

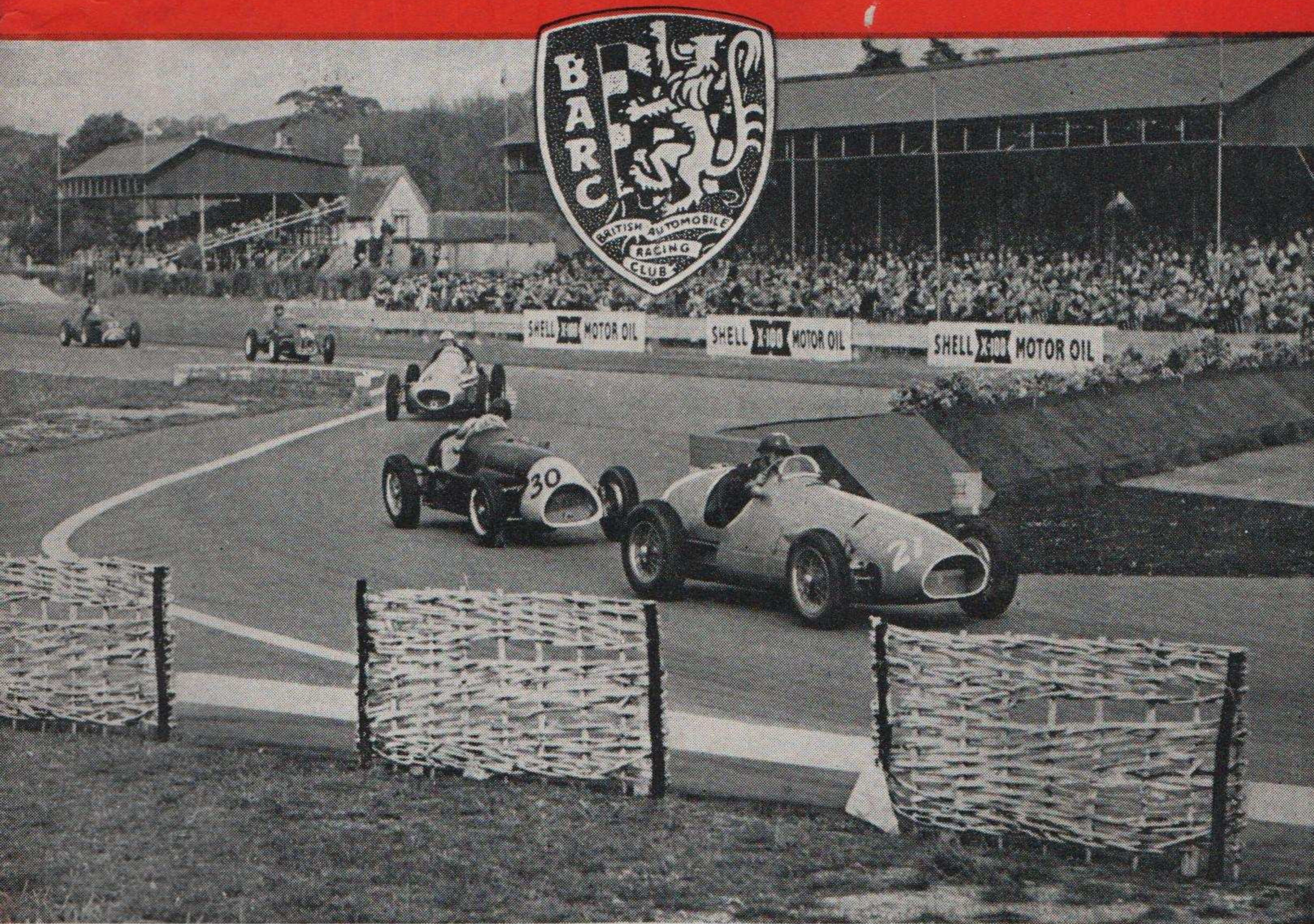
EASTER MONDAY • 19 APRIL 1954

OFFICIAL
SOUVENIR
PROGRAMME 2/-

GOODWOOD

*International
Car Race Meeting*

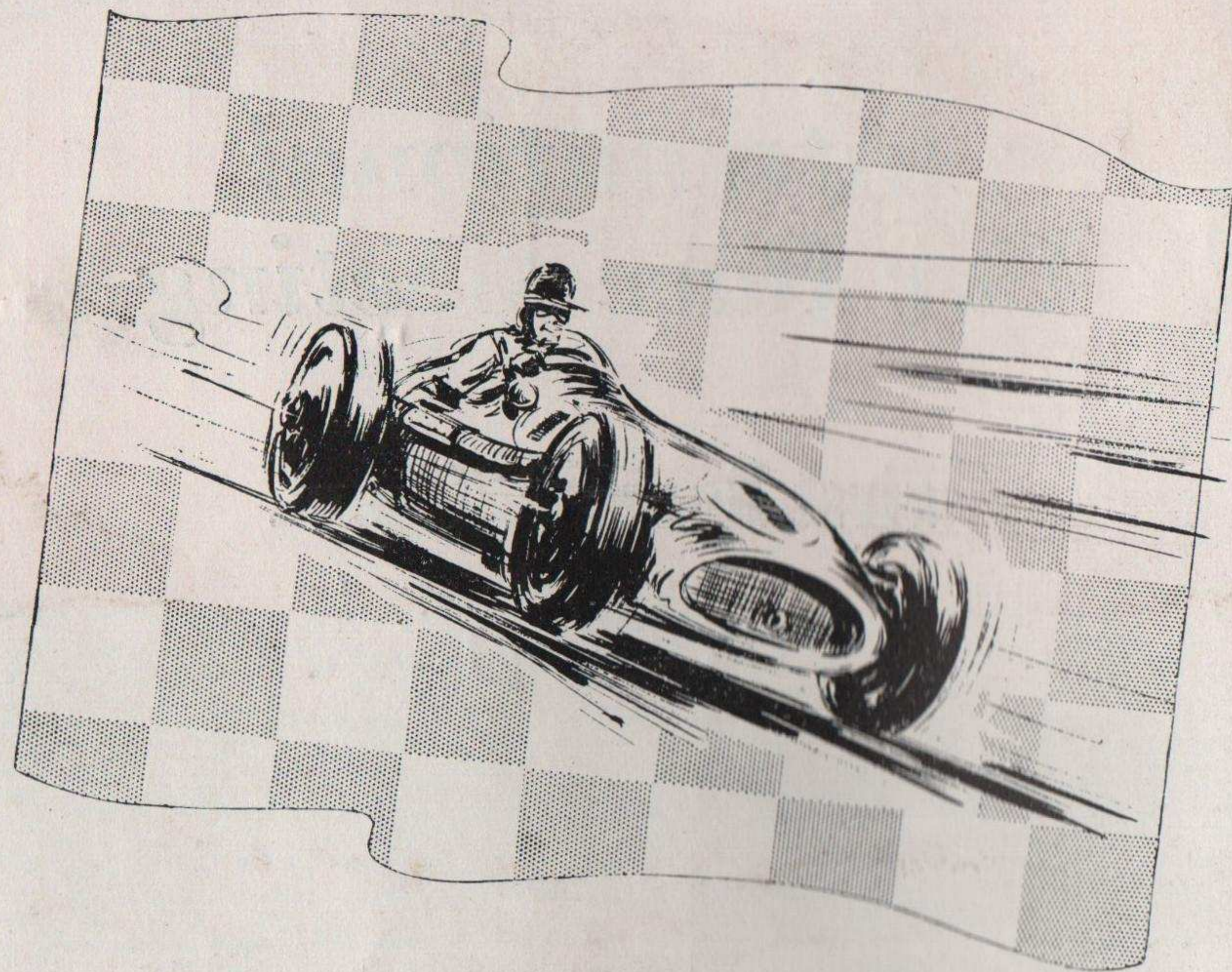
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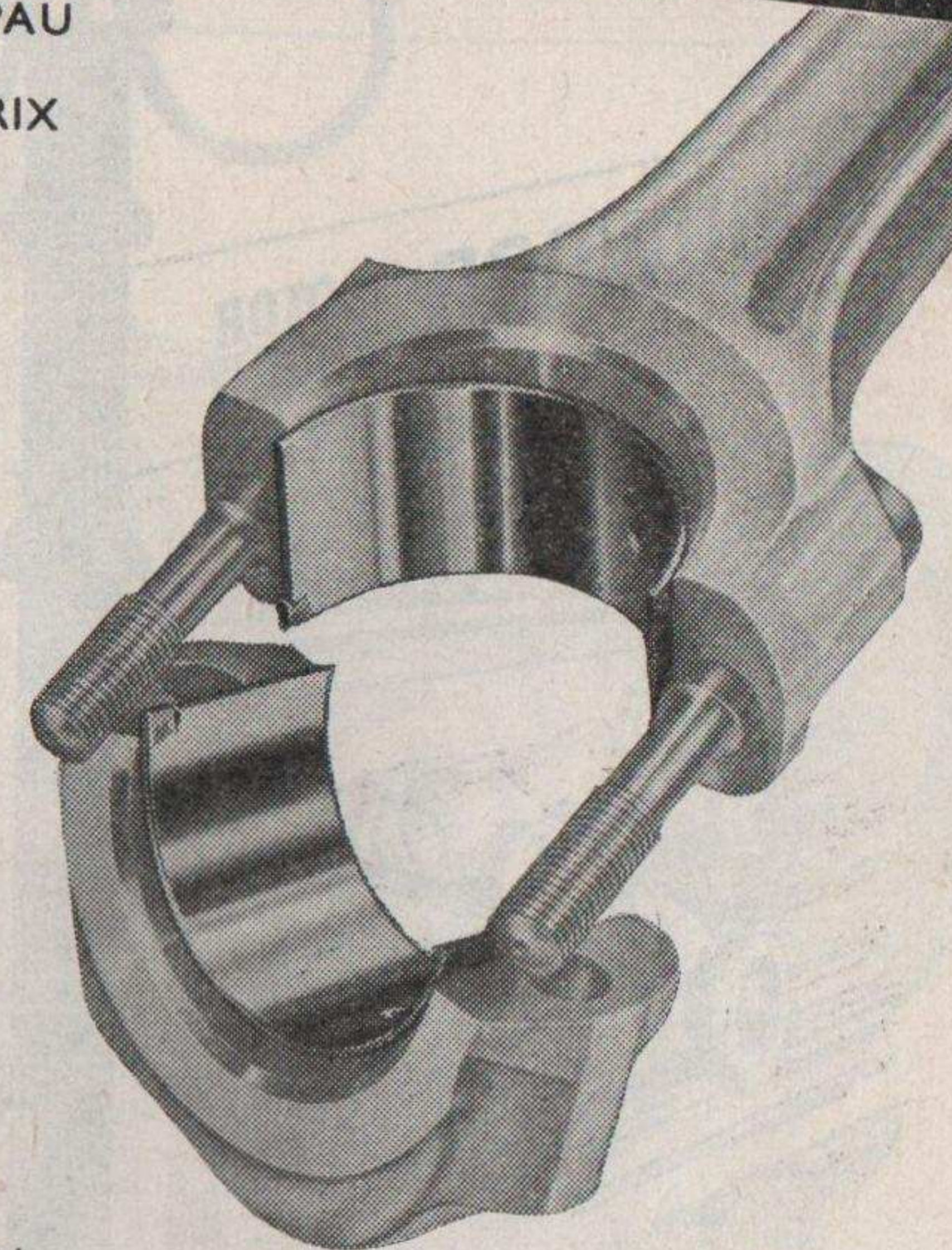
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- GERMAN GRAND PRIX
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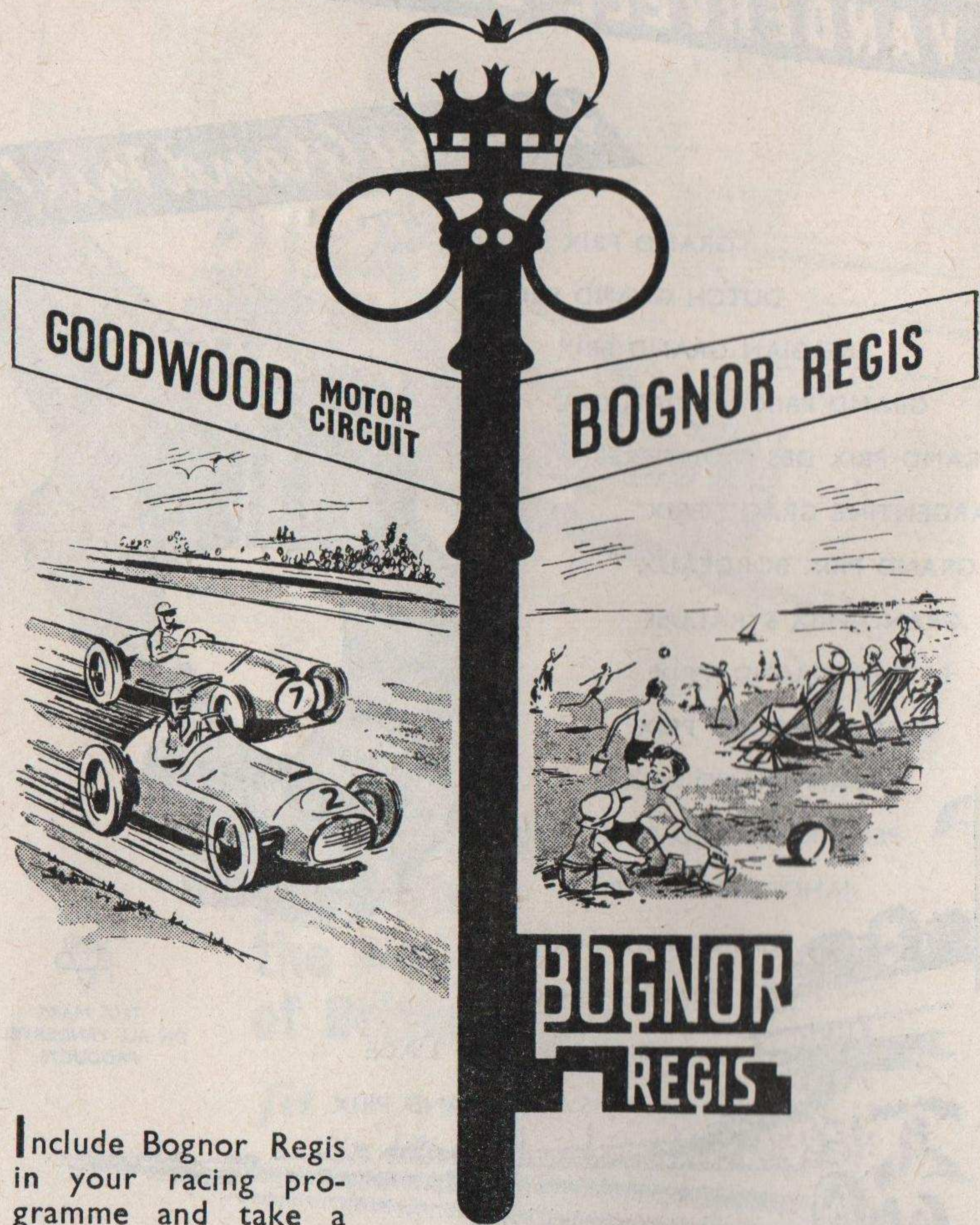
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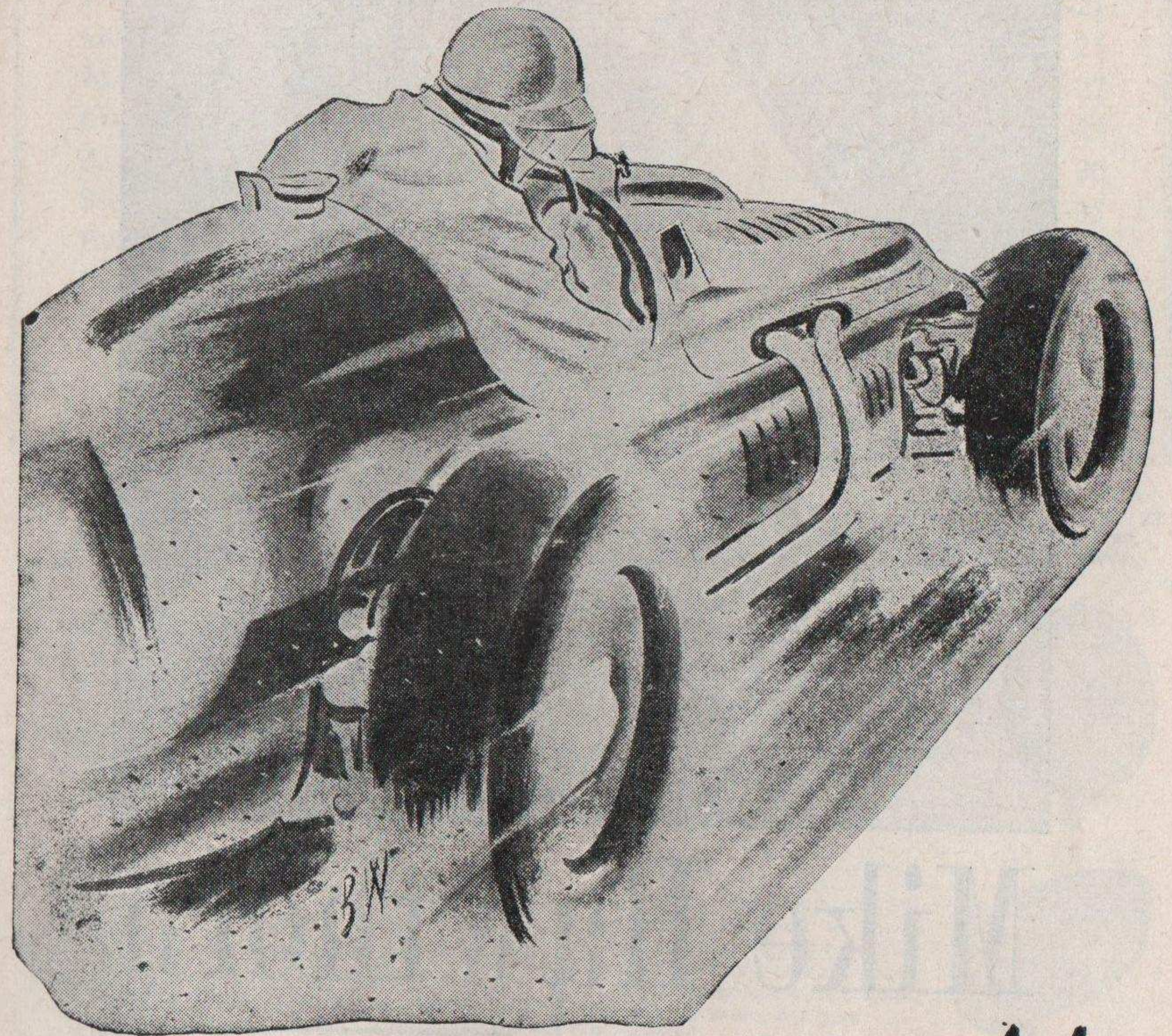
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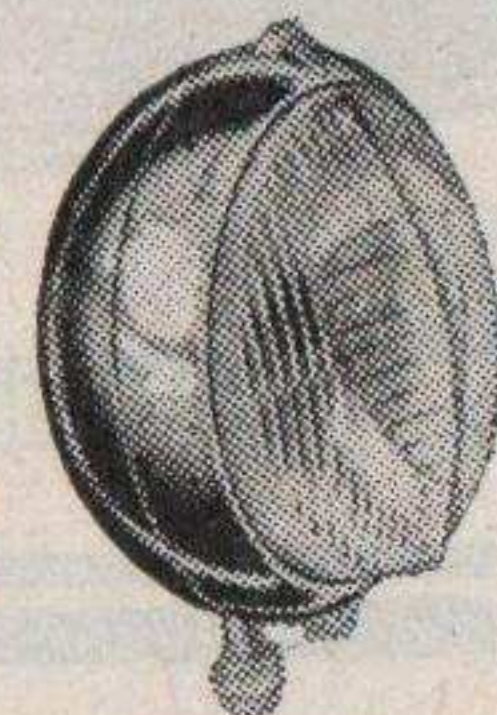


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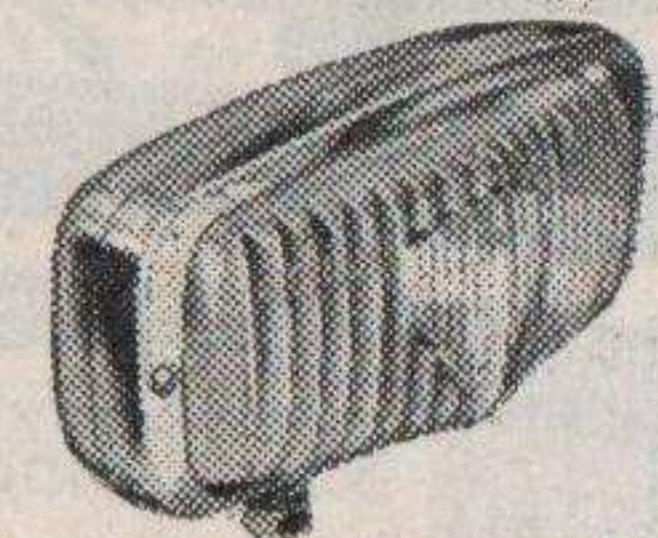


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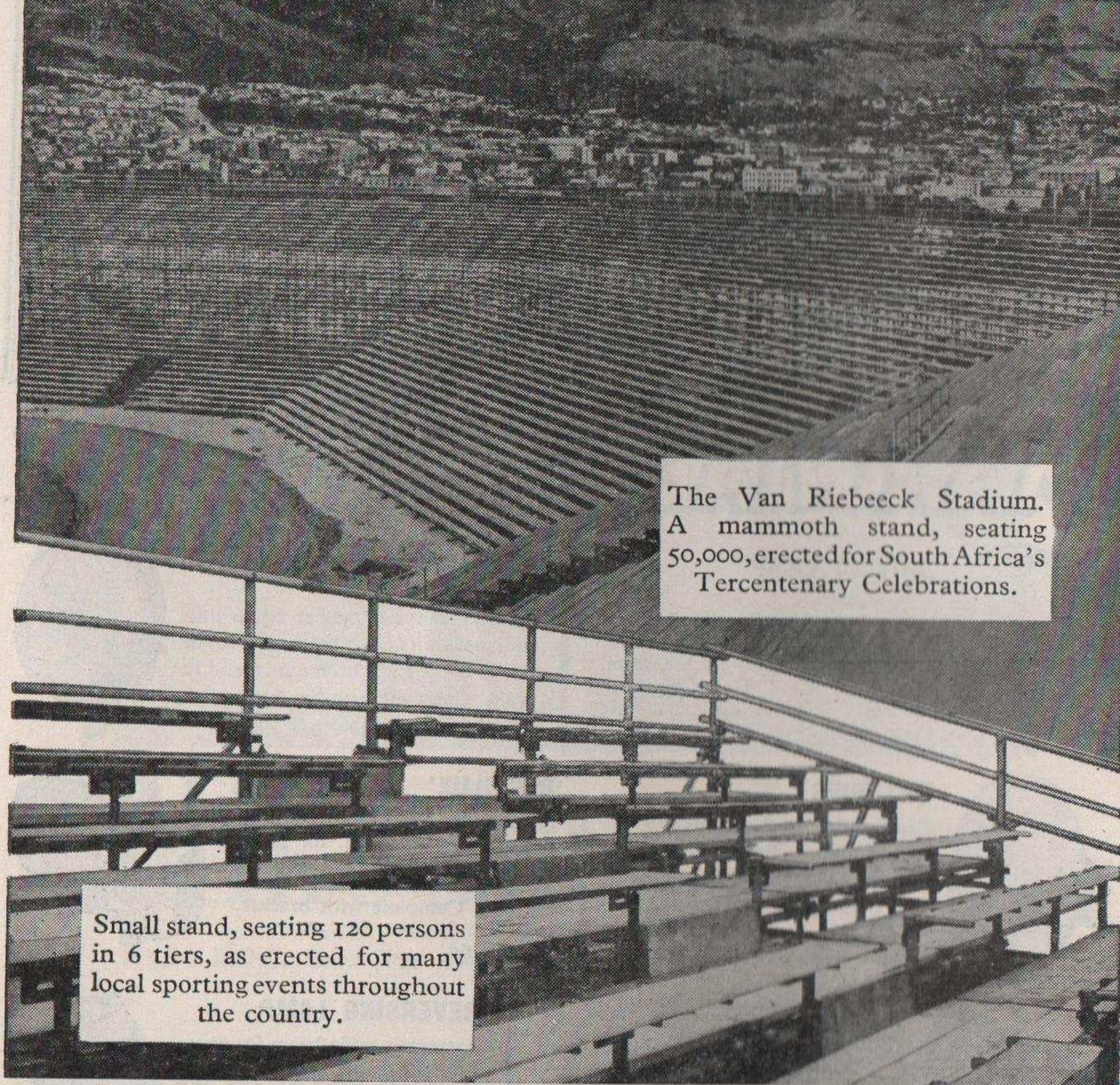
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NOTICES-IMPORTANT

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 connexion with the promoters and/or organization 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.

DOGS

In the interests of safety, dogs are not admitted to the course.

PORTABLE STANDS PROHIBITED

The organizers emphasize that spectators with improvised or portable "stands" will be refused admission.

The Goodwood Circuit, with terraced enclosures throughout almost its entire length, offers adequate views, and spectators who bring improvised "stands" interfere with the comfort of fellow spectators.

Spectators are prohibited from climbing on the roofs of any buildings in the enclosures.

Spectators occupying grandstand seats must remain seated during racing.

B.A.R.C. MEMBERS

B.A.R.C. members are reminded that there are stands available to them opposite the start, and at the Paddock Chicane. Individual seats cannot be reserved in these stands; any member is entitled to occupy a vacant seat.

Members are particularly requested to remain seated during racing.

Members and their guests are also admitted to the Paddock and to all public enclosures.

B.A.R.C. members' badges do not admit to the stands in the public enclosures.

REFRESHMENTS

Meals will be served in the Paddock marquee as follows: Breakfast, 7.45 a.m. until 10.15 a.m., price 4s.; luncheons, from 12 noon until 2.30 p.m., price 6s. Licensed bars are open from 10 a.m. and there is also a mobile bar and tea tent in the Paddock.

Breakfasts and luncheons at the same hours can be obtained in the licensed restaurant on the right of the main entrance, and set teas are served there from 3.30 p.m., price 2s.

There are marquees in all the enclosures where snacks and soft drinks, tea, coffee, etc., are served throughout the day.

Caravans: Exit times for caravans—to-day, 19th April, 6-8 p.m.; Tuesday, 20th April, up to 9 a.m. All caravans and towing vehicles must be clear of the Caravan Park by 9 a.m. on 20th April.

PROGRAMME COPYRIGHT

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

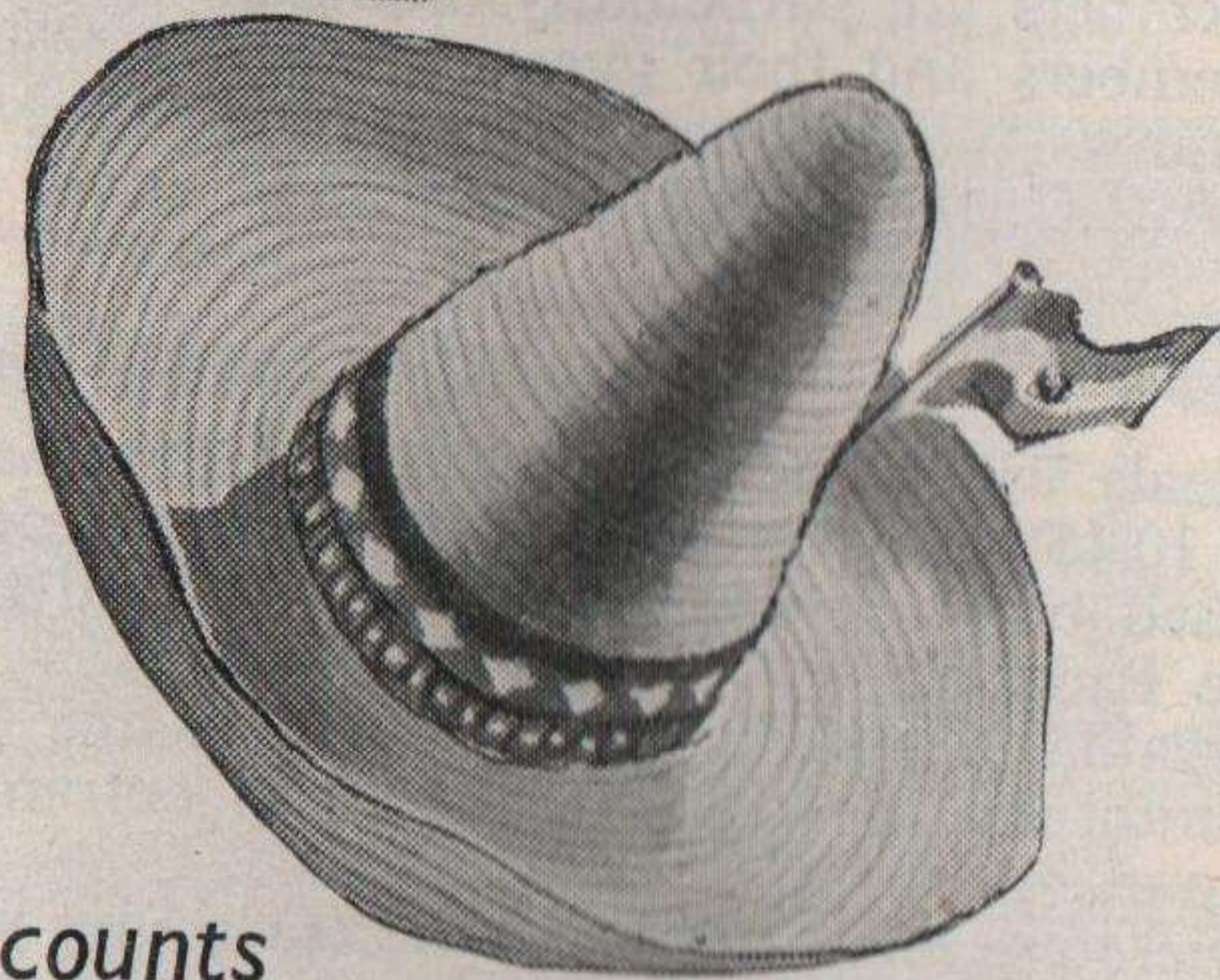
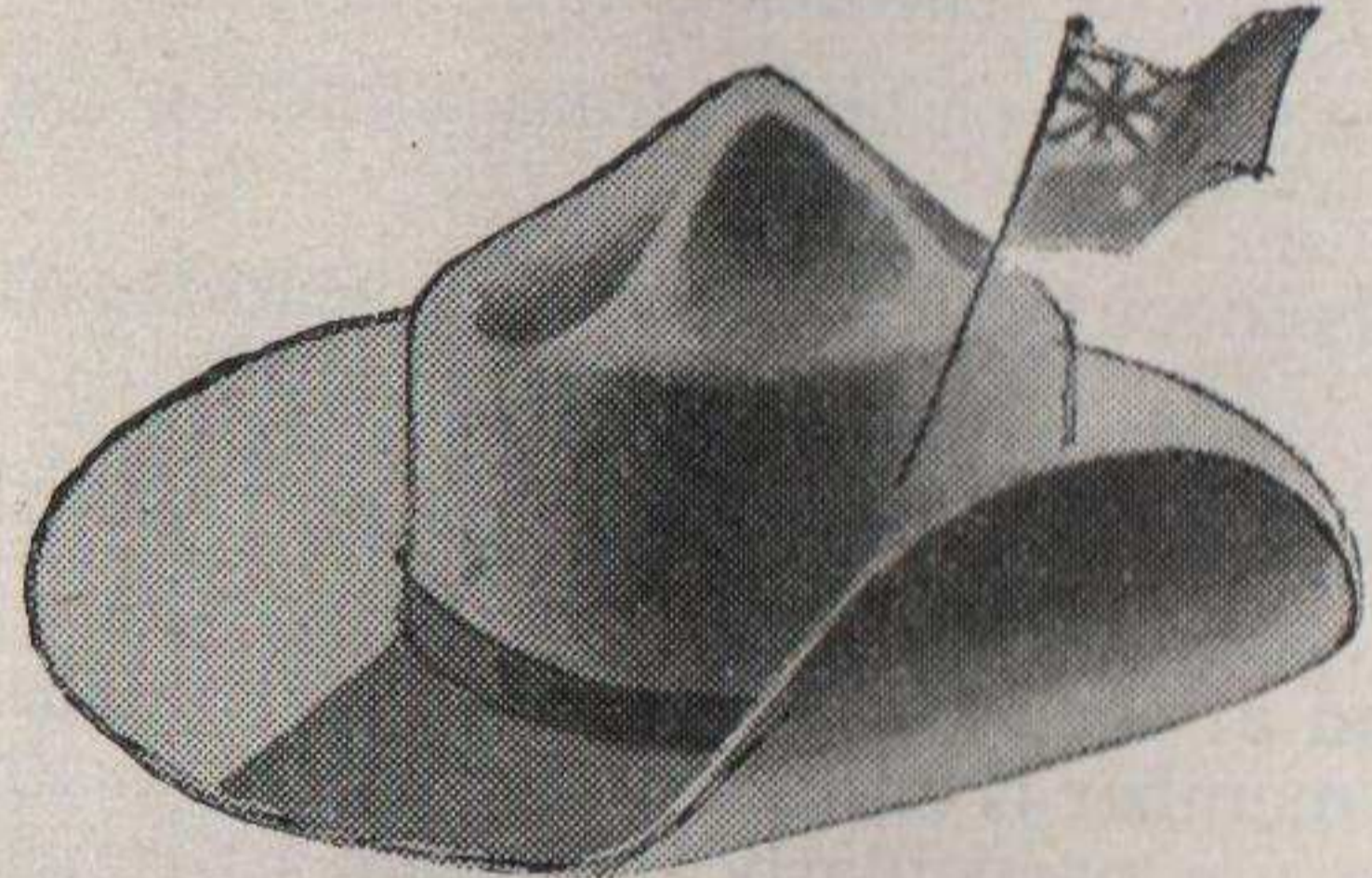
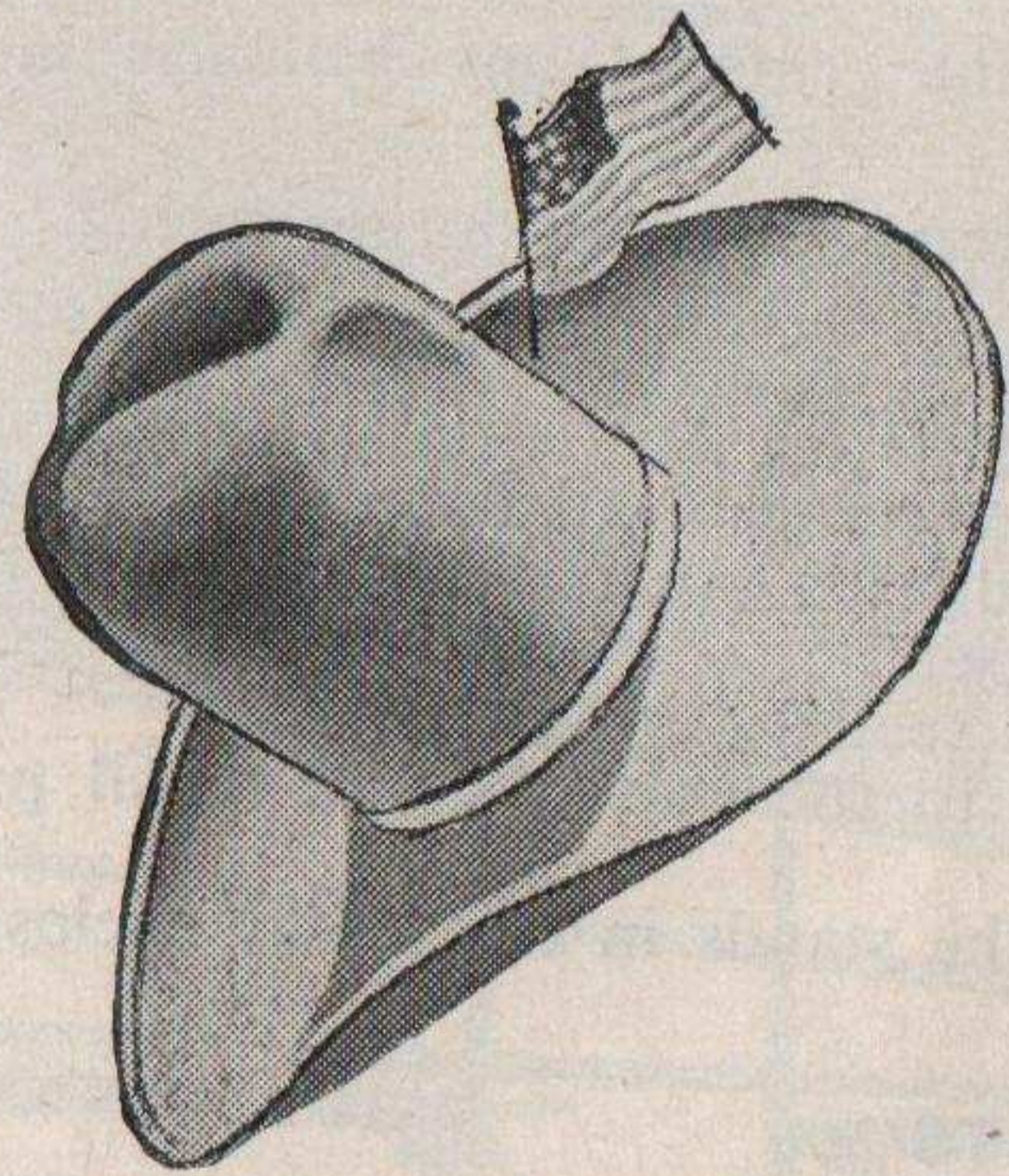


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INTERNATIONAL CAR RACE MEETING **GOODWOOD**

Near Chichester, Sussex

By arrangement with the Goodwood Road Racing Co. Ltd.

EASTER MONDAY, 19th APRIL, 1954

The Meeting is held under the International Sporting Code of the Federation Internationale de l'Automobile (hereinafter called the F.I.A.), the General Competition Rules of the Royal Automobile Club, the Competition Rules (1954) of the British Automobile Racing Club Ltd., and such Supplementary Regulations and Instructions as the Club may issue for the meeting. R.A.C. Permit No. 0/83.

PATRON OF THE MEETING:

His Grace the Duke of Richmond and Gordon
(President of the British Automobile Racing Club)

OFFICIALS

Stewards of the Meeting

The Rt. Hon. Earl Howe, P.C., C.B.E. (representing the R.A.C.)
Major F. H. Bale, O.B.E. Alfred Logette:
Professor A. M. Low, D.Sc., A.C.G.I., etc.

Judges

J. Duncan Ferguson, F.C.A. Stanley Sedgwick, A.C.A. C. S. Watkinson

Chief Observers

J. Gordon Offord Geo. Roberts

Chief Marshals

L. F. Dyer Major L. H. White

Observers and Assistants

W. B. Allen	A. B. Baker	D. V. Brown
R. E. Brown	Robin Brown	C. B. Davis
D. L. Donne	D. H. B. Dutfield	A. H. Ellis
R. C. Fleming	A. I. Geikie-Cobb	E. J. Kehoe
D. R. Lloyd	C. G. Meisl	P. J. Mercer
P. B. Merritt	G. P. H. Noble	H. D. Parker
D. C. Pitt	P. D. Scott	Lord Strathcarron
R. G. Sutherland	G. N. Torry	W. Whitehouse-Vaux
		P. S. Wilson

Chief Scrutineer

P. J. Calvert, A.M.I.Mech.E., A.M.I.E.E.

Scrutineers

F. C. Matthews S. R. Procter, A.F.R.Ae.S. G. P. F. Sykes

Chief Timekeeper and Handicapper

A. L. Ebblewhite

Timekeepers

J. W. Barber R. L. Clarke A. J. Gibbons

Time Auditor

L. V. Russell, F.C.A.

Timekeepers' Assistants

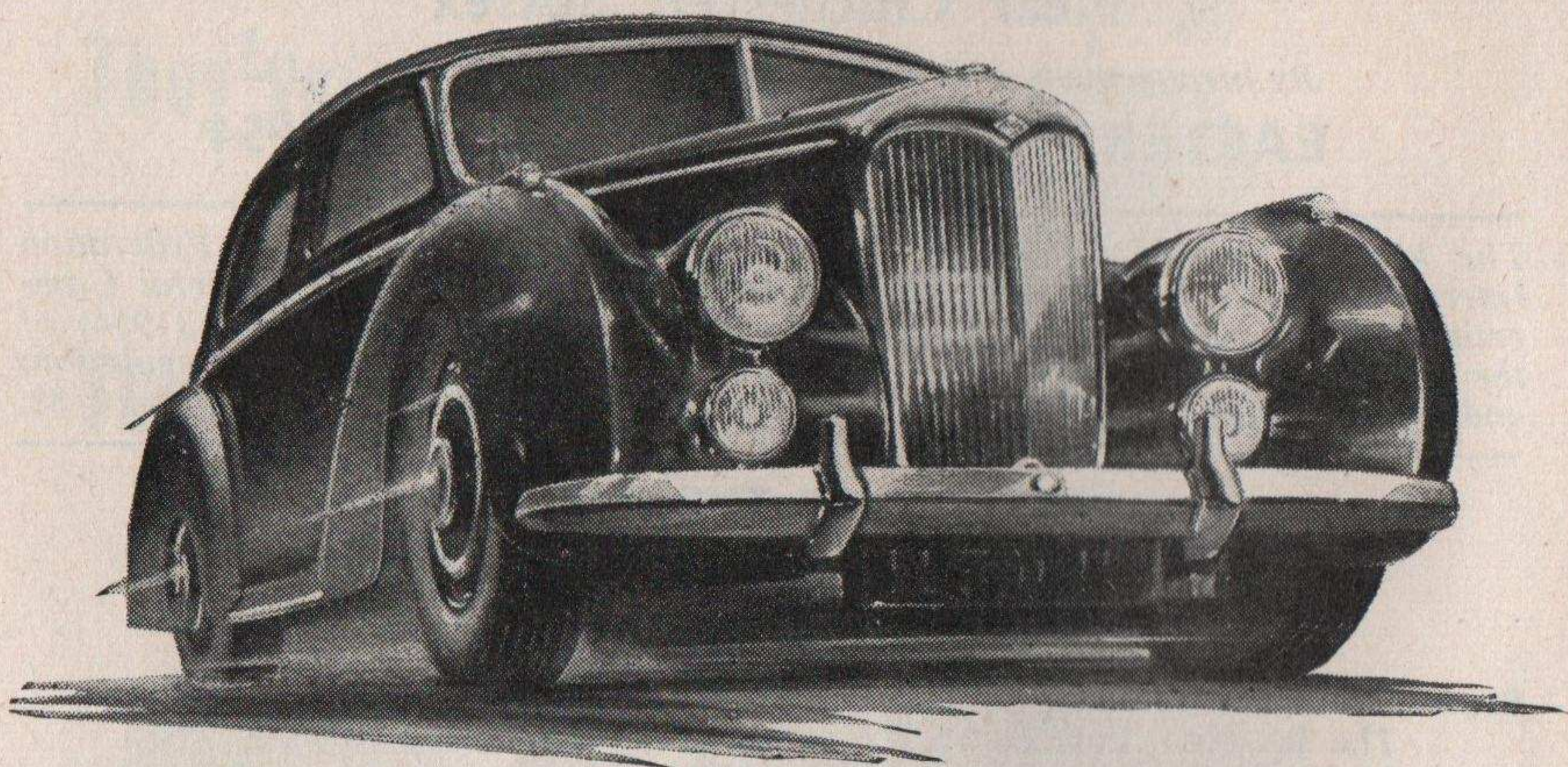
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W. G. Fowler
E. C. Gordon England, F.R.Ae.S.

W. B. G. Leith
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L. Rubery
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Members of the Bognor Regis Motor Club

Score Board Marshals

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R. Ford

Clerk of the Course

H. J. Morgan

Secretary of the Meeting

L. R. D. Cade

Press

Facilities: Ian Gordon (Inquiry at Main Entrance)
Race Information: Miss A. F. Hobbis (Press Office, Paddock Tower)

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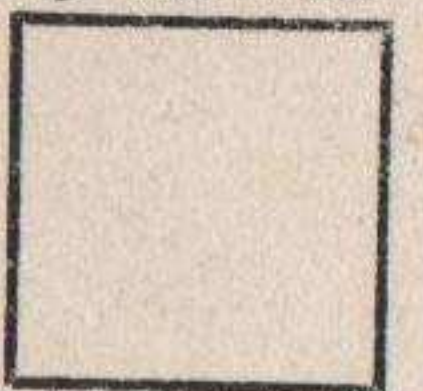
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The

B·A·R·C

is *the* club for keen motorists, especially those who follow motor sport. Members enjoy special facilities at Goodwood meetings, and are also able to take part, either as spectators or as competitors, in the various private sports-car races and other events organized by the Club. Elsewhere in this programme you will find a membership application form. If you wish to join, please complete the form, and send it to the General Secretary, British Automobile Racing Club Ltd., 55 Park Lane, London, W.1.

Affix
1½d. Stamp

**The General Secretary,
British Automobile Racing Club Ltd.,
55 Park Lane,
London, W.1.**

Timetable

- Event 1—1.30 p.m. **The Lavant Cup:** Seven-lap scratch race for Racing Cars complying with the new Grand Prix Formula (up to 2500 c.c. non-supercharged or up to 750 c.c. supercharged).
- Event 2—2.00 p.m. **First Easter Handicap:** Five-lap race for Sports Cars.
- Event 3—2.30 p.m. **The Chichester Cup:** Five-lap scratch race for Formula Libre Racing Cars.
- Event 4—2.58 p.m. **Second Easter Handicap:** Five-lap race for Sports Cars.
- Event 5—3.28 p.m. **Third Easter Handicap:** Five-lap race for Racing Cars.
- Event 6—3.56 p.m. **The Earl of March Trophy:** Five-lap scratch race for 500 c.c. Cars.
- Event 7—4.24 p.m. **Fourth Easter Handicap:** Five-lap race for Racing Cars.
- Event 8—4.52 p.m. **The Richmond Formula Libre Race for the Glover Trophy:** Twenty-one lap scratch race for Formula Libre Racing Cars.



The Richmond Formula Libre Race for the GLOVER CHALLENGE TROPHY with replica and cash awards, presented by D. M. Glover, Esq., as follows:

<i>First</i>	75 guineas	<i>Third</i>	25 guineas
<i>Second</i>	35 guineas	<i>Fourth</i>	15 guineas

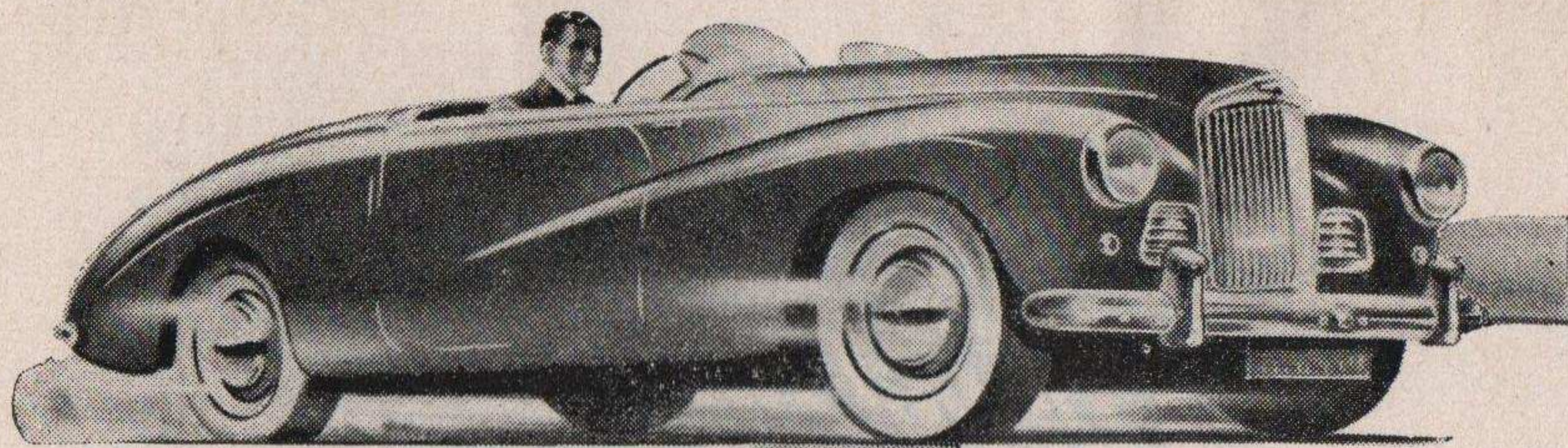
Prizes will also be given of 15 guineas and 10 guineas for the two most highly-placed cars not exceeding 2000 c.c. non-supercharged, it being a condition of these two awards that the cars concerned do not qualify for either of the four main placings in the race as a whole.

Finishing qualification for all awards: 17 laps completed.

All other Events:

<i>First</i>	20 guineas	<i>Third</i>	7 guineas
<i>Second</i>	10 guineas	<i>Fourth</i>	5 guineas

(Prizes for the Lavant Cup kindly donated by the Dunlop Rubber Co. Ltd.)



The car you judge behind the wheel...

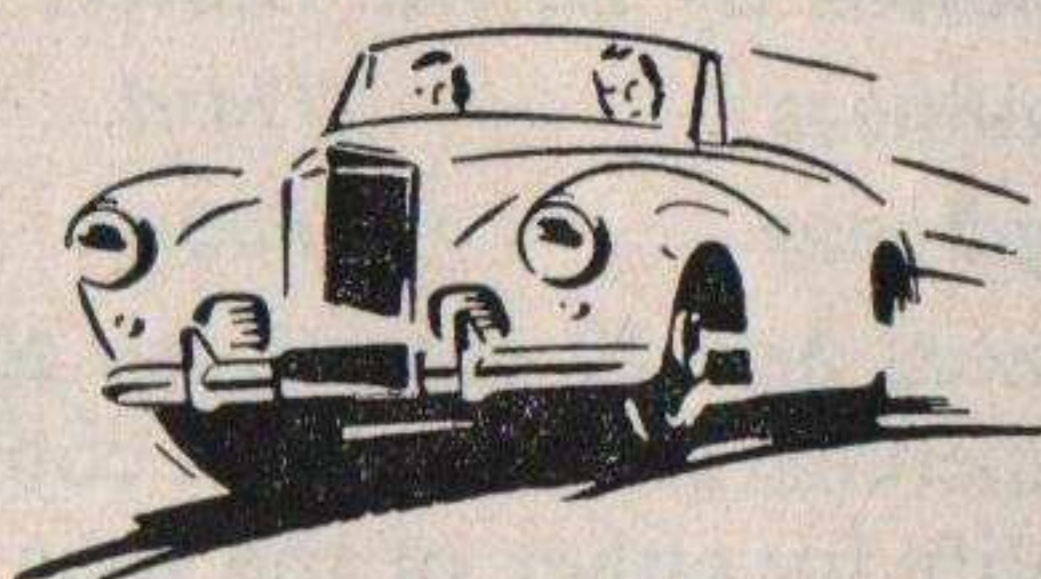
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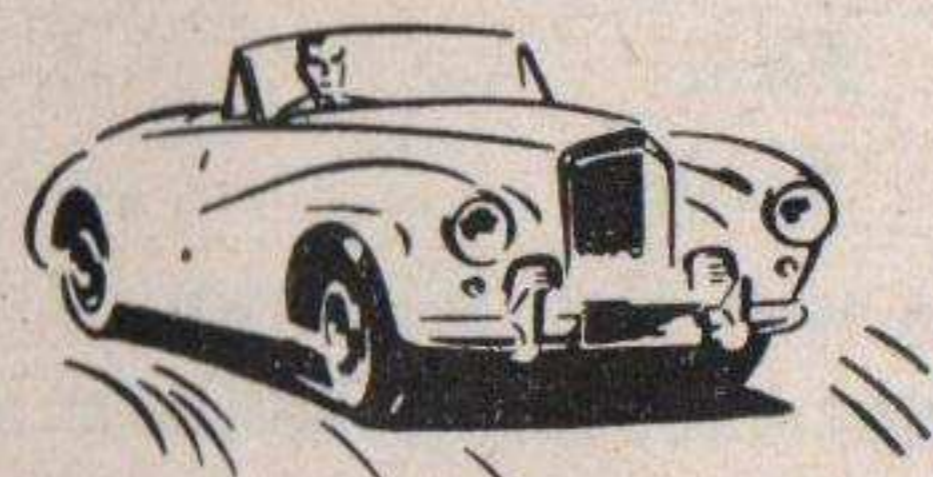
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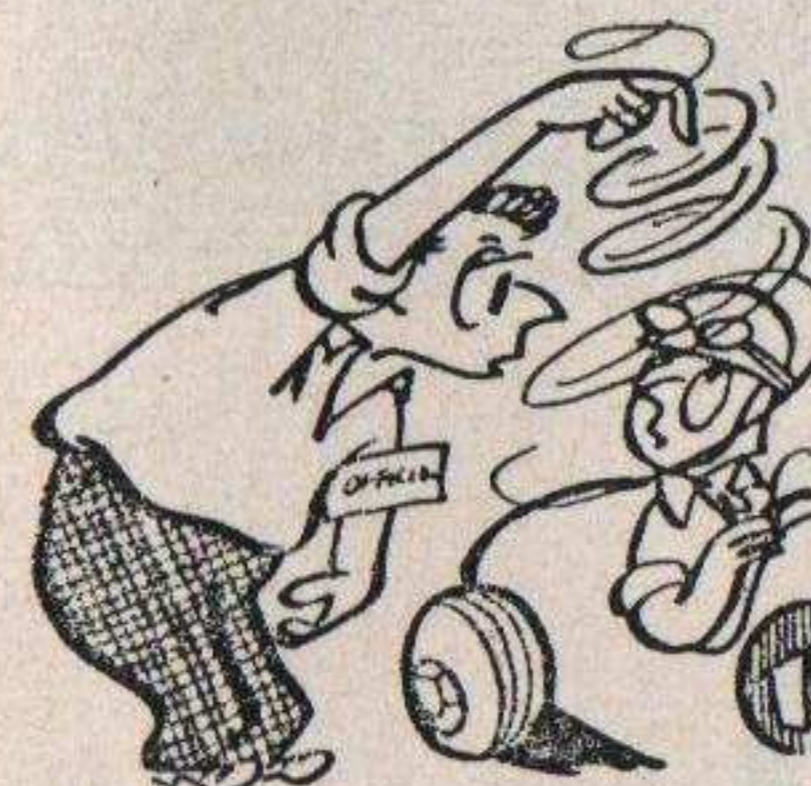
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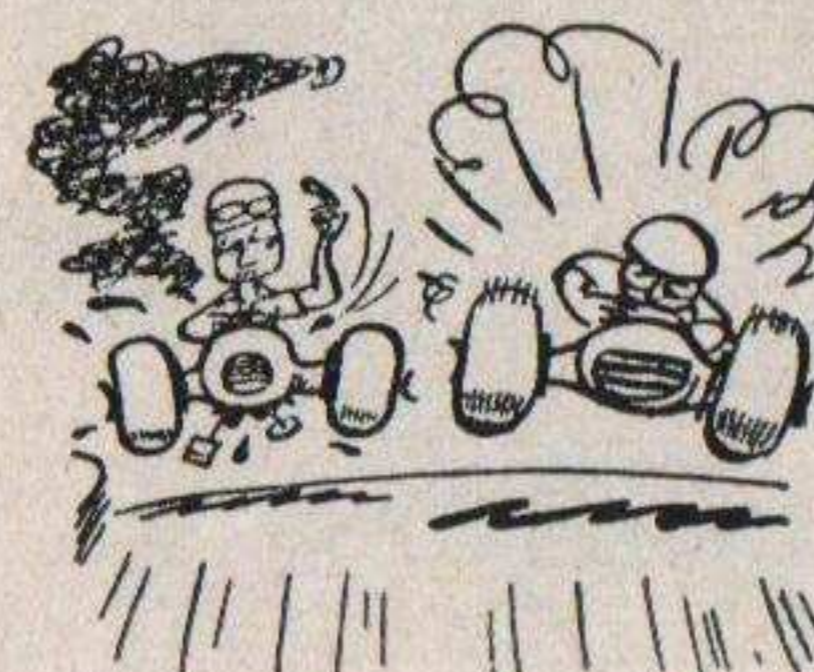
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All races are run in a clockwise direction.

Race results and incident details are announced over loudspeakers.



The Continental rule of the road applies (keep right and overtake on the left).

Successful competitors complete a parade lap at the finish.



Start and finish of the races are by the Paddock Tower.





THE GLOVER CHALLENGE TROPHY

Through the courtesy of Mr. D. M. Glover, Chairman of United Lubricants Ltd., the Glover Challenge Trophy and replica are once again presented for the Richmond Formula Libre Race, which has long been recognized as one of the finest tests of driver and car, and has been extended to-day to a distance of 50 miles.

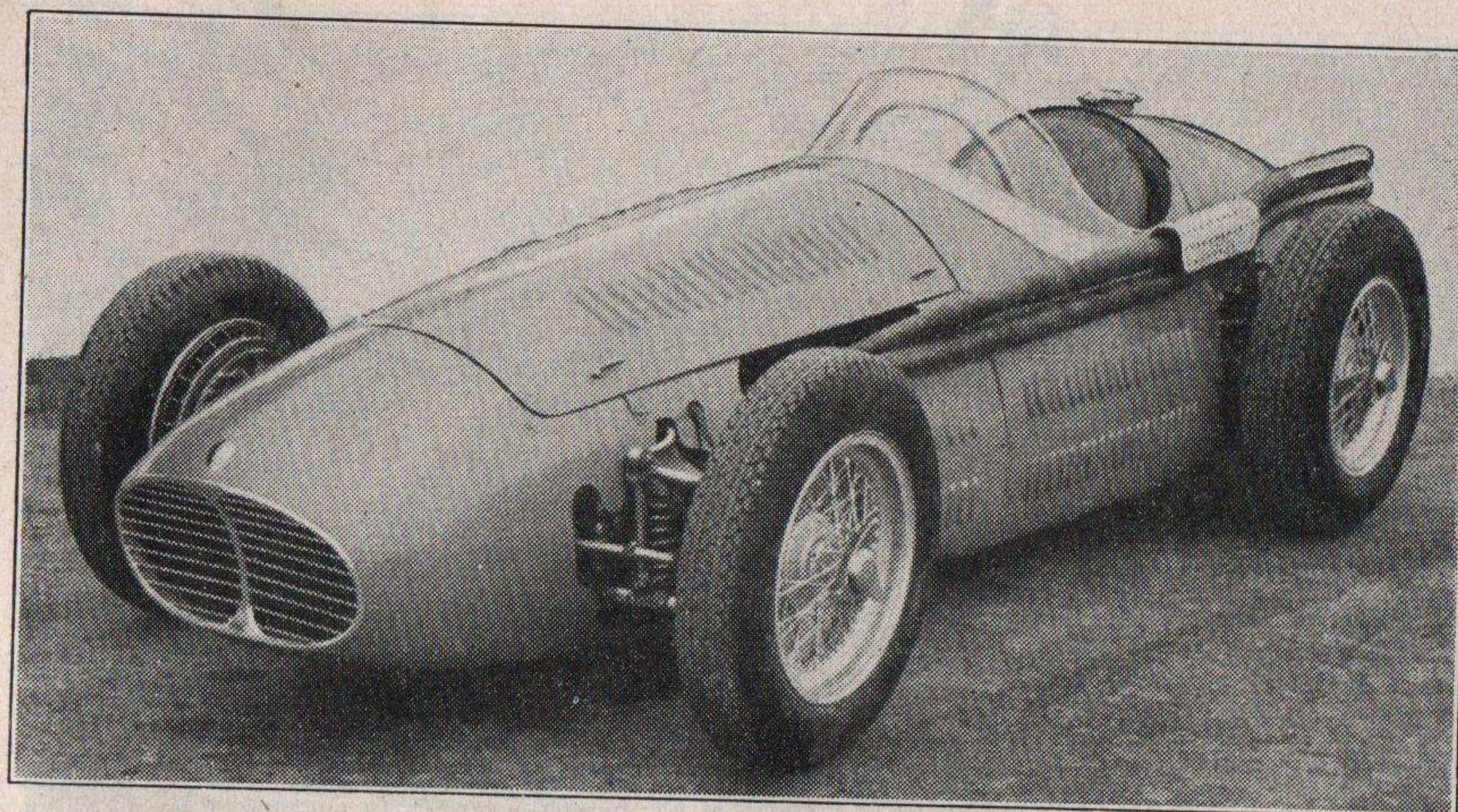
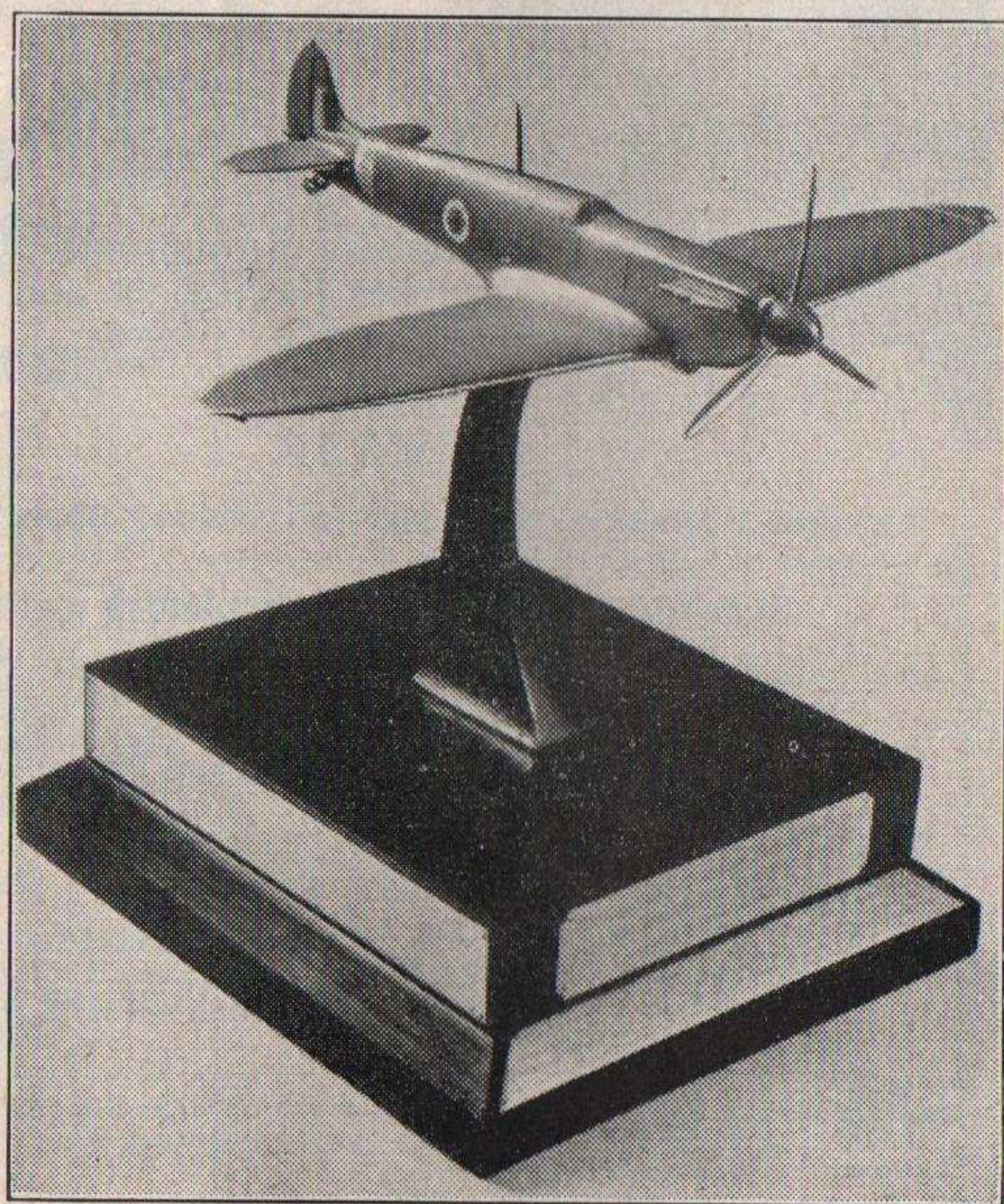
Mr. Glover has also donated the other prizes for this particular event.

THE SCOTT GAZE MEMORIAL CHALLENGE TROPHY

This trophy was presented in 1952 by his family in England and Australia in memory of Pilot Officer I. S. O. Gaze, 1922-1941, and his comrades in the Allied Air Force who failed to return to Westhampnett Airfield, now the Goodwood Motor Circuit. It will be awarded every year to the British driver putting up the fastest lap on the Goodwood Circuit.

Holder is J. M. Hawthorn (94.53 m.p.h., Ferrari Thin Wall Special, September 1953).

Photo: John F. Wiggins



This latest F.1 Maserati will be in action to-day for the first time in this country.

Paddock Jottings

The Lavant Cup is the first race to be run under the new International Grand Prix Formula (2500 c.c. cars) in Great Britain.



* * *
Mr. D. M. Glover, donor of the Trophy and awards for the Richmond Formula Libre Race.
* * *

Raymond Baxter will broadcast the Richmond Trophy Race for the B.B.C. from 5 p.m. to 5.30 p.m.

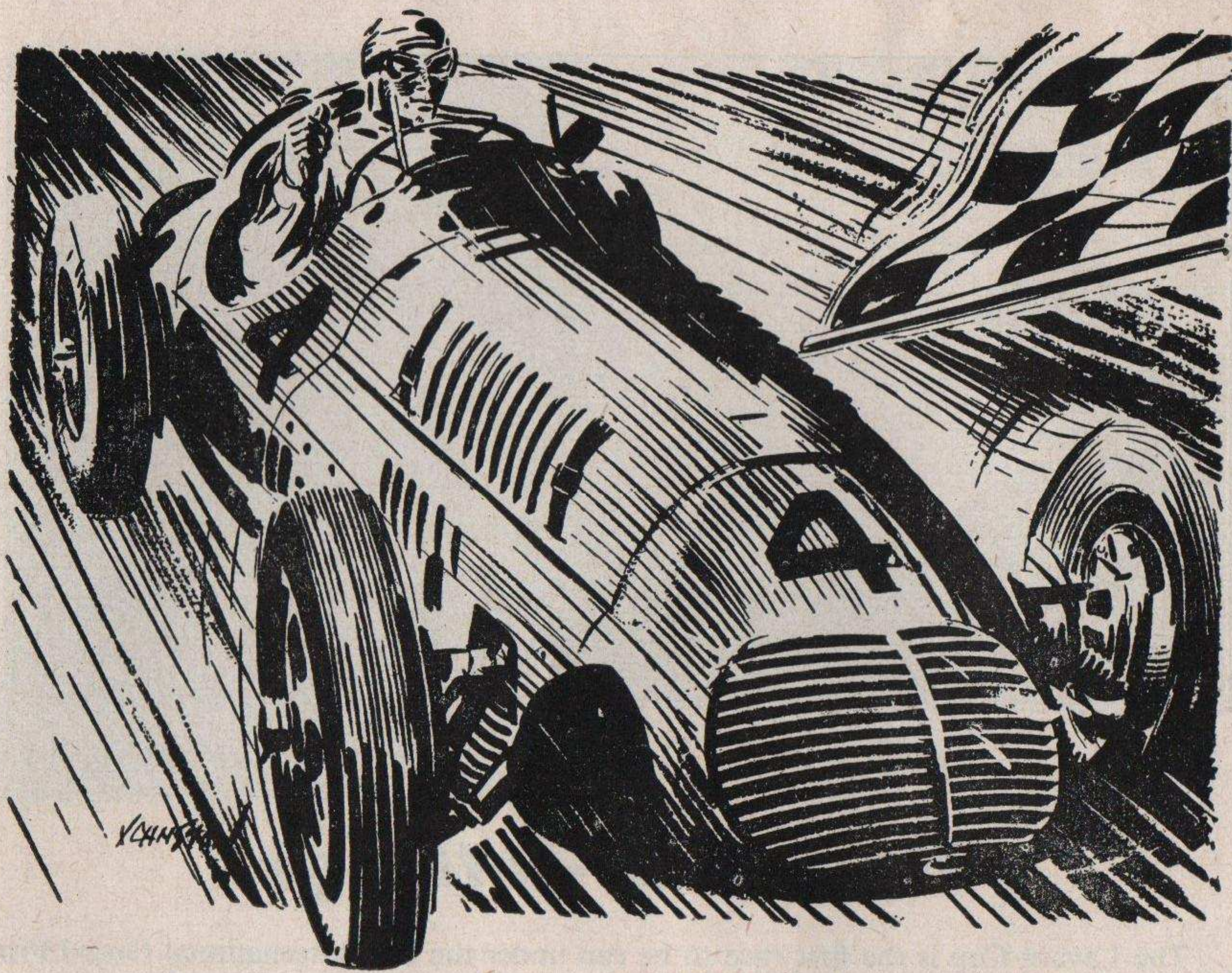
* * *
Starting positions in the scratch races have been determined by best times in practice.
* * *

Baron E. de Graffenried's G. P. Maserati is the one in which he raced in the Argentine early this year. To-day he races at Goodwood, not on his own account as formerly, but for Scuderia Helvetia.

* * *
J. Goodhew has fitted two superchargers to the 1939 Maserati car he is driving in the Easter Racing Car handicaps.
* * *

Among the 500 c.c. cars competing for the Earl of March Trophy, Karl Busch comes from Germany with a BMW-engined Schleicher of his own construction. It is his first appearance at Goodwood.

* * *
Reg Parnell is at the wheel of a 2½-litre Italian Ferrari entered by Scuderia Ambrosiana. L. D. Hawthorn, "Mike" Hawthorn's father, is looking after the car for Parnell and accompanied him on his recent visit to the Modena factory.



First of all

NEW - WITH PARADYNE 'F'

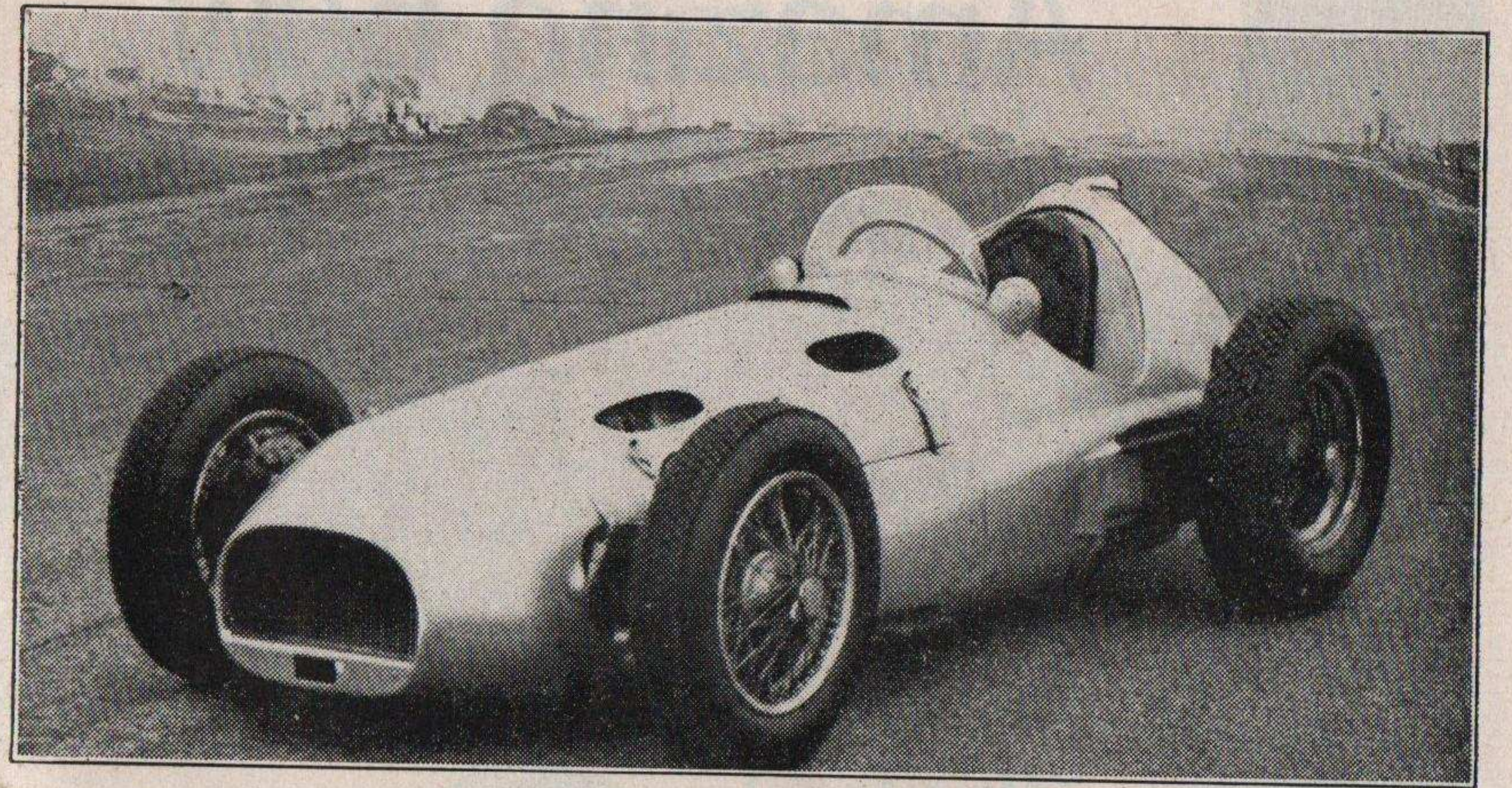
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Whenever you need petrol you need Carburol *first* of all. Paradyne 'F' makes Carburol still more effective in maintaining a constant heat-resisting oil film in the upper cylinder—and in cutting down carbon.

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UNITED HOUSE, CROMWELL PLACE, LONDON, S.W.7.

Other super quality products manufactured by United Lubricants Ltd. include Dextrol Motor and Tractor Oils and Wintrad anti-freeze compound.



The 1500 c.c. s/c. B.R.M. in its latest form.

Great interest centres on the B.R.M. (Mark II, Type 15) modified since its appearance at Goodwood in September 1953. Its chief opponent to-day will again be Mr. Vandervell's 4½-litre Ferrari Thin Wall Special which proved the victor last autumn. Driving for Mr. Owen are Ken Wharton and Ron Flockhart.

* * *

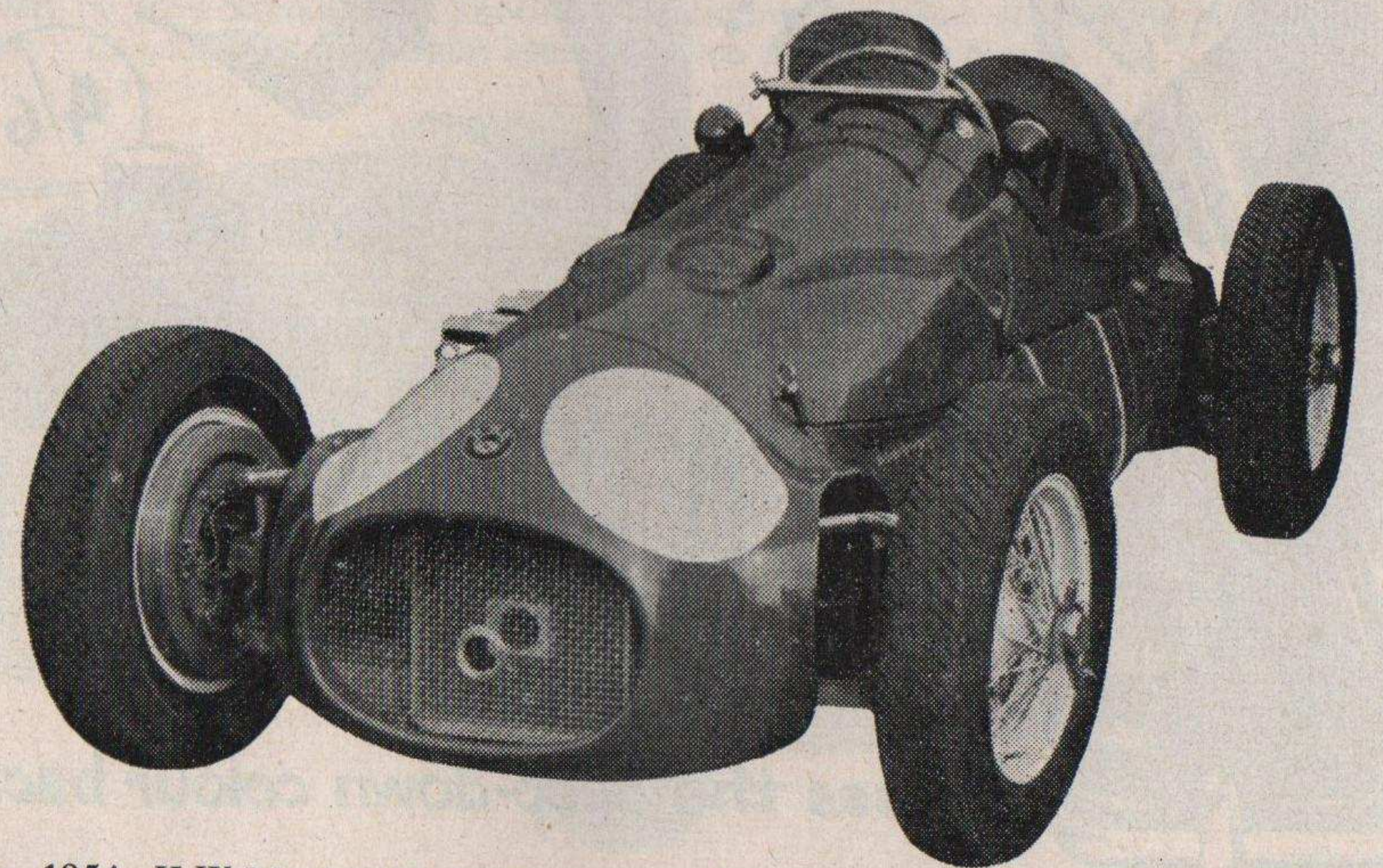
Rodney Nuckey brings a 2½-litre Cooper-Aston on to the line, and Eric Brandon drives a 2-litre Cooper-Alta to-day. Both are 1954 models. These two well-known drivers will be at the wheels of 500 c.c. Cooper cars in the Earl of March Trophy.

* * *

Cars are on the line ten minutes before the start of each race. Warning signals are given on the hooter at five minutes, two minutes and one minute before the drop of the flag.

* * *

A new 2½-litre H.W.M. makes its first appearance on the racing circuit to-day. Duncan Hamilton and Lance Macklin share the driving.



The 1954 H.W.M. is similar in external appearance to its 1953 predecessor.

Amazing new car polish!

DEEP CLEANS
as you wipe it on!

DEEP SHINES
as you wipe it off!

JOHNSON'S DEEP GLOSS CARNU
Shines the deep-down colour back

4/6

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By makers of JOHNSON'S WAX
DEEP GLOSS CARNU
Shines the deep-down colour back

SO EASY! SO QUICK!
Grease, dirt, road grime vanish;
the deep-down colour
comes to life. No hard rubbing.
Try a tin today and *prove it!*

Made by the makers of Johnson's Wax



Photo: Charles Dunn

John Coombs at the wheel of the 1954 new sports Connaught.

A. P. R. (Tony) Rolt is driving a 1953, 1600 c.c. Connaught for R. R. C. Walker. This Connaught is the fuel injection type.

* * *

The well-known Scottish team "Ecurie Ecosse" have entered an orthodox 2-litre Connaught in the Lavant Cup, the Richmond Trophy and the Easter Racing Handicap races. Leslie Thorne will drive.

* * *

A new G.P. single-seater Emeryson, Alta-engined, fuel injection type, makes an appearance at Goodwood to-day in the hands of P. R. Emery.

* * *

Alan Brown is at the wheel of a brand new Cooper-Bristol 2½-litre single-seater in to-day's principal races.

* * *

The 2½-litre Maserati entered by Sid Greene (Gilby Engineering Co. Ltd.) and driven by Roy Salvadori is another car making its debut at Goodwood this afternoon. Its estimated maximum speed is given at 180 m.p.h.

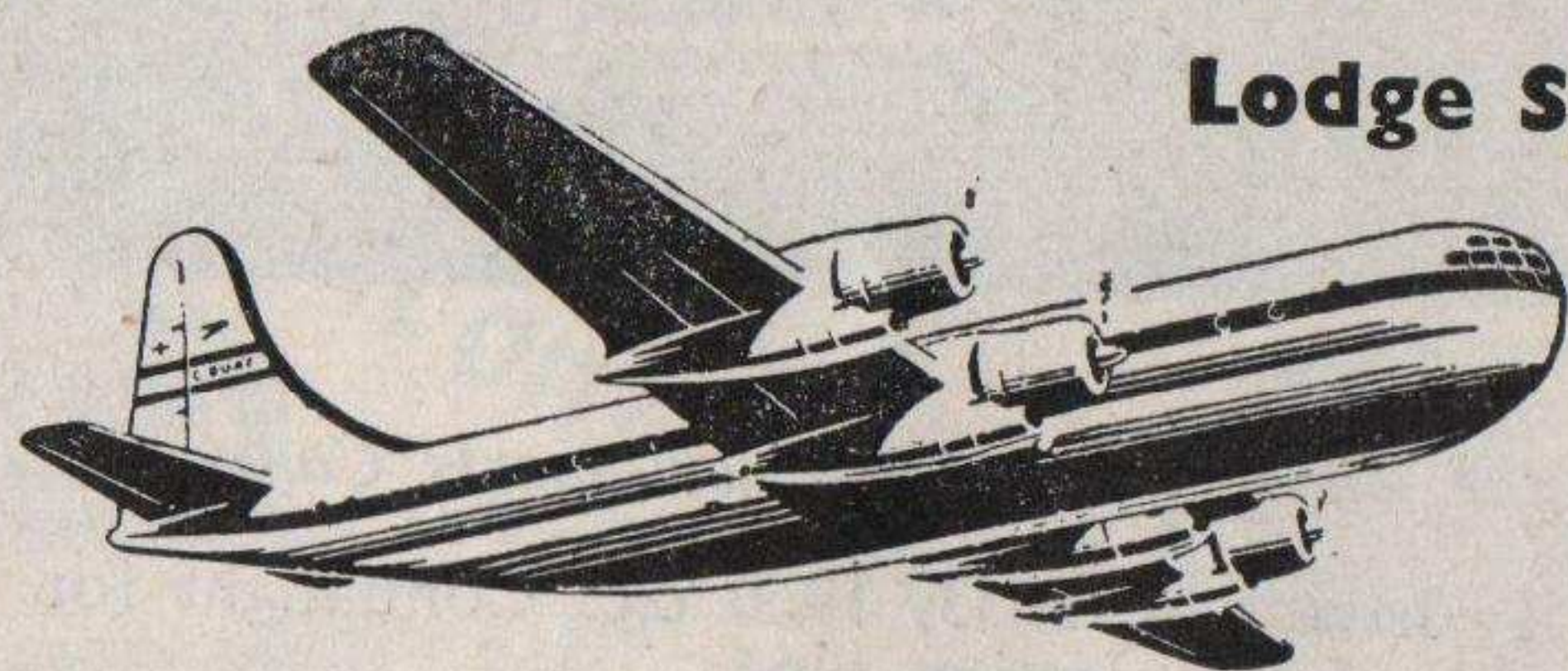


One of the latest Cooper sports cars, of which a number will be seen in action to-day.

Every B.O.A.C. Stratocruiser

is fitted with

Lodge Spark Plugs



*Good enough for them...
... good enough for ME!*



B.O.A.C. Stratocruisers,* each with four engines giving 14,000 h.p., make over twenty North Atlantic crossings a week. If that isn't about the severest test of plug reliability, well, we'd like to hear of a better one. Remember these Lodge aircraft plugs are basically the same as those available for your car.

LODGE

the World Famous Quality

SPARK PLUG

LODGE PLUGS LTD., RUGBY

Goodwood Speed Table

1 lap = 2.4 miles = 3.86 kms.

LAP TIME			LAP TIME			LAP TIME		
M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.
1 29	97.08	156.19	1 38	88.16	141.85	1 47	80.75	129.92
.2	96.86	155.85	.2	87.98	141.56	.2	80.60	129.68
.4	96.64	155.50	.4	87.80	141.28	.4	80.45	129.44
.6	96.43	155.15	.6	87.63	140.99	.6	80.30	129.20
.8	96.21	154.81	.8	87.45	140.71	.8	80.15	128.96
1 30	96.00	154.46	1 39	87.27	140.42	1 48	80.00	128.72
.2	95.79	154.12	.2	87.10	140.14	.2	79.85	128.48
.4	95.57	153.78	.4	86.92	139.86	.4	79.70	128.24
.6	95.36	153.44	.6	86.75	139.57	.6	79.56	128.00
.8	95.15	153.10	.8	86.57	139.30	.8	79.41	127.77
1 31	94.94	152.77	1 40	86.40	139.02	1 49	79.27	127.54
.2	94.74	152.43	.2	86.22	138.74	.2	79.12	127.30
.4	94.53	152.10	.4	86.06	138.46	.4	78.98	127.07
.6	94.32	151.76	.6	85.88	138.19	.6	78.83	126.84
.8	94.12	151.43	.8	85.71	137.91	.8	78.69	126.61
1 32	93.91	151.10	1 41	85.54	137.64	1 50	78.54	126.38
.2	93.71	150.78	.2	85.37	137.37	.2	78.40	126.15
.4	93.51	150.45	.4	85.21	137.10	.4	78.26	125.92
.6	93.30	150.13	.6	85.04	136.83	.6	78.12	125.69
.8	93.10	149.80	.8	84.87	136.56	.8	77.98	125.47
1 33	92.90	149.48	1 42	84.71	136.29	1 51	77.84	125.24
.2	92.70	149.16	.2	84.54	136.02	.2	77.70	125.01
.4	92.50	148.84	.4	84.37	135.76	.4	77.56	124.79
.6	92.31	148.52	.6	84.21	135.49	.6	77.42	124.57
.8	92.11	148.21	.8	84.05	135.23	.8	77.28	124.34
1 34	91.91	147.89	1 43	83.88	134.97	1 52	77.14	124.12
.2	91.72	147.58	.2	83.72	134.71	.2	77.00	123.90
.4	91.52	147.26	.4	83.56	134.45	.4	76.87	123.68
.6	91.33	146.95	.6	83.40	134.19	.6	76.73	123.46
.8	91.14	146.64	.8	83.24	133.93	.8	76.60	123.24
1 35	90.95	146.33	1 44	83.08	133.67	1 53	76.46	123.02
.2	90.76	146.02	.2	82.92	133.41	.2	76.32	122.81
.4	90.57	145.72	.4	82.76	133.16	.4	76.19	122.59
.6	90.38	145.41	.6	82.60	132.90	.6	76.06	122.37
.8	90.19	145.11	.8	82.44	132.65	.8	75.92	122.16
1 36	90.00	144.81	1 45	82.29	132.40	1 54	75.79	121.94
.2	89.81	144.51	.2	82.13	132.15	.2	75.66	121.73
.4	89.63	144.21	.4	81.97	131.89	.4	75.52	121.52
.6	89.44	143.91	.6	81.82	131.64	.6	75.39	121.31
.8	89.26	143.61	.8	81.66	131.40	.8	75.26	121.09
1 37	89.07	143.32	1 46	81.51	131.15	1 55	75.13	120.88
.2	88.89	143.02	.2	81.36	130.90	.2	75.00	120.67
.4	88.71	142.73	.4	81.20	130.65	.4	74.87	120.47
.6	88.52	142.44	.6	81.05	130.41	.6	74.74	120.26
.8	88.34	142.14	.8	80.90	130.17	.8	74.61	120.05

Continued on page 25

What **QUALITY** alone can give is found in

ENSIGN HEAVY DUTY BATTERIES

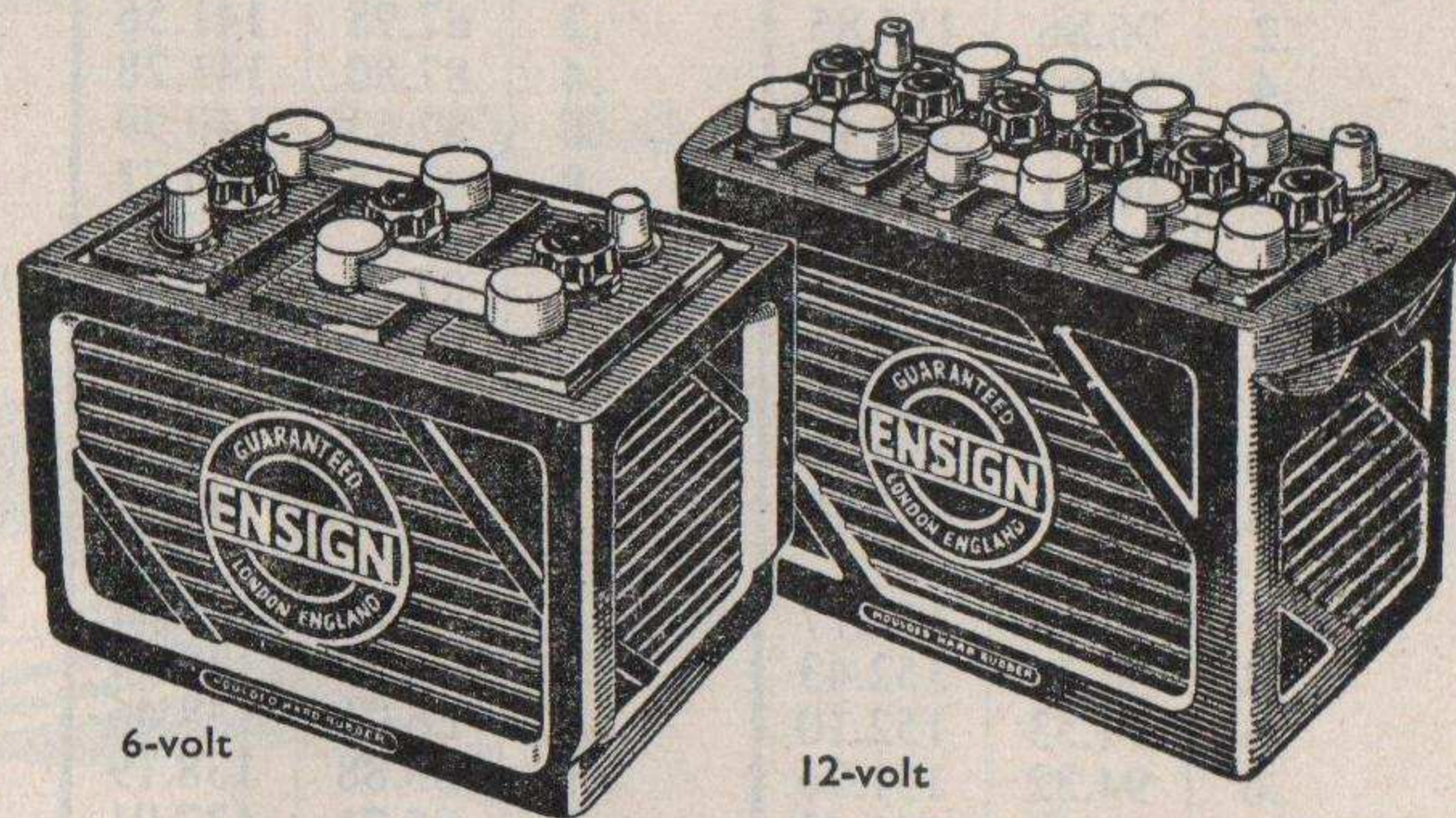
A super-'charged' performance,
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reliability

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Commercial Vehicles

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(OWEN RACING MOTOR ASSOCIATION)



Coat Badge (Full Member)



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- ★ **B.R.M. FILM SHOWS**
- ★ **TALKS** by famous motor racing personalities
- ★ **Bulletins** giving latest details of cars, races, etc.

The objects of this Association are to provide financial and other help to the Owen Racing Organization who race the B.R.M. cars.

Subscription (which includes Coat Badge)

Members .. £1 1s. 0d. per annum

Associate Members 5s. per annum

Car Badge .. £1 10s. 0d. extra

(For full members only)

Full details from: The Secretary, O.R.M.A.,
Kent House, Market Place, Oxford Circus, London, W.1

LAP TIME			SPEED			LAP TIME			SPEED			LAP TIME			SPEED					
M.	S.		M.P.H.	K.P.H.		M.	S.		M.P.H.	K.P.H.	M.	S.		M.P.H.	K.P.H.	M.	S.		M.P.H.	K.P.H.
1	56		74.48	119.84		2	04		69.68	112.11	2	12		65.45	105.32					
	.2		74.35	119.64			.2		69.56	111.93		.2		65.35	105.16					
	.4		74.23	119.43			.4		69.45	111.75		.4		65.26	105.00					
	.6		74.10	119.23			.6		69.34	111.57		.6		65.16	104.84					
	.8		73.97	119.02			.8		69.23	111.39		.8		65.06	104.68					
1	57		73.85	118.82		2	05		69.12	111.21	2	13		64.96	104.52					
	.2		73.72	118.61			.2		69.01	111.04		.2		64.86	104.37					
	.4		73.59	118.41			.4		68.90	110.86		.4		64.77	104.21					
	.6		73.47	118.21			.6		68.79	110.68		.6		64.67	104.05					
	.8		73.34	118.01			.8		68.68	110.51		.8		64.57	103.90					
1	58		73.22	117.81		2	06		68.57	110.33	2	14		64.48	103.74					
	.2		73.10	117.61			.2		68.46	110.16		.2		64.38	103.59					
	.4		72.97	117.41			.4		68.35	109.98		.4		64.29	103.43					
	.6		72.85	117.21			.6		68.25	109.81		.6		64.19	103.28					
	.8		72.73	117.02			.8		68.14	109.63		.8		64.09	103.13					
1	59		72.60	116.82		2	07		68.03	109.46	2	15		64.00	102.98					
	.2		72.48	116.62			.2		67.92	109.29		.2		63.90	102.82					
	.4		72.36	116.43			.4		67.82	109.12		.4		63.81	102.67					
	.6		72.24	116.23			.6		67.71	108.95		.6		63.72	102.52					
	.8		72.12	116.04			.8		67.61	108.78		.8		63.62	102.37					
2	00		72.00	115.85		2	08		67.50	108.61	2	16		63.53	102.22					
	.2		71.88	115.65			.2		67.39	108.44		.2		63.44	102.07					
	.4		71.76	115.46			.4		67.29	108.27		.4		63.34	101.92					
	.6		71.64	115.27			.6		67.18	108.10		.6		63.25	101.77					
	.8		71.52	115.08			.8		67.08	107.93		.8		63.16	101.62					
2	01		71.40	114.89		2	09		66.98	107.76	2	17		63.07	101.47					
	.2		71.29	114.70			.2		66.87	107.60		.2		62.97	101.32					
	.4		71.17	114.51			.4		66.77	107.43		.4		62.88	101.18					
	.6		71.05	114.32			.6		66.67	107.27		.6		62.79	101.03					
	.8		70.94	114.13			.8		66.56	107.10		.8		62.70	100.88					
2	02		70.82	113.95		2	10		66.46	106.94	2	18		62.61	100.74					
	.2		70.70	113.76			.2		66.36	106.77		.2		62.52	100.59					
	.4		70.59	113.58			.4		66.26	106.61		.4		62.43	100.45					
	.6		70.47	113.39			.6		66.16	106.44		.6		62.34	100.30					
	.8		70.36	113.21			.8		66.05	106.28		.8		62.25	100.16					
2	03		70.24	113.02		2	11		65.95	106.12	2	19		62.16	100.01					
	.2		70.13	112.83			.2		65.85	105.96		.2		62.07	99.86					
	.4		70.02	112.66			.4		65.75	105.80		.4		61.98	99.72					
	.6		69.90	112.47			.6		65.65	105.64		.6		61.89	99.58					
	.8		69.79	112.29			.8		65.55	105.48		.8		61.80	99.44					
											2	20		61.71	99.30					

"The safest, most reliable
brake linings are
Ferodo - I've proved it"

says Sydney Allard



That's quite a recommendation coming from Sydney Allard—outright winner of the 1952 Monte Carlo Rally, National Hill Climb Champion for 1949, and designer and manufacturer of the world-famous Allard cars. It is because Sydney Allard has tested Ferodo Anti-Fade Brake Linings for himself, on the racing circuit and in countless rallies, that he fits them on his production cars. "When I'm racing" he says, "I must have a brake lining that will remain efficient no matter how fiercely I brake nor how often, and the one lining that meets these specifications to my complete satisfaction is the Ferodo Anti-Fade Brake Lining".

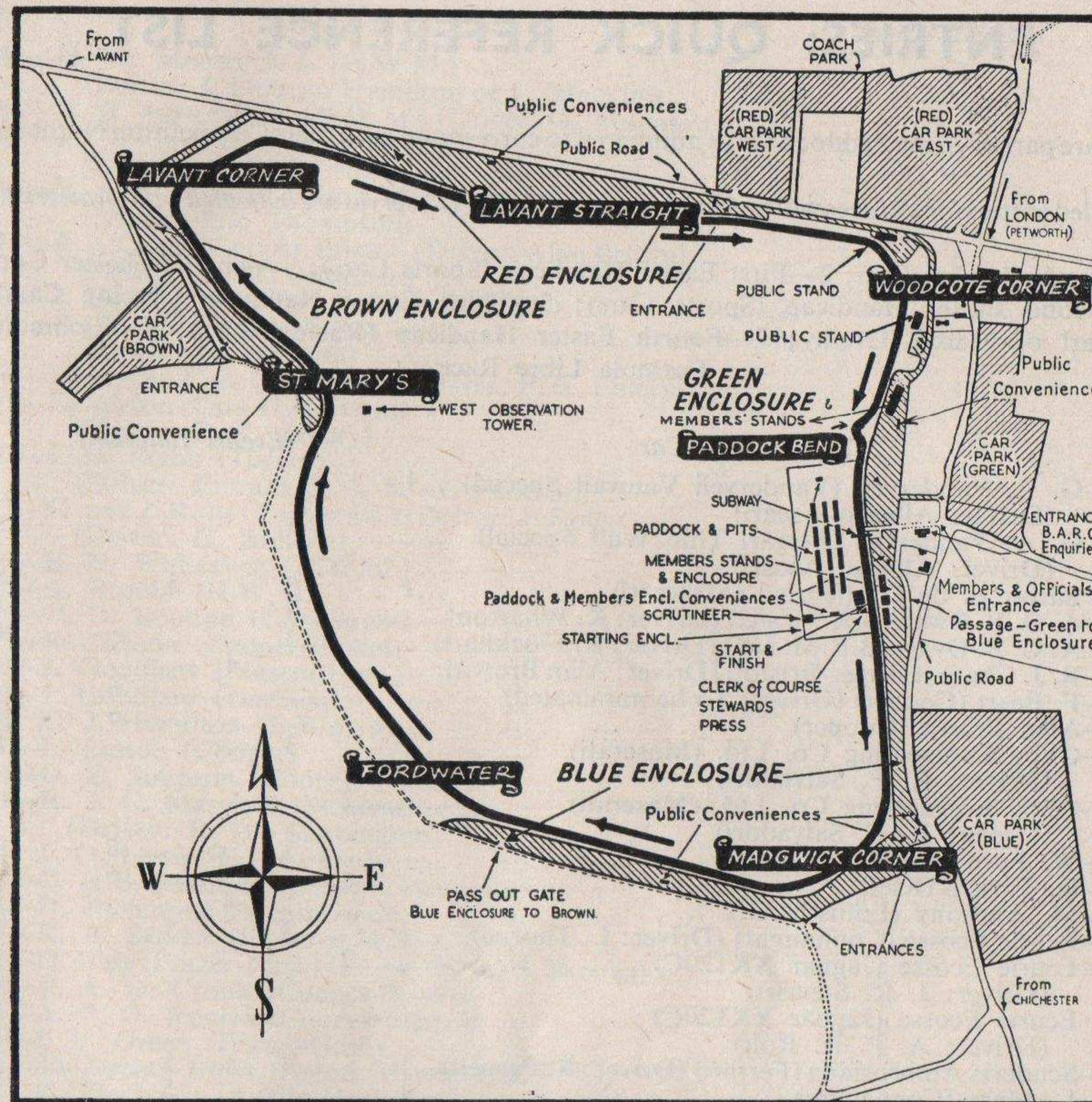
Sydney Allard's opinion of Ferodo Linings agrees with the findings of the large Ferodo scientific research and testing staff. Namely, that for safe, smooth, reliable braking and greater driving control under all traffic conditions, Ferodo Anti-Fade Brake Linings are the most efficient in the world!

**SYDNEY ALLARD
RECOMMENDS**

**FERODO
ANTI-FADE
BRAKE LININGS**

FERODO LIMITED CHAPEL-EN-LE-FRITH

A Member of the Turner & Newall Organisation



An illustration of the enclosures and lay-out at Goodwood. Spectators who wish to do so may walk round the entire circuit.

International Flag Signals

- Red:** Signal for complete and immediate stop.
- Yellow (Waved):** Great danger, be prepared to stop.
- Yellow (Steady):** 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 (Steady):** 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 circuit.
- Black and White Chequered:** Signal for the winner and end of the race. The Union Jack will be used for starting the races.

ENTRIES: QUICK REFERENCE LIST

Cars are parked in the Paddock Stalls numbered to correspond with their Competition Numbers.

Detailed entries for all races will be found on pages 37-50. (*Reserves are indicated with an asterisk.*)

Events: 1—Lavant Cup; 2—First Easter Handicap (Sports Cars); 3—The Chichester Cup; 4—Second Easter Handicap (Sports Cars); 5—Third Easter Handicap (Racing Cars); 6—Earl of March Trophy; 7—Fourth Easter Handicap (Racing Cars); 8—Richmond Formula Libre Race.

No.	Entrant and Car	Events Entered
1	G. A. Vandervell (Vandervell Vanwall Special) ...1 (Driver: Alberto Ascari)	3 5 8
2	G. A. Vandervell (Ferrari Thin Wall Special) .....3 (Driver: Alberto Ascari)	8
3	Baron E. de Graffenried (Maserati) ...1 3 5	8
4	A. G. B. Owen (B.R.M. s/c.) (Driver: K. Wharton).....3	8
5	A. G. B. Owen (B.R.M. s/c.) (Driver: R. Flockhart).....3	8
6	R. J. Chase (Cooper-Bristol) (Driver: Alan Brown).....4	
7	F. Beart (Cooper) (Driver: To be nominated) .....6	
8	Alan Brown (Cooper) ... ..6	
9	Gilby Engineering Co. Ltd. (Maserati) ...1 3	8
10	Gilby Engineering Co. Ltd. (Maserati) ... ..2	
11	W. Ford (Kieft) ... ..6	
12	D. Parker (Kieft) ... ..6	
13	M. Anthony (Lotus-M.G.) ... ..4	
14	Ecurie Ecosse (Connaught) (Driver: L. Thorne) ...1 3 5	8
15	Ecurie Ecosse (Jaguar XK120C) ... ..2	
16	Ecurie Ecosse (Jaguar XK120C) ... ..2	
17	Scuderia Ambrosiana (Ferrari) (Driver: R. Parnell)....1 3 5	8
18	L. Marr (Connaught) ... ..1 5	8
19	The Cooper Car Co. Ltd. (Cooper) (Driver: L. Leston).....6	
20	Ecurie Richmond (Cooper) (Driver: Eric Brandon).....6	
21	Ecurie Richmond (Cooper-Alta) ... ..1 3 5	8
22	Ecurie Richmond (Cooper) (Driver: R. Y. Nuckey).....6	
23	Ecurie Richmond (Cooper-Aston) ... ..1 3 5	8
24	Border Reivers (Cooper) (Driver: J. K. Hall) .....6	
25	Border Reivers (Cooper) (Driver: C. M. Mauritzen).....6	
26	Border Reivers (Cooper-Bristol) (Driver: J. Somervail or J. R. McBain) ...1	
27	Border Reivers (Cooper) (Driver: J. K. Hall) .....3	8
28	Border Reivers (Cooper) (Driver: C. M. Mauritzen).....7	8
29	The Graham Maude Racing Ecurie (Cooper) (Driver: G. Maude) .....6	
30	A. E. Elliott (Cooper) ... ..6	
31	Hon. E. G. Greenall (Cooper) ... ..6	
32	Revis Motors (Revis) (Driver: R. G. Bicknell) .....6	
33	J. Westcott (Kieft) ... ..6	
34	E. Fenning (Staride) ... ..6	
35	T. J. H. Bennett (Arnott) ... ..6	
36	J. E. Byrnes (Mezzolitre) ... ..6	
37	K. Busch (Schleicher) ... ..6	
38	T. J. Clarke (C.B.2) ... ..6	
39	K. Wharton (to be nominated) ... ..1	
40	P. N. Whitehead (Cooper-Alta) ... ..1 3	8
41	K. McAlpine (Connaught) ... ..1	8
42	K. McAlpine (Connaught) ... ..4	
43	J. Coombs (Connaught) ... ..4	

No.	Entrant and Car	Events Entered
43	H. W. Motors Ltd. (H.W.M.) ... ..1 3 5	8
44	(Driver: J. Duncan Hamilton or L. Macklin)	
45	H. W. Motors Ltd. (H.W.M.) (Driver: G. Abecassis).....2	
46	R. R. C. Walker (Connaught) ... ..1 3 5	8
47	(Driver: A. P. R. Rolt)	
48	R. R. C. Walker (Aston Martin DB2/3) ... ..4	
49	(Driver: Eric Thompson)	
50	R. J. Chase (Cooper-Bristol) (Driver: Alan Brown)....1 3 5	8
51	(Driver: D. B. Beauman) ... ..7	
52	J. Duncan Hamilton (Jaguar XK120C) ... ..2	
53	A. G. Whitehead (E.R.A. s/c.) ... ..5	8
54	(Driver: E. W. Holt) ... ..3	7
55	Emeryson Cars (Emeryson) (Driver: P. R. Emery)....1 3 5	8
56	Emeryson Cars (Emeryson) ... ..2	
57	(Driver: P. R. Emery)	
58	J. H. Webb (Turner) ... ..1	
59	(Driver: Entrant or J. E. G. Fairman)....3	7 8
60	G. and J. Rolls (Turner s/c.) (Driver: J. Rolls) .....3	
61	(Driver: G. Rolls) ... ..7	
62	E. N. Whiteaway (H.W.M.) ... ..1 5	8*
63	A. Brooke (H.W.M.) ... ..7	8*
64	C. D. Boulton (Connaught) ... ..1 3	7 8*
65	R. Gibson (Cooper-Bristol) ... ..1	
66	J. Goodhew (Maserati s/c.) ... ..5	7
67	J. Goodhew (Darracq) ... ..2	
68	C. J. Hamilton (E.R.A. s/c.) ... ..5	7
69	L. Leston (Cooper) ... ..7	
70	O. E. Simpson (Cooper) ... ..7	
71	R. J. C. Marshall (Maserati s/c.) ... ..7	
72	(Driver: F. W. Kennington) ... ..5	
73	J. D. Lewis (E.R.A. s/c.) ... ..7	
74	C. le S. Metcalfe (Aston-Connaught) ... ..5	7
75	D. Richmond (Rapier s/c.) ... ..7	
76	R. A. Searles (Rover-B.M.W.) ... ..7	
77	D. Hely (Frazer-Nash) (Driver: C. A. S. Brooks).....4	
78	T. A. D. Crook (Cooper-Bristol) ... ..4	
79	A. P. O. Rogers (Cooper-Bristol) ... ..4	
80	J. V. Green (Frazer-Nash) ... ..4	
81	Sir Jeremy Boles (Aston Martin DB3) ... ..4	
82	R. Flockhart (Austin-Healey) ... ..4	
83	F. C. Davis (Tojeiro) ... ..4	
84	R. M. Hampton (Austin-Healey) ... ..4	
85	J. F. Dalton (Austin-Healey) ... ..4*	
86	G. M. Walters (Aston Martin DB2/4) ... ..4	
87	J. E. Byrnes (Kieft) ... ..4	
88	P. R. Crabb (Kieft) ... ..4	
89	D. J. Calvert (Kieft) ... ..4	
90	Team Lotus (Lotus) ... ..4	
91	(Driver: C. Chapman)	
92	G. A. Ruddock (Lester-M.G.) ... ..4	
93	J. B. Naylor Ltd. (Cooper-M.G.) ... ..4*	
94	(Driver: J. B. Naylor)	
95	J. W. Horridge (Jehu) ... ..4	
96	R. D. Steed (J.A.G.-M.G.) ... ..4*	
97	M. W. Head (Jaguar XK120C) ... ..2	
98	J. A. Keeling (Jaguar XK120C) ... ..2	
99	B. Baxter (Jaguar XK120C) ... ..2	
100	R. E. Berry (Jaguar XK120) ... ..2	
101	A. T. Bik (Jaguar XK120) ... ..2	
102	Equipe Endeavour (Sphinx) ... ..2	
103	(Driver: T. Sopwith)	
104	R. A. Page (H.W.M.) ... ..2	
105	D. Margulies (Delahaye) ... ..2	
106	R. W. Fitzwilliam (Lago-Talbot) ... ..2	
107	R. G. Shattock (R. G. S. Atalanta) ... ..2	
108	(Driver: Entrant or D. S. Boston)	
109	E. P. Alexander (Allard) ... ..2	
110	(Driver: E. W. Cuff Miller)	
111	R. Carnegie (Allard) ... ..2	
112	E. Protheroe (Jaguar XK120) ... ..2	



Photograph reproduced by courtesy of "The Motor" Year Book
 Alberto Ascari, champion racing driver of the world. After a phenomenally successful term with Ferrari he has signed up in 1954 for Lancia. But to-day he handles a British 2-litre car as well as the Ferrari Thinwall Special on his first appearance on the Goodwood Circuit. Ascari has reached his pre-eminence in a comparatively short time. He came to motor racing after the war as a protégé of Luigi Villorosi.

SOME OF TODAY'S DRIVERS



Baron E. de Graffenried



R. Salvadori



Ken Wharton

Alberto Ascari we welcome gladly to the Goodwood Circuit for the first time. The presence of the reigning world champion, who has maintained his title for 1952 and 1953, is an inspiration to competitors and spectators alike. This famous exponent of the Italian works Ferrari to-day handles two cars, both of them entered by Mr. G. A. Vandervell. One, the 4½-litre Ferrari Thin Wall Special, has already made history on this circuit in the hands of Mike Hawthorn. The other, the 2-litre "Vanwall Special", is a new product of the Vandervell stable.

* * *

Baron E. de Graffenried needs no introduction to the Goodwood public. His outstanding performance last Easter on the Maserati will not have been forgotten. To-day he comes fresh from successes in South America and will be on the line with Ascari in the Lavant Cup for Grand Prix Formula cars with his new 2½-litre Maserati. Throughout 1953 he was in the forefront of motor racing news, and his exuberant personality makes him one of the most popular of drivers. The Baron has recently joined the Swiss Scuderia Helvetia.

* * *

Roy Salvadori has come steadily to the front rank of racing drivers during recent years and is recognized as Connaught's No. 1 man. Besides a string of British successes at Goodwood, Crystal Palace, Silverstone and Charterhall, he came second, co-driving with Ian Stewart, in the 1000 km. race at Nurburgring in 1953. He is equally at home on Frazer-Nash and Aston Martin mounts. To-day he drives both a sports and a racing Maserati.

* * *

Tony Rolt won the Coronation Trophy last Whit-Monday at the B.A.R.C. re-opening meeting of the Crystal Palace Circuit. In July he won the Crystal Trophy and came second in the London Trophy races on the same circuit. He came second at Charterhall, and was well placed at Goodwood and Silverstone, all with a Connaught. Rolt made headlines for Britain last June by winning the Le Mans 24-Hour Race (with Duncan Hamilton co-driving) in a Jaguar. He has a growing-up family; lives at Coventry, and is a member of the Harry Ferguson engineering research team.



Alan Brown



A. P. R. Rolt




Reg Parnell

B.A.R.C.

Year

Book

★ 1954 ★



BRITISH AUTOMOBILE RACING CLUB
55 · PARK LANE · LONDON · W·1

Have YOU obtained your copy?

On sale here to-day (price 5s.). Full results of all B.A.R.C. events in 1953.

Details of 1954 home and overseas fixtures and circuits.



J. Duncan Hamilton



Ron Flockhart



Eric Thompson

Reg. Parnell ("It's not Goodwood without him") has a list of successes far too long to include. In 1953 he won the Empire Trophy, was first at Silverstone in July, and at Charterhall in the sports car race. He won the second 9-Hour Race at Goodwood in August with co-driver Eric Thompson, came second at Sebring 12-Hour Race with George Abecassis, second in the T.T. again with Eric Thompson, drove the B.R.M. to fourth place last Easter at Goodwood in the Chichester Cup. To-day he will be in action on an Italian Ferrari.

* * *

Alan Brown is well known at Goodwood, not only in the big public meetings but at the Club's private sports car events. Last Easter he won the Earl of March Trophy in a Cooper 500 c.c. with an average speed of 80.97 m.p.h. He has won the 500 c.c. event in the Luxemburg Grand Prix (in 1951), and the Yorke, the Seaman and the Light Car Trophies. Equally formidable in the Cooper-Bristol (in which, with M. L. Currie, he came second in the under 2-litre class last August at Goodwood) he will be seen in action again to-day in both categories, including a new 1954 single-seater Cooper-Bristol.

* * *

Ken Wharton held the lap record for the Goodwood Circuit put up on the B.R.M. last Easter until Mike Hawthorn wrested it from him at the September International event. His successes continue to accumulate steadily, and in the majority of the big home events in 1953 he took either first or second place, and at Albi raised great hopes for the B.R.M., coming second in Heat 2. He won the B.A.R.C. special Coronation award, based on points, for achievements in a British car in events on the International Calendar last year. Ken is, besides, Hill Climb Champion for 1951, 1952 and 1953. His B.R.M. team mate is Ron Flockhart, who has driven his ex-Mays E.R.A. s/c. with success.

* * *

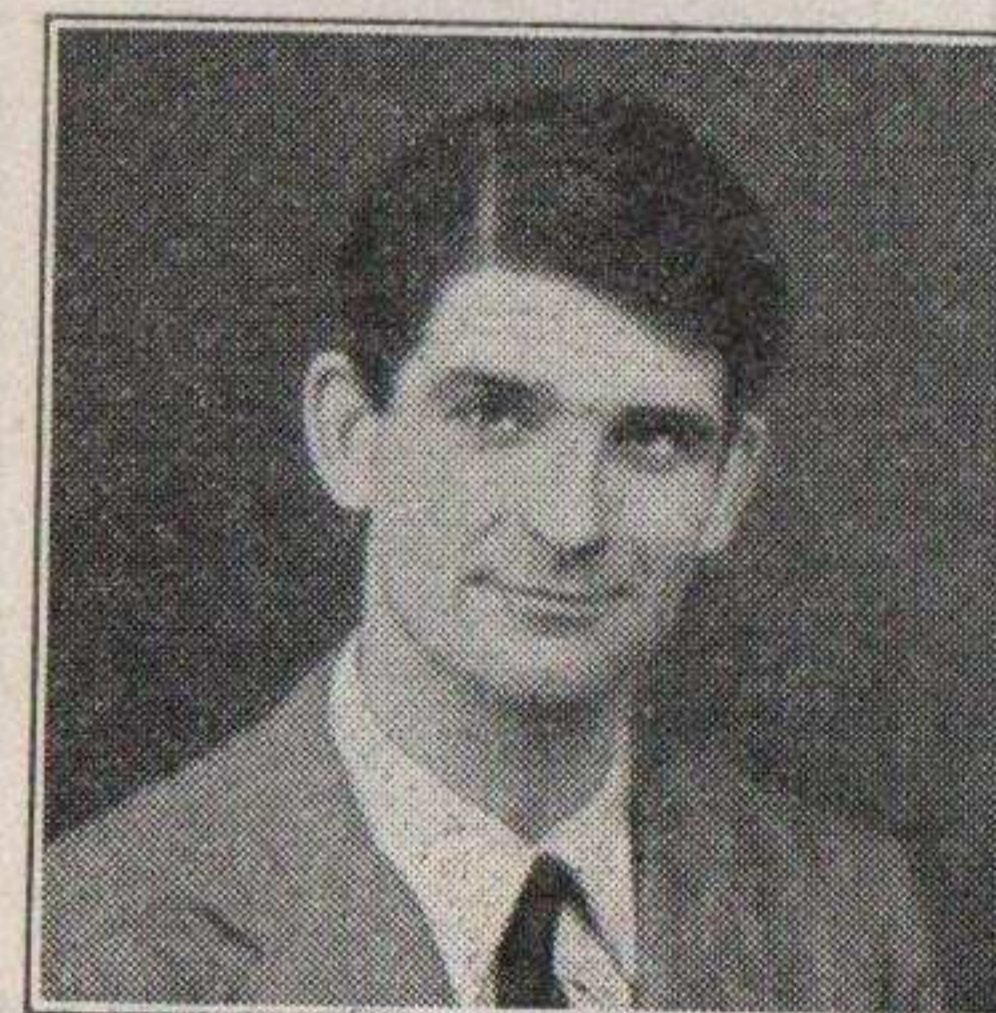
J. Duncan Hamilton's name is in evidence in most important programmes. With Tony Rolt he put Le Mans "in the bag" for Britain last year. Drove an H.W.M. in the Ulster Trophy to sixth place, after winning the first heat, and will be seen to-day driving a Jaguar XK120C. He has had considerable experience on overseas circuits and has taken part in most Grands Prix with a variety of mounts. He may be seen also at the wheel of the new H.W.M. in the Lavant Cup.



F. C. Davis



Eric Brandon



Tony Crook

MOTOR SPORT

15-17 CITY ROAD LONDON, E.C.1



P. Whitehead



George Abecassis



G. Whitehead

George Abecassis is by way of being a racing veteran, although his youthful appearance belies it. Most enthusiasts will know that he is a partner with John Heath in the Walton-on-Thames concern of H.W. Motors Ltd. Between them they are doing a great deal for British motoring prestige. He drives a new six-cylinder 2½-litre H.W.M. in to-day's sports car handicap. Last September at Goodwood he won the Sports Car Race, and shared second place at Sebring with Reg. Parnell.

* * *

Peter and Graham Whitehead are both at Goodwood to-day—Peter with a F.1 Cooper-Alta, 1953 model; Graham with a 1937 C-type E.R.A. Both have done exceptionally well during 1953 at home and overseas. Graham brought his E.R.A. s/c. home to win at Goodwood in the September Handicap Race with a speed of 85.42 m.p.h., and came fourth in the Goodwood Trophy. Peter Whitehead, co-driving a Jaguar with Ian Stewart, won third place in the Nine Hour Race here last August. The same partnership had given them fourth place at Le Mans.

* * *

Twenty-one year old Tom Sopwith, who recently formed the Equipe Endeavour (his father was the famous yacht racing personality), has come into the news quite recently with the Sphinx sports car which he raced at the B.A.R.C. members' meeting on 27th March with considerable success. The car is powered by a specially modified version of the Armstrong Siddeley Sapphire engine, and its performance will be watched with considerable interest.



Paul Emery drives a new Alta-engined G.P. Emeryson to-day.



Photo: Charles Dunn

Photo: Klementaski Ltd.



Your sparking plugs, the devil, and the deep blue sea

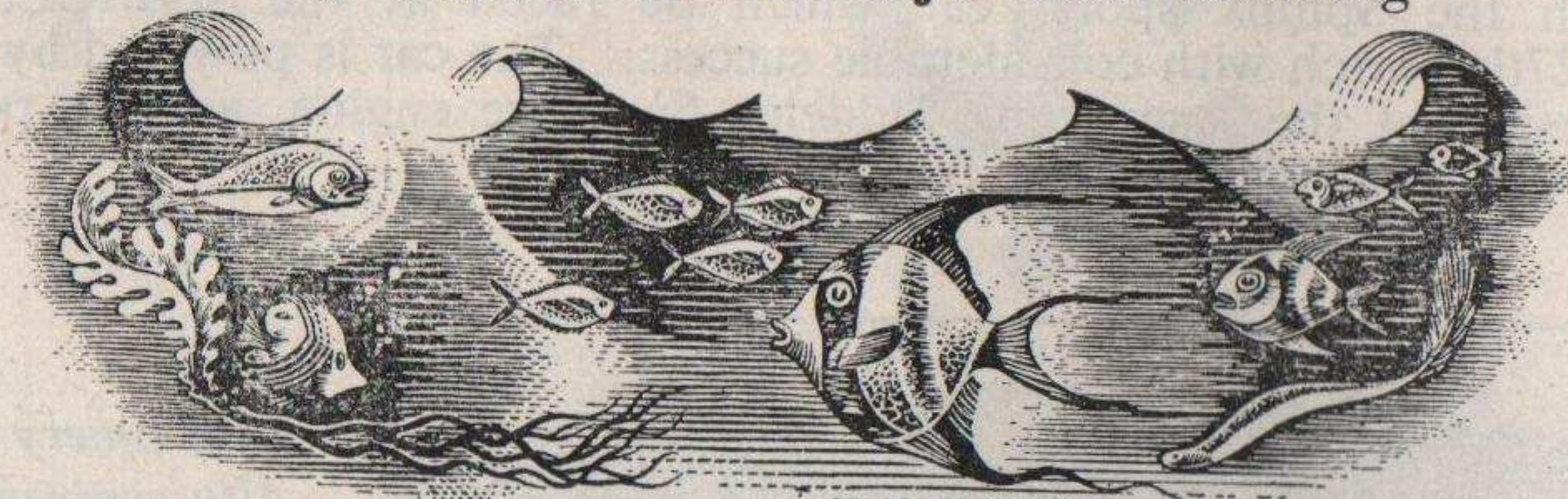
Your choice of a sparking plug is a choice between the devil of overheating and the deep blue sea of oil-fouling. But there is a K.L.G. plug to suit your engine *exactly*. Of all the sparking plugs commonly stocked by British garages, K.L.G. offer you the most complete range of heat values, with the smallest steps in heat value between one plug and the next.

Every K.L.G. plug combines the finest qualities of design, manufacture, and careful testing, with a heat value exactly suitable for its purpose—whether that is the everyday motoring you do in your own car, or the winning of strenuous trials or races anywhere in the world.*

Your garageman can advise you which K.L.G. plug will suit your machine *exactly*. Ask him for help. Or let us send you a leaflet for your guidance: Write to Dept. K/PA15, Smiths Motor Accessories Limited, Cricklerwood Works, London, N.W.2.

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* SEBRING 12-HOUR RACE

(FLORIDA) won outright by

Stirling Moss } OSCA
W. Lloyd }

1st General Classification

1st Index of Performance 1st 1500 cc Class

2 Litre Class

Carpenter } KIEFT-BRISTOL
Van Driel }

Exactly the right plug for your engine

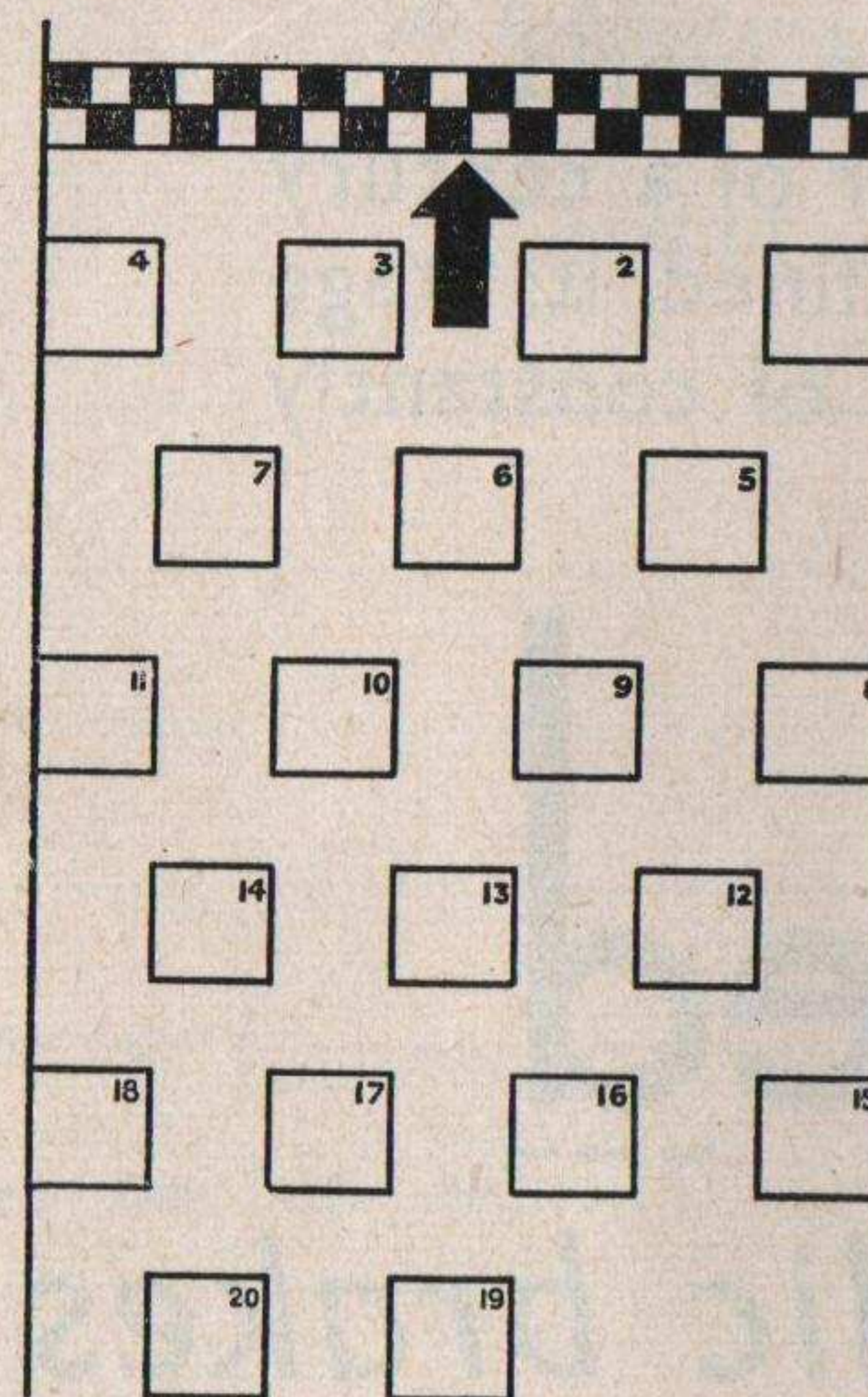


Event I THE LAVANT CUP 1.30 p.m.

(7-LAP SCRATCH RACE FOR GRAND PRIX FORMULA CARS)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
1	G. A. Vandervell ... (Driver: Alberto Ascari)	Vandervell Vanwall Special ...	4	1998	Green
3	Baron E. de Graffenried ...	Maserati ...	6	2493	Red/White
9	Gilby Engineering Co. Ltd. (Driver: R. F. Salvadori)	Maserati ...	6	2493	Green
14	Ecurie Ecosse (Driver: L. Thorne) ...	Connaught ...	4	1960	Blue
17	Scuderia Ambrosiana (Driver: R. Parnell)	Ferrari ...	4	2490	Red
18	L. Marr ...	Connaught ...	4	1980	Green
21	Ecurie Richmond (Driver: Eric Brandon)	Cooper-Alta ...	4	1960	Green
23	Ecurie Richmond (Driver: R. Y. Nuckey)	Cooper-Aston ...	6	2480	Green
26	Border Reivers (Driver: J. Somervail or J. R. McBain) ...	Cooper-Bristol ...	6	1971	Blue
38	K. Wharton ...	(to be nominated)			
39	P. N. Whitehead ...	Cooper-Alta ...	4	2500	Green
40	K. McAlpine ...	Connaught ...	4	1967	Green
43	H.W. Motors Ltd. (Driver: J. Duncan Hamilton or L. Macklin) ...	H.W.M. ...	4	2460	Green
45	R. R. C. Walker (Driver: A. P. R. Rolt)	Connaught ...	4	1960	Green
47	R. J. Chase (Driver: Alan Brown) ...	Cooper-Bristol ...	6	1971	Green
50	Emeryson Cars (Driver: P. R. Emery)	Emeryson ...	4	2460	Green
52	J. H. Webb ...	Turner ...	4	1960	Green
54	E. N. Whiteaway ...	H.W.M. ...	4	2440	Green/Cream
56	C. D. Boulton ...	Connaught ...	4	1967	Green
57	R. Gibson ...	Cooper-Bristol ...	6	1971	Green

STARTING GRID.—Fill in starting positions as announced over the loud-speakers.

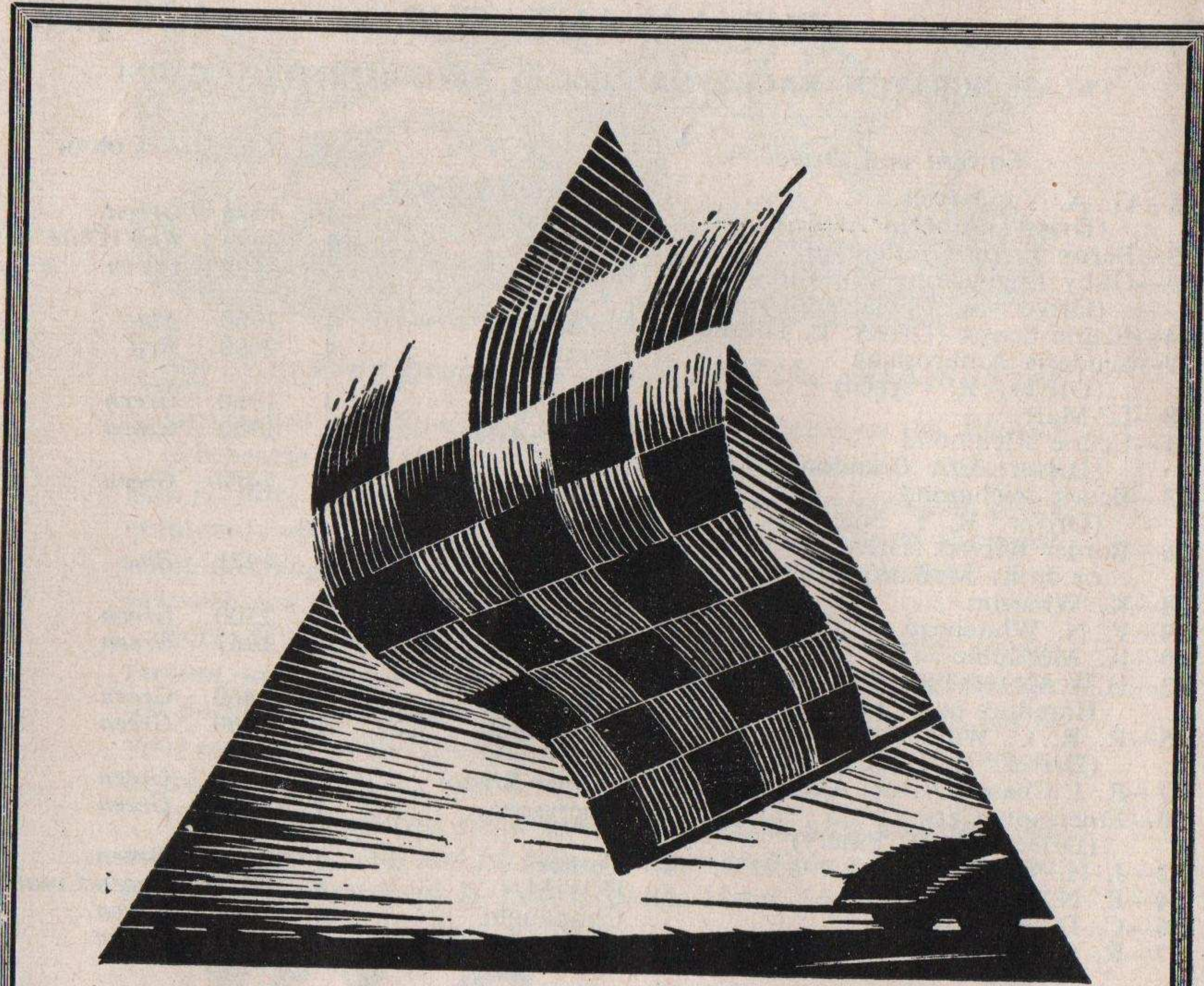


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20 TH							

1st No..... (Speed.....m.p.h.)

2nd No..... 3rd No..... 4th No.....

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



Lockheed pioneered the hydraulic brake—the safest in the world.

For more than a quarter of a century they have constantly refined it, stage by stage, to keep ahead of constantly increasing speeds.

Lockheed

REGD TRADE MARK

hydraulic brakes

AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA

Event 2 FIRST EASTER HANDICAP 2.00 p.m. (5-LAP RACE FOR SPORTS CARS)

No.	Entrant and Driver	Car	Cyls. c.c.	Colour	Start m. s.
44	H. W. Motors Ltd. ... (Driver: G. Abccassis)	H.W.M. ...	6 3442	Green ...	0 00
16	Ecurie Ecosse ... (Driver: A. P. R. Rolt)	Jaguar XK120C ...	6 3442	Blue...	0 10
48	J. Duncan Hamilton...	Jaguar XK120C ...	6 3442	Green ...	0 10
10	Gilby Engineering Co. Ltd. ... (Driver: R. F. Salvadori)	Maserati ...	6 1988	Green ...	0 10
92	R. A. Page ...	H.W.M. ...	8 5420	Green ...	0 10
15	Ecurie Ecosse ... (Driver: J. R. Stewart)	Jaguar XK120C ...	6 3442	Blue...	0 15
86	M. W. Head ...	Jaguar XK120C ...	6 3442	White ...	0 15
96	R. G. Shattock ... (Driver: Entrant or D. S. Boston)	R. G. S. Atalanta ...	6 3442	Green ...	0 15
51	Emeryson Cars ... (Driver: P. R. Emery)	Emeryson ...	6 3442	Red ...	0 15
88	B. Baxter ...	Jaguar XK120C ...	6 3442	Blue ...	0 20
89	R. E. Berry ...	Jaguar XK120 ...	6 3442	Green ...	0 20
91	Equipe Endeavour ... (Driver: T. Sopwith)	Sphinx ...	6 3435	Blue...	0 30
59	J. Goodhew ...	Darracq ...	6 3996	Red ...	0 38
87	J. A. Keeling ...	Jaguar XK120C ...	6 3442	Green ...	0 38
90	A. T. Bik ...	Jaguar XK120 ...	6 3442	Bronze ...	0 38
98	R. Carnegie ...	Allard ...	8 4375	Grey...	0 45
100	E. Protheroe ...	Jaguar XK120 ...	6 3442	Grey...	0 45
97	E. P. Alexander ... (Driver: E. W. Cuff Miller)	Allard ...	8 3917	Green ...	0 55
95	R. W. Fitzwilliam ...	Lago-Talbot...	6 4482	Green ...	0 55
94	D. Margulies ...	Delahaye ...	6 3557	Blue ...	0 55

(The Club reserves the right to revise any handicaps printed in the programme. Any revisions will be announced over the loudspeakers.)

RESULT

1st.....

2nd.....

3rd.....

4th.....

Winner's speed.....m.p.h.

Fastest Lap: Car No..... atm.p.h.

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NOTE.—Where betting takes place, bookmakers in all races will pay first past the post irrespective of objections.



Pretty as a picture

and character that goes deep

To watch hard-boiled sporting motorists becoming starry-eyed at their first sight of the T.F. Midget is quite a touching experience! And undoubtedly she is a car to fall in love with. Her line is enhanced by a slightly longer and lower bonnet and a new bow-fronted radiator. Headlamps are now streamlined into the wings. But, of course, it is in performance that the

M.G. shows her breeding. Here in the T.F. you have all the vivid power and verve you expect, plus a new, more vigorous acceleration that will surprise even the most knowledgeable of M.G. enthusiasts. This model is clearly going to enhance the long established M.G. reputation for unique and exciting motoring in safety... fast! Safety-glass is a standard M.G. feature.

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Qualified M.G. owners planning a continental Tour are invited to see their M.G. dealer for details of a free service to save foreign currency.



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MIDGET

Safety fast!

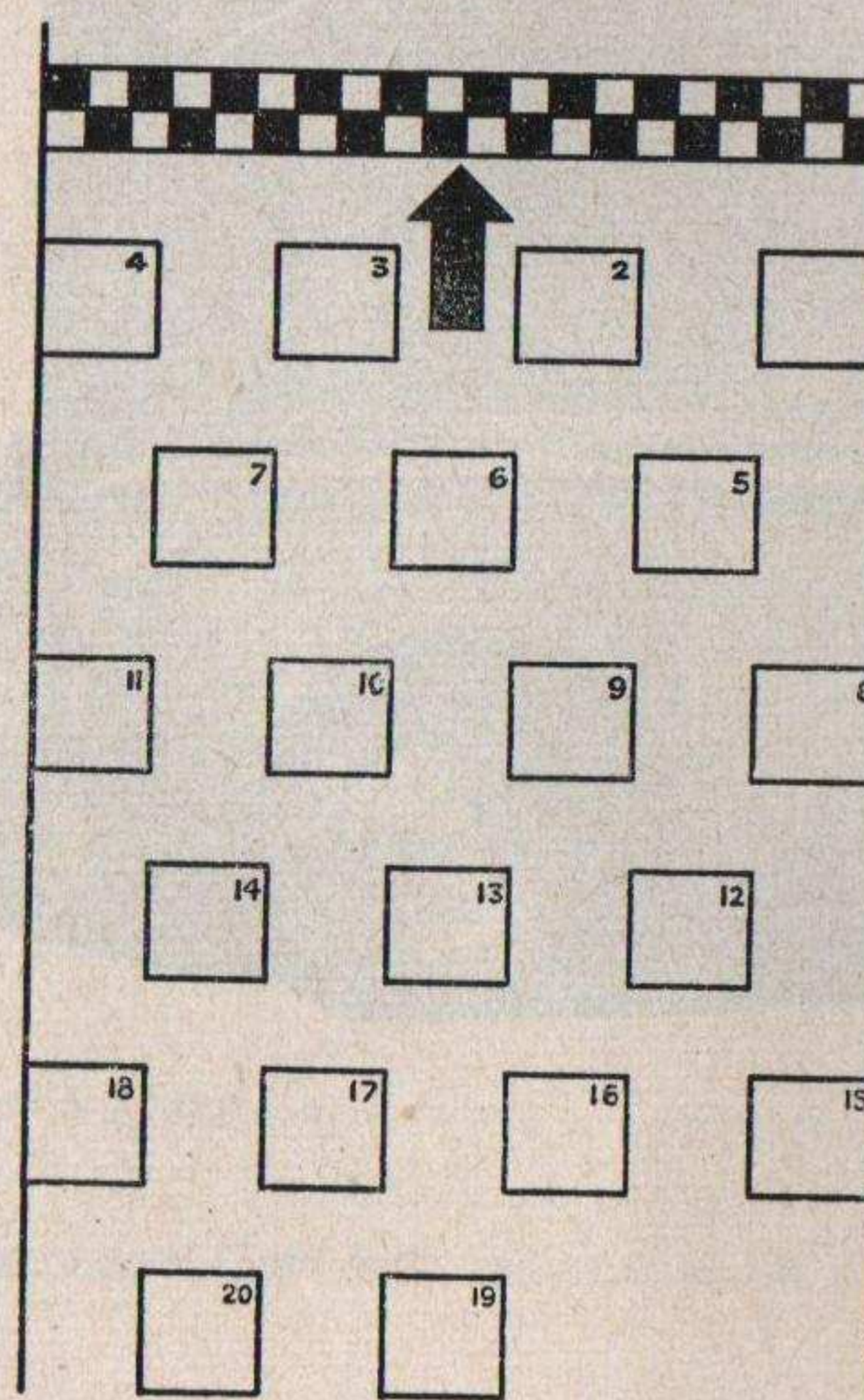


THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD
London Showrooms: Stratton House, 80 Piccadilly, London, W.1
92 Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and at 41 Piccadilly, London, W.1

Event 3 THE CHICHESTER CUP 2.30 p.m.
(5-LAP SCRATCH RACE FOR FORMULA LIBRE RACING CARS)

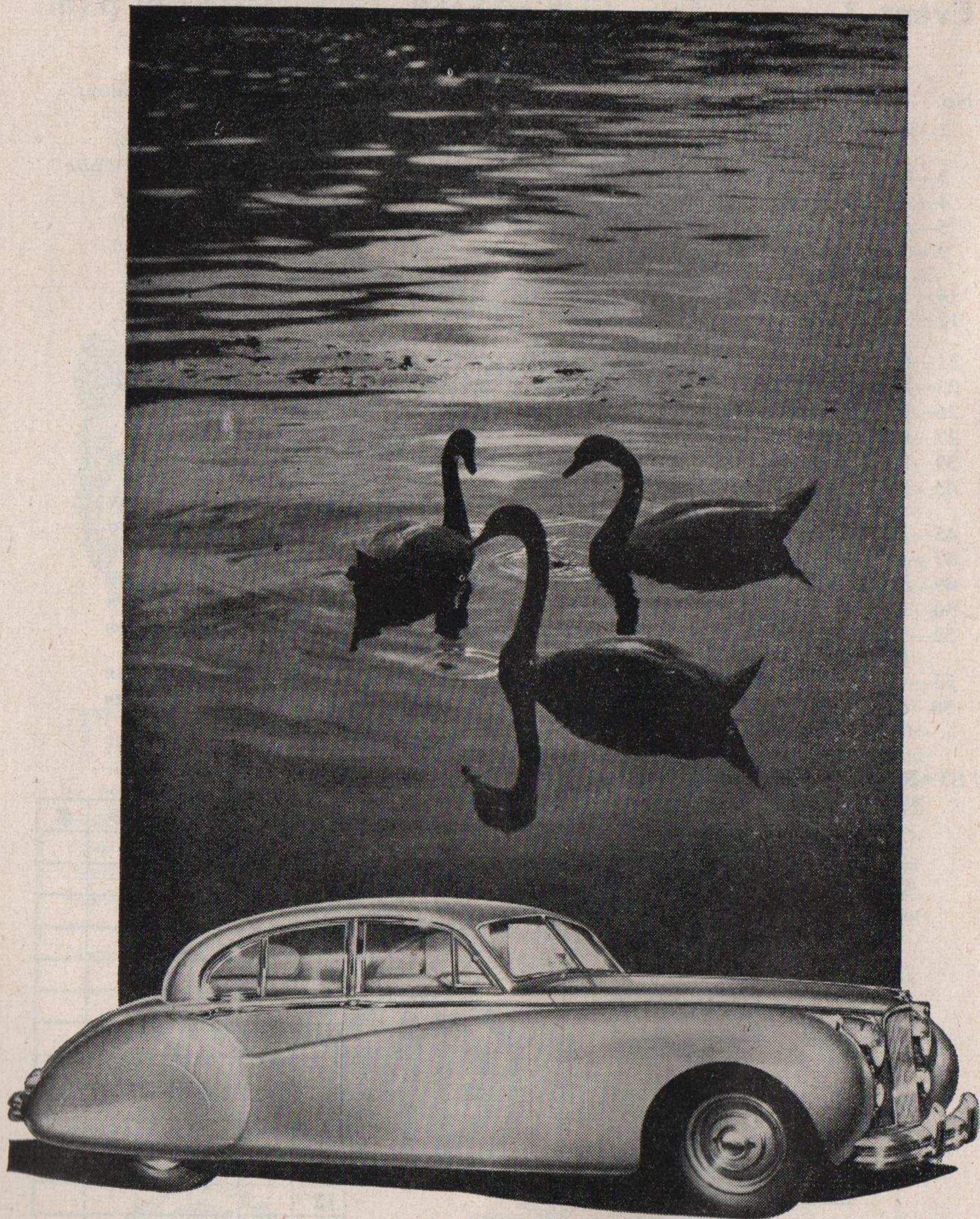
No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
2	G. A. Vandervell (Driver: Alberto Ascari)	Ferrari Thin Wall Special	12	4493	Green
3	Baron E. de Graffenried	Maserati	6	2493	Red/White
4	A. G. B. Owen (Driver: K. Wharton)	B.R.M. s/c.	16	1488	Green
5	A. G. B. Owen (Driver: R. Flockhart)	B.R.M. s/c.	16	1488	Green
9	Gilby Engineering Co. Ltd. (Driver: R. F. Salvadori)	Maserati	6	2493	Green
14	Ecurie Ecosse (Driver: L. Thorne)	Connaught	4	1960	Blue
17	Scuderia Ambrosiana (Driver: R. Parnell)	Ferrari	4	2490	Red
21	Ecurie Richmond (Driver: Eric Brandon)	Cooper-Alta	4	1980	Green
23	Ecurie Richmond (Driver: R. Y. Nuckey)	Cooper-Aston	6	2480	Green
26	Border Reivers (Driver: J. K. Hall)	Cooper-Bristol	6	1971	Blue
27	Border Reivers (Driver: J. Somervail)	E.R.A. s/c.	6	1488	Blue
39	P. N. Whitehead	Cooper-Alta	4	2460	Green
43	H.W. Motors Ltd. (Driver: J. Duncan Hamilton or L. Macklin)	H.W.M.	4	2460	Green
45	R. R. C. Walker (Driver: A. P. R. Rolt)	Connaught	4	1960	Green
47	R. J. Chase (Driver: Alan Brown)	Cooper-Bristol	6	1971	Green
49	A. G. Whitehead (Driver: E. W. Holt)	E.R.A. s/c.	6	1488	Green
50	Emeryson Cars (Driver: P. R. Emery)	Emeryson	4	2460	Green
52	J. H. Webb (Driver: Entrant or J. E. G. Fairman)	Turner	4	1960	Green
53	G. and J. Rolls (Driver: J. Rolls)	Turner s/c.	6	1087	Green
56	C. D. Boulton	Connaught	4	1967	Green

STARTING GRID.—Fill in starting positions as announced over the loud-speakers.



1st No..... (Speed.....m.p.h.)
2nd No..... 3rd No..... 4th No.....
Fastest Lap: No..... Speed.....m.p.h.

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JAGUAR

Grace . . . Space . . . Pace

Event 4 SECOND EASTER HANDICAP 2.58 p.m.

(5-LAP RACE FOR SPORTS CARS)

No.	Entrant and Driver	Car.	Cyls. c.c.	Colour	Start m. s.
68	D. Hely ... (Driver: C. A. S. Brooks)	Frazer-Nash...	6 1971	Green	0 00
6	R. J. Chase ... (Driver: Alan Brown)	Cooper-Bristol	6 1971	Green	0 00
71	J. V. Green ...	Frazer-Nash...	6 1971	Green	0 06
74	F. C. Davis ...	Tojeiro	6 1971	Silver	0 06
69	T. A. D. Crook ...	Cooper-Bristol	6 1971	Red ...	0 06
46	R. R. C. Walker ... (Driver: Eric Thompson)	Aston Martin DB2/3.	6 2922	Blue...	0 10
70	A. P. O. Rogers ...	Cooper-Bristol	6 1971	Maroon	0 13
80	D. J. Calvert ...	Kieft	6 1971	Green	0 13
78	J. E. Byrnes ...	Kieft ...	6 1994	Green	0 13
79	P. R. Crabb ...	Kieft ...	6 1994	Red ...	0 13
72	Sir Jeremy Boles ...	Aston Martin DB3 ..	6 2922	Blue ...	0 13
42	J. Coombs ...	Connaught ...	4 1484	Green	0 16
41	K. McAlpine ...	Connaught ...	4 1484	Green	0 16
81	Team Lotus ... (Driver: C. Chapman)	Lotus...	4 1467	Green	0 16
77	G. M. Walters ...	Aston Martin DB2/4.	6 2580	Blue ...	0 16
13	M. Anthony ...	Lotus-M.G. ...	4 1467	Green	0 31
83	J. B. Naylor Ltd. (2nd Reserve) (Driver: J. B. Naylor)	Cooper-M.G. ...	4 1467	Green	0 31
82	G. A. Ruddock ...	Lester-M.G....	4 1467	Green	0 31
85	R. D. Steed ... (3rd Reserve)	J.A.G.-M.G.	4 1467	Green	0 31
84	J. W. Horridge ...	Jehu ...	4 1498	Silver	0 31
73	R. Flockhart ...	Austin-Healey	4 2660	Blue ...	0 50
76	J. F. Dalton ... (1st Reserve)	Austin-Healey	4 2660	Red ...	1 00
75	R. M. Hampton ...	Austin-Healey	4 2660	Blue ...	1 00

(The Club reserves the right to revise any handicaps printed in the programme. Any revisions will be announced over the loud speakers.)

RESULT

1st.....

2nd.....

3rd.....

4th.....

Winner's speed.....m.p.h.

Fastest Lap: Car No.....at.....m.p.h.

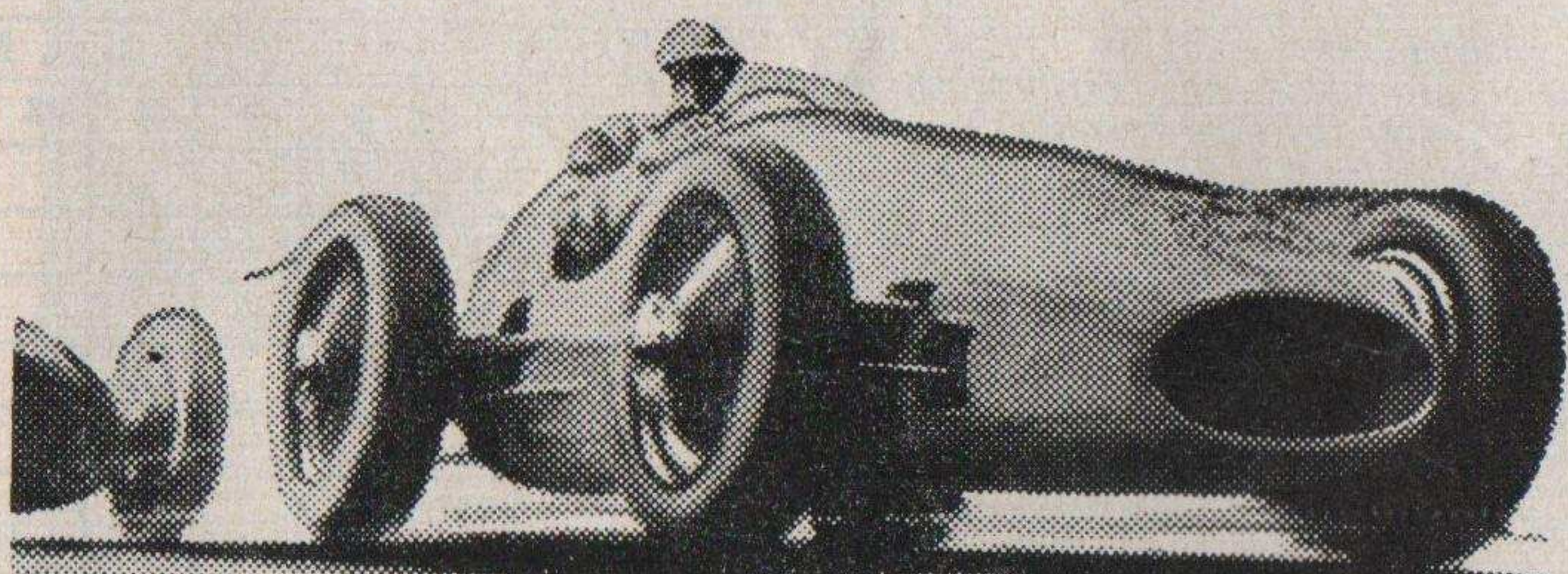
NOTE.—Where betting takes place, bookmakers in all races will pay first past the post irrespective of objections.

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AINTREE

*International
Car Racing*

**SATURDAY
MAY 29th**



From

First Event 11.30 a.m. Admission 5/-

**Advance Stand Bookings
AINTREE AUTOMOBILE RACING CO.
AINTREE · LIVERPOOL**

Racing Organized by **BRITISH AUTOMOBILE RACING CLUB**
55 · PARK LANE · LONDON · W.1

B·A·R·C

MEMBERSHIP APPLICATION FORM

To: *H. J. Morgan, General Secretary,* Date.....
British Automobile Racing Club, Ltd., 55 Park Lane, London, W.1.

I desire to be nominated for election by the Council as a Member of the British Automobile Racing Club, Ltd. and, if elected, I undertake to abide by the Memorandum and Articles of Association and Rules of the Company.

Surname.....
(BLOCK CAPITALS)

Full Christian Names.....
(BLOCK CAPITALS)

Title or Rank (Mr., Mrs. or Miss).....
(BLOCK CAPITALS)

Address
(BLOCK CAPITALS)

County.....

Profession or Occupation.....

Nationality.....

Clubs (if any).....

Make and h.p. of car(s).....

Proposer's signature

.....
Seconder's signature

} If the applicant is not proposed and seconded by existing members a reference must be given. A Bank reference is not sufficient.

Name and Address of Reference:.....

I enclose remittance for the following:

FEEES DUE ON ENROLMENT ...	£	:	:	} See over
BADGES, ETC.	£	:	:	
TOTAL ...	£	:	:	

Cheques should be made payable to "BRITISH AUTOMOBILE RACING CLUB LTD." and crossed

Signature.....

NOTE: Clause 6 of the Company's Memorandum of Association is as follows:
Every Member of the Club undertakes to contribute to the assets of the Club in the event of its being wound up while he is a Member, or within one year afterwards, for payment of the debts and liabilities of the Club contracted before he ceases to be a Member, and the costs, charges and expenses of winding up, and for the adjustment of the rights of the contributors among themselves, such amount as may be required, not exceeding ten shillings.

MEMBERSHIP FEES PAYABLE ON ENROLMENT

Applicants for membership may enrol under (a), (b), (c) or (d). The fees apply irrespective of the type or h.p. of car owned. Subscriptions are renewable annually twelve months from the date of enrolment.

(a) B.A.R.C. membership

	£	s.	d.
Entrance Fee	10	6	
Annual Subscription	1	11	6
Due on Enrolment	£2	2	0

(b) Combined B.A.R.C./R.A.C. membership

	£	s.	d.
Entrance Fee	10	6	
Annual Subscription	3	3	0
R.A.C. Joining Fee (covering loan of R.A.C. car badge and telephone box key)	10	6	
Due on Enrolment	£4	4	0

(b) includes full Associate Membership of the R.A.C. This service, which is the same as that obtained by direct Associate Membership of the R.A.C., includes the Road Guide Service, the "Get-you-home" scheme, free legal defence and advice, home and foreign touring information and assistance, and other useful services.

(c) B.A.R.C. Overseas membership*

	£	s.	d.
Entrance Fee	10	6	
Annual Subscription	1	1	0
Due on Enrolment	£1	11	6

(d) Combined B.A.R.C./R.A.C. Overseas membership*

	£	s.	d.
Entrance Fee	10	6	
Annual Subscription	2	2	0
R.A.C. Joining Fee (covering loan of R.A.C. car badge)	10	6	
Due on Enrolment	£3	3	0

* * *

The following insignia can be purchased by B.A.R.C. members: B.A.R.C. Car Badges (£1/5/0 each); Hand Embroidered Blazer Badges (Standard size 3 in. wide £2/2/0; small size 2 in. wide £1/11/6); Silk Ties (15/- each); Miniature (unmounted) Enamel Badges (Size: ¾ in. wide, 7/6 each); Enamel Lapel Badges, stud fitting (7/6 each); Enamel Brooches, pin fitting (7/6 each); Badge Transfers (6d. each).

* For applicants resident overseas.

Event 5 THIRD EASTER HANDICAP 3.28 p.m.

(5-LAP RACE FOR RACING CARS)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour	Start m. s.
43	H. W. Motors Ltd. (Driver: J. Duncan Hamilton or L. Macklin)	H.W.M.	4	2460	Green	0 00
17	Scuderia Ambrosiana (Driver: R. Parnell)	Ferrari	4	2490	Red	0 00
3	Baron E. de Graffenried	Maserati	6	2493	Red/White	0 00
23	Ecurie Richmond (Driver: R. Y. Nuckey)	Cooper-Aston	6	2480	Green	0 08
45	R. R. C. Walker (Driver: A. P. R. Rolt)	Connaught	4	1960	Green	0 08
54	E. N. Whiteaway	H.W.M.	4	2440	Green/Cream	0 08
50	Emeryson Cars (Driver: P. R. Emery)	Emeryson	4	2460	Green	0 08
47	R. J. Chase (Driver: Alan Brown)	Cooper-Bristol	6	1971	Green	0 15
21	Ecurie Richmond (Driver: Eric Brandon)	Cooper-Alt...	4	1980	Green	0 15
14	Ecurie Ecosse (Driver: L. Thorne)	Connaught	4	1960	Blue	0 15
49	A. G. Whitehead	E.R.A. s/c.	6	1488	Green	0 25
18	L. Marr	Connaught	4	1960	Green	0 46
58	J. Goodhew	Maserati s/c.	4	1496	Red	0 50
65	C. le S. Metcalfe	Aston-Connaught	4	1484	Green	0 50
63	R. J. C. Marshall (Driver: F. W. Kennington)	Maserati s/c.	6	1496	Green	1 00
60	C. J. Hamilton	E.R.A. s/c.	6	1488	Black/Red	1 12

(The Club reserves the right to revise any handicaps printed in the programme. Any revisions will be announced over the loudspeakers.)

RESULT

1st.....

2nd.....

3rd.....

4th.....

Winner's speed.....m.p.h.

Fastest Lap: Car. No.....at.....m.p.h.

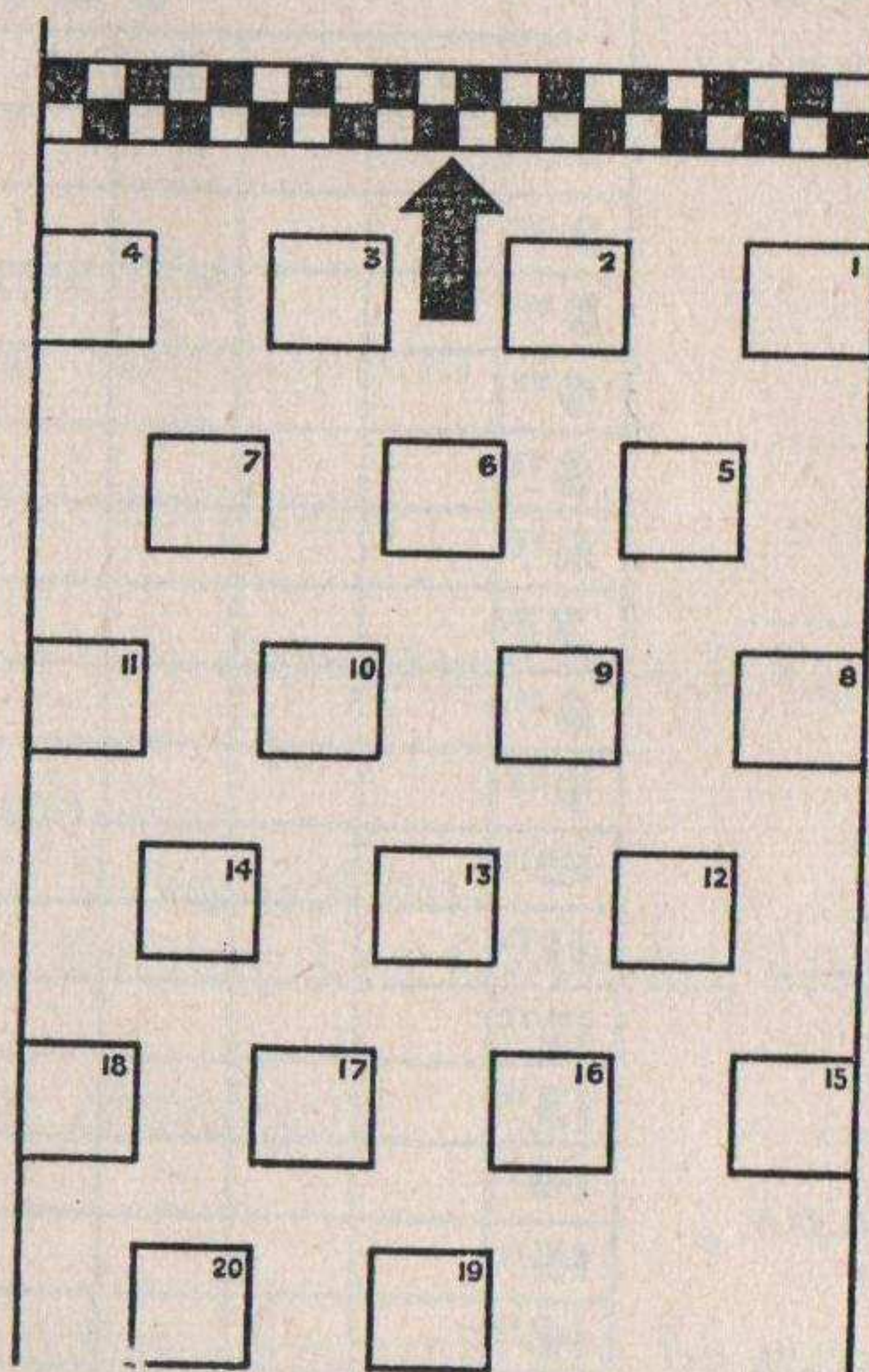
NOTE.—Where betting takes place, bookmakers in all races will pay first past the post irrespective of objections.

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Event 6 THE EARL OF MARCH TROPHY 3.56 p.m.
(5-LAP SCRATCH RACE FOR 500 C.C. CARS)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
7	F. Beart... (Driver: To be nominated)	Cooper	1	499	Green
8	Alan Brown	Cooper	1	497	Green
11	W. Ford	Kieft	4	496	Green
12	D. Parker	Kieft	1	498	Maroon
19	The Cooper Car Co. Ltd. (Driver: L. Leston)	Cooper	1	499	Green - 82-19.
20	Ecurie Richmond (Driver: Eric Brandon)	Cooper	1	499	Silver
22	Ecurie Richmond (Driver: R. Y. Nuckey)	Cooper	1	499	Green
24	Border Reivers... (Driver: J. K. Hall)	Cooper	1	497	Blue
25	Border Reivers... (Driver: C. M. Mauritzen)	Cooper	1	497	Blue
28	The Graham Maude Racing Ecurie. (Driver: G. Maude)	Cooper	2	498	Blue/Cream
29	A. E. Elliott	Cooper	1	498	Green
30	Hon. E. G. Greenall	Cooper	1	498	Cream
31	Revis Motors (Driver: R. G. Bicknell)	Revis	1	497	Silver
32	J. F. Westcott	Kieft	1	499	Green
33	E. Fenning	Staride	1	499	Silver
34	T. J. H. Bennett	Arnott	1	497	Green
35	J. E. Byrnes	Mezzolitre	1	499	Green
36	K. Busch	Schleicher	2	495	Grey
37	T. J. Clarke	C.B.2	1	497	Silver

STARTING GRID.—Fill in starting positions as announced over the loud-speakers.



1st No..... (Speed.....m.p.h.)

2nd No..... 3rd No..... 4th No.....

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

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Event 7 FOURTH EASTER HANDICAP 4.24 p.m.
(5-LAP RACE FOR RACING CARS)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour	Start m. s.
47	R. J. Chase (Driver: D. B. Beauman)	Cooper-Bristol	6	1971	Green	0 00
26	Border Reivers... (Driver: C. M. Mauritzen)	Cooper-Bristol	6	1971	Blue...	0 11
49	A. G. Whitehead (Driver: E. W. Holt)	E.R.A. s/c.	6	1488	Green	0 13
55	A. Brooke	H.W.M.	4	1960	Green	0 13
56	C. D. Boulton	Connaught	4	1967	Green	0 13
64	J. D. Lewis	E.R.A. s/c.	6	1488	Green	0 18
61	L. Leston	Cooper	2	1098	Green	0 31
58	J. Goodhew	Maserati s/c.	4	1496	Red...	0 38
62	O. E. Simpson	Cooper	2	1100	Black	0 38
65	C. le S. Metcalfe	Aston-Connaught	4	1484	Green	0 38
63	R. J. C. Marshall	Maserati s/c.	6	1496	Green	0 48
52	J. H. Webb (Driver: Entrant or J. E. G. Fairman)	Turner	4	1960	Green	0 58
53	G. and J. Rolls (Driver: G. Rolls)	Turner s/c.	6	1087	Green	0 58
60	C. J. Hamilton	E.R.A. s/c.	6	1488	Black/Red	1 00
67	R. A. Searles	Rover-B.M.W.	6	1997	Black	1 00
27	Border Reivers... (Driver: J. Somervail)	E.R.A. s/c.	6	1488	Blue...	1 03
66	D. Richmond	Rapier s/c.	4	1094	Black	1 03

(The Club reserves the right to revise any handicaps printed in the programme. Any revisions will be announced over the loud speakers.)

RESULT

1st.....

2nd.....

3rd.....

4th.....

Winner's speed.....m.p.h.

Fastest Lap: Car No.....at.....m.p.h.

NOTE.—Where betting takes place, bookmakers in all races will pay first past the post irrespective of objections.

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SILVERSTONE

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your seats for the*

TWO GREAT MOTOR RACING EVENTS?

INTERNATIONAL
DAILY EXPRESS
TROPHY MEETING
MAY 15, 1954

7th R.A.C BRITISH
GRAND PRIX
JULY 17, 1954

ORGANISED BY THE B.R.D.C

For further particulars apply

RACE OFFICE, DAILY EXPRESS, FLEET ST., LONDON, E.C.4.

**DAILY
EXPRESS**

Event 8 THE RICHMOND FORMULA LIBRE 4.52 p.m. RACE FOR THE GLOVER TROPHY

(21-LAP SCRATCH RACE FOR FORMULA LIBRE RACING CARS)

This is the 250th Race run at Goodwood. The first was in September 1948

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
1	G. A. Vandervell ... (Driver: Alberto Ascari)	Ferrari Thin Wall Special	12	4493	Green
2	Baron E. de Graffenried ...	Maserati	6	2493	Red/White
4	A. G. B. Owen (Driver: K. Wharton)	B.R.M. s/c.	16	1488	Green
5	A. G. B. Owen (Driver: R. Flockhart)	B.R.M. s/c.	16	1488	Green
9	Gilby Engineering Co. Ltd. ... (Driver: R. F. Salvadori)	Maserati	6	2493	Green
14	Ecurie Ecosse (Driver: L. Thorne)	Connaught	4	1960	Blue
17	Scuderia Ambrosiana ... (Driver: R. Parnell)	Ferrari ...	4	2490	Red
18	L. Marr ...	Connaught	4	1960	Green
21	Ecurie Richmond (Driver: Eric Brandon)	Cooper-Alta	4	1980	Green
23	Ecurie Richmond (Driver: R. Y. Nuckey)	Cooper-Aston	6	2480	Green
26	Border Reivers (Driver: J. K. Hall)	Cooper-Bristol	6	1971	Blue
27	Border Reivers ... (Driver: J. Somervail)	E.R.A. s/c.	6	1488	Blue
39	P. N. Whitehead ...	Cooper-Alta	4	2500	Green
40	K. McAlpine ...	Connaught	4	1967	Green
43	H.W. Motors Ltd. (Driver: J. Duncan Hamilton or L. Macklin)	H.W.M.	4	2460	Green
45	R. R. C. Walker (Driver: A. P. R. Rolt)	Connaught	4	1960	Green
47	R. J. Chase (Driver: Alan Brown)	Cooper-Bristol	6	1971	Green
49	A. G. Whitehead ...	E.R.A. s/c.	6	1488	Green
50	Emeryson Cars (Driver: P. R. Emery)	Emeryson	4	2460	Green
52	J. H. Webb ... (Drivers: Entrant or J. E. G. Fairman)	Turner	4	1960	Green
54	E. N. Whiteaway ... (1st Reserve)	H.W.M.	4	2440	Green/Cream
55	A. Brooke ... (2nd Reserve)	H.W.M.	4	1960	Green
56	C. D. Boulton ... (3rd Reserve)	Connaught	4	1967	Green

RESULT

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2nd.....

3rd.....

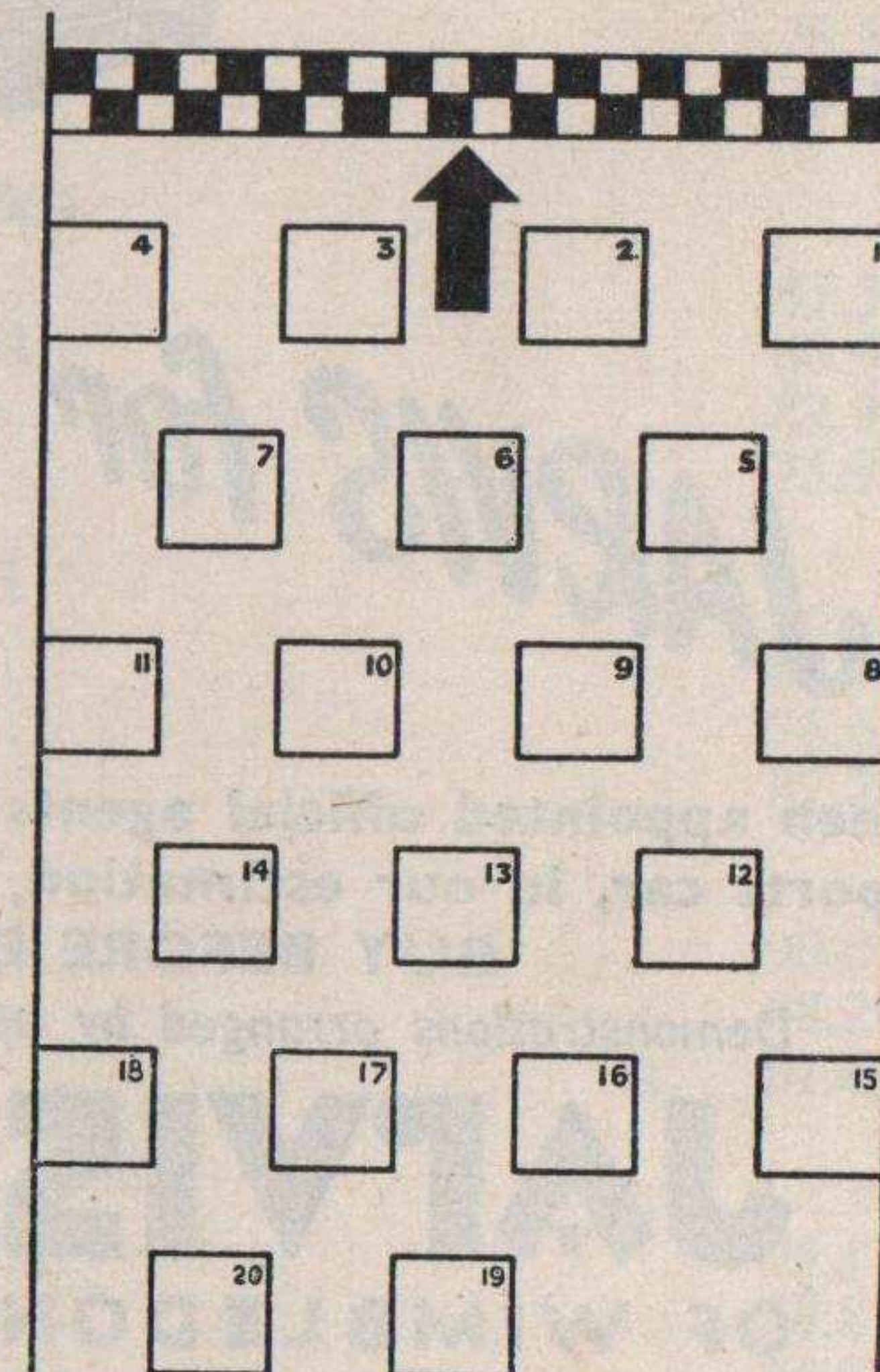
4th.....

Winner's speed.....m.p.h.

Fastest Lap: Car No.....at.....m.p.h.

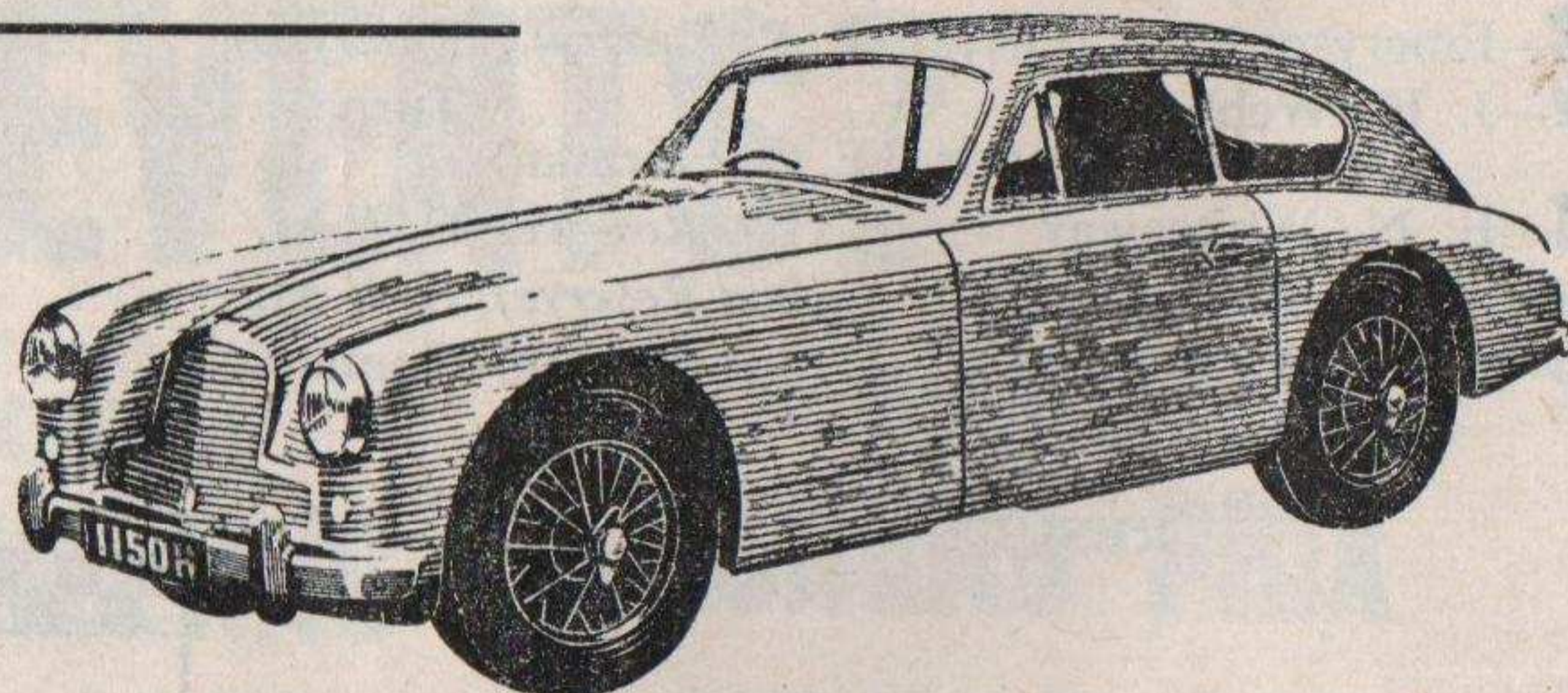
For lap chart—see page 50.

NOTE.—Where betting takes place, book-
makers in all races will pay first past the post
irrespective of objections.



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Principal Race Results at B.A.R.C. Meetings

18th SEPTEMBER, 1948

		Average Speed m.p.h.
Goodwood Trophy ...	R. Parnell (Maserati) ...	80.56
Madgwick Cup ...	D. Folland (M.G.) ...	74.29
Woodcote Cup ...	R. D. Poore (Alfa-Romeo) ...	77.74
500 c.c. Race ...	S. Moss (Cooper) ...	71.92

18th APRIL, 1949

Richmond Trophy ...	R. Parnell (Maserati) ...	82.87
Lavant Cup ...	D. Folland (Ferrari) ...	78.03
Chichester Cup ...	R. Parnell (Maserati) ...	82.98
500 c.c. Race ...	S. A. Coldham (Cooper) ...	70.80

17th SEPTEMBER, 1949

Goodwood Trophy ...	R. Parnell (Maserati) ...	86.43
Madgwick Cup ...	S. Moss (Cooper 1000 c.c.) ...	82.10
Woodcote Cup ...	R. Parnell (Maserati) ...	85.11
500 c.c. Race ...	P. Collins (Cooper) ...	74.95

10th APRIL, 1950

Richmond Trophy ...	R. Parnell (Maserati) ...	78.26
Lavant Cup ...	W. S. Aston (Cooper) ...	78.92
Chichester Cup ...	B. Bira (Maserati) ...	80.63
500 c.c. Race ...	R. M. Dryden (Cooper) ...	68.40

500 International Trophy: 27th MAY, 1950

Heat 1: E. Brandon (Cooper) ...	...	75.92
Heat 2: R. M. Dryden (Cooper) ...	...	75.24
Final: R. M. Dryden (Cooper) ...	...	77.23

30th SEPTEMBER, 1950

Goodwood Trophy ...	R. Parnell (B.R.M.) ...	82.48
Madgwick Cup ...	W. S. Aston (Cooper 1100 c.c.) ...	73.70
Woodcote Cup ...	R. Parnell (B.R.M.) ...	78.50
500 c.c. Race ...	R. M. Dryden (Cooper) ...	70.75

26th MARCH, 1951

Richmond Trophy ...	B. Bira (O.S.C.A.) ...	87.57
Lavant Cup ...	Stirling Moss (H.W.M.) ...	80.91
Chichester Cup ...	R. Parnell (Maserati) ...	82.92
Earl of March Trophy ...	A. Bottoms (J.B.S.) ...	75.92

500 International Trophy: 14th MAY, 1951

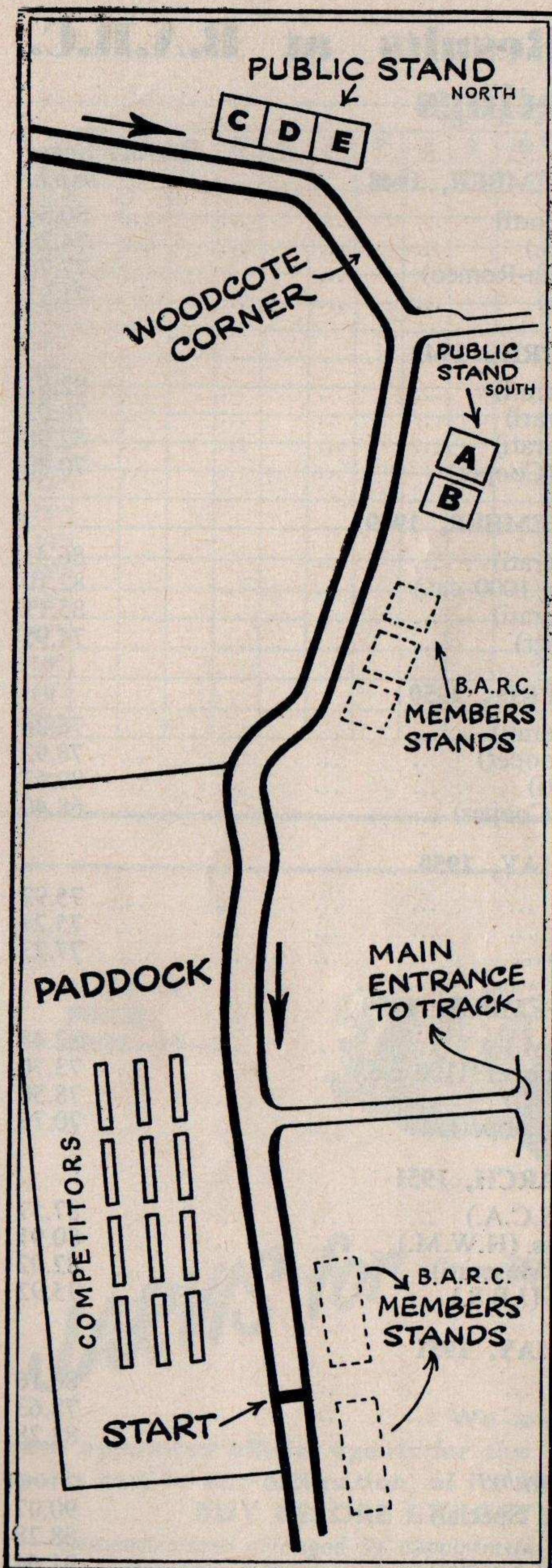
Heat 1: E. Brandon (Cooper V) ...	...	80.16
Heat 2: A. Brown (Cooper V) ...	...	78.63
Final: Stirling Moss (Kieft) ...	...	82.28

"Daily Graphic" Festival of Britain Trophy:

Heat 1: R. Parnell (Ferrari Thin Wall Special) ...	...	90.07
Heat 2: B. Bira (O.S.C.A.) ...	...	88.28
Final: R. Parnell (Ferrari Thin Wall Special) ...	...	91.64

29th SEPTEMBER, 1951

Goodwood Trophy ...	G. Farina (Alfa-Romeo s/c.) ...	95.11
Madgwick Cup ...	Stirling Moss (H.W.M.) ...	84.83
Woodcote Cup ...	G. Farina (Alfa-Romeo s/c.) ...	94.83



The location of the various stands, paddock, and other points of interest are shown on the above diagram. An extension of the paddock now gives a view of the chicane from inside the circuit.

PUBLIC TRANSPORT TO-DAY'S MEETING

By arrangement with British Railways (Southern Region) the following special train services will operate:

	p.m.		p.m.
Chichester. dep.	6.10	Chichester. dep.	6.40
Horsham .. arr.	6.56	Barnham .. arr.	6.51
Dorking ..	7.17	Arundel ..	7.01
North ..	7.34	Pulborough ..	7.12
Epsom ..	7.55	Horsham ..	7.27
West ..	8.06	Dorking ..	7.45
Croydon ..	8.13	Epsom ..	8.00
Norwood ..		Sutton ..	8.07
Forest Hill ..		Clapham ..	
New X Gate ..		Junction ..	8.26
LONDON BRIDGE ..	8.19	VICTORIA ..	8.32

* * *
Nearest Railway Station: Chichester. Special buses meet trains and go direct to the course, returning immediately after the meeting.

Southdown Motor Coach Services are run from the principal South Coast towns, and from Victoria Coach Station, London. Inquiries should be made at any Southdown office (Head Office, 5 Steine St., Brighton), or at London Coastal Coaches Ltd., Victoria Coach Station, S.W.1 (SLO. 0202).

Other Special Services to Goodwood by: Grey-Green Coaches, 55 Stamford Hill, London, N.16 (Tel.: Stamford Hill 4201-3). Valliant Direct Coaches, Ealing Coach Station, W.5 (Ealing 4042-5). Brimblecombe Bros. Ltd., Wokingham, Berks (Wokingham 299). Service Motor Co. Ltd., Leeds (Leeds 22694).

GOODWOOD ADMISSION PRICES

NATIONAL MEETING

Whit-Monday, 7th June

INTERNATIONAL MEETING

Saturday, 25th September

Public Enclosures ...	6/-
Children (under 14) ...	3/-
Transfer to Stands ...	21/-
Transfer to Paddock ...	20/-
Car Parks ...	10/- and 5/-
Coaches ...	10/-
*Motor Cycles ...	2/6 and 1/-

N.B.: All tickets (except those marked *) are bookable in advance from the B.A.R.C., 55 Park Lane, London, W.1 (Tel. Grosvenor 4471). When applying please indicate stand preference.

Spectators with Enclosure tickets may circulate around the entire track. Transfers to the Stands or the Paddock on the day of the Meeting are dependent upon the accommodation available.

Transfers (Stands or Paddock): No reduction for children.

All admission charges include entertainment tax.

DO NOT MISS THESE BIG MOTOR SPORTING EVENTS!

PRINCIPAL RACE RESULTS (contd.)

14th APRIL, 1952

(The new circuit with the Paddock chicane was used for the first time at this meeting)

Richmond Trophy ...	J. Froilan Gonzalez (Ferrari Thin Wall Special)	88.23
Lavant Cup ...	J. M. Hawthorn (Cooper-Bristol)	83.18
Chichester Cup ...	J. M. Hawthorn (Cooper-Bristol)	85.43
Earl of March Trophy ...	Stirling Moss (Kieft)	78.07

500 International Trophy: 2nd JUNE, 1952		m.p.h.
Heat 1:	F. R. Gerard (Cooper)	76.94
Heat 2:	D. Parker (Kieft)	75.29
Final:	F. R. Gerard (Cooper)	77.98
Fastest Lap: L. Leston (Leston Special) and R. G. Bicknell (Revis)		80.90
Sussex International Trophy: 1st, J. M. Hawthorn (Cooper-Bristol)		85.12

16th AUGUST, 1952

"News of the World" International Car Race for Sports Cars (3 p.m. till midnight):

1st:	P. Collins/P. W. C. Griffith (Aston-Martin DB3)	75.42
2nd:	T. Cole/A. G. Whitehead (Ferrari)	74.80
3rd:	R. Salvadori/R. Baird (Ferrari)	74.09
Team Prize: "The Monkey Stable" (Lester M.G.)		66.65

27th SEPTEMBER, 1952

Goodwood Trophy ...	J. Froilan Gonzalez (B.R.M. s/c)	88.13
Madgwick Cup ...	K. H. Downing (Connaught)	84.80
Woodcote Cup ...	J. Froilan Gonzalez (B.R.M. s/c)	87.64
500 c.c. Race ...	Stirling Moss (Cooper)	79.24

6th APRIL, 1953

Richmond (Glover) Trophy ...	Ken Wharton (B.R.M. s/c)	90.47
Lavant Cup ...	E. de Graffenried (Maserati)	87.63
Chichester Cup ...	E. de Graffenried (Maserati)	79.48
Earl of March Trophy ...	Alan Brown (Cooper)	80.97

25th MAY, 1953 (CRYSTAL PALACE)

Coronation Trophy Race:

Heat 1:	A. P. R. Rolt (Connaught)	70.78
Heat 2:	P. N. Whitehead (Cooper-Alta)	69.40
Final:	A. P. R. Rolt (Connaught)	71.28
500 c.c. Race ...	Stirling Moss (Cooper)	68.26

22nd AUGUST, 1953

Second International Nine-Hour Race for Sports Cars:

1st:	Reg. Parnell/Eric Thompson (Aston Martin DB3 S)	78.94
2nd:	P. Collins/P. W. C. Griffith (Aston Martin DB3 S)	
3rd:	P. N. Whitehead/I. M. M. Stewart (Jaguar XK120C)	
4th:	J. Stewart/B. Dickson (Jaguar XK120C)	
Team Prize: J. R. Stoop/P. S. Wilson; H. A. Mitchell/P. Scott-Russell; G. Tyrer/P. Reece; W. B. Black/J. E. G. Fairman (Frazer-Nash).		

26th SEPTEMBER, 1953

Goodwood Trophy ...	J. M. Hawthorn (Ferrari Thin Wall Special)	92.70
Madgwick Cup ...	R. Salvadori (Connaught)	89.63
Woodcote Cup ...	J. M. Hawthorn (Ferrari Thin Wall Special)	92.11
500 c.c. ...	D. Parker (Kieft)	81.36

Epping Forest Motorsport Association

24-HOUR GRAND PRIX d'ENDURANCE

LE MANS

Luxury Air Tour

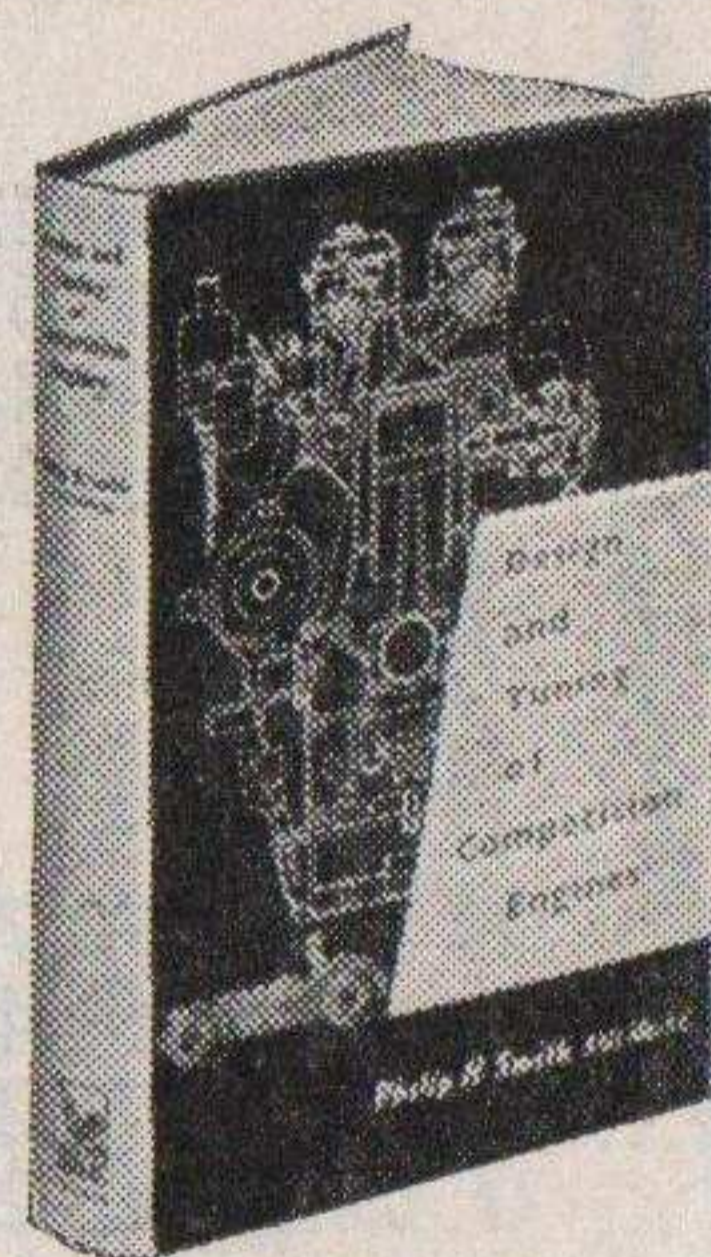
Return Fare - £14 10s. per person

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For full details apply to the Organizers: Epping Forest Motorsport Association, 203 High Road, Loughton, Essex enclosing a stamped addressed envelope.

A deposit of £2 (Cheque or money order, not cash, please) must be enclosed with every application for seats. No enquiries or reservations can be made by telephone.

LATEST DATE FOR BOOKING — 26th APRIL, 1954



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Some Fastest Laps

			<i>m. sec.</i>	<i>m.p.h.</i>
1948—September ...	F. R. Gerard (E.R.A.)	1 43.6	83.40
1949—April ...	Reg. Parnell (Maserati s/c.)	1 39.2	87.10
„ —September ...	Reg. Parnell (Maserati s/c.) ...	...	1 36.8	89.26
1950—April ...	P. D. C. Walker (E Type E.R.A. s/c.) ...	...	1 43.8	83.24
„ —May ...	Brian Shawe-Taylor (E.R.A. s/c.) ...	...	1 40.2	86.22
„ —September ...	Reg. Parnell (B.R.M.) ...	...	1 41.8	84.87
1951—March ...	“B. Bira” (O.S.C.A.) ...	...	1 35.6	90.38
„ —May ...	Reg. Parnell (Thin Wall Special) ...	...	1 31.4	94.53
„ —September ...	Giuseppe Farina (Alfa-Romeo s/c.) ...	...	1 28.0	97.36
1952—April ...	*J. Froilan Gonzalez (Ferrari Thin Wall Special) ...	...	1 36.0	90.00
„ —June ...	J. M. Hawthorn (Cooper-Bristol) ...	...	1 39.0	87.27
„ —September ...	Reg. Parnell (B.R.M. s/c.) ...	...	1 35.6	90.38
1953—April ...	Ken Wharton (B.R.M. s/c.) ...	...	1 33.8	92.11
„ —September ...	J. M. Hawthorn (Ferrari Thin Wall Special) ...	...	1 31.4	94.53

(*New circuit with Paddock chicane used at this and following meetings)

Goodwood Circuit and Class Records (Racing Cars)

Record for the Circuit:

J. M. Hawthorn (Ferrari Thin Wall Special), 94.53 m.p.h. (Goodwood Trophy Race, September, 1953).

Class Records:

A Over 8000 c.c.:

B Exceeding 5000 c.c. and up to 8000 c.c.: S. H. Allard (Allard), 80.60 m.p.h.

C Exceeding 3000 c.c. and up to 5000 c.c.: J. M. Hawthorn (Ferrari Thin Wall Special), 94.53 m.p.h.

D Exceeding 2000 c.c. and up to 3000 c.c.: F. A. O. Gaze (Maserati s/c.), 86.40 m.p.h.

E Exceeding 1500 c.c. and up to 2000 c.c.: R. F. Salvadori (Connaught), 91.72 m.p.h.

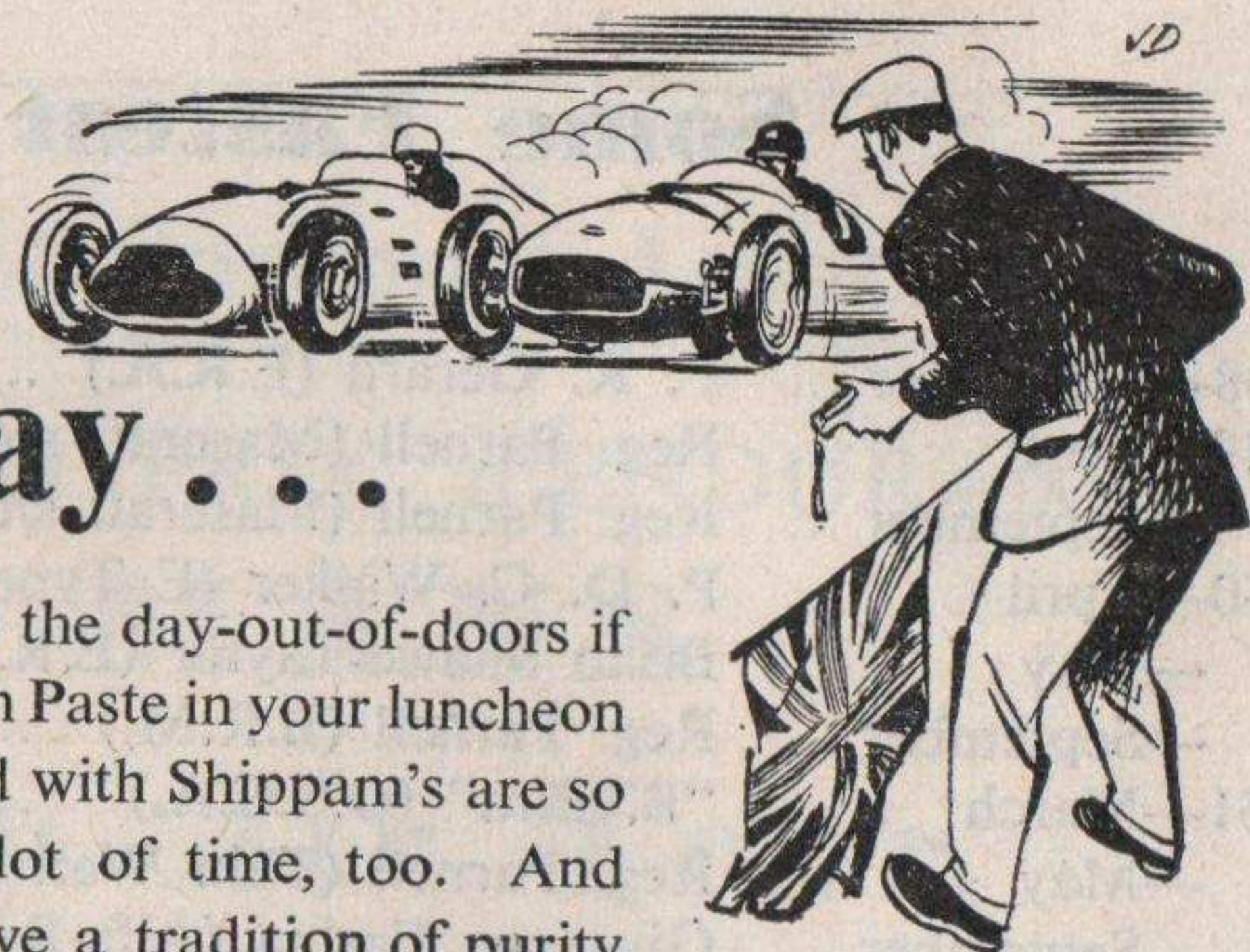
F Exceeding 1100 c.c. and up to 1500 c.c.: J. M. Fangio (B.R.M. s/c.), 93.81 m.p.h.

G Exceeding 750 c.c. and up to 1100 c.c.: L. Leston (Cooper), 84.46 m.p.h.

H Exceeding 500 c.c. and up to 750 c.c.:

I Exceeding 350 c.c. and up to 500 c.c.: S. Lewis Evans (Cooper), 83.24 m.p.h.

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to get away...



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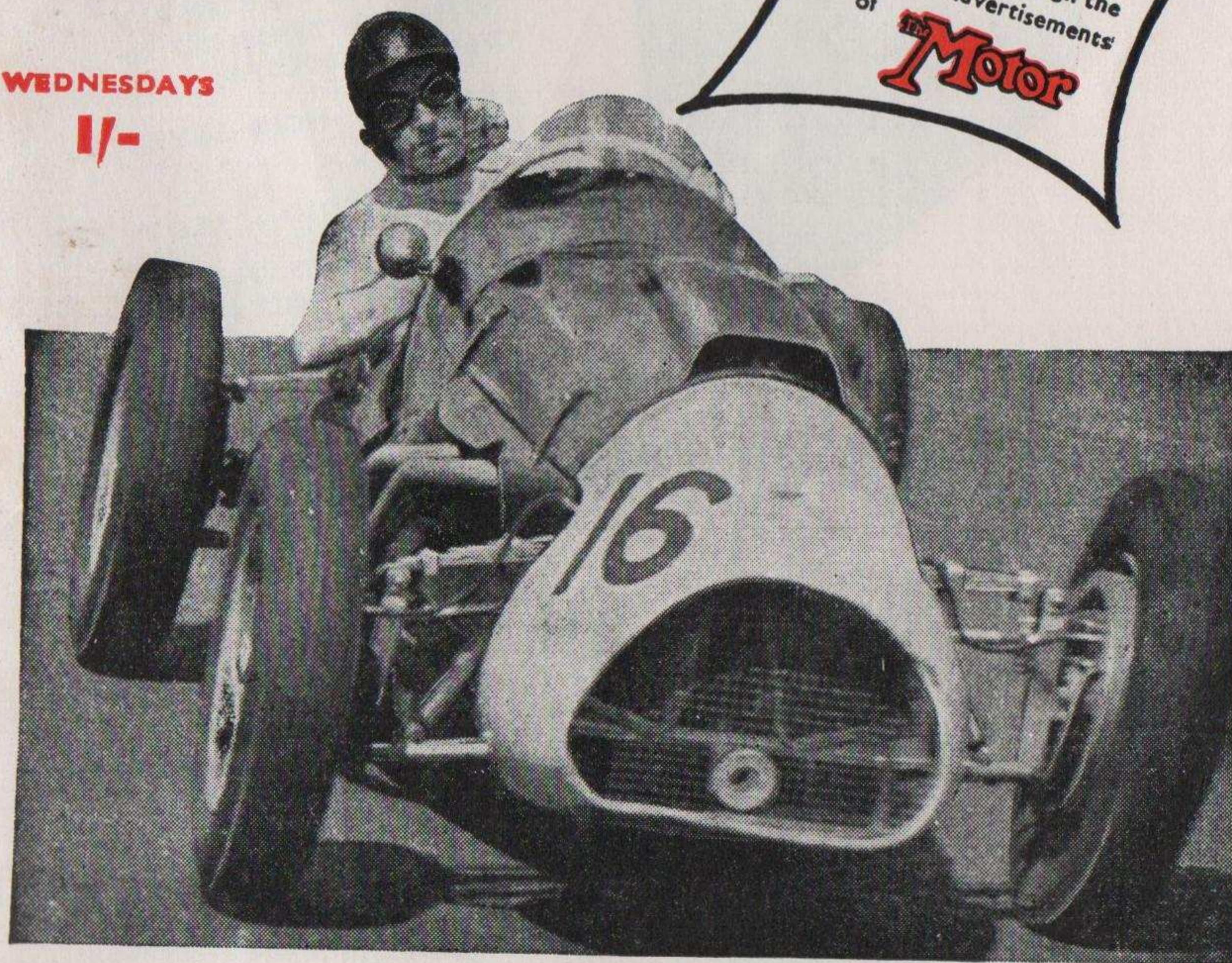
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