

THRUXTON SPEED FAIR



Organised by the British Automobile Racing Club
by kind permission of British Racing Circuits Ltd.
IN AID OF THE POLICE DEPENDANTS TRUST.



SUNDAY JUNE 15th 1969

START 1.30 p.m.

Programme 2/6

MOTOR RACING IS DANGEROUS

You are present at this Meeting entirely at your own risk and 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 in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

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Although every endeavour is made to avoid inaccuracies in the descriptions of competing cars, the Club accepts no responsibility for any that may occur.

The Club reserves the right to postpone, abandon, or cancel the meeting or any part thereof.

DOGS

IN THE INTERESTS OF SAFETY, DOGS AND OTHER ANIMALS ARE NOT ADMITTED TO THE COURSE UNLESS KEPT ON A LEASH



Red: Signal for complete and immediate stop. **Yellow (Waved):** Great danger, be prepared to stop. **Yellow (Motionless):** Take care, danger. **Yellow with Vertical Red Stripes:** Take care, oil has been spilled somewhere on the road. **Blue (Waved):** Another competitor is trying to overtake you. **Blue (Motionless):** Another competitor is following you very closely. **White:** An ambulance or service car is on the circuit. **Black (with Competitor's Number):** Signal for the competitor to stop on the next lap. **Black and White Chequered:** Signal for the winner and end of the race. The Union Jack will be used for starting races.

GRANDSTANDS

Holder of Grandstand Tickets will be entitled to change to other grandstand seats after 4.15 p.m. Any grandstand ticket (dated 15th June, 1969) will admit to any other grandstand enclosure after that time but will NOT guarantee a seat.

IF GRANDSTANDS ARE FULL ADMISSION WILL BE RESTRICTED



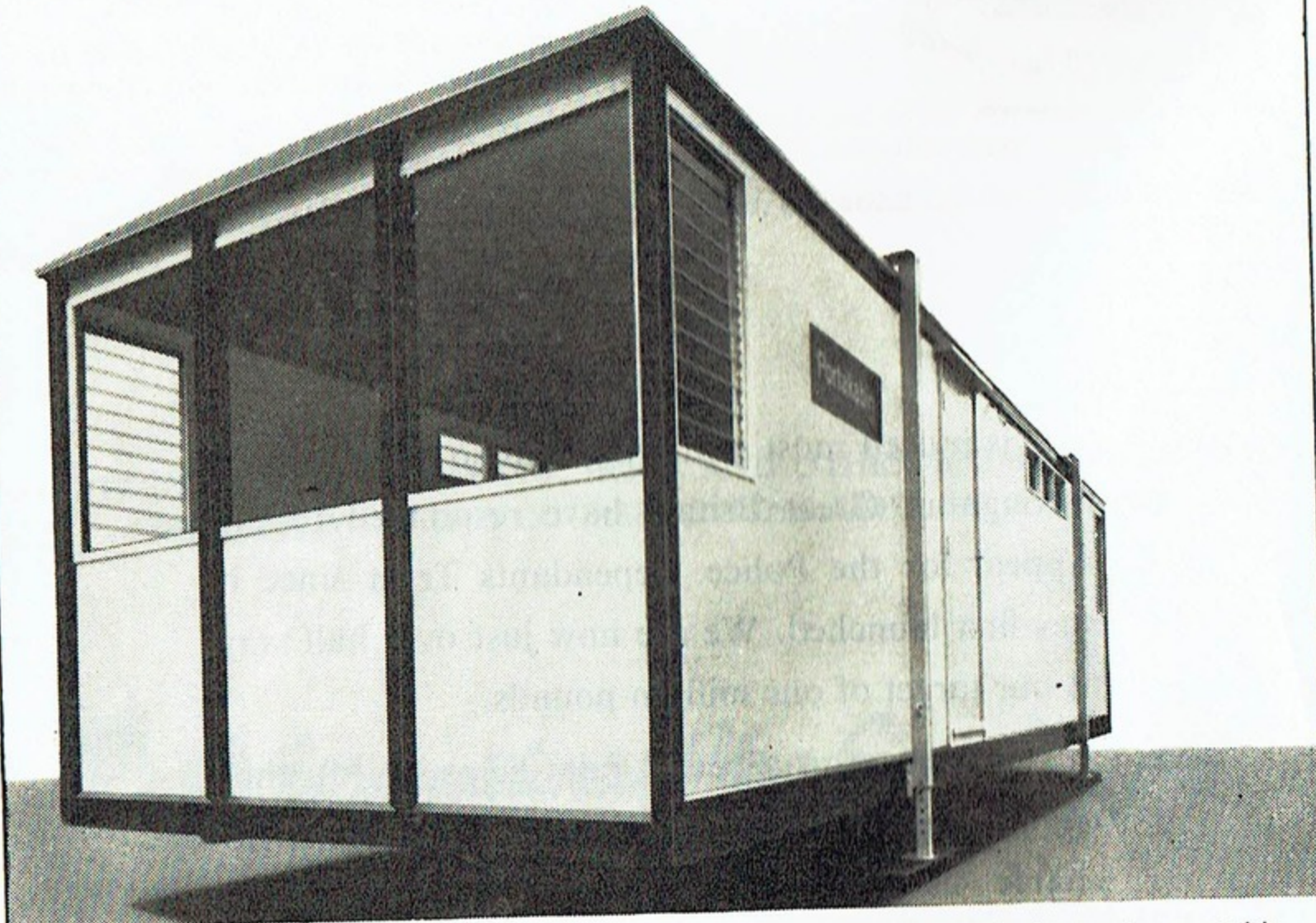
*Introduction by the Rt. Hon. The Lord Stonham, O.B.E.
Chairman of the Special Appeal Committee of the
Police Dependents Trust.*

It is indeed most gratifying that so many people throughout Great Britain have responded to the Appeal for the Police Dependents Trust since it was first launched. We are now just over half way to our target of one million pounds.

The Thruxton Speed Fair helps us further towards our goal of securing sufficient funds to enable us to deal adequately with the many applications from dependants of those who have been so ready to sacrifice themselves for us.

On behalf of the Special Appeal Committee I extend my warmest thanks to all those who have contributed in any way to make this event so enjoyable and successful.

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THRUXTON SPEED FAIR

TIMETABLE OF EVENTS

EVENTS

Parade of Vintage Sports and Racing Cars—also some of the London-Sydney Marathon cars	5 laps (approx)	1.30 p.m.
Race for Go-Karts	8 laps	1.55 p.m.
Race for Production Sports Cars	8 laps	2.25 p.m.
Race for Formula Vee Cars	8 laps	2.55 p.m.
Race for Saloon Cars	8 laps	3.25 p.m.
Demonstration by World Champion Graham Hill in the Formula One Lotus-Ford with which he recently won the Monaco Grand Prix	5 laps (approx)	3.50 p.m.

After the above events which take place on the circuit itself, there will be the following activities taking place, starting at approximately 4.15 p.m.

Autocross—organised by the Bristol & Bath Centre of the B.A.R.C. This will be held on the grass part of the airfield between Allard Corner and Cobb Corner.

Autotests—organised by the Surrey Centre of the B.A.R.C. These will be held on the circuit near the Pits and Start/Finish line.

Gymkhana—organised by the North Thames Centre of the B.A.R.C. This will be held on the grass part of the airfield very near to Allard Corner.

Metropolitan Police Motor Cycle Display—This will be held in the same area as the Gymkhana.

NOTE:

Although the above events are taking place on the inside of the circuit, viewing will be best from the same positions as for viewing the races.

On the outside of the circuit behind the main grandstand there will be film shows shown by Kodak and Castrol, held in marquees, Hampshire Police Display marquee, Skid-Pan demonstrations, a barbecue and our own British Automobile Racing Club Display marquee, also cheap flips in one of the circuit's aeroplanes.

B.A.R.C. THRUXTON SPEED FAIR

By arrangement with British Racing Circuits Limited

Sunday, 15th June, 1969

This meeting is held under the General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C. and the Supplementary Regulations and Instructions of the British Automobile Racing Club Ltd. R.A.C. Permit No. RS/5173.

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A. J. Cherrington M. Frener T. W. Lloyd R. A. Yates

Race Information: Mrs. G. Bland, Miss A. Gillum

Race Telephones: Mrs. J. Day

Paddock Office: R. P. Benbow, C. Masterman

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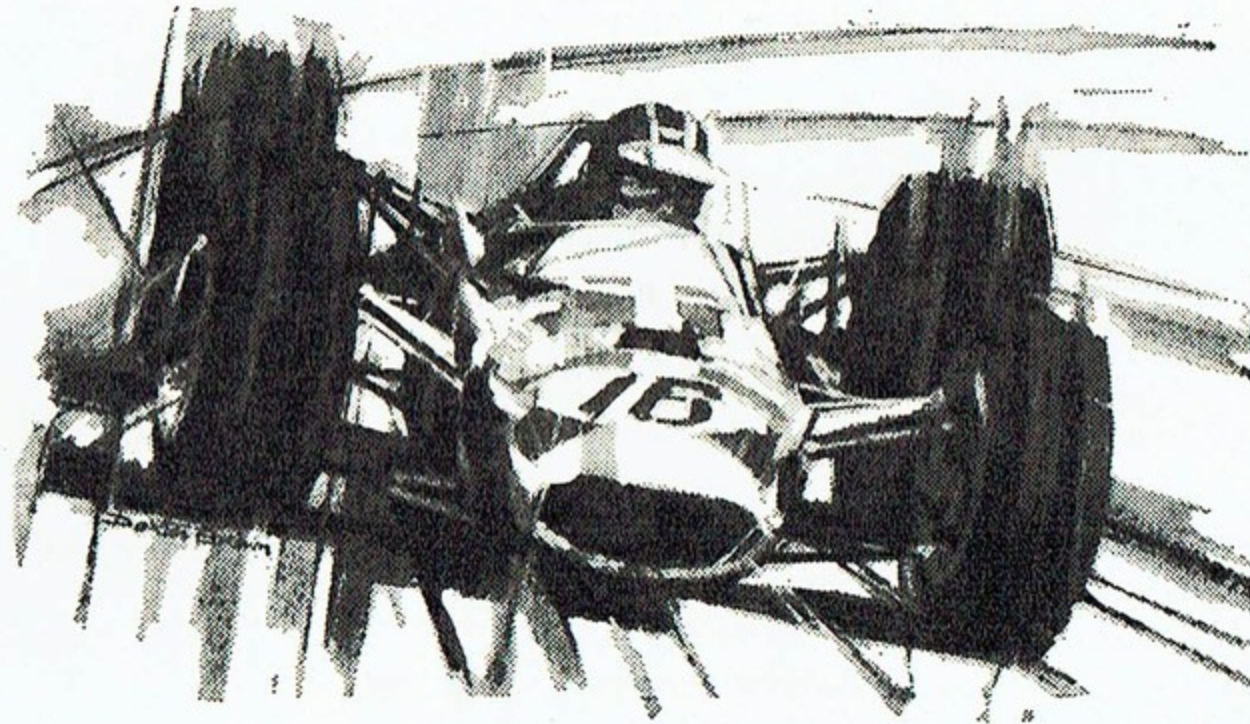
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THE POLICE DEPENDANTS TRUST

PATRON HM THE QUEEN



Appeal Chairman LORD STONHAM, O.B.E.

BORN of a tragedy which shocked a nation, the Police Dependants Trust today holds out hope and a helping hand to the widows and children of the men who died protecting us.

Policemen are taken for granted. They are the familiar men in blue, daily seen on point duty or patrolling the streets of Britain's cities, towns and villages. But every year many die or are seriously injured safeguarding Mr. and Mrs. Average Citizen from fear of assault and loss and damage to property.

The Police Dependants Trust Special Appeal provides an opportunity for everyone to show their gratitude and acknowledge in a practical way the immeasurable debt we owe to policemen and their families.

The brutal murder of three London policemen in Shepherd's Bush in 1966 evoked a wave of public anger and sympathy. Donations flowed in from all over the country for the families so cruelly left fatherless and husbandless.

But policemen get killed and badly injured in places other than Shepherd's Bush. Death or serious injury is an occupational hazard.

The Shepherd's Bush tragedy spotlighted the pressing need for a national permanent fund for policemen's dependants. With a generous donation of £100,000 from Sir William Butlin the Police Dependants Trust was born.

Today it provides the extras which make a difference to the quality of living of the women and children whose men have died or been incapacitated in the course of duty.

The Trust needs £1 million capital to remain a viable long term proposition. So far it has reached but half its target. Nobody can replace the losses suffered by policemen's families but we can help to ease the financial burden which death or injury has caused.

The Rt. Hon. Lord Stonham, Minister of State at the Home Office, is Chairman of the Trust's Special Appeal Committee. Other members are Mrs. Ruth Adam, Lord Brecon, Sir William Butlin, Lord Cottesloe, Mr. Geoffrey Knight, Sir Edwin McAlpine, The Dowager Marchioness of Reading, Lord Sainsbury, Sir Iain Stewart, Sir John Waldron and Lord Willis.

BAND OF THE HAMPSHIRE CONSTABULARY



Photo by kind permission of the Guernsey Press.

From 12.45 p.m. to 1.15 p.m. the Band of the Hampshire Constabulary will be playing music in front of the Pits Grandstand. A further programmes of music will be played from 4.15 p.m. onwards in the Members Enclosure.

The Band of the Hampshire Constabulary is under the direction of the Bandmaster, Inspector Douglas Johnstone, and appears by kind permission of the Chief Constable of Hampshire, Douglas Osmond, Esq., C.B.E.

METROPOLITAN POLICE MOTOR CYCLE DISPLAY TEAM

At 4.45 p.m. the Metropolitan Police Motor Cycle Display Team will give a display of Precision Riding. The display will take place in the Gymkhana Area close to Allard Corner.

The Metropolitan Police Motor Cycle Display Team appears by kind permission of the Commissioner of Police for the Metropolis, Sir John Waldron, K.C.V.O.

VINTAGE AND HISTORIC CAR PARADE

- No. 1 GWK 1921 Friction drive 2-seater**
The owner's grandfather was the "G" of the partnership that built the car at Maidenhead. It is powered by a 10.8 horse power Coventry Climax engine.
Owner: P. K. Shaw, Esq.
- No. 2 SEMMENCE SPECIAL 1927**
Built by Whitfield Semmence as a sprint racing car. Basically a Frazer Nash—GN Special, this car is still raced today.
Owner: R. C. J. Wood, Esq.
- No. 3 ALLT'OK VINTAGE SPRINT SPECIAL 1928-1930**
This car has been in the hands of the present owner since 1958 and has competed at most of the major hill climbs in the south of England. Although not competitive against modern cars in its class it has won Vintage awards at Prescott and Wiscombe Park. It is powered by a Douglas engine. There are four engines which can be used with the car and today it will be powered by a 746 c.c. engine.
Owner: F. Bruce-White, Esq.
- No. 4 ALFA ROMEO 1929 1½ Litres Supercharged**
This car competed in the 1929 "Double Twelve" at Brooklands when it finished 12th, driven by Fronteres and Thom; in the 1929 Irish Grand Prix when it was again 12th, driven by Fronteres, and in the 1929 Tourist Trophy Race when it finished 6th, driven by Ramponi.
Owner: M. D. Comber, Esq.
- No. 5 MG "M" 1929**
This car still competes successfully in Production Car Trials and Driving Tests. It has been with the present owner since 1953 during which period it has won 36 class awards.
Owner: F. Bruce-White, Esq.
- No. 6 ALFA ROMEO 1930 Supercharged 1750 Grand Sport GJ 78**
The GJ 78 was developed from the 1929 Tipo 1½ litre supercharged model. Three of these cars finished 1st, 2nd and 3rd in the 1930 Tourist Trophy. Could reach 100 mph in road trim. The GJ 78 is an ex-G. Ramponi and F. Penn car and was used by the Blake Racing Team as a practice car. Restored and maintained by Thompson and Taylor (Brooklands) Limited, and the present owner.
Owner: Dr. H. C. Wright.
- No. 7 INVICTA 1932 4½ Litre open 2/4 seater**
Low chassis, 100 mph car, this has been raced since it was first built and is still racing today.
Owner: R. C. J. Wood, Esq.
- No. 8 LAGONDA 1932 3 Litre**
Alleged to have been buried in Singapore from 1942 to 1945. Was re-bodied in Singapore in the late '40's.
Owner: J. M. A. Edmondson, Esq.
- No. 9 ALVIS 1934 Speed 20 4-seat Tourer**
Body by Cross and Ellis.
Owner: E. R. Wiblin, Esq.
- No. 10 LAGONDA RAPIER 1935 Eagle 2-Seater Tourer**
Powered by an 1100 c.c. twin overhead cam engine.
Owner: C. N. Wiblin, Esq.
- No. 11 HRG 1939 Sports 2-Seater**
Powered by an 1100 c.c. Singer engine.
Owner: P. G. Davis, Esq.
- No. 12 FRAZER NASH 1954**
Sebring car powered by a 2 litre Bristol engine. One of the three of this type of car built. The car was originally owned and raced by the works, driven by Tony Brooks. It was acquired as a rally car by O'Hara Moore who drove it with John Gott. It was second in the 2 Litre class of the 1959 Autosport Championship, owned and driven by Peter Sutcliffe.
Owner: M. D. Comber, Esq.

LONDON-SYDNEY MARATHON

The London-Sydney Marathon which was organised and sponsored by the *Daily Express* newspaper at the end of last year created probably more public interest and coverage by both papers and television than any other motor sporting event in history.

Starting from Crystal Palace in the heart of London, on November 24th, the 100 competitors who had been accepted for this gruelling event drove non-stop through 10 different countries to Bombay in India, a distance of 7,000 miles, in a travelling time of 7 days. From Bombay the first 70 went by boat to Fremantle in Western Australia which took 9 days. There was then a further 3,000 mile section which had to be completed in 3 days. The trials, tribulations and tributes are now well known. The outright winner was Scotsman Andrew Cowan with his two co-drivers Colin Malkin and Brian Coyle who were driving a works entered British Hillman Hunter.

Unfortunately, the winner's car cannot be here today; it is already on display in the north of England, but some of the Marathon cars were able to make it and we hope you find it interesting to look at them, bearing in mind what some of them have been through.

LONDON-SYDNEY MARATHON CARS AT THRUXTON TODAY

No.	Entrant	Drivers	Car	
13.	J. G. Tallis	J. G. Tallis P. Coltelloni	Volvo 123GT	Retired at Lake King, Western Australia.
18.	M. A. Colvill	M. Greenwood D. R. Aldridge	Ford Cortina	Arrived in Sydney; position—39th overall.
21.	Hillcrest Motor Co.	B. G. Williams M. E. Thomas B. Hughes	Morris 1800	Retired at Kabul, Afghanistan.
23.	P. R. H. Wilson	P. R. H. Wilson I. Mackelden K. Dwyer D. Maxwell	Ford Corsair 2000E	Retired at Kabul, Afghanistan.
27.	F. Goulden	F. Goulden B. R. Goulden J. Goulden	Triumph 2000	Retired at Moralana Creek, South Australia.
37.	W. D. Cresdee	W. D. Cresdee R. G. Woods D. J. Frizwell	Austin 1300	Retired at Sivas, Turkey.
42.	P. G. Graham	P. G. Graham Dr. L. Morrish M. H. Woolley	Savage V6	Arrived in Sydney; position—47th overall.
65.	Hydraulic Machinery (G.B.) Ltd.	G. D. White J. J. Jeffcoat D. H. Dunnell	Morris 1800	Retired at Erzinan, Turkey.
70.	Wilsons Motor Caravan Centre	A. H. Wilson F. McDonnell C. Taylor	B.M.C. 1800	Arrived in Sydney; position—34th overall.
77.	Big 'N' Cash and Carry Gp.	R. Eaves J. Vipond F. Bainbridge	B.M.C. 1800	Arrived in Sydney; position—joint 35th overall.
78.	Supersport Engines Ltd.	J. R. Gavin J. Maclay R. M. Maudling	Ford Escort	Arrived in Sydney; position—45th overall.



Car No. 65 with Grahame White, Competitions Manager of the B.A.R.C., at the wheel leaving the start line at Crystal Palace.

SOME NOTES ON KART RACING

Kart Racing was introduced into this country by American Servicemen in 1958/9 the first club formed in Britain being Maidenhead Kart and Motor Club closely followed by the Camberley Kart Club. Today there are some 60 Clubs operating throughout Britain having between them some 4-5,000 regular competitors. Somewhere every weekend throughout the year there are half a dozen meetings, on ex-airfield circuits, on Motor Circuits and some permanent, specially constructed, tortuous circuits, such as Camberley K.C. circuit at Blackbushe Airport.

Kart racing is a totally amateur sport which has astounded veterans of the Motor circuit by the performance of the little machines. At a Brands Hatch meeting recently the average race speed for Solo Motorcycle (500 c.c.) winner was 74.30 m.p.h. and Derek Brunt, No. 2 in today's programme, in his Class IV International (250 c.c.) was the Kart Race winner at 74.26 m.p.h. Saloon cars and three-wheelers averaged less than 70 m.p.h. The machines you will see today will achieve maximum speeds in excess of 100 m.p.h.

Karts are divided into Class I for engines up to 100 c.c. without gearbox and Class IV and Class IV Super for engines up to 200 c.c. with gearbox and Class IV International for engines up to 250 c.c. with gearbox.

The Karts present today are Class IV, IV Super or IV International and Class IV is restricted to Villiers 6e, 8e and 9e, engines in order to provide a constant reasonably priced class for everyman. The cost of a new Class IV Kart, in race trim varies from about £180 for Class IV to £250/£300 for Class IV International. All Karts are restricted to pump fuel.

The Karting picture is completed by the 100 c.c. Class I Karts, in which the Italian Parilla, Komet, Saetta and B.M. engines dominate, and it is in this class that the greater proportion of International Karting takes place, a round of the World Championship having been held on June 8 at Rye House, Hoddesdon.

A small band of highly efficient British Karters have recently returned from Paris where British entries took first and second place in the Paris 6 hour race, and the World Cup for Class IV held at Morecambe was won by a British entry.

The uninitiated may well find a Mass Kart race of this nature difficult to follow but we are sure you will be surprised by the performance. It may be helpful to suggest you watch No. 2 Derek Brunt, second in World Cup, No. 6 Chris Merlin, engine tuner extraordinary, designer and manufacturer of the Merlin Rotary valve conversion for the Villiers engine, No. 8 Jack Barlow, Barlotti maker and his associate Les Sheppard in No. 31. These last three all one time British Champions. John Morell will be seen apparently driving two Karts! Very spectacular—one will be his brother perhaps, both worth watching if only for the thrustful technique.

Of particular note will be the Peter Burgess (lay-down) special No. 90 who at Brands was streets ahead until some internal tragedy occurred. Ray Bonsey in his Bonanza may not prove spectacular but he is certain to have a grin from ear to ear for so long as he keeps going.

If Kart racing has interested you come and see Karts on a Kart circuit at Blackbushe Airport on June 22, from 12.20 on, where a meeting in aid of Camberley Carnival is being held, including a round of the Southern Karting Association Championship and all classes of Kart.

RACE 1

8 LAPS

(Organised by the Camberley Kart Club and Southern Karting Association)

KART RACE

Start

1.55 p.m.

No.	Driver	Chassis	Engine	Club
Class IV 200 c.c.:				
7	A. Whibley	Zip	Villiers 9e	Bath C.K.
10	W. Franklin	Zip Brands	Villiers 9e	R. & C.D.M.C.
11	D. Gambs	Pirhanha	Villiers 9e	Maidenhead K.C.
12	P. Cook	Barlotti	Merlin Magnum	Camberley
14	D. Dubber	Pirhanha	Villiers Magnum	Maidenhead
15	J. Hankey	Pirhanha	Villiers Magnum	Hayes & Harlington
16	B. Andrews	Barlotti	Villiers	Chichester
17	G. Read	Moonshot	Villiers	Maidenhead
18	N. Clark	Zip	Villiers	Surbiton
19	R. Bool	Shrike	Villiers	Hayes & Harlington
21	R. Gowens	Pirhanha	Villiers	Maidenhead K.C.
24	D. Burrell	Zip	Villiers	Surbiton
27	J. Morell	Dale	Villiers	
31	L. Sheppard	Barlotti	Villiers	Chichester
33	G. Brockhurst	Barlotti	Villiers	Maidenhead
34	R. Cruucher	Zip	Merlin Magnum	London K.C.
37	V. Arpino	Blow Victor	Villiers	Ace K.C.
43	C. McLoughlin	Barlotti	Villiers	Camberley
46	J. Gillett	Zip	Villiers	Camberley
47	B. Anstee	Blow	Villiers	Bath K.C.
48	B. Lawrence	Zip	Villiers	Camberley
50	D. Le Marquand	Dale	Villiers	Surbiton
54	D. Figg	Zip Silverstone	Villiers	Surbiton K.C.
55	G. Miller	Barlotti	Villiers	Camberley K.C.
83	M. Daws	Zip	Villiers	Camberley
94	R. Gange	Zip	Merlin Magnum	Surbiton K.C.
97	A. J. Clay	Barlotti	Villiers	Camberley
99	B. Eames	Barlotti	Villiers	Camberley
Class IV International 250 c.c.:				
2	D. Brunt	Zip Silverstone	Montessa	
4	J. Waghorn	Blow	Merlin R.V.	Bath K.C.
5	S. Morey	Zip	Merlin R.V.	Bath K.C.
6	C. Merlin	Zip	Merlin R.V.	Surbiton K.C.
8	J. Barlow	Barlotti	Bultaco	Camberley K.C.
9	R. Steer	Barlotti	Bultaco	Camberley K.C.
20	B. Appleby	Zip	Apptune Starmaker	Surbiton
30	M. Brockhurst	Barlotti	Bultaco	Maidenhead K.C.
41	J. Morrell	Dale	Bultaco	
44	N. J. Hill	Special	Suzuki	
66	E. Twydell	Zip Silverstone	Bultaco	
68	R. Brown	Ardmore	Bultaco	Dowty K.C.
69	C. Brown	Ardmore	Bultaco	Dowty K.C.
71	M. Mins	Zip	Bultaco	London K.C.
74	R. Cooper	Zip	Merlin R.V.	Maidenhead K.C.
76	D. Wooten	Barlotti	Bultaco	Camberley K.C.
77	G. Peters	Zip	Bultaco	Maidenhead K.C.
78	R. Warwick	Barlotti	Bultaco	Camberley K.C.
90	P. Burgess	Burgess Special	Bultaco	Bath K.C.
Class IV 200 c.c.:				
3	R. Bonsey	Bonanza	Montessa	Camberley
13	R. Butler	Dale Phantom	Bultaco	Camberley
42	J. Bennet	Barlotti Centaur	Bultaco	Chichester

RESULTS

1st..... 2nd..... 3rd.....

4th..... 5th..... 6th.....

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

PRODUCTION SPORTS CARS

Production Sports car racing, which is becoming even more popular than Saloon car events with spectators and competitors, is a form of racing introduced by the B.A.R.C. some time ago, the intention has been to list which type of makes and models are of equal performance and which can be bought as series production road cars; hence M.G.B.s, M.G. Midgets, Sprites, Healey 3000s, Triumph Spitfires, Jaguar E-types are seen in close company although they may be racing in different capacity classes. The regulations state that the bodywork must retain its original silhouette but may be substituted for fibreglass and that unlimited mechanical modifications are permissible provided that the basic production power unit is retained and the engine capacity is not enlarged above the capacity class for which the standard model is eligible. Other limitations prevent the use of fuel injection (unless supplied on the original car) and the wheel rim widths to a certain size for each capacity class. The classes are over 3000 c.c., 2001-3000 c.c., 1151-2000 c.c. and up to 1150 c.c. An annual Championship is run for Production Sports cars, previous winning cars being an Austin Healey 100, Morgan+4, Triumph TR2, A.C. Bristol, M.G.A., T.V.R. (3 times), Sunbeam Alpine, Triumph Spitfire and Austin Healey 3000, and currently leading this year is a Jaguar E. Awards for today's race are as follows:

First overall—A trophy and £50; 2nd overall—£30; 3rd overall—£20.

In each class: 1st—£20; 2nd—£15; 3rd—£10; 4th—£5.

(The first, second and third overall do not claim the class awards).

Of the heavy metal entered there are two A.C. Cobras in the hands of Gerry Bagshaw (an ex-John Willment car) and Lord Cross, which, incidentally, he uses to drive to the meeting. Jaguar E-types are being driven by ex-Healey 3000 Lancastrian pedaller Ted Worswick and local man Tony Shaw in the Salisbury tuning concern's Comet-Deltune car. Another local is Lt. Cdr. John Norman who uses his road going 1953 vintage Aston Martin in the 2001-3000 c.c. class and Stewart Hands (who won the Production Sports Car Championship last year) has also entered his successful Healey 3000 in this class. Of the many cars battling for honours in the 1151-2000 c.c. class, the quickest are the M.G.B.s of Bob Shellard, Roy Ashford, Charles Dawkins (having just returned from the Targa Florio with his car) and ex-Goodwood regular Barry Sidery-Smith. Farmer from Broadchalke, Mike Bundy, is another rapid driver in a Sigma tuned 1275 c.c. Sprite which should provide the main opposition in this class with the two Mike Dickin Spridget entries of John Dale and Lynden Thorne.

The smallest class is a "Spridget" benefit with notable absentees in the Ginetta G.4s and Spitfires. Quickest car in this class should be the Downton engined Sprite of Bristol driver Alan Harvey entered by Mike Dickin (Lubysil) Racing and John Northcroft's John Britten built M.G. Midget. Christopher Delaney will be making his first step towards motor racing having completed only in Hill Climbs and Sprints previously.



Two of the Mike Dickin cars in action during a qualifying race for the Chevron Oil Fred W. Dixon Production Sports Car Championship.

RACE 2 THE BEAT CUP RACE FOR PRODUCTION SPORTS CARS Start 2.25 p.m.

No.	Entrant and Driver	Car	c.c.	Colour
Class A—Over 3000 c.c.:				
1	Gerry Bagshaw	A.C. Cobra	4727	Red
2	Lord Cross	A.C. Cobra	4727	Green
3	Edward Worwick	Jaguar E	3800	Red
6	Comet Deltune Racing Team (Driver: Tony Shaw)	Jaguar E	3781	Green
7	Anthony Hutton	Jaguar XK120	3442	Green
Class B—2001-3000 c.c.:				
9	Lt. Cdr. John Norman	Aston Martin DB 2/4	2998	White
10	Stewart Hands (3rd Reserve)	Austin Healey 3000	2982	Red
12	Mike Westminster	Austin Healey 100/N	2660	Green
Class C—1151-2000 c.c.:				
15	Francis Snook	Triumph TR3A	1991	Blue
16	Bill Sloan	Triumph Spitfire	1296	Green
18	Michael Collins	TVR Grantura	1800	Yellow/Red
19	Bill Forrest	Morgan 4/4	1600	Yellow
21	Ian Gemmell	Marcos 1600	1600	Blue
22	Anthony Binnington	M.G.B.	1840	Blue
23	Bob Shellard	M.G.B.	1840	Green/Red
24	Roy Ashford	M.G.B.	1798	Green
25	Charles Dawkins	M.G.B.	1798	Red
<i>(Driver: Entrant or Rod Eade)</i>				
26	Barry Sidery-Smith	M.G.B.	1798	Red
29	Mike Dickin (Lubysil) Racing (Driver: John Dale)	M.G. Midget	1330	Red
30	Mike Dickin (Lubysil) Racing (Driver: Lynden Thorne) (2nd Reserve)	Austin Healey Sprite	1293	Blue/Orange
31	Peter Cox	Austin Healey Sprite	1293	Blue
<i>(Driver: Entrant or Brian Larkin)</i>				
32	Mike Bundy	Austin Healey Sprite	1275	Yellow
33	Sidney Booker	Austin Healey Sprite	1275	White
Class D—Up to 1150 c.c.:				
34	John Northcroft (1st Reserve)	M.G. Midget	1148	Red/Black
35	Mike Tizard	M.G. Midget	1148	Red
37	David Wood	M.G. Midget	1098	Green/Yellow
38	Christopher Delaney	M.G. Midget	1098	Blue/Silver
40	Peter Graham	Austin Healey Sprite	1148	Blue
<i>(Driver: Entrant or Michael Wooley)</i>				
41	Mike Dickin (Lubysil) Racing (Driver: Alan Harvey)	Austin Healey Sprite	1139	Green/Yellow
42	Barrie Aston	Austin Healey Sprite	1114	Blue
44	Robin Cochran	Austin Healey Sprite	1088	Green

RESULTS

Overall:

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

Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.

Class A—Over 3000 c.c.:

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

Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.

Class B—2001-3000 c.c.:

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

Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.

Class C—1151-2000 c.c.:

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

Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.

Class D—Up to 1150 c.c.:

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

Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.

Lap Records for Production Sports Cars:

Over 3000 c.c.	John Quick (Jaguar E)	1 min. 29.6 sec.	94.66 m.p.h.
2001-3000 c.c.	Stewart Hands (Austin Healey 3000)	1 min. 33.4 sec.	90.81 m.p.h.
1151-2000 c.c.	Roger Enever (M.G. Midget)	1 min. 33.4 sec.	90.81 m.p.h.
Up to 1150 c.c.	Peter Cox (Triumph Spitfire)	1 min. 35.8 sec.	88.53 m.p.h.

FORMULA VEE NOTES

The only race today counting towards a Championship is for Formula Vee cars. This year, the Formula Vee Championship is being run with the kind assistance of Financings Limited, who, for each race, donate some of the richest prize money in U.K. Club racing, although the awards at today's meeting are more than usual as the Club have combined the prize money donated by the Police Dependants Trust with that of Financings. The winner of today's race will receive £55 and a trophy, 2nd £40, 3rd £30, 4th £24, 5th £16, 6th £9. In addition, the leader on each lap will receive £1.

At the season's end, the Championship winner receives £100, £50 for 2nd place and £25 for 3rd.

Points are awarded on the Grand Prix 9-6-4-3-2-1 basis, plus one point for fastest lap. Out of 20 Championship rounds, a driver's best 15 placings count towards the final. The current Championship points are:—

1st	Steve Matchett	...	54½
2nd	Fred Saunders	...	47½
3rd	Mike Hayselden	...	43
4th	Howard Drake	...	16
5th	David Ross	...	12
6th	Colin Benson	...	11

The cars are all composed of Volkswagen working parts, and the strictly enforced regulations provide low running costs with competitive racing.

American Steve Matchett, who is an engineer for All American Racers, is currently leading the Championship in the ex-Nick Brittan Austro from deep-sea diver "Fearless" Fred Saunders who also drives an Austro. The Austro is the quickest of the foreign Vees (the American Zink appears to be the fastest of all) and is built by Porsche of Austria. Mike Hayselden is lying third with his home-built Monaco from another Austro of Howard Drake. Colin Benson has his psychedelic painted Psycho Vee (based on the successful Beach) currently in sixth spot in the Championship and the other quick Vees entered are John Copson's ex-Howard Drake Smithfield and David Ross's ex-Team V.W. Express which has just moved into fifth place.

If you would like to know more about Formula Vee, write to the Formula Vee Association Great Britain, Volkswagen House, Brighton Road, Purley, CR2 2UQ for a free copy of the 1969 Yearbook.



Formula Vees at Thruxton on Whit Monday 1968.

RACE 3 THE PEEL BOWL RACE FOR FORMULA VEE CARS Start 8 LAPS 2.55 p.m.

(This is a qualifying round for the Financings National Formula Vee Championship)

No.	Entrant and Driver	Car	c.c.	Colour
50	Colin Benson	Psycho Vee	1300	Multi
52	Graham Meek	Sebring Vee	1300	Blue
53	Keith Jones	Almac Vee	1300	Red
54	Peter Winburst	Apal Vee	1300	White/Blue
56	Roy Dickinson	Peco Vee...	1300	Red
57	C.S.M.A. Racing Team (Driver: Peter Sayer)	Cotswold Vee	1300	Red
59	Ray Simpson	Gryphon Vee	1300	Blue/Gold
60	Reg Smith	Viking Vee	1300	Blue/White
61	Fred Tomes (Driver: Maurice Grant)	Lynx Vee	1300	Green/White
62	Jonathon Copson	Smithfield Vee	1300	Blue
63	Marcus Scott	Smithfield Vee	1300	Red
65	David Ross	Express Vee	1300	Green/Orange
66	Roger Fiennes	Express Vee	1300	Black/White
68	Kevin Riley	Lomas Vee	1300	Red
69	Lomas (Driver: Geoff Lomas)	Lomas Vee	1285	Red
70	Howard Moon	Lomas Vee	1285	Blue
72	Victor Rosati	Beach Vee	1300	Blue/Orange
73	Richard Davies	Beach Vee	1300	Red
74	Dennis Kenyon	Beach Vee	1300	Orange
76	T. Hayselden (Driver: Mike Hayselden)	Monaco Vee	1300	Blue
77	Sqn. Ldr. E. Tovell	Monaco Vee	1300	Blue
78	Ron Grant	Monaco Vee	1300	Yellow
80	Steve Matchett	Austro Vee	1300	Green
81	Fred Saunders	Austro Vee	1300	Red
82	H. E. Drake Limited (Driver: Howard Drake)	Austro Vee	1300	Green/Yellow
83	Christopher Reed	Austro Vee	1300	Green

RESULTS

1st..... 2nd..... 3rd.....

4th..... 5th..... 6th.....

Winner's Speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.

Lap Record for Formula Vee Cars:

Gerold Pankl } (Austro Vee) 1 min. 34.2 sec. 90.04 m.p.h.
Werner Riedl }



It's a sad truism that it usually takes some disaster to make us realise what an integral part is played in our lives by road safety—whether we're drivers, passengers, or pedestrians. As a major oil company, Petrofina accepts a commensurately large responsibility in the furtherance of road safety, because they are suppliers of the "motivating force".

This is why they warmly welcome the opportunity of being associated with Mr. Michael de C. Dashwood and Skid

Control Centre, an association begun at Biggin Hill, and now extended in the new area of operations at Thruxton.

SALOON CAR RACE NOTES

Club Saloon cars are allowed any amount of modification providing the body retains its original silhouette and Big Noise returns to Thruxton for the "balloons" when the three American Bangers of Terry Sanger and Dennis Leech in Ford Falcons and Brian Cutting's (up to now ill-fated due to soft cams) Ford Mustang will be trying to uphold Ford's name against the more nimble and extremely quick Austin Cooper S of Geoff Mabbs in the local tuning firm, Janspeed's car. Spectators who were at Thruxton on Whit-Monday witnessed one of the races of the decade when Mabbs and Richard Longman were locked in combat for 27 laps during which Longman had a pit-stop and a spin but went on to win by half a length.

In the same capacity class as the Falcon is the Comet Delltune entry for John Burbidge in the form of a twin-cam Escort, Robert Gordon has entered the ex-works Group 5 Lotus Cortina for the experienced Peter Jackson and local pilots from Andover include Dave Rogers and Rod Forbes' immaculate Jaguar 3.8.

Another Group 5 car is Vince Woodman's Escort G.T. prepared and built by Broadspeed, the official works team, which goes very quickly and is the main threat in the 1300 c.c. class to Mabbs' Mini with the other B.L.M.H. cars of Chris Inch, Downton man John Coundley and the Morris versions of John Francis, who is very experienced in all forms of motor sport from rallying to autocross and hillclimbs, and David Minchin's hairy car (sponsored by Carmen Rollos!)

Three Imps offer the opposition to the Minis in the 851-1000 c.c. class with Alastair McHardy's Hillman from the Adcocks of Chichester dealer being the quickest. An interesting entry which appears in the programme as a Morris Mini is the John Stanton entered M.G.-Gnat for Wally Hall; the engine is tuned by Janspeed and the body-seams have been removed from the usual Mini shell and an M.G. 1100 radiator grille added. The car was built by Wally Hall, a graphic designer, in 1968 and is always immaculately turned out in its yellow ochre paint.

The up to 850 c.c. class again has a couple of Imps to break the Mini monopoly with 21-year-old Melvyn Adams in the full race car with Peter Bevan cylinder heads and adjustable suspension. Roger Saunders, who comes from Waterloo, has the only Austin Mini in this class and has enjoyed considerable success with it in sprints and hill climbs. Morris versions are entered by Colin Williams, Len Brammer, Roger Emerson and Basil Stainer whose first race was at Castle Combe on Whit-Monday.

All the drivers in this event have had previous racing experience. The awards are as for the Production Sports Car Race.



Saloon Cars at Club Corner during the Wills Three Castles Trophy Race on Easter Monday.

RACE 4 THE NODDY TROPHY RACE FOR 8 LAPS SPECIAL SALOON CARS Start 3.25 p.m.

No.	Entrant and Driver	Car	c.c.	Colour
Class A—Over 1300 c.c.:				
85	Terry Sanger	Ford Falcon	4727	White/Blue
86	Dennis Leech	Ford Falcon	4727	Blue/Yellow
88	Gillian Turner (Driver: Brian Cutting)	Ford Mustang	4727	White
91	Comet Delltune Racing Team (Driver: John Burbidge) (4th Reserve)	Ford Escort Twin-Cam	1598	Green
93	Robert Gordon (Driver: Peter Jackson)	Ford Lotus Cortina	1594	White
95	Dave Rogers	Ford Anglia	1865	Purple/White
96	Nigel Clarkson (7th Reserve)	Ford Anglia 1650	1650	Yellow/Black
97	Jon Vicker	Ford Anglia	1650	Yellow
98	Walworth Racing Team (Driver: Rod Forbes) (1st Reserve)	Jaguar 3.8	3800	Gold/Black
Class B—1001-1300 c.c.:				
100	Vince Woodman	Ford Escort G.T.	1297	White/Blue
101	Barry Cockayne (2nd Reserve)	Ford Anglia	1198	Yellow/Black
103	Janspeed Engineering Ltd. (Driver: Geoff Mabbs)	Austin Cooper S	1293	Red/Black
104	Chris Inch	Austin Cooper S	1293	Yellow
105	John Coundley	Austin Cooper S	1293	Green/White
106	Cyril Willmott	Austin Cooper S	1293	White/Green
107	John Watts	Austin Cooper S	1293	Red/White
108	David George (6th Reserve)	Austin Cooper S	1293	Blue/Yellow
109	John Francis	Morris Cooper S	1293	Brown/Orange
110	Carmen/R. W. Banks Racing Syndi- cate (Driver: David Minchin)	Morris Cooper S	1293	White
111	Comet Delltune Racing Team (Driver: John Renouf) (5th Reserve)	Morris Cooper S	1293	Green
Class C—851-1000 c.c.:				
114	Andy Holloway	Sunbeam Imp	998	Bronze/ Yellow
115	Adcocks of Chichester (Driver: Alastair McHardy)	Hillman Imp	998	White/Blue
116	John Turner	Hillman Imp	998	Yellow/Blue
118	Tony Pearce	Austin Cooper S	999	Green/Black
119	David Boon	Austin Cooper S	999	Blue/Black
120	John Routley	Austin Cooper S	984	Blue/Gold
121	Jack Wines	Austin Cooper S	998	Green/White
122	John Stanton (Driver: Wally Hall)	Morris Mini	999	Yellow
Class D—Up to 850 c.c.:				
124	Melvyn Adams	Hillman Imp	848	Blue
125	B. Bruce-White	Hillman Imp	850	Green
126	Roger Saunders	Austin Mini	850	Red/Black
127	Colin Williams	Morris Mini	850	Orange/ Green
128	Len Brammer	Morris Mini	850	Orange/Red/ White/Blue
129	Roger Emerson	Morris Mini	848	Green/Red
130	Basil Stainer (3rd Reserve)	Morris Mini	848	Yellow/Blue

Overall: RESULTS				
1st.....	2nd.....	3rd.....	4th.....	
Winner's Speed.....	m.p.h.	Fastest Lap: Car No.....	at.....	m.p.h.
Class A—Over 1300 c.c.:				
1st.....	2nd.....	3rd.....	4th.....	
Winner's Speed.....	m.p.h.	Fastest Lap: Car No.....	at.....	m.p.h.
Class B—1001-1300 c.c.:				
1st.....	2nd.....	3rd.....	4th.....	
Winner's Speed.....	m.p.h.	Fastest Lap: Car No.....	at.....	m.p.h.
Class C—851-1000 c.c.:				
1st.....	2nd.....	3rd.....	4th.....	
Winner's Speed.....	m.p.h.	Fastest Lap: Car No.....	at.....	m.p.h.
Class D—Up to 850 c.c.:				
1st.....	2nd.....	3rd.....	4th.....	
Winner's Speed.....	m.p.h.	Fastest Lap: Car No.....	at.....	m.p.h.

Lap Records for Special Saloon Cars:			
Over 1300 c.c.	Mike Crabtree (Ford Escort Twin Cam)	1 min. 32.8 sec.	91.40 m.p.h.
1001-1300 c.c.	Richard Longman (Austin Cooper S)	1 min. 32.0 sec.	92.39 m.p.h.
851-1000 c.c.	Peter Vann (Morris Mini)	1 min. 36.0 sec.	88.35 m.p.h.
Up to 850 c.c.	Keith Holland (Hillman Imp)	1 min. 40.2 sec.	84.65 m.p.h.

GET CLOSER TO THE ACTION THAN EVER BEFORE

KODAK MOTOR RACE MEETING



THRUXTON
SUNDAY
AUGUST 10

(ORGANISED BY THE BRITISH AUTOMOBILE RACING CLUB)

GROUP IV SPORTS CAR RACE
GROUP V SALOON CAR RACE
INTERNATIONAL VEE RACE

- * CAMERA GALLERIES
- * KODAK COLOUR SPECTACULAR
- * KODAK EXPERTS ON CALL
- * KODAK GIRLS
- * NURSERY AREA
- * STINGRAY SPECIAL EXHIBIT



Bring your camera...
make it a day to remember

GRAHAM HILL, O.B.E. 1968 World Motor Racing Champion

At the end of the 1968 season, when the first year of Thruxton was just receding into history, Bob Clarke, general manager of B.A.R.C. and managing director of B.R.C., was approached by Graham Hill with a wide open question—"would Thruxton and the B.A.R.C. be prepared to put on a meeting in aid of the Police Dependents Trust?"

Further conversation with Graham Hill soon made it clear that he had been approached by Lord Stonham in order that a proposal agreed by the Trust executive committee should have a good start—where else do you start if not at the top?

With a qualified yes as starter, we discussed the proposal and decided that this was a charity event that was definitely on and it remained only to agree the overall promotion. Graham agreed that he would make himself and a car available on the day, and conversations with Lord Stonham quickly brought into line the general picture of the day that was to be organised.

It happened that B.A.R.C. were, at the same time, looking at a scheme for a "Festival" meeting at Thruxton, and the ultimate presentation, finally agreed with Graham Hill and Lord Stonham is the Thruxton Speed Fair as seen today.

From this we hope to develop a day of interest to all and it was on this basis that the programme for today was agreed.

We said earlier that Graham Hill would be here in person today. Not only is he here, but he will be demonstrating the very same Lotus Ford Grand Prix Formula 1 car that he used recently to win the Monaco Grand Prix for the fifth time. Graham will be arriving at the circuit at around lunch time and will be piloting his own twin-engined aircraft which he uses to get from race to race both in England and on the Continent.

Although Hill has never raced a Formula 1 car at Thruxton, he was here on Easter Monday with a Formula 2 Lotus and today we shall see if he can unofficially break the outright circuit lap record which is currently held by his team-mate, the young Austrian driver Jochen Rindt, who on Easter Monday left it at 114.62 m.p.h., a time of 1 min. 14.0 secs.

We are indeed lucky to be honoured with the presence of the current World Motor Racing Champion. His achievements over the past few years are too numerous to mention but since his first World Championship title in 1962 he has won numerous Grands Prix and the all important Indianapolis 500 in America. As well as being the world's best driver, he is also one of the best ambassadors motor sport has ever had and if any of you get the opportunity of talking to him during today's activities you will be left with a very high regard for this professional and successful man.



Graham Hill receiving his second B.A.R.C. Gold Medal from the Rt. Hon. The Earl Howe, C.B.E., D.L., J.P., President of the Club, at Thruxton on Easter Saturday. The Gold Medal was awarded to Graham Hill by the Council of the B.A.R.C. in recognition of his winning the 1968 World Championship of Drivers.

AUTOCROSS

Autocross has, in the last few years, become extremely popular and far more professional than in its early days. Racing on grass is how you could explain it, which really started as a result of motor-cycle scrambles.

Motor-cycle scrambling, or motocross as it is more commonly known now, is big time, and ranges from the small Club event to the British and even European Championship status with works entered motor-bikes competing regularly. So exciting is this sport to watch somebody thought, "why can't cars do the same sort of thing but over much smoother ground". Now Autocross is well established and is extremely fast and can be very exciting to watch, as we hope you shall see in the event organised by the Bristol and Bath Centre of the British Automobile Racing Club, here today.

Today's course is laid out on smooth grass, situated between Allard and Cobb Corners on the racing circuit itself and with its many corners will prove both testing and interesting to the competitors as well as the spectators. The competing cars will vary from almost out and out racing saloons and production sports cars, to the car used mainly during the week for shopping. One beauty of this sport is that no matter what car you have got, you can have a go. Quite often cars get completely airborne over some of the bumps and mounds one finds at grass venues and the poor suspension really goes through it. Drivers take a bit of a pounding themselves and are usually strapped in tight.

One big problem the organisers have at these events is that if the day is wet the course sometimes becomes so muddy that cars have difficulty in obtaining enough grip to go quickly, or even at all, and if the day is dry in no time there is a huge cloud of dust following every competitor which in turn smothers the spectators. We hope, of course, today to find the happy medium—if we do we will be lucky but don't miss watching this event, it will be quite an eye-opener.

No.	Entrant and Driver	Autocross Entries Car	c.c.	1st Run	2nd Run
Class A—Front wheel drive saloons over 850 c.c. and up to 1000 c.c.:					
1	Clive Wordley	Austin Cooper	998	.....	.....
2	Stuart Kidd	Austin Mini	998	.....	.....
3	Ted Topp	Austin Cooper	998	.....	.....
4	Derek Eades	Morris Mini	997	.....	.....
5	Barry Alexander	Austin Cooper	998	.....	.....
6	Brian Jones	Austin Mini	998	.....	.....
7	Alec Kempson	Austin Mini	998	.....	.....
8	Michael Tozer	Austin Mini	998	.....	.....
9	E. Ettwell	Morris Cooper	998	.....	.....
Class B—Sports and G.T. cars up to 1300 c.c. (rear wheel drive):					
11	Brian Toogood	Ford Popular Special	1500	.....	.....
12	Joan Toogood	Ford Popular Special	1500	.....	.....
Class C—Rear wheel drive, front engined saloons up to 1300 c.c.:					
20	Peter Coates	Morris Minor	1148	.....	.....
21	Brian Ellis	Ford Anglia	1250	.....	.....
22	Barrie Bawden	Vauxhall Viva	1057	.....	.....
23	Alan Howse	Morris Minor	1248	.....	.....
24	David Tuck	Ford Anglia	1250	.....	.....
25	Chris Waddup	Ford Anglia	1297	.....	.....
Class D—Specials, derivatives and any other vehicle not eligible for any other class:					
30	Derek Argyle	Argyle Turf Smoker	1650	.....	.....
Class E—Front wheel drive saloons over 1000 c.c.:					
35	John Jacques	Morris Cooper S	1275	.....	.....
36	G. R. Bristow	B.M.C. Mini	1300	.....	.....
37	Bob Eaves	Morris 1800 Mk. 2	1800	.....	.....
38	G. Shillabeer	Austin Cooper S	1293	.....	.....
Class F—Sports and G.T. cars over 1300 c.c. (rear wheel drive):					
41	John Head	Jaguar XK120	3442	.....	.....

No.	Entrant and Driver	Car	c.c.	1st Run	2nd Run
Class G—Rear engined, rear wheel drive saloons, all capacities:					
45	Harold Beauchamp	Renault R.8	956	.....	.....
46	Mike Ranger... ..	Hillman Imp	998	.....	.....
47	Bill House	Hillman Imp	998	.....	.....
48	A. E. J. Gowen	Renault	845	.....	.....
49	Mark Haines... ..	N.S.U.	1000	.....	.....
Class H—Rear wheel drive, front engined saloons over 1300 c.c.:					
50	P. Warren	Ford Anglia	1558	.....	.....
51	Michael Hoffman	Ford Escort T/C	1558	.....	.....
52	Harry Carlton	Ford Anglia	1558	.....	.....
53	Graham Taylor	Ford Escort T/C	1558	.....	.....
54	Ford Motor Co.	Ford Escort T/C	1850	.....	.....
(Driver: Barry Lee)					
Class I—Front wheel drive saloons up to 850 c.c.:					
61	David Edwards	Morris Mini	848	.....	.....
62	Terry Shrapnell	Austin Mini	848	.....	.....
63	Paul King	Morris Mini	848	.....	.....
64	Geoffrey Culverhouse	Morris Mini	848	.....	.....
65	Roger Brunt	Austin Mini	848	.....	.....
66	Roger Humphries	Morris Mini	850	.....	.....
67	Graham Ayres	Austin Mini	848	.....	.....

AUTOTEST

Autotest is a new name for an old sport. The old name was Driving Tests but this gave people the wrong impression. Driving tests are usually linked with L plates and unreasonable examiners of various towns but driving tests in the sporting way are competitions where drivers have to negotiate various tests laid out with pylons, flags and marker cones against the stop watch. Such an event you will see here today, organised by the Surrey Centre of the British Automobile Racing Club.

For some years now clubs throughout England have been running this type of event, usually held in car parks or on disused airfields or anywhere there is a hard standing. There are various inter-club championships and the all important British Trials and Rally Drivers Association "Flather Star" Championship which is a sort of "British Driving Test Championship" event. Also, these types of events have been staged for television and an inter-country competition between England and Ireland has taken place regularly.

With manoeuvrability and speed the main ingredient of going quickly on these tests, the all conquering Minis and Sprites are the most successful and popular cars used by club drivers, but even quicker than these are the home built specials, cars with short wheel-bases, individual rear brakes and lots of power. So good are these vehicles that they carry a 5 second penalty.

Whichever car is seen today you will be amazed at the performance they will put up. To think that cars can be driven with such precision and at such speed in confined spaces without touching the markers is to be seen to be believed, but don't try it when you get home in your front drive or garage—just leave it to the experts.

Competitors attending are:

1	Police Driver in an Imp	7	G. Hollands in a Cooper S
2	Police Driver in an Imp	8	D. Michael in a Mini
3	Police Driver in a Sprite	9	S. Redsell in the Derso Special
4	Police Driver in a Cooper	10	P. Mann in a M.G.B.
5	Police Driver in a V.W.	11	J. Calton in a Midget Mk. 3
6	J. Farncombe in a Cooper S	12	L. Cruttenden in the D.H.W. Special

ABOUT THE BRITISH AUTOMOBILE RACING CLUB



Today's organising club—the British Automobile Racing Club—is one of the largest and most active motor sporting clubs in the world. The Club was founded in 1912 as the Cycle Car Club and changed its name in 1919 to the Junior Car Club, and was responsible for the series of 200 mile races at Brooklands and Donnington which were the first major long distance races in this country. In 1946 the Club amalgamated with the Brooklands Automobile Racing Club and in 1949 became the British Automobile Racing Club. The Club has organised the British Grands Prix at Aintree and was responsible for reviving the Tourist Trophy at Goodwood in 1958. Today the Club has over 10,000 members spread throughout the world and each year organises over 150 competitive events. In addition the Club receives invitations to over 400 events organised by other clubs in each year, so that B.A.R.C. membership serves as a passport to the lion's share of motoring sport organised in Great Britain.

In order to cope with this very large programme the Club employs a full time staff at the Headquarters in London which is responsible for running the principal race meetings and administering the Club. There are 10 regional centres, each of which runs a full programme of competitive and social activities. Through the Centres the B.A.R.C. is the leading organiser of hill climbs, promoting and organising 20 events during the season, several of these being National events qualifying for the R.A.C. Hill Climb Championship, and others being qualifying rounds of the Club's own championship—the Castrol B.A.R.C. Hill Climb Championship.

The Club promotes and organises five Club racing championships—The Osram-GEC B.A.R.C. Special Saloon Car Championship, the *Motoring News* G.T. Championship, the Chevron Oil Fred W. Dixon Production Sports Car Championship, the B.A.R.C. Clubman's Formula Championship, and the Tate Formula Ford Championship. At the Club's International race meetings qualifying rounds of British and European International Championships are staged.

In addition to the opportunity to take part, assist or spectate at the Club's events members receive the *BARC NEWS*, the Club's monthly newspaper, and Centre members regularly receive the Centre circular which keeps them abreast of B.A.R.C. events both competitive and social in their area. Membership of the B.A.R.C. is thus essential to the true motor sporting enthusiast and the annual subscription is £3 3s., with a £1 1s. entrance fee. In addition members who wish to race can join the H.Q. Register at an additional 10s. per year and members who wish to join their local centre can do so at an additional 10s. Fuller details of membership can be obtained today from the B.A.R.C. Marquee—so join now and be part of British motor racing.

To: General Manager,
B.A.R.C.,
Sutherland House,
5-6 Argyll Street,
London, W.1.

Please send me full Membership details:

NAME.....

ADDRESS.....

.....

.....

1969 CIRCUIT FIXTURE LIST

Sun.	June	22	Motor Cycle Race Meeting	S.D.M.C.C.
Sun.	June	29	Motor Cycle Race Meeting	Southern 67
Sun.	July	6	Race Meeting	Jaguar D.C.
Sun.	July	20	Race Meeting	B.O.C.
Sun.	July	27	Race Meeting	Austin Healey Club
Sun.	Aug.	3	Sprint	B.A.R.C. (Surrey Centre)
SUN.	AUG.	10	KODAK NATIONAL OPEN RACE MEET- ING	B.A.R.C.
Sun.	Aug.	24	Sprint	B.A.R.C. (North Thames Centre)
Sat.	Aug.	30	Television Trophy Race Meeting	B.A.R.C.
Sun.	Sept.	7	Charity Air Show and Ground Exhibition	R.A.F.A.
Sat.	Sept.	13	Race Meeting	V.S.C.C.
SUN.	SEPT.	21	NATIONAL BRITISH RACE MEETING	B.A.R.C.
Sun.	Sept.	28	Sprint	B.A.R.C. (Bristol & Bath Centre)
Sun.	Oct.	12	Race Meeting	B.A.R.C.
Sun.	Oct.	19	Sprint	B.A.R.C. (West Midlands Centre)
Sun.	Nov.	2	Sprint	B.A.R.C. (South-Western Centre)

FLY FROM THRUXTON

Learn to fly on new Cessna 150 aircraft. Full panel and V.H.F. £8 per hour
(Pilots licence course in 35 hours.)

WHEN LICENSED hire the same aircraft to fly with your friends or family
at £7 5s. per hour.

NIGHT FLYING ... £9 per hour R/T Course ... £10

TOURING: Club aircraft available for Continental trips by prior arrangement.

Full details from: Bill Bale, C.F.I., Western Air Training Limited,
Thrupton Airport, Andover, Hants. Tel.: Weyhill 352.
(STD code: 026477)

Note: There is an hourly train service from London to Andover which takes
only 1 hour 10 minutes.

THINGS HAPPEN AT THRUXTON!

GYMKHANA

Between 4.15 p.m. and 4.45 p.m. and from about 5.15 p.m. onwards the Gymkhana will be taking place on the inside of the circuit close to Allard Corner.

In addition to the driver each car will also carry a navigator who in fact is the most important member of the team. One of the competitions in the Gymkhana will be an Egg and Spoon Race in which the navigator endeavours to keep the egg on the spoon while the driver drives the car down a twisty slalom course. In another competition the driver is blindfolded and has to drive the car along a course with the navigator giving him directions. This will prove just how many people don't know their left from their right!

A bit of fun which should be well worth watching.

SKID PAN DEMONSTRATION

Every man and woman driver needs to know what to do when a car skids. The Skid Control Centre who operate training courses at Thruxton, will be holding demonstrations during the afternoon on the Skid Pan near the Esso Bridge.

Simulated conditions on a specially prepared skid pad using school cars under the guidance of trained instructors and in complete safety give the advance experience you need to handle an emergency with confidence.

At a charge of 2/6 per head members of the public will be able to go on the skid pan in one of the school cars with an instructor driving to gain first hand experience. The proceeds will be donated to the Police Dependents Trust.

Details will also be available of the full course of instruction.

SEE THRUXTON FROM THE AIR

VIEW THE CIRCUIT AND THE SURROUNDING COUNTRYSIDE
FROM THE CABIN OF A NEW CESSNA 172

Flights will take off every 15 minutes between 10.30 a.m. and 1.00 p.m.
and between 4.00 p.m. and 6.00 p.m.

**BOOK NOW AT WESTERN AIR TRAINING ENQUIRY OFFICE
ADJACENT TO CIRCUIT CROSSING AT THE ESSO BRIDGE**

30/- PER FLIGHT PER PERSON

Obtain full details of Training Scheme at the same time

COACH TOUR ROUND THE CIRCUIT

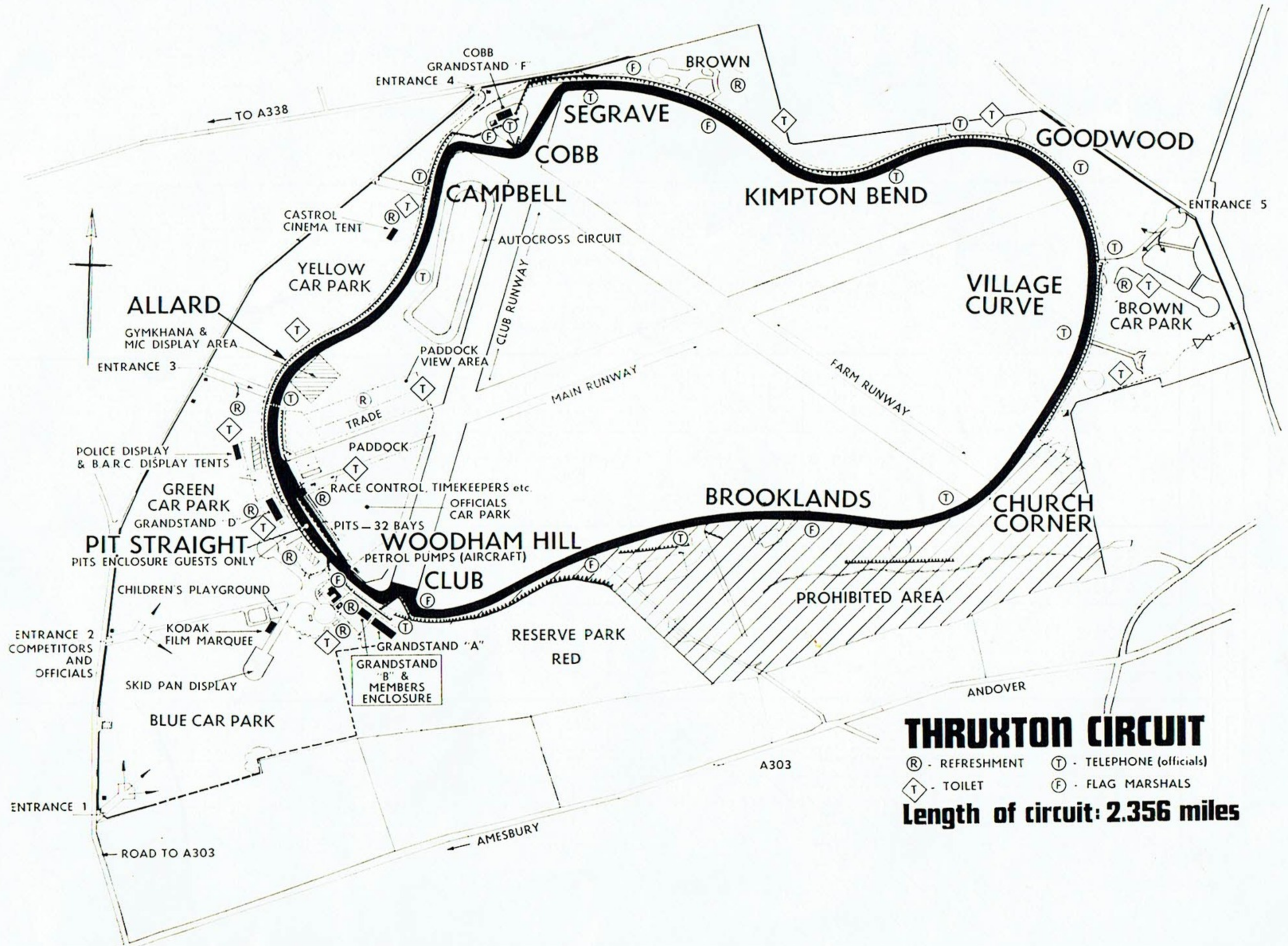
Conducted Coach Tour round the circuit will be operated from the Paddock from 4.00 p.m. onwards at a charge of 2/6 per head.

THRUXTON SPEED TABLE

(2.356 miles)

LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED
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 10	121.17	1 24	100.97	1 38	86.55	1 52	75.73	2 06	67.31
.2	120.82	.2	100.73	.2	86.37	.2	75.59	.2	67.21
.4	120.48	.4	100.49	.4	86.20	.4	75.46	.4	67.10
.6	120.14	.6	100.26	.6	86.02	.6	75.33	.6	67.00
.8	119.80	.8	100.02	.8	85.85	.8	75.19	.8	66.89
1 11	119.46	1 25	99.78	1 39	85.67	1 53	75.06	2 07	66.78
.2	119.12	.2	99.55	.2	85.50	.2	74.93	.2	66.68
.4	118.79	.4	99.32	.4	85.33	.4	74.79	.4	66.57
.6	118.46	.6	99.08	.6	85.16	.6	74.66	.6	66.47
.8	118.13	.8	98.85	.8	84.99	.8	74.53	.8	66.37
1 12	117.80	1 26	98.62	1 40	84.82	1 54	74.40	2 08	66.26
.2	117.47	.2	98.39	.2	84.65	.2	74.27	.2	66.16
.4	117.15	.4	98.17	.4	84.48	.4	74.14	.4	66.06
.6	116.83	.6	97.94	.6	84.31	.6	74.01	.6	65.95
.8	116.51	.8	97.71	.8	84.14	.8	73.88	.8	65.85
1 13	116.19	1 27	97.49	1 41	83.98	1 55	73.75	2 09	65.75
.2	115.87	.2	97.27	.2	83.81	.2	73.62	.2	65.65
.4	115.55	.4	97.04	.4	83.64	.4	73.50	.4	65.55
.6	115.24	.6	96.82	.6	83.48	.6	73.37	.6	65.44
.8	114.93	.8	96.60	.8	83.32	.8	73.24	.8	65.34
1 14	114.62	1 28	96.38	1 42	83.15	1 56	73.12	2 10	65.24
.2	114.31	.2	96.16	.2	82.99	.2	72.99	.2	65.14
.4	114.00	.4	95.95	.4	82.83	.4	72.87	.4	65.04
.6	113.69	.6	95.73	.6	82.67	.6	72.74	.6	64.94
.8	113.39	.8	95.51	.8	82.51	.8	72.62	.8	64.84
1 15	113.09	1 29	95.30	1 43	82.35	1 57	72.49	2 11	64.75
.2	112.79	.2	95.09	.2	82.19	.2	72.37	.2	64.65
.4	112.49	.4	94.87	.4	82.03	.4	72.25	.4	64.55
.6	112.19	.6	94.66	.6	81.87	.6	72.12	.6	64.45
.8	111.89	.8	94.45	.8	81.71	.8	72.00	.8	64.35
1 16	111.60	1 30	94.24	1 44	81.55	1 58	71.88	2 12	64.25
.2	111.31	.2	94.03	.2	81.40	.2	71.76	.2	64.16
.4	111.02	.4	93.82	.4	81.24	.4	71.64	.4	64.06
.6	110.73	.6	93.62	.6	81.09	.6	71.51	.6	63.96
.8	110.44	.8	93.41	.8	80.93	.8	71.39	.8	63.87
1 17	110.15	1 31	93.20	1 45	80.78	1 59	71.27	2 13	63.77
.2	109.87	.2	93.00	.2	80.62	.2	71.15	.2	63.68
.4	109.58	.4	92.80	.4	80.47	.4	71.04	.4	63.58
.6	109.30	.6	92.59	.6	80.32	.6	70.92	.6	63.49
.8	109.02	.8	92.39	.8	80.17	.8	70.80	.8	63.39
1 18	108.74	1 32	92.19	1 46	80.02	2 00	70.68	2 14	63.30
.2	108.46	.2	91.99	.2	79.86	.2	70.56	.2	63.20
.4	108.18	.4	91.79	.4	79.71	.4	70.45	.4	63.11
.6	107.91	.6	91.59	.6	79.56	.6	70.33	.6	63.01
.8	107.63	.8	91.40	.8	79.42	.8	70.21	.8	62.92
1 19	107.36	1 33	91.20	1 47	79.27	2 01	70.10	2 15	62.83
.2	107.09	.2	91.00	.2	79.12	.2	69.98	.2	62.73
.4	106.82	.4	90.81	.4	78.97	.4	69.86	.4	62.64
.6	106.55	.6	90.62	.6	78.83	.6	69.75	.6	62.55
.8	106.29	.8	90.42	.8	78.68	.8	69.64	.8	62.46
1 20	106.02	1 34	90.23	1 48	78.53	2 02	69.52	2 16	62.36
.2	105.76	.2	90.04	.2	78.39	.2	69.41	.2	62.27
.4	105.49	.4	89.85	.4	78.24	.4	69.29	.4	62.18
.6	105.23	.6	89.66	.6	78.10	.6	69.18	.6	62.09
.8	104.97	.8	89.47	.8	77.96	.8	69.07	.8	62.00
1 21	104.71	1 35	89.28	1 49	77.81	2 03	68.96	2 17	61.91
.2	104.45	.2	89.09	.2	77.67	.2	68.84	.2	61.82
.4	104.20	.4	88.91	.4	77.53	.4	68.73	.4	61.73
.6	103.94	.6	88.72	.6	77.39	.6	68.62	.6	61.64
.8	103.69	.8	88.53	.8	77.25	.8	68.51	.8	61.55
1 22	103.32	1 36	88.35	1 50	77.11	2 04	68.40	2 18	61.46
.2	103.18	.2	88.17	.2	76.97	.2	68.29	.2	61.37
.4	102.93	.4	87.98	.4	76.83	.4	68.18	.4	61.28
.6	102.68	.6	87.80	.6	76.69	.6	68.07	.6	61.19
.8	102.43	.8	87.62	.8	76.55	.8	67.96	.8	61.11
1 23	102.19	1 37	87.44	1 51	76.41	2 05	67.85	2 19	61.02
.2	101.94	.2	87.26	.2	76.27	.2	67.74	.2	60.93
.4	101.70	.4	87.08	.4	76.14	.4	67.64	.4	60.84
.6	101.45	.6	86.90	.6	76.00	.6	67.53	.6	60.76
.8	101.21	.8	86.72	.8	75.86	.8	67.42	.8	60.67

Outright Circuit Lap Record: Jochen Rindt (Lotus T59 F2 Cosworth Ford) 1 min. 14.0sec. 114.62m.p.h.



THRUXTON CIRCUIT
 (R) - REFRESHMENT (T) - TELEPHONE (officials)
 (T) - TOILET (F) - FLAG MARSHALS
Length of circuit: 2.356 miles