

MONDAY 26th MAY 1969

Programme 2s 6d

Snetterton

Whitsun Cup Car Races

Organised by the BRSCC for Snetterton Circuit Ltd.



Conditions of Admission

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

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

Postponement of the Meeting

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

For the Attention of Spectators

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

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

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

ALL TRAFFIC SHOULD TRAVEL IN A CLOCKWISE DIRECTION

Flag Signals

| | |
|---|--|
| 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) | Motor Car with that number must stop. |
| BLACK and WHITE CHEQUERED | Signal for End of Race. |

Starting Positions

GRID POSITIONS IN ALL FINAL RACES WILL BE DETERMINED BY COMPETITORS LAP TIMES RECORDED BY THE OFFICIAL TIME-KEEPER DURING HEATS.

This Meeting is promoted by:

MOTOR CIRCUIT DEVELOPMENTS LTD.

Managing Director: **John Webb**

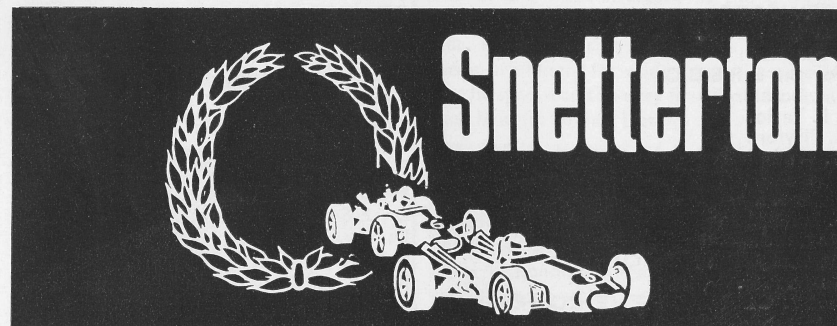
For **SNETTERTON CIRCUIT LTD.**

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

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

Motor Race Meeting

Monday 26th May 1969



WHITSUN CUP CAR RACES

THIS MEETING IS ORGANISED BY THE BRSCC

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

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

for Snetterton Circuit Ltd.

Royal Automobile Club Permit Number RS 4855

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COVER PHOTOGRAPH

Ready for the 'off'. Three of the leading drivers in the highly competitive Formula Ford; Tony Trimmer, James Hunt and Roger Keele.

Officials of the Meeting

STEWARDS:

For the R.A.C.

J. Sarginson

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

S. J. Boshier

I. L. Taylor

R. Playford

D. Wilkinson

JUDGES:

Major J. Law

B. L. Mitcham

Sir J. Richmond

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Cmdr. P. E. Heseltine

ASST. CLERK OF THE COURSE:

P. C. Lacey

CHIEF MARSHAL:

J. E. Sellers

ASST. CHIEF MARSHAL:

J. Binning

CHIEF PADDOCK MARSHAL:

R. R. Rayner

CHIEF START LINE MARSHAL:

H. L. Driver

CHIEF FIRE MARSHAL:

R. Snare

SECRETARY:

Miss M. Powney

SECRETARY OF THE MEETING:

Miss P. Ozanne

PADDOCK OFFICE:

R. Boughen

G. T. Orbell

STARTER:

A. G. C. Tompkins

RACE CONTROL:

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Mrs. R. R. Rayner

Mrs. R. Boughen

Miss A. Clifford

COURSE TELEPHONES:

Mr. and Mrs. D. Barnard

Mr. and Mrs. G. Dench

PRESS OFFICER:

J. Dooley

COMMENTATORS:

W. Barlow

P. Wren

MEDICAL OFFICERS:

Dr. J. Smith

Dr. Parr

MEDICAL SERVICES:

British Red Cross

SPECIAL RESCUE

Henlys (Ipswich)

BREAKDOWNS:

Edmundsons of Fakenham

Smiths of Attleborough

COURSE CAR

Scotts of Colchester

SCRUTINEERS:

H. J. Rilett

D. F. D. Smith

H. T. Turnell

R. Soames

TIMEKEEPERS:

F. A. Lowe

E. B. Colman

C. C. Cann

A. Lee

M. R. Berry

RACE RECORDER:

Mrs. F. A. Lowe

Mrs. P. Griffiths

MARSHALS:

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

and S.M.R.C.

Programme of Events and Awards

| EVENT | DESCRIPTION | LAPS | START |
|----------|--|------|------------|
| EVENT 1. | LES LESTON CHAMPIONSHIP RACE—Heat One Formula Ford Single-seater Racing Cars 1st £15. 2nd £10. 3rd £5. | 8 | 14.30 hrs. |
| EVENT 2. | LES LESTON CHAMPIONSHIP RACE—Heat Two Formula Ford Single-seater Racing Cars 1st £15. 2nd £10. 3rd £5. | 8 | 15.05 hrs. |
| EVENT 3. | COMBINED SPORTS CAR RACE Clubmans, Grand Touring and Production Sports Cars Overall Winner: £30. In each class, except overall winner: 1st £25. 2nd £15. 3rd £10. | 8 | 15.40 hrs. |
| EVENT 4. | LES LESTON CHAMPIONSHIP RACE—Final Formula Ford Single-seater Racing Cars 1st £40. 2nd £35. 3rd £20. 4th £15. 5th £10. 6th £5. | 10 | 16.15 hrs. |
| EVENT 5. | SALOON CAR RACE Overall winner: £25. In each class, except overall winner: 1st £15. 2nd £10. 3rd £5. | 8 | 16.55 hrs. |



Snetterton Circuit experts

Ray Allen

Several drivers names have come to the fore as a result of Formula Ford racing and one of the most-discussed at the present time is that of 25-years-old Ray Allen. In fact, it is surprising that it has not been more prominent for a lot longer because it was he who won the very first Formula Ford race held (at Brands Hatch).

Ray started a career as a regular soldier when he got side-tracked into motor racing. It began with an interest generated when watching a Grand Prix on television and developed even further at the Racing Car Show in London, when he tried the racing car simulator which was run in conjunction with Motor Racing Stables. He made the fastest time of the day concerned.

Delighted with it all, he jumped at the chance of a test with MRS but there was the little matter of the ten guinea fee. His father paid up and, when he passed with flying colours, backed him further with tuition fees. He made a go of it, developing into a fast and safe driver and proved it by winning the first Formula Ford race.

But a REME craftsman is not in a financial position to race single-seaters successfully as an amateur, so eventually Motor Racing Stables put up the money for Ray to buy himself out of the Army and he joined their staff at Brands Hatch, putting his REME training to good use, to earn his keep working on racing cars while continuing his racing in MRS Formula Ford cars. He became recognised as one of the school's top pupils and was usually well to the fore although seldom having the fastest car in the race.

He was chosen to take over the No. 1 seat in an MRS team of Chris Steele-tuned Merlyns after Tim Schenken had won the Guards championship and given up Formula Ford racing last season.

Then came a period of frustration when, with one of the best cars in the Formula, nothing went right. Sometimes he had to retire with minor mechanical bothers and several times he went off, either through his own over-enthusiasm or as a result of the spins of others. But by the end of last year he was winning and winning regularly, breaking lap records in the process.

This year there have been more frustrating bothers but, whenever the car is running well and Ray keeps out of trouble, he is right up front.

IT'S ALL HAPPENING IN FORMULA FORD

by Graham Macbeth

Sorry to keep harping on the name of that man Schenken but, at the end of last season, there were those who said that Formula Ford had not really proved a lot; that Tim Schenken would have risen to the top in anything (he did, indeed, win the Lombank Formula 3 championship as well as the Formula Ford championship) and against Schenken's prowess, of course, the abilities of Tony Trimmer, Claude Bourgoignie and Ray Allen, to mention but three of the bright boys of the formula last year, looked less significant.

But look at the situation now! New names popping up week after week; lap records being nudged meeting by meeting and some of the closest single-seater racing for years taking place with no single make of car dominant.

You can see what I mean in the Les Leston Championship races this afternoon, with two heats necessary to cut the field down to a competitive size and all the top names in the formula appearing in the entry list.

These include Australian Dave Walker, No. 1 in the locally based Jim Russell International Racing Drivers School team, who currently leads the Leston championship by a pretty wide margin. He drives one of the Norfolk-built Lotus 61 wedge-shaped cars. Ian Foster, who was the winner of the last Leston race here, way back in March, has a Merlyn of the type which Schenken used so successfully last year. Actually, Walker was first past the chequered flag in that race but he was penalised a minute for an over-quick start!

Temporarily eclipsed is Tony Trimmer, who drives a Titan. Until recently, he was regarded as king-pin of Formula Ford, having been very hard to beat since Schenken gave up FF racing during last season, but over the past couple of months he has usually been beaten by Walker. Ray Allen, another Merlyn driver, has also been out of luck lately, after a period when he was winning races and breaking records regularly. But at Brands Hatch recently, he had a tremendous duel with Walker and Ian Ashley, Snetterton's Formula Ford lap record holder in an Alexis, when the three all finished within one second to demonstrate yet again how very close this racing is.

Nice to be in the know when a new star is in the ascendant. Like Emerson Fittipaldi, the Brazilian Formula Vee champion who went Formula Ford racing here in the Thetford Trophy meeting at the beginning of the month and won what turned out to be a very fast FF race. "Who's Fittipaldi?" they asked. They asked the same in Ireland, two

weeks ago, when he was placed third in the last Leston championship round which took place at the new Mondello Park circuit near Dublin. No easy third place, either, for the men in front were Walker and Trimmer, while the young Brazilian beat James Hunt's Merlyn and Peter Lamplough's Titan, neither of whom hang about.

While most of the Leston championship regulars were in Ireland, Ian Ashley played truant at Brands Hatch in the Townsend Trophy race but his Alexis was beaten home by yet another new name to remember, that of Simon Sherman with a Merlyn, who won his heat as well as the final.

Last week-end at Brands Hatch there was another Townsend Trophy race and then it was Ed Patrick, Fittipaldi and Allen, all in Merlyns, who took the first three places.

They get around, do these Formula Ford boys. A few weeks back, Sid Fox, who will be remembered by Snetterton enthusiasts as the winner of last year's big European Touring Car Challenge race with a Ford Mustang, spent a weekend in Austria, winning the Aspern Formula Ford race and giving the new Pringett Mistrale car its best result yet. Again, James Hunt was up with the leaders, finishing second to Fox and making fastest lap. Hunt was second, also, to Tony Trimmer's Titan in the European Cortina Formula Ford Championship at Zandvoort and that day it was Fox in the Mistrale who made fastest lap.

So there they are, the young men to watch—David Walker, Ian Foster, Tony Trimmer, Ray Allen, Ian Ashley, Emerson Fittipaldi, James Hunt, Peter Lamplough, Sid Fox and Simon Sherman. And the cars are varied, too—Lotus, Merlyn, Titan, Alexis and Mistrale. Don't overlook some other new car names, either, such as Dulon, Macon, Royale and Beattie. There are some other drivers worth watching, as well, such as Tony Dron, Mo Harness, Keith Wilson, Roy Turner, John Elliott, Colin Crang, John Stevens and Val Musetti, to name but a few. Yes, it's all happening in Formula Ford.

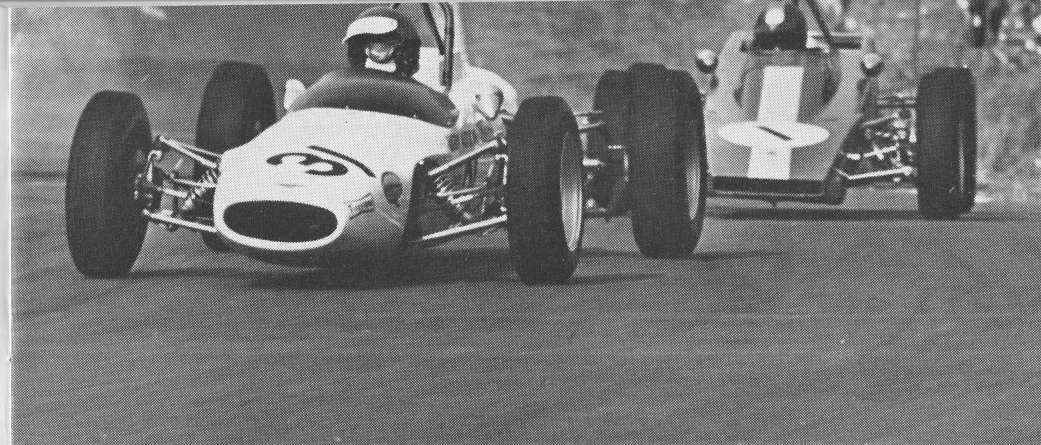
Top right: The really cut-and-thrust dices between Ian Ashley with the Rugby Autocar Alexis and David Walker in the Jim Russell Lotus 61 'wedge' have been a feature of the Les Leston Formula Ford Championship rounds. Walker currently leads the Championship.

(Photograph by Gerry Stream)

Centre: Tony Trimmer with the Frank Williams Titan is recognised as the combination to beat in Formula Ford and has been very successful in the rounds of the European Cortina Formula Ford Championship on the Continent.

Right: James Hunt is a very promising driver who started the season with a Merlyn Mk. 11A entered by Gowrings and now drives a similar car for Motor Racing Enterprises.

(Photograph by Gerry Stream)



1969 CHAMPIONSHIPS

Les Leston Formula Ford Championship

The 1969 Les Leston Formula Ford Championship will be contested at selected race meetings at Brands Hatch, Mallory Park, Oulton Park and Snetterton.

The overall winner receives £150 and the second and third men £75 and £25 respectively. Competitors score points automatically as follows: Nine points for the winner, six for second place and 4, 3, 2 and 1 for the next four places. From the 22 meetings planned, the best 15 performances of each driver will be counted.

Next three rounds:

June 7 MCMRC Mid-Cheshire Cup races, Oulton Park
June 15 BRSCC Vanwall Trophy races, Silverstone
June 22 BRSCC Festival of Speed, Snetterton

Points position to date:

| | |
|--|--|
| 1. Dave Walker (Lotus 61) 43 pts. | 10. Dave Morgan (Merlyn Mk. 11A) 4 pts. |
| 2. Ian Foster (Merlyn Mk. 11A) .. 19 " | Emerson Fittipaldi (Merlyn Mk. 11A) 4 " |
| 3. Ian Ashley (Alexis Mk. 15) .. 18 " | 12. John Moulds (Merlyn Mk. 11A) 3 " |
| 4. Tony Trimmer (Titan Mk. 4) .. 16 " | Bryan Sharp (Merlyn Mk. 11) .. 3 " |
| 5. Mo Harness (Lotus 61) 13 " | John Stevens (Royale) 3 " |
| Tony Dron (Titan Mk. 4) 13 " | 16. Ian Taylor (Dulon LD4C) .. 2 " |
| 7. John Elliott (Merlyn Mk. 11A) .. 12 " | Gary Rodrigues (Lotus 61) .. 2 " |
| 8. Ray Allen (Merlyn Mk. 11A) .. 10 " | Peter Lamplough (Titan Mk. 4) 2 " |
| 9. James Hunt (Merlyn Mk. 11A) .. 5 " | Kevin Glynn (Merlyn Mk. 11A) 2 " |
| | 20. Clarke Sturdgess (Brabham BT 16) 1 " |

Motor Racing

AND SPORTSCAR

YOUR OWN CIRCUIT MAGAZINE

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EVENT 1

Start: 14.30 hrs.

8 Laps

Les Leston Championship Race - Heat 1

For Formula Ford Single-seater Racing Cars

| No. | Entrant and Driver | Car | c.c. |
|-----|--|----------------|------|
| 1 | Motor Racing Stables Ltd. (Dvr.: Ray Allen) .. | Merlyn | 1598 |
| 3 | Motor Racing Enterprises Team Hughes of Beaconsfield (Dvr.: James Hunt) | Merlyn | 1598 |
| 5 | MRM Productions Ltd. (Dvr.: Martin Davidson) .. | Merlyn | 1598 |
| 7 | Geddes Yeates | Merlyn | 1598 |
| 9 | Horseless Carriage Co. (Dvr.: Simon Sherman) .. | Merlyn | 1598 |
| 11 | John Wilson | Merlyn | 1598 |
| 15 | P. & M. Racing Preparations Ltd. (Dvr.: Robin Brind) | Merlyn | 1598 |
| 17 | James Mortimer (Dvr.: Tony Goodwin) | Merlyn | 1598 |
| 19 | Frank Williams (Racing Cars) Ltd. (Dvr.: Tony Trimmer) | Titan | 1598 |
| 21 | Tony Dron | Titan | 1598 |
| 23 | Sheridan Thynne (Dvr.: Richard Cardew) | Titan | 1598 |
| 25 | Peter Lamplough | Titan | 1598 |
| 27 | Rugby Autocar (Dvr.: Peter Clanford) | Alexis | 1598 |
| 29 | David Rickward | Alexis | 1598 |
| 31 | John Smith | Alexis | 1598 |
| 33 | Jim Russell Racing Drivers School Ltd. (Dvr.: David Walker) | Lotus | 1598 |
| 35 | Purley Performance Cars Ltd. (Dvr.: Colin Vandervell) | Lotus | 1598 |
| 39 | Edward Williams | Lotus | 1598 |
| 41 | Team Pringett (Dvr.: Peter Wardle) | Mistrale | 1598 |
| 45 | Michael Sirett | Brabham | 1598 |
| 47 | Paul Ellis | U2 | 1598 |
| 49 | Peter Thompson | Beattie | 1598 |
| 51 | Martin Harvey | Hawke | 1598 |
| 53 | Charles Scammell | Hamlen | 1598 |
| 55 | John Bryning | Dulon | 1598 |
| 57 | Racetune (Dvr.: Keith Wilson) | Macon | 1598 |
| 59 | David Hart | Lola | 1598 |
| 63 | S.M.A.R.T. (Dvr.: Luiz Bueno) | Merlyn | 1598 |
| 65 | Kevin Glynn | Royale | 1598 |

RESULTS:

1st..... 2nd..... 3rd..... 4th.....
 5th..... 6th..... 7th..... 8th.....
 Winner's Speed..... m.p.h. Fastest Lap: Car No..... at..... m.p.h.

Les Leston Championship Race—Heat 2

For Formula Ford Single-seater Racing Cars

| No. | Entrant and Driver | Car | c.c. |
|-----|---|----------|------|
| 2 | Motor Racing Stables Ltd. (Dvr.: Ed Patrick) | Merlyn | 1598 |
| 4 | Motor Racing Enterprises Team Hughes of Beaconsfield (Dvr.: John Elliott) | Merlyn | 1598 |
| 6 | Norman Lucas | Merlyn | 1598 |
| 8 | Bernard Vermilio | Merlyn | 1598 |
| 10 | Rowland Racing Engines (Dvr.: Emerson Fittipaldi) | Merlyn | 1598 |
| 12 | Chris Lee | Merlyn | 1598 |
| 16 | P. & M. Racing Preparations Ltd. (Dvr.: Colin Crang) | Merlyn | 1598 |
| 18 | Gregory Sharp (Dvr.: M. Nicholas) | Merlyn | 1598 |
| 20 | Frank Williams (Racing Cars) Ltd. (Dvr.: John Bisignano) | Titan | 1598 |
| 22 | Michael Catlow | Titan | 1598 |
| 24 | Chris Lawrence (Dvr.: Jan Churchill) | Titan | 1598 |
| 26 | Valentino Musetti | Titan | 1598 |
| 28 | Rugby Autocar (Dvr.: Ian Ashley) | Alexis | 1598 |
| 30 | Robert Taylor | Alexis | 159 |
| 32 | Kenneth Van Nurden | Alexis | 1598 |
| 34 | Jim Russell Racing Drivers School Ltd. (Dvr.: Mo Harness) | Lotus | 1598 |
| 36 | John Day | Lotus | 1598 |
| 38 | Anthony Arnold (Dvr.: Carlos Fabre) | Lotus | 1598 |
| 40 | Phil Kimberley | Lotus | 1598 |
| 42 | Team Pringett (Dvr.: Sid Fox) | Mistrale | 1598 |
| 46 | Swale Motors Ltd. (Dvr.: Clarke Sturdgess) | Brahman | 1598 |
| 48 | Mike Cresswell | U2 | 1598 |
| 50 | Harry Gilbert | Beattie | 1598 |
| 52 | Tony Roberts | Hawke | 1598 |
| 54 | Charles Carling | Crossle | 1598 |
| 56 | Adrian Mortimer | Palliser | 1598 |
| 58 | Racing Preparations Ltd. (Dvr.: John Stevens) | Royale | 1598 |
| 60 | Barrie Jackson | Nike | 1598 |
| 62 | S.M.A.R.T. (Dvr.: Ricardo Achcar) | Merlyn | 1598 |
| 64 | Bob Adcock | Alexis | 1598 |

RESULTS:

| | | | |
|---------------------|----------|--------------------------|---------------|
| 1st..... | 2nd..... | 3rd..... | 4th..... |
| 5th..... | 6th..... | 7th..... | 8th..... |
| Winner's Speed..... | m.p.h. | Fastest Lap: Car No..... | at.....m.p.h. |

Combined Sports Car Race

For Clubmans, Grand Touring and Production Sports Cars

| No. | Entrant and Driver | Car | c.c. |
|---|--|----------------------|------|
| Class A—Clubmans Sports Cars 1001 c.c. to 1600 c.c.—A qualifying round for the 1969 B.R.S.C.C. "500" Club Championship | | | |
| 101 | John Wingfield | U2-Ford | 1598 |
| 105 | Tim Goss | Lotus-Ford | 1598 |
| 106 | Sid Turner | Lotus-Ford | 1598 |
| 107 | Paul Lange | Lotus-Ford | 1498 |
| 108 | Peter Valdar | Lotus-Ford | 1498 |
| 109 | R. L. Morgans | Lotus-Ford | 1498 |
| 110 | David Orbell | Lotus-Ford | 1498 |
| 111 | R. B. Cleare | U2-Ford | 1560 |
| 112 | Richard Collett | U2-Ford | 1498 |
| Class B—Clubmans Sports Cars up to 1000 c.c.—A qualifying round for the 1969 B.R.S.C.C. "500" Club Championship | | | |
| 114 | Malcolm Flanders | Lotus-Ford | 997 |
| 115 | Maynard Soares | Lotus-Ford | 997 |
| 116 | Sid Marler | Ellova-Ford | 997 |
| 117 | Deryck Cook | D.R.W.-Ford | 997 |
| 118 | Noel Stanbury | Dino-Ford | 997 |
| 119 | Alan Cook | Chevron-B.M.C. | 997 |
| Class C—Grand Touring Cars | | | |
| 120 | Colin Cork | Lotus Elite T.C. | 1594 |
| 121 | Bernard Mayes | Ginetta G.T. | 1498 |
| 122 | D. Buller-Sinfield (Dvr.: George Silverwood) | Mercury G.T. | 1148 |
| 123 | Roy Axon | Lola G.T. | 1148 |
| 124 | Simon Watney | Divia G.T. | 1145 |
| 126 | Brian Baker | Ginetta G.T. | 1098 |
| 128 | Beric Ewin | W.R.A. G.T. | 1098 |
| 129 | T. Ernest Blackadder | Nathan G.T. | 998 |
| Class D—Production Sports Cars | | | |
| 131 | Brian Spicer | Jaguar 'E' Type | 3781 |
| 133 | Bill Viney | Austin Healey 3000 | 2912 |
| 134 | Bruce West | Triumph TR3A | 1991 |
| 135 | Bob Shellard | M.G. M.G.B. | 1840 |
| 136 | Peter Cox | Austin Healey Sprite | 1293 |
| 138 | Peter Kitchen | Austin Healey Sprite | 1148 |
| 139 | Eric Groves | Triumph Spitfire | 1147 |
| 140 | John Vigors | Austin Healey Sprite | 1120 |
| 141 | Peter Smith | Austin Healey Sprite | 1098 |
| 142 | Peter Beach | M.G. Midget | 1098 |
| RESERVES: | | | |
| 125 | H. P. Hill (1st Reserve) | Ginetta G.T. | 1098 |
| 103 | Peter Burton (2nd Reserve) | U2-Ford | 1498 |
| 130 | Ian Tee (3rd Reserve) | Ginetta G.T. | 1991 |
| 113 | Melvyn Coon (4th Reserve) | Lotus-B.M.C. | 998 |

RESULTS:

Overall:

| | | | |
|-------------------------------------|---------------|---------------------------------------|---------------|
| 1st..... | 2nd..... | 3rd..... | 4th..... |
| Winner's Speed..... | m.p.h. | Fastest Lap: Car No..... | at.....m.p.h. |
| Class A—Clubmans Sports Cars | | Class B—Clubmans Sports Cars | |
| 1st..... | 2nd..... | 3rd..... | 4th..... |
| Winner's Speed..... | m.p.h. | Winner's Speed..... | m.p.h. |
| Fastest Lap: Car No..... | at.....m.p.h. | Fastest Lap: Car No..... | at.....m.p.h. |
| Class C—Grand Touring Cars | | Class D—Production Sports Cars | |
| 1st..... | 2nd..... | 3rd..... | 4th..... |
| Winner's Speed..... | m.p.h. | Winner's Speed..... | m.p.h. |
| Fastest Lap: Car No..... | at.....m.p.h. | Fastest Lap: Car No..... | at.....m.p.h. |

LAP SPEED TABLE

Snetterton 1 Lap - 2.71 Miles

| m.s. | m.p.h. | m.s. | m.p.h. | m.s. | m.p.h. | m.s. | m.p.h. | m.s. | m.p.h. |
|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|
| 1.20-0 | 121-95 | 1.30-0 | 108-40 | 1.40-0 | 97-56 | 1.50-0 | 88-69 | 2.00-0 | 81-30 |
| 2..121-65 | 2..108-16 | 2..97-37 | 2..88-53 | 2..81-17 | 2..88-53 | 2..81-17 | 2..88-53 | 2..81-17 | 2..88-53 |
| 4..121-34 | 4..107-92 | 4..97-17 | 4..88-37 | 4..81-03 | 4..97-17 | 4..88-37 | 4..81-03 | 4..81-03 | 4..88-37 |
| 6..121-04 | 6..107-68 | 6..96-98 | 6..88-21 | 6..80-90 | 6..96-98 | 6..88-21 | 6..80-90 | 6..80-90 | 6..88-21 |
| 8..120-74 | 8..107-45 | 8..96-79 | 8..88-05 | 8..80-76 | 8..96-79 | 8..88-05 | 8..80-76 | 8..80-76 | 8..88-05 |
| 1.21-0 | 120-44 | 1.31-0 | 107-21 | 1.41-0 | 96-59 | 1.51-0 | 87-89 | 2.01-0 | 80-63 |
| 2..120-15 | 2..106-97 | 2..96-40 | 2..87-73 | 2..80-50 | 2..96-40 | 2..87-73 | 2..80-50 | 2..80-50 | 2..87-73 |
| 4..119-85 | 4..106-74 | 4..96-21 | 4..87-58 | 4..80-36 | 4..96-21 | 4..87-58 | 4..80-36 | 4..80-36 | 4..87-58 |
| 6..119-56 | 6..106-50 | 6..96-02 | 6..87-41 | 6..80-23 | 6..96-02 | 6..87-41 | 6..80-23 | 6..80-23 | 6..87-41 |
| 8..119-27 | 8..106-28 | 8..95-84 | 8..87-26 | 8..80-10 | 8..95-84 | 8..87-26 | 8..80-10 | 8..80-10 | 8..87-26 |
| 1.22-0 | 118-98 | 1.32-0 | 106-04 | 1.42-0 | 95-65 | 1.52-0 | 87-11 | 2.02-0 | 79-97 |
| 2..118-69 | 2..105-81 | 2..95-46 | 2..86-95 | 2..79-84 | 2..95-46 | 2..86-95 | 2..79-84 | 2..79-84 | 2..86-95 |
| 4..118-40 | 4..105-58 | 4..95-27 | 4..86-80 | 4..79-71 | 4..95-27 | 4..86-80 | 4..79-71 | 4..79-71 | 4..86-80 |
| 6..118-11 | 6..105-36 | 6..95-09 | 6..86-64 | 6..79-58 | 6..95-09 | 6..86-64 | 6..79-58 | 6..79-58 | 6..86-64 |
| 8..117-83 | 8..105-13 | 8..94-90 | 8..86-49 | 8..79-45 | 8..94-90 | 8..86-49 | 8..79-45 | 8..79-45 | 8..86-49 |
| 1.23-0 | 117-54 | 1.33-0 | 104-90 | 1.43-0 | 94-72 | 1.53-0 | 86-34 | 2.03-0 | 79-32 |
| 2..117-26 | 2..104-68 | 2..94-54 | 2..86-18 | 2..79-19 | 2..94-54 | 2..86-18 | 2..79-19 | 2..79-19 | 2..86-18 |
| 4..116-98 | 4..104-45 | 4..94-35 | 4..86-03 | 4..79-06 | 4..94-35 | 4..86-03 | 4..79-06 | 4..79-06 | 4..86-03 |
| 6..116-70 | 6..104-23 | 6..94-17 | 6..85-88 | 6..78-93 | 6..94-17 | 6..85-88 | 6..78-93 | 6..78-93 | 6..85-88 |
| 8..116-42 | 8..104-00 | 8..93-99 | 8..85-73 | 8..78-81 | 8..93-99 | 8..85-73 | 8..78-81 | 8..78-81 | 8..85-73 |
| 1.24-0 | 116-14 | 1.34-0 | 103-79 | 1.44-0 | 93-81 | 1.54-0 | 85-58 | 2.04-0 | 78-68 |
| 2..115-87 | 2..103-57 | 2..93-63 | 2..85-43 | 2..78-55 | 2..93-63 | 2..85-43 | 2..78-55 | 2..78-55 | 2..85-43 |
| 4..115-59 | 4..103-35 | 4..93-45 | 4..85-28 | 4..78-42 | 4..93-45 | 4..85-28 | 4..78-42 | 4..78-42 | 4..85-28 |
| 6..115-32 | 6..103-13 | 6..93-27 | 6..85-13 | 6..78-30 | 6..93-27 | 6..85-13 | 6..78-30 | 6..78-30 | 6..85-13 |
| 8..115-05 | 8..102-91 | 8..93-09 | 8..84-98 | 8..78-17 | 8..93-09 | 8..84-98 | 8..78-17 | 8..78-17 | 8..84-98 |
| 1.25-0 | 114-78 | 1.35-0 | 102-70 | 1.45-0 | 92-91 | 1.55-0 | 84-84 | 2.05-0 | 78-05 |
| 2..114-51 | 2..102-48 | 2..92-74 | 2..84-69 | 2..77-92 | 2..92-48 | 2..84-69 | 2..77-92 | 2..77-92 | 2..84-69 |
| 4..114-24 | 4..102-26 | 4..92-56 | 4..84-54 | 4..77-80 | 4..92-26 | 4..84-54 | 4..77-80 | 4..77-80 | 4..84-54 |
| 6..113-97 | 6..102-05 | 6..92-39 | 6..84-39 | 6..77-68 | 6..92-05 | 6..84-39 | 6..77-68 | 6..77-68 | 6..84-39 |
| 8..113-71 | 8..101-84 | 8..92-21 | 8..84-25 | 8..77-55 | 8..92-21 | 8..84-25 | 8..77-55 | 8..77-55 | 8..84-25 |
| 1.26-0 | 113-44 | 1.36-0 | 101-63 | 1.46-0 | 92-04 | 1.56-0 | 84-10 | 2.06-0 | 77-43 |
| 2..113-18 | 2..101-41 | 2..91-86 | 2..83-96 | 2..77-31 | 2..91-86 | 2..83-96 | 2..77-31 | 2..77-31 | 2..83-96 |
| 4..112-92 | 4..101-20 | 4..91-69 | 4..83-81 | 4..77-18 | 4..91-69 | 4..83-81 | 4..77-18 | 4..77-18 | 4..83-81 |
| 6..112-66 | 6..100-99 | 6..91-52 | 6..83-67 | 6..77-06 | 6..91-52 | 6..83-67 | 6..77-06 | 6..77-06 | 6..83-67 |
| 8..112-40 | 8..100-79 | 8..91-35 | 8..83-53 | 8..76-94 | 8..91-35 | 8..83-53 | 8..76-94 | 8..76-94 | 8..83-53 |
| 1.27-0 | 112-14 | 1.37-0 | 100-58 | 1.47-0 | 91-18 | 1.57-0 | 83-39 | 2.07-0 | 76-82 |
| 2..111-88 | 2..100-37 | 2..91-01 | 2..83-24 | 2..76-70 | 2..91-01 | 2..83-24 | 2..76-70 | 2..76-70 | 2..83-24 |
| 4..111-62 | 4..100-16 | 4..90-84 | 4..83-10 | 4..76-58 | 4..90-84 | 4..83-10 | 4..76-58 | 4..76-58 | 4..83-10 |
| 6..111-37 | 6..99-96 | 6..90-67 | 6..82-96 | 6..76-46 | 6..99-96 | 6..90-67 | 6..76-46 | 6..76-46 | 6..82-96 |
| 8..111-12 | 8..99-76 | 8..90-50 | 8..82-82 | 8..76-34 | 8..99-76 | 8..90-50 | 8..76-34 | 8..76-34 | 8..82-82 |
| 1.28-0 | 110-86 | 1.38-0 | 99-55 | 1.48-0 | 90-33 | 1.58-0 | 82-68 | 2.08-0 | 76-22 |
| 2..110-61 | 2..99-35 | 2..90-17 | 2..82-54 | 2..76-10 | 2..99-35 | 2..90-17 | 2..82-54 | 2..76-10 | 2..82-54 |
| 4..110-36 | 4..99-15 | 4..90-00 | 4..82-40 | 4..75-98 | 4..99-15 | 4..90-00 | 4..82-40 | 4..75-98 | 4..82-40 |
| 6..110-11 | 6..98-95 | 6..89-83 | 6..82-26 | 6..75-86 | 6..98-95 | 6..89-83 | 6..82-26 | 6..75-86 | 6..82-26 |
| 8..109-86 | 8..98-75 | 8..89-67 | 8..82-12 | 8..75-75 | 8..98-75 | 8..89-67 | 8..82-12 | 8..75-75 | 8..82-12 |
| 1.29-0 | 109-62 | 1.39-0 | 98-55 | 1.49-0 | 89-51 | 1.59-0 | 81-98 | 2.09-0 | 75-63 |
| 2..109-37 | 2..98-35 | 2..89-34 | 2..81-85 | 2..75-51 | 2..98-35 | 2..89-34 | 2..81-85 | 2..75-51 | 2..81-85 |
| 4..109-13 | 4..98-15 | 4..89-18 | 4..81-71 | 4..75-39 | 4..98-15 | 4..89-18 | 4..81-71 | 4..75-39 | 4..81-71 |
| 6..108-88 | 6..97-95 | 6..89-02 | 6..81-57 | 6..75-28 | 6..97-95 | 6..89-02 | 6..81-57 | 6..75-28 | 6..81-57 |
| 8..108-64 | 8..97-76 | 8..88-85 | 8..81-44 | 8..75-16 | 8..97-76 | 8..88-85 | 8..81-44 | 8..75-16 | 8..81-44 |

LAP RECORDS

SNETTERTON

2.71 Miles

| Class | Driver | c.c. | Car | Time (min./sec.) | Speed (m.p.h.) |
|------------------------|--------------|------|--------------------------|------------------|----------------|
| OUTRIGHT RECORD | | | | | |
| | Brian Redman | 4956 | Lola-Chevrolet T70 Mk.3B | 1:26.2 | 113.18 |

RACING CARS

| | | | | | |
|---------------------------|-------------------|------|--------------------------|--------|--------|
| Formula 3 | Alan Rollinson | 997 | Repco-Brabham-Ford BT21B | 1:34.2 | 103.57 |
| Formula 5000 | To be established | | | | |
| Formula Ford | Ian Ashley | 1598 | Alexis Mk. 15 | 1:42.2 | 95.46 |
| Formula 4/4 | Bob Jarvis | 875 | Vixen-Hillman | 1:43.4 | 94.35 |
| Monoposto up to 1000 c.c. | Norman Abbott | 997 | Abbott-Ford | 1:46.4 | 91.69 |
| Monoposto 1001-1500 c.c. | Jim Yardley | 1498 | Beagle-Ford | 1:41.4 | 96.21 |
| Historic/pre-war | Colin Crabbe | 2950 | Maserati 8CM s/c | 2:02.6 | 79.58 |
| Historic/post-war | Neil Corner | 2992 | Aston Martin DBR4/300 | 1:46.0 | 92.04 |
| Formule Libre | Jim Moore | 4727 | Kincaid-Ford | 1:32.8 | 105.13 |

SPORTS-RACING CARS

| | | | | | |
|-----------------|---------------|------|--------------------------|--------|--------|
| Up to 1150 c.c. | John Corfield | 998 | Lotus-Cosworth 23 | 1:48.4 | 90.00 |
| Over 1150 c.c. | Denny Hulme | 5967 | Lola-Chevrolet T70 Mk. 2 | 1:33.8 | 104.01 |
| Historic | Colin Crabbe | 1986 | Maserati T60 | 1:49.4 | 89.18 |

GROUP 4 SPORTS CARS

| | | | | | |
|-----------------|---------------|------|---------------------------|--------|--------|
| Up to 2000 c.c. | Charles Lucas | 1991 | Porsche 910 | 1:34.4 | 103.35 |
| Over 2000 c.c. | Brian Redman | 4956 | Lola-Chevrolet T70 Mk. 3B | 1:26.2 | 113.18 |

SPECIAL GRAND TOURING CARS

| | | | | | |
|-----------------|----------------|------|-----------------------|--------|--------|
| Up to 1150 c.c. | Roger Nathan | 998 | Nathan-Hillman GT | 1:45.2 | 92.74 |
| 1151-1600 c.c. | John Burton | 1594 | Ginetta-Ford G16 | 1:35.8 | 101.84 |
| 1601-2500 c.c. | Chris Skeaping | 1991 | Chevron-B.M.V. GT B6 | 1:35.4 | 102.26 |
| Over 2500 c.c. | John Woolfe | 4965 | McLaren-Chevrolet M6B | 1:36.4 | 101.20 |

PRODUCTION SPORTS CARS

| | | | | | |
|-----------------|---------------|------|----------------------|--------|-------|
| Up to 1150 c.c. | Alan Woode | 1143 | Austin-Healey Sprite | 1:50.6 | 88.21 |
| 1151-2000 c.c. | John Britten | 1144 | M.G. Midget | 1:50.6 | 88.21 |
| 2001-3000 c.c. | John Britten | 1350 | M.G. Midget | 1:47.4 | 90.84 |
| Over 3000 c.c. | John Chatham | 2912 | Austin-Healey 3000 | 1:47.8 | 90.50 |
| | Warren Pearce | 3781 | Jaguar E-type | 1:43.8 | 93.99 |

CLUBMAN'S SPORTS CARS

| | | | | | |
|-----------------|---------------|------|---------------------|--------|-------|
| Up to 1000 c.c. | Noel Stanbury | 997 | Dino-Ford 4 | 1:47.4 | 90.84 |
| 1001-1500 c.c. | Paul Ellis | 1498 | U2-Ford Mk. 5/6 | 1:43.4 | 94.35 |
| 750 Formula | Jack Murrell | 1498 | D.R.V.-Ford Mk. 7C | 1:43.4 | 94.35 |
| Formula 1200 | Bill Cowley | 747 | Cowley-Austin Mk. 3 | 2:02.4 | 79.71 |
| | Keith Norman | 1198 | Terrier-Ford Mk. 2 | 1:49.4 | 89.17 |

GROUP 5 SALOON CARS

| | | | | | |
|-----------------|------------------|------|----------------------|--------|-------|
| Up to 1000 c.c. | Alec Poole | 999 | Austin Mini-Cooper S | 1:51.0 | 87.98 |
| 1001-1300 c.c. | John Fitzpatrick | 1298 | Ford Escort GT | 1:46.4 | 91.69 |
| 1301-2000 c.c. | Nick Faure | 1991 | Porsche 911 | 1:45.6 | 92.39 |
| Over 2000 c.c. | Frank Gardner | 4986 | Ford Falcon Sprint | 1:41.6 | 96.02 |
| | Jack Oliver | 4727 | Ford Mustang | 1:41.6 | 96.02 |

SPECIAL SALOON CARS

| | | | | | |
|--------------------|---------------|------|----------------------|--------|-------|
| Up to 850 c.c. | Bill McGovern | 848 | Sunbeam Imp | 1:56.2 | 83.96 |
| 851-1000 c.c. | Alan Peer | 997 | Ford Anglia | 1:50.0 | 88.69 |
| 1001-1300 c.c. | Geoff Wood | 1293 | Austin Mini-Cooper S | 1:48.4 | 90.00 |
| Over 1300 c.c. | Roger Taylor | 4727 | Ford Mustang | 1:45.4 | 92.56 |
| Mini-Se7en Formula | Gerry Allen | 848 | Austin Mini | 2:02.6 | 79.58 |

test your car and your skill

on one of Britain's leading race-tracks

By joining: 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.



drive on a skid-road

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



cheaper spectating

You can also purchase, at a guinea less than the public rates, low-cost car race spectator season brochures 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. At Mallory Park the brochures cost 4 gns for males and 3 gns for ladies. At Snetterton 3 gns for males and 2 gns for ladies.



enjoy a 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 on regular weekday evenings, 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.



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.



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.



drive again at 70 plus

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 on-coming traffic. And afterwards—you can relax in the clubhouse with people with interests just like yours.

Join to-day

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.

How to Join

Complete the application form below and send it, with your remittance to:

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

Tel: West Ash 331

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

The Secretary:
Mallory Park Motor Club, c/o Mallory Park Circuit Ltd., Kirkby Mallory, Leicestershire.

Tel: Earl Shilton 3306

The Secretary:
Snetterton Motor Racing Club, c/o Snetterton Circuit Ltd., Norwich, Norfolk, NOR 10X.

Tel: Quidenham 303

FULL MEMBERSHIP APPLICATION FORM

Dear Sir,

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

..... £ s. d.
..... ties (green, blue, maroon) at 17s. 6d. each
..... lapel badges (pin) at 3s. 6d. each
..... car badges at £1 5s. each
..... 3 in. transfers at 1s. each

I also enclose:

3 gns for twelve months track membership
2 gns for twelve months social membership

TOTAL £

(Delete the inapplicable.)
Please make your cheque payable to the club of your choice.

Name

Address

Tel:



The British Racing and Sports Car Club

The National Club for the Enthusiast

- **"Motor Racing"**. This National Magazine free each month.
- **Race Meetings**. Special facilities for spectators.
- **Club Nights**. Monthly Film Shows, Talks, etc.
- **Racing Car Show**. Free admission and special Members' Lounge.
- **Club Insignia**. Car, Lapel and Blazer Badges, Ties, etc.
- **Circuit Racing**. Throughout the year at ten different tracks.
- **Provincial Centres**. Covering the whole country.
- **Dinner Dances and Midnight Film**. Grand social occasions.
- **Club Shop**. Open during Brands Hatch events.

TO JOIN

| | |
|-----------------------------|--------|
| ANNUAL SUBSCRIPTION | £3 3 0 |
| ENTRY FEE | £1 1 0 |
| ON APPLICATION | £4 4 0 |

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

Please send for further details and membership application form to:-

BRITISH RACING AND SPORTS CAR CLUB LTD.

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

Telephone: 01-995 0345

SNETTERTON 1969 FIXTURES

| Date | Event | Organiser | Races | Charges |
|----------|---|--------------------------------|-------------------------------------|----------------------------------|
| 8 June | Clubman's Car Races | Cheshunt MC | FL, FF, GT, PS, T | 10/-A, 5/-C, Rovers |
| 15 June | Clubman's Car Races | West Essex CC | FL, FF, PS, T, C | 10/-A, 5/-C, Rovers |
| 22 June | Festival of Speed | BRSCC/ Snett. Comb. | GT, FF, T, 350, 500, 750 | 10/-A, 5/-C, 5/-P, SF |
| 29 June | Clubman's Car Races | | FL, FF, GT, S, T, C | 10/-A, 5/-C, Rovers |
| 6 July | Clubman's Motor Cycle Races | Racing 50 MC | All Classes | 7/6A, CF, Rovers |
| 12 July | Clubman's Motor Cycle Races | BMCRC | All Classes | 7/6A, CF, Rovers |
| 13 July | Eastern Cup Car Races | Mini-7 Club | FL, GT, PS, T, C | 10/-A, 5/-C, 5/-P, SF |
| 19 July | Clubman's Motor Cycle Races | Midland MRC | All Classes | 7/6A, CF, Rovers |
| 20 July | Clubman's Motor Cycle Races | Newmarket DMC | All Classes | 7/6A, CF, Rovers |
| 27 July | Redex Cup Car Races | BRSCC | FF, GT, PS, T, C | 10/-A, 5/-C, 5/-P, SF |
| 3 Aug. | Motor Cycle Races | Snett. Comb. | All Classes | 10/-A, 5/-C, 5/-P, SF |
| 10 Aug. | Astley Trophy Car Races | West Essex | FL, FF, PS, T | 10/-A, 5/-C, 5/-P, SF |
| 17 Aug. | Clubman's Motor Cycle Races | BFRCC | All Classes | 7/6A, CF, Rovers |
| 24 Aug. | Clubman's Car Races | Romford ECC | FF, PS, T, C | 10/-A, 5/-C, Rovers |
| 31 AUG. | RACE OF ACES INTERNATIONAL MOTOR CYCLE MEETING | SNETT. COMBINE | ALL CLASSES | 10/-A, 5/-C, 10/-S, 10/-P |
| 1 SEPT. | GUARDS SNETTERTON 5000 NATIONAL CAR RACES | BARC | F5000, FF, PS, T, C | 12/6A, 5/-C, 10/-S, 10/-P |
| 7 Sept. | Clubman's Car Races | 750 MC | 750, 1172, Mono T, GT, PS | 10/-A, 5/-C, Rovers |
| 13 Sept. | 9-Hr. Kart Race | Bath K.C. | Karts | 5/-A, CF, Rovers |
| 14 Sept. | Clubman's Motor Cycle Races | Bantam MCC | All Classes | 7/6A, CF, Rovers |
| 21 Sept. | Scott-Brown Race of History | BRSCC | Hist., FF, T, C | 10/-A, 5/-C, 10/-S, 10/-P |
| 28 Sept. | Clubman's Motor Cycle Races | BMCRC | All Classes | 7/6A, CF, Rovers |
| 5 Oct. | Les Leston Cup Car Races | BRSCC | FL, FF, GT, PS, T, C | 10/-A, 5/-C, 5/-P, SF |
| 12 Oct. | Motor Cycle Races | Snett. Comb. | All Classes | 10/-A, 5/-C, 5/-P, SF |
| 18 Oct. | Clubman's Motor Cycle Races | Bantam MCC | All Classes | 7/6A, CF, Rovers |
| 19 Oct. | Clubman's Motor Cycle Races | MBCRC | All Classes | 7/6A, CF, Rovers |
| 26 Oct. | Grand Slalom | CUAC | S, GT, PS, T | 5/-A, CF, Rovers |
| 2 Nov. | 12-Hr. Scooter Trial | Vespa CGB | Scooters | No charge |

KEY

Races: F5000—Formula 5000. FL—Formula Libre. F3—Formula 3. FF—Formula Ford. Hist.—Historic Racing Cars. S6—Group 6 Sports Prototype. S4—Group 4 Sports. S—Special Sports Racing (Club-type). GT—Special Grand Touring (Club-type). PS—Production Sports (Club-type or marque cars). C—Clubman's Sports. T5—Group 5 Saloon. T—Saloon Cars (Club-type). 750—750 Formula Cars. Mono—Monoposto Formula. 1172—1172 Formula Cars. 350, 500, 750—350 c.c., 500 c.c. and 750 c.c. solo classes of motor cycles at Festival of Speed meeting.

Charges: A—Adults. C—Children. CF—Children Free. S—Covered Stands. SF—Stands Free. P—Paddock. ROVERS—Stands and/or Paddock Free.

ALL NORMAL PARKING FREE

Come again . . .

Clubman's Car Races

HERE—SUNDAY 8th JUNE

Organised by Cheshunt MC