

BRANDS

INTERNATIONAL

HATCH

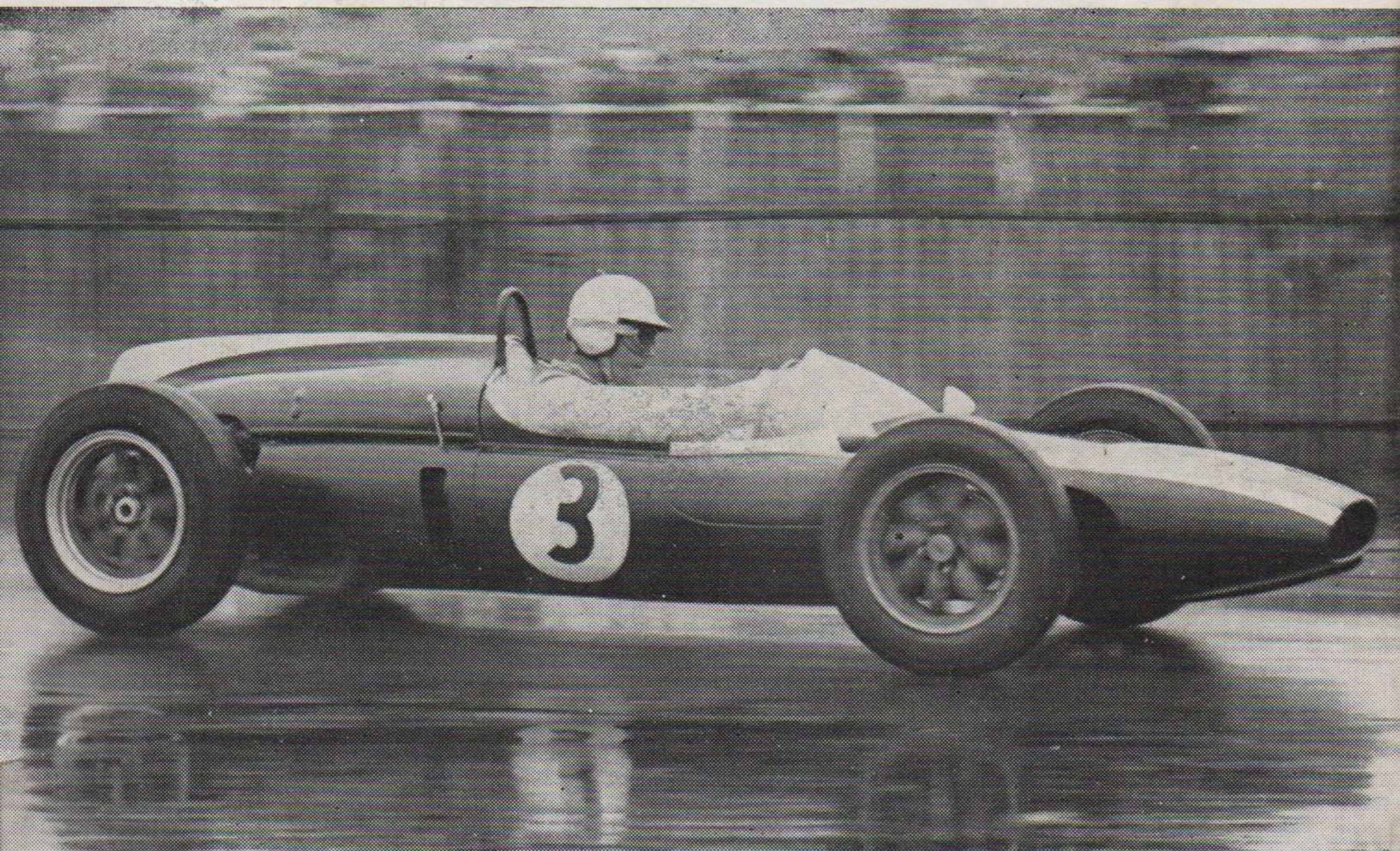
Official Programme

2/-

**FORMULA ONE • FORMULA JUNIOR
and GRAND TOURING CARS**

Saturday, June 3rd, 1961

Organized by British Racing and Sports Car Club



The Motor

WEDNESDAYS 1s.

THE COMPLETE MOTORING JOURNAL

enthusiasts all!



For the "TOP" BATTERIES of 1961

Lucas are proud to manufacture the most advanced range of batteries in the world to-day.... The "S" range.... tested under gruelling conditions in the laboratory and on the road. Available for all cars and light commercial vehicles using 12 volt 7 or 9 plate batteries. Lucas "S" range Batteries have Two Years Insured Life including Twelve Months Guarantee at no extra cost.

The 2 Years Battery Renewal Scheme operates in the British Isles only.

LUCAS S RANGE

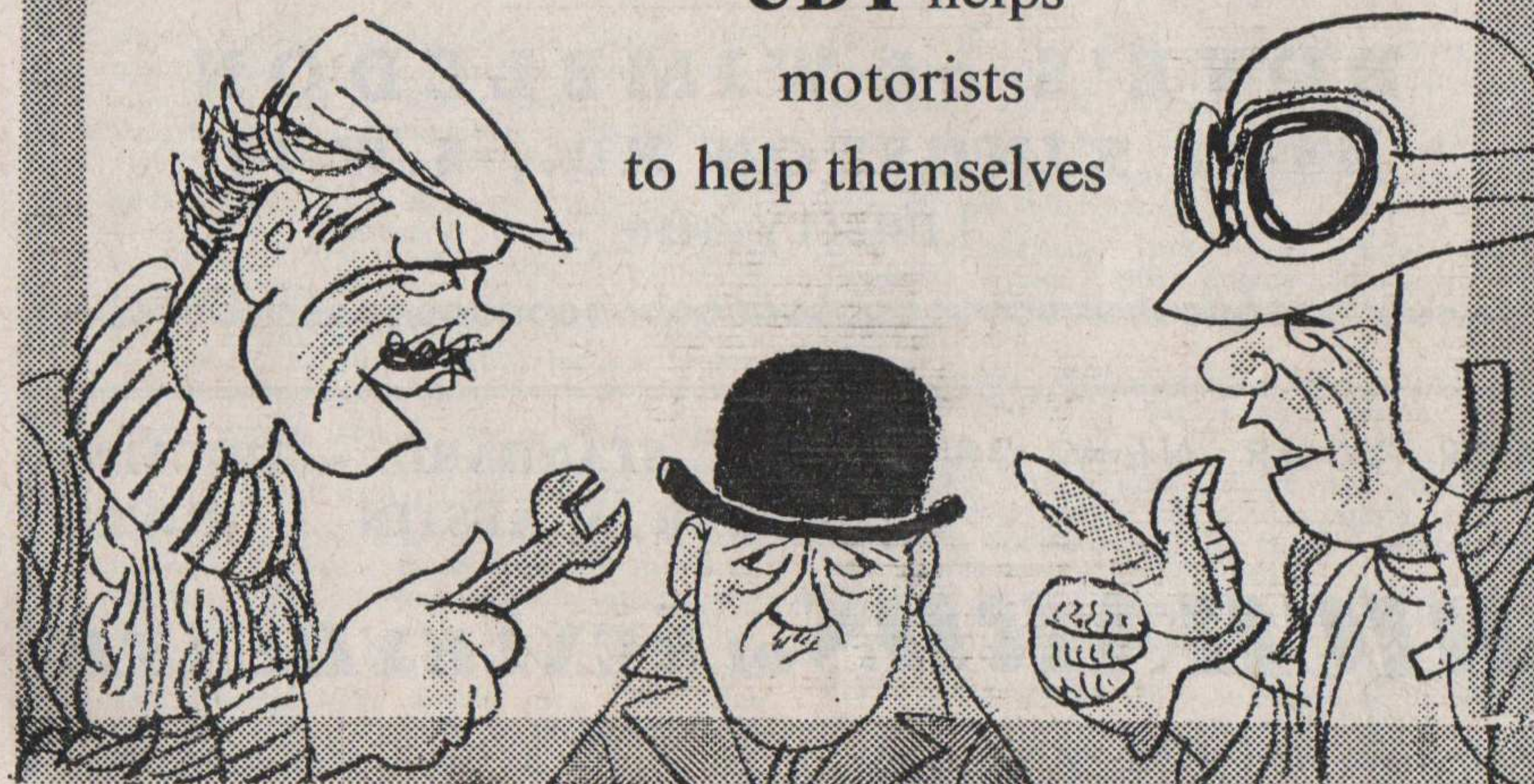
JOSEPH LUCAS LTD., BIRMINGHAM 19

nothing but
torque, torque...
torque, torque...

To soup or not to soup... whether tis better to gas-flow or blow... aren't exhaust valves getting *big* this year?—it's a tough job holding up your end of the conversation unless you're an expert: and it's a tough job laying claim to be an expert unless you've a car of your own to be expert about.

Which is where UDT roars onto the scene. With UDT credit behind him, the most frustrated expert can become the owner of the most talked-about vehicle this side of Silverstone, all without overloading his financial bearings. Try it and see.

UDT helps
motorists
to help themselves



UNITED DOMINIONS TRUST LIMITED, UNITED DOMINIONS HOUSE, EASTCHEAP, LONDON, E.C.3

WEST LONDON REPAIR COMPANY LIMITED

WHEEL, SPRING AND AXLE

Specialist repairers to Government Departments,
Borough Councils, Garages, Engineering
Works, for over 30 years.

1-2 Days Service

56 HIGH STREET - - - Wimbledon 6316/7/8

IF YOU WANT TO BUY A REALLY CHEAP BUT SHODDY T.R., A CAR THAT'S BEEN RACED AND RALLIED ALL OVER THE COUNTRY AND PROBABLY BENT A FEW TIMES, PLEASE DON'T COME TO US, YOU WON'T FIND IT IN OUR STOCK. BUT IF YOU WANT A REALLY GOOD T.R., ONE THAT'S BEEN CARED FOR ALL ITS LIFE, AND PROPERLY SERVICED, THEN THERE'S ONLY ONE PLACE TO FIND IT—AT THE ONLY T.R. CENTRE IN THE COUNTRY. WHEN OUR T.R.'s LEAVE THE SERVICE DEPT., THEY ARE READY FOR YOU TO DRIVE WITH CONFIDENCE.

ALWAYS 20 TO 30 TO CHOOSE FROM

DOVE'S of WIMBLEDON
44-48 KINGSTON RD., S.W. 19

LIBERTY 3456

FOR YOUR NEW OR USED STANDARD • TRIUMPH
JAGUAR • AUSTIN • ROVER

RICHARDS of BEXLEYHEATH

ARE THE BEST FOR

SALES * SERVICE * SATISFACTION

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TELEPHONE : BEXLEYHEATH 6363 (4 lines)

WESTERN MOTOR WORKS

PERRY STREET • CHISLEHURST

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BEDFORD TWELVE SEATERS • NO PURCHASE TAX • PRICES
FROM £565.0.0. IDEAL FOR PARTIES, MEETINGS, ETC.

EST.

Vauxhall Bedford

1905

MAIN DISTRIBUTORS

GOLD SEAL CAR COMPANY LTD.

253-255 NEW CROSS ROAD, LONDON, S.E.14

New Cross 7433-3980

£1,145 Lancia Aurelia Spyder Sports 1956
2½-litre V.6 engine. Independent suspension
all round. Radio, heater, etc. In
superb order throughout. Finished in
Italian Racing Red with contrasting trim.

£945 Jaguar 2.4 Special Equipment Saloon
1958. Webasco sunroof, overdrive,
disc brakes, "X" tyres, etc. B.R.G. with
matching trim.

£665 Triumph T.R.3A, 1958. B.R.G.
with black hardtop. Extras include heater,
"X" tyres, spotlamp.

£565 Austin Healey Sprite 1960. Beige
with red trim. A low mileage, unmarked
example fitted with all usual extras.

£495 Triumph T.R.3, 1956. Ivory with
maroon interior. Recent engine overhaul.
Heater, "X" tyres, tonneau cover. Ex-
ceptional value.

£465 Triumph T.R.2, 1955. Fitted with
wire wheels, Alfin drums, etc. Pale blue
with red trim. This car is far above aver-
age for its year.

£445, Austin Healey 100/4 1954. Metal-
lic blue with dark blue interior. Wire
wheels, overdrive, radio, heater, spot-
lamp, etc.

£415 Berke'ey B.95. Two-seater sports.
This 1959 economical sports car will give
95 m.p.h. with 40 m.p.g.

£365 M.G. T.D. 1950. B.R.G. with
green trim. An exceptionally clean example
with all the usual extras.

£365 Wells-Ford. 1958. Very similar to
Lotus 7. Tuned 100E. Engine close ratio
gears. An exceptionally well finished
motorcar.

£325 Austin Healey B.N.I. Sports 1954.
Sound mechanically but requires respray.

£345 Healey Silverstone. This car has
been fitted with a modified 2.6 litre Path-
finder engine giving it a top speed of
something approaching 110 m.p.h. Almost
new vynide weather equipment.

£265 M.G. T.D. 1951. Ivory with beige
interior. Left-hand drive.

£245 Ford-Special 1959. Typhoon body
on a tornado chassis, modified 1172 c.c.
engine. Remote control gear change.
Wood-rimmed steering wheel. An ex-
tremely well finished special.

£225 M.G. T.C. 1947. Two-seater sports,
an above average example in maroon.

**A
CHAMPION'S
VIEW
OF
BRAKING**

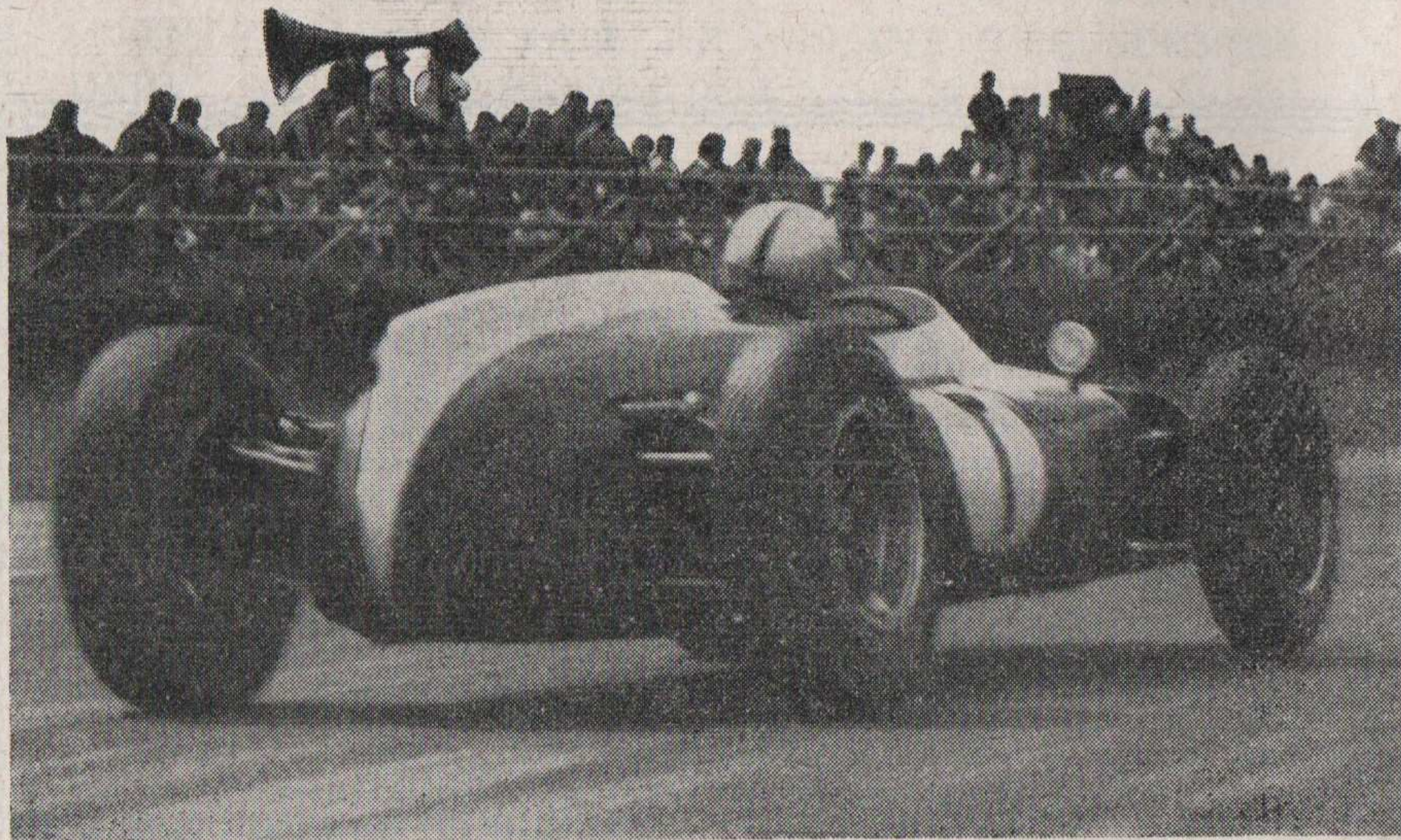
A familiar sight on the Grand Prix circuit—the World Champion and his Girling-equipped Cooper.

“Every corner you're relying implicitly on your brakes”, says JACK BRABHAM. “Not only that: the better the brakes, the later your foot's on the

pedal and the all-important split-second is saved. I've nothing but praise for Girling Disc Brakes—again helping to bring us Championship honours in 1960—also giving a higher standard of braking efficiency to the increasing range of family cars that are fitted with them.”

GIRLING DISC BRAKES

THE BEST BRAKES IN THE WORLD



GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

BRITISH RACING & SPORTS CAR CLUB



**INTERNATIONAL
RACE MEETING**

for FORMULA ONE RACING CARS • FORMULA JUNIOR

RACING CARS and GRAND TOURING CARS

Held under the International Sporting Code, the General Competition Rules and Standing Supplementary Regulations of the Royal Automobile Club, the Competition Rules (1960) of the British Racing and Sports Car Club and Supplementary Regulations.

Royal Automobile Club Permit No. R.982.

**BRANDS HATCH
FAWKHAM • KENT**

Saturday, June 3rd, 1961

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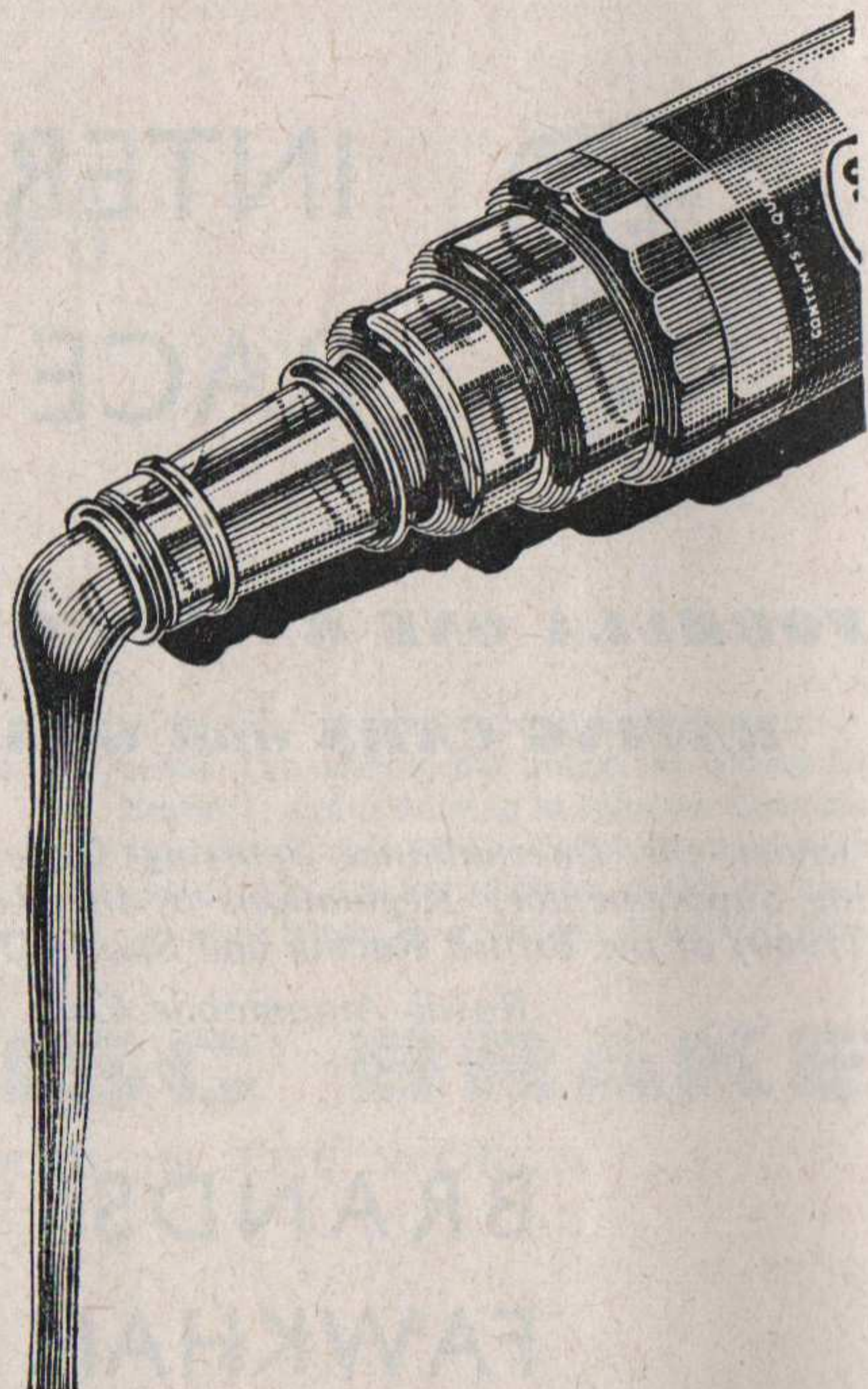
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WORLD CHAMPION

Jack Brabham says:

'I have used Esso Extra Motor Oil ever since I started racing in this country. I couldn't find a better oil and neither could you.'



WORLD CHAMPION



**EXTRA
MOTOR OIL**

**THE OIL
THAT STAYS ON
THE JOB**



OFFICIALS of the MEETING

Stewards :

For the R.A.C. :

D. Delamont

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

F. H. Bacon
J. A. Ellison
R. M. Carter

Judges :

L. Lewis-Evans
B. H. Lister
R. L. Wilson

Clerk of the Course :

N. Syrett

Secretary of the Meeting :

P. Doughty

Asst. Clerk of the Course :

D. Buck

Race Control :

B. H. Crow
Mrs. B. H. Crow
Miss S. Milner
Miss A. Glover
Miss R. Elliott

Timekeepers :

J. W. Barber
A. J. Gibbons
F. A. Lowe
E. B. Colman
C. C. Cann

Race Recorder :

Miss P. Wallis

Scrutineers :

S. R. Proctor
C. A. A. D. Mitchell
L. A. Cushman
H. A. E. Cree
C. T. R. Meekings

Asst. Scrutineer :

A. C. H. Smith

Commentators :

A. Marsh
J. Bryant

Chief Observer :

D. Truman

Chief Marshal :

P. Gross

Chief Course Marshal :

M. Wright

Chief Flag Marshal :

D. Wyborn

Chief Paddock Marshal :

H. W. Lamkin

Starter :

C. Greville-Smith

Chief Start Line Marshal :

B. L. O'Hara

Chief Pit Marshal :

J. W. Norris

Medical Officers :

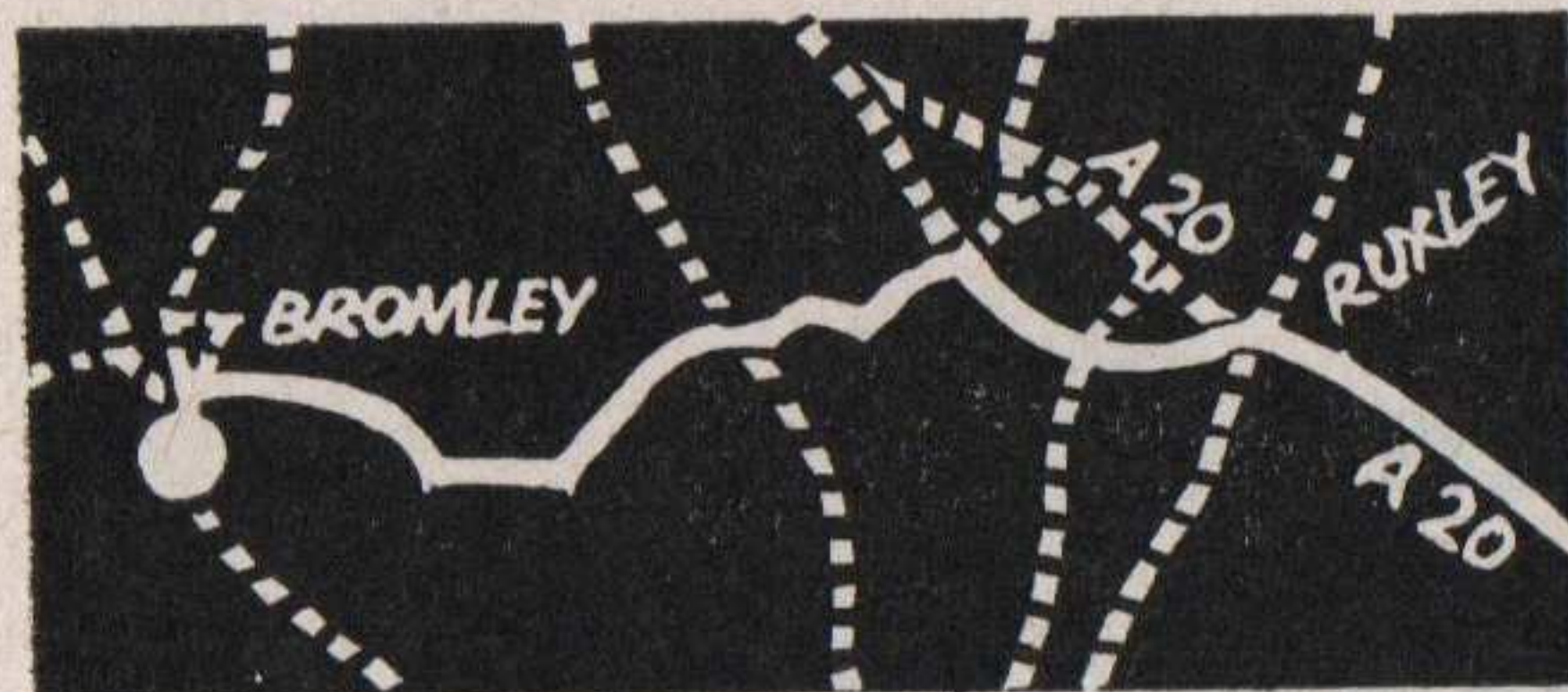
Dr. R. L. Chawle Dr. A. Sheldon
Dr. A. Graham Dr. M. Singh
Dr. A. R. May Dr. J. Tees

Medical Services :

St. John Ambulance Brigade

Marshals :

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



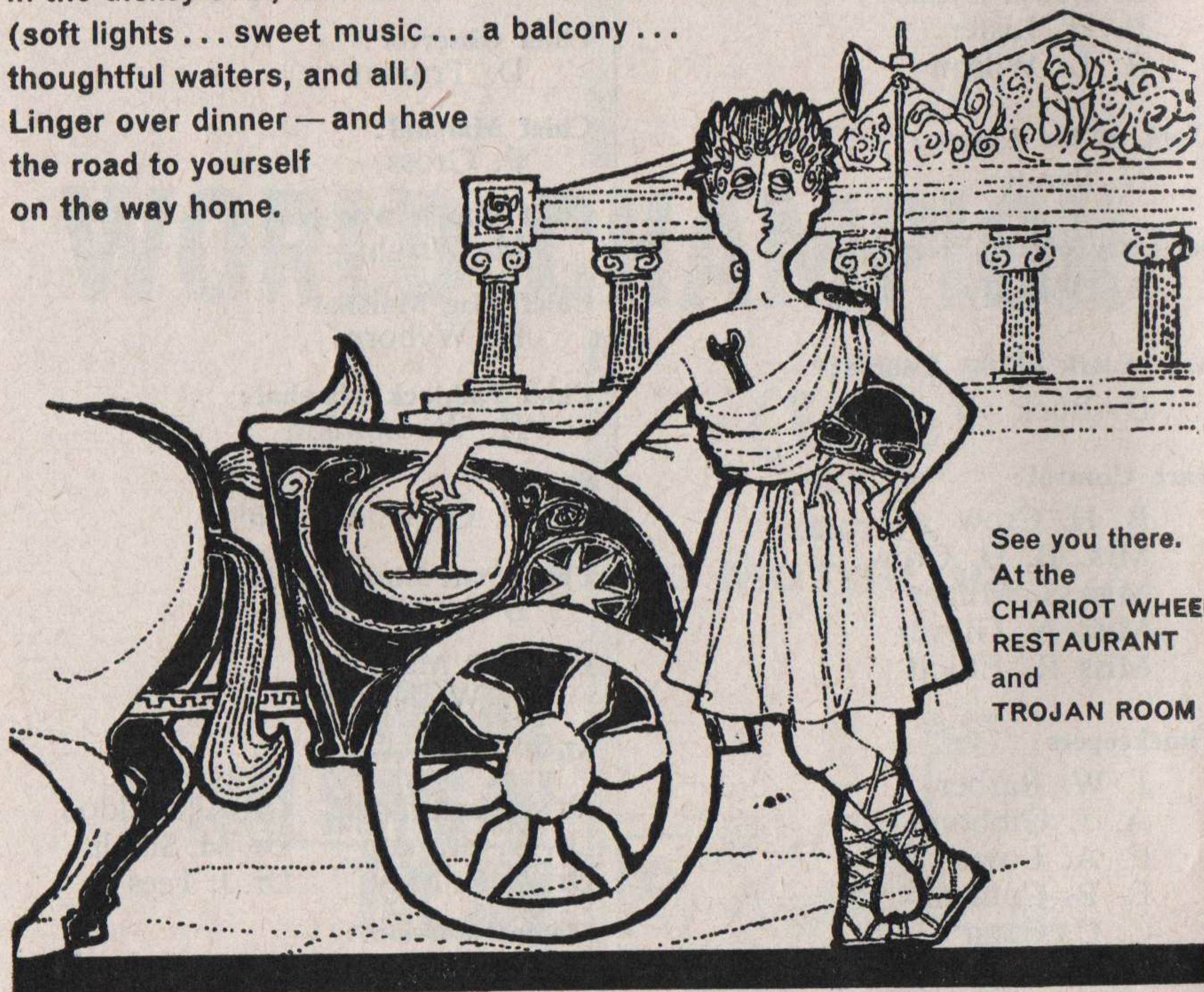
Pit stop...

at the CHARIOT WHEEL RESTAURANT

Ten minutes (or two if you're really trying) is all that stands between you and the varied menu of the Chariot Wheel... Sizzling grills... crisp salads... tempting pastries and gâteaux. And, if you're off espresso, you'll find our wine-list longer than a Grand Prix (and just as exciting.)

If you *really* want to impress the cool blonde in the dickey-seat, take her to the **TROJAN ROOM** (soft lights... sweet music... a balcony... thoughtful waiters, and all.)

Linger over dinner — and have the road to yourself on the way home.



See you there.
At the
CHARIOT WHEEL
RESTAURANT
and
TROJAN ROOM

OVER HARRISON GIBSONS, HIGH STREET, BROMLEY

Programme of Events

	LAPS	START
EVENT 1. THE PECO TROPHY FOR GRAND TOURING CARS	10	2.00 p.m.
EVENT 2. THE SILVER CITY INTERNATIONAL TROPHY FOR FORMULA 1 RACING CARS	76	2.45 p.m.
EVENT 3. THE JOHN DAVY TROPHY FOR FORMULA JUNIOR RACING CARS	20	5.15 p.m.

Awards

EVENT 1. OUTRIGHT WINNER—£30					
In each class	1st £20	2nd £10	3rd £5		
EVENT 2.	1st £400	2nd £200	3rd £100	4th £75	5th £50
To the mechanic of the winning car—£10					
EVENT 3.	1st £50	2nd £25	3rd £15	4th £10	

KODAK FILMS ON SALE AT OUR
(INCLUDING CINE and COLOUR)
MOBILE SHOP — NEAR **PADDOCK**

DEMONSTRATIONS—POLAROID (Picture in 10 secs.)
DYNAMATIC—the automatic by VOIGTLANDER

'PHOTO-GEN' STATION ROAD OF NEW SOUTHGATE, N.11 **ENT 2700**

There's
power
regained
with



Now comes a radically improved motor oil. New Shell X-100 Multi-grade is a break-through of real importance to motorists. It can cut power loss in new cars by up to 50%. And it can regain power for engines of other cars in which ashy deposits have already built up. Shell's discovery—the climax of a long programme of work and more than a million and a half miles of road testing—is a combination of non-metallic additives. In Shell's new Multigrade they burn away *without ash*. A major cause of power loss has therefore been removed. This means that *all* engines regain lost power. They become more efficient, more economical. Power regained means money saved!

YOU CAN BE SURE OF SHELL

Flag Signals

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

UNION JACK	Start
RED	Stop immediately.
YELLOW (Waved)	Great danger; prepare to stop.
YELLOW (Motionless)	Take care; danger.
BLUE (Waved)	Another competitor is trying to overtake.
BLUE (Motionless)	Another competitor is following you closely.
YELLOW (With Vertical Red Stripes)	Oil on the Course.
WHITE	An ambulance or service car on the circuit.
BLACK (With Number)	Car with that number must stop.
BLACK and WHITE CHEQUERED	Signal for End of Race
SPECIAL NOTICE	A car that does not stop when the Red or Black Flag is shown will render the driver of that car liable to a fine of £5.

Acknowledgments

OFFICIAL COURSE CAR—Kindly made available by :

Fields Engineering Co. (Crawley) Ltd.,
86-92 High Street, Crawley, Sussex. (Tel. : 25533)

START WARNING SIGNALS:—Joseph Lucas & Co. Ltd.

For the attention of Spectators

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

The British Racing & Sports Car Club wish to acknowledge with thanks the valuable assistance given by the individual marshals and supporting Clubs in conducting this event.

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

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

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

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

Motorists and Motor-Cyclists—Please retain your Car Park Tickets, as you may be required to produce them upon demand by the Brands Hatch Circuit Police.



By courtesy of Lynton Money

The Chequered Flag, as London's Lotus distributors, is proud to race one of these superb cars

THE CHEQUERED FLAG
(Sports Car Specialists) LTD.

We proudly offer a hundred hand-picked and very attractively priced sporting vehicles. As London's only Sports Car specialists we invite you to inspect our unrivalled stock.

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W.4.

THE CHEQUERED FLAG
(Midlands) LTD.

The Midlands only true Sports Car specialists offer an unrivalled selection of some fifty Sports Cars, very competitively priced, and with the best part-exchange allowances, immediate hire purchase and insurance.

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Nottingham.

THE CHEQUERED FLAG
(Competition Cars) LTD.

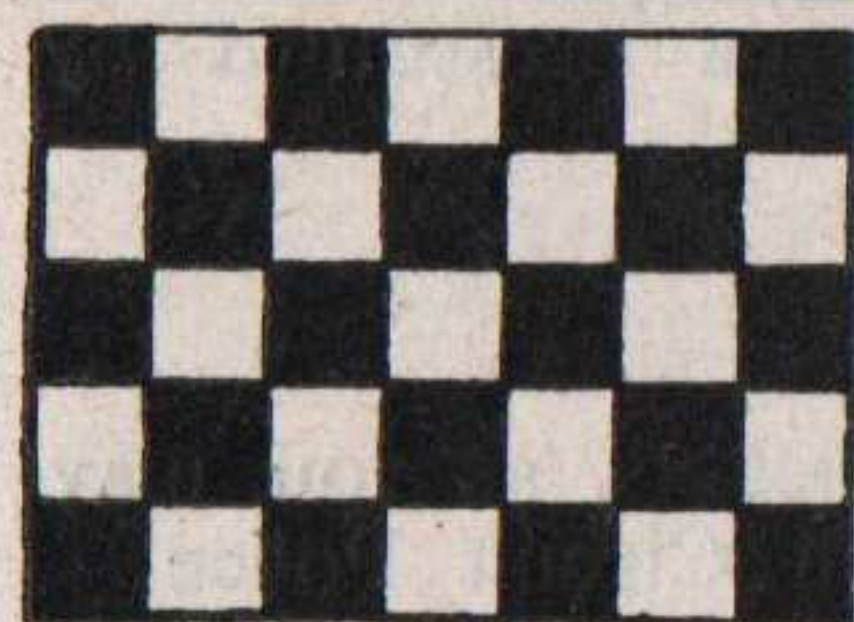
The country's first and only centre for G.T. and Competition Cars offer with pride the ultimate in high-speed luxury sporting vehicles. Part-exchanges, hire purchase and insurance all immediately available.

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Gemini House,
High Street, Edgware, Middx.

THE CHEQUERED FLAG

Any centre will be pleased to supply any new Sporting Car. We can offer the best part-exchange allowances, immediate hire-purchase, competitive insurance, and of course our renowned after-sales service.

Please call at any Branch and inspect our superb stock at your leisure.



THE CHEQUERED FLAG

THE COUNTRY'S LEADING SPECIALISTS FOR SPORTS,
G.T. AND COMPETITION CARS

CIRCUIT LAP RECORDS

Formula 1 (1960)		min. sec.	m.p.h.
J. BRABHAM	2495 c.c. Cooper Climax	1 40.6	94.82
J. CLARK	2495 c.c. Lotus Climax	" "	" "
Formula Junior			
TREVOR TAYLOR	997 c.c. Lotus Ford	1 48.0	88.33
Touring Cars—Class A (over 2600 c.c.)			
G. HILL	3781 c.c. Jaguar 3.8	2 03.6	77.18
Touring Cars—Class B (1601-2600 c.c.)			
J. M. UREN	2553 c.c. Ford Zephyr	2 15.4	70.45
Touring Cars—Class C (1001-1600 c.c.)			
L. LESTON	1583 c.c. Volvo 122S	2 09.4	73.72
Touring Cars—Class D (up to 1000 c.c.)			
G. C. SHEPHERD	994 c.c. Austin A.40	2 06.0	75.71
Grand Touring Cars—Class A (over 2600 c.c.)			
STIRLING MOSS	2953 c.c. Ferrari 250 G.T.	1 56.2	82.09
Grand Touring Cars—Class B (1601-2600 c.c.)			
W. McCOWEN	1971 c.c. A.C. Bristol	2 04.2	76.81
Grand Touring Cars—Class C (1001-1600 c.c.)			
M. PARKES	1216 c.c. Lotus Elite	2 02.4	77.94
G. WARNER	1216 c.c. Lotus Elite	" "	" "
Grand Touring Cars—Class D (up to 1000 c.c.)			
W. F. MOSS	997 c.c. Marcos	2 04.4	76.68

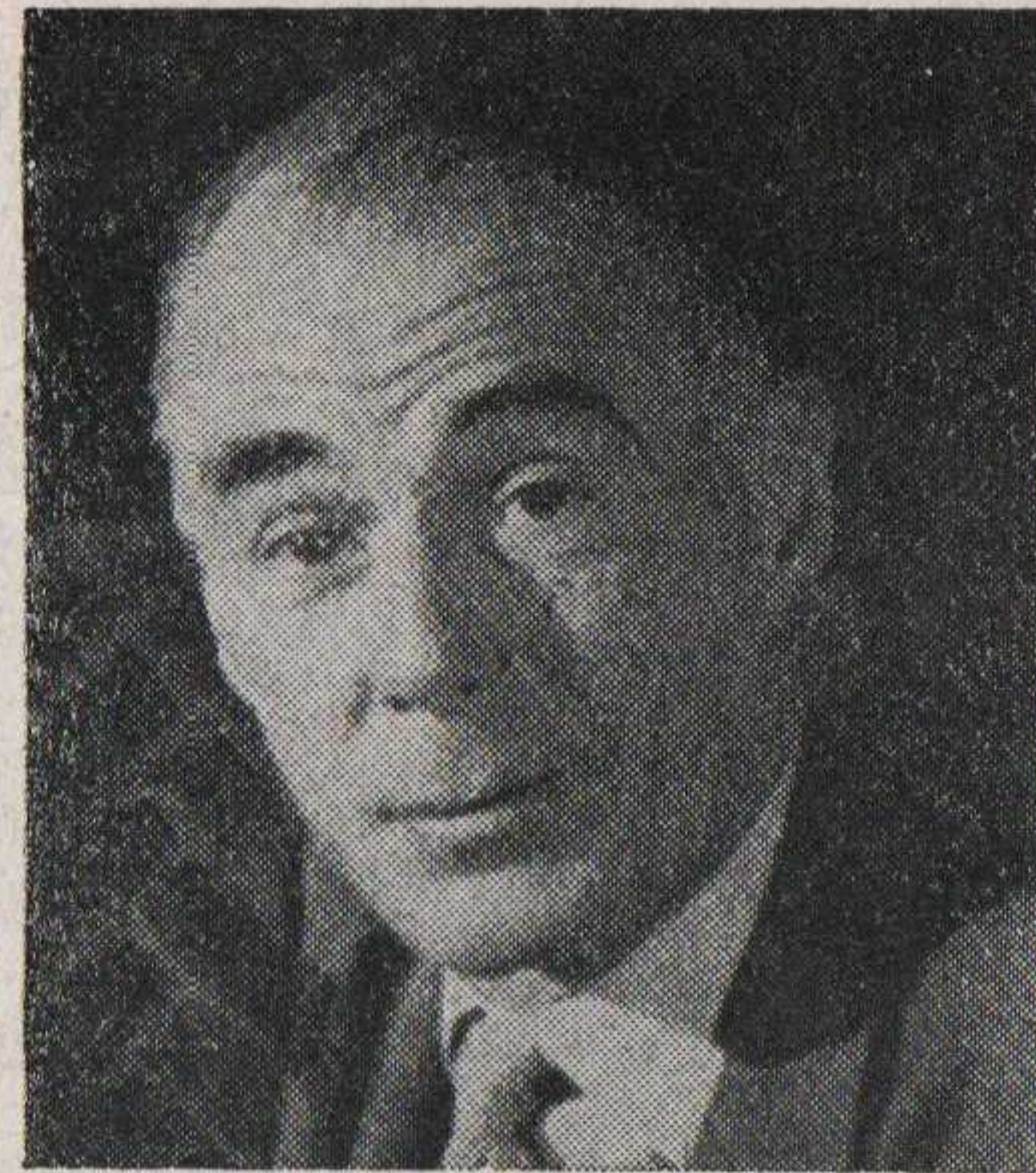
Condition of Admission

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

POSTPONEMENT OF THE MEETING

The Club reserves the right to postpone or cancel the meeting.

BUT WHAT'S IT FOR?



by Nevil Lloyd

"BUT what's it for?" asked the Marketing Manager of the assembled group of white coated lubricating technologists who had just informed him that after many years of research and experiment (during which time they had worn out more white coats than a certain famous lady had had motor accidents) that MOLYSLIP had been invented. "Unless you can tell me what it's designed to do," he continued, shielding his eyes with one hand, as he had a horror of being blinded by science, "you'll take the wind right out of my Sales Department."

There was silence in the laboratory, broken only by the steady hiss of a Bunsen Burner, burning another Bunsen.

Here indeed was a problem; a big problem. A problem of such magnitude that, by comparison, made Neubauer look like Wee Georgie Wood. All eyes turned towards the Senior Scientist, a man of brilliant attainments and known to his staff as Compass Charlie as he too had 360 degrees. But it was plain to see that he had lost his bearings.

"I wish we'd invented something simple, like the V16 B.R.M or the Monte Carlo Rally Regulations," grumbled one

of the junior technologists who carried his passion for fried potatoes to such lengths that he always had a chip on his shoulder.

Once more it was the Lab. boy who came to the rescue. (Our regular reader will remember that due to a laughable oversight he had got mixed up with the refining process that produced MOLYSLIP; an experience that had left its mark in several ways, one of which was a tendency to spell Ferrari with two small ff's). His suggestion that sample tins of MOLYSLIP be sent to a selected list of people with a request that they report upon its uses was adopted unanimously.

The response was gratifying; one correspondent claimed it was an ideal preparation to shorten the visit of female relatives to one's home. In this particular instance the writer's mother-in-law was the subject of the experiment. With the aid of a paint brush a liberal coating of MOLYSLIP was applied to the top step of the staircase. In less than 5 minutes MOLYSLIP worked wonders. To quote the writer "... coming down to breakfast she moly slipped on the top of the stairs, and the poor old soul fell molybdenum over disulphide right down to the bottom. The funeral is on Friday."

"MOLYSLIP FOR ENGINES"—10oz. tin 15/-. Specially formulated to smooth away friction, the addition of MOLYSLIP to the oil in the sump results in peak power performance—closer to the rated B.H.P. and gets the best out of petrol and oil.

"MOLYSLIP 'G'"—10oz. flask 15/-. Added to gear box, back axle and steering box, MOLYSLIP 'G' gives silky-smooth gear changing, silent rear axle, and feather-light steering control.

From HALFORDS and all garages.

MOLYSLIP—for peak power performance

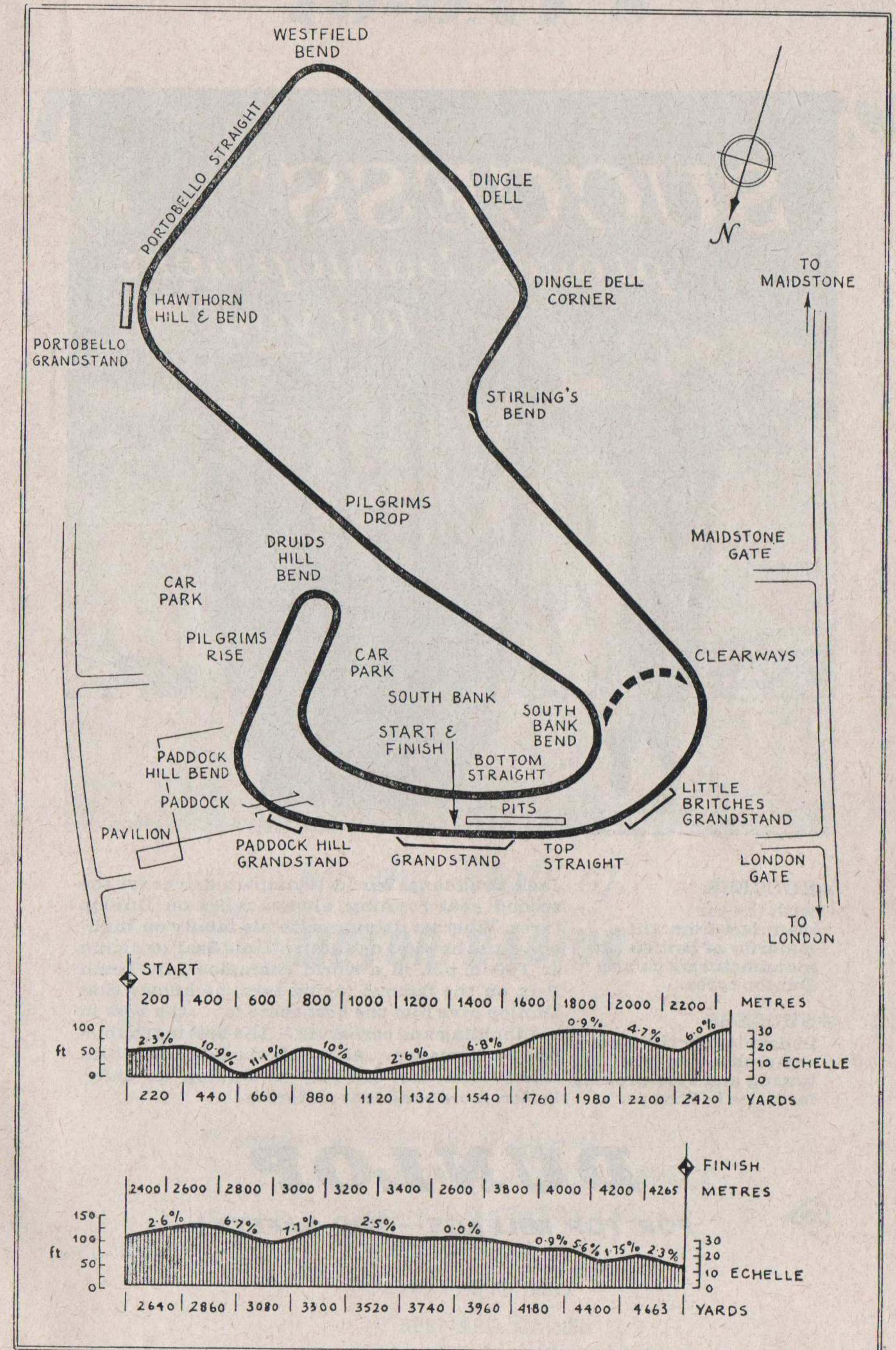
THE SLIP GROUP OF COMPANIES, 34 GREAT ST. HELENS, LONDON, E.C.3.

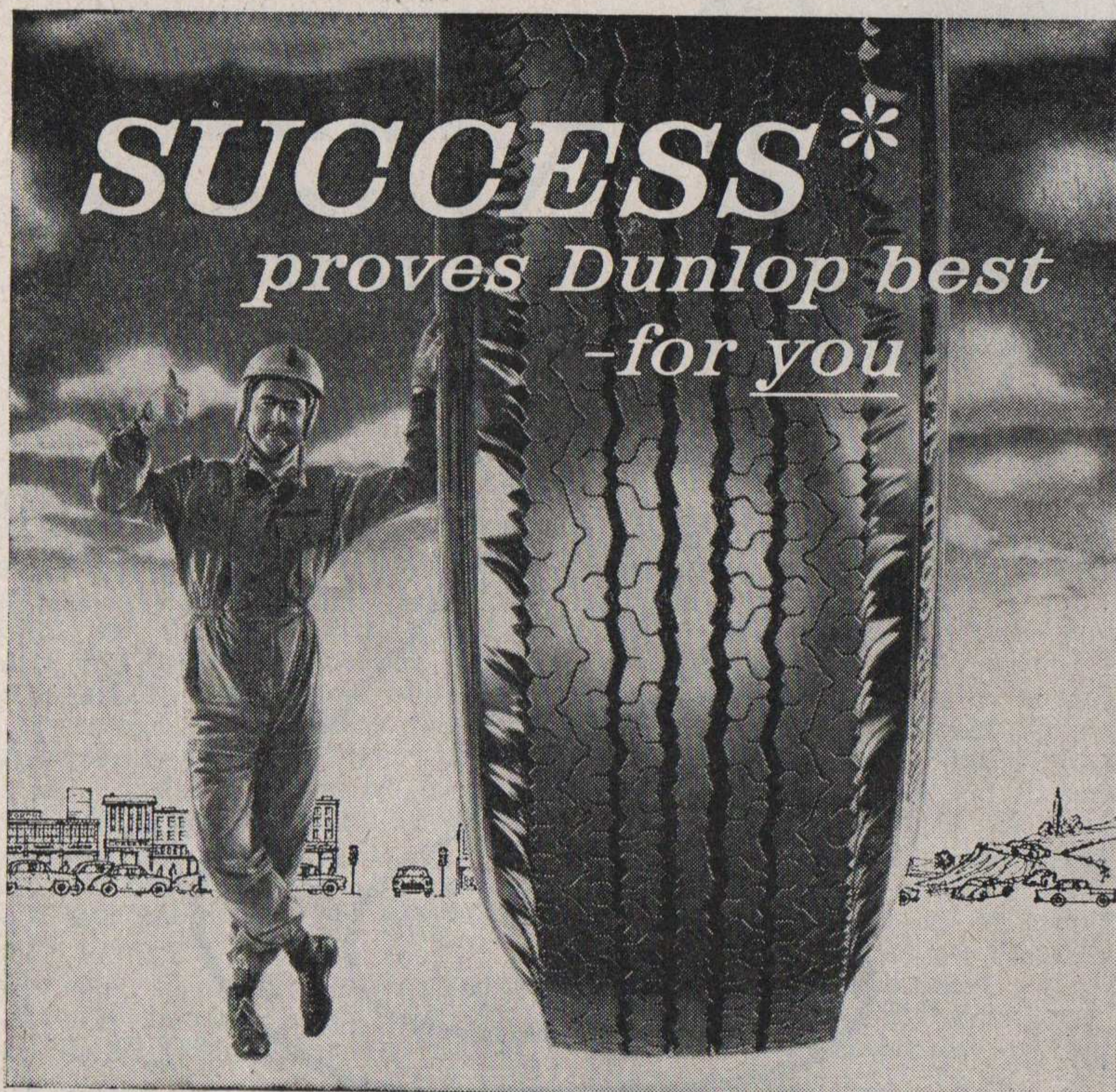
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Telex: 23755

Lubrication technologists for over a quarter of a century.

BRANDS HATCH ROAD CIRCUIT





***SUCCESS**
with the car
manufacturers: the
majority of British car
manufacturers choose
Dunlop tyres.

***SUCCESS**
in developing the most
comprehensive tyre-
testing and tyre-proving
facilities in Europe.

Jack Brabham, World Champion driver for the second year running, always relies on Dunlop tyres. Whether driving with his family on high-ways and byways on Dunlop 'Gold Seal' or dicing at 180 m.p.h. in a world championship Grand Prix on the famous racing tyre, he knows that Dunlop give him the best there is... the best in roadholding and cornering... the best in trouble-free performance... above all, the best in built-in safety. You, too, can rely on Dunlop for safer, better, more confident motoring!



DUNLOP
FOR TOP MILEAGE — TOP SAFETY!

CFH/M61/116

TO-DAY'S FORMULA 1 CARS AND DRIVERS

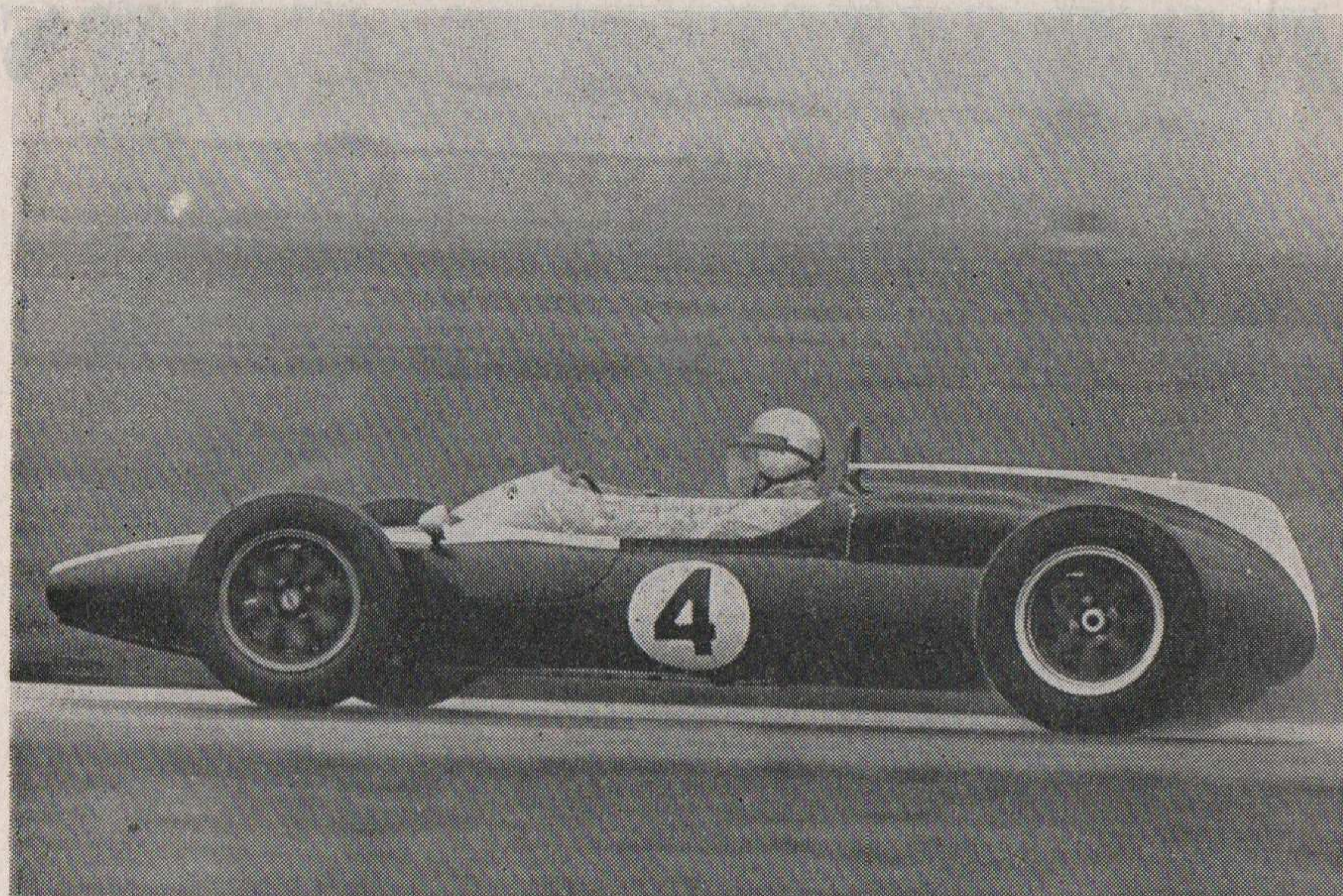
Competing for

THE
SILVER CITY
TROPHY

A Pictorial Survey
by the Staff of
MOTOR RACING

Photographs by GEOFFREY GODDARD
MOTOR RACING NEWS SERVICE
FRANCIS-THOMPSON LTD.
F. POWER, ESQ.
DAVID PHIPPS, ESQ.
M. BERNARD CAHIER

COOPER



The 1961 Formula 1 Cooper Climax

Works Drivers



**JACK
BRABHAM**



**BRUCE
McLAREN**

Private Entrants



**JACK
LEWIS**



**SHANE
SUMMERS**

Bruce Collomb

John Campbell - Jones

Alan Trow

Graham Eden

Giuseppe Maugeri

Yoeman Credit Coopers

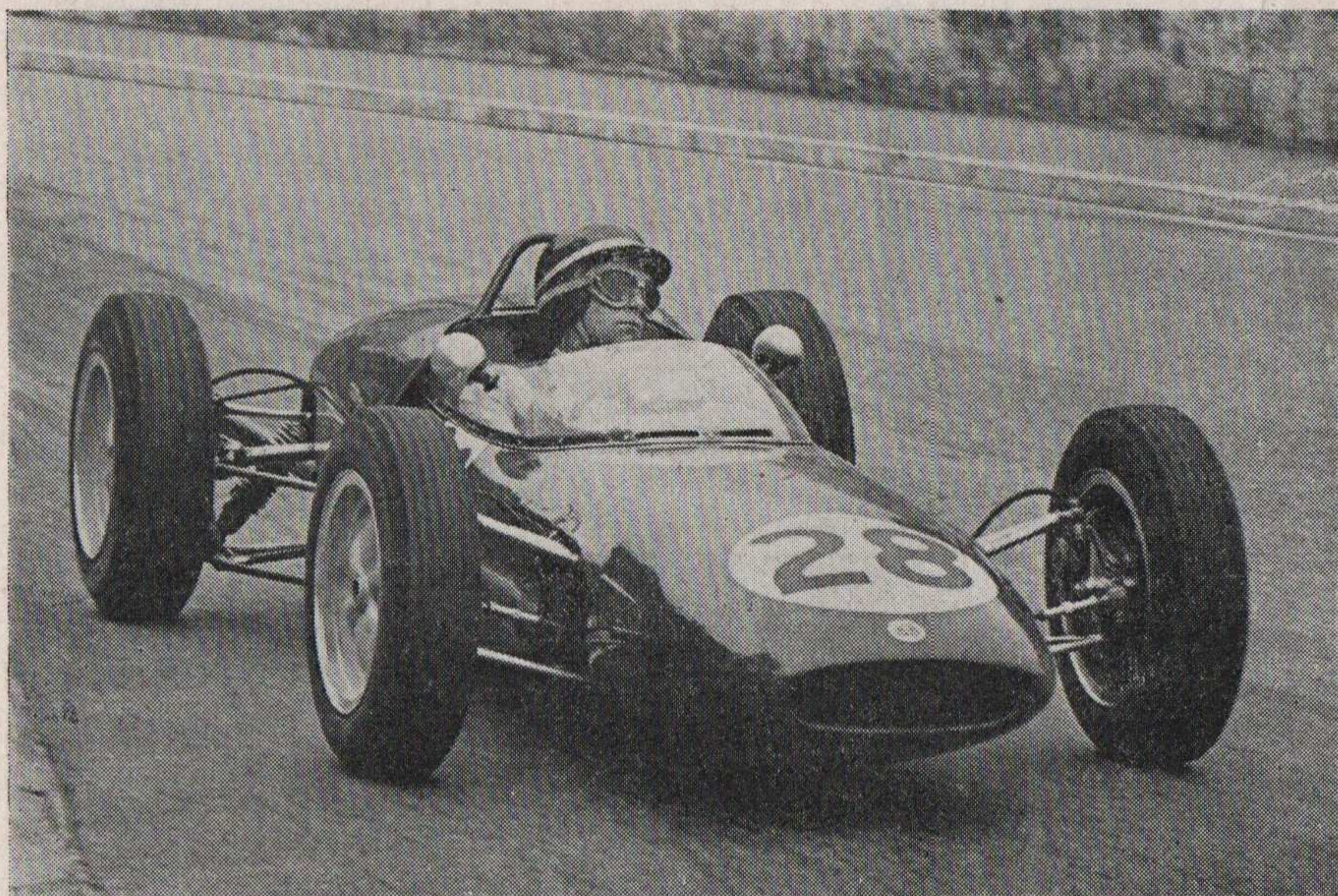


**JOHN
SURTEES**



**ROY
SALVADORI**

LOTUS



1961 Formula 1 "Works" Lotus

Works Drivers



**JIM
CLARK**



**TREVOR
TAYLOR**



**INNES
IRELAND**

(Trevor Taylor will drive in place of Innes Ireland if the latter is not fit)

Private Entrants



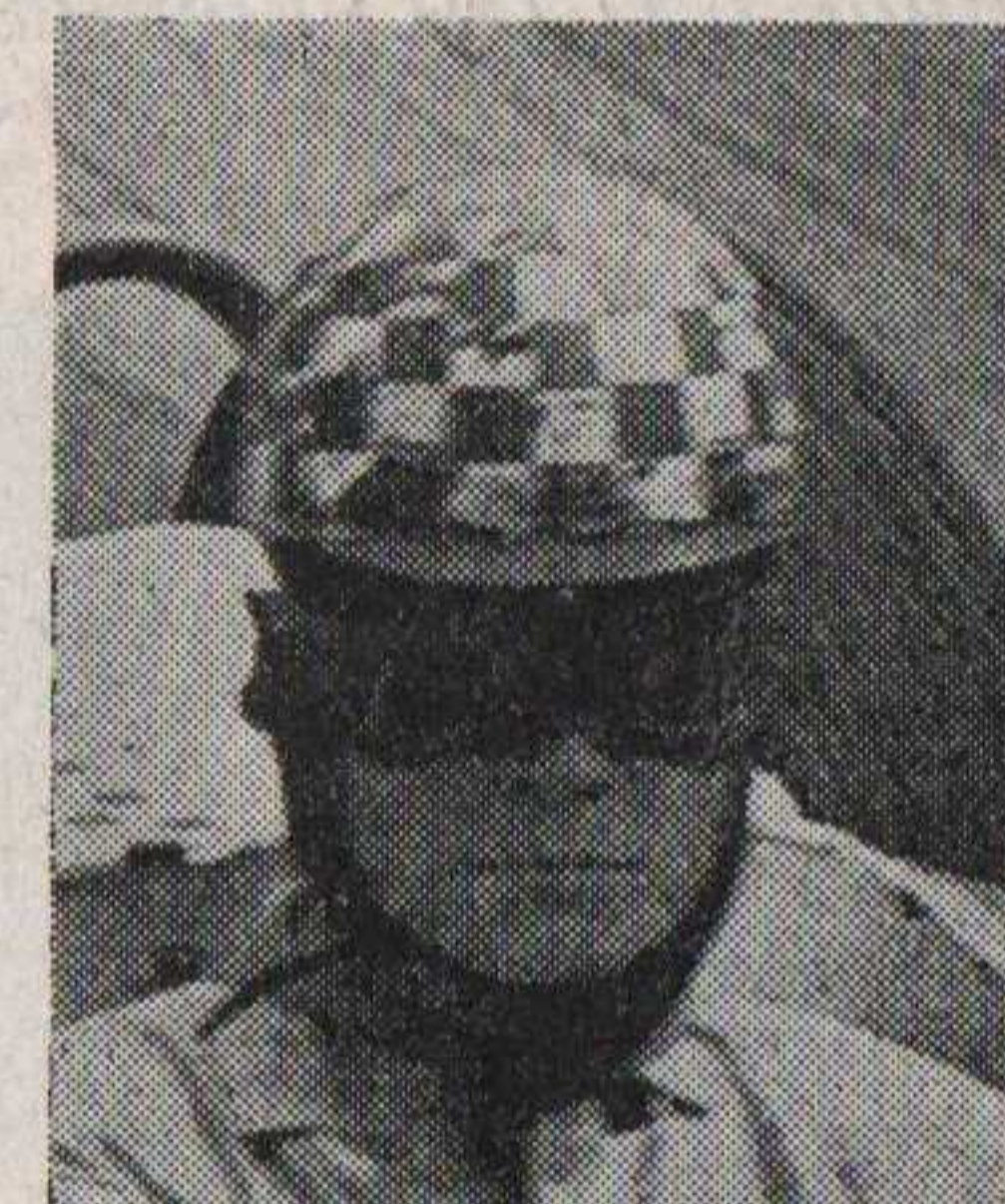
**DAN
GURNEY**



**TONY
MARSH**



**BRUCE
HALFORD**



**MICHAEL
MAY**

WOLFGANG SEIDEL

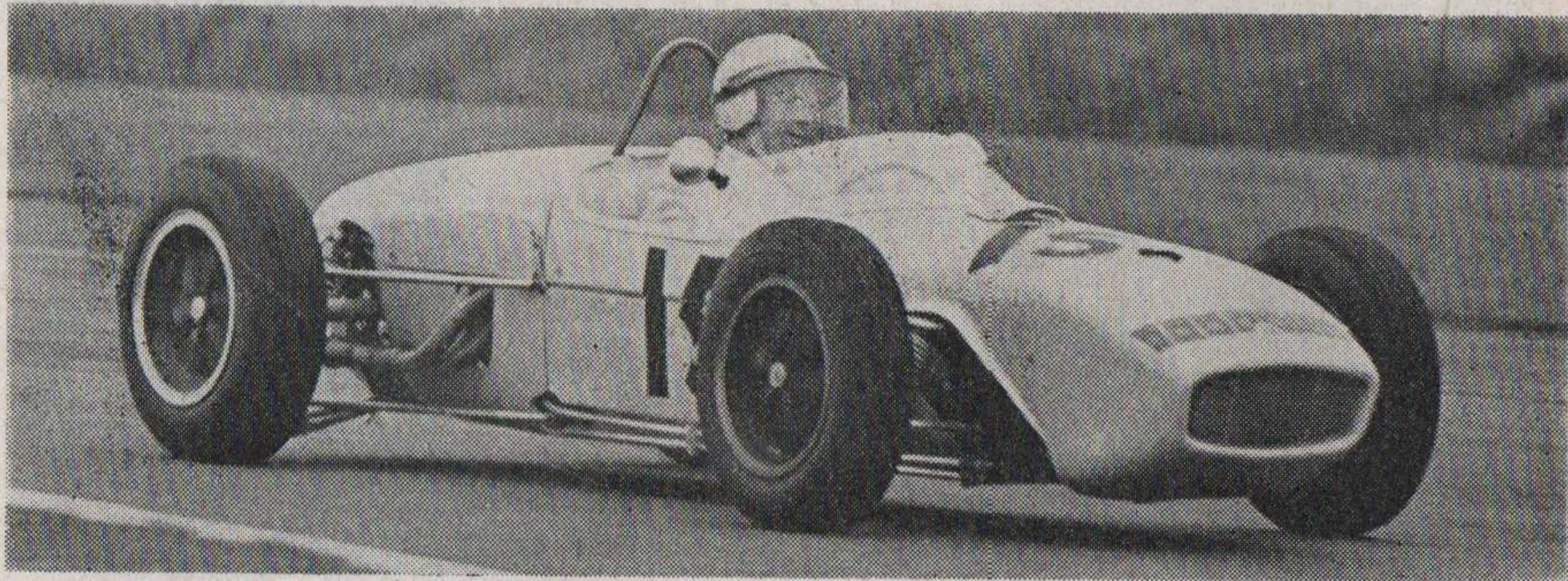
TIM PARNELL

J. B. W. MASERATI



**BRIAN
NAYLOR**

U.D.T. - Laystall Lotus



The Formula 1 U.D.T.-Laystall Lotus



**STIRLING
MOSS**

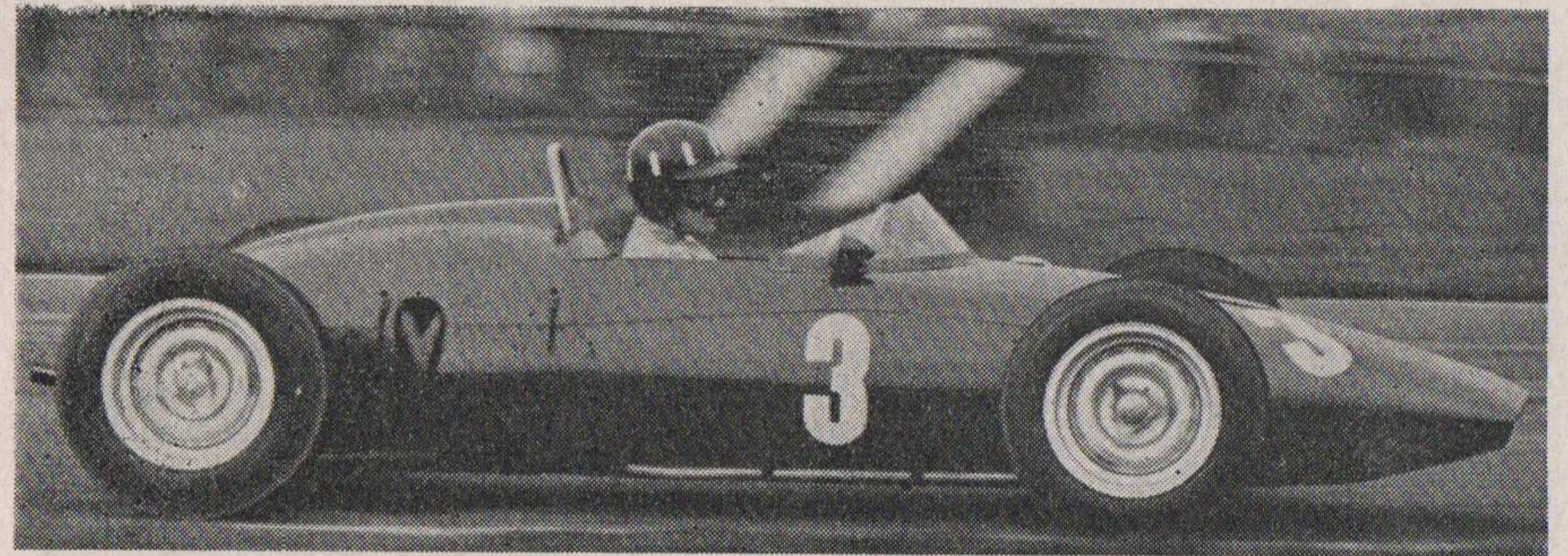


**HENRY
TAYLOR**



**JOAKIM
BONNIER**

B.R.M.



The 1961 Formula 1 B.R.M.

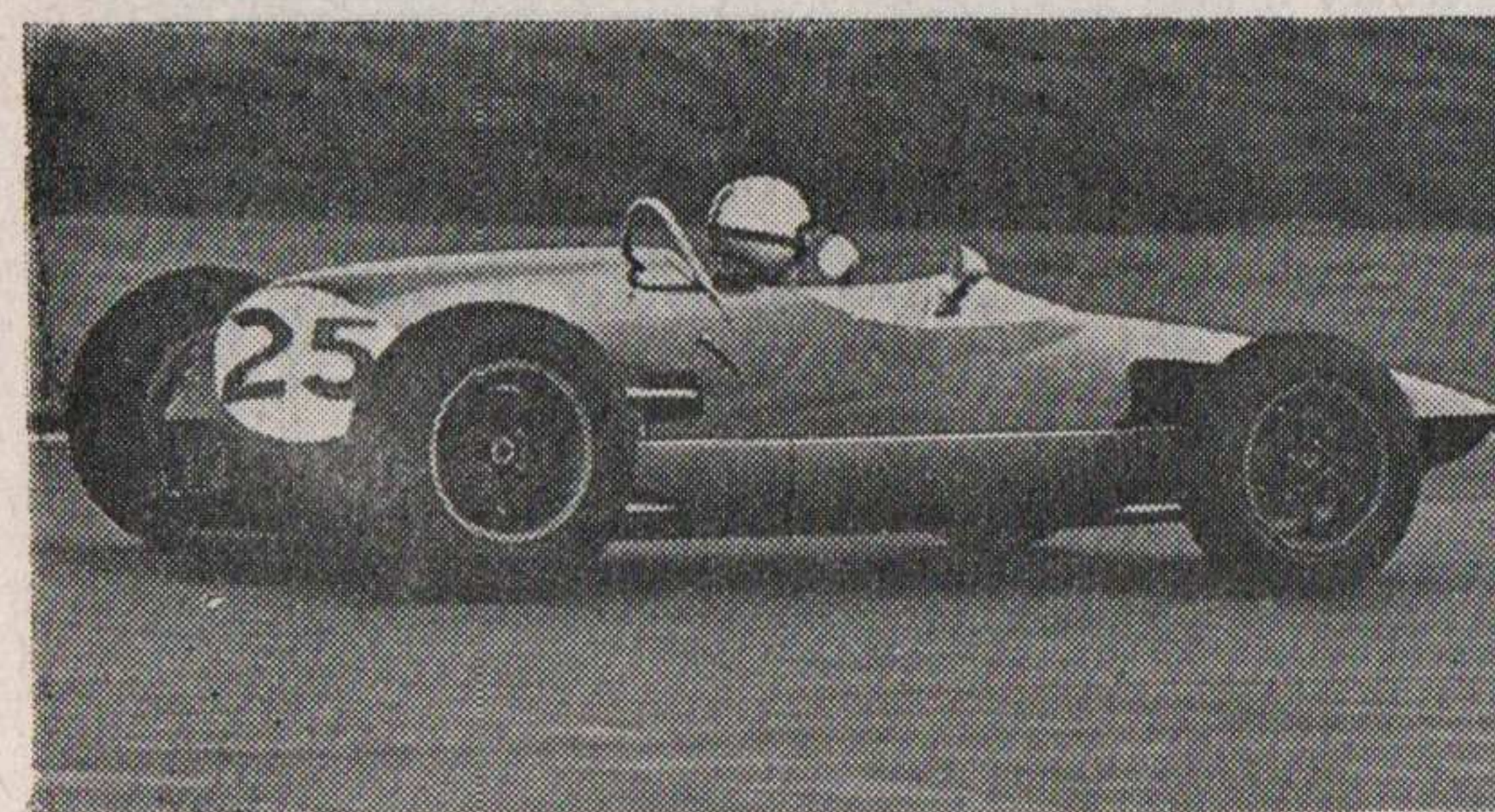


◀ **GRAHAM HILL**

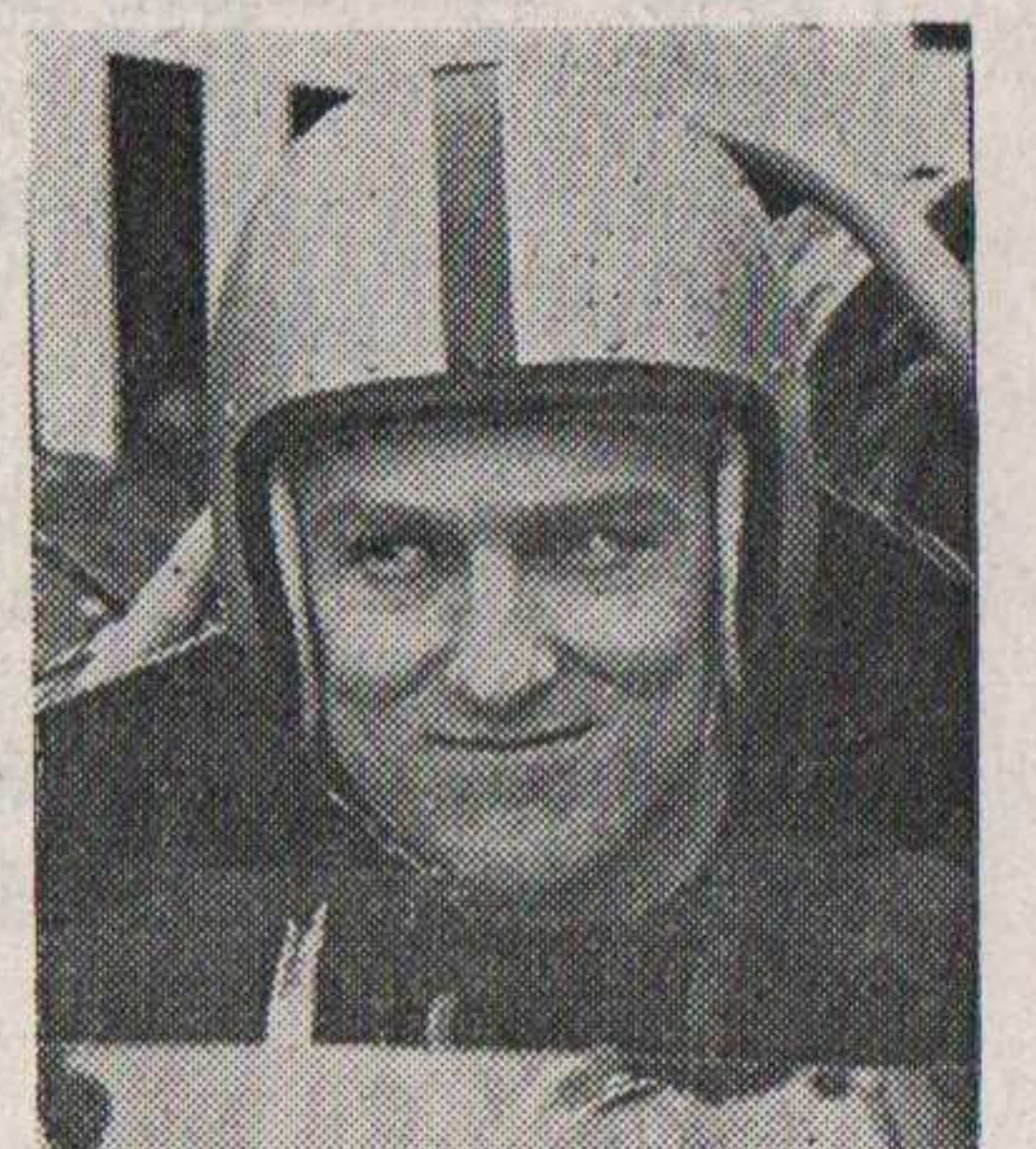
TONY BROOKS ▶



Gilbey



The Formula 1 Gilbey-Climax



**KEITH
GREENE**

Wet road holding improved 23%

Recent work on tyre design and construction has shown a major break through in road holding. A significant improvement has come from new rubber compounds with high internal hysteresis loss, and from a new twofold tread manufacturing technique.

The process of hysteresis friction is simple. When rubber is elastically deformed by the thousands of minute irregularities on the road surface some degree of the work done in the deformation is not recovered when the rubber returns to its original shape—thus giving rise to a form of friction. With normal rubbers of normal resilience, the deformed part snaps back and tyre drag is kept at a minimum. With high hysteresis rubbers the deformed part is 'lazy', the work done is dissipated as heat, and there is much improved grip on the road. The effect is unimpaired by surface moisture and therefore CONSIDERABLY ENHANCED WET ROAD HOLDING RESULTS.

There remains, however, the problem of overheating: but, since the largest part of the heat generation takes place in the walls and casing, it is readily conceivable that the best

of both worlds can be obtained by making tyres with high hysteresis rubber tread, and normally resilient (i.e. low heat build-up) rubber in the walls and carcass.

This has in fact been achieved in the manufacture of the new AVON TURBOSPEED MARK II road tyre for fast cars, through a new twofold tread extrusion technique by which a tread of the new high hysteresis 'cling' rubber is allied to a natural 'cushion' rubber base and sidewall. The result is a superlative fast performance tyre of racing ancestry, with the usual Avon higher mileage, and the tremendous advantage of a 23% improvement in wet road holding.

The AVON TURBOSPEED MARK II is the first twofold tread tyre to be available at no extra cost.

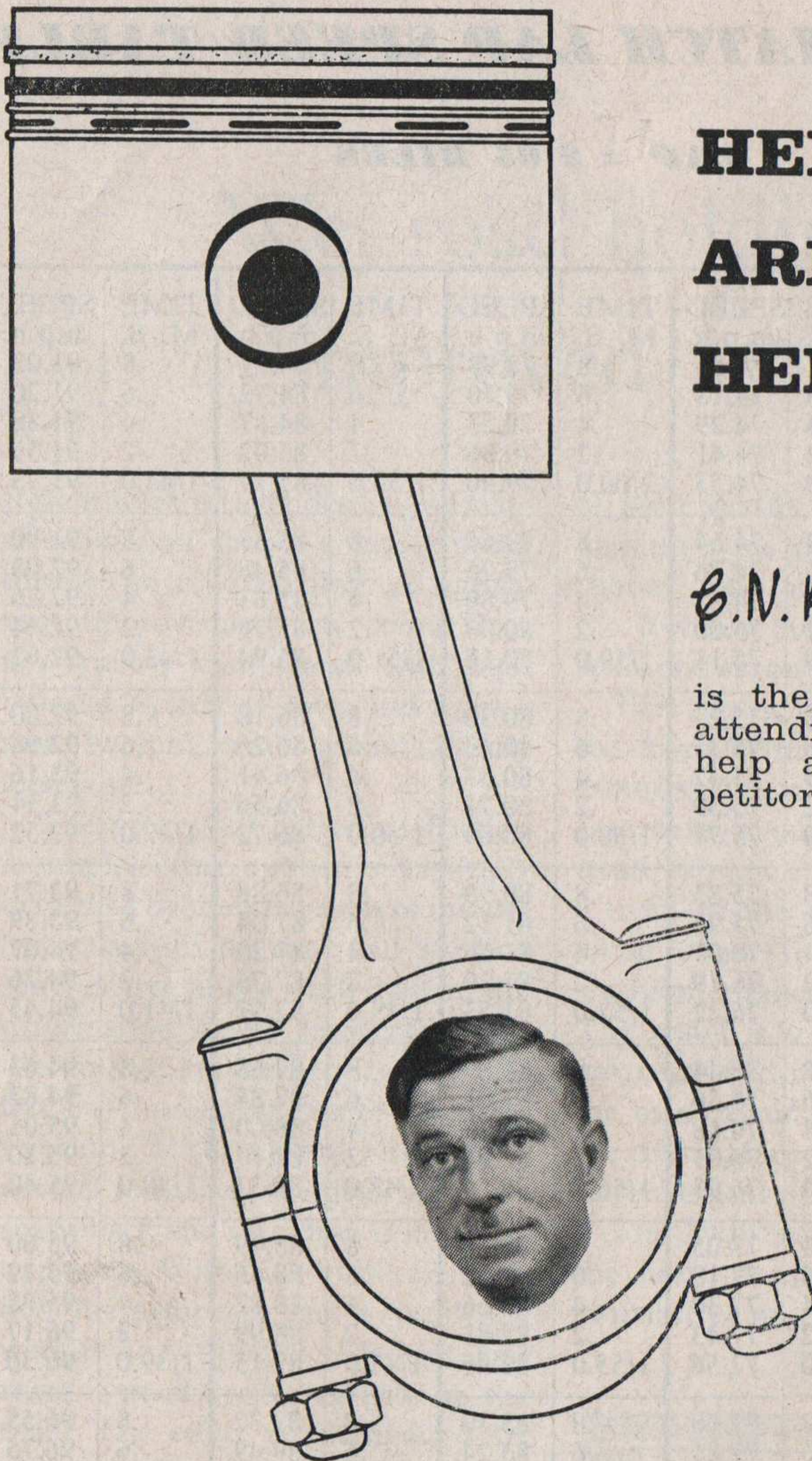


BRANDS HATCH LAP SPEED TABLE

1 LAP = 2.65 MILES

TIME	SPEED	TIME	SPEED	TIME	SPEED	TIME	SPEED	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.
.8	69.73	.8	74.06	.8	78.97	.8	84.57	.8	91.03
.6	69.83	.6	74.18	.6	79.10	.6	84.72	.6	91.20
.4	69.94	.4	74.29	.4	79.23	.4	84.87	.4	91.38
.2	70.04	.2	74.41	.2	79.36	.2	85.02	.2	91.56
2/160	70.14	2/08.0	74.53	2/00.0	79.50	1/52.0	85.17	1/44.0	91.73
.8	70.25	.8	74.64	.8	79.63	.8	85.33	.8	91.90
.6	70.35	.6	74.76	.6	79.76	.6	85.48	.6	92.08
.4	70.45	.4	74.88	.4	79.89	.4	85.63	.4	92.26
.2	70.56	.2	75.00	.2	80.03	.2	85.79	.2	92.44
2/15.0	70.66	2/07.0	75.11	1/59.0	80.16	1/51.0	85.94	1/43.0	92.62
.8	70.77	.8	75.23	.8	80.30	.8	86.10	.8	92.80
.6	70.87	.6	75.35	.6	80.43	.6	86.25	.6	92.98
.4	70.98	.4	75.47	.4	80.57	.4	86.41	.4	93.16
.2	71.08	.2	75.59	.2	80.71	.2	86.56	.2	93.34
2/14.0	71.19	2/06.0	75.71	1/58.0	80.84	1/50.0	86.72	1/42.0	93.52
.8	71.30	.8	75.83	.8	80.98	.8	86.88	.8	93.71
.6	71.40	.6	75.95	.6	81.12	.6	87.04	.6	93.89
.4	71.51	.4	76.07	.4	81.26	.4	87.20	.4	94.07
.2	71.62	.2	76.19	.2	81.39	.2	87.36	.2	94.26
2/13.0	71.72	2/05.0	76.32	1/57.0	81.53	1/49.0	87.52	1/41.0	94.45
.8	71.83	.8	76.44	.8	81.67	.8	87.68	.8	94.63
.6	71.94	.6	76.56	.6	81.81	.6	87.84	.6	94.82
.4	72.05	.4	76.68	.4	81.95	.4	88.00	.4	95.01
.2	72.16	.2	76.81	.2	82.09	.2	88.17	.2	95.20
2/12.0	72.27	2/04.0	76.93	1/56.0	82.24	1/48.0	88.33	1/40.0	95.40
.8	72.38	.8	77.05	.8	82.38	.8	88.49	.8	95.60
.6	72.49	.6	77.18	.6	82.52	.6	88.66	.6	95.79
.4	72.60	.4	77.30	.4	82.66	.4	88.82	.4	95.98
.2	72.71	.2	77.43	.2	82.81	.2	88.99	.2	96.17
2/11.0	72.82	2/03.0	77.56	1/55.0	82.95	1/47.0	89.15	1/39.0	96.36
.8	72.93	.8	77.68	.8	83.10	.8	89.32	.8	96.55
.6	73.04	.6	77.81	.6	83.24	.6	89.49	.6	96.75
.4	73.15	.4	77.94	.4	83.39	.4	89.66	.4	96.95
.2	73.27	.2	78.06	.2	83.53	.2	89.83	.2	97.14
2/10.0	73.38	2/02.0	78.19	1/54.0	83.68	1/46.0	90.00	1/38.0	97.34
.8	73.49	.8	78.32	.8	83.83	.8	90.17	.8	97.54
.6	73.61	.6	78.45	.6	83.97	.6	90.34	.6	97.74
.4	73.72	.4	78.58	.4	84.12	.4	90.51	.4	97.94
.2	73.83	.2	78.71	.2	84.27	.2	90.68	.2	98.14
2/09.0	73.95	2/01.0	78.84	1/53.0	84.42	1/45.0	90.85	1/37.0	98.35

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



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EVENT ONE

THE PECO TROPHY

For Grand Touring cars complying with Appendix J (1960) Group 3,
to the International Sporting Code

START 2.00 p.m.

10 LAPS

No.	Entrant and Driver	Car	c.c.
Class A—Over 2500 c.c.			
90	John Coombs Racing Organisation (Dvr.: R. Salvadori)	Jaguar E-Type ..	3781
95	Equipe Endeavour (Dvr.: G. Hill) ..	Jaguar E-Type ..	3781
97	Equipe Endeavour & Maranello Concessionaires Ltd. (Dvr.: M. Parkes)	Ferrari Berlinetta ..	2953
Class B—1601 c.c. to 2500 c.c.			
98	The Augean Stable (Dvr.: T. S. Petersen)	Triumph T.R.3 ..	2136
99	P. Marten	Morgan Plus Four ..	1991
100	R. A. V. Staples	A.C. Ace	1971
101	Scuderia Light Blue (Dvr.: A. Foster) ..	A.C. Ace	1971
103	W. J. Shaw	A.C. Ace	1971
118	S. A. H. Accessories Ltd. (Dvr.: N. H. Dangerfield)	Triumph T.R.3 ..	1971
121	Roy North Motors (Dvr.: P. H. Arnold)	Triumph T.R.3 ..	2136
Class C—1001 c.c. to 1600 c.c.			
104	J. Woolfe	T.V.R. Grantura ..	1588
105	Gilby Engineering Ltd. (Dvr.: K. A. Greene)	Porsche Carrera ..	1588
106	P. J. S. Lumsden	Lotus Elite	1216
107	L. Leston	Lotus Elite	1216
108	The Chequered Flag Ltd. (Dvr.: G. A. Warner)	Lotus Elite	1216
109	P. Jopp	Lotus Elite	1216
110	Team Turner (Dvr.: J. P. Fergusson) ..	Turner '1100' ..	1098
119	C. Hunt	Lotus Elite	1216
122	J. R. Olthoff	M.G. A	1588
Class D—Up to 1000 c.c.			
111	John Sprinzel Ltd. (Dvr.: P. Hawkins or C. Simson)	Austin Healey Sebring Sprite	994
112	John Sprinzel Ltd. (Dvr.: I. Walker or J. Sprinzel)	Austin Healey Sebring Sprite	994
114	Gaston Racing (Dvr.: J. H. Gaston) ..	Austin Healey Sprite	994
115	Scuderia Light Blue (Dvr.: A. Hedges) ..	Austin Healey Sebring Sprite	994
116	K. W. Mackenzie	Alexander Turner ..	978
120	G.S.M. (Cars) Ltd. (Dvr.: N. R. Jones)	G.S.M. Delta ..	997
Reserves			
123	The Augean Stable (Dvr.: R. Stelfox) (1st Reserve)	Triumph T.R.3 ..	2136
124	K. Tomei (2nd Reserve)	M.G. A	1588
125	Jamaica Racing (Dvr.: P. Jackson) (3rd Reserve)	Austin Healey Sprite	994
126	K. Price (4th Reserve)	Austin Healey Sprite	948

(Results Overleaf)

RESULTS :

OVERALL WINNER..... 97

CLASS A

1. 97 2. 90 3. 95

Winner's Time..... Speed 82.3 m.p.h.

Fastest Lap: Car No. 97
Time..... Speed 83.39 m.p.h.

CLASS C

1. 108 2. 109 3. 109

Winner's Time..... Speed 79.12 m.p.h.

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

CLASS B

1. 100 2. 99 3. 118

Winner's Time..... Speed 75.98 m.p.h.

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

CLASS D

1. 2. 3.

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

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

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EVENT TWO

THE SILVER CITY INTERNATIONAL TROPHY

*For single-seater racing cars complying with the International Formula 1
(1500 c.c. unsupercharged)*

START 2.45 p.m.

76 LAPS

No.	Entrant and Driver	Car	c.c.
2	Cooper Car Co. Ltd. (Dvr.: J. Brabham)	Cooper Climax	.. 1475
4	Cooper Car Co. Ltd. (Dvr.: B. McLaren)	Cooper Climax	.. 1475
6	Yeoman Credit Racing Team (Dvr.: R. Salvadori)	Cooper Climax	.. 1475
8	Yeoman Credit Racing Team (Dvr.: J. Surtees)	Cooper Climax	.. 1475
10	H. & L. Motors Ltd. (Dvr.: J. R. Lewis)	Cooper Climax	.. 1475
12	R. M. Bartram (Dvr.: S. Summers)	Cooper Climax	.. 1475
14	B. Collomb	Cooper Climax	.. 1475
16	J. Campbell-Jones	Cooper Climax	.. 1475
18	G. R. Eden	Cooper Climax	.. 1475
22	Team Lotus (Dvr.: I. Ireland or T. Taylor)	Lotus Climax	.. 1475
24	Team Lotus (Dvr.: J. Clark)	Lotus Climax	.. 1475
26	U.D.T.-Laystall Racing Team (Dvr.: S. Moss)	Lotus Climax	.. 1475
28	U.D.T.-Laystall Racing Team (Dvr.: H. Taylor)	Lotus Climax	.. 1475
30	U.D.T.-Laystall Racing Team (Dvr.: J. Bonnier)	Lotus Climax	.. 1475
32	Mrs. L. Bryden-Brown (Dvr.: D. Gurney)	Lotus Climax	.. 1475
34	A. E. Marsh	Lotus Climax	.. 1475
36	S. J. Diggory (Dvr.: B. Halford)	Lotus Climax	.. 1475
38	R. Parnell (Dvr.: T. Parnell)	Lotus Climax	.. 1475
40	Owen Racing Organisation (Dvr.: G. Hill)	B.R.M. Climax	.. 1475
42	Owen Racing Organisation (Dvr.: A. Brooks)	B.R.M. Climax	.. 1475
44	J.B.W. Car Co. (Dvr.: B. Naylor)	J.B.W. Maserati	.. 1487
46	Gilby Engineering Co. Ltd. (Dvr.: K. A. Greene)	Gilby Climax	.. 1475
48	Scuderia Colonia (Dvr.: W. Seidel)	Porsche Lotus	.. 1498
50	G. Maugeri	Cooper Climax	.. 1475
52	Scuderia Colonia (Dvr.: M. May)	Lotus Climax	.. 1475
54	Alan Trow M/C's Ltd. (Dvr.: A. Trow)	Cooper Climax	.. 1475

(Results Overleaf)

Grid Positions

1 26	5 42	8 2	12 32	15 30	19 38	22 50
2 8	6 6	9 20	13 34	16 48	20 44	23 16
3 24	7 4	10 28	14 52	17 18	21 14	24 46
4 40		11 22		18 54		25

RESULTS

1st..... Moss 26 4th..... Clark Salvadori 6
 2nd..... Clark 24 5th..... Gurney 32
 3rd..... Brooks 42 6th..... March 34

Winner's Time 2R 11-40.6

Speed 91.78 m.p.h

Fastest Lap :

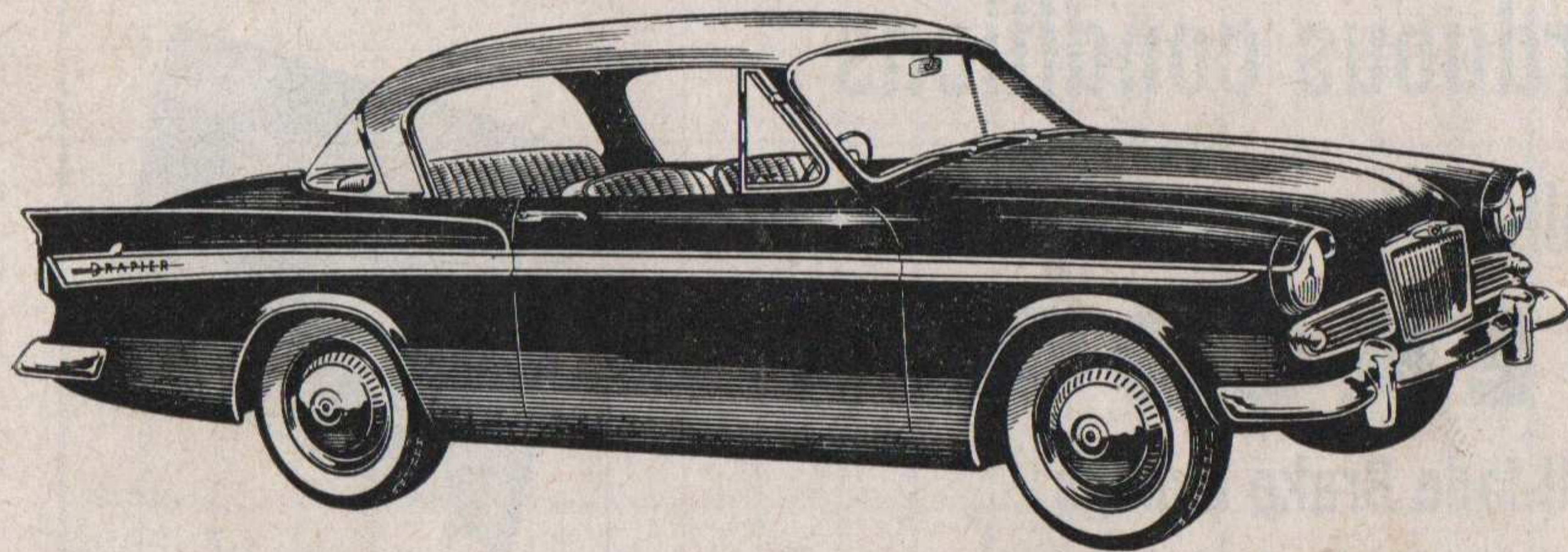
Car No. Moss 26

Time 1-42 Speed 93.52

EVENT TWO LAP CHART

POS. ▼	L A P S																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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EVENT THREE THE JOHN DAVY TROPHY

For single-seater racing cars complying with the International Formula Junior

START 5.15 p.m.

20 LAPS

No.	Entrant and Driver	Car	c.c.
55	Team Lotus (Dvr.: T. Taylor)	Lotus Ford	997
56	Team Lotus (Dvr.: P. Arundell) <i>P. Gardner</i>	Lotus Ford	997
57	Team Lotus (Dvr.: M. McKee)	Lotus Ford	997
58	Jim Russell Racing Drivers' School (Dvr.: To be nominated) <i>J. Lasker</i>	Lotus Ford	997
59	Jim Russell Racing Drivers' School (Dvr.: F. Gardiner)	Lotus Ford	997
60	P. Ellis	Lotus Ford	997
61	D. Piper	Lotus Ford	997
62	G. Henrotte (Dvr.: J. Brown)	Lotus Ford	997
63	W. F. Moss	Lotus Ford	997
64	Don Moore (Dvr.: J. Whitmore)	Lotus B.M.C.	994
65	Lola Equipe (Dvr.: P. Ashdown)	Lola Ford	997
66	Lola Equipe (Dvr.: D. Prior)	Lola Ford	997
67	Lola Equipe (Dvr.: J. Hine)	Lola Ford	997
68	G. Henrotte (Dvr.: B. Whitehouse)	Lola Ford	997
69	D. Taylor	Lola Ford	997
70	Tyrrell Racing Organisation (Dvr.: A. Maggs)	Cooper B.M.C.	1098
71	Tyrrell Racing Organisation (Dvr.: J. Love)	Cooper B.M.C.	1098
72	Midland Racing Partnership (Dvr.: J. Rhodes)	Cooper B.M.C.	994
73	Midland Racing Partnership (Dvr.: R. Attwood)	Cooper Ford	997
74	Gerard Racing (Dvr.: R. Gerard)	Cooper Ford	997
75	Gerard Racing (Dvr.: J. H. Gaston)	Cooper B.M.C.	1098
76	Elva Cars (1961) Ltd. (Dvr.: C. Meek)	Elva Ford	994
77	H. W. Epps	Elva Ford	994
78	The Chequered Flag Ltd. (Dvr.: M. Parkes)	Gemini Ford	997
79	The Chequered Flag Ltd. (Dvr.: To be nominated) <i>Bill Moss</i>	Gemini Ford	997
80	Emeryson Cars Ltd. (Dvr.: S. Hart)	Emeryson Ford	997
Reserves			
81	G. H. Saunders (Dvr.: J. H. Saunders) (1st Reserve)	Lotus Ford	997
82	Emeryson Cars Ltd. (Dvr.: M. Spence) (2nd Reserve)	Emeryson Ford	997
84	G. Gartside (3rd Reserve)	Garford Ford	997
85	Scuderia Birchwood (Australia) (Dvr.: B. Gubby) (4th Reserve)	Lotus Ford	997
86	W. B. Pinckney (5th Reserve)	Lotus Ford	997

RESULTS:

1st. *Moss* 2nd. *Parkes* 3rd. *T. Taylor*
4th. 5th. 6th.

Winner's Time Speed m.p.h.

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

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EVENT THREE LAP CHART

POS.	L A P S																			
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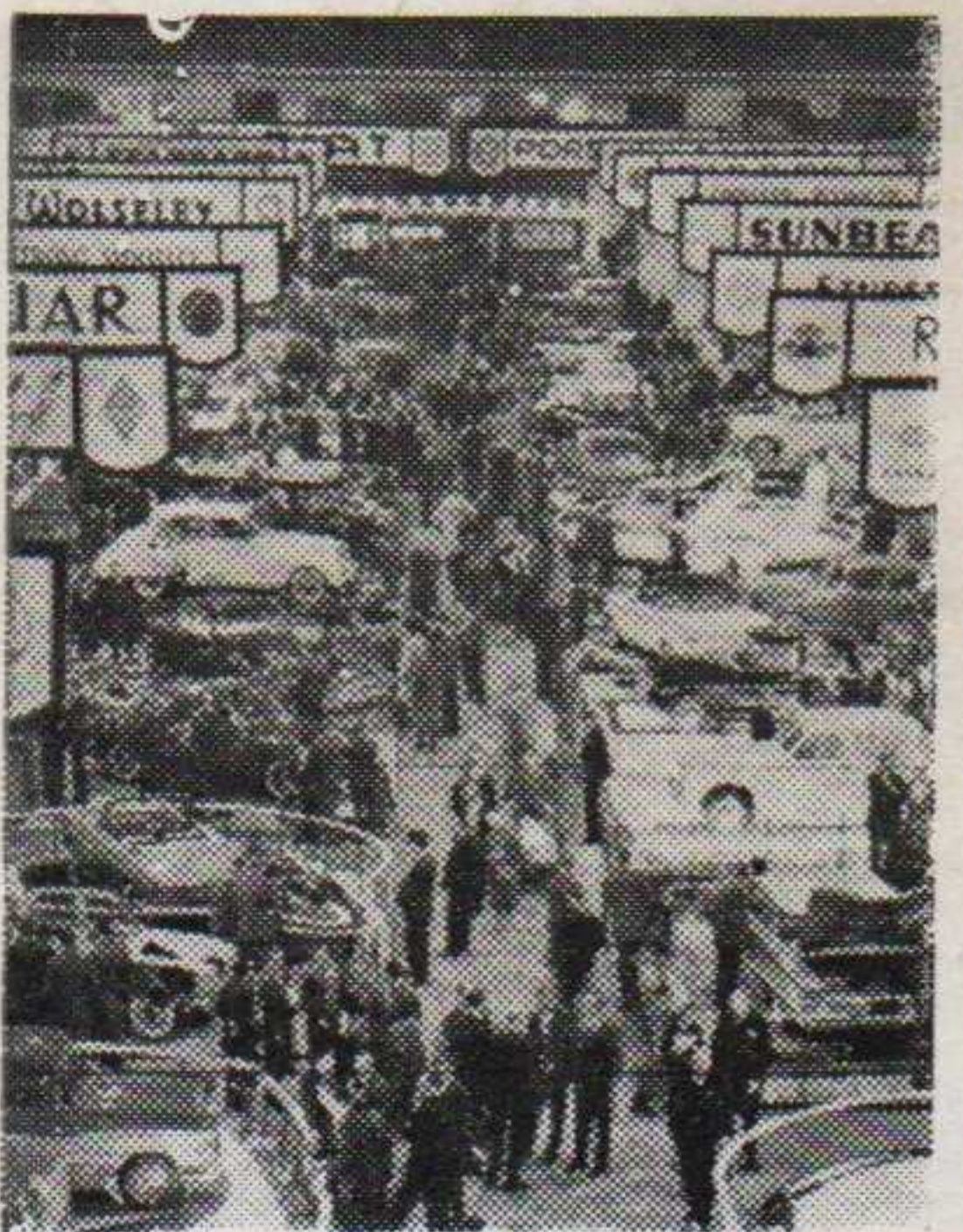
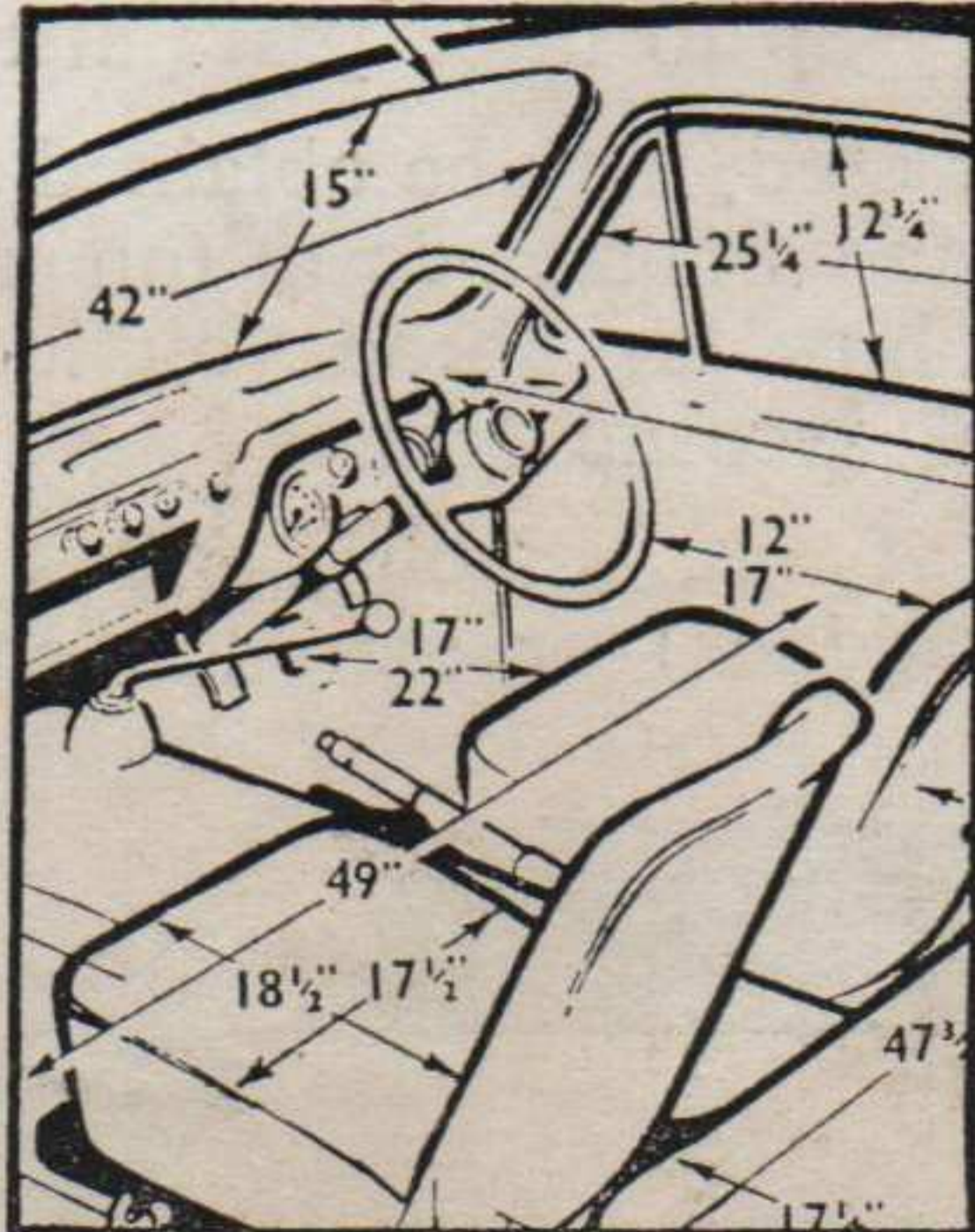
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