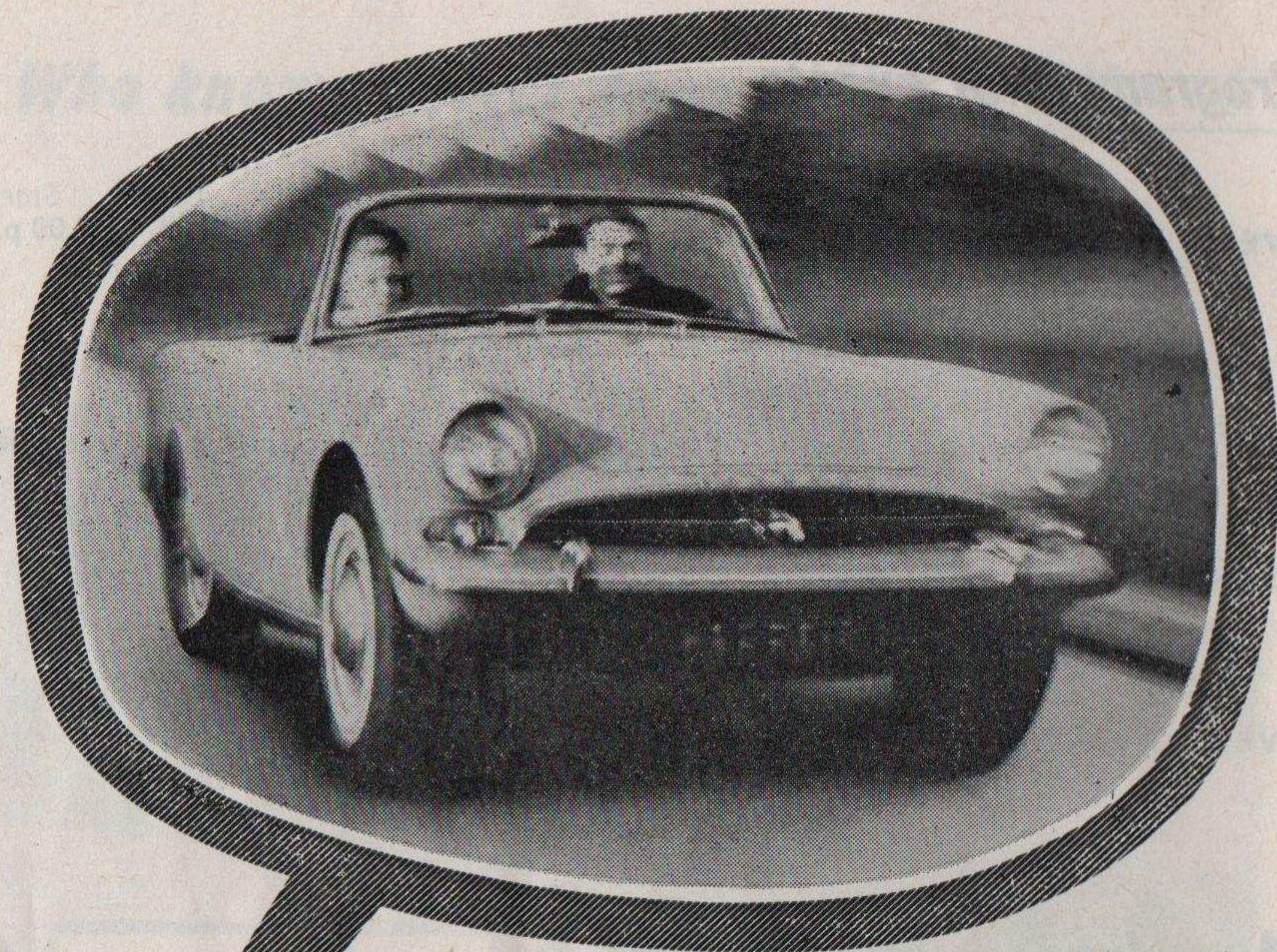
		Laps	Start
EVENT 1.	A Scratch Race	30	2.00 p.m.
	for TOURING CARS complying with Appendix J, Group 2, in 4 Classes:		
	(a) Up to 1300 c.c.		(c) 2001-5000 c.c.
	(b) 1301-2000 c.c.		(d) Over 5000 c.c.
	(This is a qualifying race for the B.R.S.C.C. Saloon Car Championship.)		
EVENT 2.	A Scratch Race	50	3.30 p.m.
	for Cars complying with the INTERNATIONAL FORMULA 1.		
EVENT 3.	A Scratch Race	20	
	for Cars complying with the INTERNATIONAL FORMULA 3.		

Awards

EVENT 1.	To the Overall Winner—£50. To each Class Winner—£25. (The Overall Winner forfeits his Class Award.)
EVENT 2.	To the Outright Winner "THE INTERNATIONAL 'DAILY MIRROR' TROPHY", and £250. 2nd—£100 3rd—£50.
EVENT 3.	1st—£50 2nd—£30 3rd—£15.

SUNDAY MARCH 29th 1964

INTERNATIONAL MOTOR CYCLE RACE MEETING



MAKING THE PACE IN THE FAST LANE

If you like excitement, get the Sunbeam Alpine. Get the leave-them-standing acceleration of a highly tuned 1.6 litre engine with the latest compound carburettor. Get the swift reflexes of servo-assisted braking, front disc brakes, finger-light steering and light self-adjusting diaphragm clutch. Get made-to-measure driving position, with steering wheel, pedals and seat adjusting to your needs. Get an easy-to-fix hood and wind-up windows. There are no greasing points. And all the normal "extras" are included in the price. Don't miss the excitement - get an Alpine today.

Available for the first time on a sports car of this class: Borg-Warner fully automatic transmission. With the unique floor mounted control, driving was never so easy.

Sports Tourer £705 plus p.t. £147.8.9.

Gran Turismo. A hard-top model with wood-rim steering wheel, walnut fascia, carpets and luxuriously finished rear compartment. £755 plus p.t. £157.17.1. Optional extras: Borg-Warner automatic transmission, Laycock-de-Normanville overdrive, wire wheels, whitewall tyres.

NEW SUNBEAM ALPINE



ROOTES MOTORS LTD

SUNBEAM-TALBOT LTD., COVENTRY. LONDON SHOWROOMS AND EXPORT DIV., ROOTES MOTORS LTD., DEVONSHIRE HOUSE, PICCADILLY, LONDON, W1

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AUTOSPORT

EVERY FRIDAY

EVENT 1

A 30 Lap Scratch Race for **TOURING CARS** complying with Appendix J, Group 2, in 4 Classes.

Class (a)—Up to 1300 c.c.

Lap Record Holder:

T. MAYER Morris Cooper "S" (1 55.0) 84.83 m.p.h.

NO.	ENTRANT AND DRIVER	CAR	C.C.
80	W. D. Kelly (Dvr.: W. D. Kelly)	Morris Cooper "S"	1071
81	John Aley (Dvr.: J. Aley or J. C. Thurston)	Morris Cooper "S"	1070
82	Team Broadspeed (Dvr.: R. D. Broad)	Morris Cooper "S"	1071
83	Team Broadspeed (Dvr.: J. Mandley)	Morris Cooper "S"	1071
84	G. C. Burrows (Dvr.: G. C. Burrows)	Austin Cooper "S"	1098
85	Miss M. Burns-Greig (Dvr.: Miss Burns-Greig)	Austin Cooper "S"	1071
86	Cooper Car Co. Ltd. (Dvr.: J. Fitzpatrick)	Morris Cooper "S"	1100
87	Cooper Car Co. Ltd. (Dvr.: P. Hopkirk)	Austin Cooper "S"	1100
88	Superspeed Conversions Ltd. (Dvr.: M. A. Young)	Ford Anglia Super	1198
89	P. Morris (Dvr.: P. Morris)	Riley Elf	998
90	J. Middlehurst & Sons Ltd. (Dvr.: P. T. Middlehurst)	Austin Cooper "S"	1100
91	J. D. Lewis (Dvr.: J. D. Lewis)	Austin Cooper "S"	1107
92	D. Moore (Dvr.: E. Lewis)	Morris Cooper "S"	1071
93	D. Moore (Dvr.: P. Clarke)	Morris Cooper "S"	1071
94	Alexander Engr. Co. Ltd. (Dvr.: Miss E. Jones)	Mini Cooper "S"	1071
95	Alexander Engr. Co. Ltd. (Dvr.: M. Clare)	Mini Cooper "S"	1071
96	Alexander Engr. Co. Ltd. (Dvr.: T. Weber)	Mini Cooper "S"	1071

RESERVES:

97	K. Costello (Dvr.: K. Costello)	Austin Cooper "S"	1071
98	S. G. Biles (Dvr.: S. G. Biles)	Morris Mini Saloon	850

Class (b)—1301-2000 c.c.:

Lap Record Holder:

J. CLARK Lotus Cortina (1 47.8) 90.50 m.p.h.

70	Team Lotus Ltd. (Dvr.: P. Arundell)	Lotus Cortina	1594
71	Team Lotus Ltd. (Dvr.: J. Clark)	Lotus Cortina	1594
73	D. Haynes (Dvr.: D. Haynes)	Ford Lotus	1598
74	Red Rose Motors Ltd. (Dvr.: J. Stewart)	Ford Lotus Cortina	1558
75	M. H. Cave (Dvr.: M. H. Cave)	Alfa Romeo T.I. Super	1570
76	John Willment Automobiles Ltd. (Dvr.: J. Sears or F. Gardner)	Lotus Cortina Saloon	1598
77	John Willment Automobiles Ltd. (Dvr.: B. Olthoff)	Lotus Cortina Saloon	1598
72	C. A. Craft (Dvr.: C. Craft)	Ford Lotus Cortina	1598

RESERVES:

78	A. McKechnie (Dvr.: T. Fowvler)	Ford Lotus Cortina	1558
79	Moto Baldet Racing Team (Dr.: A. G. Baldet)	Ford Lotus Cortina	1594

(continued on page 12)

test your racing I.Q.

Just how much do you know about motor racing? Here are a few questions which will help you find out.

QUESTIONS.

Underline the answer that you think is correct.

- The greatest number of Le Mans victories have been won by:—a. Bentley, b. Jaguar, c. Ferrari.
- The oldest motor race is:—a. The French G.P., b. The Targa Florio, c. The Tourist Trophy.
- How many points does a driver score for winning a Championship Grand Prix:—a. 10, b. 6, c. 9.
- A white flag shown to a driver means:—a. A service car or ambulance is on the course, b. Another driver is trying to pass you, c. Come into your pit at once.
- The international racing colours of the U.S.A. are:—a. red and yellow, b. white and blue, c. blue and yellow.
- One lap of the Brands Hatch long circuit is:—a. 2.65 miles, b. 3 miles, c. 1.65 miles.
- The Porsche Grand Prix engine is:—a. flat eight, b. V-6, c. V-8.
- Winner of the 1962 World Championship of Drivers was:—a. Graham Hill, b. Jack Brabham, c. Jim Clark.

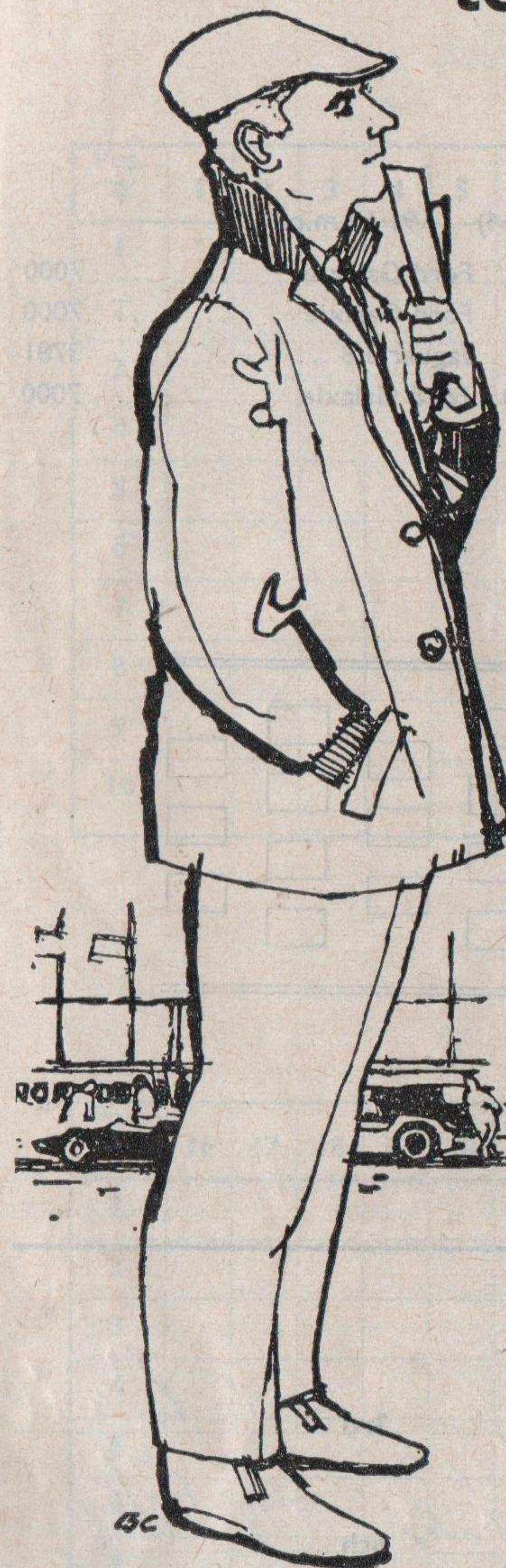
Answers: 1. c. 2. c. 3. c. 4. a. 5. b. 6. a. 7. a. 8. a.

Score 10 points for each correct answer.

70-80 No background information for you, but you're just the type to enjoy *The Motor*.

50-60 That's pretty good, but a regular glance at the race reports will give you those extra points.

40 & under Don't get depressed, just read *The Motor* every week you'll soon be up to scratch on all motoring problems.



completes your motoring knowledge

Wednesdays One Shilling and Threepence

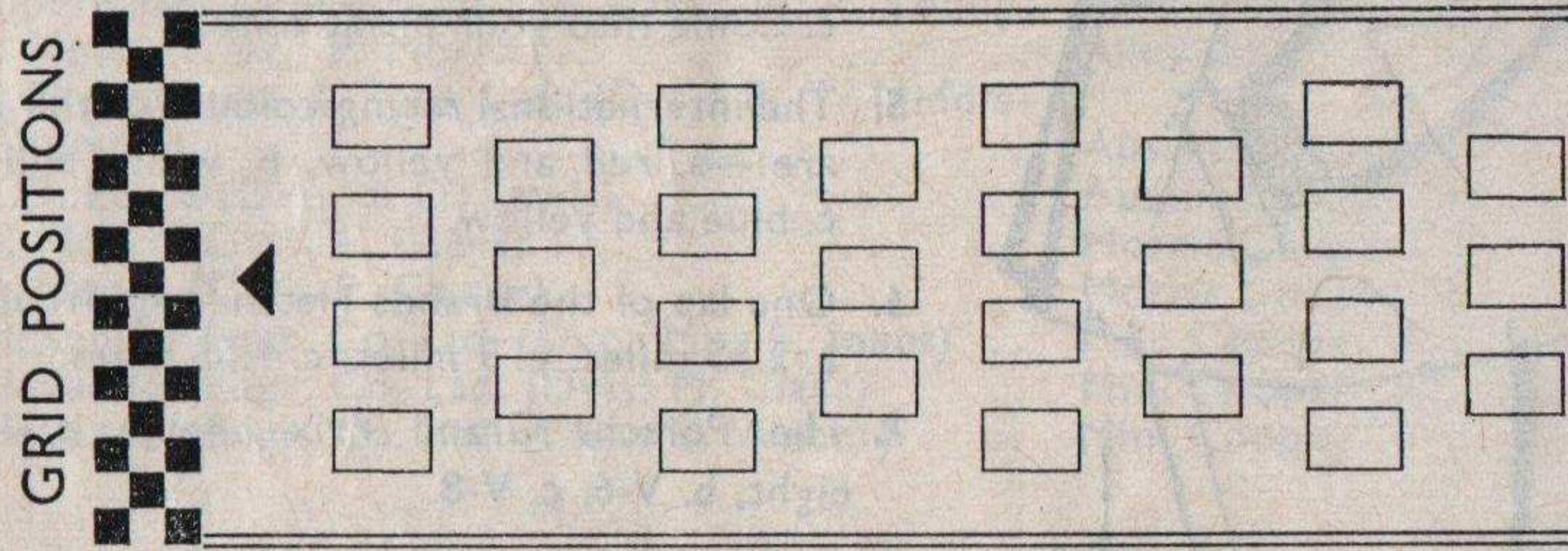
Class (c)—2001-5000 c.c.:

Class (d)—Over 5000 c.c.:

Lap Record Holder:

J. BRABHAM Ford Galaxie (1 46.4) 91.69 m.p.h.

65	Sir Gawaine Baillie (Dvr.: Sir Gawaine Baillie)	..	Ford Galaxie	..	..	7000
66	Alan Brown Racing Ltd. (Dvr.: J. Brabham)	..	Ford Galaxie	..	..	7000
67	J. M. Sparrow (Dvr.: J. M. Sparrow)	..	Jaguar 3.8	..	..	3781
68	John Willment Automobiles Ltd. (Dvr. J. Sears)	..	Ford Galaxie	..	..	7000



RESULTS:

1st 66 2nd 71 3rd 65 Baillie

4th 77 5th 76 6th 86 Fitzpatrick

Winner's Time 10:56.4 Speed 80.05 m.p.h.

Fastest Lap: Car No. 66 Time 1:53.0 Speed 84.84 m.p.h.

A 86-87-92 12 71-37
 B 71-77-76
 C 67

EVENT ONE—LAP CHART

LAPS

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

Pos. ▼	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															

Snetterton Speed Table

1 Lap: 2.71 Miles

m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.	m.s.	m.p.h.
1-30	108-40	1-45	92-91	1-59	81-98	2-13	73-35	2-27	66-37
1-31	107-21	1-46	92-04	2-00	81-30	2-14	72-81	2-28	65-92
1-32	106-04	1-47	91-18	2-01	80-63	2-15	72-27	2-29	65-48
1-33	104-90	1-48	90-33	2-02	79-97	2-16	71-74	2-30	65-04
1-34	103-79	1-49	89-51	2-03	79-32	2-17	71-21	2-31	64-61
1-35	102-69	1-50	88-69	2-04	78-68	2-18	70-70	2-32	64-18
1-36	101-63	1-51	87-89	2-05	78-05	2-19	70-19	2-33	63-76
1-37	100-58	1-52	87-11	2-06	77-43	2-20	69-69	2-34	63-35
1-38	99-55	1-53	86-34	2-07	76-82	2-21	69-19	2-35	62-94
1-39	98-55	1-54	85-58	2-08	76-22	2-22	68-70	2-36	62-54
1-40	97-56	1-55	84-83	2-09	75-63	2-23	68-22	2-37	62-14
1-41	96-59	1-56	84-10	2-10	75-05	2-24	67-75	2-38	61-75
1-42	95-65	1-57	83-38	2-11	74-47	2-25	67-28	2-39	61-36
1-43	94-72	1-58	82-68	2-12	73-91	2-26	66-82	2-40	60-98
1-44	93-81								

Acknowledgements

SERVICES:

Breakdown Services:	R. C. Edmondson Ltd., Fakenham. Boshier of Norwich Ltd. E. E. Smith & Sons Ltd., Attleborough.
Course Car:	Boshier of Norwich Ltd.
Traffic Signs:	The Royal Automobile Club.
Police Services:	Supt. A. Cushing and the Norfolk County Constabulary.
First Aid:	The St. John Ambulance Brigade. British Red Cross Society.

Starting Positions

GRID POSITIONS IN ALL RACES WILL BE DETERMINED BY THE COMPETITORS' LAP TIMES RECORDED BY THE OFFICIAL TIME-KEEPERS DURING PRACTICE.

Conditions of Admission

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

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

Postponement of the Meeting

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

Welcome to Snetterton

and the Daily Mirror Trophy Meeting



JIM CLARK



GRAHAM HILL

To-day's programme is just about a car's length from being a full-blown Grand Prix meeting, for there are few racing names that are missing.

Because it is not a Grand Prix meeting you will have the pleasure of seeing the top Grand Prix drivers performing, not only in the latest Formula 1 cars, but in production cars as well.

One of the joys of this type of meeting is that you see a driver of the ability of, say, Jim Clark or Jack Brabham, switch straight from a sleek racing car to a very "hairy" Cortina or Galaxie.

At a Grand Prix meeting the drivers taking part in the main race are not allowed to drive in any other race.

No doubt it is going to be a good afternoon's racing.

I hope you have noticed the improved facilities of Snetterton this season. Oliver Sear and his boys from the Snetterton Motor Racing Club have not been idle this winter, and a great deal has been done to improve the amenities. A perennial, and usually justified complaint about most motor racing circuits, is that the toilet facilities are agricultural to say the least. Well, Oliver Sear has tried to put that right at Snetterton, and we feel sure that you will be able to watch the racing in comfort.

When the new Formula 1 was announced recently the promise of a return to full-blooded racing cars of 3 litres or 1½ litres supercharged appeared to undermine any hopes of an interesting couple of seasons with the present cars. It looked as though the present cars would carry on as dull stop-gaps until the big act came on in 1966. Frankly, I wasn't looking forward to it with very much enthusiasm.

The announcement from those gentlemen in Japan has changed all that and given Grand Prix just the sort of fillip it needed.

No one knows yet just how well the Japanese will do. They have little experience with racing car chassis, and although they have had some advice from Britain, they may have a lot to learn in that sphere. But there is no doubt that they have little to learn about engines.

Their experience with motor cycle engines makes it quite clear that they know as much, if not more, about high revving petrol engines than anyone else in the business.

It seems clear that the Japanese will produce a 12-cylinder engine that will rev. at least 12,000 r.p.m. and produce no less than 220 b.h.p. Whether their chassis will be able to make use of this power remains to be seen.

At the Italian Grand Prix last year World Champion Jim Clark got a taste of the potential of the latest Italian Ferrari engine. It was the latest V6 engine produced by the Ferrari concern and it was certainly much more powerful than any engine we had available.

Ferrari this year will enter the field with three engines—a V6, V8 and a V12. From what I gather the V12 is producing at least 220 b.h.p.

In Grand Prix racing last year the average Coventry Climax engine was producing about 185 b.h.p. and no more. They did have experimental engines that were producing about 200 b.h.p., and similar engines to these will be used in the majority of British Grand Prix cars this season. In fact most of the cars you see to-day will be powered by the new Coventry Climax engine. They are not dramatically different but the heads of the V8 engines have been modified to give this extra power.

At the moment Coventry Climax are experimenting with four-valve engines which should be even more powerful, but so far these engines have produced troubles and not the expected horse power. No doubt they will soon get them right, and I think before the season is over we will see a new Coventry Climax engine with four valves per cylinder racing round the circuits.

The top and bottom of it is that British racing teams who have so long ruled the roost will now have to look to their honours. They will be facing up to this year's competition with basically the cars you will see racing round to-day.

John Cooper has a new experimental car built mostly of fibreglass which he intends to race later in the season. But it is mostly an experiment, and I don't think that even John expects it to break any records.

Out at B.R.M. they are experimenting with a four-wheel drive car, but the benefits of four-wheel drive will be mostly felt when the new more powerful engines are available and there is the need to make use of the extra power.

Colin Chapman, the wizard of the modern racing car, has managed to make his cars even lower and lighter, and there is no doubt that with a driver such as Jim Clark at the wheel he must be a real challenge. But even the Lotus stable must be looking over their shoulders this year. Ferrari showed at Monza last year that they had more power even out of the 11d V6 engines, and with the new ones they are certain to have much more.

So the cars that you see to-day are going to be the first line of defence for British honours in the Grand Prix world. There may be some more refinements, but there is very little else to come within the next twelve months.

Jim Clark will have to show that he can go very much faster and be very reliable in his latest Lotus if he is to stand a chance of winning the world championship for the second year running.



JACK BRABHAM



PHIL HILL



PAT MENEM

John Surtees, the top-line Ferrari driver, is of world class material. He only needs the right sort of car and he could be nudging Scotsman Jim Clark from his pedestal.

Now for the production car race. It used to be a question of who came second after the Jaguars. Now that has all gone. To-day you will see two Ford Galaxie cars in the hands of Jack Sears and Jack Brabham, which will most certainly be the fastest cars in the production car race. But not very far behind them will be the 1½ litre Ford Cortinas driven by Jim Clark and Peter Arundell and the works Cooper Minis.

With the new 1257 c.c. Minis now available for racing the hotted-up Mini is capable of 115 m.p.h. and is more than a match for most cars on corners.

We have all the ingredients here for a good day's racing. I hope you enjoy yourselves and I look forward to seeing you here again next year.

PATRICK MENEM.

JAN SPEED ENGINEERING

TUNING SPECIALISTS

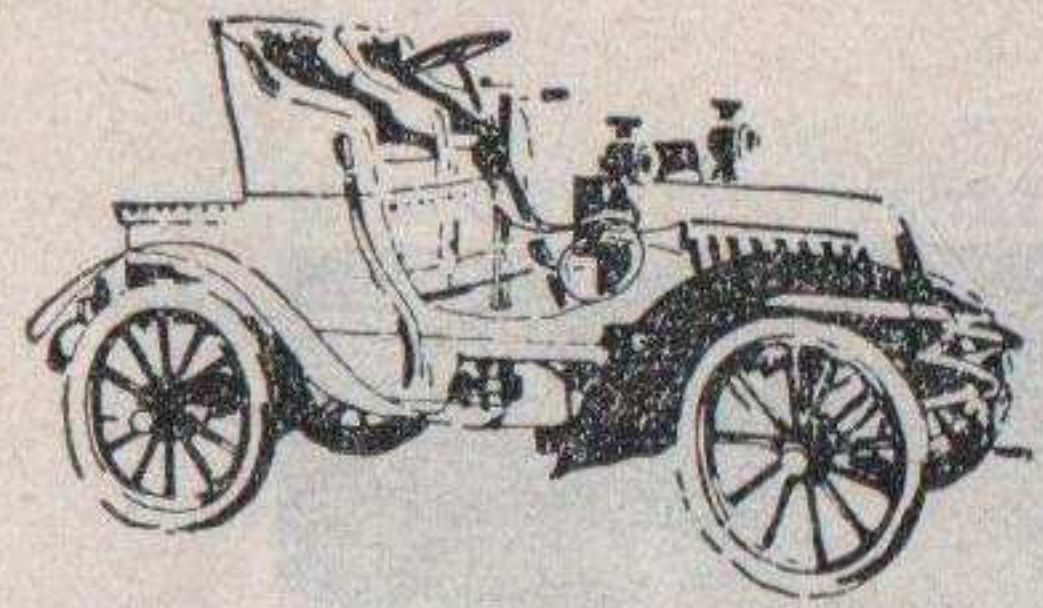
PARK STREET · SALISBURY · WILTS

TELEPHONE: SALISBURY 2002

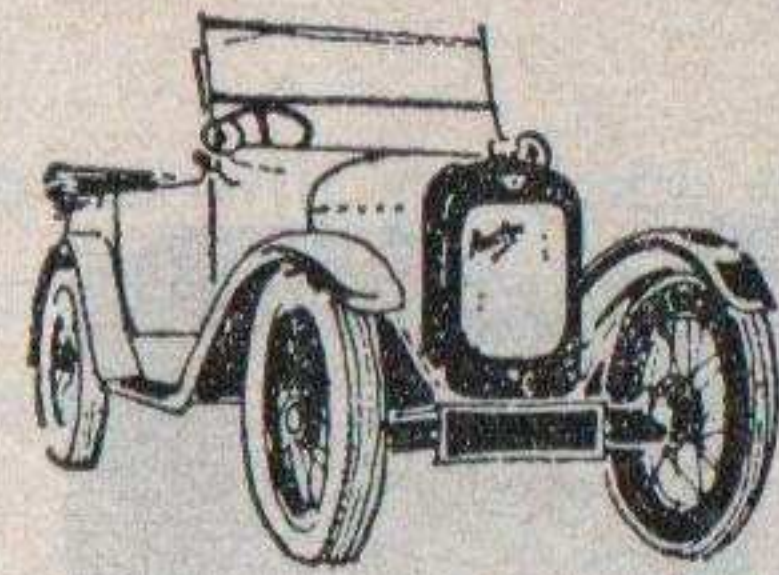
Formula 3 Engines
complete

All stages of
conversions for all 'A'
series B.M.C. Engines

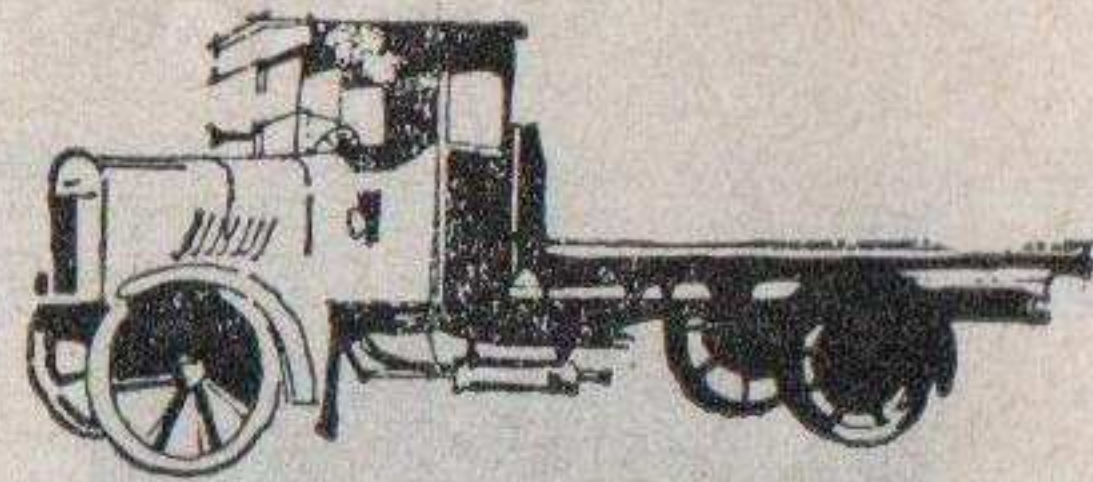
Over 60 years Some of the many FIRSTS for Ferodo



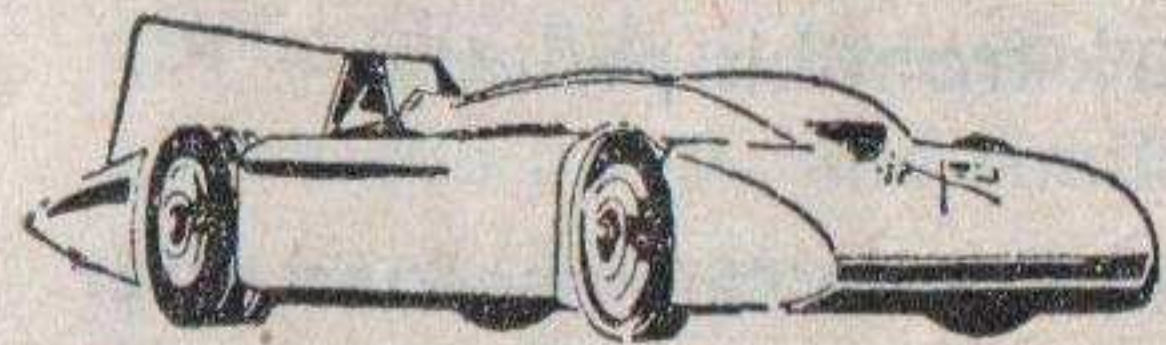
1904 FERODO FIRST with purpose-made brake linings for the first petrol-driven cars



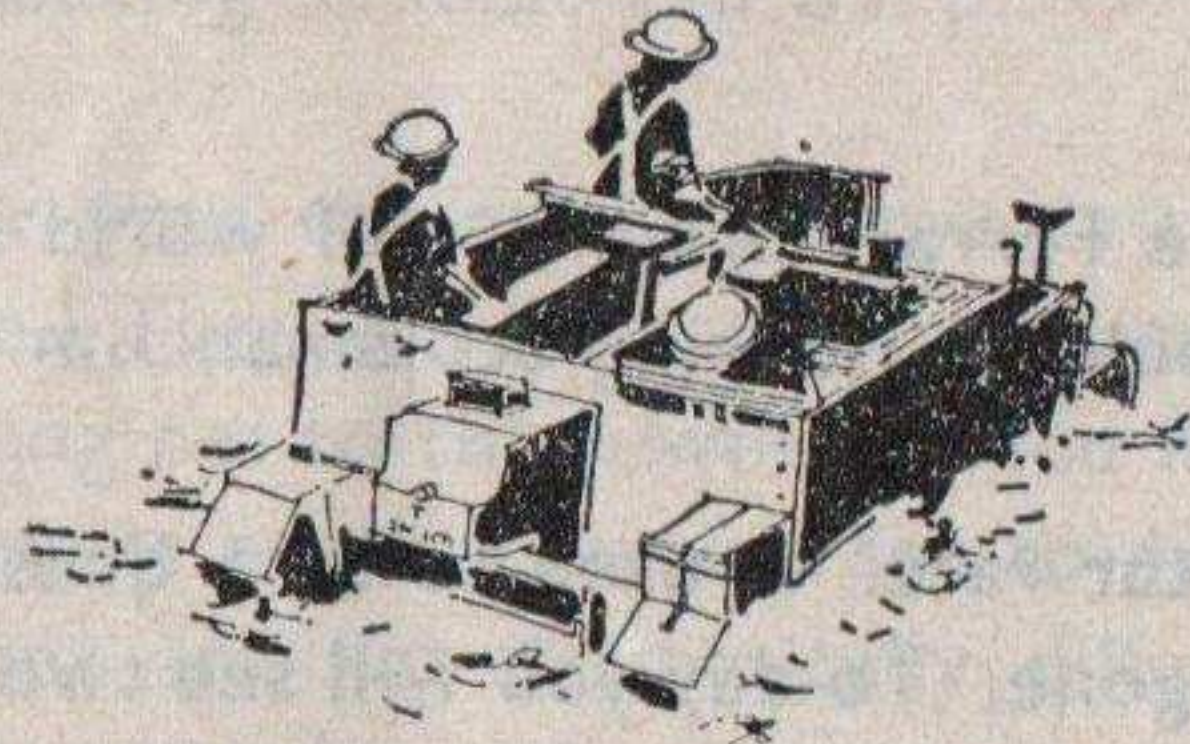
1922 FERODO FIRST on Austin 7 – first popular car fitted with 4-wheel brakes



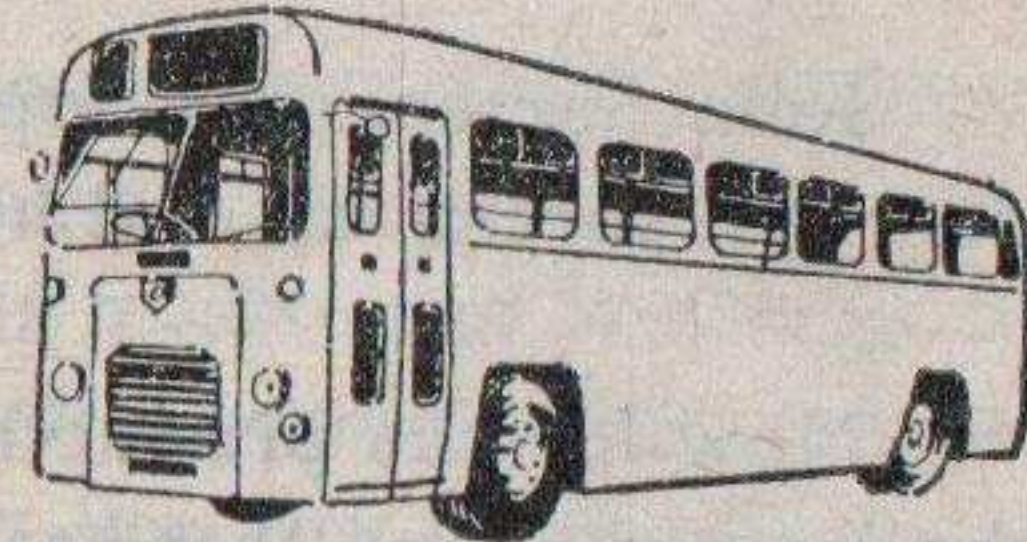
1929 FERODO FIRST with heavy-duty, non-metallic woven asbestos linings for commercial vehicles



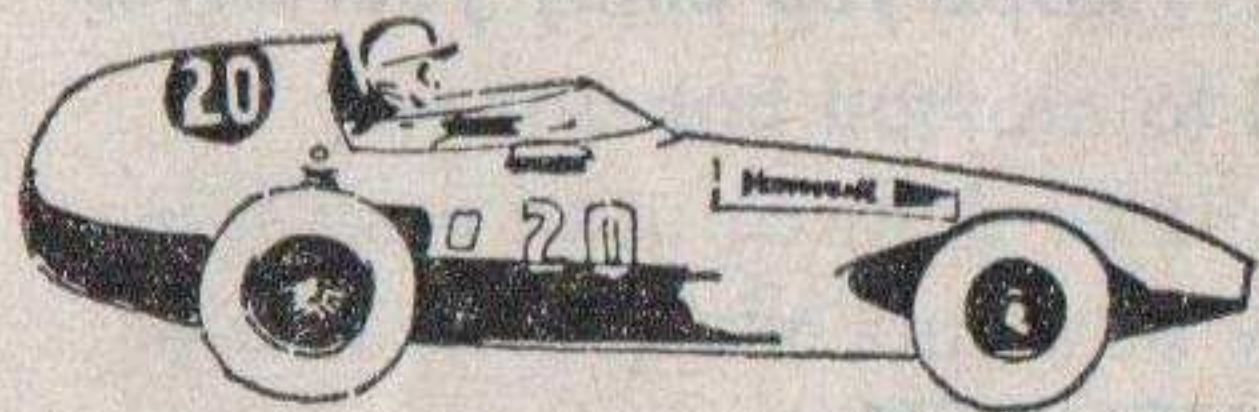
1935 FERODO FIRST on Bluebird – first car to exceed 300 m.p.h.



1944 FERODO FIRST with *underwater* brake linings for Bren gun carriers



1955 FERODO FIRST on the first public service vehicles fitted with disc brakes



1957 FERODO FIRST on the Vanwall – first British racing car to win world championship honours



1957 FERODO FIRST on the Gilera which achieved the first-ever 100 m.p.h. T.T. lap

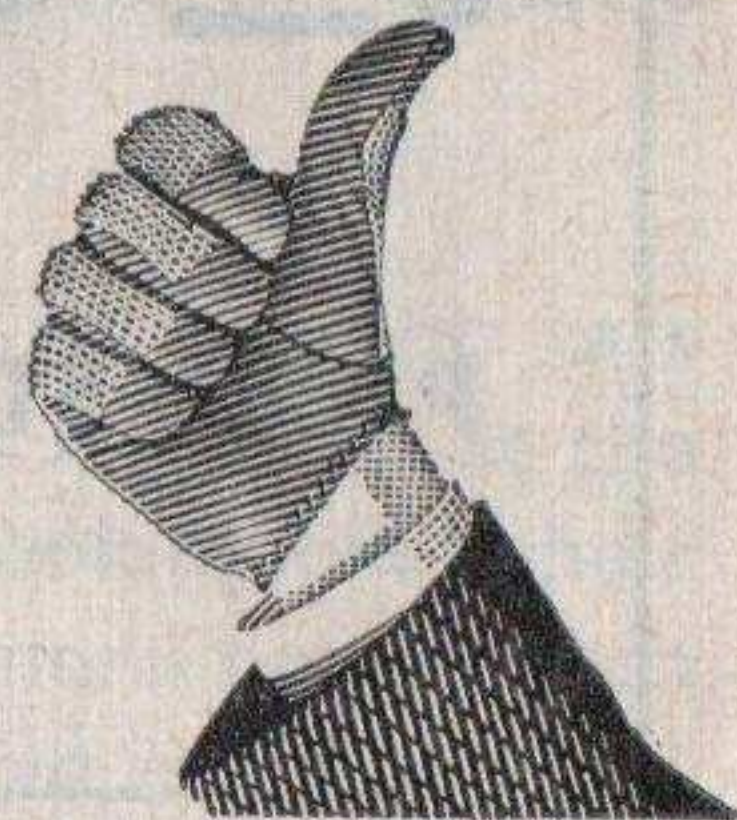


1963 FERODO FIRST on the Rover-B.R.M. turbine car at Le Mans

FERODO

Anti-Fade Linings for Drum or Disc Brakes

FERODO LIMITED · CHAPEL-EN-LE-FRITH · ENGLAND
A Turner & Newall company



13/9c

We don't make big claims for **SMALL CAR** magazine but we can promise you this. If you're disappointed with your motoring reading, take a good look at this new monthly and you'll be amazed at its brightness. But read it regularly each month and you'll find it gets better and better. There's news of racing, rallies and places to tour. Hints for your week-end tinkering. Pictures in colour as well as black and white of the latest models and mods. Tests and reviews in a language that's really tuned to today—in fact the only square thing about **SMALL CAR** is the price deal. In spite of all this dazzling brightness and those piles of added ingredients, **SMALL CAR** costs just 2/- monthly.

GET **small car** 2/- TODAY

EVENT 2

THE INTERNATIONAL 'DAILY MIRROR' TROPHY

A 50 Lap Scratch Race for Cars complying with the INTERNATIONAL FORMULA I.

Lap Record Holder:

STIRLING MOSS Lotus (I 33-6) 104.23 m.p.h.

NO.	ENTRANT AND DRIVER	CAR	C.C.
1	Team Lotus Ltd. (Dvr.: J. Clark, GB)	Lotus Climax F. I	1496
2	Team Lotus Ltd. (Dvr.: P. Arundel, GB)	Lotus Climax F. I	1496
3	Owen Racing Organisation (Dvr.: G. Hill, GB)	B.R.M. Racing	1498
4	Owen Racing Organisation (Dvr.: R. Ginther, USA)	B.R.M. Racing	1498
5	Brabham Racing Organisation Ltd. (Dvr.: J. Brabham, A)	Brabham F. I	1496
9	Cooper Car Co. Ltd. (Dvr.: B. MacLaren, NZ)	Cooper Coventry Climax F. I	1498
11	Scuderia "Centro-Sud" (Dvr.: Phil Hill, USA)	B.R.M. 1963	1500
12	Scuderia "Centro-Sud" (Dvr.: C. Baghetti, I)	B.R.M. 1963	1500
14	British Racing Partnership Ltd. (Dvr.: I. Ireland, GB)	B.R.P. Mk. 2	1498
15	British Racing Partnership Ltd. (Dvr.: T. Taylor, GB)	B.R.P. Mk. 2	1498
16	Reg Parnell (Racing) Ltd. (Dvr.: M. Hailwood, GB)	Lotus 25	1500
17	Reg Parnell (Racing) Ltd. (Dvr.: C. Amon, NZ)	Lotus 25	1500
18	Revson Racing (America) (Dvr.: P. Revson, USA)	Lotus 24	1500
19	Ian Raby (Racing Ltd) (Dvr.: I. Raby, GB)	Brabham 1963 F. I	1498
20	R.R.C. Walker Racing Team (Dvr.: J. Bonnier, S)	Cooper F. I	1500
22	B. Collomb (Dvr.: B. Collomb, F)	Lotus F. I 24	1500
23	J. Russell (Dvr.: J. Russell, GB)	Lotus F. I	1475
24	G. Eden (Dvr.: G. Eden, GB)	Cooper Arden F. I	1497
25	Epstein-Eyre Racing Team (Dvr.: J. Epstein, GB)	B.R.M. F. I	
26	A. Pilette (Dvr.: A. Pilette, B)	Scirocco V.8	

Great Britain (GB)	United States of America (USA)
Australia (A)	New Zealand (NZ)
Italy (I)	Sweden (S)
France (F)	South Africa (SA)

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EVENT TWO—LAP CHART

LAPS

Pos. ▼	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
1						3															
2						2															
3						1															
4						20															
5						14															
6						5															
7						11															
8						9															
9						17															
10						16															

15
18
19
26

Pos. ▼	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
1																					
2																					
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					

Pos. ▼	41	42	43	44	45	46	47	48	49	50
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										

RESULTS:

1st 14 2nd 20 3rd 9 MC
 4th 11 P. Hill 5th 17 Amon 6th 25 Epstein

Winner's Time 12.534 Speed 78.08 m.p.h.

Fastest Lap: Car No. 2 Time 1.51.2 Speed 87.73 m.p.h.

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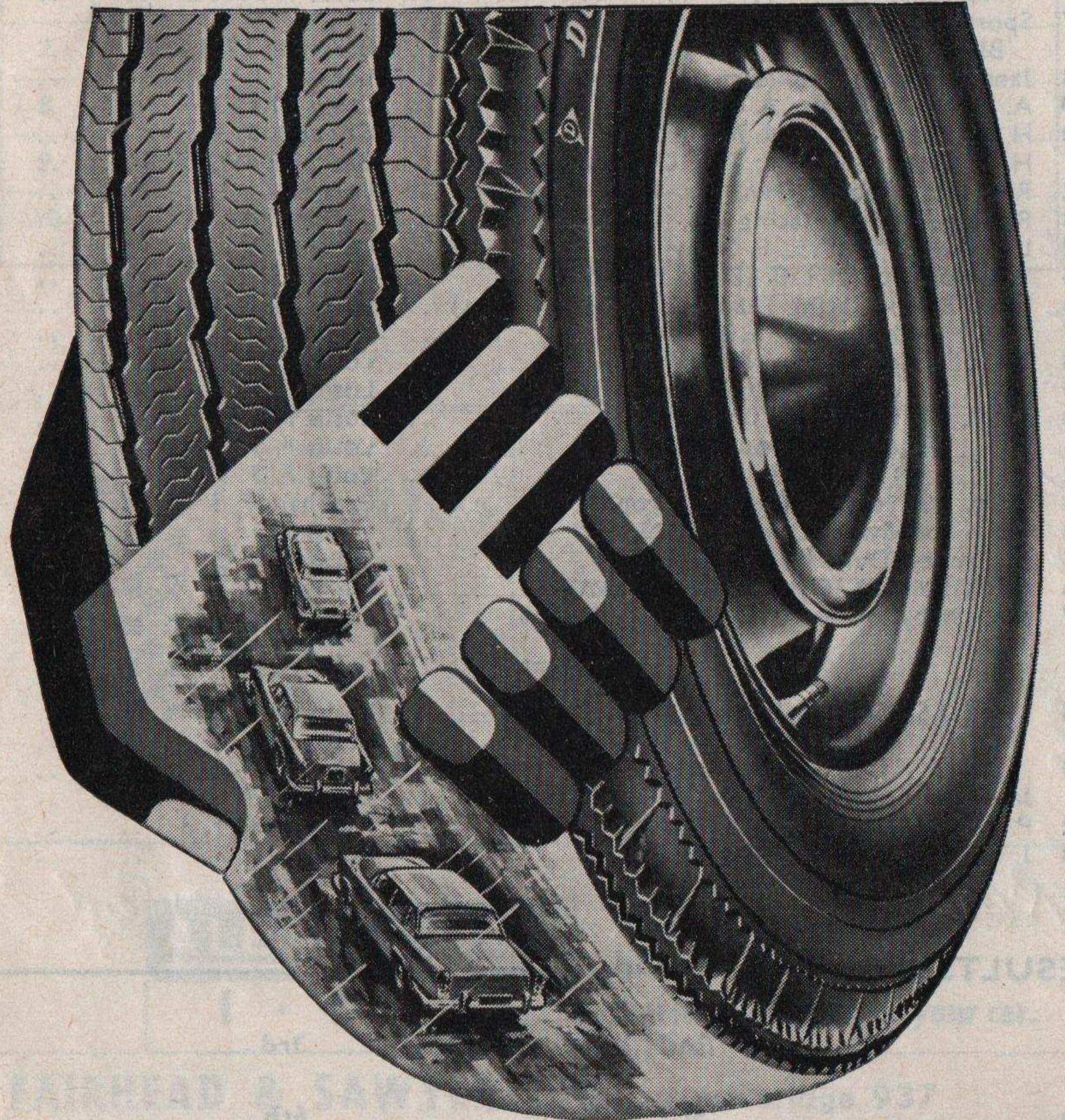
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EVENT 3

A 20 Lap Scratch Race for Cars complying with the INTERNATIONAL FORMULA 3.

Lap Record Holder:

NO.	ENTRANT AND DRIVER	CAR	C.C.
30	Tyrrell Racing Organisation Ltd. (Dvr.: T. B. N.)	Cooper Austin F. 3	1000
31	Tyrrell Racing Organisation Ltd. (Dvr.:)	Cooper Morris F. 3	1000
32	J. Andrews (Dvr.: J. Andrews)	Alexis F. 3	1000
33	D. O'Sullivan (Dvr.: D. O'Sullivan)	Lotus 22 F. 3	998
34	Anglo-Scottish Racing Team (Dvr.: C. Crichton-Stuart)	Cooper B.M.C.	997
35	G. Eden (Dvr.: G. Eden)	Lotus F. 3	998
36	Sports Motors (Driving School) Ltd. (Dvr.: W. J. Morgans)	Lotus 1964 F. 3	997
37	Sports Motors (Driving School) Ltd. (Dvr.: R. J. Bloor)	Brabham 1964 F. 3	997
38	Janspeed Engr. Ltd. (Dvr.: J. Fenning)	Lotus F. J	998
39	A. R. Wyllie (Dvr.: A. R. Wyllie)	Lotus 27 F. 3	1000
40	H. M. Slater (Dvr.: H. M. Slater)	Cheetah F. 3	997
41	H. C. Goodwin (Dvr.: T. F. Cardwell)	Brabham 1964 F. 3	998
42	Rochester Racing (Dvr.: Dr. T. Goodwin)	Lola F.3	998
43	Robert Ashcroft Racing Ltd. (Dvr.: A. D. Bennett)	Gemini Mk. 4A	997
44	L. E. Selby (Dvr.: L. E. Selby)	Lola Mk. V	997
45	Surbiton Motors Ltd. (Dvr.: B. Wood)	Lotus 27	997
46	Moto Baldet Racing Team (Dvr.: A. G. Baldet)	Lotus 22 F. 3	998
47	D. E. Fletcher (Dvr.: E. Fletcher)	Brabham F. 3	997
48	J.R.R.D.S. (Dvr.: M. Long)	Lotus 27 F. 3	997
49	" (Dvr.: D. Zacharias)	Lotus F. 3	997
50	" (Dvr.: A. Lilford)	Lotus F. 3	997
51	" (Dvr.: J. Spurgeon)	Lotus F. 3	997
52	" (Dvr.: P. Vidal)	Lotus F. 3	997
53	D. M. D. Prophet (Dvr.: D. Prophet)	Brabham F. 3	997
54	Team Speedwell (Dvr.: T. B. N.)	Lotus 20	1000
55	M. Davies (Dvr.: M. Davies)	Lotus 20	997
56	H. M. Bennett (Dvr.: H. M. Bennett)	Merlyn Mk. 3	998
57	John Selby Greene Ltd. (Dvr.: J. Greene)	Cooper Mk. 3	998

Lap Record Holder: Jackie Stewart

RESERVES:

58	J.R.R.D.S. (Dvr.: J. Berry)	Lotus 27 F. 3	997
59	" (Dvr.: J. Hatter)	Lotus 27 F. 3	997
60	" (Dvr.: D. Carrington)	Lotus F. 3	997
61	Janspeed Engr. Ltd. (Dvr.: C. Baker)	Brabham F. J.	998
62	P. E. Moeller (Dvr.: P. E. Moeller)	Fafnir Ford F. 3	997
63	J. R. Pearce (Dvr.: J. Pearce)	Lotus 22	997

64R Mac *Brabham Ford F3*

RESULTS:

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

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

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

EVENT THREE—LAP CHART

LAPS

Pos. ▼	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1										30										
2										612										
3										4										
4										544										
5										38 2nd										
6	42									40 L										
7	54									37 3rd										
8	61									57 4th										
9										42										
10										43										

←

GRID POSITIONS	38	37	57	54			
	30	35	4	37			
	48	41	44	50	40		
	64	31	33	52	43		

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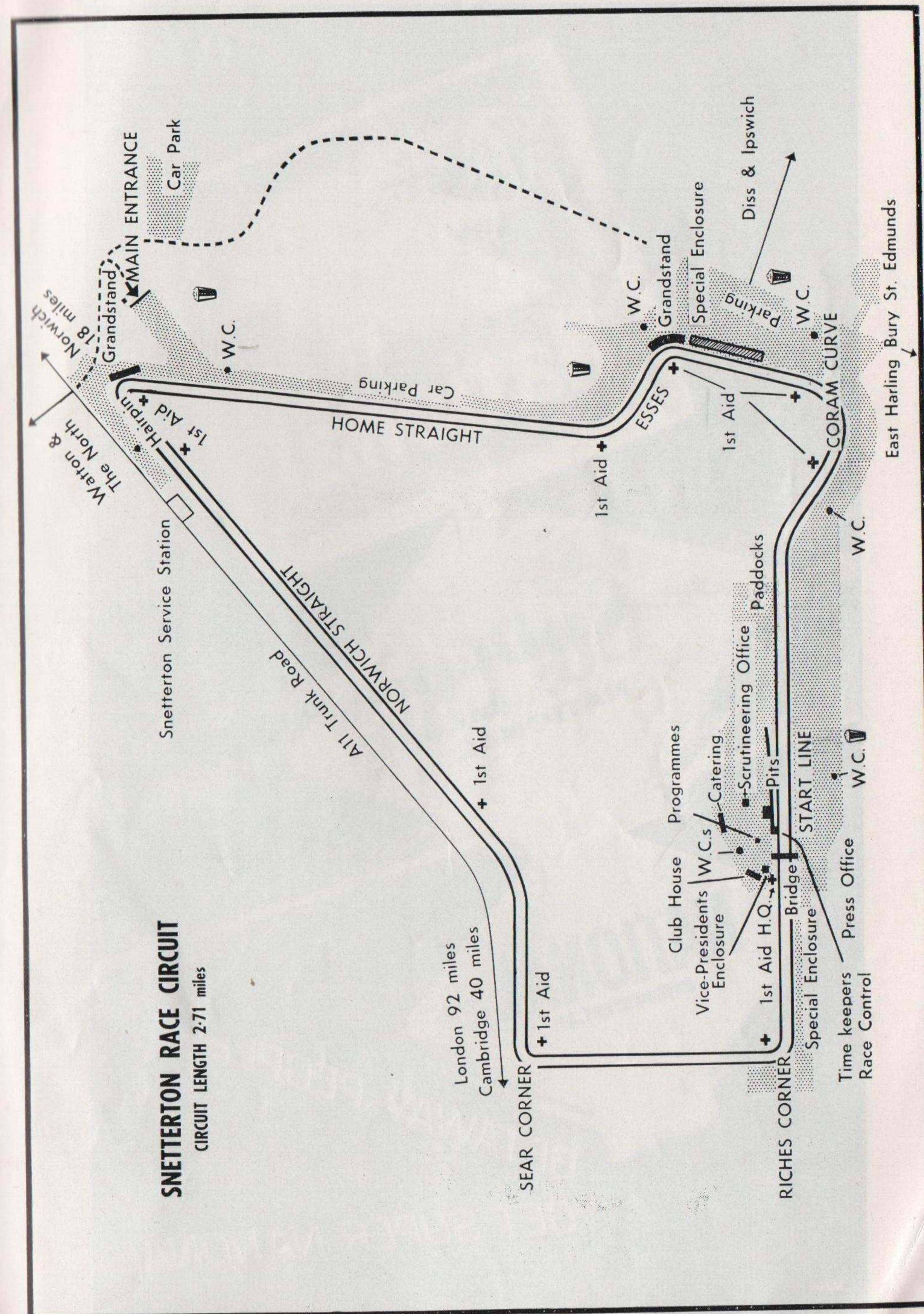
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