GOODWOOD

MOTOR RACING

EASTER MONDAY 18TH APRIL 1960 First Race 1.30

Official Programme 2/-

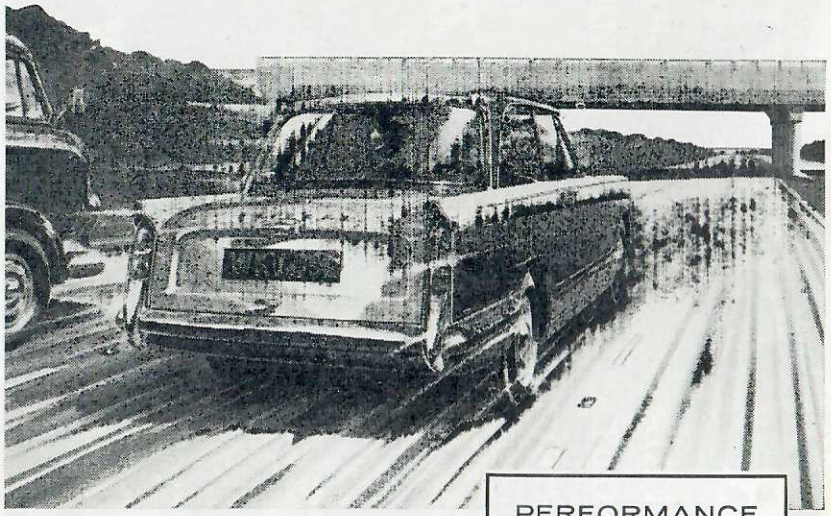
Photograph by Edward Eves
Stirling Moss wins the 1959 Goodwood International "100" in Rob Walker's Cooper driving on BP Fuel and BP Energol Motor Oil.

Racing organised by the

BRITISH AUTOMOBILE RACING CLUB

Introducing the TWIN-CARB

TRIUMPH Herald saloon



Now you can enjoy the sensational Triumph Herald Saloon with all the verve, dash and liveliness of a twin carburettor power unit. If you want extra power, ask for the twin-carb version of the Triumph Herald Saloon.

PERFORMANCE

✳ ***Power***
50½ b.h.p. (gross) at 6,000 r.p.m.

✳ ***Max. speed***
78 m.p.h.

✳ ***Consumption***
38·1 m.p.g. at a constant 50 m.p.h.

✳ ***Acceleration***
50 m.p.h. in 16·2 seconds

Twin-carb version of basic Herald Saloon fitted with twin-carb engine, Coupé instrument panel and rear axle ratio 4·55:1 £737.15.10 (inc. P.T.).

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BRITISH RAILWAYS

The B.A.R.C. is *the* club for all keen motorists interested in motor sport. Members enjoy special facilities at the Club's seventeen race meetings, organised at the following circuits: Goodwood, Aintree, Oulton Park, Crystal Palace and Mallory Park. Many social and motoring events are organised throughout the country. If you wish to join, please complete the form facing page 52, and sent it to the General Secretary, British Automobile Racing Club Ltd., 55 Park Lane, London, W.1.

Provincial Centres or Groups at: **LIVERPOOL LEEDS SOUTHAMPTON EASTBOURNE LEATHERHEAD LEICESTER WORCESTER TREDEGAR**

B.A.R.C. PRINCIPAL FIXTURES—1960

Sat., 19 Mar.—Goodwood, Members' Meeting.
Sat., 2 April—Oulton Park (Nat. Open).
Mon., 18 April—GOODWOOD, EASTER MONDAY INTERNATIONAL.
Sat., 30 April—AINTREE, INT. "200".
Sun., 1 May—*Yorks. Centre, Spring Sprint.*
Sat., 7 May—Goodwood, Members' Meeting.
Sat., 21 May—Mallory Park, Members' Meeting.
Sat./Sun., 28/29 May—*Yorks. Centre, Scarborough Rally.*
Sun., 29 May—*S. East Centre, Firle Hill Climb.*
Mon., 6 June—Crystal Palace, Whit-Monday (Nat. Open).
Mon., 6 June—Goodwood, Whit-Monday (Nat. British).
Sat., 18 June—Aintree, Members' Meeting.
Sat., 18 June—*S. East Centre, Eastbourne Rally.*
Sun., 19 June—*S. West Centre, Brunton Hill Climb.*
Sat., 25 June—Goodwood, Members' Meeting.
Sat., 9 July—Aintree, Members' Meeting.
Sat., 9 July—Goodwood, Members' Meeting.
Sat., 23 July—*N. West Centre, Aintree Sprint.*
Mon., 1 Aug.—Aintree (Nat. Open).
Sat., 13 Aug.—Mallory Park, Members' Meeting.
Sat., 20 Aug.—GOODWOOD, R.A.C. TOURIST TROPHY AND B.A.R.C. FORMULA JUNIOR CHAMPIONSHIP.
Sat., 27 Aug.—Oulton Park, Members' Meeting.
Sat., 10 Sept.—Goodwood, Members' Meeting.
Sun., 18 Sept.—*S. West Centre, Brunton Hill Climb.*
Sat./Sun., 26/27 Nov.—*N. West Centre, Lancashire Trial Rally.*

Full details of these and all other Club events published in the B.A.R.C. GAZETTE sent free, and post free to all members bi-monthly.

Affix
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Principal Contents

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 lap.

Black and White Chequered: Signal for the winner and end of the race.

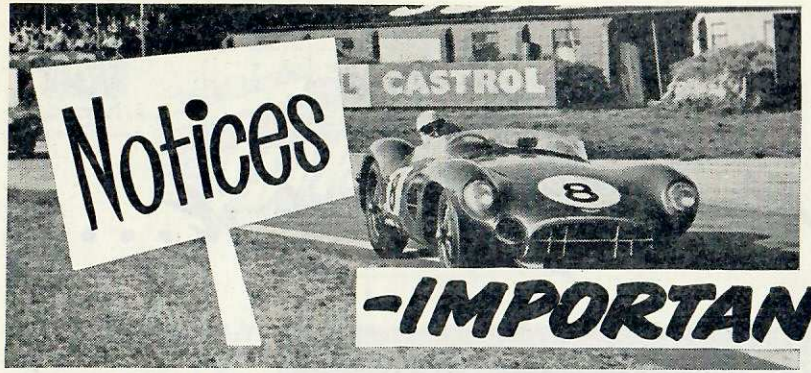
The Union Jack will be used for starting the races.

PUBLIC TRANSPORT—Today's Meeting

By arrangement with British Railways (Southern Region) a special train to London (Victoria) is being run to accommodate spectators returning from Goodwood. The timetable is as follows:

CHICHESTER	dep.	6.30 p.m.	
Barnham	arr.	6.38 p.m.	
Littlehampton	dep.	6.54 p.m.	
Arundel	arr.	7.00 p.m.	
Pulborough	,,	7.12 p.m.	
Horsham	,,	7.27 p.m.	
Dorking North	arr.	7.45 p.m.	
Epsom	,,	7.59 p.m.	
Sutton	,,	8.06 p.m.	
Clapham Junction	,,	8.26 p.m.	
VICTORIA	,,	8.33 p.m	

Passengers for London Bridge, change at Sutton.
Another London train will leave Chichester at 6.45 p.m., arriving at Victoria 8.49 p.m.
Nearest Railway Station: Chichester. Special buses meet trains and go direct to the course, returning immediately after the meeting.



MOTOR RACING IS DANGEROUS

You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

DOGS

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

PORTABLE STANDS PROHIBITED

The organisers emphasise 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.

LOST AND FOUND

Spectators who find articles at Goodwood are asked to return them to the police office by the main gate in the Green Enclosure, where those who have lost anything should also apply.

MESSAGES

The organisers wish to stress that announcements to assist spectators cannot be made over the course loudspeaker system except in cases of genuine emergency.

B.A.R.C. MEMBERS

Notices concerning Members of the B.A.R.C. are to be found on page 21.

REFRESHMENTS

Public cafeterias and licensed bars are located in the Members' Enclosure, in the Paddock and at several other points around the circuit. A full range of light refreshments will be on sale. Separate kiosks selling confectionery, ice cream and soft drinks are situated at other places round the course.

ANTI-LITTER

Please help to keep Goodwood tidy.

PROGRAMME COPYRIGHT

All literary matter in this Programme, including the list of competitors and their racing numbers, is Copyright, and any person found making illegal use thereof will be prosecuted.

The Club accepts entries and drivers' nominations in good faith and every effort is made to adhere to the printed programme. The Club, however, cannot accept responsibility for the failure of any driver or car to appear.

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

* * *

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

No refunds can be made in respect of admission charges.

* * *

When driving to and from a race meeting, please drive with care and consideration through the towns and villages en route.

Timetable

Event 1—1.30 p.m. **Chichester Cup.** Ten-lap scratch race for Formula Junior racing cars (Page 43.)

Event 2—2.05 p.m. **Lavant Cup:** Fifteen-lap scratch race for Formula 2 racing cars (up to 1500 c.c. non-supercharged). (Page 45.)

Event 3—2.50 p.m. **Sussex Trophy:** Twenty-one-lap scratch race (Le Mans type start) for sports cars. (Page 47.)

Event 4—3.45 p.m. **GOODWOOD INTERNATIONAL "100" (Grand Prix Trial Race) for the GLOVER TROPHY:** Forty-two-lap scratch race (100 miles) for Formula 1 racing cars (up to 2500 c.c. non-supercharged or 750 c.c. supercharged). (Page 51.)

Event 5—5.15 p.m. **Fordwater Trophy:** Ten-lap class scratch race for non-supercharged saloon cars complying with Appendix J to the International Sporting Code, Category A, Group 2 (Improved Touring Cars), and Category B, Group 3, G.T. cars modified within the provisions of Group 4. (Page 55.)

THE GLOVER CHALLENGE TROPHY

Through the courtesy of Mr. D. M. Glover, Chairman and Managing Director of United Lubricants Ltd., this fine trophy and replica will be presented to the winner of the Goodwood International 100-mile Race for Formula 1 cars, the most important event at today's meeting. The 1959 holder of the trophy was Stirling Moss who won last year's race at an average speed of 90.31 m.p.h. in a Cooper-Climax. Mr. Glover is also the donor of all the other prizes for today's meeting.

B·A·R·C

INTERNATIONAL CAR RACE MEETING

GOODWOOD

Near Chichester, Sussex

By arrangement with the Goodwood Road Racing Co. Ltd.

MONDAY, 18th APRIL, 1960

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 Standing Supplementary Regulations of the R.A.C., and the additional Supplementary Regulations and Instructions issued by the British Automobile Racing Club. *R.A.C. Permit No. R/822*

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., V.R.D. (representing the R.A.C.)
F. H. Bale, O.B.E., M.I.Mech.E. — J. Gordon Offord
L. F. Dyer — A. Logette
E. C. Gordon England, F.R.Ae.S.

Judges

P. J. Calvert, A.M.I.Mech.E., A.M.I.E.E. — J. Duncan Ferguson, F.C.A.
L. H. White

Chief Observer Geo. Roberts **Chief Marshal** S. M. Lawry

Incident Officer M. H. Morris Goodall

Observers and Flag Marshals

R. M. Andrews	C. B. Davis	A. E. Kilvington
D. V. Brown	R. C. Fleming	L. Pelling
R. E. Brown	P. D. Franklin	J. H. Renwick
Lord Chetwynd	W. J. Freeman	Lord Selsdon
E. R. Clark	E. J. Kehoe	C. E. Thornton
I. Cornell	J. S. Holmes	B. N. Wilmott
H. R. Comber	R. M. Holland	G. W. Wright
M. G. Davenay	J. I. Hamilton	

Chief Scrutineer F. C. Matthews

Scrutineers

F. W. Matthews — S. R. Proctor, A.F.R.Ae.S. — C. J. Stribling

Chief Timekeeper A. L. Ebblewhite

Timekeepers

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

Timekeepers' Assistants

M. Aslin	J. L. Ebblewhite	A. Nash
P. W. Browning	J. Grime	M. J. Warner
T. A. Crouch	M. Gardner	E. H. Welch
E. L. P. Ebblewhite	J. C. Harding	

Course Controller R. A. Hubbard

Chief Medical Officer Dr. Martin Collins

Medical Officers

Dr. D. W. Atherley, Dr. J. Benjafield, Dr. H. A. Condon, Dr. P. J. Collins, Dr. J. B. Enticknap, Dr. J. H. Highman, Dr. B. Kempton, Dr. H. R. Kostoff, Dr. R. L. McGhie, Dr. K. B. McKay, Dr. M. Pearson, Dr. R. M. Penny, Dr. L. Secchi, Dr. F. M. Sandford, Dr. J. G. Tees

Incident Observers

P. Austin, A. B. Baker, E. H. G. Browning, D. Howick, D. R. Lloyd, G. J. Offord, B. R. Sheppard, G. N. Torry, R. G. Sutherland, M. F. Turner Bridger

Public Address

D. McDonald Hobley, A. Marsh, J. Tilling, T. Vlassopulo

Chief Paddock Marshal D. H. Dunt

Paddock and Start Line Marshals

E. B. Brockway, R. D. Carpenter, K. A. Chambers, D. Cook Radmore, F. D. Cooper, J. M. A. Edmondson, K. Gibson, S. Gore, M. Gorringe, I. Hammond, R. C. J. Hardy, C. S. Hoile, C. Howes, L. B. Holmes, M. G. Knights-Whittome, W. Masheder, J. Lawry, D. Oakenfold, C. J. Miller, R. C. Oliver, R. E. G. Parvin, E. N. Petch, L. Sandford, C. Sheppard, D. L. Standley, E. H. Taylor, R. Townsend, P. A. Sturgess, M. F. B. Still, C. J. S. Watkinson, C. D. V. Wilson, M. D. Wood

Course Section Leaders

M. Boyden, B. J. Fisher, A. A. Hind, A. H. Horton, C. Richardson

Marshals

J. H. Burrows, A. G. Coster, C. R. D. Day, G. P. Dupree, M. H. H. Groves, J. Hamilton, D. J. Kinney, A. E. Kilvington, R. Telfer, S. A. Trott, J. D. Winter

Members of the Bognor Regis Motor Club

Score Board Marshals

R. Ford, T. Plowman

Clerk of the Course

H. J. Morgan

Secretary of the Meeting

L. R. D. Cade

Press

Facilities: Ian Gordon (Inquiry Office at Main Entrance)
Race Information: G. H. Macbeth, G. P. F. Sykes } Press Office, Paddock Tower

Track Superintendent

R. Mackay

Assistant

R. Mackay, Jnr.

Airfield Controller

Group Capt. C. S. Morice, D.S.O., M.C. (Tel. Halnaker 318)

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Official car kindly placed at the Club's disposal by Taylor & Crawley, Ltd.

The Meeting organised by:

British Automobile Racing Club Ltd., 55 Park Lane, London, W.1, and the Goodwood Road Racing Co. Ltd., Goodwood, Sussex.

FORMULA TWO-1960

by

Peter Garnier

Sports Editor of *The Autocar*

Latest type Cooper (a Yeoman Credit car) with tail fins and air intake trunk.
Photo: Maxwell Boyd

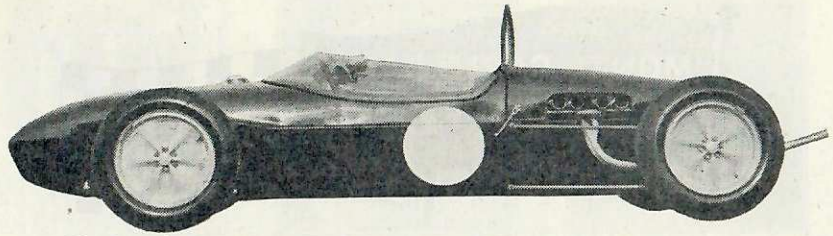
SINCE this season started there have been three qualifying events for *The Autocar* Formula 2 Championship—the Syracuse and Brussels Grands Prix and the B.A.R.C. Oulton Park Trophy Race. The results at Syracuse were quite out of keeping with the previous British supremacy in Formula 2 racing; of the 18 cars that started in the 192-mile race only eight finished—and, of these, only two were British-driven and entered (though seven were British-built). Innes Ireland's Lotus-Climax finished fourth, and Ian Raby's Hume-Climax eighth, so that Ireland took the lead in *The Autocar* Championship, with 3 points to Ian Raby's 1. Stirling Moss, who is in the peculiar position of having an American competition licence this season, scored nothing for having put up fastest lap—the Championship being exclusively for holders of British competition licences, issued by the Royal Automobile Club.

Following the Oulton Park race, Ireland went further ahead as a result of his win, making his total 10 points (including one for fastest lap). John Surtees (in only his second car race) took second place and so he became second in *The Autocar* Championship with four points. Roy Salvadori took two points for a third place and Bristow (fourth at Oulton Park) became equal fourth in the Championship with Raby (one point each).

With von Trips' win, Syracuse showed that the 1960 version of the Dino 156 Ferrari is going to be an important factor in Formula 2 racing this season. The engine—a development of last season's, and virtually unchanged—has a claimed output of 170 b.h.p. The car in its present form weighs 500 kg, so that Ferrari is in effect using this season's Formula 2 events to test and develop a car that qualifies in every respect for next season's Grand Prix Formula 1 (save for the electric starter). The new Porsche, entered by Rob Walker and driven by Stirling Moss, which led the race until the 27th lap, proved in no way superior in performance to the Coventry-Climax engined Coopers, its advantages lying only in Moss's superior skill. The car was superbly turned out, but during the brief spell of rain that occcurred during the race it proved difficult to handle on the straights, and von Trips' Ferrari caught it at the rate of two seconds per lap as long as the circuit was wet. The car is appreciably lighter than the minimum weight limit of 500 kg imposed on next year's Formula 1, so that some more power will have to be found—and the car's directional stability in the wet considerably improved—if the Porsche is to provide a challenge to the Ferrari (and the Coopers) in this season's Formula 2 races—let alone next season's Formula 1.

One of this season's interesting newcomers—both in Formula 1 and Formula 2—is the rear-engined Lotus-Climax; Innes Ireland drove this car in Formula 1, and Formula 2, form in the Argentine G.P. in January, and the Syracuse G.P. last month—in fact, it was the same car in both cases, though of course the engine had been changed to 1,500 c.c. for Syracuse. Though Ireland finished fourth, behind von Trips' Ferrari and the Cooper-Climaxes of Maurice Trintignant and Olivier Gendebien, he had in fact made two pit stops, totalling 1 min. 48 sec., due to plug trouble. None of the three cars ahead of him had stopped, so that, had Ireland enjoyed a trouble-free run, he would certainly have finished ahead of Gendebien, and possibly ahead of Trintignant.

So much for the Formula 2 line-up for this season. By the time this programme sees print, the Brussels G.P. will have been held—proving perhaps that the Moss-Porsche combination, with added reliability, is invincible; or it may be that Ireland and the Lotus, without the Syracuse plug troubles, have proved superior. Whichever way it turns out it is certain that this season will see some closely matched Formula 2 races, with four marques among the potential winners—all of which goes to add interest and excitement to the events, and ultimately to the placings in *The Autocar* Formula 2 Championship.



The Formula Junior Lotus-Ford shows signs of being the fastest car of the type

Paddock Jottings

Mr. D. M. Glover (right) has generously donated all the prizes for today's meeting.

At the conclusion of the Goodwood International 100-mile Race for Grand Prix cars, the Glover Trophy will be presented on the finishing line.

* * *

Cars are sent to the line ten minutes before the start of each race. Sound warnings are given at five minutes, three, two and one minute intervals before the drop of the flag.

* * *

Starting positions have been determined by best times in practice. The start and finish of each race is by the Paddock Tower.

* * *

At Goodwood all races are run in clockwise direction and the Continental rule of the road applies (keep right and overtake on the left).

* * *

Bruce McLaren, the young New Zealand driver who is in his second season with the Cooper works team, at the moment leads the 1960 Drivers' World Championship competition as the result of his win in the Argentine Grand Prix. He won both of the last two Championship events, being also the victor of the United States Grand Prix at Sebring in December.

* * *

The B.R.M. team is currently one of the most cosmopolitan of the main racing teams, having as its drivers Joakim Bonnier of Sweden (winner of the Dutch Grand Prix last year—the only Grande Epreuve so far won by B.R.M.), Dan Gurney of America, who raced with the Ferrari team last year, and former Team Lotus driver Graham Hill.

* * *

Like Lotus, B.R.M.'s have now gone over to a rear-engine design. The prototype appeared in practice for the Italian Grand Prix last year and is appreciably smaller than the former front-engined car, but retains basically the same engine, now developing more power, while the single rear disc brake is also retained.

* * *

Tony Brooks makes a welcome return to Goodwood in the latest Vanwall, a type with which he was formerly the lap record holder. He has driven for Tony Vandervell more than any other driver and it was his car, taken over by Moss in the Grand Prix of Europe at Aintree in 1957, which was the first British car to win a World Championship race.

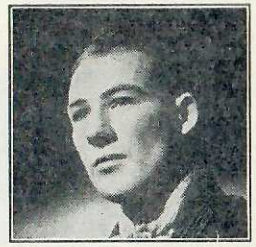
Bruce McLaren

Joakim Bonnier

Innes Ireland

Graham Hill

Tony Brooks



Stirling Moss

Paddock Jottings—*continued*

Stirling Moss is again seen in Rob Walker's Cooper which now uses a system of modified rear suspension designed by Moss himself. Moss is the holder of the current lap record at Goodwood which he established jointly with the late Mike Hawthorn at Goodwood on Easter Monday two years ago.

* * *

Last year's Easter meeting did not bring forth a new lap record owing to the wet track during the main race (won by Moss in Rob Walker's Cooper), but since that time many cars and drivers have achieved lap speeds in excess of 100 m.p.h. during private practice at Goodwood.

* * *

Stirling Moss's Porsche has been supplied to the Rob Walker Racing Team for use throughout the current season and this was the car in which Moss led the Syracuse Formula 2 Grand Prix until being forced to retire with mechanical trouble, but not until after making fastest lap in the race.

* * *

Today's meeting marks the first appearance at Goodwood of the new Yeoman Credit Racing Team who are showing their full strength of both Formula 1 and 2 cars on this occasion. In the Formula 2 race they come up against interesting opposition in the form of another car backed by a big hire purchase organisation, United Dominions Trust. This is the Laystall-Climax, driven by Henry Taylor.

The Yeoman Credit Team drivers are the veteran Harry Schell, one of the most colourful characters in motor racing today, who has been with many of the leading Grand Prix teams since the war, and the up-and-coming young British driver, Chris Bristow.

* * *

The Laystall-Climax Formula 2 car is something of a rarity among new racing car designs in that it has the engine at the front. This car is the prototype for a full team of Grand Prix cars which may be expected to be racing for next season.

* * *

Roy Salvadori, who drives the Atkins-Coopers in both Formula 1 and Formula 2 events, is the current holder of the Scott-Gaze Trophy awarded annually to the driver who makes the fastest lap at Goodwood. He achieved this in last year's Easter Monday Formula 2 race and his speed of 95.79 m.p.h. was unbeaten in the Formula 1 race that day due to the rain which fell.

* * *

Innes Ireland, the number one driver for Team Lotus, will be remembered as a former winner of the *Motor Sport* Brooklands Memorial Challenge Trophy at Goodwood Members' meetings of the B.A.R.C. His most recent success was to win, in one of the new rear-engined Lotus cars, the Formula 2 Oulton Park Trophy race earlier this month.

Continued on next page

Harry Schell

Chris Bristow

Roy Salvadori

Aston Martin DBR1, winner of two successive Tourist Trophy races at Goodwood

Paddock Jottings—*continued*

Mike Taylor, who also drives a Formula 1 Lotus, is another winner of the Brooklands Memorial Challenge Trophy and, like Ireland, has been mostly faithful to Lotus cars.

* * *

Driving for Team Lotus in the Lavant Cup race, Jim Clark will be seen later in the season as the new member of the Aston Martin Grand Prix team with Salvadori and the Frenchman, Maurice Trintignant. Clark has already been among the winners in Lotus cars this year, taking first place in Formula Junior events at both Goodwood at the March Members' Meeting and at Oulton Park on 2nd April.

* * *

The New Zealand International Grand Prix Racing Team drivers, 24-year-old Dennis Hulme and 21-year-old George Lawton, are having their first races in this country. Their passages to Europe have been provided by the New Zealand International Grand Prix Association, who also sent over Bruce McLaren two years ago.

* * *

Racing in New Zealand with their 1½-litre Coopers, both Hulme and Lawton have produced faster times than did McLaren in similar cars only two years ago.

A collection is being made at Goodwood today for the St. John Ambulance Brigade. Please give generously to this worthy cause.

The Border Reivers Aston Martin is the actual car which, at its last Goodwood appearance, created a sensation by bursting into flames during refuelling at the Tourist Trophy race. At the time the car was in the lead and Moss then transferred to the similar DBR1 of Fairman and Shelby to win the T.T. Jim Clark drives it today.

* * *

Among the new Formula Junior cars expected to make their debut today are the Envoy, Condor and Terrier. Throughout last season the most successful Formula Junior car of all was the Stanguellini and two of these cars have been entered for today's race driven by Pierre Houdusse of France and Hans-A. Stausberg of Germany.

* * *

Other newcomers to Goodwood include George L. Smith, who in private life works for the Miami State Police Department. His Porsche is being sponsored by the Camoradi U.S.A. Racing Team.

The B.A.R.C. and the Goodwood Road Racing Company record their thanks to the Royal Aero Club for organising the air display. The "Triple Ones" are led by Squadron Leader Peter Latham. Thanks are also due to the Air Ministry, to all the pilots engaged and to members of the Royal Aero Club who are acting as officials.

TODAY'S AIR DISPLAY

The Royal Aero Club has arranged a programme of flying during the two hours before racing commences today. At 12 noon there will be demonstrations by a number of modern American and European business and touring aircraft. They will be followed by an exhibition "dog-fight" between a Spitfire and a Hurricane. At just after 1 p.m. the famous Triple One Squadron—official aerobatic team of the Royal Air Force—will put on their display.

After their display, the pilots will land at Tangmere and then join the crowd to watch this afternoon's racing. The business and touring aircraft giving demonstrations will remain on view beyond the car park behind the competitor's enclosure throughout the afternoon.

Aircraft on Display

Auster—D.4
Beech—Bonanza M.35
Bellanca—Model 260
Cessna—Type 150
— „ 175
— „ 210
— „ 310
Garland—Linnett
Jodel—D.117
Orlican—Meta Socol
Piaggio—P.166
Piper—Apache
—Commanche
—Tri-Pacer
—Super Cub

B.A.R.C. MEMBERS

B.A.R.C. members and their guests holding Goodwood season brooch sets or day tickets are reminded that there are seats available for them in the stands opposite the start line and pits as well as at the Paddock Chicane. Individual seats cannot be reserved in these stands. Any member or guest is entitled to occupy a vacant seat. It is the organisers' intention that members and guests should be able to see the racing from different vantage points during the meeting and not be tied to any particular seat.

* * *

Members and guests, when leaving their seats for any substantial length of time, are requested not to attempt to "reserve" them by leaving hats and coats behind.

* * *

Stand occupants are earnestly requested to remain seated during racing.

The bar on the first floor of the old flying control building in the Green Enclosure is no longer available, being used for other purposes, but the roof is still available as a spectator vantage point.

* * *

Members and their guests holding season brooches or day tickets are admitted to the Paddock and to all public enclosures. B.A.R.C. members' or guests' badges do **not** admit to the stands in the public enclosures.

* * *

Don't forget the next Members' Meeting at Goodwood on Saturday, 7th May. Members are reminded that they should purchase their tickets in advance for *all* meetings. Latest date: Wednesday preceding race day.

1960: FINALE or Interlude?

This may be the last season of an historic Grand Prix Formula—and again, maybe not.

by

Rodney Walkerley

TOWARDS the end of 1958, after a meeting in London, the International Automobile Federation, governing all motoring sport throughout the world, announced a new set of rules for Grand Prix racing, a new Formula I to operate from January of 1961. The announcement, in the salons of the Royal Automobile Club, was greeted by a stunned silence, followed by an unprecedented outburst of derisive laughter mingled with shouts of anger and boos from the assembly of drivers, manufacturers' representatives and the motoring Press.

Formula I governing the racing we see here today admits cars of optional weight with engines up to 2½-litres capacity, unsupercharged (or, alternatively, 750 c.c. with supercharger, of which none was ever built).

This present formula came into effect after a two-year vacuum of races for the second formula or no formula at all, in 1954. Four years later, in an effort to limit the speed of the cars, special racing fuels of the methanol and nitro-methane types were banned in favour of aviation grade petrol. In the same year, the present Formula 2 was also announced, for unsupercharged cars up to 1,500 c.c., likewise with no weight restrictions and running on the same fuel.

Half-a-ton

The new Formula 1 due next year admits cars with engines between 1,300 c.c. and 1,500 c.c. (virtually the existing Formula 2), but weighing at least 1,100 lb., almost half a ton. Among other new items demanded, such as supplementary brakes and a crash bar to protect the driver's head, is a system of automatic starting, entailing, it would appear, a battery and starter-motor.

Formula 2 becomes redundant and is left in abeyance, but Formula Junior was officially recognised. Formula 3, for the 500 c.c. "bangers", was not changed.

Now, as Goodwood once again reopens the International racing season in Britain, the situation is by no means clear. The outcry against the "half-ton" formula never died down. On the contrary, disapproval became a revolt, fanned by British resentment at the fact that the International Sporting Commission of the F.I.A. is composed of twelve nations with equal voting power, although only Britain and Italy (and perhaps the U.S.A.) build Grand Prix cars. Of the other nine, Switzerland has a ban on all forms of racing, and Sweden and Mexico hold no Grand Prix races. At no stage was any delegation of racing drivers consulted on any single point.

At the end of March the chairman of the Society of Motor Manufacturers and Traders Sports Sub-Committee, whose word is law in their sphere, presided over a London meeting of manufacturers of racing cars and components, representatives of the leading oil companies, whose word is law in another field, and the British Racing Drivers Club, representing the drivers' point of view.

Boycott Decision

The upshot was a decision to boycott the new Formula 1 out of hand, to demand its suppression and the substitution of the existing 2½-litre optional-weight Formula for the next three years. This important resolution was presented to the R.A.C. for transmission to the F.I.A. through the proper channels.

The move is important because as the S.M.M. and T. can forbid its members to advertise the results of a race or take space in programmes of events not on their approved list they can remove one incentive for racing at all. This vitally affects the oil companies who support racing very largely for the benefit of the publicity they derive from it.

On the other hand it is the vast financial support given to racing by the oil companies that encourages organisers to risk money in promoting events and drivers and entrants to compete in them. Between

continued on next page

Finale or Interlude—*continued*

them the big oil companies have every driver of consequence under contract and can ban their participation if they so wish.

This conference in London therefore is not merely indignant, but it has weapons which the F.I.A. would be unwise to disregard.

All this means that, after all, we may not be saying goodbye to the remarkable machines developed by the 1954-1960 Formula 1 and we may be able to look forward to even greater advances in 1961.

In the past six years the Goodwood lap record for Formula 1 machines has gone up by nearly seven seconds from 90.38 m.p.h. set up in the Open Formula race by two V-16 B.R.M.s, a Maserati and a big Ferrari, to 97.30 m.p.h., recorded by Mike Hawthorn (Ferrari) and Stirling Moss (Cooper). In the 100-mile Race last year Moss lapped in 1 min. 31.8 sec., at 94.12 m.p.h., while driving to a longer-distance schedule on a wet track.

Given fine weather and a light wind today, we should witness the result of the 1959 developments in still higher speeds.

Rear-engined Cars

This year sees the great swing towards rear-engined cars pioneered by the Cooper since the days it was a single-cylinder motor-cycle-engined "500", when the natural place for such a power unit, driving by chain, was at the back with direct access to gearbox and back-axle. Last year, Colin Chapman's ultra-light Lotus had a troublesome season due to technical embarassments which it seems will be cured by his adoption of a rear position for the engine (as in the Cooper, the latest version of the FPF Coventry-Climax).

B.R.M.s produced a rear-engined car at Monza during practice for the Italian Grand Prix in September, and much improvement in handling has been obtained during the winter.

Even Ferrari has been experimenting with an engine at the back of the car and on all his chassis has at last discarded the De Dion axle lay-out regarded as essential on a racing car since 1938.

Aston Martins continue in what has now become the old, conventional tradition, but with a lighter chassis and more powerful engine after what was a successful first season for cars straight off the drawing board.

Mr. Tony Vandervell, much recovered in health, has decided to continue the development of his Vanwall, World Champion of 1958. His 1960 cars are considerably lighter even than before and the four-cylinder engine, with direct fuel injection, is providing more power.

The trend towards rear engines—and a reason for the success of the front-engined Vanwall—is for better streamlining. It is easier, with the engine at the back, where it is little wider than the driver's shoulders, to reduce the all-important area of the front of the car which must push the unavoidable in-built headwind along in front of it. It is therefore important to keep that invisible obstacle as small as possible. With the engine tucked away at the back, the front can be far smaller and better streamlined. At the same time the complication and normal mechanical losses involved with a long propeller shaft are eliminated, together with its weight.

De Dion's Farewell?

With the present very light cars (9-11 cwt. or thereabouts) De Dion axles can be dispensed with and the cars betray none of the difficult handling characteristics that distinguished the pre-war Auto Union, weighing about a ton in 3-litre form and with some 480 b.h.p.

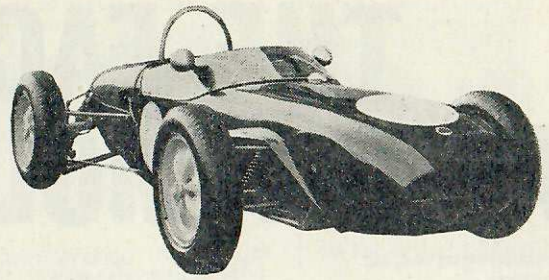
Stirling Moss used a Cooper with B.R.M. engine briefly last year and it is likely he will have something very similar at his disposal this year, during which he is again racing for Mr. Rob Walker's private team.

Another version of Cooper is the model entered by Mr. C. T. Atkins, using a 2½-litre version of the 4-cyl. Maserati sports-car engine, produced in 1956 in 2-litre form. The familiar 250F Maserati, another of the "classic" Grand Prix cars, fast enough to win Fangio his Championship in 1957, is now too heavy by modern standards and, as the factory no longer enters teams, is seen only in the hands of private owners. One of the latest modified engines, however, is used in the new Italian Tec-mec, a private enterprise producing a light space frame to raise the power-weight ratio to Grand Prix standards.

America's Scarabs

News is scant from America where wealthy Lance Reventlow has been

One of the most exciting new Grand Prix cars is the rear-engined Lotus



working for the past year or more on the first post-war Grand Prix car to be even attempted in the States. This is the Scarab, with a frame and body as low as the Lotus. The delay in getting the car to a starting line has been understandably caused by the design and proving of a 2½-litre engine, a type hitherto disregarded in U.S.A.

Latest reports were that they were working on a version of Offenhauser four-cylinder (the engine which, as a 4.2-litre, unsupercharged, annually carries off the Indianapolis 500 Miles Race).

More Torque for Ferraris

Ferrari, with no Italian driver, has modified his V-6 (65 degrees) engine, which has so far proved itself the fastest on the straightaway, to produce more torque at lower engine speeds in order to match the phenomenal acceleration of the British cars. The chassis has been revised, with no De Dion rear-end, but using long coil springs and wishbones, something in the manner of the suspension system of the Lotus, Vanwall and B.R.M. The result is a lighter car which, with a more responsive engine, will be as formidable as ever.

All designers mutter darkly when asked what power and weight they have. Power, they point out, is no real measure of performance, for maximum power can be reached only for a few seconds per lap in top gear; what matters is power "low down" and how to get it on to the road through the tyres. However, we can make these estimates:

Lotus, 9 cwt. (dry), Cooper 10 cwt., Vanwall 11 cwt., B.R.M. about the same, Aston Martin 12 cwt., Ferrari 12½ cwt. The Coventry-Climax four-cylinder gives around 240 b.h.p.; Aston Martin 260, B.R.M. 280, Vanwall 285 and Ferrari perhaps a little more, which, with six cylinders, it should.

There has been the usual changing around of drivers, some of them surprising. Moss continues with Rob Walker, with Trintignant, who has already shown this year that same steady doggedness that gets him into the money (third, Argentine Grand Prix with Moss, winner at Buenos Aires, second at Syracuse), but when the Aston Martin cars take the field, Trintignant will be teamed for the third year with Roy Salvadori (Aston Martin driver for eight years now) and Border Reivers driver, Jim Clark.

Driver Line-up

World Champion Jack Brabham and Bruce McLaren remain with John Cooper's factory team. Joakim Bonnier, of Sweden, stays with B.R.M., joined by 29-year-old Dan Gurney of California who was with Ferrari last year, and Graham Hill, 1959 Lotus driver. Colin Chapman has Innes Ireland and Alan Stacey for his Lotus. Mr. Vandervell proposes to run his Vanwalls in a few selected events in which it is expected drivers will be Tony Brooks and master motor cyclist John Surtees in his first season with cars. The Ferrari team is Phil Hill (America), Cliff Allison, Wolfgang von Trips (German, Syracuse winner) and the American sports-car man, Ritchie Ginther. The Belgian Olivier Gendebien has left that team. Masten Gregory, an American, will drive a Cooper for the independent Italian Centro Sud team and a British independent team with Coopers, Yeoman Credit, has Franco-American Harry Schell and the young British driver, Chris Bristow.

THE GOODWOOD INTERNATIONAL "100" for the GLOVER CHALLENGE TROPHY with replica, and cash awards as follows:

First A Trophy and 200 guineas — *Third* ... ... 35 guineas
Second ... ... 75 guineas — *Fourth* ... ... 20 guineas
Finishing qualification for all awards: 32 laps completed.

The Lavant Cup:
First ... 50 guineas *Second* ... 20 guineas *Third* ... 10 guineas

The Sussex Trophy:
First ... ... 50 guineas — *Third* ... ... 20 guineas
Second ... ... 30 guineas — *Fourth* ... ... 10 guineas
Supplementary award in addition to above, for the highest placed car not exceeding 1500 c.c.—20 guineas.

The Chichester Cup:
First ... 30 guineas *Second* ... 15 guineas *Third* ... 10 guineas

Fordwater Trophy:
First ... ... 10 guineas — *Second* ... ... 5 guineas
(in each of the four classes)

In addition, a Trophy will be awarded for the overall winner irrespective of class

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. The trophy is awarded every year to the British driver putting up the fastest lap on the Goodwood Circuit.*

Holder, 1959: R. Salvadori (Cooper - Climax), 1 min. 30.2 sec., 95.79 m.p.h.

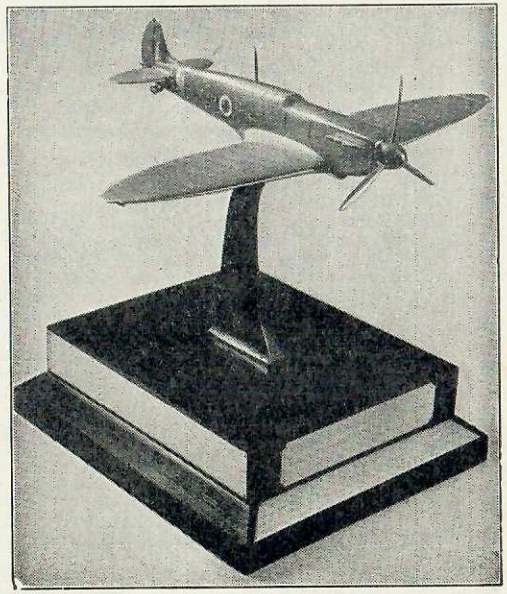


Photo: John F. Wiggins

ENTRIES: REFERENCE LIST

Cars are to be parked in the Paddock Stalls numbered as shown in brackets

Racing No.	Paddock Stall No.	Entrant and Driver	Car
		Event 4—Goodwood International "100" Race (F.1 cars) (*see page* 51)	
1	(1)	Cooper Car Co. Ltd. (*Driver:* To be nominated) ...	Cooper-Climax
2	(2)	Cooper Car Co. Ltd. (*Driver:* B. McLaren)	Cooper-Climax
3	(3)	Owen Racing Organisation (*Driver:* J. Bonnier) ...	B.R.M.
4	(4)	Owen Racing Organisation (*Driver:* D. Gurney) ...	B.R.M.
5	(5)	Owen Racing Organisation (*Driver:* G. Hill)	B.R.M.
6	(6)	G. A. Vandervell (*Driver:* C. A. S. Brooks)	Vanwall
7	(7)	R. R. C. Walker Racing Team (*Driver:* S. Moss) ...	Cooper-Climax
8	(9)	Yeoman Credit Racing Team (*Driver:* H. Schell) ...	Cooper-Climax
9	(10)	Yeoman Credit Racing Team (*Driver:* C. Bristow) ...	Cooper-Climax
10	(14)	C. T. Atkins (*Driver:* R. Salvadori)	Cooper-Climax
11	(16)	Gilby Engineering Co. Ltd. (*Driver:* K. A. Greene)...	Cooper-Maserati
12	(18)	Team Lotus (*Driver:* A. Stacey)	Lotus-Climax
14	(19)	Team Lotus (*Driver:* I. Ireland)	Lotus-Climax
15	(27)	Taylor & Crawley Ltd. (*Driver:* M. J. C. Taylor) ...	Lotus-Climax
16	(26)	G. N. Richardson	Cooper-R.A.A.
		Event 2—Lavant Cup (F.2 cars) (*see page* 45)	
21	(8)	R. R. C. Walker Racing Team (*Driver:* S. Moss) ...	Porsche
22	(11)	Yeoman Credit Racing Team (*Driver:* H. Schell) ...	Cooper-Climax
23	(12)	Yeoman Credit Racing Team (*Driver:* C. Bristow)...	Cooper-Climax
24	(20)	Team Lotus (*Driver:* A. Stacey)	Lotus-Climax
25	(21)	Team Lotus (*Driver:* I. Ireland)	Lotus-Climax
26	(22)	Team Lotus (*Driver:* J. Clark)	Lotus-Climax
27	(15)	C. T. Atkins (*Driver:* R. Salvadori)	Cooper-Climax
28	(32)	N.Z.I.G.P. Racing Team (*Driver:* D. Hulme)... ...	Cooper-Climax
29	(33)	N.Z.I.G.P. Racing Team (*Driver:* G. Lawton)... ...	Cooper-Climax
30	(34)	G. Wicken	Cooper-Climax
31	(35)	J. Fisher (*Driver:* B. Halford)	Cooper-Climax
32	(36)	Maurice Charles Motors Ltd. (*Driver:* M. Charles) ...	Cooper-Climax
33	(38)	J. Russell (*Driver:* M. McKee)	Cooper-Climax
34	(39)	Count S. Ouvaroff...	Cooper-Climax
36	(41)	A. Gay	Lotus-Climax
37	(42)	T. Payne (*Driver:* I. Raby)	Hume Cooper-Climax
38	(45)	P. Westbury (*Driver:* M. H. Spence)	Cooper-Climax
39	(46)	F. Gardner...	Lotus-Climax
40	(47)	Equipe Prideaux (*Driver:* K. Ballisat)...	Cooper-Climax
41	(48)	Ashmore's (Auto Eng.) Ltd. (*Driver:* G. Ashmore) ...	Cooper-Climax
42	(49)	Laystall Engineering Co. Ltd. (*Driver:* H. Taylor) ...	Laystall-Climax
43	(117)	J. R. Stoop...	Cooper-Climax
		Event 1—Chichester Cup (Formula Junior Racing Cars) (*see page* 43)	
45	(50)	P. Houdusse	Stanguellini
46	(23)	Team Lotus (*Driver:* J. Clark)	Lotus
47	(24)	Team Lotus (*Driver:* T. Taylor)...	Lotus
48	(25)	J. Russell (*Driver:* M. McKee)	Lotus
49	(51)	Elva Racing Team (*Driver:* C. Threlfall)	Elva
50	(52)	Elva Racing Team (*Driver:* P. Arundell)	Elva
51	(53)	K. Tyrrell (*Driver:* H. Taylor)	Cooper
52	(54)	K. Tyrrell (*Driver:* K. Ballisat)	Cooper
53	(55)	K. Tyrell (*Driver:* To be nominated)	Cooper
54	(56)	Westerham Motors (*Driver:* C. J. Lawrence)... ...	Deep-Sanderson
55	(57)	Westerham Motors (*Driver:* To be nominated) ...	Deep-Sanderson
56	(28)	Taylor & Crawley Ltd. (*Driver:* M. J. C. Taylor) ...	Cooper
57	(43)	Envoy Racing Team (*Driver:* I. Raby)...	Envoy
58	(44)	Envoy Racing Team (*Driver:* P. Robinson)	Envoy
59	(58)	J. D. Lewis...	Lola
60	(59)	D. Taylor	Lola
61	(60)	G. A. Henrotte (*Driver:* J. Brown)	Lotus
62	(62)	J. B. Alderslade	Cooper
63	(63)	Condor Motor Co. Ltd. (*Driver:* E. N. Whiteaway) ...	Condor
64	(64)	Team Speedwell (*Driver:* J. L. Venner-Pack or L. Adams)	Cooper
65	(66)	M. Woodley	Cooper
66	(67)	Coburn Engineers Racing Team (*Driver:* M. H. Spence)	Cooper
67	(68)	Graf W. von Trips (*Driver:* Hans-A. Stausberg) ...	Stanguellini
68	(69)	Terrier Automotive Development Co. (*Driver:* B. Hart)	Terrier

Racing No.	Paddock Stall No.	Entrant and Driver	Car
		Event 3—Sussex Trophy (Unlimited Sports Cars) (*see page* 47)	
71	(71)	S. J. Diggory (*Driver:* B. Halford)	Lister-Jaguar
72	(72)	D. Wilkinson (*Driver:* A. G. Whitehead)	Lister-Jaguar
73	(73)	P. Mould	Lister-Jaguar
74	(74)	J. O. Coundley	Lister-Jaguar
75	(75)	M. Anthony	Lister-Corvette
76	(76)	Border Reivers (*Driver:* J. Clark)	Aston Martin DBR1
77	(77)	Gerrards Cross Motor Co. Ltd. (*Driver:* Mrs. J. Bloxam)	Aston Martin DB3S
78	(78)	Gerrards Cross Motor Co. Ltd. (*Driver:* M. Salmon)	Jaguar D
79	(89)	P. J. Sargent	Jaguar D
80	(37)	Maurice Charles Motors Ltd. (*Driver:* M. Charles)...	Jaguar D
81	(81)	Equipe South Africa (*Driver:* A. Maggs)	Tojeiro-Jaguar
82	(82)	D. W. A. Chamberlain	Cooper-Jaguar
83	(83)	John Coombs Racing Organisation (*Driver:* R. Salvadori)	Cooper Monaco
84	(85)	E. H. B. Portman	Cooper Monaco
85	(86)	Roseberry Service Station (*Driver:* J. Blumer)... ...	Cooper Monaco
86	(29)	Taylor & Crawley Ltd. (*Driver:* M. J. C. Taylor) ...	Lotus-Climax
87	(30)	Taylor & Crawley Ltd. (*Driver:* D. Graham) ...	Lotus-Climax
88	(87)	Dickson Motors (Perth) Ltd. (*Driver:* T. Dickson) ...	Lotus-Climax
89	(80)	R. F. Bloxam (*Driver:* R. C. Kerrison)...	Lotus-Climax
90	(90)	G. L. Smith	Porsche
91	(17)	Gilby Engineering Co. Ltd. (*Driver:* K. A. Greene)...	Gilby-Climax
92	(91)	R. W. de Selincourt	Lola-Climax
93	(92)	L. W. Keens	Lola-Climax
94	(93)	K. Lyon	Lotus-Climax
95	(94)	D. Howard...	Lotus-Climax
96	(61)	G. A. Henrotte (*Driver:* D. Watson)	Lotus-Climax
97	(95)	Arden Racing Sports Cars Ltd. (*Driver:* G. Eden) ...	Lotus-Climax
98	(96)	R. W. Waters	Lotus-Climax
99	(97)	B. Gubby	Lotus-Climax
		Event 5—Fordwater Trophy (Closed Cars) (*see page* 55)	
101	(31)	Taylor & Crawley Ltd. (*Driver:* J. Sieff)	Aston Martin DB4
102	(98)	Equipe Endeavour (*Driver:* S. Moss)	Aston Martin DB4
103	(99)	Equipe Endeavour (*Driver:* J. Sears)	Jaguar 3.8
104	(84)	J. Coombs Racing Organisation (*Driver:* R. Salvadori)	Jaguar 3.8
105	(100)	A. C. le Fort (*Driver:* P. J. Sargent)...	Jaguar 3.4
106	(101)	D. Parker	Jaguar 150S
107	(79)	R. F. Bloxam	Frazer-Nash
108	(102)	R. W. Jacobs (*Driver:* A. Foster)	M.G.A.
109	(103)	R. W. Jacobs (*Driver:* T. Bridger)	M.G.A.
110	(104)	P. J. S. Lumsden	Lotus Elite
111	(105)	Sir G. Baillie	Jaguar 3.8
112	(106)	Fields Engineering Co. (Crawley) Ltd. (*Driver:* J. P. Williams)...	Lotus Elite
113	(88)	Dickson Motors (Perth) Ltd. (*Driver:* T. Dickson) ...	Lotus Elite
115	(65)	Team Speedwell (*Driver:* J. L. Venner-Pack or L. Adams)	Austin Healey Sprite
116	(108)	H. W. G. Elwes	Austin Healey Sprite
117	(109)	Team 221 (*Driver:* J. Sprinzel)	Austin Healey Sprite
118	(110)	Team 221 (*Driver:* D. Harris)	Austin Healey Sprite
119	(111)	Team 221 (*Driver:* C. Simson)	Austin Healey Sprite
120	(112)	E. W. Cuff Miller	Ford Zephyr
121	(113)	L. Leston	Volvo
122	(114)	W. B. Blydenstein...	Borgward
123	(115)	St. Ives Motors (Hunts) Ltd. (*Driver:* A. Hutcheson)...	Riley
124	(116)	P. J. Pilsworth	Riley

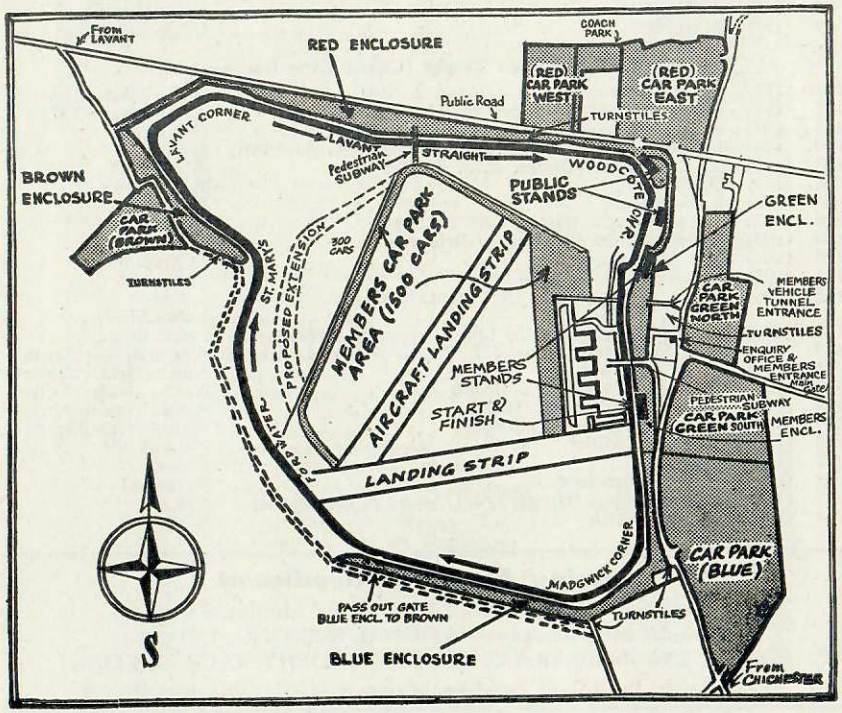
THE CENTRAL ENCLOSURE AND PADDOCK

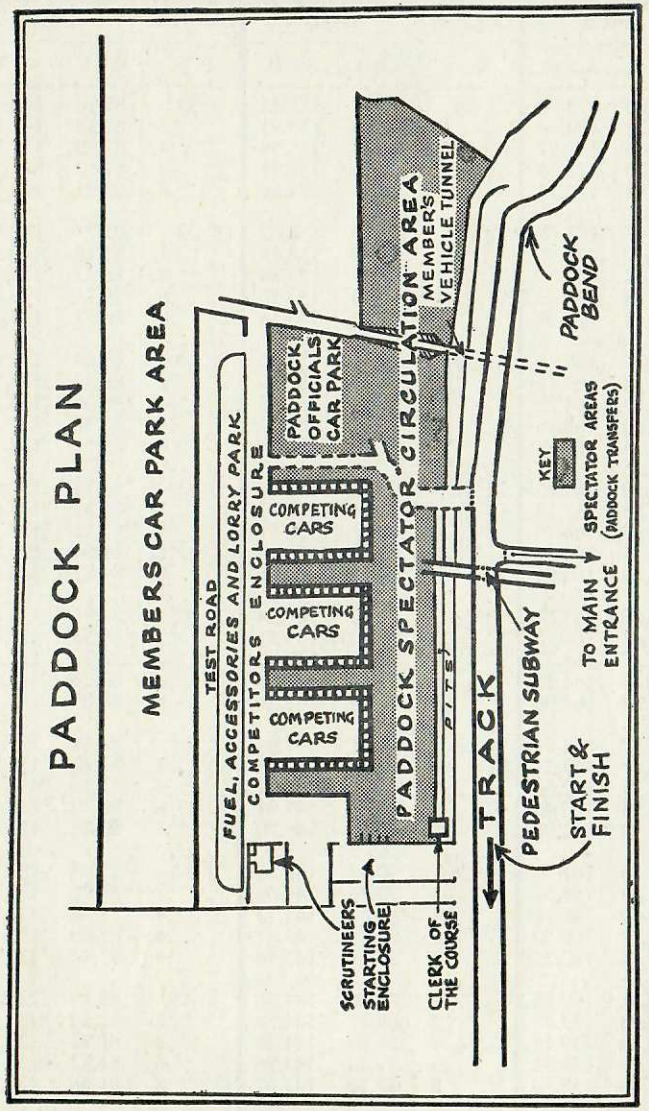
HOLDERS of Enclosure Tickets (7s. 6d. adults, 4s. children) can reach the Central Enclosure only via the pedestrian tunnel from the Red Enclosure alongside Lavant Straight.

This Central Enclosure runs along the outside of the B.A.R.C. Members' car parking area and stretches from approximately half-way along Lavant Straight to a point not far from Paddock Bend.

It has purposely been aligned to be progressively farther from the track at Woodcote Corner to prevent impeding the view of spectators who have paid to watch the racing from the stands by Paddock Bend.

Those buying Paddock transfer tickets should note that these tickets do not admit them to the Competitors' Enclosure at this meeting (see plan opposite), but good views of the cars can be obtained from the fences around the Competitors' Enclosure. Excellent viewing facilities of the racing are available at Paddock Bend, where there are long and high grass-covered ramps facing the track.





The specially designed lay-out of the Competitors' Enclosure within the Paddock enables spectators to obtain good views of competing cars parked in their individual stalls located round the outside of three U-shaped bays as indicated.

In this way the possibility of spectators interfering with the free movement of mechanics and drivers—or the race organisation—is avoided, whilst preserving for them "close-up" views of the cars and personalities.

Goodwood Speed Table

1 lap=2.4 miles=3.863 kms.

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.
1 20	108.00	173.84	1 29	97.08	156.26	1 38	88.16	141.91
.2	107.73	173.40	.2	96.86	155.91	.2	87.98	141.62
.4	107.46	172.97	.4	96.64	155.56	.4	87.80	141.33
.6	107.20	172.53	.6	96.43	155.21	.6	87.63	141.04
.8	106.93	172.11	.8	96.21	154.86	.8	87.45	140.76
1 21	106.67	171.69	1 30	96.00	154.52	1 39	87.27	140.47
.2	106.40	171.27	.2	95.79	154.18	.2	87.10	140.19
.4	106.14	170.85	.4	95.57	153.84	.4	86.92	139.91
.6	105.88	170.43	.6	95.36	153.50	.6	86.75	139.63
.8	105.62	170.01	.8	95.15	153.16	.8	86.57	139.35
1 22	105.37	169.60	1 31	94.94	152.82	1 40	86.40	139.07
.2	105.10	169.18	.2	94.74	152.49	.2	86.22	138.79
.4	104.85	168.77	.4	94.53	152.15	.4	86.06	138.51
.6	104.60	168.36	.6	94.32	151.82	.6	85.88	138.24
.8	104.35	167.96	.8	94.12	151.49	.8	85.71	137.96
1 23	104.10	167.55	1 32	93.91	151.16	1 41	85.54	137.69
.2	103.85	167.15	.2	93.71	150.83	.2	85.37	137.42
.4	103.60	166.75	.4	93.51	150.51	.4	85.21	137.15
.6	103.35	166.35	.6	93.30	150.18	.6	85.04	136.88
.8	103.10	165.95	.8	93.10	149.86	.8	84.87	136.61
1 24	102.86	165.56	1 33	92.90	149.54	1 42	84.71	136.34
.2	102.61	165.16	.2	92.70	149.21	.2	84.54	136.07
.4	102.37	164.77	.4	92.50	148.90	.4	84.37	135.81
.6	102.13	164.38	.6	92.31	148.58	.6	84.21	135.54
.8	101.89	164.00	.8	92.11	148.26	.8	84.05	135.28
1 25	101.65	163.61	1 34	91.91	147.94	1 43	83.88	135.02
.2	101.41	163.23	.2	91.72	147.63	.2	83.72	134.76
.4	101.17	162.84	.4	91.52	147.32	.4	83.56	134.50
.6	100.93	162.46	.6	91.33	147.01	.6	83.40	134.24
.8	100.70	162.08	.8	91.14	146.70	.8	83.24	133.98
1 26	100.46	161.71	1 35	90.95	146.39	1 44	83.08	133.72
.2	100.23	161.33	.2	90.76	146.08	.2	82.92	133.46
.4	100.00	160.96	.4	90.57	145.72	.4	82.76	133.21
.6	99.77	160.59	.6	90.38	145.47	.6	82.60	132.95
.8	99.54	160.22	.8	90.19	145.16	.8	82.44	132.70
1 27	99.31	159.85	1 36	90.00	144.86	1 45	82.29	132.45
.2	99.08	159.48	.2	89.81	144.56	.2	82.13	132.19
.4	98.85	159.12	.4	89.63	144.26	.4	81.97	131.94
.6	98.63	158.75	.6	89.44	143.96	.6	81.82	131.69
.8	98.40	158.39	.8	89.26	143.67	.8	81.66	131.44
1 28	98.18	158.03	1 37	89.07	143.37	1 46	81.51	131.20
.2	97.96	157.67	.2	88.89	143.07	.2	81.36	130.95
.4	97.74	157.31	.4	88.71	142.78	.4	81.20	130.70
.6	97.52	156.96	.6	88.52	142.49	.6	81.05	130.46
.8	97.30	156.61	.8	88.34	142.20	.8	80.90	130.21

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.
1 47	80.75	129.92	1 56	74.48	119.84	2 05	69.12	111.21
.2	80.60	129.68	.2	74.35	119.64	.2	69.01	111.04
.4	80.45	129.44	.4	74.23	119.43	.4	69.90	110.86
.6	80.30	129.20	.6	74.10	119.23	.6	68.79	110.68
.8	80.15	128.96	.8	73.97	119.02	.8	68.68	110.51
1 48	80.00	128.72	1 57	73.85	118.82	2 06	68.57	110.33
.2	79.85	128.48	.2	73.72	118.61	.2	68.46	110.16
.4	79.70	128.24	.4	73.59	118.41	.4	68.35	109.98
.6	79.56	128.00	.6	73.47	118.21	.6	68.25	109.81
.8	79.41	127.77	.8	73.34	118.01	.8	68.14	109.63
						2 07		
1 49	79.27	127.54	1 58	73.32	117.81	.2	68.03	109.46
.2	79.12	127.30	.2	73.10	117.61	.4	67.92	109.29
.4	78.89	127.07	.4	72.97	117.41	.6	67.82	109.12
.6	78.83	126.84	.6	72.85	117.21	.8	67.71	108.95
.8	78.69	126.61	.8	72.73	117.02		67.61	108.78
1 50	78.54	126.38	1 59	72.60	116.82	2 08	67.50	108.61
.2	78.40	126.15	.2	72.48	116.62	.2	67.39	108.44
.4	78.26	125.92	.4	72.36	116.43	.4	67.29	108.27
.6	78.12	125.69	.6	72.24	116.23	.6	67.18	198.10
.8	77.98	125.47	.8	72.12	116.04	.8	67.08	107.93
1 51	77.84	125.24	2 00	72.00	115.85	2 09	66.98	107.76
.2	77.70	125.01	.2	71.88	115.65	.2	66.87	107.60
.4	77.56	124.79	.4	71.76	115.46	.4	66.77	107.43
.6	77.42	124.57	.6	71.64	115.27	.6	66.67	107.27
.8	77.28	124.34	.8	71.52	115.08	.8	66.56	107.10
1 52	77.14	124.12	2 01	71.40	114.89	2 10	66.46	106.94
.2	77.00	123.90	.2	71.29	114.70	.2	66.36	106.77
.4	76.87	123.68	.4	71.17	114.51	.4	66.26	106.61
.6	76.73	123.46	.6	71.05	114.32	.6	66.16	106.44
.8	76.60	123.24	.8	70.94	114.13	.8	66.05	106.28
1 53	76.46	123.02	2 02	70.82	113.95	2 11	65.95	106.12
.2	76.32	122.81	.2	70.70	113.76	.2	65.85	105.96
.4	76.19	122.59	.4	70.59	113.58	.4	65.75	105.80
.6	76.06	122.37	.6	70.47	113.39	.6	65.65	105.64
.8	75.92	122.16	.8	70.36	113.21	.8	65.55	105.48
1 54	75.79	121.94	2 03	70.24	113.02	2 12	65.45	105.32
.2	75.66	121.73	.2	70.13	112.83	.2	65.35	105.16
.4	75.52	121.52	.4	70.02	112.66	.4	65.26	105.00
.6	75.39	121.31	.6	69.90	112.47	.6	65.16	104.84
.8	75.26	121.09	.8	69.79	112.29	.8	65.06	104.68
1 55	75.13	120.88	2 04	69.68	112.11	2 13	64.96	104.52
.2	75.00	120.67	.2	69.56	111.93	.2	64.86	104.37
.4	74.87	120.47	.4	69.45	111.75	.4	64.77	104.21
.6	74.74	120.26	.6	69.34	111.57	.6	64.67	104.05
.8	74.61	120.05	.8	69.23	111.39	.8	64.57	103.90

Goodwood Circuit and Class Records

LAP RECORD FOR THE PRESENT CIRCUIT:

S. Moss (Cooper-Climax) and J. M. Hawthorn (Ferrari), 1 min. 28.8 sec., 97.30 m.p.h. (Goodwood International "100", April 1958).

RACING CAR CLASS RECORDS:

A Over 8000 c.c.:
B Exceeding 5000 c.c. and up to 8000 c.c.: S. H. Allard (Allard), 1 min. 47.2 sec., 80.60 m.p.h.
C Exceeding 3000 c.c. and up to 5000 c.c.: J. M. Hawthorn (Ferrari Thin Wall Special), 1 min. 31.4 sec., 94.53 m.p.h.
D Exceeding 2000 c.c. and up to 3000 c.c.: J. M. Hawthorn (Ferrari), 1 min. 28.8 sec., 97.30 m.p.h.
E Exceeding 1500 c.c. and up to 2000 c.c.: S. Moss (Cooper-Climax), 1 min. 28.8 sec., 97.30 m.p.h.
F Exceeding 1100 c.c. and up to 1500 c.c.: J. Brabham (Cooper-Climax), 1 min. 30 sec., 96 m.p.h.
G Exceeding 750 c.c. and up to 1100 c.c.: J. Clark (Lotus-Ford), 1 min. 35.6 sec., 90.38 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 (Beart-Cooper), 1 min. 39.4 sec., 86.92 m.p.h.

BEST SPORTS CAR TIME:

C. A. S. Brooks (Ferrari), 1 min. 31.8 sec., 94.12 m.p.h.(R.A.C. T.T., September 1959).

SPORTS CAR CLASS RECORDS:

A Over 8000 c.c.:
B Exceeding 5000 c.c. and up to 8000 c.c.:
C Exceeding 3000 c.c. and up to 5000 c.c.: S. Moss (Aston Martin DBR2), 1 min. 33.4 sec., 92.50 m.p.h.
D Exceeding 2000 c.c. and up to 3000 c.c.: C. A. S. Brooks (Ferrari), 1 min. 31.8 sec., 94.12 m.p.h.
E Exceeding 1500 c.c. and up to 2000 c.c.: W. von Trips (Porsche), 1 min. 33 sec., 92.90 m.p.h.
F Exceeding 1100 c.c. and up to 1500 c.c.: J. Behra (Porsche), 1 min. 35.2 sec., 90.76 m.p.h.
G Exceeding 750 c.c. and up to 1100 c.c.: P. Ashdown (Lola-Climax), 1 min. 35.6 sec., 90.38 m.p.h.
H Exceeding 500 c.c. and up to 750 c.c.: D. R. Piper (Lotus-M.G. s/c.), 1 min. 57.2 sec., 73.72 m.p.h.
I Exceeding 350 c.c. and up to 500 c.c.: J. Goddard-Watts (Berkeley), 2 min. 1.0 sec., 71.40 m.p.h.
Exceeding 250 c.c. and up to 350 c.c.: J. Goddard-Watts (Berkeley), 2 min. 14 sec., 64.48 m.p.h.

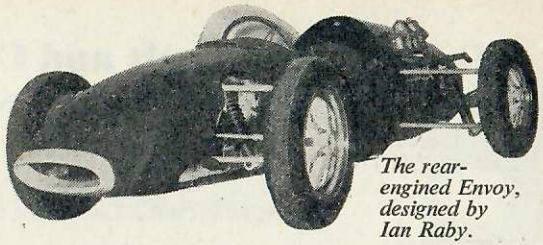
Some Fastest Laps

(RACING CARS)

		m. sec	*m.p.h.*
1948—September ...	F. R. Gerard (E.R.A.)	1 43.6	83.40
1949—April (*Easter*)	Reg. Parnell (Maserati's/c.)...	1 39.2	87.10
,, —September ...	Reg. Parnell (Maserati s/c.)...	1 36.8	89.26
1950—April (*Easter*)	P. D. C. Walker (E Type E.R.A. s/c)	1 43.8	83.24
,, —May (*Whitsun*)	Brian Shawe-Taylor (E.R.A. s/c.)	1 40.2	86.22
,, —September ...	Reg. Parnell (B.R.M. s/c.)	1 41.8	84.87
1951—March (*Easter*)	"B. Bira" (O.S.C.A.)	1 35.6	90.38
,, —May (*Whitsun*)	Reg. Parnell (Thin Wall Special)	1 31.4	94.53
,, —September ...	Giuseppe Farina (Alfa-Romeo s/c.)	1 28.0	97.36
*1952—April (*Easter*)	J. Froilan Gonzalez (Ferrari Thin Wall Special)	1 36.0	90.00
,, —June (*Whitsun*)	J. M. Hawthorn (Cooper-Bristol)	1 39.0	82.27
,, —September ...	Reg. Parnell (B.R.M. s/c.)	1 35.6	90.38
1953—April (*Easter*)	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
1954—April (*Easter*)	K. Wharton (B.R.M. s/c.)	1 35.6	90.38
,, —June (*Whitsun*)	Peter Collins (Ferrari Thin Wall Special)	1 32.6	93.30
,, —September ...	Peter Collins (Ferrari Thin Wall Special)	1 32.2	93.71
1955—April (*Easter*)	Peter Collins (B.R.M. s/c.)	1 33.0	92.90
1956—April (*Easter*)	Stirling Moss (Maserati)	1 30.2	95.79
1957—April (*Easter*)	C. A. S. Brooks (Vanwall)	1 29.6	96.43
,, —September ...	J. Brabham (Cooper)	1 30.0	96.00
1958—April (*Easter*)	S. Moss (Cooper-Climax) and J. M. Hawthorn (Ferrari) ...	1 28.8	97.30
1959—April (*Easter*)	R. Salvadori (Cooper-Climax)	1 30.2	95.79

(**The Paddock chicane was first used at this meeting*).

FORMULA JUNIOR



The rear-engined Envoy, designed by Ian Raby.

By Peter Garnier *Sports Editor of The Autocar*

BACK in 1957, when Count "Johnny" Lurani and other members of the "top brass" in Italian motor racing were working out their plans for a "Junior" class of racing car, they can have had no conception of the important part their brain-child was eventually to play throughout the world. Their idea, originally, was to introduce no more than an Italian equivalent of our own formula 3—a relatively safe, cheap, yet fast form of single-seater racing car that would provide the basic training and experience for future Grand Prix drivers. Italy, once the proud birthplace of most of the world's top-liners, had suddenly found herself a third-rate power in racing, being compelled to go to Britain and Germany for drivers.

Cheap Racing?

The underlying principle behind the whole conception was to keep costs down, in fact, to put the cars within the reach of a great many people who otherwise would merely be sitting in the grandstands. It was decided that a free hand would be given in respect of such departments as frames and suspensions, where success resulted from clever designs, rather than deep pockets. The power unit, however, was to be "production"—and production push-rod ohv; twin- (and even single-) overhead camshafts were "out" on the grounds of cost, and the fact, therefore, that success would become largely dependent on wealth. This may or may not have been a wise move; certainly it is on the power unit that the greatest sums of money can be expended, but coaxing the last few b.h.p. from a production push-rod engine can be very costly indeed—in crankshafts, particularly, which were never designed for such treatment.

Several of these little cars were seen at Monza at the end of 1957—mostly Stanguellinis — and they impressed everyone with their finish, and the fact that they really looked like little Grand Prix cars; they also sounded like racing cars, which was more than could be claimed for our formula 3 machines in which, by now, the public was quickly losing interest. One or two people began to take notice of them, realising that, on the right circuits, they would not only serve as a training ground for drivers, but would appeal to the crowds, too. In 1958, several races were held for them in Europe — largely in Italy, of course, but in other countries, too. At the end of the season (October) the regulations were presented to the Federation Internationale de l'Automobile, who, with very little change, accepted them. Italy's purely domestic Formula Junior had become international—to the undisguised delight of its creators.

Basically, the cars are defined thus: "Cars of the 'Junior' formula are one-seater racing cars, whereof the fundamental elements are derived from a touring car recognised as such by the F.I.A. (minimum production, 1,000 units in twelve consecutive months)". Under "General Characteristics" are laid down these "vital statistics": Minimum wheelbase, 200 cm; minimum track, 110 cm; maximum width of body, 95 cm (measured outside); maximum engine capacity, 1,100 c.c.; minimum weight, 400 kg. (this weight limit, however, is reduced to 360 kg. for cars with a cylinder capacity of 1,000 c.c. or less. These weights shall be measured with the cars in "running order"—that is, with all accessories required by the regulations, but with dry fuel tanks).

Production Parts

The cylinder-block, including the cylinder-head and cylinders (if these are removable) must come from the engine of a car classified by the F.I.A. in the Touring Category. The gearbox, too, must come from an F.I.A.-recognised Touring car, though complete freedom is given in respect of the number and staging of gear ratios. The braking system and principle (drums or discs) must remain the same as that of the car from which the engine was removed. The system and principle of feeding the engine (carburettors or fuel injection) must also be the same as that used by the manufacturer. Finally,

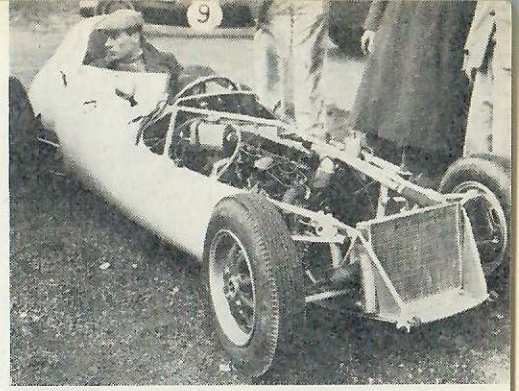
the regulation engine capacity may be achieved with a smaller engine only by modifying the original bore; the stroke must remain as standard.

The body must be open, with only one seat; it must include a built-in roll-bar to protect the driver should the car roll over, and there must be a protective device against fire (as the regulations define a fire-proof bulkhead between engine and cockpit). It is not permitted to use a self-locking differential, to change the number of crankshaft bearings, or to change the location of the camshaft. Nor may single- or twin-overhead-camshafts be used, as stated previously. Fuel must be commercial, only; and finally, every Junior car must possess a certificate, issued by the national automobile class (in our case, the R.A.C.), stating the origin of its fundamental elements.

Eligible Drivers

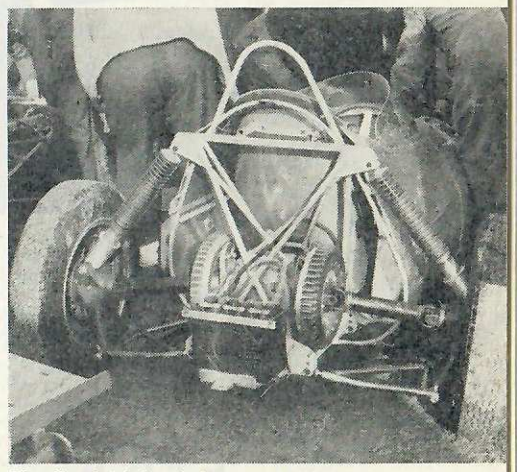
One point that was not cleared up by the F.I.A., when these regulations were accepted, was the very difficult question of drivers. *This has since been settled by banning all drivers on the F.I.A. "International" (formerly Grade One) list from Formula Junior events.* If the new class of racing is to serve its proper purpose—that of bringing-out new drivers — it is clear that it must be made to appeal to them; it will never do this so long as they may have to compete in Junior events against top-line Grand Prix drivers. Several suggestions were put forward as solutions to this important question; one was that nobody who had finished in the first five places in a full Grand Prix should be allowed to drive in a Junior event; it was also suggested that no B.R.D.C. member should be allowed to. The first is unsatisfactory as there were several regular G.P. drivers last season who, because of the unreliability (or lack of performance) of their cars, never finished in the first five. Yet, in terms of the up-and-coming younger drivers, they are clearly vastly superior. It is essential that this question is kept in mind throughout the life of Formula Junior. Otherwise it could be a short life.

No sooner was the new formula officially recognised than several constructors started building contenders. At Monte Carlo in May the first fully representative International event was held, in which many makes were seen—Stanguellini, Volpini, Rainieri, Wainer, Monomill (built for an earlier formula and outclassed), and the British-built Elva and Halson. The race, on this ideal "Junior" circuit, was a complete eye-opener, and thoroughly exciting. No fewer than 19 cars formed up on the grid, with the expectation of prize money down to nineteenth position in the results, and produced a fine race between Michael May's Stanguellini and Bordeu's Rainieri for twenty-one of the thirty-

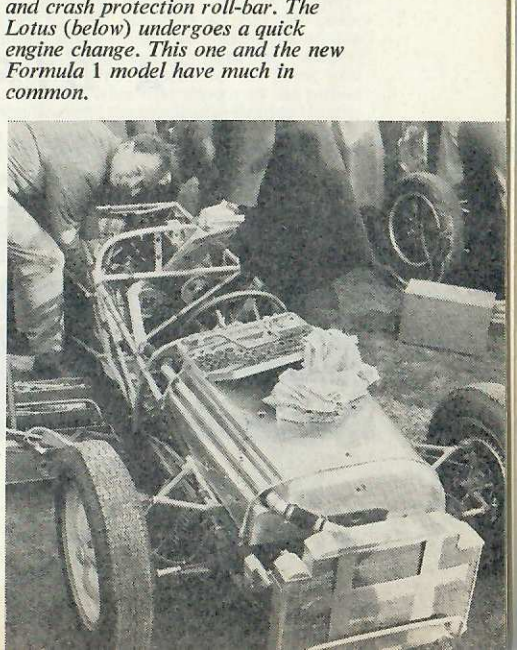


The Lola uses a Ford engine at the front and off-set transmission with unequal length axles at the rear.

Photos: The Autocar



The Gemini (above) rear suspension and crash protection roll-bar. The Lotus (below) undergoes a quick engine change. This one and the new Formula 1 model have much in common.



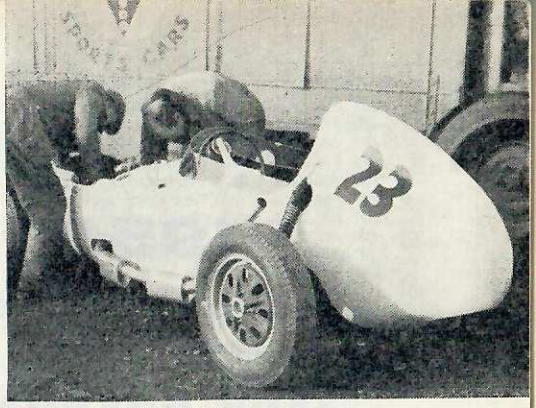
two aps. This prize-money for all finishers arrangement seemed a particularly good one for the Juniors; one wonders whether it would not be possible to give starting money to all starters, on a highest-price-for-best-practice-lap basis, with something available right down to the slowest practice time; it would certainly add excitement to the practice periods.

Elvas in Front

In Britain, the first constructor to get going was Frank Nichols, with his B.M.C. A-series-engined Junior Elva; this car was first raced at Snetterton by Tom Dickson, some two months, even, before the Monaco race. In July, Bill de Selincourt drove one to victory against full foreign opposition at Cadours, and, early in October, Elvas took first five places at Brands Hatch. So great has the demand been, both at home and abroad, for the cars that Frank now has 70 employees building them, in a 16,000 sq. ft. factory down at Hastings. During 1958, business with the U.S.A. alone topped the £180,000 mark; during this year he has contracted to supply cars to the value of £450,000 to his Washington distributors, Elva Imports Ltd. Truly are the little cars earning dollars for Britain.

The A-series engine, with bores increased to give a capacity of 994 c.c., is tuned by Frank Webb, of Rytune Engineering, in conjunction with Harry Weslake, and an output of 65 b.h.p. has been achieved. A Borg-and-Beck competition clutch takes the drive to an Austin A35-type gearbox fitted with close-ratio gears, and thence, via a strongly guarded propeller-shaft (it runs beneath the driver's seat) to a hypoid final drive for which there is a choice of five ratios. Rear brakes (drum, of course, as with the cars that use the engine as standard) are mounted inboard, and short, hollow shafts (universally jointed at both ends) take the drive out to the rear wheels. The car is based on a multi-tubular frame, with 1 inch diameter, 18-gauge lower members, and a super structure of 20-gauge, 1 inch (and ¾ inch) tubes. This frame, without mounting brackets, weighs only 39 lb. Front suspension is by a wishbone at the top, and a single arm below, which swings up and down in a plane parallel to the car's transverse axis. Armstrong coil-spring-damper units incline steeply inwards between the lower arms and attachment points on the frame. The anti-roll bar, the ends of which are attached to the lower suspension arms, serves a dual purpose, also providing a certain amount of fore-and-aft location for the arms themselves.

Rear suspension is also independent, by Armstrong units, the hub carriers being located by lengthy, square-section radius arms which are pivoted to the frame alongside the cockpit; lateral location is by short, transverse arms moving parallel to the drive shafts, which also help with



Most successful British Formula Junior design of 1959 *was the Elva. This one has the German Auto-Union two-stroke engine.* *Photo: The Autocar*

lateral location. Steering is rack-pinion, and the cast magnesium wheels, of Elva design, weigh only 7¾ lb. apiece. The body is beautifully carried out in colour-impregnated, resin-bonded glass fibre; it is built-up in three sections—forward of the front wheel centres, the centre-piece, which includes the cockpit, and the tail section behind the driver's head.

The price varies between £925 and £1,025, depending on the whims of the prospective owner.

Next after the Elvas came Graham Warner's Geminis — and then, towards the end of the 1959 season, the Cooper, rear-engined like John Cooper's formula 1, 2 and 3 cars; in November the news leaked out of a brand new Lotus rear-engined design which was to be the forerunner of Colin Chapman's new formula 1 cars for the 1960 season. There was also the Lola, kept very much on the secret list, though news leaked out that Cambridge Racing and, perhaps, the Fitzwilliam Team, were to race these cars during 1960; needless to say, after the brilliant season of Eric Broadley's 1,100 c.c. Lola-Climax, great things were expected of this car. The Lola, together with the Cooper, Lotus, the 1960 version of the Elva, and the Gemini, were first shown to the public at the Boxing Day meeting at Brands Hatch.

Cooper Ancestry

The Cooper is basically very similar to its formula 1 and 2 ancestors — insofar, of course, as the regulations allowed. The tubular space-frame, though of lighter-gauge tubing, follows very closely the design of the other cars, as do the front and rear suspension. The bodywork is much slimmer than that of the formula 1 and 2 cars because the fuel tank is carried in the scuttle, instead of pannier-wise on either side of the cockpit. The engine, as with the original Elvas (and some of the current ones too—the Auto-Union unit is also in use), is B.M.C. A-series, and the gear box, as has been the case for so long with the

Coopers, is Citroen. By means of a couple of transfer gears housed between clutch and gearbox, the overall top gear ratio can be varied as follows: 4.66, 4.32, 4.01, 3.72, 3.45 and 3.21 to 1—to suit any circuit. Lockheed hydraulically-operated drum brakes are used, in keeping with the cars that fit the engine, though the shoes are slightly larger than the standard product. The weight of the Cooper, with oil and water, but without fuel, is 798 lb.—only 4.4 lb over the minimum weight limit of 793.6 lb. for a car of not more than 1,000 c.c. The engine in this case has also been enlarged to 994 c.c.

Rear-engine Advantages

The choice of the rear-engined layout for the Cooper and Lotus must give them a certain advantage. Because the regulations set a minimum weight limit, and a limiting engine capacity for this weight—as well as setting very strict limits as to what may be done to extract more power from the engine—the power/weight ratio is more or less the same for all the cars. A gain in performance, therefore, can be achieved only by reducing friction losses, and by achieving the smallest possible frontal area — in which a rear-engined layout is bound to gain. With this layout the engine is coupled directly to the transmission, and the driver sits low in the frame, without having the propellor shaft passing below or beside his seat.

The Lotus uses the new, and very much over-square, Ford 105E. unit, with compression ratio raised from 8.9 to 10.5 : 1; a new camshaft has been fitted, to increase valve-opening periods and lift, and the firing order has been changed from 1, 2, 4, 3, to 1, 3, 4, 2; the combustion chambers have also been modified. The result of all this work is a power output of 72 b.h.p. at 6,000 r.p.m. A Renault Dauphine rear box is fitted, in keeping with the "production Touring gearbox" rule—but in the Lotus it is upside down. This gets the input shaft below the differential, and it enables the engine to be mounted very low down in the frame—thus looking after the all-important frontal area.

It is significant, perhaps, that the tubular space frame is made of heavier material than is usual for Lotus—significant in that this may mean a trend towards stronger frames, and fewer frame fractures than have occurred during this season's Grand Prix events. Front suspension is by double wishbones and a separate anti-roll bar, together with coil-spring-damper units. Because of the rear-engine layout, and the fact that the frame is shallow in this region, it has not been possible to employ the Chapman strut-type suspension which used for its top mounting the framework of the bulkhead behind the driving seat. Instead, a double wishbone layout has been used, with the pivots angled so as to give a progressively-increasing toe-in as full bump is approached. Outboard drum brakes are used, with drums of 9 in. diameter by 1.75 in. wide, front and rear. Steering is by rack and pinion of the type used on the Elite. The price of the Junior Lotus, depending of course on the specification, is around £1,250 in component form and that makes it among the dearest "Juniors." But it also shows signs of being the most successful.

The Lola, of which deliveries were planned to begin in March or April, is similar in a number of ways to the outstandingly successful sports car. Front suspension is identical; and both cars use the B.M.C. A-series gearbox and final drive nose piece,as well as a 7½ in. Borg and Beck single dry plate clutch. The engine, a Ford 105E, is inclined at 15 deg. from vertical to the left of the frame (offset to the right), so as to reduce the bonnet height. The propellor shaft runs, therefore, to the right of the driver's seat. The unsplined driveshafts serve as the upper arms of the wishbone-type i.r.s., the lower arms being tubular wishbones. Tubular radius arms locate the suspension fore-and-aft, and there are two on each side. Drum brakes are inboard-mounted at the rear, and behind them is the battery carrier — an essential piece of equipment on Junior cars, as the rules insist on an electric starter; the generator, of course, is dispensed with in every case.

Choice of Engines

As will be seen, the B.M.C. A-series, and the Ford 105E engine are favoured by British constructors, though there is a tendency towards using the Auto-Union engine. It may yet be that the keener Junior drivers will find themselves needing to change engines according to the circuit —in much the same way that gear ratios are changed — to obtain the best characteristics for each set of conditions. In this case, the word "cheap" will no longer be applicable to Junior Formula racing. In Europe, the two-stroke engine is already much in use, being fitted either in front, or behind, and providing either rear- or front-wheel-drive; however, the Fiat 1,100 unit has been by far the most popular and successful during the past season.

There it is, with a profusion of cars built, and under construction, in most European countries. If ever a class of racing had the ingredients for success, Formula Junior has—to a far greater extent than ever Formula 3 had. The performance of these cars, which are bound to be closely matched, will be incredibly interesting this season, and some very close racing should result. Despite their small size, provided the right circuits are used there should be no lack of spectator appeal, and the new class of racing seems assured of a great success.

Event 1 THE CHICHESTER CUP 1.30 p.m.

(10-LAP SCRATCH RACE FOR FORMULA JUNIOR RACING CARS)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
45	P. Houdusse...	~~Stanguellini~~	4	1089	*Blue*
46	Team Lotus ... ... (*Driver:* J. Clark)	Lotus	4	997	*Green*
47	Team Lotus ... ... (*Driver:* T. Taylor)	Lotus	4	997	*Green*
48	J. Russell (*Driver:* M. McKee) ...	Lotus	4	997	*Green*
49	Elva Racing Team ... ... (*Driver:* C. Threlfall)	~~Elva~~	3	1087	*Blue*
50	Elva Racing Team ... ... (*Driver:* P. Arundell)	~~Elva~~	3	1087	*White/Blue*
51	K. Tyrrell (*Driver:* H. Taylor) ...	Cooper	4	994	*Green*
52	K. Tyrrell (*Driver:* K. Ballisat) ...	Cooper	4	994	*Green*
53	K. Tyrrell ... ... (*Driver:* To be nominated)	Cooper	4	994	*Green*
54	Westerham Motors ... ... (*Driver:* C. J. Lawrence)	Deep Sanderson ...	4	997	*Black/Silver*
55	Westerham Motors ... ... (*Driver:* To be nominated)	Deep Sanderson ...	4	997	*Black/Silver*
56	Taylor & Crawley Ltd. ... ... (*Driver:* M. Taylor)	Cooper	4	997	*Yellow/Red*
57	Envoy Racing Team ... ... (*Driver:* I. Raby)	Envoy	4	997	*Red*
58	Envoy Racing Team ... (*Driver:* P. Robinson)	~~Envoy~~	4	997	*Red*
59	J. D. Lewis	~~Lola~~	4	996	*Green*
60	D. Taylor	~~Lola~~	4	948	*Green*
61	G. A. Henrotte (*Driver:* J. Brown)	~~Lotus~~	4	975	*Green*
62	J. Alderslade...	~~Cooper~~	4	1089	*Blue*
63	Condor Motor Car Co. Ltd. (*Driver:* E. N. Whiteaway)	~~Condor~~	4	996	*Green*
64	Team Speedwell ... ... (*Driver:* J. L. Venner-Pack or L. Adams)	Cooper	4	998	*Green/White*
65	M. Woodley	Cooper	4	994	*Green*
66	Coburn Engineers Racing Team ... (*Driver:* M. H. Spence)	Cooper	4	994	*White/Green*
67	Graf W. von Trips ... ... (*Driver:* Hans-A. Stausberg)	Stanguellini	4	1089	*White*
68	Terrier Automotive Development Co. (*Driver:* B. Hart)	Terrier...	4	998	*Black*

RESULT

1st... 46 ..... JAMES CLARK ESQ (LOTUS)

2nd... 47 ..... TREVOR TAYLOR ESQ (LOTUS)

3rd... 48 ..... MICHAEL MCKEE ESQ (LOTUS)

4th... 51 ..... HENRY TAYLOR ESQ (COOPER)

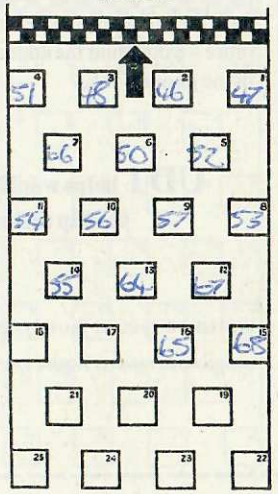
Winner's speed..... 90.47 .....*m.p.h.*

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

Use page 53 for lap scoring.

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

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



Event 2 THE LAVANT CUP 2.05 p.m.

(15-LAP SCRATCH RACE FOR FORMULA 2 RACING CARS)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
21	R. R. C. Walker Racing Team (*Driver:* Stirling Moss)	Porsche	4	1498	*Blue*
22	Yeoman Credit Racing Team (*Driver:* H. Schell)	Cooper-Climax	4	1496	*Green/Red*
23	Yeoman Credit Racing Team (*Driver:* C. Bristow)	Cooper-Climax	4	1475	*Green/Red*
24	Team Lotus (*Driver:* A. Stacey)	Lotus-Climax	4	1475	*Green*
25	Team Lotus (*Driver:* I. Ireland)	Lotus-Climax	4	1475	*Green*
26	Team Lotus (*Driver:* J. Clark)	~~Lotus-Climax~~ X	4	1475	*Green*
27	C. T. Atkins (*Driver:* R. Salvadori)	Cooper-Climax	4	1475	*Green*
28	N.Z.I.G.P. Racing Team (*Driver:* D. Hulme)	Cooper-Climax	4	1475	*Black/Silver*
29	N.Z.I.G.P. Racing Team (*Driver:* G. Lawton)	Cooper-Climax	4	1475	*Black/Silver*
30	G. Wicken	Cooper-Climax	4	1475	*Red*
31	J. Fisher (*Driver:* B. Halford)	Cooper-Climax	4	1475	*Green*
32	Maurice Charles Motors Ltd. (*Driver:* M. Charles)	Cooper-Climax	4	1475	*Blue*
33	J. Russell (*Driver:* M. McKee)	Cooper-Climax	4	1475	*Green/Silver*
34	Count S. Ouvaroff X	~~Cooper-Climax~~	4	1475	*Green/Yellow*
36	A. Gay	Lotus-Climax	4	1475	*Green/Red*
37	T. Payne (*Driver:* I. Raby)	Hume Cooper-Climax	4	1445	*Red*
38	P. Westbury (*Driver:* M. H. Spence)	Cooper-Climax	4	1475	*Blue*
39	F. Gardner X	~~Lotus-Climax~~	4	1475	*Green*
40	Equipe Prideaux (*Driver:* K. Ballisat)	Cooper-Climax	4	1475	*Green*
41	Ashmore's (Auto Eng.) Ltd. (*Driver:* G. Ashmore)	Cooper-Climax	4	1475	*Blue*
42	Laystall Engineering Co. Ltd. (*Driver:* H. Taylor)	Laystall-Climax	4	1475	*Green*
43	J. R. Stoop	Cooper-Climax	4	1475	*Green*

RESULT

1st..... MY MATE INNES (LOTUS) .....

2nd..... MAESTRO MOSS (PORSCHE) .....

3rd..... ROY SALVADORI (COOPER C) .....

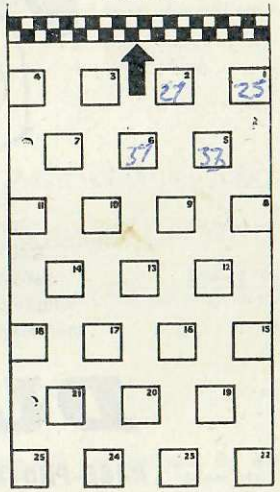
Winner's speed..... 96.41 .....*m.p.h.*

Fastest Lap: Car No...... 22 .....*at*..... 24.2 .....*m.p.h.*

Use page 53 for lap scoring.

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

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



Event 3 THE SUSSEX TROPHY 2.50 p.m.

(21-LAP SCRATCH RACE (LE MANS TYPE START) FOR SPORTS CARS OF UNLIMITED ENGINE CAPACITY)

No.	Pit No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
71	(1)	S. J. Diggory (*Driver:* B. Halford)	Lister-Jaguar ...	6	3781	*Red*
72	(2)	D. Wilkinson ... ... (*Driver:* A. G. Whitehead)	Lister-Jaguar ...	6	3781	*Green*
73	(3)	P. Mould	Lister-Jaguar ...	6	3781	*Green*
74	(4)	J. O. Coundley	Lister-Jaguar ...	6	3781	*Green*
75	(5)	M. Anthony	Lister-Corvette ...	8	5555	*Green*
76	(6)	Border Reivers (*Driver:* J. Clark)	Aston Martin DBR1	6	2992	*Green*
77	(7)	Gerrards Cross Motor Co. Ltd. ... (*Driver:* Mrs. Jean Bloxam)	Aston Martin DB3S	6	2992	*Blue*
78	(8)	Gerrards Cross Motor Co. Ltd. ... (*Driver:* M. Salmon)	Jaguar D Ex-Courage	6	3781	*Blue*
79	(10)	P. J. Sargent	Jaguar D	6	2986	*Green*
80	(12)	Maurice Charles Motors Ltd. ... (*Driver:* M. Charles)	Jaguar D	6	3781	*Blue*
81	(14)	Equipe South Africa ... ... (*Driver:* A. Maggs)	Tojeiro-Jaguar ...	6	3442	*Blue*
82	(17)	D. W. A. Chamberlain	Cooper-Jaguar ...	6	3781	*Blue*
83	(18)	John Coombs Racing Organisation (*Driver:* R. Salvadori)	Cooper Monaco ...	4	2462	*Grey*
84	(19)	E. H. B. Portman	Cooper Monaco ...	4	1960	*Green*
85	(20)	Roseberry Service Station ... (*Driver:* J. Blumer)	Cooper Monaco ...	4	1960	*Green*
86	(15)	Taylor & Crawley Ltd. ... ... (*Driver:* M. Taylor)	Lotus-Climax ...	4	1960	*Yellow/Red*
87	(16)	Taylor & Crawley Ltd. ... ... (*Driver:* D. Graham)	Lotus-Climax ...	4	1960	*Blue/Yellow*
88	(21)	Dickson Motors (Perth) Ltd. ... (*Driver:* T. Dickson)	Lotus-Climax ...	4	1960	*Silver*
89	(9)	R. F. Bloxam ... ... (*Driver:* R. C. Kerrison)	Lotus-Climax ...	4	1460	*Green*
90	(22)	G. L. Smith	Porsche	4	1488	*White/Blue*
91	(11)	Gilby Engineering Co. Ltd. ... (*Driver:* K. A. Greene)	Gilby-Climax ...	4	1098	*Green*
92	(23)	R. W. de Selincourt	Lola-Climax ...	4	1098	*Green*
93	(24)	L. W. Keens	Lola-Climax ...	4	1098	*Green*
94	(25)	K. Lyon	Lotus-Climax ...	4	1098	*White*
95	(26)	D. Howard	Lotus-Climax ...	4	1098	*White*
96	(27)	G. A. Henrotte (*Driver:* D. Watson)	Lotus-Climax ...	4	1098	*Green*
97	(28)	Arden Racing Sports Cars Ltd. (*Driver:* G. Eden)	Lotus-Climax ...	4	1098	*Blue/Silver*
98	(29)	R. W. Waters	Lotus-Climax ...	4	1098	*Red*
99	(30)	B. Gubby	Lotus-Climax ...	4	1098	*Blue*

RESULT

1st. ROY SALVADORI (C. MONACO) 3rd. T. DICKSON (L. CLIMAX)

2nd. J. BLUMER (C. MONACO) 4th. D. GRAHAM (L. CLIMAX)

Winner's Speed 96.63 *m.p.h.* *Fastest Lap: Car No.* 83 *at* 1m 29.6s *m.p.h.*

1500 c.c. Class: LAP RECORD.

1st. BILL DE SELINCOURT *Speed* ..... *m.p.h.*

Use page 49 for lap scoring.

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

SUSSEX TROPHY RACE (Sports Cars)

Entries page 47

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1st																					
2nd																					
3rd																					
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24th																					

Event 4 GOODWOOD INTERNATIONAL 3.45 p.m.
"100" FOR THE GLOVER TROPHY

(42-LAP SCRATCH RACE FOR GRAND PRIX CARS)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
1	Cooper Car Co. ... ... (*Driver:* To be nominated)	~~Cooper-Climax~~	4	2490	*Green*
2	Cooper Car Co. ... ... (*Driver:* B. McLaren)	Cooper-Climax	4	2490	*Green*
3	Owen Racing Organisation (*Driver:* J. Bonnier)	B.R.M.	4	2491	*Green*
4	Owen Racing Organisation (*Driver:* D. Gurney)	B.R.M. RET.	4	2491	*Green*
5	Owen Racing Organisation (*Driver:* G. Hill)	B.R.M.	4	2491	*Green*
6	G. A. Vandervell ... ... (*Driver:* C. A. S. Brooks)	Vanwall	4	2490	*Green*
7	R. R. C. Walker Racing Team (*Driver:* Stirling Moss)	Cooper-Climax	4	2498	*Blue*
8	Yeoman Credit Racing Team (*Driver:* H. Schell)	Cooper-Climax RET.	4	2496	*Green/Red*
9	Yeoman Credit Racing Team (*Driver:* C. Bristow)	Cooper-Climax	4	2496	*Green/Red* FASTEST PRACTICE LAP
10	C. T. Atkins (*Driver:* R. Salvadori)	Cooper-Climax RET.	4	2490	*Green*
11	Gilby Engineering Co. Ltd. (*Driver:* K. A. Greene)	Cooper-Maserati RET.	4	2489	*Green*
12	Team Lotus (*Driver:* A. Stacey)	Lotus-Climax RET.	4	2494	*Green*
14	Team Lotus (*Driver:* I. Ireland)	Lotus-Climax	4	2494	*Green*
15	Taylor & Crawley Ltd. ... ... (*Driver:* M. Taylor)	Lotus-Climax RET.	4	2494	*Yellow/Red*
16	G. N. R. Richardson	~~Cooper-R.A.A.~~	4	2473	*Green*

RESULT

1st..... INNES IRELAND (LOTUS) .....

2nd..... STIRLING MOSS (COOPER) .....

3rd..... CHRIS BRISTOW (COOPER) .....

4th..... MCLAREN (COOPER) .....

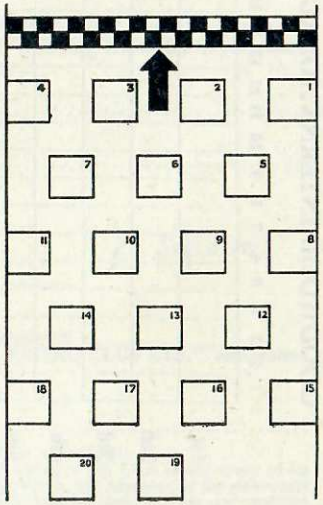
Winner's speed.....*m.p.h.*

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

Use page 52 for lap scoring.

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

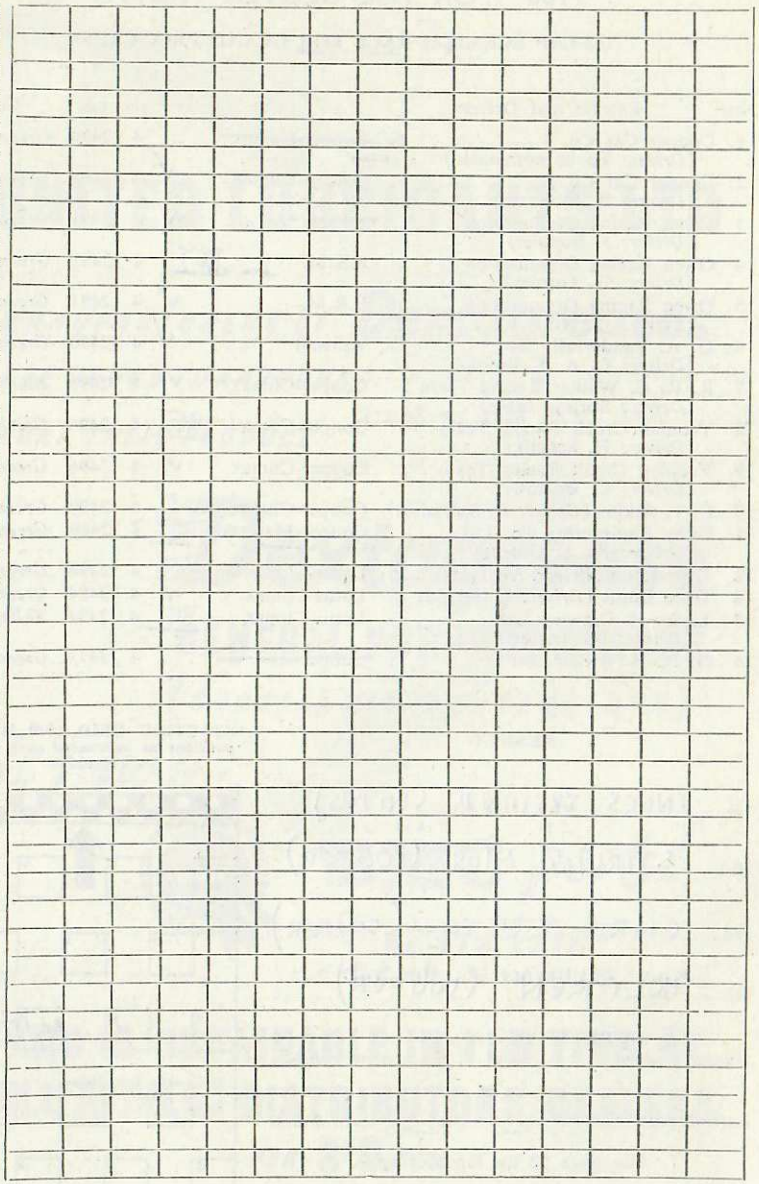
STARTING GRID.—Fill in starting positions as announced over the loud-speakers.



GOODWOOD INTERNATIONAL 100-MILE RACE FOR THE GLOVER TROPHY—Entries page 51

LAP NUMBER

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42



1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th

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). .....

Address.....
(BLOCK CAPITALS)
.....

County..... *Telephone No*.....

Profession or Occupation.....

Nationality..... *Age (if under* 21).....

Clubs (if any).....

Make and h.p. of cars.....

Proposer's signature..... *Membership No*.....

Seconder's signature..... *Membership No*.....
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:

FEES DUE ON ENROLMENT ... £ : :
BADGES, ETC. ... ... £ : :
} *See over*

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*) or (*c*). The fees apply irrespective of the type or h.p. of the car owned. Subscriptions are renewable annually twelve months from the date of enrolment.

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

	£ s. d.
Entrance Fee	1 1 0
Annual Subscription ...	1 11 6
Due on Enrolment	†**£2 12 6**

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

	£ s. d.
Entrance Fee	1 1 0
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 14 6**

†Add 5/- for "Registered Competition Membership" (optional, see below)
(*b*) includes full Associate Membership of the R.A.C. (R.A.C. Road Guide Service, "Get-you-home" scheme, free legal defence and advice, home and foreign touring information and other services.)

(c) B.A.R.C. Life Membership

Entrance Fee	1 1 0
Subscription	26 5 0
Due on Enrolment	**£27 6 0**

REGISTERED COMPETITION MEMBERS
(Registration Fee 5/-)

1. Members wishing to **compete** in racing or other competitive events, or wishing to take part in Centre (or Group) activities, may do so by becoming **Registered Competition Members** of the club on payment of an annual registration fee of 5/-.
2. In order to become a **Registered Competition Member,** the form below must be completed with an "X" against Item A and/or B as required, and the registration fee of 5/- added to the subscription.

A ☐ Please send me Regulations and Entry Forms for all racing and other competitions published in the Club's main Fixture List.

B Please register me with the following Club Centre/Group and send notices of all local events and activities.

	South-Western Centre. Headquarters: Southampton.		East Midlands Group. Headquarters: Leicester.
	Yorkshire Centre. Headquarters: Leeds		West Midlands Group: Headquarters: Worcester.
	North-Western Centre. Headquarters: Liverpool.		Surrey Group. Headquarters: Leatherhead.
	South-Eastern Centre. Headquarters: Eastbourne.		South Wales Group. Headquarters: Tredegar.

The following insignia can be purchased by B.A.R.C. members:

	£ s. d.
B.A.R.C. Car Badges	1 10 0
Hand Embroidered Silk Blazer Badges :	
Standard size, 3 in. wide	2 2 0
Ladies' size, 2 in wide	1 11 6
Worked with gold and silver wire, 3 in. wide	2 2 0
Silk Ties (for general wear)	1 10 0
Silk Ties (for sports wear)	1 1 0
Miniature Enamel Badges:	
Size, ⅜ in. wide: unmounted	0 7 6
Lapel Badges, stud fitting	0 7 6
Brooches, pin fitting	0 7 6
Badge Transfers, standard (3 in. wide) and small (2 in. wide) sizes	0 1 0
Cuff Links... ... ... (a pair)	3 3 0
Blazer Buttons: large (coat)	0 2 0
small (cuff) 0	1 9
Car Key Rings	0 15 0
Club Crest Private Notepaper: 200 sheets and 200 envelopes	1 12 6

Use this space for Lap Scoring and Notes

Event 5 THE FORDWATER TROPHY 5.15 p.m.

(10-LAP CLASS SCRATCH RACE FOR NON-SUPERCHARGED CLOSED CARS)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
(i)	**G.T. Cars over 1600 c.c.**				
101	Taylor & Crawley Ltd. ... ... (*Driver:* J. Sieff)	Aston Martin DB4 ...	6	3670	*Yellow*
102	Equipe Endeavour... ... ... (*Driver:* Stirling Moss)	Aston Martin DB4 ...	6	3670	*Blue*
103	Equipe Endeavour... ... ... (*Driver:* J. Sears)	Jaguar	6	3781	*Blue*
104	John Coombs Racing Organisation (*Driver:* R. Salvadori)	Jaguar	6	3781	*Grey*
111	Sir G. Baillie	Jaguar	6	3781	*Blue*
105	A. C. Le Fort (*Driver:* P. Sargent)	Jaguar	6	3442	*Grey*
106	D. Parker	Jaguar XK150S ...	6	3781	*Red*
107	R. F. Bloxam	Frazer-Nash	6	1991	*Green*
(ii)	**G.T. Cars over 1000 c.c. and up to 1600 c.c.**				
108	R. W. Jacobs (*Driver:* A. T. Foster)	M.G. A	4	1589	*Green*
109	R. W. Jacobs (*Driver:* T. Bridger)	M.G. A	4	1589	*Green*
110	P. J. S. Lumsden	Lotus Elite	4	1220	*Green*
112	Fields Eng. Co. (Crawley) Ltd. ... (*Driver:* J. P. Williams)	Lotus Elite	4	1220	*Blue*
113	Dickson Motors (Perth) Ltd. ... (*Driver:* T. Dickson)	Lotus Elite	4	1220	*Red*
(iii)	**G.T. Cars up to 1000 c.c.**				
115	Team Speedwell ... ... (*Driver:* J. L. Venner-Pack or L. Adams)	Austin Healey Sprite .	4	948	*Green/White*
116	H. W. G. Elwes	Austin Healey Sprite .	4	948	*Red*
117	Team 221 (*Driver:* J. Sprinzel) ...	Austin Healey Sprite .	4	994	*Grey*
118	Team 221 (*Driver:* D. Harris) ...	Austin Healey Sprite .	4	994	*Grey*
119	Team 221 (*Driver:* C. Simson) ...	Austin Healey Sprite .	4	994	*Blue*
(iv)	**Improved Touring Cars up to 2600 c.c.**				
120	E. W. Cuff Miller...	Ford Zephyr ...	6	2553	*Grey*
121	L. Leston	Volvo	4	1500	*Red*
122	W. B. Blydenstein	Borgward	4	1513	*Green*
123	St. Ives Motors (Hunts.) Ltd. ... (*Driver:* A. Hutcheson)	Riley	4	1489	*Blue*
124	P. J. Pilsworth	Riley	4	1489	*Red*

RESULT

General Classification

1st..... 2nd.....

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

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

Class Results

(i) G.T. exceeding 1600 c.c.

1st..... 2nd.....

(ii) G.T. over 1000 c.c. to 1600 c.c.

1st..... 2nd.....

(iii) G.T. up to 1000 c.c.

1st..... 2nd.....

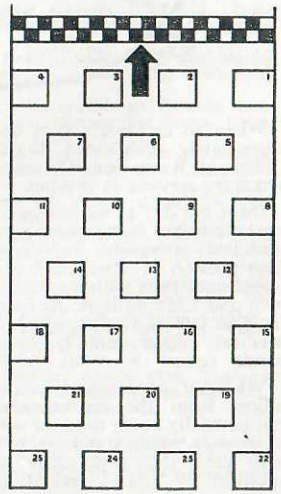
(iv) Improved Touring Cars

1st..... 2nd.....

Use page 53 for lap scoring.

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

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

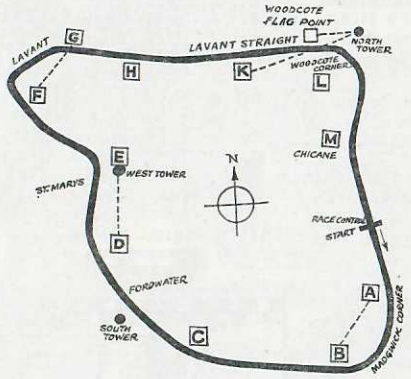


Racing Emergencies

ACCIDENTS at a motor circuit, when they do occur, are always a cause of great anxiety.

Spectators are not normally aware of the preparations taken to deal with them, and this brief sketch of the arrangements at Goodwood may be of interest.

There is an "Emergency Service" combining four sections—Observation, Medical, Fire and Break-down Vehicles. As will be seen on reference to the plan on this page, three observation towers (North, South and West) are sited strategically round the circuit (apart from the main tower at race control) and are supplemented by eleven individual marshals' posts (A to M). The towers are well elevated and it is possible for Incident Observers in them to keep the whole of the circuit under survey. Furthermore, the specially-designed marshals' posts have raised platforms and from these, Race Officials can also survey large sections of the track. All of these points—observation towers and marshals' posts, are in telephone communication with the race control office.



When an accident occurs the details are immediately telephoned to the Incident Officer at Race Control, and he sets the necessary services in motion.

On a big day at Goodwood there are at least six (often many more) medical officers stationed at various marshals' posts. At each post (A to M) there is also a fireman (sometimes two) with apparatus, a first-aid man and Club officials. At race control the Incident Officer awaits calls, while the Chief Medical Officer and his deputy are at hand.

Wherever an incident occurs a medical officer from the nearest marshal's post can normally be on the spot within a matter of seconds. Medical officers, of course, have with them their emergency equipment as specified by R.A.C. regulations.

Ambulances are normally stationed at Race Control and at the West tower. When ever the exigencies of the service permit, a third ambulance is stationed at Woodcote. At any meeting there is therefore a minimum of two ambulances during racing. At big meetings there are three ambulances.

At the race control area there is also additional fire equipment and vehicles ready to remove immobile competing cars from the actual circuit. Service vehicles are also stationed at the West tower and at Woodcote Corner.

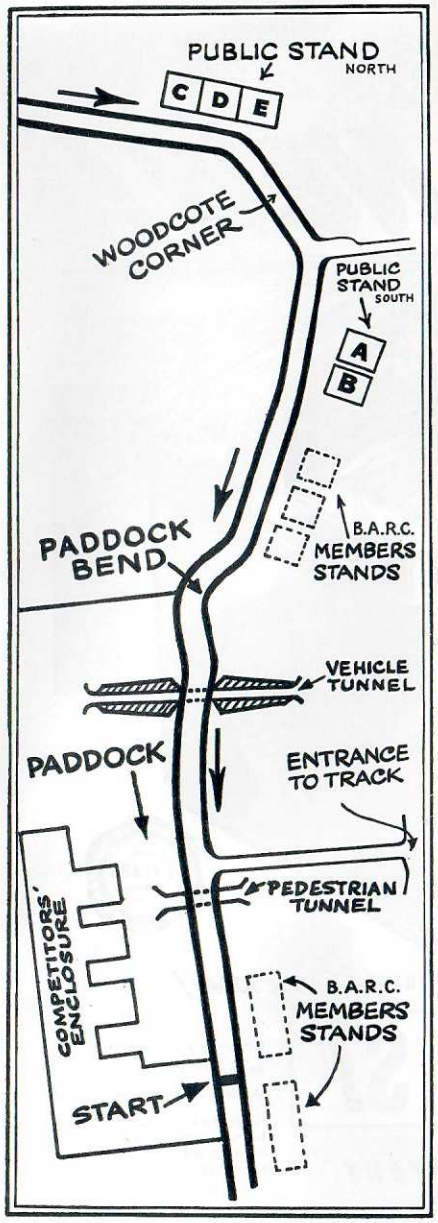
In the Pit area there is separate fire control and in each pit there are fire extinguishers. Medical services are also available in the Pit area.

At Goodwood the ambulances normally use the actual circuit to reach an incident. Sometimes there is a delay before the ambulance arrives, but this is not due to any tardiness in operating the emergency service. As we say, the first person to reach a driver is normally the medical officer from the nearest marshal's post and depending upon the condition of any victim of an incident he dispenses with or calls for an ambulance. Where the undelayed attendance of an ambulance is imperative, this is sent on the circuit and marshals display the usual white flag signal as a warning to other competitors. In cases of injury the person concerned almost always receives emergency medical treatment before the arrival of the ambulance.

* * *

Referring to flag signals for a moment, the most important of these are the yellow, indicating danger, and the yellow with red stripes, indicating oil on the course. The normal procedure is for a marshal at the point of an incident requiring a flag signal to exhibit his appropriate flag. The flag marshal next along the circuit (in the direction from which cars are approaching) picks up the signal and warns approaching competitors. This procedure is easily followed along straight sections of the circuit, but sometimes an incident occurs just round a corner and it is necessary to warn competitors approaching the corner. Therefore, at Goodwood, we have a system of electric buzzers, as shown by dotted lines on the diagram.

For example, if anything serious happens in front of the Observer at Post G, he presses a buzzer which immediately warns officials at post F, who then put out flag warning signals in advance of the corner. There is a code, covering the various flag signals required. The same is done at other points of the circuit, as indicated in the diagram.



The location of the various stands, paddock, and other points of interest are shown on the above diagram.

GOODWOOD

FORTHCOMING ATTRACTIONS

WHIT-MONDAY, 6th JUNE
(First Race 1.30 p.m.)

SATURDAY, 20th AUGUST
R.A.C. Tourist Trophy Meeting

COACHES TO GOODWOOD

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 Street, Brighton, Tel. Brighton 24031), or at London Coastal Coaches Ltd., Victoria Coach Station, S.W.1 (Tel. SLOane 0202).

Other services available are:

London:

George Ewer & Co. Ltd. (Grey-Green Coaches and Orange Luxury Coaches), 55 Stamford Hill, N.16 (Tel. Stamford Hill 8010). (Picking-up points throughout North and South London.)

Valliant Direct Coaches Ltd., Ealing Coach Station, 38 Uxbridge Road, Ealing, W.5 (Tel. Ealing 4042-5), 40 Station Road, North Harrow, Middlesex (Tel. Harrow 5161) and 5 Belmont Road, Uxbridge, Middlesex (Tel. Uxbridge 3824).

Provincial:

Aldershot & District Traction Co. Ltd., Halimote Road, Aldershot, Hants (Tel. Aldershot 330).

Brunt's Coaches Ltd., 37 Barnet Road, Potters Bar, Middlesex (Tel. Potters Bar 3313).

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Charlie's Cars (Bournemouth) Ltd., Pembroke Garage, Poole Hill, Bournemouth, Hants (Tel. Bournemouth 27211).

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Priory Garage & Coaches Ltd., Priory Garage, Leamington Spa, Warwicks (Tel. Leamington Spa 157).

Rimes Coaches, 146 Princes Street, Swindon, Wilts (Tel. Swindon 6301).

Shamrock & Rambler Motor Coaches Ltd., 77 Holdenhurst Road, Bournemouth (Tel. Bournemouth 27616), and 24 Cumberland Place, Southampton (Tel. Southampton 23682).

Smith's Luxury Coaches (Reading) Ltd., Mill Lane, Reading, Berks (Tel. Reading 51241).

Thames Valley Traction Co. Ltd., The Wharf, Newbury, Berks (Tel. Newbury 743).

Warren's Coaches (Kent & Sussex) Ltd., Ticehurst, Wadhurst, Sussex (Tel. Ticehurst 226) and Warren's Coaches (Tenterden) Ltd., Craythorn Garage, Tenterden, Kent (Tel. Tenterden 512).

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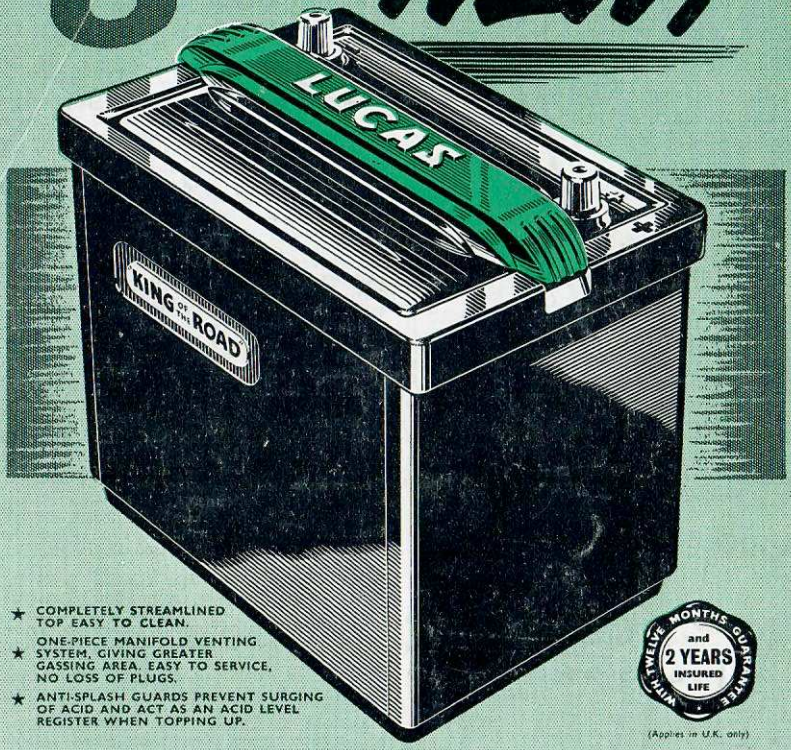
3 WAYS NEW!



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