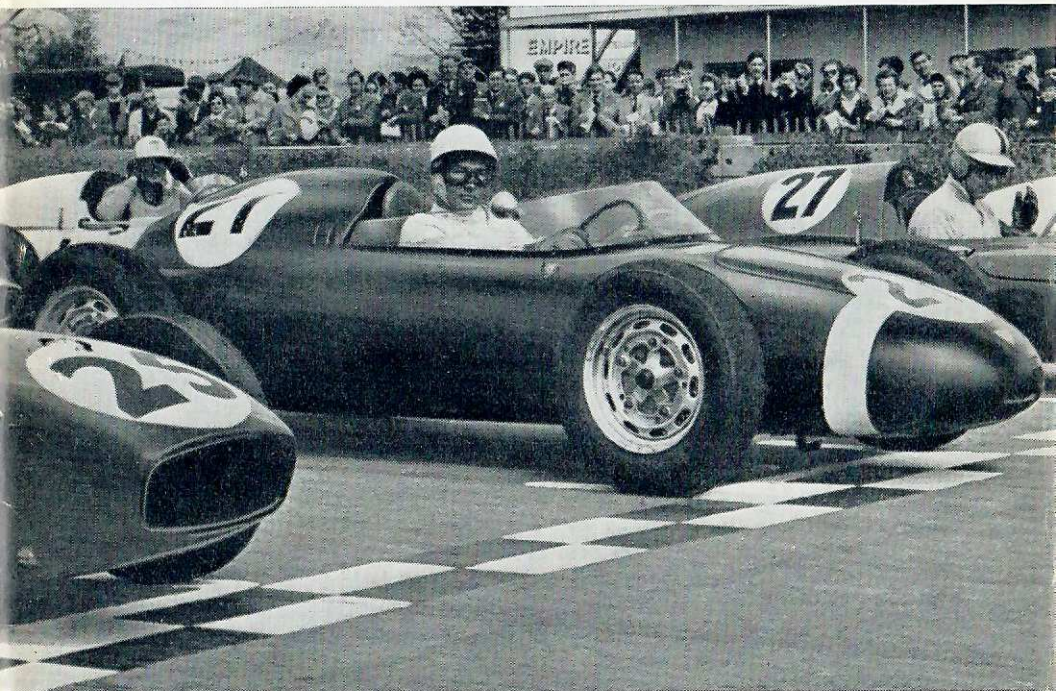


# GOODWOOD MOTOR RACING

EASTER MONDAY 3rd APRIL 1961 FIRST RACE 1-30

OFFICIAL PROGRAMME 2/-



Stirling Moss last season won a dozen Grands Prix or major races — all of them on BP Fuel and BP Energol Lubricants.



**RACING ORGANIZED BY THE  
BRITISH AUTOMOBILE RACING CLUB**

Stirling Moss will race again this year on  
BP FUELS AND LUBRICANTS



# MILE after MILE



... THE AUTOCAR is the most outstanding performer. Follow it for vivid competition reports and pictures. World famous Road Tests. Commanding technical analyses and absorbing cutaway drawings. Idea-packed surveys for your touring and holiday motoring. Authoritative reviews of the international motor shows. Stimulating features of every kind to help you get maximum advantage and enjoyment from your car or caravan. This is the service that has kept THE AUTOCAR way out in front since 1895.

AN  
**ILIFFE**  
JOURNAL



FRIDAYS | ONE SHILLING

**POST**



(Note: If you are already on our mailing list, please ignore this notice. Use this card, however, to advise a change of address, inserting an "X" in the space as indicated).

*Tear along here*

### BRITISH AUTOMOBILE RACING CLUB

*Please send me advance details of motor racing fixtures at Goodwood*

**BLOCK CAPITALS, PLEASE**

*Please insert an "X" in this square if you are notifying a change of address.*

Name.....

Address.....

3/4/61

(NOTE: B.A.R.C. Members do not need to return this card, as they have been automatically advised of all Goodwood and other Club activities this season.)

*Tear along here*



The B.A.R.C. is the club for all keen motorists interested in motor sport. Members enjoy special facilities at the Club's nineteen race meetings, organised at the following circuits: Goodwood, Aintree, Oulton Park, Mallory Park and Crystal Palace. Many social and motoring events are organised throughout the country. If you wish to join, please complete the form facing page 52, and send 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. RACING FIXTURES—1961

Sat., 4 Mar.—Goodwood, General Practice	Sat., 17 June—Aintree, Members', 2 p.m.
Sat., 11 Mar.—Goodwood, Members', 2 p.m.	Sat., 1 July—Goodwood, Members', 2 p.m.
Sat., 18 Mar.—Oulton Park, Members', 2 p.m.	Sat., 8 July—Goodwood, General Practice Day
Sat., 25 Mar.—Goodwood, General Practice	Sat., 15 July—Aintree, BRITISH GRAND PRIX (First race 12.30, G.P. 2.30 p.m.)
Mon. 3 April—GOODWOOD EASTER MONDAY INTERNATIONAL, 1.30 p.m.	Mon., 7 Aug.—Aintree, National Open (County Circuit, 1.30 p.m.)
Sat., 8 April—Goodwood, General Practice	Sat., 19 Aug.—GOODWOOD R.A.C. T.T. and FORMULA JUNIOR CHAMPIONSHIP (First race 11.30 a.m., T.T. 3 p.m.)
Sat., 15 April—Oulton Park, National Open Meeting, 1.30 p.m.	Sat., 26 Aug.—Aintree, Members', 2 p.m.
Sat., 22 April—Aintree, INTERNATIONAL "200" MEETING, First race 11.30 a.m.	Sat., 2 Sept.—Crystal Palace, National British, 2 p.m.
Sat., 6 May—Goodwood, Members', 2 p.m.	Sat., 9 Sept.—Oulton Park, Members', 2 p.m.
Mon., 22nd May—Goodwood, Whit Monday, National British, 1.30 p.m.	Sat., 9 Sept.—Goodwood, General Practice Day
Sat., 27 May—Mallory Park, Members', 2 p.m.	Sat., 16 Sept.—Goodwood, Members', 2 p.m.
Sat., 3 June—Goodwood, General Practice Day	Sat., 30 Sept.—Mallory Park, Members', 2 p.m.
Sat., 10 June—Goodwood, Members', 2 p.m.	

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

Affix  
2½d. Stamp

**OXLEY & SON (Windsor) LTD.,**

**4 High Street,**

**WINDSOR, Berks.**

## Principal Contents

	Pages
IMPORTANT NOTICES ... ..	3
TODAY'S TIMETABLE ... ..	5
THE GLOVER TROPHY ... ..	5
OFFICIALS OF THE MEETING ... ..	7 and 9
INTER-CONTINENTAL FORMULA, BY GRAHAM MACBETH ... ..	11 and 13
AWARDS ... ..	15
THE SCOTT GAZE TROPHY ... ..	15
PADDOCK JOTTINGS ... ..	17-20
GOODWOOD FASTEST LAPS—CIRCUIT AND CLASS RECORDS ... ..	21
MAP OF THE CIRCUIT ... ..	22
PADDOCK PLAN ... ..	23
GOODWOOD SPEED TABLES ... ..	24 and 25
COMPETITORS—QUICK REFERENCE LIST ... ..	26 and 27
G.T. RACING CARS, BY PHILIP TURNER ... ..	28-31
"RACING EMERGENCIES" ... ..	32
B.A.R.C. MEMBERS' ANNOUNCEMENTS ... ..	33
EVENTS—DETAILED ENTRY LISTS ... ..	35-44
COMING EVENTS AT GOODWOOD ... ..	45
PLAN OF STANDS ... ..	45
COACH SERVICES TO GOODWOOD ... ..	45



**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

Nearest Railway Station: Chichester. Special buses meet trains and go direct to the course, returning immediately after the meeting. British Railways are putting on the following trains for this meeting:

VICTORIA to CHICHESTER... dep. 10.12 a.m.	CHICHESTER to VICTORIA... dep. 6.25 p.m.
" " " " " " 10.18 a.m.	" " " " " " 6.31 p.m.
" " " " " " 11.18 a.m.	" " " " " " 7.14 p.m.

Southdown Motor Coach Services are run from the principal South Coast towns, and from Victoria Coach Station, London. Inquiries should be made to any Southdown office (Head Office, 5 Steine Street, Brighton. Tel.: Brighton 66600), or at London Coastal Coaches Ltd. Victoria Coach Station, S.W.1 (Tel.: SLOane 0202).

# Racing and

## **TURBO SPEED** tyres

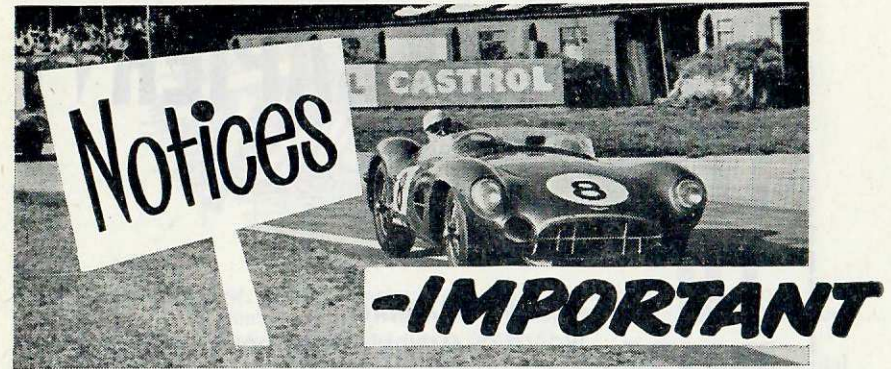
Over the past eight years Avon has developed racing tyres which have made a great contribution to the performance of the cars on which they have been used, highlighted in 1959 by the David Brown Aston Martin triumphs at Le Mans, Nurburgring and Goodwood which earned for them the world's Sports Car Championship. From these racing tyres a range of road tyres for high performance cars has been developed named Turbospeed—symbolic of modern developments in this field.

The new road tyres are the result of taking the racing design as a starting point and making a minor relaxation in high speed performance — since maximum sustained speeds on the road are normally lower than on the track. The casing is composed of high strength cords laid at a crown angle of 32°-35°. This is only slightly higher than on racing

tyres on which the cords cross the crown at an angle of 25°-30° to the circumference to ensure a high critical wave velocity and maximum cornering stability. Well slotted continuous ribs in the tread preserve the basic pattern and flat contour of the racing tyre yet cope with the wider variety of road surfaces and the need for quieter running.

Under load the ribs touch and support each other improving tread stability and damping out squeal. Circumferentially varied pattern length prohibits whine occasioned by regular pattern impact. The tread compound is the same as used in Avon racing tyres.

As success in racing leads to benefits in production components, the Avon Turbospeed tyre with its racing ancestry is a valuable contribution to better road holding and greater safety in high performance cars.



### **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**

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 PROPERTY**

Spectators who find articles 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 33.

#### **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. Today a new champagne bar will be open in the paddock.

**ANTI-LITTER.** Please help to keep Goodwood tidy.

#### **PROGRAMME COPYRIGHT**

All Programme literary matter 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 or any part thereof. No refunds can be made in respect of admission charges.

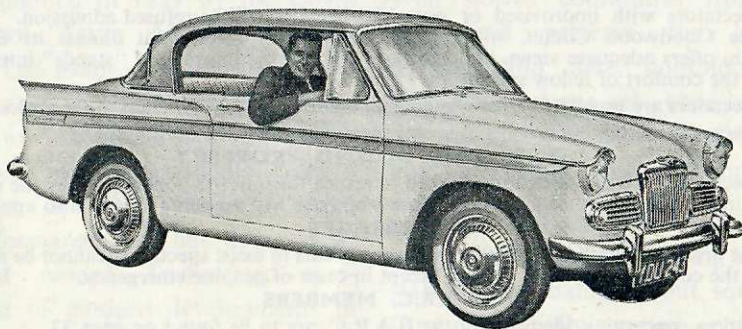
**When driving to and from a race meeting, please drive with care and consideration through the towns and villages en route.**

# SUNBEAM RAPIER ←

## 'IT PAYS TO BUY A WINNER'

says **JACK BRABHAM**

WORLD CHAMPION RACING DRIVER 1959 & 1960



'THERE'S nothing succeeds like success' says Jack Brabham. 'That's why you can have every confidence in the Rally-bred Sunbeam Rapier. I own one and it's a great car. Lively performance. Good looks. Luxurious comfort. And absolutely dependable. That terrific record of Rally achievements under the most gruelling conditions proves what a magnificent engineering job it is. A winner in every way.'  
Price £695 (plus P.T. £290.14.2)



## ROOTES MOTORS LTD

Sunbeam-Talbot Limited, Coventry, London Showrooms and Export Division,  
Rootes Limited, Devonshire House, Piccadilly, London, W.1.

# Timetable

- Event 1—1.30 p.m.** **St. Mary's Trophy:** Ten-lap class scratch race for saloon cars complying with Appendix J, Category A, Group 2 to the International Sporting Code (Page 35.)
- Event 2—2.05 p.m.** **Lavant Cup:** Twenty-one-lap scratch race for Inter-Continental racing cars complying with the following regulations: Engine capacity 2000 c.c.—3000 c.c. non-s/c. using commercial fuel. No minimum weight. (Page 37.)
- Event 3—3.02 p.m.** **Chichester Cup:** Ten-lap scratch race for Formula Junior racing cars. (Page 39.)
- Event 4—3.37 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 complying with the following regulations: Engine capacity 1300 c.c.—1500 c.c. non-s/c. using commercial fuel. Minimum weight of car 450 kgs. in working order including lubricant and coolant but without fuel. Compulsory self-starter and anti-roll (crash) bar. (Page 41.)
- Event 5—5.15 p.m.** **Sussex Trophy:** Fifteen-lap scratch race (Le Mans type start) for sports cars of unlimited engine capacity complying with Appendix C to the International Sporting Code. (Page 43.)
- Event 6—6.00 p.m.** **Fordwater Trophy:** Ten-lap class scratch race for Grand Touring cars complying with Appendix J, Group 3, to the International Sporting Code. (Page 44.)

## 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 Event 4, the Goodwood International 100-mile Race for Formula 1 cars, the most important event at today's meeting. The 1960 holder of the trophy was Stirling Moss who won last year's race in a 2½ litre Cooper-Climax at an average speed of 102.13 m.p.h. Mr. Glover is also the donor of all the other prizes for today's meeting.

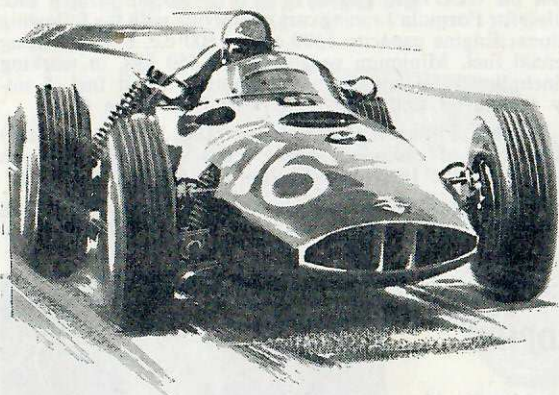


# B.R.M.

Manufactured by  
Rubery, Owen & Co. Ltd., the parent  
firm in the Owen Organisation.

## SERVING THE WORLD'S MOTOR INDUSTRY

We manufacture component parts and assemblies for nearly every make of car and commercial vehicle. Research and development in this field is assisted by our motor racing and record breaking activities.



## THE OWEN ORGANISATION



A LINKED FAMILY OF MORE THAN FIFTY COMPANIES

May we send you our Brochure?

**Parent Company: RUBERY, OWEN & CO. LTD., DARLASTON, STAFFS**  
Subsidiary and Associated Companies include: The Brooke Tool Manufacturing Co. Ltd., T. S. Harrison & Sons Ltd., E. Camelinat & Co. Ltd., Easiclene Porcelain-Enamel (1938) Ltd., Electro-Hydraulics Ltd., Conveyancer Fork Trucks Ltd., C. & L. Hill Ltd., Hudson Brown Ltd., Invicta Electrodes Ltd., Leabank Office Equipment Ltd., Motor Panels (Coventry) Ltd., Nuts and Bolts (Darlaston) Ltd., Salopian Engineers Ltd., Shorrock Superchargers Ltd.

THE OWEN ORGANISATION, KENT HOUSE, MARKET PLACE, LONDON, W.1. TEL: MUSEum 8901

# B.A.R.C.

INTERNATIONAL CAR RACE MEETING

## GOODWOOD

Near Chichester, Sussex

By arrangement with the Goodwood Road Racing Co. Ltd.

**MONDAY, 3rd APRIL, 1961**

*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/972*

### 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. A. Logette  
E. C. Gordon England, F.R.A.E.S.

#### Judges

P. J. Calvert, A.M.I.MECH.E., A.M.I.E.E. J. Duncan Ferguson, F.C.A.  
S. Sedgwick, F.C.A.

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

**Deputy Chief Observer** E. H. G. Browning

#### Observers and Flag Marshals

D. V. Brown	D. H. B. Duffield	P. Madden
R. E. Brown	R. C. Fleming	K. C. W. Rainsbury
Lord Chetwynd	P. D. Franklin	Lord Selsdon
E. R. Clark	E. J. Kehoe	Lord Strathcarron
I. Cornell	J. S. Holmes	C. E. Thornton
H. R. Comber	R. M. Holland	G. N. Torry
M. G. Davenay	D. M. Howick	B. N. Wilmott
C. Davis	J. Lawry	

**Chief Scrutineer** F. C. Matthews

#### Scrutineers

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

#### Scrutineers' Assistants

M. J. Griffin      R. F. Vaughan

**Chief Timekeeper** A. L. Ebblewhite

#### Timekeepers

J. W. Barber      P. W. Browning      A. J. Gibbons

#### Timekeepers' Assistants

M. Aslin	T. A. Crouch	M. Scarlett
M. S. Baily	M. Gardner	M. J. Warner
P. W. Browning	J. C. Harding	E. H. Welch
J. H. Carlton		

**Course Controller** R. A. Hubbard

# GILBY ENGINEERING GROUP of COMPANIES

ABBNEY ROAD  
BARKING, ESSEX

Rippleway 5401  
(10 lines)

DARTMOUTH  
DEVON

Dartmouth 211  
(4 lines)



PRECISION ENGINEERS



MANUFACTURERS OF:

Flexible and solid fuel lines  
of all types



DESIGNERS & BUILDERS OF:

the Gilby-Climax Formula 1  
and 1100 c.c. Sports Cars



Chief Medical Officer Dr. Martin Collins

**Medical Officers**

Dr. S. Aldersmith	Dr. M. E. Elland	Dr. R. L. McGhie
Dr. D. W. Atherley	Dr. J. B. Enticknap	Dr. M. Pearson
Dr. A. Clements	Dr. N. M. Goodwin	Dr. R. M. Penny
Dr. H. A. Condon	Dr. J. H. Highman	Dr. L. Secchi
Dr. P. J. Collins	Dr. H. R. Kostoff	Dr. G. C. Watmough

**Incident Observers**

D. R. Lloyd	L. Sandford	E. H. Taylor
P. Musket	T. J. Sawell	M. F. Turner Bridger
G. J. Offord	R. G. Sutherland	G. W. Wright
R. E. G. Parvin		

**Public Address**

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

Chief Paddock Marshal D. H. Dunt

Chief Start Enclosure Marshal M. Gorrings

**Start Line, Paddock and Course Marshals**

C. M. Angel	R. K. Gorrings	K. C. Lane
E. B. Brockway	M. H. Groves	W. Masheder
J. H. Burrows	I. Hammond	R. C. Oliver
R. D. Carpenter	R. C. J. Hardy	K. G. Sharpe
F. D. Cooper	M. J. Hasler	B. R. Sheppard
A. G. Coster	A. A. Hind	P. A. Sturgess
W. D. Cresdee	C. S. Hoile	R. C. Taylor
C. R. D. Day	L. B. Holmes	S. A. Trott
G. P. Dupree	J. Holroyd	R. G. Weaver
B. J. Fisher	A. E. Kilvington	C. D. V. Wilson
B. E. Fox	D. J. Kinney	J. D. Winter
K. Gibson	M. G. Knights-Whittome	A. J. H. Woodgates
S. Gore		

Members of the Bognor Regis Motor Club

**Score Board Marshals**

R. Ford    T. Plowman

**Secretary of the Meeting and Deputy Clerk of the Course**

L. R. D. Cade

**Clerk of the Course**

H. J. Morgan

**Press**

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

**Track Superintendent**

R. Mackay

**Assistant**

R. Mackay, Jnr.

**Airfield Controller**

Group Capt. C. S. Morice, D.S.O., M.C.

**Fire Precautionary Arrangements by**

The Goodwood Estate Company Ltd. and Nu-Swift Ltd.

**First-Aid Service**

St. John Ambulance Brigade (Chichester Division)

**Catering**

Empire (Catering) Company Ltd.

**Public Address System**

Antone Sound Equipment

**Breakdown Lorries and Staffs supplied by**

Adcock's Garage, Chichester  
E.M.A. Ltd., Southsea

Page's Garage, Chichester  
Mason's Garage Ltd., Chichester

Official car kindly placed at the Club's disposal by Fields Engineering Co. (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.**

# Ferodo First

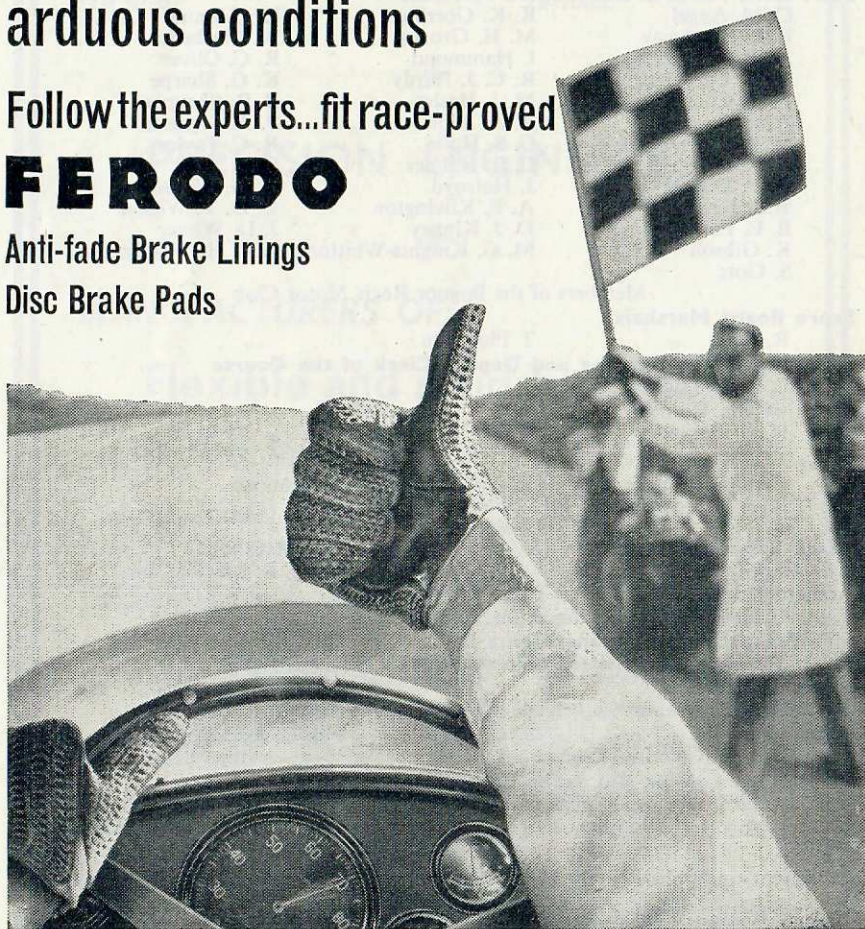
Top racing drivers choose Ferodo...and prove them in every race under the most arduous conditions

Follow the experts...fit race-proved

## FERODO

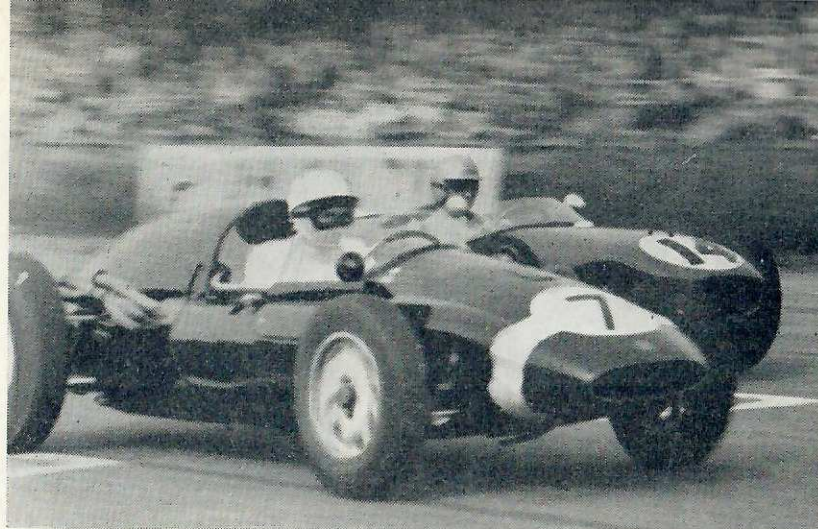
Anti-fade Brake Linings

Disc Brake Pads



FERODO LIMITED · CHAPEL-EN-LE-FRITH

A Member of the Turner and Newall Organisation



## INTER-CONTINENTAL FORMULA

by Graham Macbeth

The Goodwood Easter Monday programme incorporates the British season's first important races for the new Formula 1 and for Inter-Continental Formula cars. This article explains how the new "Inter-Continental" classification came into being.

The very name "Inter-Continental Formula" conjures up something spectacular—a battle between the giants of Europe, America, Australasia and (although there is no good reason for expecting it) Asia. And if the supporters of the Inter-Continental Formula have their way, that is just what this new type of racing will provide.

Inter-Continental Formula racing owes its birth to a number of factors and factions. There was the genuine desire by some long-sighted individuals for a type of racing, other than in sports cars, which would bring together into competition the enormous, but largely untapped, potential of American motor racing with the already well-established European school in which Great Britain, Italy, Germany, France and some other countries have been competing for over half-a-century.

These people felt that such a contact would bring new life into motor racing which, particularly on the Continent, has shown signs of losing popularity in recent years.

The other main factor was the bringing into existence of the new Formula 1, so unpopular with many factions in motor racing due to its maximum engine capacity of 1½-litres and its 450 kilogrammes (992 lbs.) minimum weight limit.

Drivers, constructors and race organisers alike raised their voices against the new formula. The drivers said that it would produce racing which was dull for them, yet less safe than the old 2½-litre Formula 1, the constructors suggested that a minimum (and therefore equal) weight would result in expensively complicated power units when designers, thwarted from producing speed through lightness, turned their attentions to extracting the utmost in performance from their engines, the organisers forecast racing which would be unspectacular and therefore unattractive to spectators.

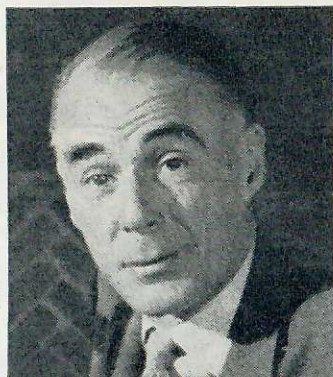
Whether these fears are justified may well be answered by this afternoon's Formula 1 racing at Goodwood, but the fact remains that because of them, plans went ahead for a leading formula in addition to Formula 1, and after much haggling it was agreed by the body controlling the world's motor sport, the Federation Internationale de l'Automobile, that the Inter-Continental Formula should be for unsupercharged cars of over 2-litres but not more than 3-litres capacity, running on pump petrol. And that is all there is to the formula.

To some British constructors, whose cars have been the most successful in the recent 2½-litre Formula 1, the Inter-Continental Formula is a "natural". In theory they don't have to change their cars at all. But it is not quite so simple as that. For one thing,



# MoS<sub>2</sub> AND ALL THAT

by Nevil Lloyd



How many people—as they add Moly-slip to their engine oil—pause to think of the romantic circumstances that surrounded its invention?

It all happened many years ago, long before Graham was even a slight slope, let alone a Hill. One winter's evening in Darkest West Kensington, MoS<sub>2</sub>, ace secret agent of the dreaded c.s.i. (a body of men whose sole aim in life was the total destruction of motor racing) sat in his lonely lodgings decoding his laundry list. "Shirts—4", he read, his trained mind automatically translating the cryptic phrase into clear, "4 Shirts".

One by one MoS<sub>2</sub> picked them up and examined them; each one had frayed collars and cuffs, and many of the buttons were missing. "This is too much," he thought, "I haven't a decent shirt to my name." Only then did he realize his predicament. *He hadn't a name to have a decent shirt to.* With a cry of anguish he disappeared into the night, and was never seen again.

Meanwhile, behind locked laboratory

doors, another drama was unfolding as teams of white coated lubricating technologists worked day and night to refine a mineral ore called molybdenite to produce a substance called Molybdenum Disulphide, basic ingredient of Moly-slip. But one problem remained unsolved: what to call it. With a 40-hour week one cannot go around calling Molybdenum Disulphide Molybdenum Disulphide. There simply isn't the time. Then up spoke the lab. boy. "Ay say, whay not call the jolly stuff MoS<sub>2</sub>, what?"

He spoke that way because he had, inadvertently, got mixed up with the molybdenite one day, and got very refined in the process. (He even drank his tea with his little finger extended, and even Moly-slip isn't as refined as all *that*). He went on to explain that his mother had a lodger, ace secret agent MoS<sub>2</sub> of the dreaded c.s.i. who had disappeared and had never been seen again, and who obviously wouldn't be wanting the use of his number any more.

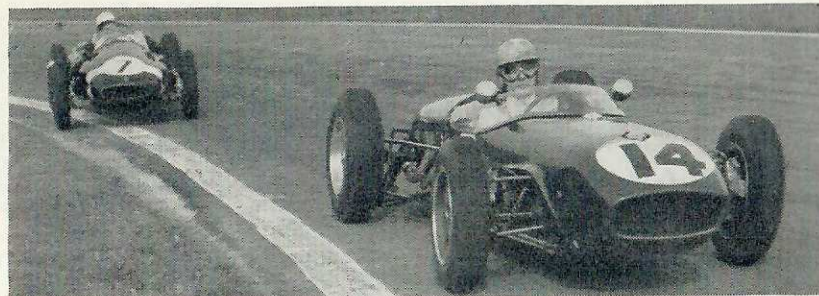
Thus after years of patient devoted research, was produced and named the basic ingredient of Moly-slip. But invention was not enough. One vital question still required an answer. Having invented it, WHAT WAS IT FOR?

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

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

From HALFORDS and all garages.

**MOLYSLIP—for peak power performance**



In the early part of the season, the 1960-type Lotus with 2½-litre Coventry Climax FPF engine may well prove the fastest Inter-Continental Formula car.

2½-litre engines are in short supply.

In 1960, every British car which won a Grand Prix was powered by a Coventry Climax 2½-litre FPF engine and only a handful of other British-entered cars (the B.R.M.s, the Vanwall and one or two Coopers with Maserati engines) had anything else.

The Coventry Climax company, busy with the new Formula 1, has washed its hands of the Inter-Continental Formula, pointing out that in spite of its success, they have always regarded the 2½-litre version of their FPF engine as a bit of a "bodge", giving far less power for its capacity than is desirable.

With the possibility of their main engine source running out, and the likelihood that, as time goes on, existing cars will be no faster while new designs are making progress, many British entrants are faced with the prospect of becoming back numbers in the branch of motor sport which they brought into existence and made prominent.

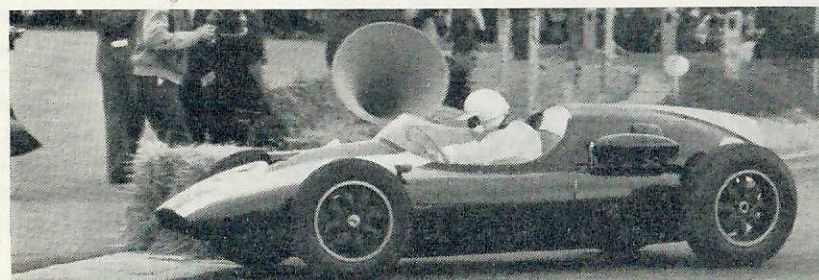
If they can "stretch" their engines to the full 3-litres, B.R.M. and Vanwall have the opportunity to take the lead in British Inter-Continental Formula cars; one new design has already appeared in the form of the Walker powered by a 2½-litre Climax engine and driven today by Stirling Moss. It has been constructed at Mr. Rob Walker's Pippbrook Garage at Dorking under the keen eye of ace mechanic Alf Francis.

On the Continent Ferrari has produced a new 3-litre Inter-Continental Formula car rather than being content to use his old 2½-litre models which were unsuccessful against the 1960 British designs.

If the formula is to survive, the new Ferrari and the Walker must be followed by other new cars from most of the constructors, otherwise this branch of motor sport will decay and die.

From America comes the Scarab, created by the wealthy young sportsman Lance Reventlow, who may prove to be the cornerstone of the Inter-Continental Formula if this, his latest project, is a success.

For the moment, it is a refined version of the unsuccessful 2½-litre Formula 1 project which made a brief appearance in Europe last year and withdrew after many troubles. Not a little help has been given towards this project by British interests during the winter months and great things are expected from this car.



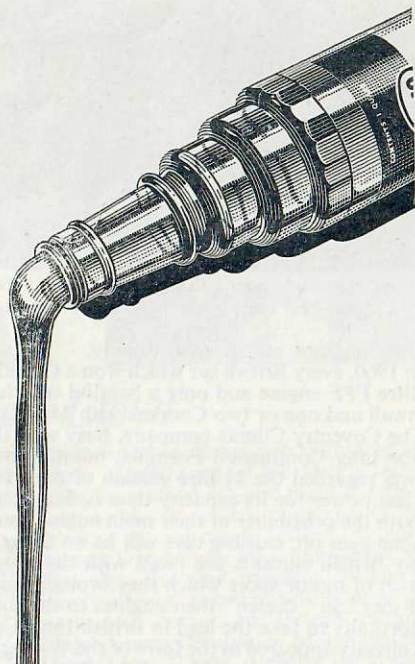
Coopers will probably be the most numerous Inter-Continental Formula cars unless and until new designs take over this branch of motor sport.



WORLD CHAMPION

*Jack Brabham says:*

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



# WORLD CHAMPION



**EXTRA MOTOR OIL**

**THE OIL  
THAT STAYS ON  
THE JOB**



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

<i>First:</i> The Glover Trophy and 200 guineas	<i>Third:</i> ... .. 35 guineas
<i>Second:</i> ... .. 75 guineas	<i>Fourth:</i> ... .. 20 guineas

Finishing qualification for all awards: 32 laps completed.

### The Lavant Cup:

*First:* 100 guineas *Second:* 35 guineas *Third:* 20 guineas *Fourth:* 10 guineas

### The Sussex Trophy:

<i>First:</i> ... .. 50 guineas	<i>Third:</i> ... .. 20 guineas
<i>Second:</i> ... .. 30 guineas	<i>Fourth:</i> ... .. 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: A Trophy will also be awarded for the overall winner irrespective of class.

*First:* ... .. 15 guineas *Second:* ... .. 10 guineas  
(in each of the three classes)

### St. Mary's Trophy: A Trophy will also be awarded for the overall winner irrespective of class.

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

## 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, 1960: S. Moss (Cooper-Climax), 102.13 m.p.h.



# WHERE THERE'S EXCITEMENT

*Wherever there's a thrill  
about you'll find the Anglia:  
choice of those who like to taste  
excitement in their motoring.*

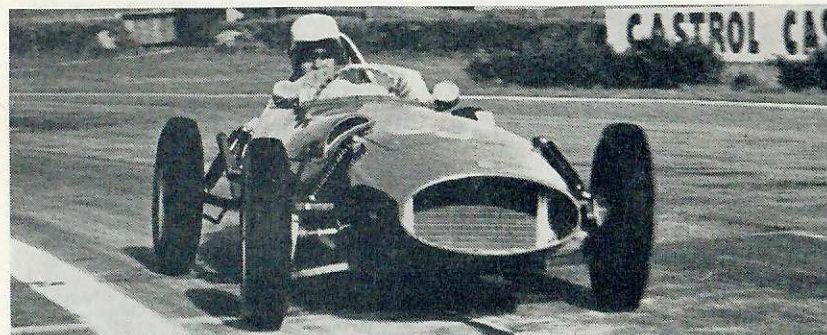
**LOOK FOR THE WORLD'S MOST EXCITING LIGHT CAR!**



## NEW ANGLIA BY FORD

Standard Model £415 plus £174.0.10 P.T. = £589.0.10

De Luxe Model £430 plus £180.5.10 P.T. = £610.5.10



*A new crop of F.J. cars are on the line today—  
here is the Bond-Ford driven by John Goddard.*

## 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).

Today's large entry is an all-time record for an Easter Monday meeting at Goodwood. One hundred and thirty-four cars are scheduled to come to the line and none will appear in more than one race throughout the afternoon.

However, some of the drivers will be competing in four of the six races in the programme and even busier than that is Roy Salvadori who will come under "starters orders" in every event except that for the Formula Junior cars. While Roy probably regrets the fact that he cannot complete the series there is an International (F.I.A.) ruling which precludes top-line graded drivers from taking part in F.J. events.

The new Jaguars will be seen in action today and with drivers such as Graham Hill and Roy Salvadori putting the E types through their paces the G.T. race for the Fordwater Trophy cannot fail to stimulate considerable attention.



*S. G. Greene, head of Gilby Engineering Company, is the man behind the team of enthusiasts who have built the Gilby-Climax Formula car.*

For the first time the American driver Chuck Daigh will be out on the tough 2.4 mile Goodwood circuit, driving the fabulous Scarab, which has a Meyer-Drake

# 4 out of 5 Car Deaths need not happen

Daily Express Nov. 1960



## IRVIN CAR SAFETY BELTS



offer the driver and passengers the maximum protection. IRVIN, the world's greatest name in safety equipment, have a belt to suit your car.

Write today for illustrated brochure



Write to Dept. B.A.R.C.  
IRVING AIR CHUTES OF GREAT BRITAIN LTD., LETCHWORTH, HERTS

183 engine of 2900 c.c. Fuel injection enables this four-cylinder engine to develop a considerable b.h.p. output and comparison between the American car and the British Inter-Continental Formula cars in the paddock will be a main topic of conversation this afternoon. The Scarab has been flown to the circuit from the U.S.A. by freight plane.



Chuck Daigh, who will be driving the Scarab in the Inter-Continental Formula Race for Lance Reventlow.

Only three of the cars taking part in the Formula Junior race are last year's models—all the rest are brand new. This type of racing is growing all the time. The entry has been limited to twenty-six starters in today's race—there could have been fifty!

Most of the competitors are planning to go to Aintree on 22nd April for the "Aintree 200" and if you are in the process of making similar plans you should contact B.A.R.C.-



S. Moss



C. A. S. Brooks



I. Ireland



G. Hill



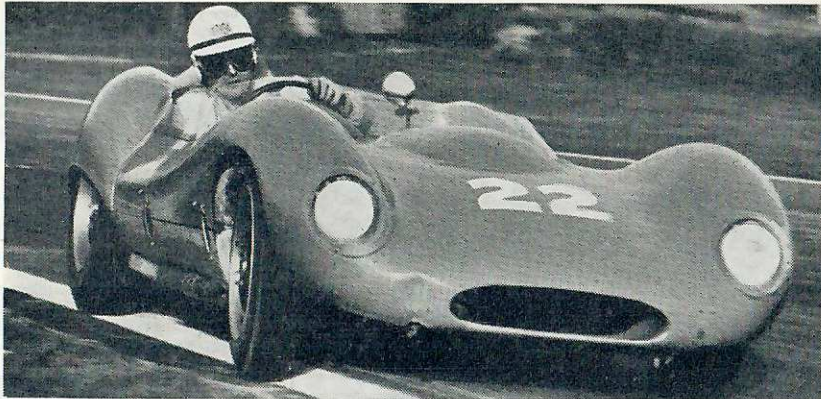
R. Salvadori



J. Surtees



Brockbank



Here is the Lola-Climax driven by Henry Taylor. The sports cars are all in fine fettle for today's Event 5, which should be a most exciting race.

Webbair, 62 Brompton Road, Kensington, S.W.3, for full details of their flights from Gatwick to the Liverpool circuit.

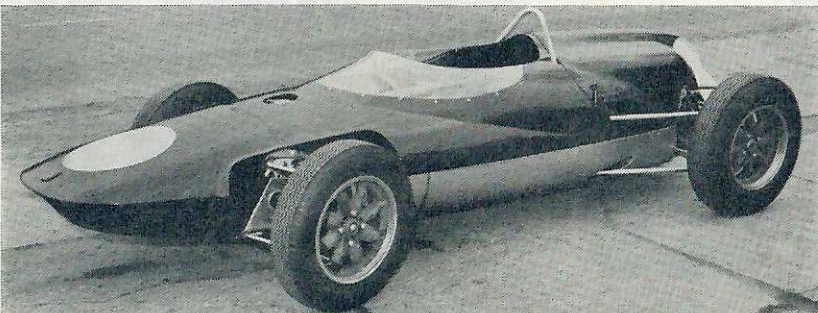
David Murray will have a busy day in the paddock keeping an eye on the Ecurie Ecosse team. He will be setting out immediately the day is over for Le Mans to practise for the 24-hour race.



The Goodwood "Ton". Illustration of the silver trophy given to all drivers who achieve a lap speed of 100 m.p.h. during a race. The award was initiated in 1960. First recipients were Stirling Moss, Graham Hill and Innes Ireland.

Watch the private aircraft coming in to land, for many of the drivers and their sponsors will be arriving by air. Last year sixty-four aeroplanes were parked on the airstrip—this year even more are expected.

"Lucky" Lloyd Casner, the American founder of the Camoradi team, will once again be meeting top-line European drivers. Incidentally, the word Camoradi is derived from the teams full title CASner MOTO RACING Division.



"What looks right . . .", and the beautifully finished Gilby Engineering Company's Gilby-Climax would certainly seem to be 100 per cent fit from this recent photograph.

## Goodwood Circuit and Class Records

### LAP RECORD FOR THE PRESENT CIRCUIT:

S. Moss (2½ litre Cooper-Climax), 1 min. 24.6 sec., 102.13 m.p.h. (International "100", 1960).

### 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.: S. Moss (2½ litre Cooper-Climax), 1 min. 24.6 sec., 102.13 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.

### FORMULA JUNIOR CAR RECORD:

T. Taylor (Lotus-Ford); J. Clark (Lotus-Ford) and P. Arundell (Lotus-Ford), 1 min. 33.4 sec., 92.50 m.p.h.

### SPORTS CAR RECORD:

R. Salvadori (Cooper-Monaco), 1 min. 29.6 sec., 96.43 m.p.h.

### 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.: R. Salvadori (Cooper-Monaco), 1 min. 29.6 sec., 96.43 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.
- J 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
1960—April (Easter)	S. Moss (Cooper-Climax)	...	1 24.6	102.13

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

## THE CENTRAL ENCLOSURE AND PADDOCK

HOLDERS of Enclosure Tickets (10s. adults, 5s. children) can reach the Central Enclosure only via the pedestrian tunnel from the Red Enclosure alongside Lavant Straight.

\* \* \*

The 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.

\* \* \*

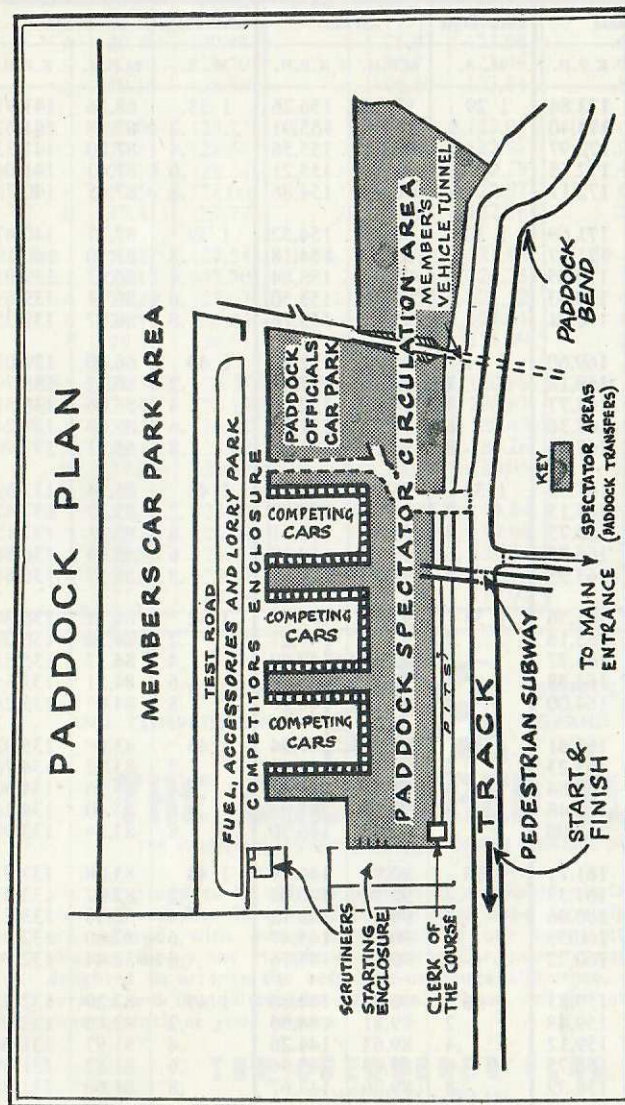
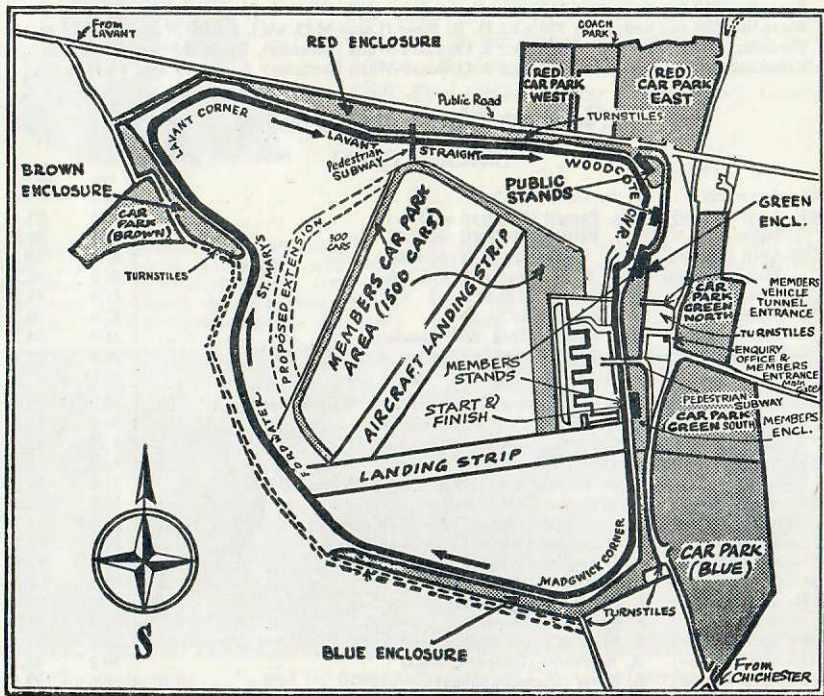
It has purposely been aligned to be progressively farther from the track at Woodcote Corner to prevent obstructing the view of spectators who have paid to watch the racing from the stands by Paddock Bend.

\* \* \*

Those buying Paddock transfer tickets should note that these tickets do not admit to the actual Competitors' Enclosure at this meeting (see plan opposite). Nevertheless, good close-up views of the cars and their drivers 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 new champagne bar, situated in the paddock, will make a visit to the paddock even more pleasant than normally. The bar is situated on the lawns near the pit area.



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 impeding 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.	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									

## GOODWOOD SPEED TABLE—contd.

LAP TIME			SPEED			LAP TIME			SPEED			LAP TIME			SPEED		
M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.
1 47	80.75	129.92	1 52	77.14	124.12	1 57	73.85	118.82									
.2	80.60	129.68	.2	77.00	123.90	.2	73.72	118.61									
.4	80.45	129.44	.4	76.87	123.68	.4	73.59	118.41									
.6	80.30	129.20	.6	76.73	123.46	.6	73.47	118.21									
.8	80.15	128.96	.8	76.60	123.24	.8	73.34	118.01									
1 48	80.00	128.72	1 53	76.46	123.02	1 58	73.32	117.81									
.2	79.85	128.48	.2	76.32	122.81	.2	73.10	117.61									
.4	79.70	128.24	.4	76.19	122.59	.4	72.97	117.41									
.6	79.56	128.00	.6	76.06	122.37	.6	72.85	117.21									
.8	79.41	127.77	.8	75.92	122.16	.8	72.73	117.02									
1 49	79.27	127.54	1 54	75.79	121.94	1 59	72.60	116.82									
.2	79.12	127.30	.2	75.66	121.73	.2	72.48	116.62									
.4	78.89	127.07	.4	75.52	121.52	.4	72.36	116.43									
.6	78.83	126.84	.6	75.39	121.31	.6	72.24	116.23									
.8	78.69	126.61	.8	75.26	121.09	.8	72.12	116.04									
1 50	78.54	126.38	1 55	75.13	120.88	2 00	72.00	115.85									
.2	78.40	126.15	.2	75.00	120.67	.2	71.88	115.65									
.4	78.26	125.92	.4	74.87	120.47	.4	71.76	115.46									
.6	78.12	125.69	.6	74.74	120.26	.6	71.64	115.27									
.8	77.98	125.47	.8	74.61	120.05	.8	71.52	115.08									
1 51	77.84	125.24	1 56	74.48	119.84	2 01	71.40	114.89									
.2	77.70	125.01	.2	74.35	119.64	.2	71.29	114.70									
.4	77.56	124.79	.4	74.23	119.43	.4	71.17	114.51									
.6	77.42	124.57	.6	74.10	119.23	.6	71.05	114.32									
.8	77.28	124.34	.8	73.97	119.02	.8	70.94	114.13									

TOURING  
AND COMPETITIONS



SPORTS AND  
GRAND TOURING

## THE CHEQUERED FLAG

THE COUNTRY'S LEADING SPECIALISTS IN FINE SPORTING VEHICLES

We are proud to be able to present an unrivalled display of some one hundred and fifty Sporting Cars. All have been carefully selected, and are offered with every confidence at our very attractive prices. We can supply any Marque of Sporting Car, new or used, and will be delighted to arrange the best part-exchange allowance, competitive insurance and immediate hire-purchase. Please call in, and inspect our superb stock at your leisure.

### THE CHEQUERED FLAG

(COMPETITION CARS) Ltd.

TEL. EDG 6171-2

GEMINI HOUSE, HIGH STREET, EDGWARE, MIDDX.

### THE CHEQUERED FLAG

(SPORTS CAR SPECIALISTS) Ltd.

TEL. CHI 7871-2-3

HIGH ROAD, CHISWICK, W.4

### THE CHEQUERED FLAG

(MIDLANDS) Ltd.

TEL. 89282-3

ARKWRIGHT ST., NOTTINGHAM

## ENTRIES: REFERENCE LIST

Cars are parked in the Paddock Stalls and areas numbered as shown in brackets  
(Reserves are indicated by an asterisk)

No.	Entrant and Driver	Car
<b>Event 4—Goodwood International "100" Race (Formula 1 Cars)</b>		
1	(1) Owen Racing Organisation (Driver: C. A. S. Brooks)...	B.R.M.
3	(3) Owen Racing Organisation (Driver: G. Hill) ...	B.R.M.
5	(5) Team Lotus (Driver: I. Ireland) ...	Lotus-Climax
7	(9) R.R.C. Walker Racing Team (Driver: Stirling Moss)...	Lotus-Climax
9	(12) Yeoman Credit Racing Team (Driver: R. Salvadori)...	Cooper-Climax
11	(14) Yeoman Credit Racing Team (Driver: J. Surtees) ...	Cooper-Climax
15	(17) UDT-Laystall Racing Team (Driver: C. Allison) ...	Lotus-Climax
17	(18) UDT-Laystall Racing Team (Driver: H. Taylor) ...	Lotus-Climax
19	(23) C. T. Atkins (Driver: G. Morgan) ...	Cooper-Climax
21	(26) Camoradi International (Driver: L. P. Casner) ...	Lotus-Climax
23	(27) Emeryson Cars Ltd. (Driver: B. Halford) ...	Emeryson-Climax
25	(29) Gilby Engineering Co. Ltd. (Driver: K. A. Greene)...	Gilby-Climax
27	(31) R. M. Bartram (Driver: S. Summers)...	Cooper-Climax
29	(32) T. Marsh ...	Lotus-Climax
31	(34) J. Campbell-Jones... ..	Cooper-Climax
<b>Event 2—Lavant Cup (Inter-Continental Formula Cars)</b>		
2	(2) Owen Racing Organisation (Driver: C. A. S. Brooks)...	B.R.M.
4	(4) Owen Racing Organisation (Driver: G. Hill) ...	B.R.M.
6	(10) R.R.C. Walker Racing Team (Driver: Stirling Moss)...	Cooper or Lotus
8	(15) Yeoman Credit Racing Team (Driver: R. Salvadori)...	Lotus-Climax
10	(16) Yeoman Credit Racing Team (Driver: J. Surtees) ...	Cooper-Climax
12	(25) Reventlow Automobiles, Inc. (Driver: C. Daigh) ...	R.A.I. Scarab
14	(24) C. T. Atkins (Driver: B. McLaren) ...	Cooper-Climax
16	(35) G. N. Richardson ...	Cooper-R.R.A.
18	(36) Mrs. L. Bryden-Brown (Driver: D. Gurney) ...	Lotus-Climax
<b>Event 3—Chichester Cup (Formula Junior Racing Cars)</b>		
32	(6) Team Lotus (Driver: To be nominated) ...	Lotus-Ford
33	(7) Team Lotus (Driver: P. Arundell) ...	Lotus-Ford
34	(8) Team Lotus (Driver: M. McKee) ...	Lotus-Ford
35	(37) H. Taylor (Driver: R. Anderson) ...	Lotus-Ford
36	(38) Armoured Car Co. Ltd. (Driver: D. M. Collins) ...	Lotus-Ford
37	(39) A. B. Rees... ..	Lotus Ford
38	(40) Jim Russell Racing Drivers School (Driver: J. Russell)	Lotus-Ford
39	(41) Lola Equipe (Driver: P. Ashdown) ...	Lola-Ford
40	(42) Lola Equipe (Driver: J. Hine) ...	Lola-Ford
41	(43) Lola Equipe (Driver: R. N. Prior) ...	Lola-Ford
42	(44) Fitzwilliam Racing Team (Driver: To be nominated)	Lola-Ford
43	(45) Fitzwilliam Racing Team (Driver: J. Blumer)...	Lola-Ford
44	(46) Fitzwilliam Racing Team (Driver: C. Smith)...	Lola-Ford
45	(47) D. Taylor ...	Lola-Ford
46	(48) G. A. Henrotte (Driver: B. Whitehouse) ...	Lola-B.M.C.
47	(49) G. A. Henrotte (Driver: J. Brown) ...	Lotus-Ford
48	(28) Emeryson Cars Ltd. (Driver: S. Hart) ...	Emeryson-Ford
49	(50) Springfields Racing (Driver: D. Prophet) ...	Kieft-B.M.C.
50	(51) Kieft Sports Cars (Driver: T. Dickson) ...	Kieft-Ford
51	(53) The Chequered Flag (Driver: G. Duke) ...	Gemini-Ford
52	(54) The Chequered Flag (Driver: M. Parkes) ...	Gemini-Ford
53	(56) Ecurie Vienne (Driver: K. Bardi-Barry) ...	Cooper-Ford
54	(57) Ecurie Vienne (Driver: R. Markl) ...	Cooper-Ford
56	(58) Scuderia Light Blue (Driver: H. Kuderli) ...	Gemini-Ford
57	(60) Tyrrell Racing Organisation (Driver: T. Maggs) ...	Cooper-B.M.C.
58	(61) Tyrrell Racing Organisation (Driver: J. Love)...	Cooper-B.M.C.
*59	(62) L. Terry (Driver: B. Hart) ...	Terrier-Ford
*60	(63) L. Bond (Driver: J. Goddard-Watts) ...	Bond-Ford
*61	(52) Kieft Sports Cars (Driver: C. Summers) ...	Kieft-Ford
*63	(65) W. G. Heathcote (Driver: B. G. Aston) ...	Lotus-Ford
*64	(66) M. Anthony ...	Gemini-Ford
<b>Event 5—Sussex Trophy (Unlimited Sports Cars)</b>		
65	(67) M. Anthony ...	Lister-Corvette
66	(68) B. D. Hetreed ...	Aston Martin DBR2
67	(69) J. O. Coundley ...	Lister-Jaguar
68	(70) Gerrards Cross Motor Co. Ltd. (Driver: R. F. Bloxam)	Lister-Jaguar
69	(71) Gerrards Cross Motor Co. Ltd. (Driver: M. Salmon)	Jaguar D
70	(72) Gerrards Cross Motor Co. Ltd. (Driver: Mrs. Jean Bloxam)	Jaguar D
71	(75) Maurice Charles Motors Ltd. (Driver: M. Charles) ..	Jaguar D

72	(76) J. Wober ...	Jaguar D
73	(77) A. R. Miller (Driver: Entrant or W. Mackay) ...	Lister-Jaguar
74	(78) Ecurie Ecosse (Driver: T. Dickson) ...	Cooper-Monaco
75	(79) Major I. B. Baillie (Driver: P. M. Jopp) ...	Aston Martin DBR1
76	(80) D. C. T. Bennett ...	Fairthorpe-Zeta
77	(81) John Coombs Racing Organisation (Driver: R. Salvadori)	Cooper-Monaco
78	(19) UDT-Laystall Racing Team (Driver: Stirling Moss)...	Lotus-Climax
79	(20) UDT-Laystall Racing Team (Driver: C. Allison) ...	Lotus-Climax
80	(83) J. Russell ...	Lotus-Climax
81	(84) D. Graham ...	Lotus-Climax
82	(85) F. Albert ...	Porsche RSK
83	(73) Gerrards Cross Motor Co. Ltd. (Driver: R. C. Kerrison)	Lola-Climax
84	(86) Irish Racing Team (Driver: W. Bradshaw) ...	Lotus-Climax
85	(21) UDT-Laystall Racing Team (Driver: H. Taylor) ...	Lotus-Climax
86	(87) C. Voegelé ...	Lola-Climax
87	(89) D. Hitches ...	Lola-Climax
88	(90) J. Woolfe ...	Lola-Climax
89	(92) D. Wilkinson (Driver: J. Bekaert) ...	Lola-Climax
90	(93) B. R. Cave ...	Lotus-Climax
<b>Event 6—Fordwater Trophy (Grand Touring cars)</b>		
91	(11) R. S. Wilkins/R. C. Walker (Driver: Stirling Moss)	Aston Martin Zagato
92	(94) J. L. E. Ogier (Driver: I. Ireland) ...	Aston Martin DB4
93	(95) A. G. Whitehead ...	Ferrari 250
94	(96) Equipe Endeavour (Driver: M. Parkes or J. Sears) ...	Ferrari Berlinetta
95	(97) Equipe Endeavour (Driver: G. Hill) ...	Jaguar E
96	(100) John Coombs Racing Organisation (Dvr.: R. Salvadori)	Jaguar E
97	(101) B. Kemp (Driver: J. I. Goddard-Watts) ...	Jaguar XK150S
98	(59) Scuderia Light Blue (Driver: W. McCowen)...	A.C.-Bristol
99	(102) Westernham Motors (Driver: R. A. V. Staples) ...	A.C.-Bristol
100	(103) R. S. Benson ...	Porsche-Carrera
101	(104) Jack Brabham Motors Ltd. (Driver: R. Bryant) ...	Sunbeam Alpine
102	(105) Morgan Motor Co. Ltd. (Dvr.: R. M. Shepherd-Barron)	Morgan +4
103	(106) J. H. Gaston ...	Austin Healey s/c.
104	(107) K. Foitek ...	Alfa Romeo
105	(22) UDT-Laystall Racing Team (Driver: M. McKee) ...	Lotus Elite
106	(30) Gilby Engineering Co. Ltd. (Driver: K. A. Greene) ...	Lotus Elite
107	(55) The Chequered Flag (Driver: G. A. Warner) ...	Lotus Elite
108	(33) T. Marsh ...	Lotus Elite
109	(88) C. Voegelé ...	Lotus Elite
110	(109) L. Leston ...	Lotus Elite
111	(111) St. James Autos (Brighton) Ltd. (Dvr.: J. R. M. Boothby)	T.V.R.-Grantura
112	(112) John Sprinzel Ltd. (Driver: I. Walker) ...	Austin Healey s/c
113	(113) Mrs. G. A. Naylor (Driver: G. A. Naylor) ...	Austin Healey Sprite
114	(115) D. A. N. Byrne ...	Marcos-DKW
*115	(114) M. B. Baring ...	Fiat-Abarth
*116	(91) J. Woolfe ...	T.V.R.-Grantura
*117	(117) B. Ferrari ...	A.C.-Bristol
*142	(135) J. Campbell-Jones ...	Lotus Elite
<b>Event 1—St. Mary's Trophy (Saloon cars)</b>		
118	(82) John Coombs Racing Organisation (Dvr.: R. Salvadori)	Jaguar
119	(98) Equipe Endeavour (Driver: G. Hill) ...	Jaguar
120	(99) Equipe Endeavour (Driver: J. Sears or M. Parkes) ...	Jaguar
121	(118) Sir Gawaine Baillie ...	Jaguar
122	(119) Peter Berry Racing Ltd. (Driver: J. Surtees or D. Taylor)	Jaguar
123	(120) Peter Berry Racing Ltd. (Driver: B. McLaren) ...	Jaguar
124	(121) Universal Gearbox Co. (Driver: W. A. Powell) ...	Jaguar
125	(74) Gerrards Cross Motor Co. Ltd. (Driver: R. C. Kerrison)	Jaguar
126	(122) E. W. Cuff Miller ...	Ford Zephyr
127	(108) K. Foitek ...	Alfa Romeo
128	(110) L. Leston ...	Volvo
129	(123) W. B. Blydenstein ...	Borgward
130	(124) P. J. Pilsworth ...	Riley
131	(125) Barwell Motors Ltd. (Driver: A. S. Hutcheson)	Riley
132	(126) G. Lawrence ...	Austin A40
133	(127) B. G. Aston ...	Morris Mini Minor
134	(128) J. Richard-Aley ...	Austin Seven
135	(129) D. Moore (Driver: J. Whitmore) ...	Austin Seven
136	(130) K. Fisher ...	Austin Seven
137	(131) R. A. Page ...	Austin Seven
138	(132) G. C. Shepherd ...	Austin Seven
139	(133) S.A.H. Accessories (Driver: S. A. Hurrell) ...	S.A.A.B.
140	(116) D. A. N. Byrne ...	D.K.W.-Auto-Union
141	(134) J. V. Brownlee (Driver: Entrant or J. H. Gaston) ...	D.K.W. Auto-Union



# GT RACING CARS

by Philip A. Turner, Sports Editor

## THE MOTOR

THE 1961 season may well see the racing sports car competing for the last time in such classic events as the Le Mans 24-hour race, the Targa Florio and the Nuburg Ring 1,000 kilometres, for it now seems very likely that the Grand Touring car—henceforth referred to as the G.T. car—will take its place. The R.A.C. Tourist Trophy was therefore pioneering the new trend when it was run as a G.T. race instead of a sports car race at Goodwood last year.

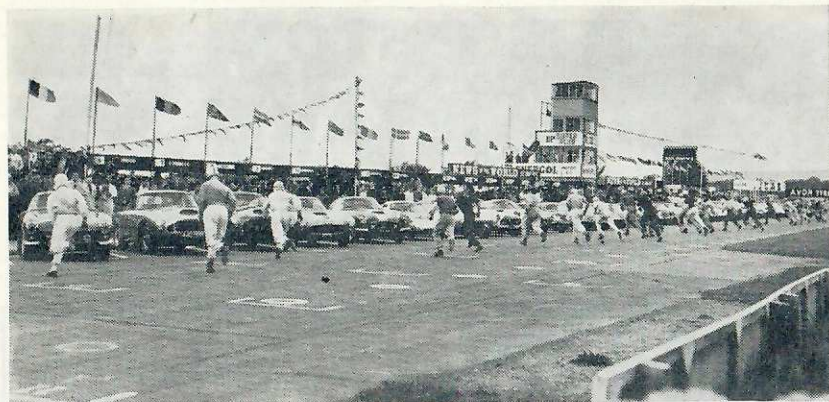
There are two main reasons for this change, plus a number of minor ones. In the first place, the C.S.I. and various other authorities have been worried about the very high speeds achieved by the sports racing cars, especially after the great disaster at Le Mans in 1955, and have ever since tried to reduce the maximum speeds attainable. For instance, sports racing cars were limited to a maximum capacity of three litres in a ban-the-monsters bid, and year by year the regulations governing sports racing cars have been amended in an attempt at bringing them much closer to G.T. cars by insisting on such items as a big windscreen, adequate ground clearance and even a minimum luggage-carrying capacity for the boot. In the second place, support from the manufacturers for this type of racing has waned year by year. In 1953 Le Mans race saw works teams from Allard, Aston Martin, Austin Healey, Bristol, Jaguar, Gordini, Panhard, Renault, Talbot, Alfa Romeo, Ferrari, Lancia, Borgward, Porsche, Cunningham and Pegaso, probably the finest field for any Le Mans ever held. In 1960, however, the only works teams were from Ferrari, Triumph, Lotus, Porsche, D.B. and Abarth, plus privately-entered teams of Chevrolet Corvettes and Maseratis. If races such as Le Mans are to continue to attract large crowds of spectators, then the works teams must be prevailed upon to enter.



G.T. cars of all types will be contesting the Fordwater Trophy race this afternoon. The car above is a Ferrari 250 G.T., the driver Stirling Moss and the event—last year's T.T. at Goodwood.

The reason why more works support may be expected for G.T. races than for sports car races may be understood when it is pointed out that the fundamental difference between the sports-racing car and the G.T. car is that the sports-racing car need exist only as a team of three or four hand-built prototypes whereas the basic qualification for a G.T. car is that its manufacturer must have built or intend building a hundred similar cars within twelve consecutive months. In other words, to succeed in sports car racing a manufacturer must be prepared to design and construct a special team of racing cars which probably bear no relation to the production models, whereas to enter a G.T. race he is bound by the regulations to enter the type of car he is building for sale to his customers through the normal retail channels.

This ruling on the number of cars produced is now the sole official distinction between sports-racing cars and G.T. cars, for even the fiercest of sports-racing cars must comply with the same regulations regarding body dimensions, the size of the seats, the ground



They're off!! A Le Mans type start and an international field gets away at the start of last year's T.T.

clearance and the size of the windscreen as govern the G.T. car. At first sight, it may seem remarkable that there should therefore be so much difference between the outstanding sports-racing car of today, such as the rear-engined Maserati Type 63, and the most successful G.T. car, the Ferrari 250GT. On reflection, however, it will be realised that there is unlikely to be sufficient demand to justify the building of a hundred rear-engined Maseratis a year, for it is quite useless for any purpose other than racing and must be conveyed between races by a transporter. The Ferrari 250GT, on the other hand, is a wonderful road car capable of competing with overwhelming success in the Tour de France. Only its high cost prevents it from selling in thousands every year.

By running the classic sports car races as G.T. races in future, therefore, it is hoped to attract teams from the big factories once more, for the cost of competing will have been reduced very considerably. To build and run a team of sports-racing cars for a season costs far more than building and racing a Grand Prix team. The sports-racing cars cost at least as much to build as Grand Prix cars; each car, moreover, will require two drivers, and in many sports car races no starting money is paid. And as a further cost, transporters will be required to carry the cars from circuit to circuit.

G.T. cars by contrast are just the latest versions of cars already being sold as a commercial proposition, therefore to prepare a works team will require no great capital expenditure, nor will it tie up top design and development engineers for many valuable months. The cars will still require two drivers apiece, but being normal road machines, they can be driven from circuit to circuit. Another great advantage from the manufacturers' point of view is that as the G.T. car is very closely related to the normal

## PORSCHE

—the Man and his Cars

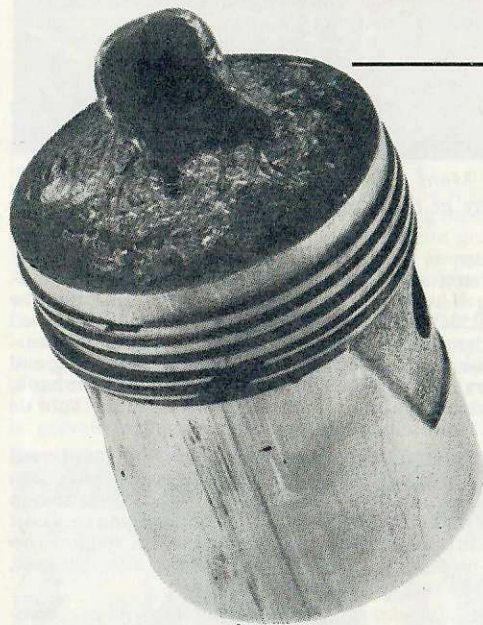
(Published March 16) by R. von Frankenberg. Translated by Charles Meisl.

The full story of a man who must be considered to be one of the greatest Motoring Engineers and designers of all time.

From all leading booksellers or direct from the publishers:

G. T. FOULIS & Co. Ltd., 1-5 Portpool Lane, London, E.C.1

# THE PISTON THAT TAKES A LOT OF BEATING



The piston illustrated was removed from a high efficiency sports engine that had run for an appreciable mileage after the failure of an exhaust valve.

The strength of the piston was such, that, despite tremendous hammering, the mutilated valve was finally embedded in the crown, which did not collapse, a testimony to the superb design, metallurgy and workmanship which are features of all SPECIALLOID PISTONS

The men who know best, demand

## Specialloid PISTONS

**SPECIALLOID LTD.**

**AIREDALE WORKS, HUNSLET ROAD, LEEDS 10**

Telephone: Leeds 31471/7. Telegrams: Specialloid, Telex, Leeds  
Telex No: 55-108



Here a Porsche driven by Graham Hill is followed by a Lotus Elite.

production model from which the company makes its living, any lessons learned by racing it can be directly applied to the production cars, thereby making them more attractive to the customers and so increasing sales.

In 1960 many of the sports car races also included classes for G.T. cars, and in addition, there were also some excellent races which were confined to G.T. cars, including the Inter-Europe Cup at Monza; the 1,000 kilometre of Paris race, which was the most successful race staged at Montlhery for many a long year, and our own Tourist Trophy at Goodwood. All these events were dominated by the Ferrari 250GT, but in the T.T. the winning Ferrari was strongly challenged by the Aston Martin DB4GT cars entered by John Ogier's Essex Racing Stable. During the coming 1961 season, the Essex Racing Stable will be running a team of the lighter Zagato-bodied Aston Martin DB4GT models that attracted so much favourable attention at the 1960 Motor Show and should challenge very strongly the hitherto invincible Ferraris. Moreover, the new Jaguar E type has obvious possibilities for G.T. racing, and the giant General Motors concern may well decide to give its energetic Pontiac division its head and permit them to build a team of G.T. cars.

In the smaller capacity classes, no concern has as yet challenged the supremacy of Porsche in the up to 2,000 c.c. category, but works teams of Sunbeam Alpines are promised for some of the bigger events this year. Similarly, the domination by the astonishing Lotus Elite in the 1,300 c.c. class may not go unchallenged in 1961 if certain plans by both British and continental manufacturers bear fruit.

We are apt in this country to think of G.T. racing solely in terms of such big-capacity machines as the Ferrari, but it should not be overlooked that a whole series of successful continental races are held for G.T. cars of up to 850 c.c. Hitherto, these events have been contested by Fiat-Abarths, B.M.W. 700's and N.S.U. Sport Prinzles, but there is some hope of a strong British challenger in this field before the season is out. So that altogether this season looks like providing some truly excellent G.T. racing.

*Ferrari followed by Aston Martin through the chicane. Will history repeat itself in 1961?*

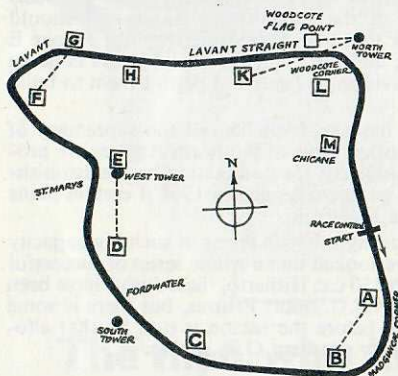


## RACING EMERGENCIES

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

Spectators are not normally aware of the preparations taken to deal with them, and this brief sketch of the arrangements at Goodwood today may well 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 direct 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 eight (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 or his deputy are always 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 special emergency equipment as specified by R.A.C. regulations.

Ambulances are normally stationed at Race Control and at the West tower. Whenever 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 an incident is normally the medical officer from the nearest marshal's post and depending upon the condition of any victim 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. Injured persons are removed, under the direction of a doctor to either the hospital room on the circuit or to a local hospital unit where a casualty officer will have been briefed prior to the meeting and then notified by telephone of the accident.

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.

## 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.

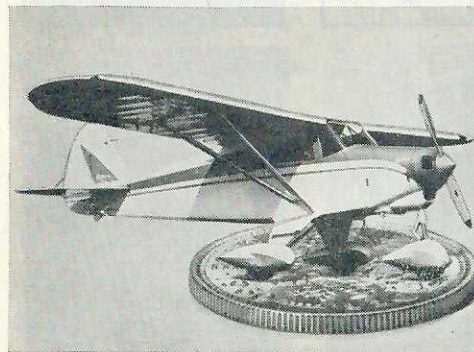
Stand occupants are earnestly requested to remain seated during racing.

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 "Aintree 200" Meeting at Aintree on Saturday, 22nd April. Members are reminded that they should purchase their tickets in advance for all meetings. Latest date: Wednesday preceding race day.

## LANDS ON A SIXPENCE...



and costs less per mile!

Two people with luggage at 6d. per mile. Minimum flying skill required.

Rugged Lycoming 108 h.p. engine. 22/23 m.p.g.

cash price £2,795 or £559 down and 3 years to pay.

## PIPER Cub

Learn more about the

SOLE U.K. DISTRIBUTORS

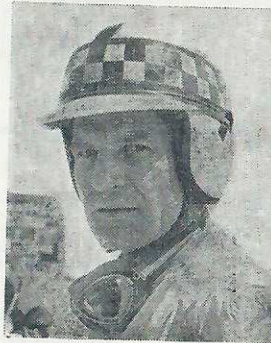
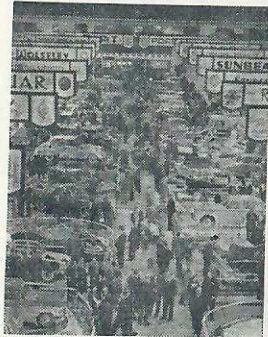
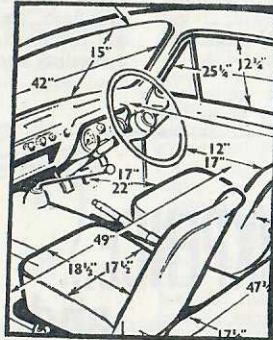
VIGORS AVIATION LIMITED OXFORD AIRPORT KIDLINGTON

TEL: KIDLINGTON 3444

MORE PEOPLE FLY PIPER THAN ANY OTHER AIRCRAFT IN THE WORLD

# The Complete Motoring Journal

Well-informed motorists read *The Motor* for the road tests, details of new cars and accessories, advice on maintenance, touring guidance news of the motor industry and the best sports reports and pictures.



Wednesdays One Shilling

## Event 1 ST. MARY'S TROPHY 1.30 p.m.

(10-LAP CLASS SCRATCH RACE FOR SALOON CARS)

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
<b>Over 3000 c.c.</b>					
118	John Coombs Racing Organisation (Driver: R. Salvadori)	Jaguar 3.8	...	6 3781	Grey
119	Equipe Endeavour (Driver: G. Hill)	Jaguar 3.8	...	6 3781	Blue
120	Equipe Endeavour... (Driver: J. Sears or M. Parkes)	Jaguar 3.8	...	6 3781	Blue
121	Sir Gawaine Baillie	Jaguar 3.8	...	6 3781	Blue
122	Peter Berry Racing Ltd. (Driver: J. Surtees or D. Taylor)	Jaguar 3.8	...	6 3781	Green
123	Peter Berry Racing Ltd. (Driver: B. McLaren)	Jaguar 3.8	...	6 3781	Green
124	Universal Gearbox Co. (Driver: W. A. Powell)	Jaguar 3.4	...	6 3442	Black
<b>Over 1600 c.c.—3000 c.c.</b>					
125	Gerrards Cross Motor Co. Ltd. (Driver: C. Kerrison)	Jaguar 2.4	...	6 2483	Green
126	E. W. Cuff Miller...	Ford Zephyr	...	6 2553	Grey
<b>Over 1000 c.c.—1600 c.c.</b>					
127	K. Foitek	Alfa Romeo Giulietta	4	1290	White
128	L. Leston	Volvo 444	...	4 1500	White
129	W. B. Blydenstein	Borgward TS	...	4 1533	Green
130	P. J. Pilsforth	Riley 1.5	...	4 1489	Red
131	Barwell Motors Ltd. (Driver: A. S. Hutcheson)	Riley 1.5	...	4 1489	Blue
<b>Up to 1000 c.c.</b>					
132	G. Lawrence	Austin A40	...	4 948	Red
133	B. G. Aston	Morris Mini-Minor	...	4 848	Blue
134	J. Richard-Aley	Austin Seven	...	4 848	Grey
135	D. Moore (Driver: J. Whitmore)	Austin Seven	...	4 848	Green
136	K. Fisher	Austin Seven	...	4 848	Maroon
137	R. A. Page	Austin Seven	...	4 848	Red
138	G. C. Shepherd	Austin Seven	...	4 848	Blue
139	S.A.H. Accessories (Driver: S. A. Hurrell)	S.A.A.B.	...	3 748	White
140	D. A. N. Byrne	D.K.W. Junior	...	3 981	Blue/White
141	J. V. Brownlee (Driver: Entrant or J. H. Gaston)	D.K.W. Junior	...	3 981	Blue

### RESULT

#### General Classification

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

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

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

#### Class Results

##### Over 3000 c.c.

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

##### Over 1600 c.c.—3000 c.c.

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

##### Over 1000 c.c.—1600 c.c.

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

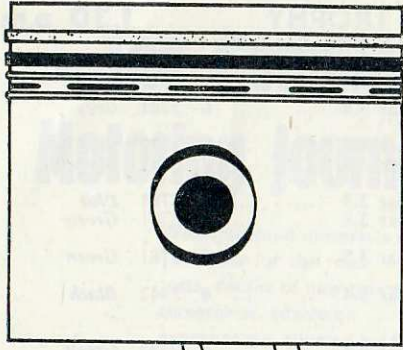
##### Up to 1000 c.c.

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

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.

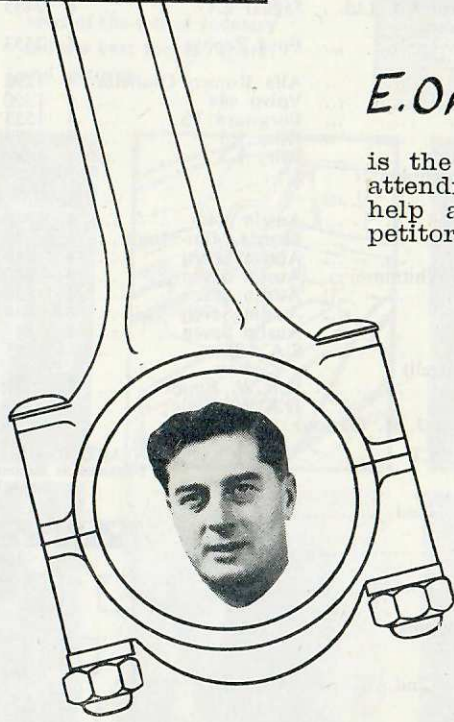
4				3				2				1			
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38



**HEPOLITE  
ARE  
HERE**

*E. Ormin*

is the Hepolite expert attending this meeting to help and advise competitor and spectator.



**PISTONS · PINS · RINGS · LINERS**

The obvious choice of all winners

**HEPORTH & GRANDAGE LIMITED, BRADFORD 4.**

**Event 2**

**THE LAVANT CUP**

21 lap Scratch Race for Inter-Continental Formula Racing Cars

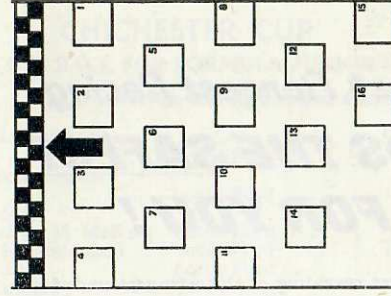
(2000 c.c.—3000 c.c. non-s/c.)

Use page 48 for lap scoring

2.05 p.m.

Pit No.	Entrant	Driver	Car	Cyls. c.c.	Colour
2 (1)	Owen Racing Organisation	C. A. S. Brooks...	B.R.M. ...	4 2491	Green
4 (3)	Owen Racing Organisation	G. Hill ...	B.R.M. ...	4 2491	Green
6 (7)	R. R. C. Walker Racing Team	Stirling Moss	Cooper or Lotus	4 2496	Blue
8 (9)	Yeoman Credit Racing Team Ltd.	R. Salvadori	Lotus-Climax	4 2496	Green/Red
10 (11)	Yeoman Credit Racing Team Ltd.	J. Surtees	Cooper-Climax	4 2496	Green/Red
12 (5)	Reventlow Automobiles Inc.	C. Daigh...	R.A.I. Scarab	4 2900	Blue/White
14 (19)	C. T. Atkins	B. McLaren	Cooper-Climax	4 2496	Green
16 (15)	G. N. Richardson	Entrant ...	Cooper-R.R.A.	4 2481	Green
18 (17)	Mrs. L. Bryden-Brown	D. Gurney	Lotus-Climax	4 2496	Blue/White

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



**RESULT**  
Lap record for 2500 c.c. racing cars. (i.e. 1960 Formula 1)—1 min. 24.6 sec., 102.13 m.p.h.

1st..... 2nd..... 3rd..... 4th.....  
Winner's Speed.....m.p.h. Fastest lap: Car No.....at.....m.p.h.

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

**The Fastest, Fiercest Racing  
BREEDS THE SAFEST  
TYRES FOR YOU!**

The fiercest and most revealing of all testing grounds for tyres today are the international Grand Prix motor racing circuits of Europe and America. Here the world's greatest drivers and fastest cars compete for top motoring honours. Grand Prix cars have approaching 300 b.h.p. under the bonnet; top speeds reach 180 m.p.h.; acceleration and braking are fantastic. And the full brunt of this breath-taking performance is, of course, borne by the tyres.



**HOW IT BENEFITS YOU**

At Fort Dunlop the tyre experts study the flow of information from this unique laboratory of the track. For, designing a world-beating racing tyre or a tyre for the family saloon, their objects are the same: (1) to make still tougher, longer-lasting treads and stronger sidewalls; (2) to improve grip on wet roads and dry; in short, to produce the safest and most dependable tyres for their purpose. Obviously, the Dunlop tyres bred in this way for your motoring are the best and safest tyres in the world!

**DUNLOP**

**RACE-PROVED FOR TOP MILEAGE AND TOP SAFETY**

CFH/H60/172

**Event 3 CHICHESTER CUP 3.02 p.m.**  
**(10-LAP SCRATCH RACE FOR FORMULA JUNIOR RACING CARS)**

See page 46 for lap scoring and grid charts

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
32	Team Lotus Ltd. ... (Driver: To be nominated)	Lotus-Ford ...	4	997	Green
33	Team Lotus Ltd. ... (Driver: P. Arundell)	Lotus-Ford ...	4	997	Green
34	Team Lotus Ltd. (Driver: M. McKee)	Lotus-Ford ...	4	997	Green
35	H. Taylor (Driver: R. Anderson)	Lotus-Ford ...	4	997	Blue
36	Armoured Car Co. Ltd. ... (Driver: D. M. Collins)	Lotus-Ford ...	4	997	Blue
37	A. B. Rees ...	Lotus-Ford ...	4	997	Green
38	J. Russell Racing Drivers School ... (Driver: J. Russell)	Lotus-Ford ...	4	997	Green
39	Lola Equipe (Driver: P. Ashdown)	Lola-Ford ...	4	997	Green
40	Lola Equipe (Driver: J. Hine)	Lola-Ford ...	4	997	Green
41	Lola Equipe (Driver: R. N. Prior)	Lola-Ford ...	4	997	Green
42	Fitzwilliam Racing Team ... (Driver: To be nominated)	Lola-Ford ...	4	997	Green
43	Fitzwilliam Racing Team ... (Driver: J. Blumer)	Lola-Ford ...	4	997	Green
44	Fitzwilliam Racing Team ... (Driver: C. Smith)	Lola-Ford ...	4	997	Green
45	D. Taylor ...	Lola-Ford ...	4	997	Red
46	G. A. Henrotte ... (Driver: B. Whitehouse)	Lola-B.M.C. ...	4	997	Grey
47	G. A. Henrotte (Driver: J. Brown)	Lotus-Ford ...	4	997	Green
48	Emeryson Cars Ltd. (Driver: S. Hart)	Emeryson-Ford ...	4	997	Blue
49	Springfields Racing ... (Driver: P. Prophet)	Kieft-B.M.C. ...	4	992	Blue
50	Kieft Sports Cars ... (Driver: T. Dickson)	Kieft-Ford ...	4	997	Blue
51	Chequered Flag Ltd. ... (Driver: G. Duke)	Gemini-Ford ...	4	997	Silver
52	Chequered Flag Ltd. ... (Driver: M. Parkes)	Gemini-Ford ...	4	997	Silver
53	Ecurie Vienne ... (Driver: K. Bardi-Barry)	Cooper-Ford ...	4	997	Blue/Silver
54	Ecurie Vienne (Driver: R. Markl)	Cooper-Ford ...	4	997	Blue
56	Scuderia Light Blue ... (Driver: H. Kuderli)	Gemini-Ford ...	4	997	Blue
57	Tyrrell Racing Organisation ... (Driver: A. Maggs)	Cooper-B.M.C. ...	4	1098	Green
58	Tyrrell Racing Organisation ... (Driver: J. Love)	Cooper-B.M.C. ...	4	1098	Green
59	L. Terry ... (1st Reserve) (Driver: B. Hart)	Terrier-Ford ...	4	997	Black
60	L. Bond ... (2nd Reserve) (Driver: J. I. Goddard-Watts)	Bond-Ford ...	4	997	Red
61	Kieft Sports Cars ... (3rd Reserve) (Driver: C. Summers)	Kieft-Ford ...	4	997	Blue
63	W. G. Heathcote ... (4th Reserve) (Driver: B. G. Aston)	Lotus-Ford ...	4	997	Green
64	M. Anthony ... (5th Reserve)	Gemini-Ford ...	4	997	Silver

**RESULT**

Existing lap record—1 min. 33.4 sec.; 92.50 m.p.h.

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

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

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

# UNITED LUBRICANTS LIMITED

UNITED HOUSE-LONDON, W.11



Manufacturers of  
ALL PETROLEUM PRODUCTS

including

FUEL OIL  
CARBUROL PRODUCTS  
DEXTRON PRODUCTS  
DEXTAGREASES  
ISOTANE, etc . . .

LONDON            MANCHESTER  
GLASGOW            BELFAST

and

CHICAGO - VIENNA - BRUSSELS - ANTWERP - MUNICH - HAMBURG  
ROME - TURIN - ZURICH - ATHENS - COPENHAGEN  
STOCKHOLM - GOTENBORG - JOHANNESBURG - DURBAN - NATAL  
BLOEMFONTEIN - PORT ELIZABETH - SALISBURY  
BULAWAYO - BOMBAY - DELHI - CALCUTTA - MADRAS - COLOMBO  
TOKYO - BUENOS AIRES - BAHIA BLANCA  
MONTEVIDEO - ANTOFAGASTA - CARACAS

## Event 4 GOODWOOD INTERNATIONAL 42 lap Scratch Race "100" FOR THE GLOVER TROPHY For Grand Prix Cars

(1300 c.c.—1500 c.c. non-s(c).)

(Use page 47 for lap scoring)

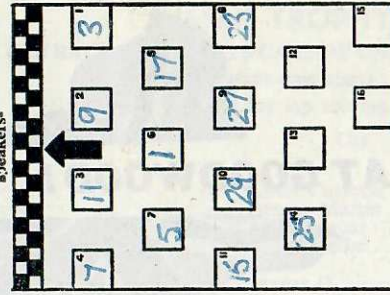
No.	Entrant	Driver	Car	Cyls. c.c.	Colour
1	Owen Racing Organisation	C. A. S. Brooks...	B.R.M.	4 1475	Green
3	Owen Racing Organisation	G. Hill ...	B.R.M.	4 1475	Green
5	Team Lotus Ltd. ...	I. Ireland ...	Lotus-Climax	4 1475	Green
7	R. R. C. Walker Racing Team	Stirling Moss	Lotus-Climax	4 1475	Blue
9	Yeoman Credit Racing Team	R. Salvadori	Cooper-Climax	4 1475	Green/Red
11	Yeoman Credit Racing Team	J. Surtees	Cooper-Climax	4 1475	Green/Red
15	U.D.T.-Laystall Racing Team	C. Allison	Lotus-Climax	4 1475	Green
17	U.D.T.-Laystall Racing Team	H. Taylor	Lotus-Climax	4 1475	Green
19	C. T. Atkins	G. Morgan	Cooper-Climax	4 1475	Green
21	Camoradi International	L. P. Casner	Lotus-Climax	4 1475	White/Blue
23	Emeryson Cars Ltd.	B. Halford	Emeryson-Climax	4 1475	Blue
25	Gilby Engineering Co. Ltd.	K. A. Greene	Gilby-Climax	4 1496	Green
27	R. M. Bartram	S. Summers	Cooper-Climax	4 1498	Blue
29	T. Marsh	Entrant ...	Lotus-Climax	4 1475	Green
31	J. Campbell Jones	Entrant ...	Cooper-Climax	4 1498	Green

Lap record for 1500 c.c. racing cars. (i.e. 1960 Formula 2)—1 min. 28.8 sec., 97.30 m.p.h.

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

3.37 p.m.

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



RESULT

1st .....  
2nd .....  
3rd .....  
4th .....  
Winner's speed.....m.p.h.  
Fastest lap: Car No.....  
at ..... m.p.h.

## ON THE GRID AT GOODWOOD!



Yeoman Credit's direct  
interest in the development  
of motoring will be seen  
*in action* at Goodwood.  
Keep your eye on the  
Yeoman Coopers!  
Yeoman Credit offer you  
unique credit facilities.  
That's why they are  
the major finance  
house for the Motor Trade.

# Yeoman Credit

**YEOMAN CREDIT LIMITED** Yeoman House · Kew Bridge · Brentford · Middlesex  
Telephone: Chiswick 3636. Branches throughout England, Wales, Scotland and Northern Ireland.

## Event 5 SUSSEX TROPHY 5.15 p.m.

(15-LAP SCRATCH RACE FOR SPORTS CARS OF UNLIMITED ENGINE CAPACITY)

(Le Mans-type start)

Use page 48 for lap scoring.

No.	Entrant and Driver	Car	Cyls. c.c.	Colour
<b>Over 1500 c.c.:</b>				
65	M. Anthony ... ..	Lister Corvette ...	8 5555	Green
66	B. D. Hetreed ... ..	Aston Martin DBR2	6 4200	Black/Red
67	J. O. Coundley ... ..	Lister-Jaguar ...	6 3781	Blue
68	Gerrards Cross Motor Co. Ltd. (Driver: R. F. Bloxam)	Lister-Jaguar ...	6 3786	Blue
69	Gerrards Cross Motor Co. Ltd. (Driver: M. Salmon)	Jaguar D ...	6 3786	Blue
70	Gerrards Cross Motor Co. Ltd. (Driver: Mrs. Jean Bloxam)	Jaguar D ...	6 3442	Red
71	Maurice Charles Motors Ltd. (Driver: M. Charles)	Jaguar D ...	6 2986	Blue
72	J. Wober ... ..	Jaguar D ...	6 3781	Blue
73	A. R. Miller ... .. (Driver: Entrant or W. Mackay)	Lister-Jaguar ...	6 2986	Grey
74	Ecurie Ecosse (Driver: T. Dickson)	Cooper-Monaco ...	4 2496	Blue
75	I. B. Bailie (Driver: P. M. Jopp)	Aston Martin DBR1	6 2992	Green
76	D. C. T. Bennett ... ..	Fairthorpe Zeta ...	6 2553	Blue
77	J. Coombs Racing Organisation (Driver: R. Salvadori)	Cooper Monaco ...	4 2462	Grey
78	U.D.T.-Laystall Racing Team (Driver: Stirling Moss)	Lotus Monte-Carlo ...	4 2496	Green
79	U.D.T.-Laystall Racing Team (Driver: C. Allison)	Lotus Monte-Carlo ...	4 2469	Green
80	J. Russell ... ..	Lotus XV ...	4 1960	Blue
81	D. Graham ... ..	Lotus XV ...	4 1960	Blue/Yellow
82	F. Albert ... ..	Porsche-R.S.K. ...	4 1498	Silver
<b>Up to 1500 c.c.:</b>				
83	Gerrards Cross Motor Co. Ltd. (Driver: C. Kerrison)	Lola-Climax ...	4 1448	Green
84	Irish Racing Team (Driver: W. Bradshaw)	Lotus XV ...	4 1475	Green
85	U.D.T.-Laystall Racing Team (Driver: H. Taylor)	Lotus Monte-Carlo ...	4 1475	Green
86	C. Vogele ... ..	Lola-Climax ...	4 1098	Red/White
87	D. Hitches ... ..	Lola-Climax ...	4 1098	Green
88	J. Woolfe ... ..	Lola-Climax ...	4 1098	Blue
89	D. Wilkinson (Driver: J. Bekaert)	Lola-Climax ...	4 1098	Green
90	B. R. Cave ... ..	Lotus IX ...	4 1098	Silver

### RESULT

Existing Sports Car lap record 1 min. 29.6 sec.—96.43 m.p.h.

#### General Classification

1st.....	3rd.....
2nd.....	4th.....
Winner's Speed.....m.p.h.	Fastest Lap: Car No.....at.....m.p.h.
1500 c.c. Class	
1st.....	Speed.....m.p.h.

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



**Event 6 FORDWATER TROPHY 6.00 p.m.**  
(10-LAP CLASS SCRATCH RACE FOR GRAND TOURING CARS)

See page 46 for lap scoring and grid charts

No.	Entrant and Car	Car	Cyls.	c.c.	Colour
<b>Over 2000 c.c.:</b>					
91	R. Wilkins and R. R. C. Walker ... (Driver: Stirling Moss)	Aston Martin Zagato	6	3670	Blue
92	J. L. E. Ogier (Driver: I. Ireland)	Aston Martin DB4	6	3670	Green
93	A. G. Whitehead	Ferrari 250	12	2953	Silver
94	Equipe Endeavour & Maranello Cons. Ltd. (Driver: M. Parkes or J. Sears)	Ferrari Berlinetta	12	2953	Blue
95	Equipe Endeavour (Driver: G. Hill)	Jaguar E	6	3781	Blue
96	J. Coombs Racing Organisation ... (Driver: R. Salvadori)	Jaguar E	6	3781	Grey
97	B. Kemp ... (Driver: J. I. Goddard-Watts)	Jaguar XK150S	6	3781	Black
<b>Over 1300 c.c.-2000 c.c.:</b>					
98	Scuderia Light Blue ... (Driver: W. McCowen)	A.C. Bristol	6	1971	Blue
99	Westerham Motors ... (Driver: R. A. V. Staples)	A.C. Bristol	6	1971	Blue
100	R. S. Benson	Porsche Carrera	4	1498	Silver
101	Jack Brabham Motors Ltd. (Driver: R. Bryant)	Sunbeam Alpine	4	1592	Blue
102	Morgan Motor Co. Ltd. ... (Driver: R. M. Shepherd-Barron)	Morgan +4	4	1991	Red
103	J. H. Gaston	Austin Healey Sprite s/c.	4	994	Green
112	John Sprinzel Ltd. (Driver: I. Walker)	Austin Healey Sprite s/c.	4	995	Grey
<b>Up to 1300 c.c.:</b>					
104	K. Foitek	Alfa Romeo	4	1290	Red
105	U.D.T.-Laystall Racing Team ... (Driver: M. McKee)	Lotus Elite	4	1216	Green
106	Gilby Engineering Co. Ltd. (Driver: K. A. Greene)	Lotus Elite	4	1216	Red/Green
107	Chequered Flag Ltd. (Driver: G. A. Warner)	Lotus Elite	4	1216	Black/White
108	T. Marsh	Lotus Elite	4	1216	White
109	C. Vogele	Lotus Elite	4	1216	Red
110	L. Leston	Lotus Elite	4	1216	Red
111	St. James' Autos (B'ton) Ltd. (Driver: J. R. M. Boothby)	T.V.R. Grantura	4	1216	Black
113	Mrs. G. A. Naylor ... (Driver: G. A. Naylor)	Austin Healey Sprite	4	994	Green
114	D. A. N. Byrne	Marcos D.K.W.	3	980	Blue
115	M. B. Baring ... (1st Reserve)	Fiat Abarth	4	982	Red
116	J. Woolfe ... (2nd Reserve)	T.V.R. Grantura	4	1216	Blue
117	B. Ferrari ... (3rd Reserve)	A.C. Bristol	6	1971	Red/White
142	J. Campbell-Jones ... (4th Reserve)	Lotus Elite	4	1216	Blue

**RESULT**

Existing G.T. Car lap record—1 min. 36.2 sec.; 89.81 m.p.h.

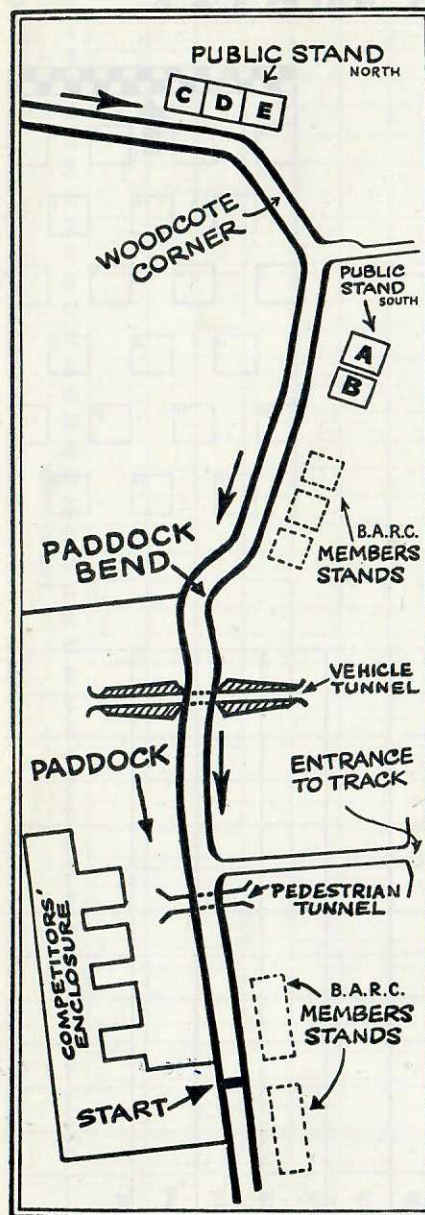
**General Classification**

1st... **FERRARI (PARKY)** 2nd... **ASTON M. (IRELAND)** 3rd... **ASTON Z. (MOSS)**  
Winner's speed.....m.p.h. Fastest Lap: Car No.....at.....m.p.h.

**Class Results**

(i) Exceeding 2000 c.c. (ii) Over 1300 c.c. to 2000 c.c.  
1st..... 2nd..... 1st..... 2nd.....  
(iii) Up to 1300 c.c.  
1st..... 2nd.....

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



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

**GOODWOOD**  
**FORTHCOMING ATTRACTIONS**

WHIT-MONDAY, 22nd MAY  
(First Race 1.30 p.m.)

SATURDAY, 19th 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 to any Southdown office (Head Office, 5 Steine Street, Brighton. Tel.: Brighton 66600), or at London Coastal Coaches Ltd., Victoria Coach Station, S.W.1 (Tel.: SLOane 0202).

**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, N. Harrow, Middlesex (Tel.: Harrow 5161) and 5 Belmont Road, Uxbridge, Middlesex (Tel.: Uxbridge 3824).

**PROVINCIAL:**  
Carters of Maidenhead, 119 King Street, Maidenhead, Berks (Tel.: Maidenhead 3057-8).  
Aldershot & District Traction Co. Ltd., Halimote Road, Aldershot, Hants (Tel.: Aldershot 23322).  
Brunts' Coaches Ltd., Bell Bar, Hatfield, Herts (Tel.: Potters Bar 3313). Picking up points in Potters Bar, Bell Bar, Hatfield and Welwyn Garden City.

Charlie's Cars (Bournemouth) Ltd., Pembroke Garage, Poole Hill, Bournemouth, Hants (Tel.: Bournemouth 27211).  
Davis Coaches, Blue Star Garage, 71-73 St. John's Hill, Sevenoaks, Kent (Tel.: Sevenoaks 55174-5).

Eastern National Omnibus Co. Ltd., Duke Street, Chelmsford, Essex (Tel.: Chelmsford 3104-5).

King of the Road Coaches Ltd., 83a Marine Parade, Worthing, Sussex (Tel.: Worthing 4010).  
Maidstone & District Motor Services Ltd., 22 Lower Stone Street, Maidstone, Kent (Tel.: Maidstone 55711).

Priory Garage & Coaches Ltd., Priory Garage, High Street, Leamington Spa, Warwickshire (Tel.: Leamington Spa 7157).  
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).  
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).

Warren's Transport Ltd., 26 High Street, Alton, Hants (Tel.: Alton 2321).

Thames Valley Traction Co. Ltd., 83 Lower Thorn Street, Reading (Tel.: Reading 54046) and The Wharf, Newbury, Berks (Tel.: Newbury 743).  
Wessex Coaches Ltd., 73 Whiteladies Road, Bristol 8, Glos. (Tel.: Bristol 34001).





## 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		(b) Combined B.A.R.C./R.A.C. membership	
	£ s. d.		£ s. d.
Entrance Fee ... ..	1 1 0	Entrance Fee ... ..	1 1 0
Annual Subscription ... ..	1 11 6	Annual Subscription... ..	3 3 0
*Optional Fee for Registered Competition Membership. ...	5 0	*Optional Fee for Registered Competition Membership. ...	5 0
(See below)		(See below)	
		R.A.C. Joining Fee (covering loan of R.A.C. car badge and telephone box key) ...	10 6
<b>Total ...</b>	<b>£2 17 6</b>	<b>Total ...</b>	<b>£4 19 6</b>

\* Strike out if not required.

(b) includes full Associate Membership of the R.A.C. This service is the same as that obtained by direct Associate Membership of the R.A.C.

(c) B.A.R.C. Life Membership	
	£ s. d.
Entrance Fee ... ..	1 1 0
Subscription ... ..	26 5 0
<b>Total ...</b>	<b>£27 6 0</b>

### REGISTERED COMPETITION MEMBERS

(Registration Fee 5/-)

- 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/-.
- 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 as set out above.

**A** Please send me Regulations and Entry Forms for all racing events.

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

South-Western Centre. Based on Southampton.	East Midlands Group. Based on Leicester.
Yorkshire Centre. Based on Leeds.	West Midlands Group. Based on Worcester.
North-Western Centre. Based on Liverpool.	Surrey Centre. Based on Leatherhead.
South-Eastern Centre. Based on Eastbourne.	South Wales Group. Based on Tredgar.

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

	£ s. d.		£ s. d.
B.A.R.C. Car Badges ... ..	1 10 0	Badge Transfers, standard (3 in. wide) and small (2 in. wide) sizes ... ..	0 1 0
Hand Embroidered Blazer Badges:		Cuff Links, silver and enamel ... (a pair)	3 3 0
Silk, standard size, 3 in wide... ..	2 2 0	Blazer Buttons: large (coat) ... ..	0 2 0
Silk, Ladies' size, 2 in. wide ... ..	1 11 6	small (cuff) ... ..	0 1 9
Gold and silver wire, 3 in. wide ... ..	2 2 0	Car Key Rings ... ..	0 15 0
Silk Ties (for general wear) ... ..	1 10 0	Ladies' silver and marcasite Brooch ... ..	4 4 0
Silk Ties (for sports wear) ... ..	1 1 0		
Miniature Enamel Badges: ¾ in. wide (unmounted) ... ..	0 7 6		
Lapel Badges, stud fitting ... ..	0 7 6	Club Crest Private Notepaper: 200 sheets and 200/envelopes ... ..	1 12 6
Brooches, pin fitting ... ..	0 7 6		

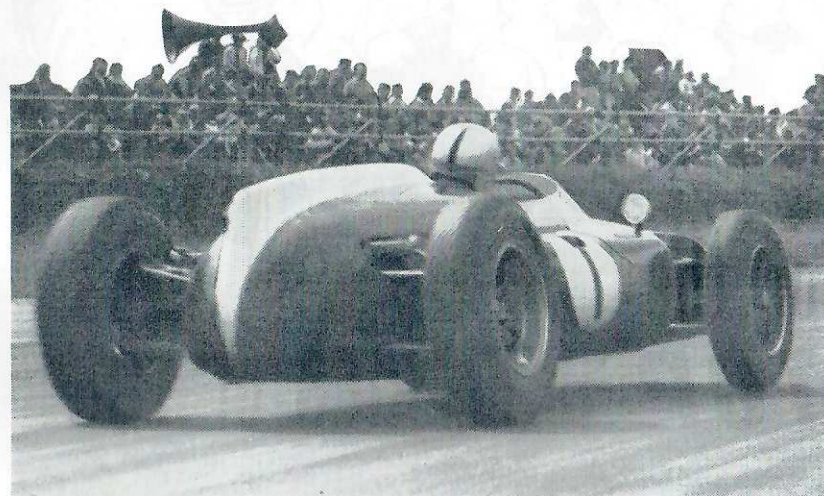
## A CHAMPION'S VIEW OF BRAKING

A familiar sight on the Grand Prix circuit—the World Champion and his Girling-equipped Cooper.  
"Every corner you're relying implicitly on your brakes", says JACK BRABHAM. "Not only that: the better the brakes, the later your foot's on the

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

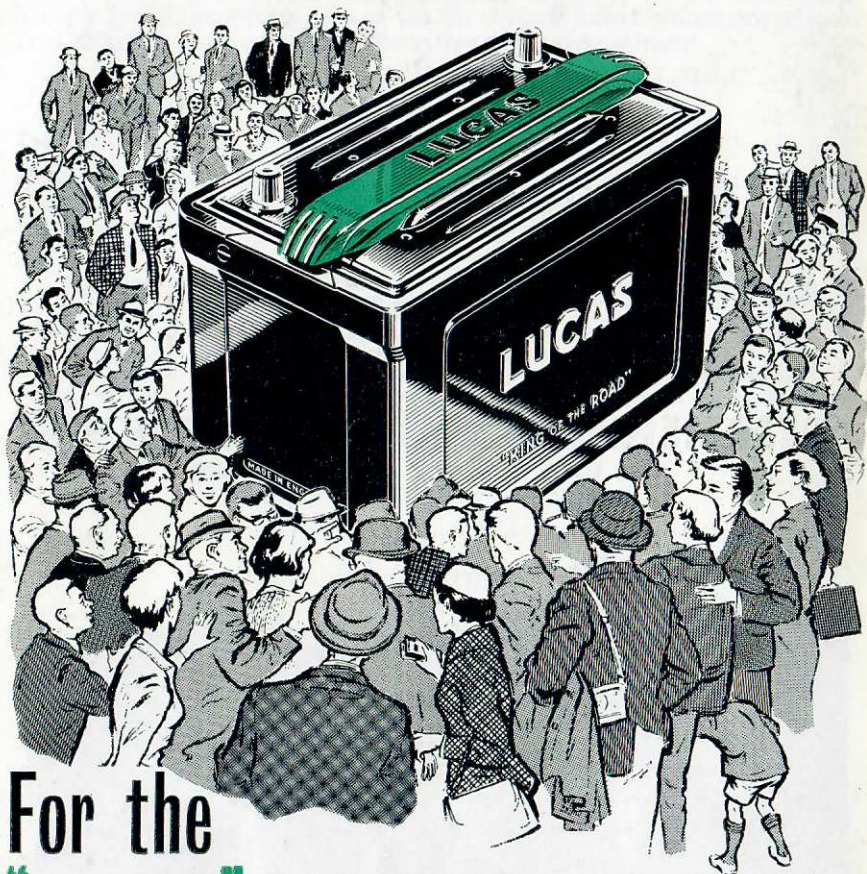
## GIRLING DISC BRAKES

THE BEST BRAKES IN THE WORLD



GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

# enthusiasts all!



## For the "TOP" BATTERIES of 1961

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

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

# LUCAS S

RANGE

JOSEPH LUCAS LTD., BIRMINGHAM 19