



**29th R.A.C. INTERNATIONAL  
TOURIST TROPHY RACE**

INCLUDING THE

**SENIOR SERVICE TROPHY**

RACING ORGANISED BY THE BRITISH AUTOMOBILE RACING CLUB

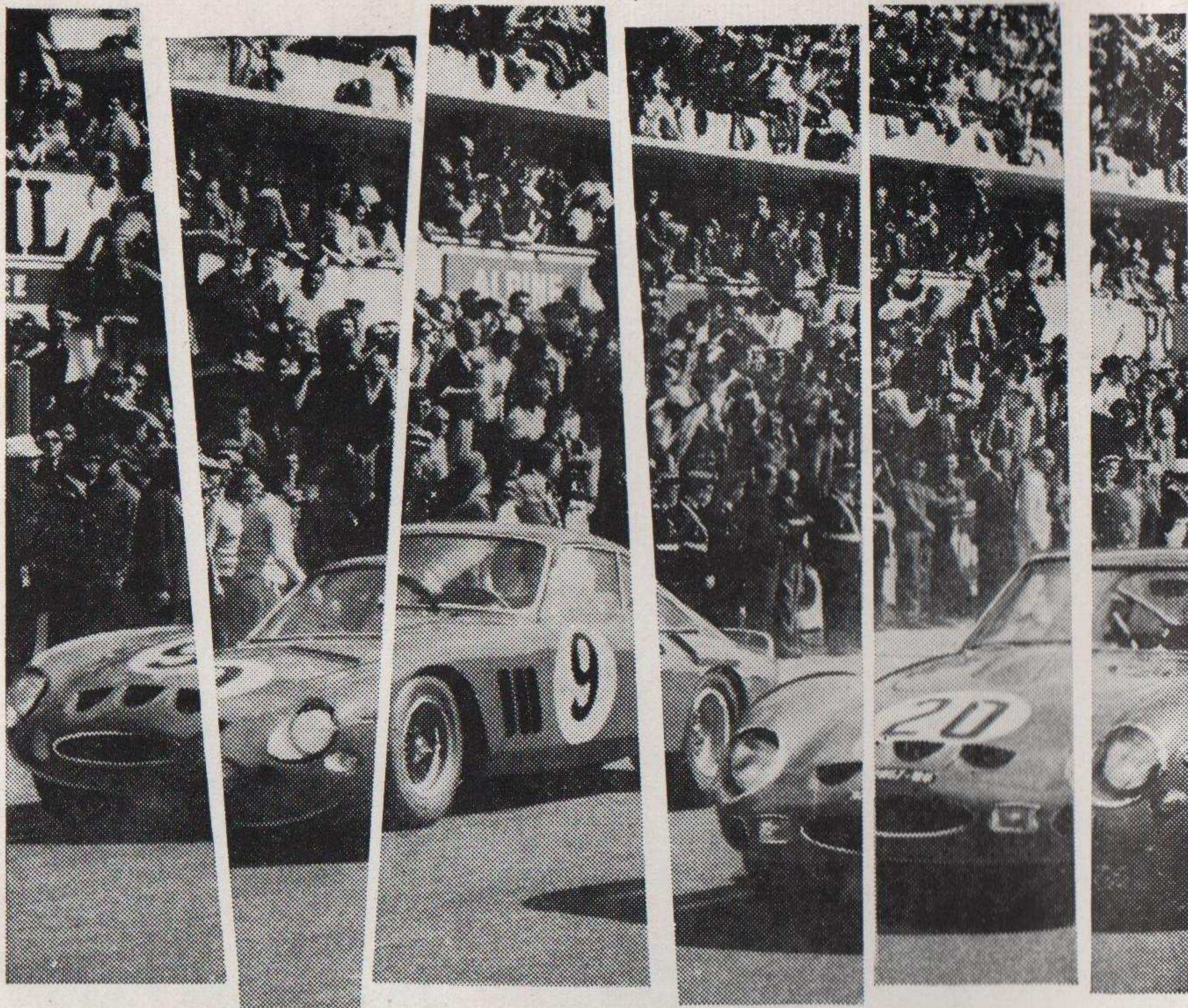
**SATURDAY 29th AUGUST 1964**

**GOODWOOD**

OFFICIAL  
PROGRAMME

**2!**





## completing the picture

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# Autocar

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*The R.A.C. Tourist Trophy Race and the B.A.R.C. International Grand Touring Car Race are held under the International Sporting Code of the Federation Internationale de l'Automobile, 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 organisers, the British Automobile Racing Club, Ltd. R.A.C. Permit No. RS1989.*

## GOODWOOD

Near Chichester, Sussex

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# THE 29th R.A.C. TOURIST TROPHY RACE Meeting

SATURDAY, 29th AUGUST, 1964

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**B.A.R.C. International Grand Touring Car Race . . . . 12 noon**

**29th R.A.C. Tourist Trophy Race . . . . . 1.45 p.m.**

Racing organised by  
**BRITISH AUTOMOBILE RACING CLUB, LTD.**, Sutherland House, Argyll  
Street, London, W.1, and **GOODWOOD ROAD RACING CO. LTD.**,  
Goodwood, Sussex



# The 29th Tourist Trophy Race



**T**ODAY'S race promises to be one of the most exciting which has been held at Goodwood.

You will see the best of Grand Touring and sports cars driven by the top drivers from America, Australia, New Zealand, Europe and Great Britain. The cars have no limit to engine capacity or power, and may be close in their speed to the latest Grand Prix cars which have raced at Goodwood.

The R.A.C. Tourist Trophy, Britain's oldest motor race, has undergone many changes since its inception in 1905 when the cars were required to conform to the general idea of touring models. The Tourist Trophy started in the Isle of Man, but since 1958 its home has been here at the delightful, but tough, Sussex circuit, where many exciting battles during recent years have been won by drivers such as Stirling Moss, Innes Ireland and Graham Hill.

It is a particularly memorable day for us, too. This is the first time in the modern history of the race that it has been sponsored by a commercial firm (as opposed to a newspaper).

The Gallaher Group of Companies, under the Senior Service banner, is happy to have helped in the sponsorship of this 29th Tourist Trophy, and to be associated with the Royal Automobile Club and the British Automobile Racing Club in presenting this classic event.

I hope you will all have an enjoyable day's racing.

# of the Royal Automobile Club



**T**HE Tourist Trophy, the oldest car race on the international calendar, will always hold a unique place in British motor racing history.

It has its being today because the pioneers of the Royal Automobile Club (then the Automobile Club of Great Britain and Ireland) believed that racing should directly develop the ordinary type of car.

That belief has been justified over and over again in the six decades which have passed since the first Tourist Trophy was held in the Isle of Man. Engines, tyres, even rearview mirrors, have been evolved and improved in the testing cauldron of international motor sport.

During those years the T.T. itself has been run not only in the Isle of Man but on the Ards Circuit in Northern Ireland, at the Donington track near Derby, over the Dundrod course just outside Belfast and—since 1958—here in the heart of the lovely Sussex countryside at Goodwood.

The Royal Automobile Club would like to take this opportunity of recording appreciation for the ready assistance of the British Automobile Racing Club in undertaking the organisation of the race during these Goodwood years. Everyone in motor sport, competitor, official and spectator is grateful to them.

Today's meeting also sees the renewal of an old link. Many of the great memories of the Tourist Trophy are associated with Northern Ireland, and it seems most appropriate that the meeting is sponsored by the firm of Gallaher, whose name is also part of Ireland's story.

May the weather be kind and the race be thrilling.



*Mr. E. J. Foord, C.B.E.  
Managing Director,  
Gallaher Group of Companies*



*Mr. Wilfred Andrews,  
Chairman of the  
Royal Automobile Club*



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**CARBUROL SUPER**

in Rahmen unserer laufenden Versuche in Streckenfahrzeugen zu erproben.

Grundsätzlich stehen wir als Automobil- und Motorenhersteller Zusatzmitteln kritisch gegenüber, denn wir sind der Ansicht, daß es die Aufgabe der Mineralölindustrie ist, die Schmiermittel in Zusammenarbeit mit den Fahrzeugherstellern so auszuliegen und ständig zu verbessern, daß sie mit der Weiterentwicklung der Fahrzeugtechnik Schritt halten. Wir sind daher stets bemüht, unsere Erfahrungen mit Zusatzmitteln zu veröffentlichen, inwiefern wir ihre Verwendung empfehlen können, zu Zeit mit Zusatzmitteln laufend erprobten. Wir haben auch CARBUROL SUPER in 2 Fahrzeugen BMW 700 erprobt.

Die Motoren wurden nach einer Laufstrecke von 50000 km zerlegt und zeigten folgendes Ergebnis:  
Alle Gleitflächen zeigten ein gutes Laufbild. Die dem CARBUROL SUPER nachgesagte reibungsmindernde Wirkung bestätigte sich darin, daß der Verschleiß gerade bei hochbeanspruchten Lagerstellen unter dem Normalwert lag. Die Rückstände in den Verbrennungsräumen und an den Ventilen waren normal.

Die durch die chemischen Zusätze erzeugte Gleitwischenschicht zeigte eine leicht braune Färbung und darüber hinaus keine Vorzüge.

Sie werden Verständnis haben, woraus folgt, daß das Ergebnis eines Einzelversuches nicht beweiskräftig sein kann und wir leider aus zeitlichen Gründen einen breiten Versuch auf der Straße und auf dem Prüffeld nicht durchführen können. Dieser Einzelversuch hat jedoch gezeigt, daß eine Verbesserung der Schmierung erzielt wurde und kein Nachteil zu erkennen war, so daß gegen die Verwendung von CARBUROL SUPER nichts einzuwenden ist.

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### TRANSLATION

'Both engines were dismantled after 50,000 kms. with the following results:

All surfaces subject to frictional contact were very satisfactory. The anti-friction properties claimed for CARBUROL SUPER are confirmed. Bearings, especially those under extreme frictional contact showed wear and tear below the standard laid down for such tests. Residue or sediment in combustion chambers and valves was normal.'

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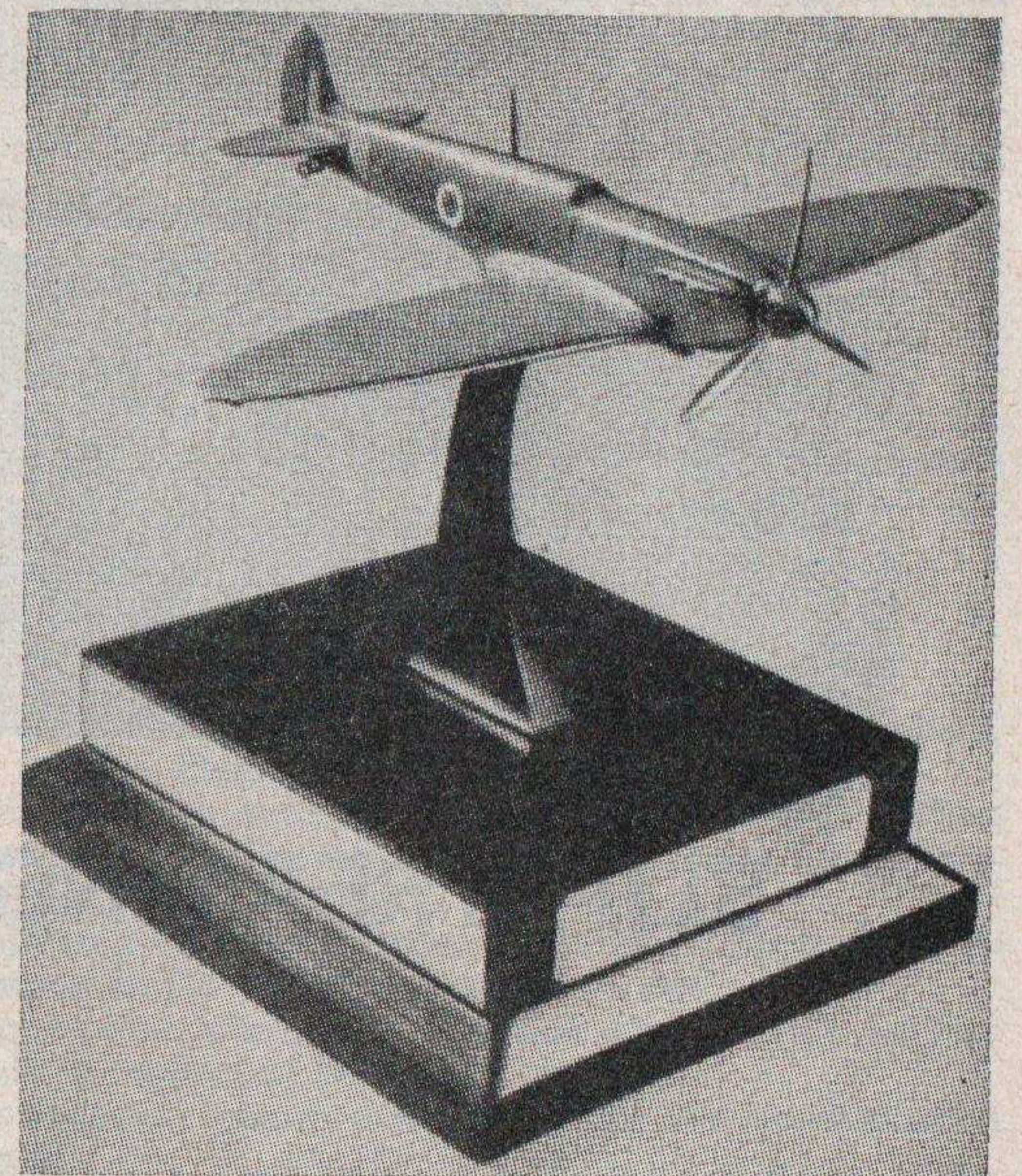
## THE SCOTT GAZE MEMORIAL CHALLENGE TROPHY

*This trophy was presented in 1952 by his family in England and Australia in memory of Pilot Officer I. S. O. Gaze, 1922-41, 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.*

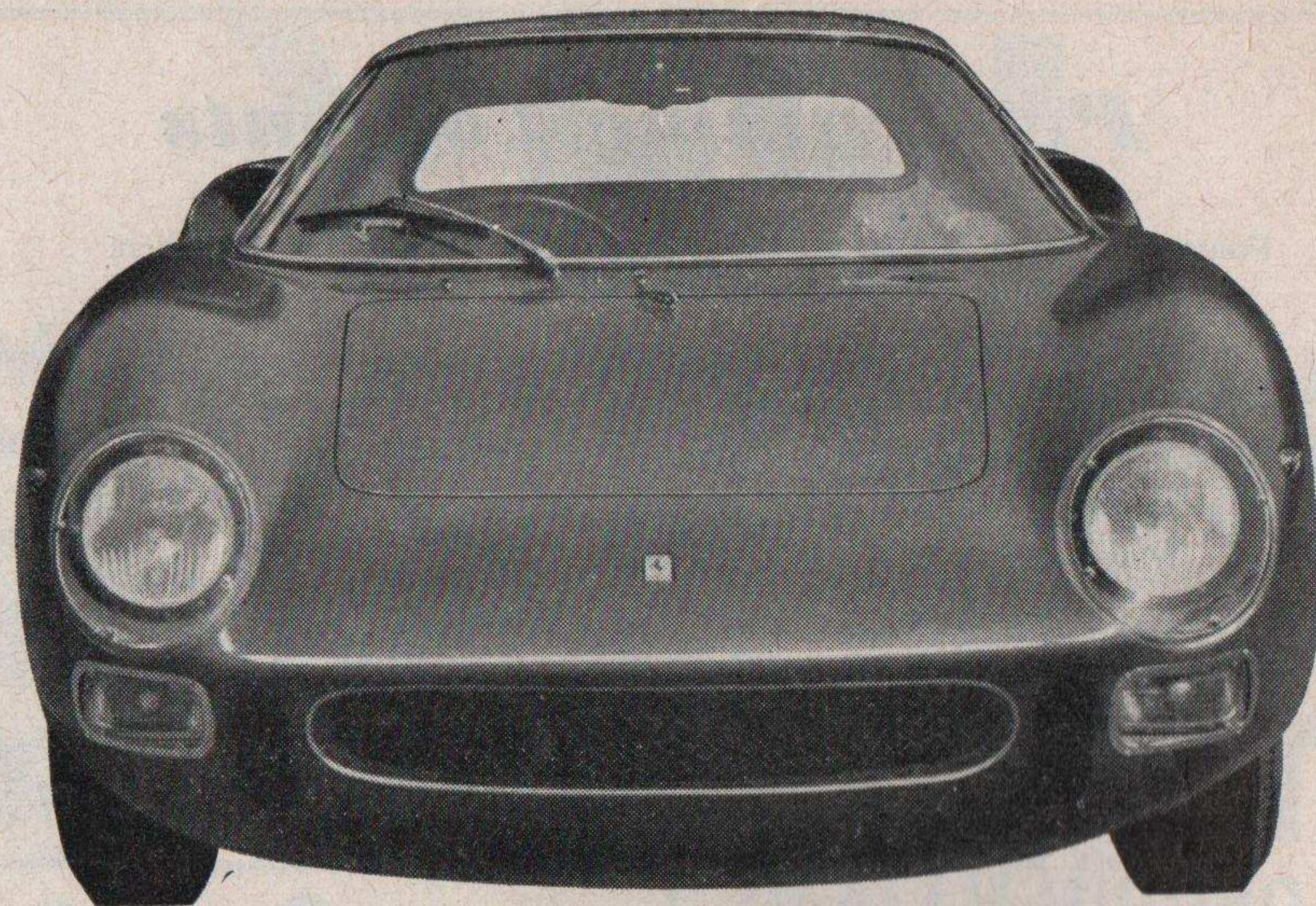
Holder, 1963: G. Hill (B.R.M.),  
1 min. 22.4 sec., 104.85 m.p.h.

Fastest lap so far in 1964: G.  
Hill (B.R.M.), 1 min. 21.0 sec.,  
106.67 m.p.h.

Photo: John F. Wiggins







## STREAMLINING ON FERRARI



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GO WELL—GO SHELL

# IMPORTANT NOTICES



## 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 38.

## REFRESHMENTS

Public cafeteria 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 around the course.

**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.

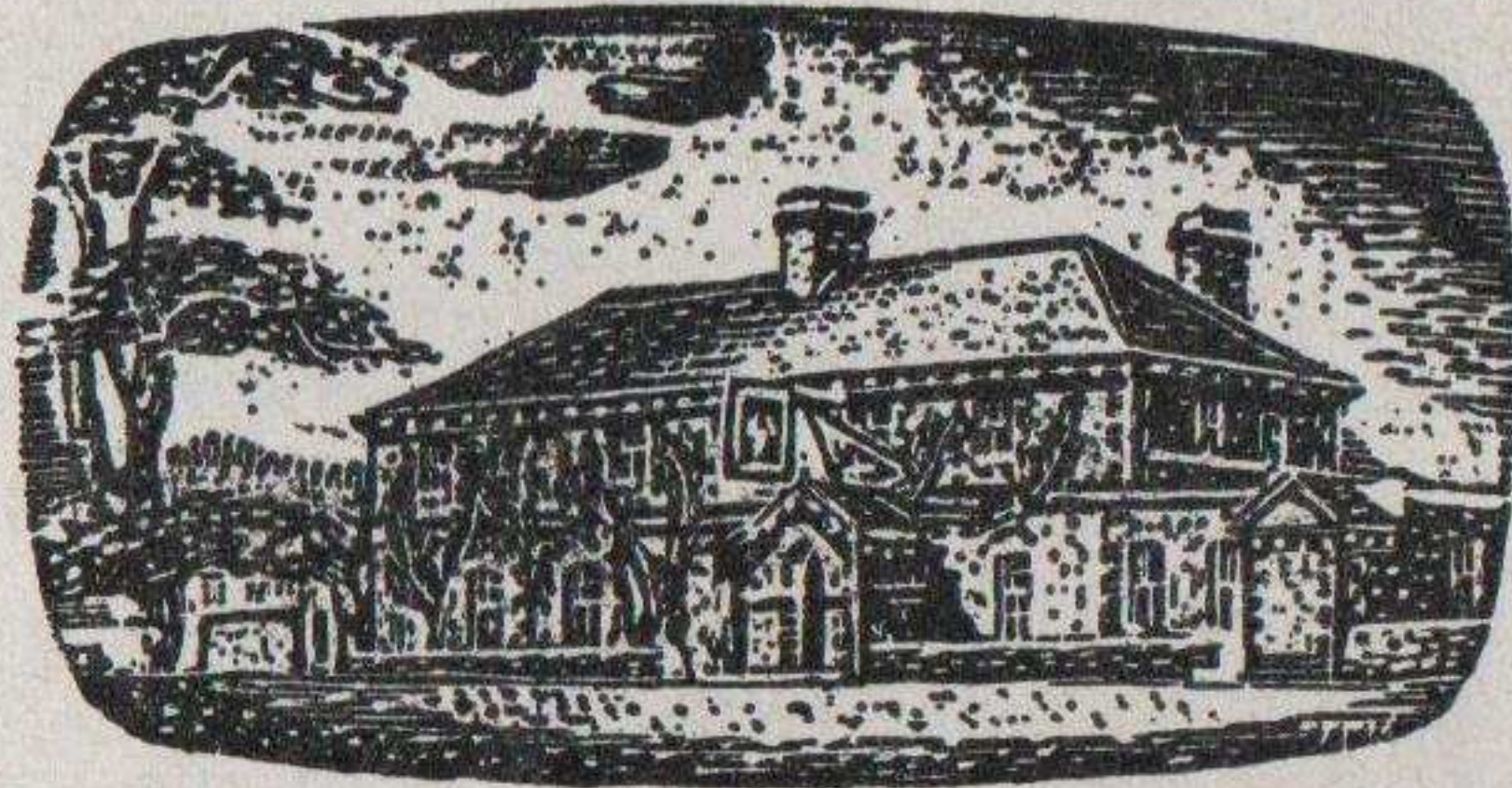
The Club reserves the right to postpone, abandon, or cancel the meeting or any part thereof. No refunds can be made in respect of admission charges.

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



*Dine, wine or stay at*

## THE RICHMOND ARMS HOTEL



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**FREE HOUSE.** Four fully-licensed Bars of individual character: Richmond (cocktails); Goodwood (for Sportsmen); Waterbeach (rustic).

**PARTIES:** The self-contained Trundle Room comprising Bar, Kitchen, Cloakroom, Dance Floor, Car Park and Terrace, will accommodate up to 100 guests. Available for Receptions, Rallies, Conferences, Weddings, Dinners and Dances, etc. Also Cold Buffet and Hot Snacks.

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The perfect rendezvous before and after racing.

Route from Circuit—When leaving the Main Entrance and Tunnel, turn Left, 1st Right and then 1st Left.

# OFFICIALS

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**His Grace the Duke of Richmond and Gordon**

*(President of the British Automobile Racing Club)*

### Stewards

D. H. Delamont  
Geo. Roberts

L. F. Dyer

J. Gott, M.B.E., G.M.

### Judges

J. M. A. Edmondson  
Hon. G. Lascelles

E. C. Gordon England, F.R.Ae.S.  
R. G. Sutherland

### Chief Observer

E. H. G. Browning

### Deputy Chief Observer

T. J. Sawell

### Chief Marshal

C. S. Hoile

### Incident Officer

W. W. Paul

### Chief Pit Marshal

M. Gorringe

### Deputy Chief Pit Marshal

M. S. Wilson

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Capt. R. C. Ayers  
D. V. Brown  
G. P. Butler  
A. J. Canham  
W. D. Cresdee  
M. G. Davenay  
C. R. D. Day  
M. H. Groves  
D. J. L. Hall  
J. I. Hamilton  
A. A. Hind  
A. J. Holberton  
C. Holdom  
J. W. S. Holgate  
R. F. Holland  
R. M. Holland

E. J. Kehoe  
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D. J. G. Lamden  
Capt. M. D. Legg  
P. Madden  
R. S. J. Martin  
W. H. Masheder  
D. G. Nancekievill  
G. Newsome  
R. E. G. Parvin  
D. G. Robertson  
C. M. J. Sandford  
L. A. Sandford  
K. G. Sharpe  
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N. Smeathers  
W. P. Taylor

K. W. Thomas  
T. Thomas  
C. E. Thornton  
Major R. C. Thorpe  
C. T. Trembath  
R. W. Williams  
A. J. Willis  
R. Willis  
R. Wills  
B. N. Wilmott  
C. D. V. Wilson  
E. J. Winter  
A. J. H. Woodgates  
R. Woodley  
G. W. Wright  
I. K. Younger

Members of the Bognor Regis Motor Club.

### Chief Medical Officer

Dr. M. D. Collins

### Medical Officers

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Dr. G. R. Branson  
Dr. E. Carden  
Dr. J. Enticknap

Dr. I. Gurner  
Dr. R. L. McGhie  
Dr. K. B. McKay  
Major W. S. B. Loosmore,  
R.A.M.C.

Dr. R. Penny  
Dr. T. J. Scannell  
Dr. S. L. Stanton

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### Chief Scrutineer

F. C. Matthews

### Scrutineers

M. J. Griffin  
P. F. Jowitt

J. Knight  
H. A. Powell

### Eligibility Scrutineers

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N. C. Croucher

G. T. R. Meekings  
F. A. Wadsworth

L. A. Cushman

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Mrs. F. C. Matthews

### Chief Timekeeper

Major J. W. Barber

### Time Auditor

C. Audrey

### Timekeepers

R. King-Farlow  
A. J. Gibbons

A. E. Nash  
J. Ebblewhite

F. A. Lowe



**Timekeepers' Assistants and Lap Scorers**

R. J. Balmer	G. R. K. Fisk
M. J. Bowler	D. Roach
R. H. Casbard	Mrs. P. Wallis
J. B. Crouch	E. H. Welch

**Public Address**

K. Best	N. G. Greenway	A. Marsh	T. Vlassopulo
---------	----------------	----------	---------------

**Chief Paddock Marshal**

D. H. Dunt

**Deputy Chief Paddock Marshal**

S. Gore

**Start Line, Pit and Paddock Marshals**

R. D. Carpenter	R. K. Gorringer	A. G. Simpson
A. G. Coster	B. G. Gilbert	R. J. Skelton
B. Durose	L. B. Holmes	P. M. Strauss
G. Elliott	R. A. Kisch	R. J. Telfer
E. G. Elsdon	A. Lipson	R. G. Weaver
B. J. Fisher	D. R. Lloyd	A. S. Whitehead
M. W. Frost	D. Cook-Radmore	
K. Gibson	WO 1 G. K. Rothwell	

**Starter**

S. M. Lawry

**Scoreboard Control**

R. Ford

T. C. Plowman

R. Townsend

**Scoreboard Assistants**

Miss L. Briggs	F. Langley	A. Pears
J. Buckland	M. Langley	Mrs. A. Peasgood
Mrs. B. Buckland	T. Malden	J. Peasgood
J. Edwards	B. MacDonald	R. Radbourne
D. Flower	P. Murrey	N. Roper
M. Ford	J. Olding	S. Wreford

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

G. D. White

**Clerk of the Course**

G. H. Macbeth

**BRITISH AUTOMOBILE RACING CLUB***General Secretary: G. H. Macbeth***Press**

Facilities: Ian Gordon (Inquiry Office, at Main Entrance)  
 Race Information: B. J. Bland, K. Bound, I. Hammond, Miss V. Holmes,  
 Miss K. Moore, K. W. Yeates  
 Race Control: Miss S. D. Ellerby, Mrs. M. Scannell, Miss J. Seyfried, Miss  
 A. Tildesley

**Track Superintendent**

R. J. Mackay

**Airfield Controller**

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

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Goodwood Estate Company Ltd.

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**Information Bulletins duplicated by Roneo Ltd.****Course Car kindly loaned by Aston Martin Lagonda Ltd.***The Meeting organised by:*

British Automobile Racing Club Ltd., Sutherland House, 5-6 Argyll Street,  
 London, W.1, and the Goodwood Road Racing Co. Ltd., Goodwood, Sussex.

# FIRST IN THEIR CLASS



## MOTORSPORT

*The Monthly Motoring Magazine***1<sup>st</sup> OF EACH MONTH**

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*The Weekly Motoring Newspaper***EVERY THURSDAY MORNING**

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**TEMPLE HOUSE, TALLIS STREET, LONDON, E.C.4**



# THE TOURIST TROPHY



*This is the famous award for the classic race of the Royal Automobile Club, the trophy sought by rival manufacturers of the world's finest and fastest cars and battled for by the best of international drivers. The names of past winners—driver and machine—engraved round the plinth are in themselves a history of international automobilism. Names like the Hon. Charles S. Rolls, Kenelm Lee Guinness, Kaye Don, Rudi Caracciola, Tazio Nuvolari, Norman Black, Freddy Dixon, Charles Dodson, Gianfranco Comotti, Peter Collins, Stirling Moss . . . cars of such renown as Rolls-Royce, Sunbeam, Lea-Francis, Mercedes-Benz, Alfa-Romeo, Riley, M.G., Jaguar, Aston Martin and Ferrari. Who will gain a place of fame on the plinth today?*

(Photograph by Ted Lewis.)

## Previous Winners of the Tourist Trophy

Year	Circuit	Drivers	Car	Speed m.p.h.
1905	Manx	... J. S. Napier ...	18 h.p. Arrol-Johnston ...	33.9
1906	Manx	... Hon. C. S. Rolls ...	Rolls-Royce ...	39.6
1907	Manx	... E. Courtis ...	Rover ...	28.8
1908	Manx	... W. Watson ...	5.8-litre Hutton ...	50.25
1909-13	No race.			
1914	Manx	... K. Lee Guinness ...	3.3-litre Sunbeam ...	56.44
1915-21	No race.			
1922	Manx	... J. Chassagne ...	3-litre Sunbeam ...	55.78
1928	Ards	... Kaye Don ...	1½-litre Lea-Francis ...	64.06
1929	Ards	... R. Caracciola ...	7-litre Mercedes ...	72.82
1930	Ards	... T. Nuvolari ...	1750 c.c. Alfa-Romeo ...	70.88
1931	Ards	... N. Black ...	750 c.c. M.G. Midget ...	67.90
1932	Ards	... C. R. Whitcroft ...	1087 c.c. Riley ...	74.32
1933	Ards	... T. Nuvolari ...	1087 c.c. M.G. Magnette ...	78.65
1934	Ards	... C. J. P. Dodson ...	1267 c.c. M.G. Magnette ...	74.65
1935	Ards	... F. W. Dixon ...	1½-litre Riley ...	76.90
1936	Ards	... F. W. Dixon and C. J. P. Dodson ...	1½-litre Riley ...	78.01
1937	Donington	G. Comotti ...	4-litre Talbot Darracq ...	68.70
1938	Donington	L. Gerard ...	3-litre Delage ...	67.61
1939-49	No race.			
1950	Dundrod	... S. Moss ...	3.4-litre Jaguar XK120 ...	75.15
1951	Dundrod	... S. Moss ...	3.4-litre Jaguar XK120C ...	83.55
1952	No race.			
1953	Dundrod	... P. J. Collins and P. W. C. Griffith ...	3-litre Aston Martin DB3S ...	81.71
1954	Dundrod	... G. Laureau and P. Armagnac ...	745 c.c. D.B. Panhard ...	68.75
1955	Dundrod	... S. Moss and J. Fitch ...	3-litre Mercedes-Benz 300 SLR ...	88.32
1956-57	No race.			
1958	Goodwood	... S. Moss and C. A. S. Brooks ...	3-litre Aston Martin DBR1-300 ...	88.33
1959	Goodwood	... S. Moss, J. Fairman and C. Shelby ...	3-litre Aston Martin DBR1-300 ...	89.41
1960	Goodwood	... S. Moss ...	250 GT Ferrari ...	85.58
1961	Goodwood	... S. Moss ...	250 GT Ferrari ...	86.62
1962	Goodwood	... I. Ireland ...	250 GT Ferrari ...	94.05
1963	Goodwood	... G. Hill ...	250 GT Ferrari ...	95.14



# Big Race Portrait Gallery

## Some of the Drivers with eyes set on the Tourist Trophy today



*Graham Hill*



*Bruce McLaren*



*Roy Salvadori*



*Innes Ireland*



*Bob Olthoff*



*Tony Maggs*



*David Piper*



*Trevor Taylor*



*Jim Clark*



*John Surtees*



*Phil Hill*



*Dan Gurney*



*John Coundley*



*Roger Mac*



road-hug safety tread (positive grip)

unique safety shoulder (no steering wander)

tread design channels water to rear  
(prevents penetration under tread)

# THIS

## is the tread that takes the tension out of everyday motoring

**It gets a real grip.** On dry, shiny roads. On loose, gritty roads. On these same roads when they've been 'shampooed' by summer showers—and are at their most dangerous. On bends, corners or camber; and when braking or accelerating . . . in any weather, on any surface . . . at town or motorway speeds. It's the ideal tyre for all-the-year motoring.

**It beats the 'hidden danger'** It has the tread that helps to prevent 'aquaplaning' on wet roads—the condition where surface water gets under the tread so that a worn-smooth or less advanced tyre 'slides' on the thin film of moisture between tyre and road and in an emergency, could leave you without any steering or braking control at all.

# DUNLOP C41

AND FOR TOP TYRE SERVICE

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CFH/H64/111

# B.A.R.C. International Grand Touring Car Race

21-lap Scratch Race

Start 12 noon

for Grand Touring Cars 1301-2000 c.c. and up to 1300 c.c.

No.	Entrant and Driver	Car	c.c.	Colour
<b>1301—2000 c.c.</b>				
41	J. R. Stoop	Porsche 904 GTS	1966	Green
42	Mefco Racing Team (Driver: J. Morris)	Porsche 904 GTS	1966	Silver
43	Don Moore (Driver: M. G. De'Udy)	Porsche 904 GTS	1966	Silver
44	R. Burnard	Simca Abarth 2000	1946	Red/White
45	Sprinzel/Lawrencetune Racing Ltd. (Driver: G. G. Spice)	Morgan SLR	1991	Silver
46	Sprinzel/Lawrencetune Racing Ltd. (Driver: N. H. Dangerfield)	Triumph SLR	1991	Blue
47	Don Moore (Driver: To be nominated)	M.G.B.	1800	Red
48	David Milner Racing (Driver: D. C. Milner)	M.G.B.	1800	Blue/White
49	J. G. Sharp	M.G.B.	1798	Blue
50	M. D. C. C. Campbell	Elva Sebring M.G.	1798	Blue
51	A. K. McHardy	T.V.R. Grantura	1855	White
52	J. H. Gaston	T.V.R. Grantura	1798	Blue
53	T. Entwistle	T.V.R. Grantura	1800	White/Green
54	E. Oliver	Lotus Elan	1598	Red
55	Team Elite ('62) Ltd. (Driver: C. Hunt)	Lotus Elan	1595	White/Green
56	The Chequered Flag Ltd. (Driver: M. H. Spence)	Lotus Elan	1594	Black/White
57	R. Willoughby	Lotus Elan	1594	Red/White
58	C. Barber (Driver: M. Beckwith)	Lotus Elan	1594	Green
59	R. J. Crosfield	Lotus Elan	1594	Green
60	Weber Racing Developments (Driver: T. Weber)	Lotus Elan	1594	Gold/Grey
<b>Up to 1300 c.c.</b>				
71	Goss Racing Ltd. (Driver: J. Ralph)	Lotus Elite	1220	Red
72	Harry Stiller Racing Ltd. (Driver: H. Stiller)	Lotus Elite	1220	Blue
73	Harry Stiller Racing Ltd. (Driver: D. G. Marriott)	Lotus Elite	1220	Blue
74	Team Elite ('62) Ltd. (Driver: J. Wagstaff)	Lotus Elite	1216	White/Green
75	E. R. Duggan	Lotus Elite	1216	White/Silver
76	E. P. Racing (Driver: R. M. Widdows)	M.G. Midget	1100	Green
77	J. Harris	Austin Healey Sebring Sprite	1098	Blue
78	Rochester Racing (Driver: J. Mortimer)	Marcos Ford GT	997	White
79	David Plumstead Racing (Driver: G. L. Capel)	Lotus Eleven GT	1098	Blue
80	Garnett Motor Company (Driver: J. F. Dickinson)	Lotus Eleven GT	1097	Red
<b>Reserves in numerical order</b>				
62	M. König (Driver: Mrs. G. König)	Lotus Elan	1558	Yellow
81	The Healey Centre (Driver: M. H. White)	Austin Healey Sprite	1139	Blue
82	P. Creasey	Marcos Ford GT	1098	Blue
83	J. G. Walker (Driver: Entrant or S. J. Scrimgeour)	Turner Ford GT	1650	Green

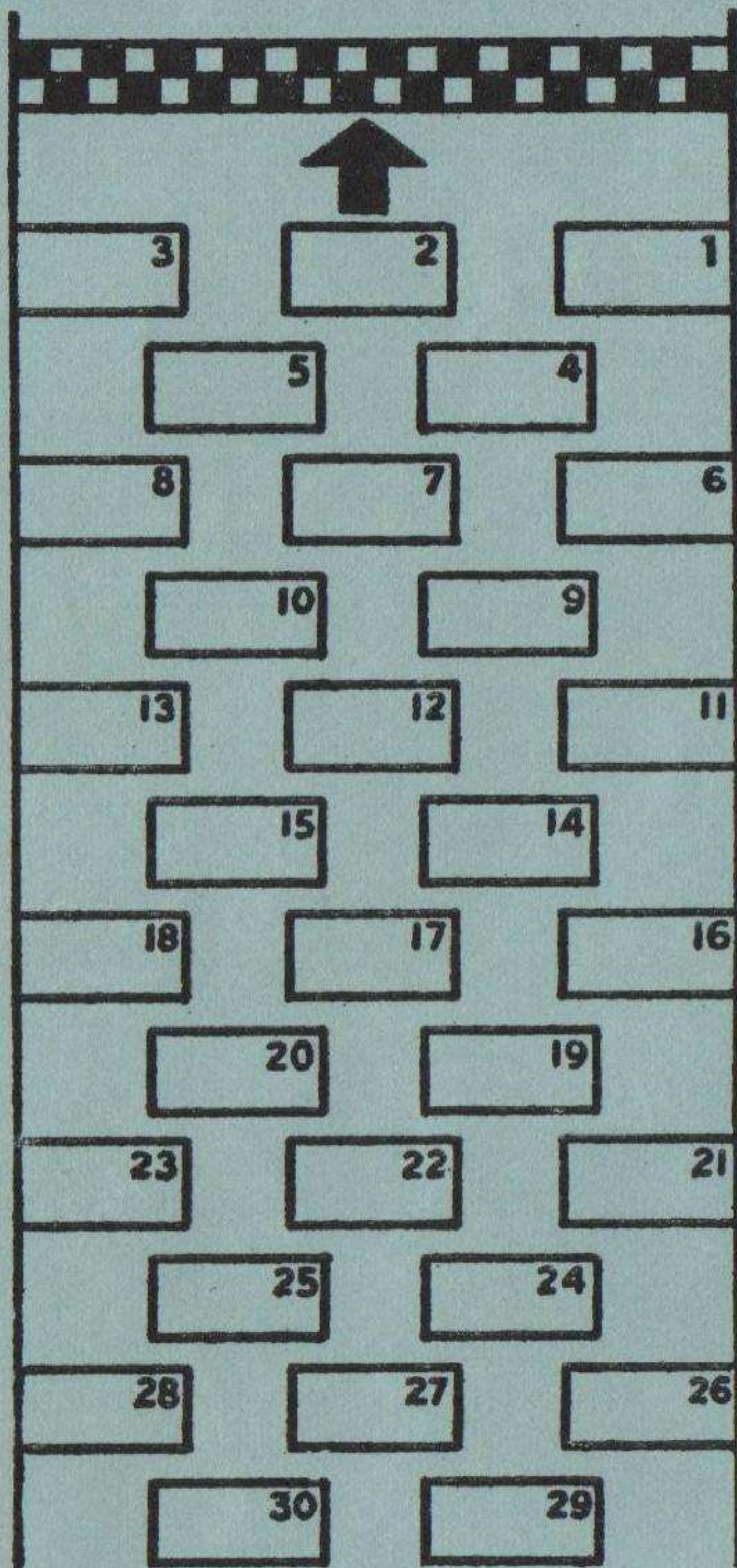
Turn to next page for Starting Grid, Awards and Results Panel.





# B.A.R.C. International Grand Touring Car Race

## STARTING GRID



A 21-lap scratch race for Grand Touring cars in two classes: up to 1300 c.c. and from 1301—2000 c.c.

## AWARDS

To the entrant of the winning car £50; to the second £25; and to the third £15.

In each class:

First: £30. Second: £20. Third: £10.

## RESULTS

### Overall Placings:

1st..... *36.0* Speed..... *92.76* m.p.h. 3rd..... *43 De Hla* Speed..... m.p.h.  
 2nd..... *41 Stoop* Speed..... m.p.h. 4th..... *59 Cross* Speed..... m.p.h.

### Class Placings:

#### Over 1301 c.c.

1st..... Speed..... m.p.h. 3rd..... Speed..... m.p.h.  
 2nd..... Speed..... m.p.h. 4th..... Speed..... m.p.h.

#### Up to 1300 c.c.

1st..... *74 Wagstaff* Speed..... *33.58.4* *84.77* m.p.h. 3rd..... *77 Harris* Speed..... m.p.h.  
 2nd..... *71 Ralph* Speed..... m.p.h. 4th..... *80 Dickenson* Speed..... m.p.h.

*FL 74 Wagstaff 1.39.8 86.57*



## 29th R.A.C. TOURIST TROPHY

To the entrant of the winning car—The R.A.C. Tourist Trophy (a challenge trophy) and £300.

To the entrant of the car placed second in the race—£200.

To the entrant of the car placed third in the race—£100.

To the entrant of the sports car placed highest in the race—The Senior Service Trophy (to be won outright).

Supplementary Class Awards: First in each class—£75.

Second in each class—£50.

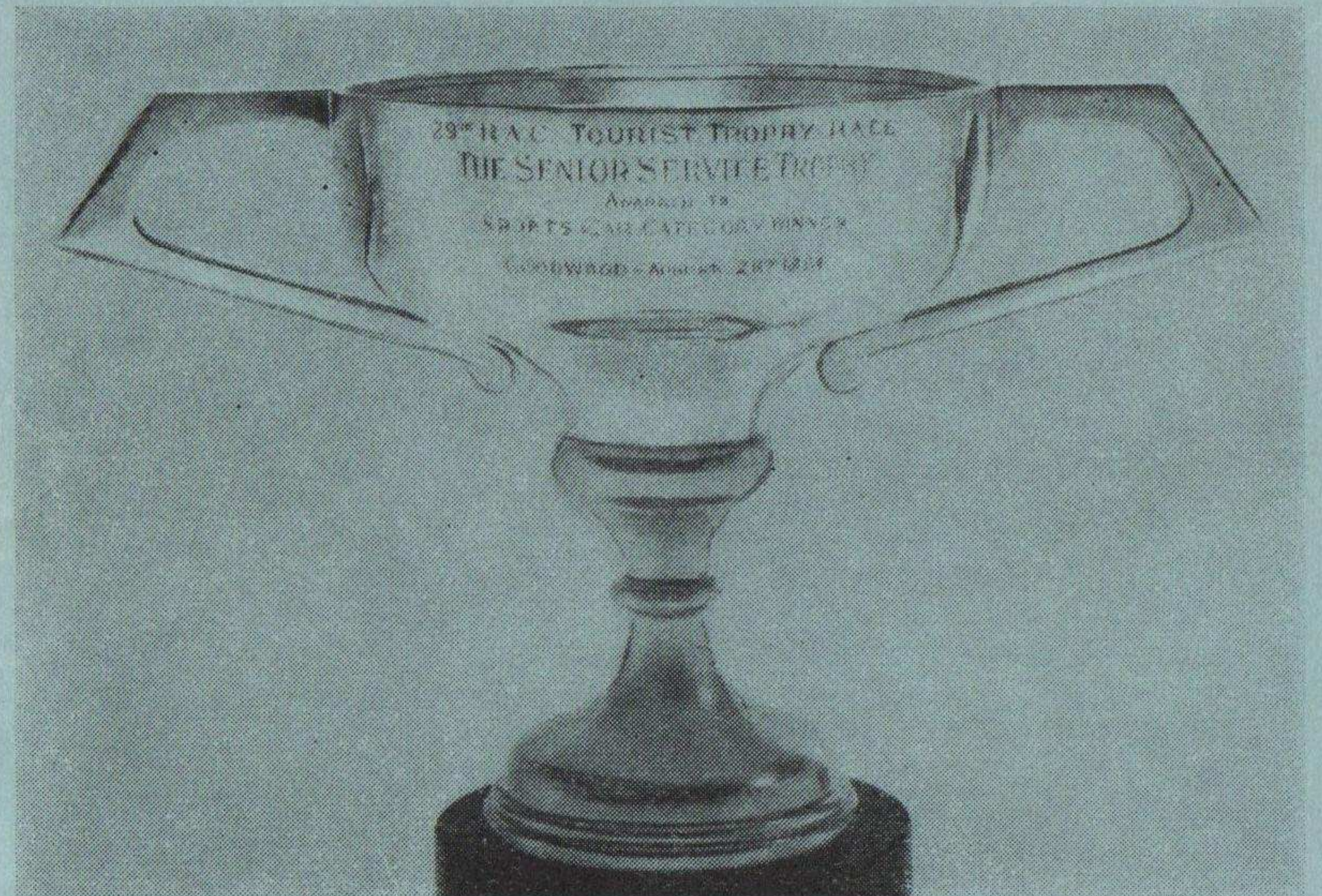
Third in each class—£25.

Fourth in each class—£15.

To the drivers of the winning car—a replica of the R.A.C. Tourist Trophy.

To the mechanic of the winning car—£10.

Note: If, for any reason, the race should be stopped before completion of the full distance, the award of prizes will be at the sole discretion of the Stewards of the Meeting.



The Senior Service Trophy, presented by Gallaher Limited, the long-established tobacco manufacturing company which has generously sponsored this year's Tourist Trophy Race, providing all the prize money and other financial support. The Senior Service Trophy will be awarded to the entrant of the sports car placed highest in the race.

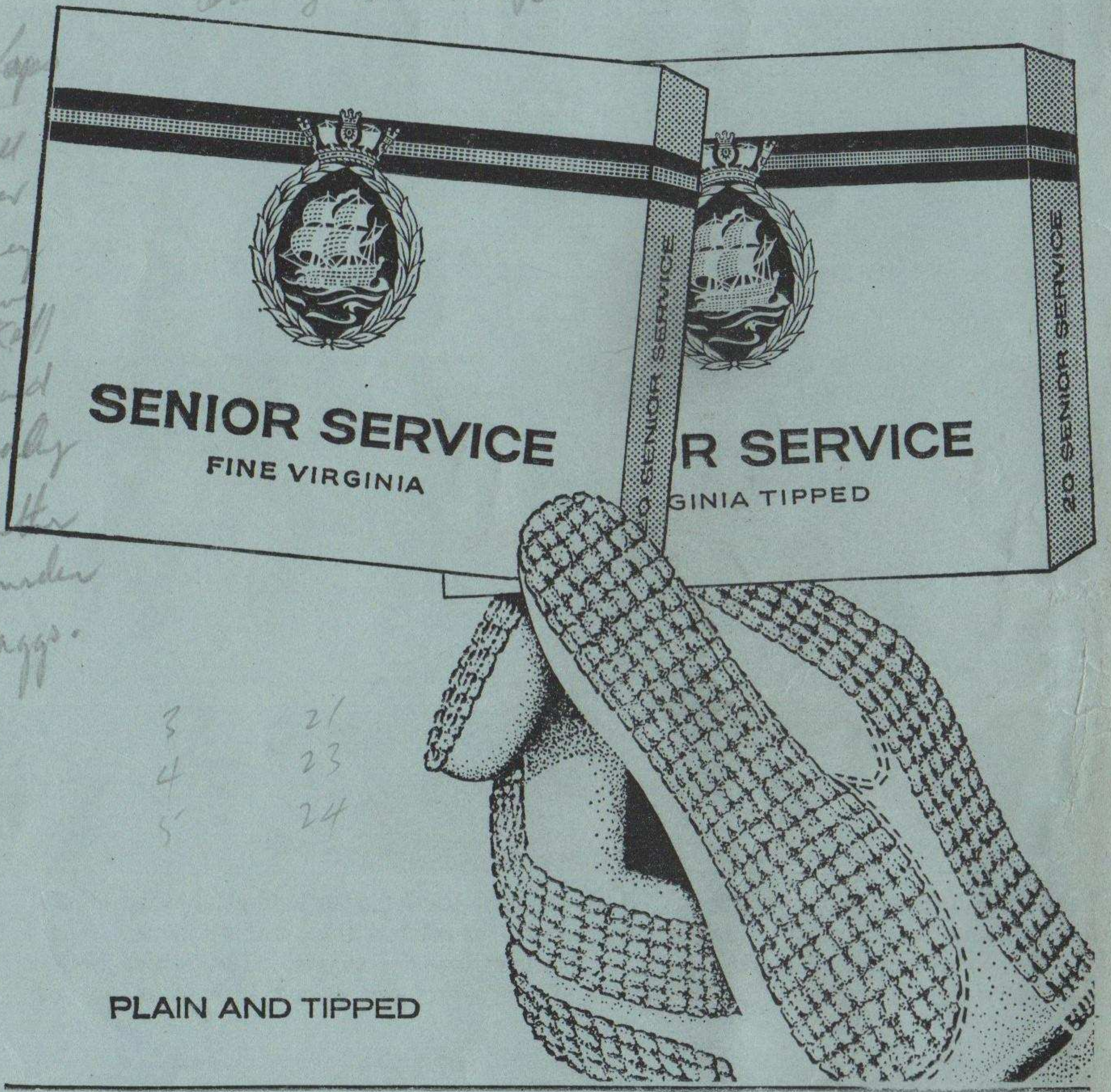


117 laps 120

- 1 Hill
- 2 Piper
- 3 Gurney
- 4 Sears
- 5 Olthoff
- 6 Ireland
- 7 Coundley
- 8 Lumsden
- 9 Lumsden
- 10 Lumsden

# BRITAIN'S OUTSTANDING CIGARETTES

Sports  
Hill  
Piper  
Gurney  
Sears  
Olthoff  
Ireland



PLAIN AND TIPPED

3 21  
4 23  
5 24

38172A  
4911  
512  
10 22 21  
25 23  
27 26 24  
29 34  
31 32 28  
33 6

## 29th R.A.C. TOURIST TROPHY

### THE ENTRIES

#### QUICK REFERENCE LIST

No.	Car	Driver	Reserve Driver
<b>Sports Cars and Prototypes with engine capacity over 1600 c.c.</b>			
1	Lotus 30 Ford	J. Clark	
2	Cooper-Oldsmobile	B. McLaren	
3	Ferrari 330P	R. Ginther	
4	Ferrari 275 LM	D. Piper	
5	Lotus 19 Climax	J. O. Coundley	To be nominated
6	Lotus 23B Ford	R. Attwood	D. Hobbs
7	RepcO Brabham BT8 Climax	H. P. K. Dibley	
8	RepcO Brabham BT8 Climax	D. Hulme	C. Hunt
9	Elva B.M.W.	F. Gardner	
10	Elva B.M.W.	T. Lanfranchi	
11	Elva B.M.W.	T. Taylor	To be nominated
12	RepcO Brabham BT8 Climax	R. Nathan	
14	Attila III Ford	A. V. Hegbourne	
<b>Grand Touring Cars with engine capacity over 2000 c.c.</b>			
21	Shelby American Cobra	D. Gurney	
22	Shelby American Cobra	P. Hill	
23	Shelby American Cobra	J. Sears	
24	Shelby American Cobra	R. Olthoff	
25	Shelby American Cobra	R. Salvadori	
26	Ferrari 250 GTO	J. Surtees	
27	Ferrari 250 GTO	G. Hill	R. Ginther
28	Ferrari 250 GTO	I. Ireland	E. H. B. Portman
29	Ferrari 250 GTO	A. Maggs	
30	Jaguar 'E'	P. Nocker	P. Lindner
31	Jaguar 'E'	P. J. S. Lumsden	P. J. Sargent
32	Jaguar 'E'	P. H. Sutcliffe	W. Bradley
33	Jaguar 'E'	R. S. Mac	
34	Aston Martin DB4GT	M. Salmon	
35	Ferrari 250 GT Speciale	R. C. Kerrison	
36	Ferrari 250 GTO	R. F. Pierpoint	



# TOURIST TROPHY RACE

## COMPETITION NUMBERS, ENTRANTS, CARS, ENGINE DATA AND DRIVERS

No.	Entrant	Car	Colour	No. of Cyls.	Bore and Stroke in mm.	c.c.	Driver	Reserve Driver
<b>SPORTS CARS AND PROTOTYPES WITH ENGINE CAPACITY OVER 1600 c.c.</b>								
1	Team Lotus ...	Lotus 30 Ford ...	Green/Yellow	8	102×73	4727	J. Clark (G.B.)	...
2	Bruce McLaren (Motor Racing) Ltd. ...	Cooper-Oldsmobile	Green/White	8	90.4×76.2	3915	B. McLaren (N.Z.)	...
3	Maranello Concessionaires Ltd. ...	Ferrari 330P ...	Red	12	77×71	3967	R. Ginther (U.S.A.)	...
4	David R. Piper (Auto Racing) Ltd. ...	Ferrari 275LM ...	Green	12	77×58.8	3285	D. Piper (G.B.)	...
5	John Coundley Racing Partnership ...	Lotus 19 Climax ...	Green/Silver	4	96×95	2750	J. O. Coundley (G.B.)	To be nominated
6	Harold Young Ltd. ...	Lotus 23B Ford ...	Red	4	83.5×75.4	1650	R. Attwood (G.B.)	D. Hobbs (G.B.)
7	Stirling Moss Automobile Racing Team ...	RepcO Brabham BT8 Climax	Green	4	94×90	2496	H. P. K. Dibley (G.B.)	...
8	Team Elite ('62) Ltd. ...	RepcO Brabham BT8 Climax	White/Green	4	94×71.1	1999	D. Hulme (N.Z.)	C. Hunt (G.B.)
9	John Willment Automobiles Ltd. ...	Elva B.M.W. ...	Red/White	4	89×80	1991	F. Gardner (Aus.)	...
10	Elva Cars (1961) Ltd. ...	Elva B.M.W. ...	Green	4	89×80	1991	T. Lanfranchi (G.B.)	...
11	Aurora Gears Racing ...	Elva B.M.W. ...	Yellow	4	89×80	1991	T. Taylor (G.B.)	To be nominated
<b>RESERVES</b>								
<i>1st Reserve</i>								
12	Roger Nathan (Racing)	RepcO Brabham BT8 Climax	Blue	4	94×71.2	1999	R. Nathan (G.B.)	...
<i>2nd Reserve</i>								
14	R. F. Pierpoint ...	Attila III Ford ...	Blue	8	101.6×72.9	4727	A. V. Hegbourne (G.B.)	...

<b>GRAND TOURING CARS WITH ENGINE CAPACITY OVER 2000 c.c.</b>								
21	Shelby American Inc. ...	Shelby American Cobra	Blue	8	101.6×72.9	4727	D. Gurney (U.S.A.)	...
22	Shelby American Inc. ...	Shelby American Cobra	Blue	8	101.6×72.9	4727	P. Hill (U.S.A.)	...
23	John Willment Automobiles Ltd. ...	Shelby American Cobra ...	Red/White	8	101.6×72.9	4727	J. Sears (G.B.)	...
24	John Willment Automobiles Ltd. ...	Shelby American Cobra ...	Red/White	8	101.6×72.9	4727	R. Olthoff (Z.A.)	...
25	C. T. Atkins ...	Shelby American Cobra	Green	8	101.6×72.9	4727	R. Salvadori (G.B.)	...
26	North American Racing Team ...	Ferrari 250 GTO	Red	12	73×58.8	2953	J. Surtees (G.B.)	...
27	Maranello Concessionaires Ltd. ...	Ferrari 250 GTO	Red	12	73×58.8	2953	G. Hill (G.B.)	R. Ginther (U.S.A.)
28	Maranello Concessionaires Ltd. ...	Ferrari 250 GTO	White	12	73×58.8	2953	Ireland (G.B.)	E. H. B. Portman (G.B.)
29	David R. Piper (Auto Racing) Ltd. ...	Ferrari 250 GTO	Green	12	73×58.8	2953	A. Maggs (Z.A.)	...
30	Peter Lindner Racing GmbH ...	Jaguar 'E'	Silver/Grey	6	87×106	3781	P. Nocker (D.)	P. Lindner (D.)
31	P. J. S. Lumsden ...	Jaguar 'E'	Green	6	87×106	3781	P. J. S. Lumsden (G.B.)	P. J. Sargent (G.B.)
32	P. H. Sutcliffe ...	Jaguar 'E'	Green	6	87×106	3781	P. Sutcliffe (G.B.)	W. Bradley (G.B.)
33	R. S. Mac ...	Jaguar 'E'	Blue	6	87×106	3781	R. S. Mac (G.B.)	...
34	Dawnay Racing ...	Aston Martin DB4GT	Green	6	92×92	3670	M. Salmon (G.B.)	...
<b>RESERVES</b>								
<i>1st Reserve</i>								
35	R. C. Kerrison ...	Ferrari 250 GT Speciale	Green	12	73×58.8	2953	R. C. Kerrison (G.B.)	...
<i>2nd Reserve</i>								
36	R. C. Kerrison ...	Ferrari 250 GTO	Red	12	73×58.8	2953	R. F. Pierpoint (G.B.)	...

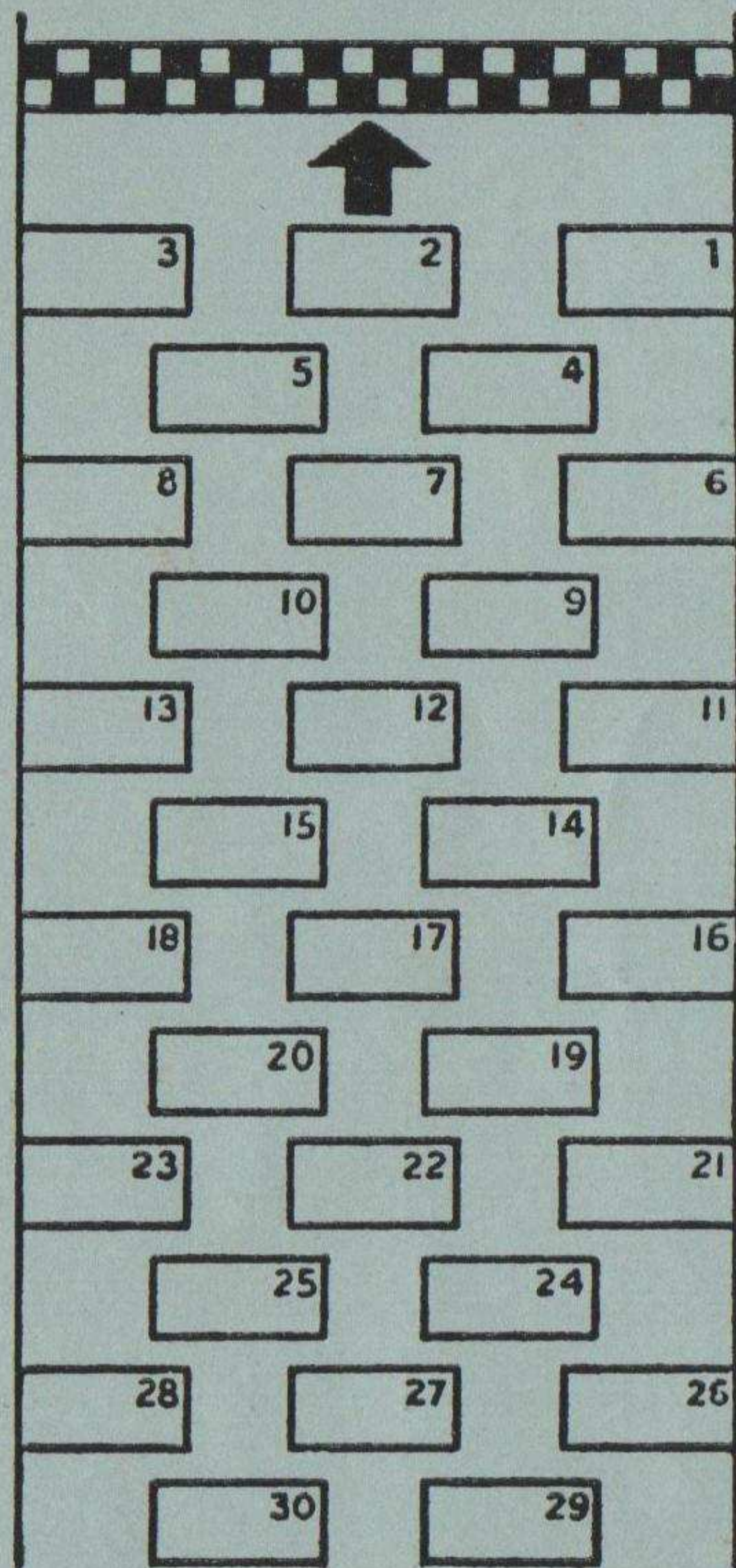
Note: Nationalities of drivers shown after their names are as follows:

G.B.	Great Britain	Aus.	Australia
N.Z.	New Zealand	Z.A.	South Africa
U.S.A.	United States of America	D.	Germany



# 29th R.A.C. International Tourist Trophy

## STARTING GRID



## RACE LEADERS

At 25 laps  
 1st..... 3  
 2nd..... 4  
 3rd..... 21  
 4th..... 23

At 50 laps  
 1st.....  
 2nd.....  
 3rd.....  
 4th.....

At 75 laps  
 1st.....  
 2nd.....  
 3rd.....  
 4th.....

At 100 laps  
 1st.....  
 2nd.....  
 3rd.....  
 4th.....

## RESULTS

### Overall Placings:

1st.....	Speed.....m.p.h.	4th.....	Speed.....m.p.h.
2nd.....	Speed.....m.p.h.	5th.....	Speed.....m.p.h.
3rd.....	Speed.....m.p.h.	6th.....	Speed.....m.p.h.

### Class Placings:

#### Grand Touring Cars over 2000 c.c.:

1st.....	Speed.....m.p.h.	4th.....	Speed.....m.p.h.
2nd.....	Speed.....m.p.h.	5th.....	Speed.....m.p.h.
3rd.....	Speed.....m.p.h.	6th.....	Speed.....m.p.h.

#### Sports Cars over 1600 c.c.:

1st.....	Speed.....m.p.h.	4th.....	Speed.....m.p.h.
2nd.....	Speed.....m.p.h.	5th.....	Speed.....m.p.h.
3rd.....	Speed.....m.p.h.	6th.....	Speed.....m.p.h.

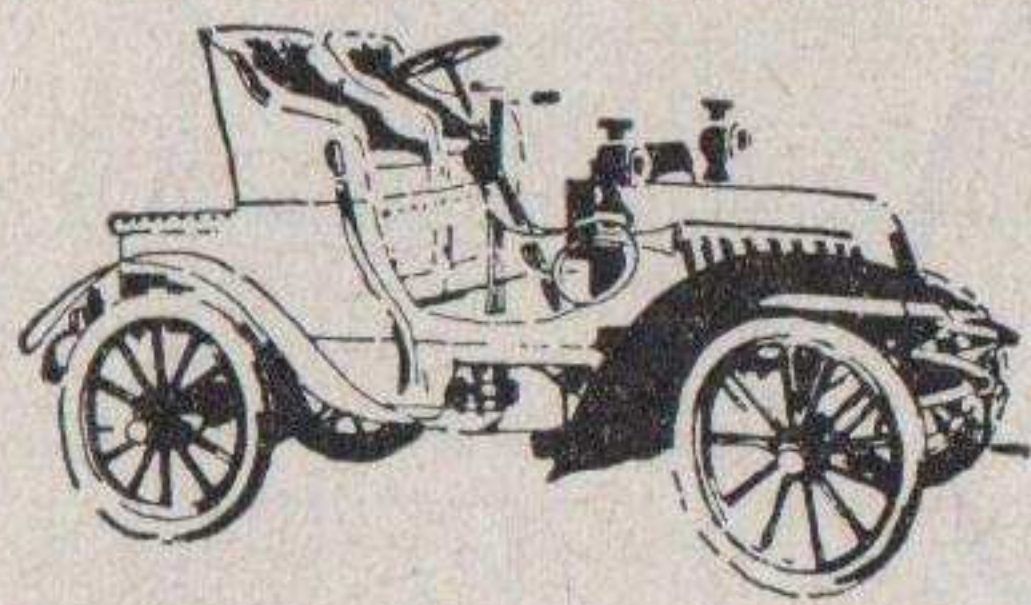


**THE PETROL THAT HAS WON SO MANY  
 WORLD CHAMPIONSHIP GRAND PRIX  
 RACES IS EXACTLY THE SAME AS YOU  
 CAN BUY AT YOUR LOCAL ESSO STATION**

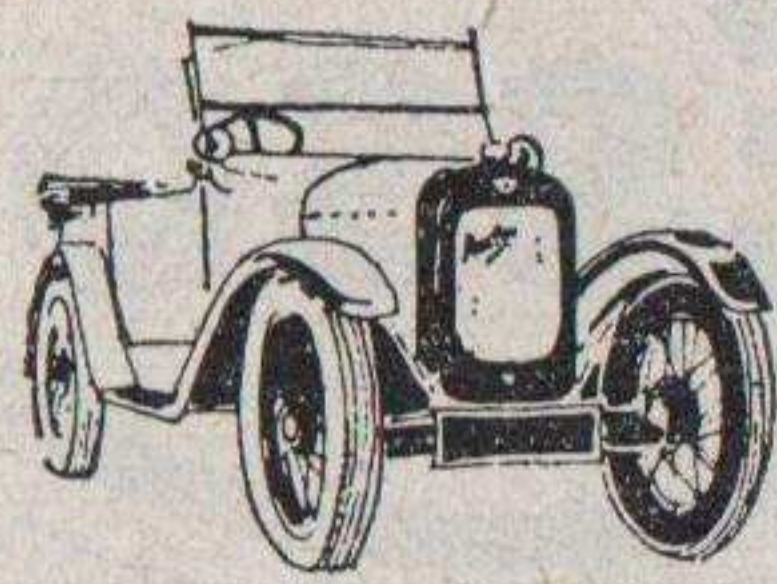
**ALWAYS LOOK TO ESSO FOR THE BEST**



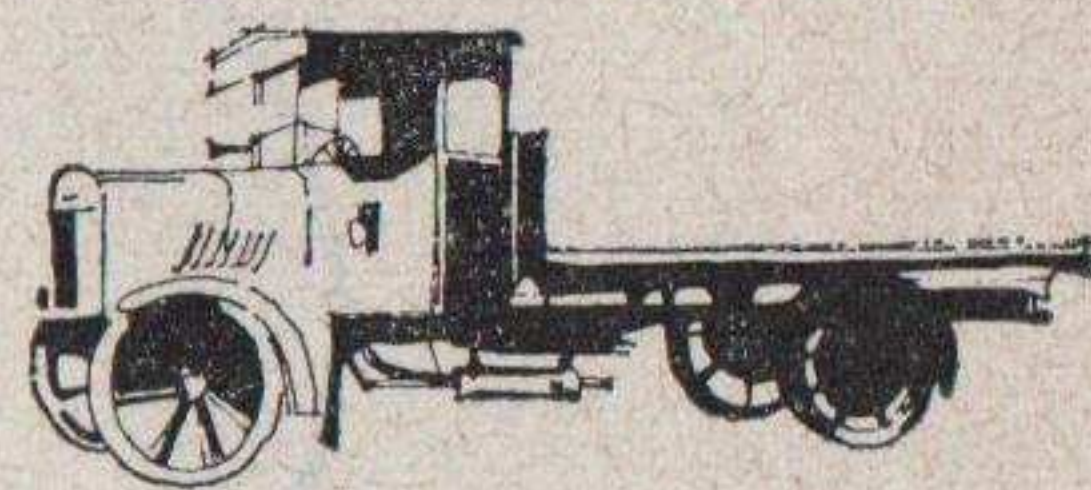
# Over 60 years Some of the many FIRSTS for Ferodo



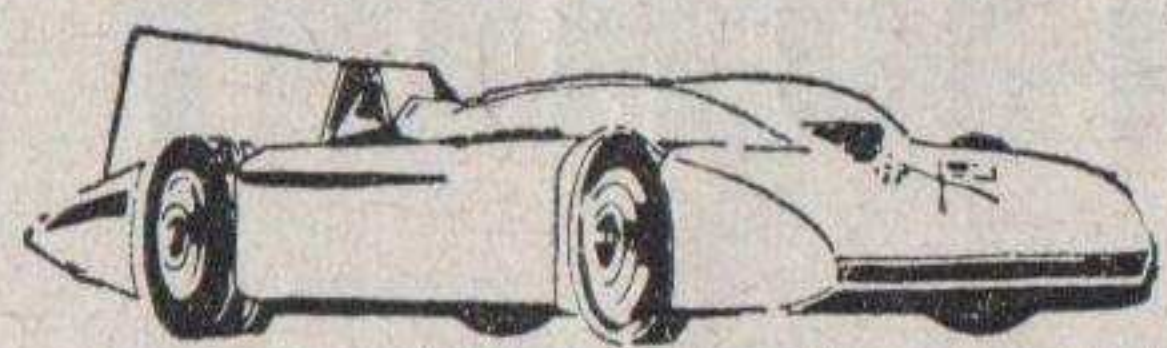
**1904** FERODO FIRST with purpose-made brake linings for the first petrol-driven cars



**1922** FERODO FIRST on Austin 7 – first popular car fitted with 4-wheel brakes



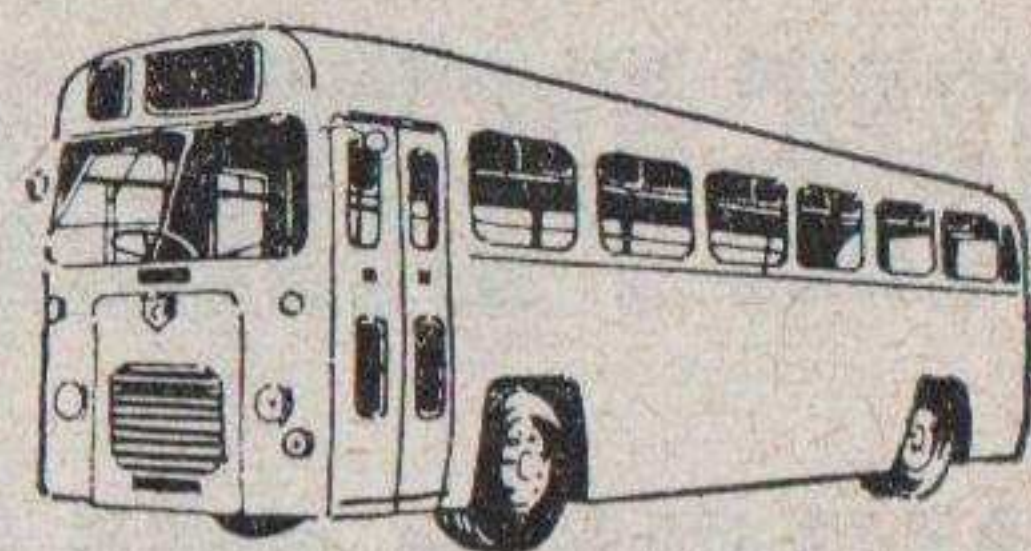
**1929** FERODO FIRST with heavy-duty, non-metallic woven asbestos linings for commercial vehicles



**1935** FERODO FIRST on Bluebird – first car to exceed 300 m.p.h.



**1944** FERODO FIRST with *underwater* brake linings for Bren gun carriers



**1955** FERODO FIRST on the first public service vehicles fitted with disc brakes



**1957** FERODO FIRST on the Vanwall – first British racing car to win world championship honours



**1957** FERODO FIRST on the Gilera which achieved the first-ever 100 m.p.h. T.T. lap



**1963** FERODO FIRST on the Rover-B.R.M. turbine car at Le Mans

## FERODO

Anti-Fade Linings for Drum or Disc Brakes

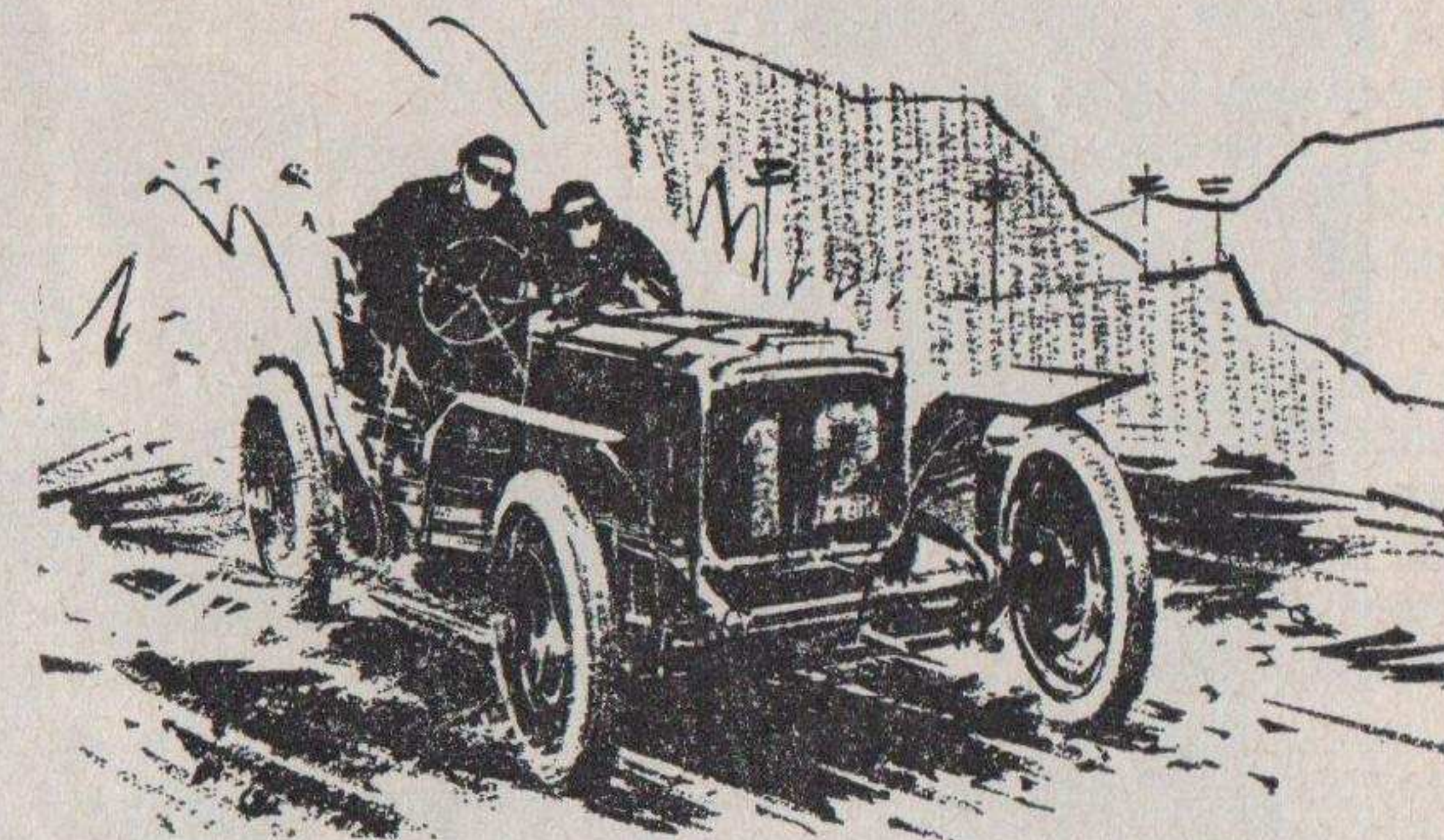
FERODO LIMITED · CHAPEL-EN-LE-FRITH · ENGLAND  
A Turner & Newall company



13/9c

## From the Isle of Man to Goodwood

# The Story of the TOURIST TROPHY



THE story of the Tourist Trophy Race of the R.A.C. is the story of the tremendous strides of progress in automobile engineering and performance in the adventurous, bustling years of the 20th century. As the oldest existing classic contest on a now somewhat overcrowded calendar of international motoring sport which reaches to all corners of the world, the T.T. remains the one link between the almost crude early craftsmanship of the pioneering days of the horseless carriage and the polished perfection that it has achieved in sixty years.

This is indeed the Diamond Jubilee of the Tourist Trophy, for, even though run for the first time in 1905, the race was planned and formulated by long-forgotten senior members of the Automobile Club of Great Britain and Northern Ireland (the senior club did not take on its Royal prefix until three years later) in the summer of 1904.

Those enthusiasts for early motoring felt there was a big need for a competition that would directly develop and stimulate design and performance in the ordinary road car. There were no sports models in that long ago era; all were touring cars in the strict sense of touring, so what more natural than the new event should be named Tourist and have as its prize a handsomely designed trophy that would attract entries from publicity-minded manufacturers eager to prove their products in an expanding market.

The regulations laid down that entries should be four-seater models conforming to the generally accepted idea of a normal

touring car at that time. But, in an effort to level rival performances, each car would have a maximum fuel allotment of nine-and-a-half gallons of petrol irrespective of its size.

The first Tourist Trophy was run over a 208-mile course in the Isle of Man, and, as every right-minded youngster with an interest in the history of the sport knows, was won by J. S. Napier perched at the wheel of an 18 horsepower twin-cylinder Scottish-built Arrol-Johnston. Napier turned in an average speed of 33.9 m.p.h.—considerably fast for those faraway days—and finished some two minutes ahead of Percy Northey mounted in a Rolls-Royce. Of the 42 starters—two-thirds of the field being made up of British-built cars and the remainder of Continental origin—only 18 finished the tough and testing course.

Tough and testing the course certainly was if we are to take literally a contemporary motoring correspondent who described the embattled entrants as making “wild leaps and lurches as the car dances from crag to crag down the rugged mountain road of a blood-curdling course”. However, the first Tourist Trophy was an immediate success, and hardly had the dust died down than entries for the 1906 event were lodged by 17 rival manufacturers.

The Isle of Man remained the home of the T.T. for many years, but, for a variety of reasons, it did not have unbroken continuity and support as an important international event. There were, too, many changes in the rules governing the race and the distance over which it was run—these, of course, to meet the rapid developments in design and power output that entrants were achieving with their models. The last time the Manx circuit thundered to the roar of aspirants





Carroll Shelby is the entrant of Shelby American Cobra cars today. Here the rugged Texan is seen with Stirling Moss, Roy Salvadori and Mr. David Brown after the No. 2 Aston Martin won the 24th T.T. at Goodwood and clinched the sports car world championship for Great Britain in 1959.



Moment of the past, the tremendous excitement of the Le Mans-type start to the T.T. of 1961 a few seconds after the drop of the flag with Moss, Salvadori, Clark and Graham Hill setting out on their long and tough journey.



Graham Hill lifts a wheel of the big 250 GTO Ferrari when cornering at speed on his way to winning last year's race.

for the Winged Mercury trophy was in 1922—and it is worth mentioning that there had been only six contests on the “blood-curdling course” in three times that number of years—and J. Chassagne won for Sunbeams from a field that was mostly made up of outright racing machines.

The first episode in the story of the T.T. was concluded. Since that time the R.A.C. has had a fair measure of difficulty in finding a continuing and suitable circuit for the race. The first move was to the Ards course in Ulster, where it settled for eight years before moving on to Donington Park prior to the Second World War, and then came a ten-year gap while another kind of international struggle was decided. With this accomplished, the Federation Internationale de l'Automobile could seriously consider its calendar once more, and the classic found a new cockpit at Dundrod in Northern Ireland.

Five times the best of the world's sports cars diced round this difficult stretch of public roadway in search of victory, but in the Golden Jubilee race of 1955 there was a multiple pile-up involving seven cars. Two drivers were killed. Reluctantly, the decision was made that the speed and fantastic development of the machines had outstripped the

safety limits of Dundrod, and the race would have to find yet another home.

But where? The Tourist Trophy was in grave danger of slipping out of the lime-light of international competition for ever. Reprieve came in 1958 when Goodwood was offered, and accepted, as its fifth home.

Thanks to the generosity of sport-minded sponsors, first the *News of the World* and now Gallahers Limited, there is no reason why it should not remain an annual event at the pleasant but very testing West Sussex track for many years to come.

The association of Gallahers with the famous race is welcome indeed, for this name, so well known in the sportsman's world, has its roots deep in Northern Ireland—at Londonderry originally, and later at Belfast—and re-establishes the stirring years of the T.T. at Ards and Dundrod.

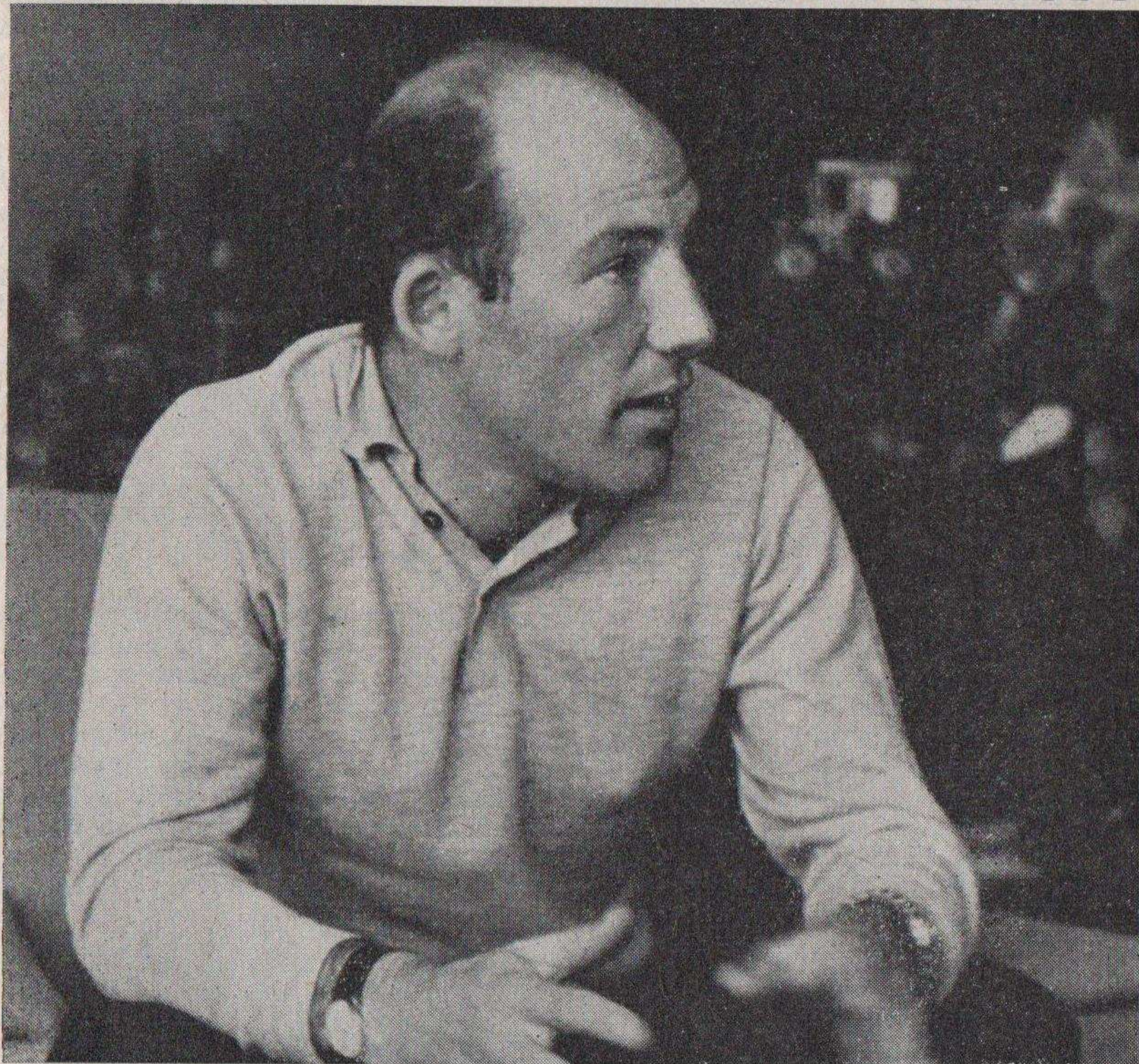
Today sees the twenty-ninth running of the Tourist Trophy of the Royal Automobile Club and the seventh consecutive battle for its prized title at Goodwood. Looking back over these recent years shows how the race has continued to change in the manner of its conditions of competition while retaining the characteristics of its original concept as a severe test that contributes towards “improving



The drama of a pit stop with Tony Brooks leaping into the cockpit of the Testa Rossa Ferrari as mechanics give a final whack to the knock-on wheels. This was during the 1959 race, and the blood-red Italian sports car had been re-fuelled, had all four wheels changed and the nearside front brake adjusted in 95 seconds. Brooks later took over the second Ferrari team car with Olivier Gendebien and finished third behind the Moss-Shelby-Fairman Aston Martin and the Porsche driven by Wolfgang von Trips.



# Famous 'SMALL CAR' subscribers



## STIRLING MOSS

No introductions needed. We're only delighted to record that the maestro is back beardless and bouncing and that he can still always raise the conversational buzz a few decibels whenever he's around. Big news of the moment, of course, is his new S.M.A.R.T. team. South Africans Ed, Bud and Pete nurse the Brabham Sports and the Porsche 904 GTS. First success was last July at Silverstone with a Lotus Elan and plenty of others followed at Brands and Crystal Palace. It's not going to stop. As Stirling says, "I've done a bit of racing and know one or two of the guys behind the scenes." SMALL CAR hope that he and his team will collect the kind of trophies he never has time to dust these days—well, anyway *some* of them.

**small  
car**

BRITAIN'S  
HIGH SPEED  
COLOUR  
MONTHLY

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HGP2167



*On his way to the seventh of his Tourist Trophy victories in 1961: Stirling Moss in the Ferrari Berlinetta carrying his favourite No. 7 race number.*

the breed", a phrase that could never have been in the minds of its originators sixty years ago.

In 1958 it was a four-hour time-and-distance race for sports cars; the next year a six-hour time-and-distance event for the same F.I.A. category of fast machinery. 1960 saw a big change in that it was restricted to Grand Touring Cars—the modern concept of the original touring cars—and over a period of three hours, and this formula was retained in 1961. The following year the set time factor was deleted from the regulations, the race, still for G.T. models, being set over a distance of 240 miles and devil take the hindmost. Last year came another change: a distance set at 500 kilometres (or approximately 312 miles), and the entry qualifying for the F.I.A. International Championship for Grand Touring cars. Further, the traditional Le Mans-type start was abolished—this in the interests of race safety. This afternoon the distance remains the same and the race still qualifies for the G.T. cham-

pionship awards of the F.I.A., but sports cars are admitted to the hand-picked field of starters to add spice and excitement to every minute of the running.

Of the six Goodwood T.T.s to date, honours have gone twice to the Aston Martin cars of Great Britain and four times to the all-powerful Ferrari models of Italy, but the driver, who, above all others, has dominated this period of the story of the classic is Stirling Moss—today filling the role of television commentator. Four times he has taken the chequered flag at the close of the gruelling, never-let-up drive to make his personal collection of trophy replicas an all-time record of seven, for he won three times at Dundrod. This is a record never likely to be broken, and gained at the expense of the greatest drivers of all countries in the post-war years.

Looking back on the entries shows that quite a few of today's drivers of renown have been trying to lay claim to the trophy since the classic first came to the West Sussex centre of motor racing



*Heavy machinery at full bore through Madgwick two years ago with Innes Ireland, the eventual winner, leading Jim Clark, John Surtees and Graham Hill.*



## Who knows better than JIM CLARK...?



Who, indeed, is better qualified to judge the thrilling realism of SCALEXTRIC motor racing. The game that most appeals to the skill and experience of a world champion is the one you will choose for your motor racing parties.

Eight sets for 2 or 4-lane layouts, also 6-lane systems for the really ambitious. Every set contains models of beautiful precision which you can drift, brake and accelerate, giving you all the fun of race participation.

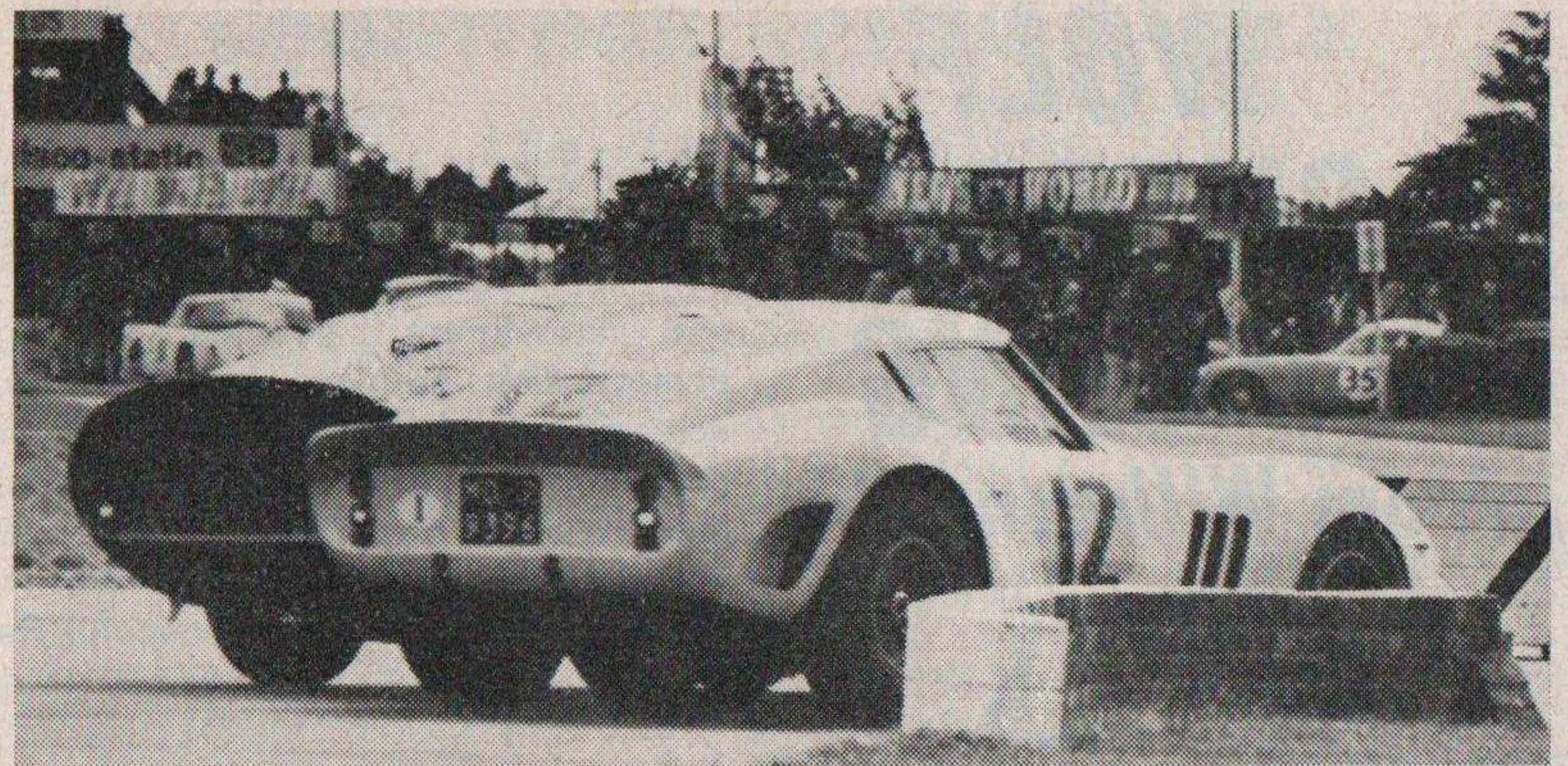
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# SCALEXTRIC

SCALE-MODEL MOTOR RACING



Only two can play at going through the chicane side-by-side when the cars are big Grand Touring models. A tense moment in last year's race with Mike Parkes (Ferrari 250 GTO) and Innes Ireland (Aston Martin DB4GT) scraping paintwork in their tussle to get momentary advantage in the classic.

endeavour in 1958. Graham Hill, Roy Salvadori, Bruce McLaren and Innes Ireland were in that original star-studded field, and the Americans, Phil Hill and Dan Gurney—both driving for Ferrari—along with Jim Clark at the wheel of a Tojeiro-Jaguar, joined the ranks in 1959. Graham Hill reached the much-sought honour last August at the wheel of the grey Ferrari 250GTO entered under the joint banner of John Coombs and Maranello Concessionaires, this following a so-near-yet-so-far effort in 1962 when Innes Ireland pipped him to the post in the U.D.T.-Laystall Racing Team entry.

That was the occasion when Hill and Ireland were mounted in equally matched Ferrari Berlinetta G.T. machines, and little more than three seconds separated them at the finishing line after 2 hours 33 minutes foot-right-down driving. And the result could have been so dramatically different, for Ireland took the flag literally on his last pint of petrol. There was an historic precedent to this down-to-the-last-drop win; that was when Louis Gerard got his 3-litre Delage home first at Donington Park in 1938 with not enough fuel left in the tank to fill a cigarette lighter.

Throughout its long and intriguing story, the T.T. has always proved itself a race of high drama, and the record book and memory recalls that much of that drama has taken place at Goodwood. Just how many cars and their drivers have been involved in breath-catching crashes and other incidents since that first crag to crag engagement of 1905

would be difficult to say, but the 1959 running of the event serves as a good example.

That was the afternoon when David Piper had a tyre failure at Madgwick and rammed his Lotus Climax hard into the protective banking, miraculously with little damage to himself; the afternoon that Masten Gregory "lost" his Tojeiro-Jaguar at Woodcote and flew through the air with the greatest of ease, bending his ribs a bit, while the car overturned and caught fire; the afternoon that Roy Salvadori brought the No.1 Aston Martin into the pits for refuelling and the whole thing went up in a roaring mass of flames. Yes, that was the afternoon when his co-driver, Stirling Moss, took over the No. 2 Aston Martin, being shared by Carroll Shelby and Jack Fairman, and drove like the wind to win his fifth T.T. and clinch the world championship for sports cars for Aston Martin. That was the afternoon when the No. 2 Aston Martin covered 537 miles at an average speed of 89.41 m.p.h. over the six hours, and this included four pit stops for refuelling and four complete changes of wheels. Under the directing genius of the late Reg Parnell, the longest of these pit stops was 57 seconds and the shortest a mere 35 seconds.

Today, pit stops may well again decide the winner of the oldest classic.

Text by IAN GORDON and photographs by MICHAEL COOPER, TED LEWIS, DAVID PHIPPS, JOHN F. WHITMORE and "The News of the World".



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## GOODWOOD SPEED TABLE

1 lap=2.4 miles=3.863 kms.

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



# International Flag Signals

**Red:** Signal for complete and immediate stop.

**Yellow (Waved):** Great danger, be prepared to stop.

**Yellow (Steady):** Take care, danger.

**Yellow with Vertical Red Stripes:** Take care, oil has been spilled somewhere on the road.

**Blue (Waved):** Another competitor is trying to overtake you.

**Blue (Steady):** Another competitor is following you very closely.

**White:** An ambulance or service car is on the circuit.

**Black (with Competitor's Number):** Signal for the competitor to stop on the next Lap.

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

The Union Jack will be used for starting the races.

## GOODWOOD SPEED TABLE—contd.

LAP TIME			SPEED			LAP TIME			SPEED		
M.	S.		M.P.H.	K.P.H.		M.	S.		M.P.H.	K.P.H.	
1	47		80.75	129.92		1	51		77.84	125.24	
	.2		80.60	129.68			.2		77.70	125.01	
	.4		80.45	129.44			.4		77.56	124.79	
	.6		80.30	129.20			.6		77.42	124.57	
	.8		80.15	128.96			.8		77.28	124.34	
1	48		80.00	128.72		1	52		77.14	124.12	
	.2		79.85	128.48			.2		77.00	123.90	
	.4		79.70	128.24			.4		76.87	123.68	
	.6		79.56	128.00			.6		76.73	123.46	
	.8		79.41	127.77			.8		76.60	123.24	
1	49		79.27	127.54		1	53		76.46	123.02	
	.2		79.12	127.30			.2		76.32	122.81	
	.4		78.98	127.07			.4		76.19	122.59	
	.6		78.83	126.84			.6		76.06	122.37	
	.8		78.69	126.61			.8		75.92	122.16	
1	50		78.54	126.38		1	54		75.79	121.94	
	.2		78.40	126.15			.2		75.66	121.73	
	.4		78.26	125.92			.4		75.52	121.52	
	.6		78.12	125.69			.6		75.39	121.31	
	.8		77.98	125.47			.8		75.26	121.09	

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## Goodwood Circuit and Class Records

### OUTRIGHT LAP RECORD FOR THE PRESENT CIRCUIT:

G. Hill (B.R.M.), 1 min. 21.0 sec., 106.67 m.p.h. (International 100, March 1964).

### SPORTS CAR RECORD:

H. P. K. Dibley (Repcobra Climax), 1 min. 26.2 sec., 100.23 m.p.h.

### SPORTS CAR CLASS RECORDS:

Exceeding 3000 c.c. and up to 5000 c.c.: D. G. Addicott (Lotus Buick), 1 min. 30.0 sec., 96.00 m.p.h.

Exceeding 2000 c.c. and up to 3000 c.c.: H. P. K. Dibley (Repcobra Climax), 1 min. 26.2 sec., 100.23 m.p.h.

Exceeding 1500 c.c. and up to 2000 c.c.: T. Lanfranchi (Elva B.M.W.), 1 min. 27.8 sec., 98.40 m.p.h.

### GRAND TOURING CAR RECORD:

G. Hill (Ferrari 250 GTO), 1 min. 28.0 sec., 98.18 m.p.h.

### GRAND TOURING CAR CLASS RECORDS:

Exceeding 4000 c.c.: J. Sears (A.C. Cobra), 1 min. 28.2 sec., 97.96 m.p.h.

Exceeding 3000 c.c. and up to 4000 c.c.: R. Salvadori (Jaguar E), 1 min. 28.6 sec., 97.52 m.p.h.

Exceeding 2000 c.c. and up to 3000 c.c.: G. Hill (Ferrari 250 GTO), 1 min. 28.0 sec., 98.18 m.p.h.

Exceeding 1600 c.c. and up to 2000 c.c.: J. R. Stoop (Porsche Carrera), 1 min. 37.6 sec., 88.52 m.p.h.

Exceeding 1300 c.c. and up to 1600 c.c.: P. Arundell (Lotus Elan), 1 min. 31.4 sec., 94.53 m.p.h.

Exceeding 1150 c.c. and up to 1300 c.c.: J. Whitmore (Lotus Elite), 1 min. 37.0 sec., 89.07 m.p.h.

Exceeding 1000 c.c. and up to 1150 c.c.: W. Banks (Turner Climax), 1 min. 38.0 sec., 88.16 m.p.h.

Up to 1000 c.c.: L. Bianchi (Fiat Abarth), 1 min. 39.0 sec., 87.27 m.p.h.



# THE LEADER BOARD

RACE POSITIONS			
1 <sup>ST.</sup>	2 <sup>ND.</sup>	3 <sup>RD.</sup>	4 <sup>TH.</sup>
CAR No.	CAR No.	CAR No.	CAR No.
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
LAPS COMPLETED	LAPS BEHIND LEADER		
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Above is a diagram of the leader board opposite the chicane stands. As the race progresses, the leader board will show the first four positions in the race, together with the total number of laps completed by the leader and, where applicable, the number of laps behind the leader of any of the next three cars.

It should be noted that the numbers of the cars in the first four positions will be shown on the completion of each lap. Changes of position are not shown until the end of the lap on which they take place.

Where there is a considerable distance between the leader and the following three cars, the lap number is altered as the leader crosses the line, and changes, if any, in second, third and fourth positions are not shown until the cars concerned complete the lap by crossing the line.

Although every effort is naturally made to maintain the accuracy of the board, this information is not necessarily official.

Official information is read out at intervals over the loudspeaker system and it is this source of information which will enable spectators not able to see the leader board to follow the course of the race.

## 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 stands available to them opposite the start line and pits as well as at the Paddock Chicane. Individual seats may not 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 therefore requested not to attempt to "reserve" them by leaving hats and coats behind.

Stand occupants are earnestly requested to remain seated during racing.

In the general interests of the comfort of fellow-members, and indeed of safety,

we must ask that the gangways on all of the members' stands—at the Chicane and the Start Line—should be kept entirely clear throughout practising and racing. We must ask our members and guests to co-operate in this matter, as many complaints have been received during the current season. Gangways simply must not be used as additional seats or vantage points for watching the racing.

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.

We regret that the flying control building in the Green Enclosure is not available to members at this meeting. It is being used for official purposes.

The final event of the season at Goodwood—the 63rd B.A.R.C. race meeting—is on Saturday, 12th September.

# ENCLOSURES AND PADDOCK

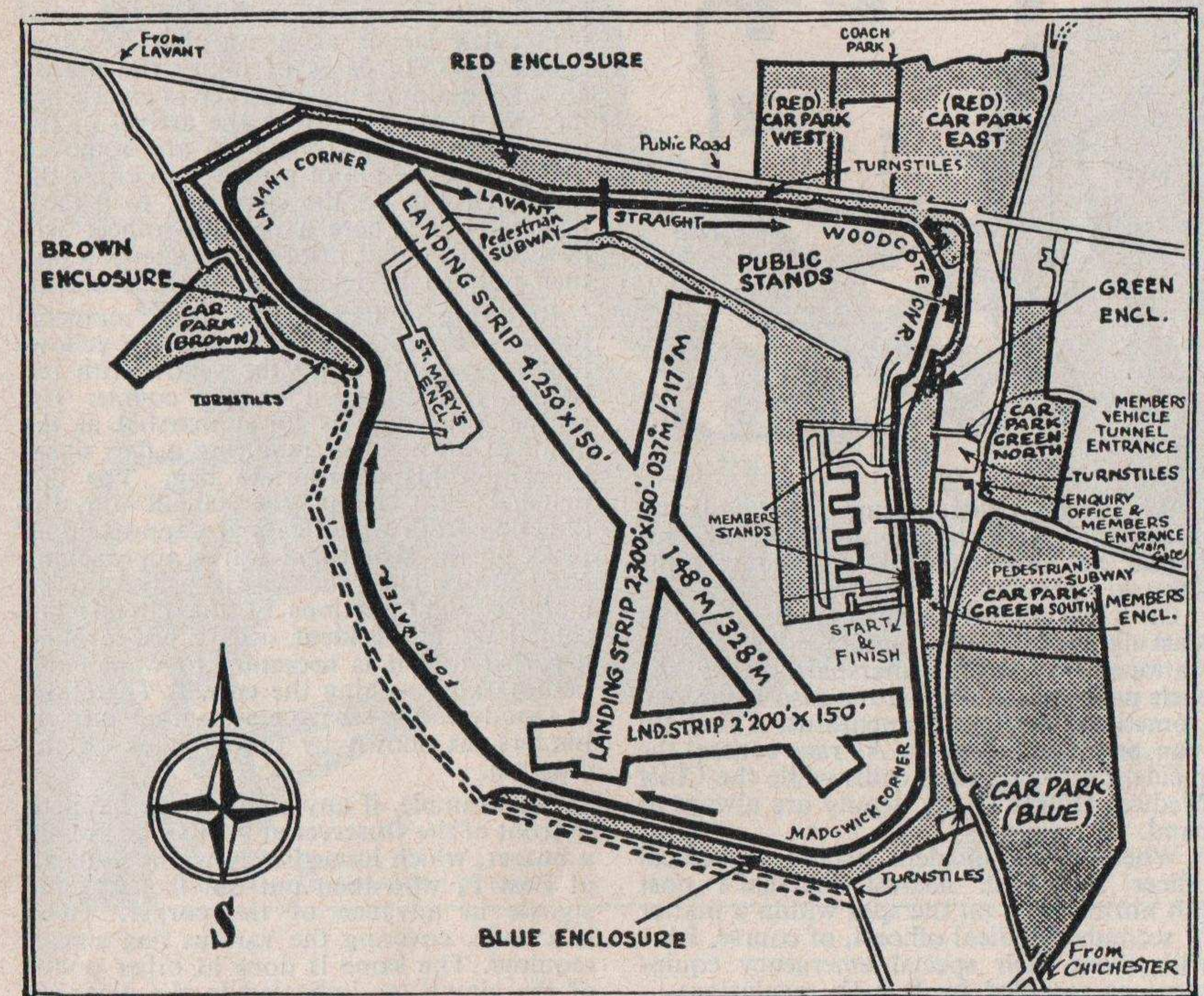
MEMBERS of the public and B.A.R.C. members can view racing from all enclosures by keeping within the circuit and by walking (anti-clockwise) (i) from the Blue to the Green, to the Red, and thence to the Brown enclosure, or (ii) (by walking clockwise) from the Brown to the Red, to the Green and thence to the Blue Enclosure.

It is not necessary to pass through any gates while taking either route as there is a direct path around the perimeter of the Circuit. It is not possible, however, to pass directly between the Brown and the Blue Enclosures.

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.

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

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



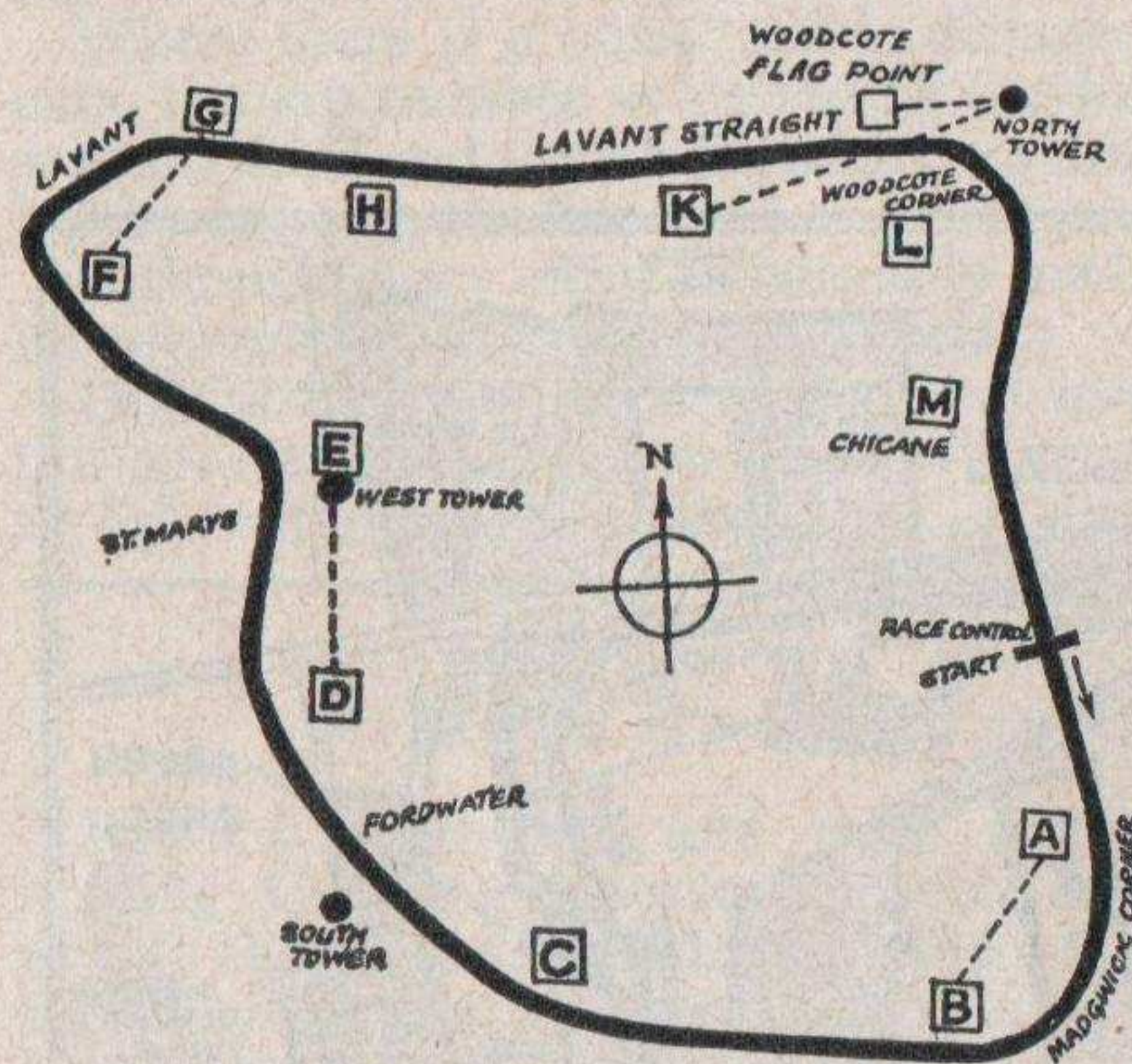


## IN AN EMERGENCY . . .

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 Breakdown 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 a 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.

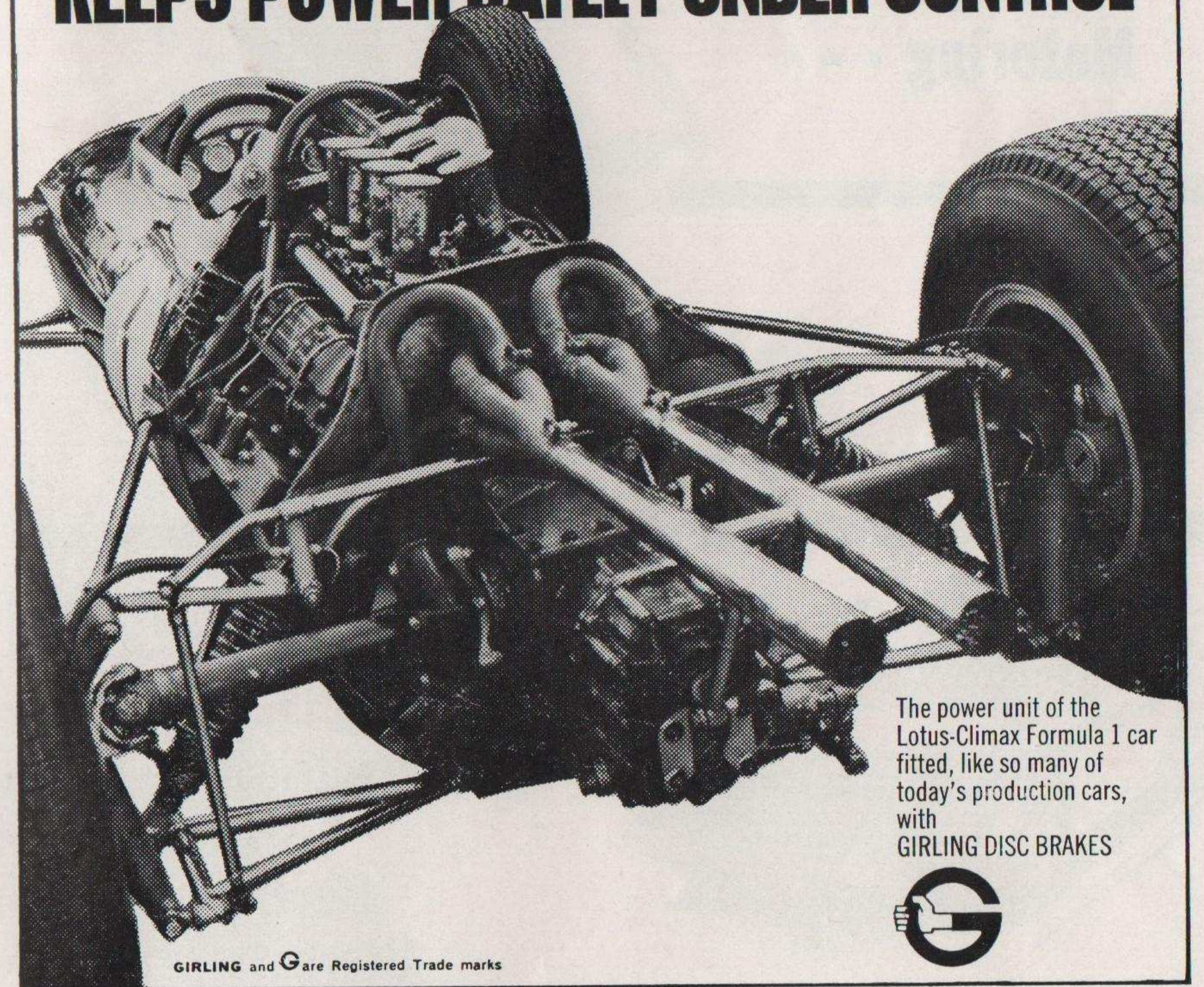
Referring to flag signals for a moment, the most important of these are the yellow, indicating danger, and the yellow with red stripes, indicating oil on the course. The normal procedure is for a marshal at the point of an incident requiring a flag signal to exhibit his appropriate flag. The flag marshal 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 around 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.

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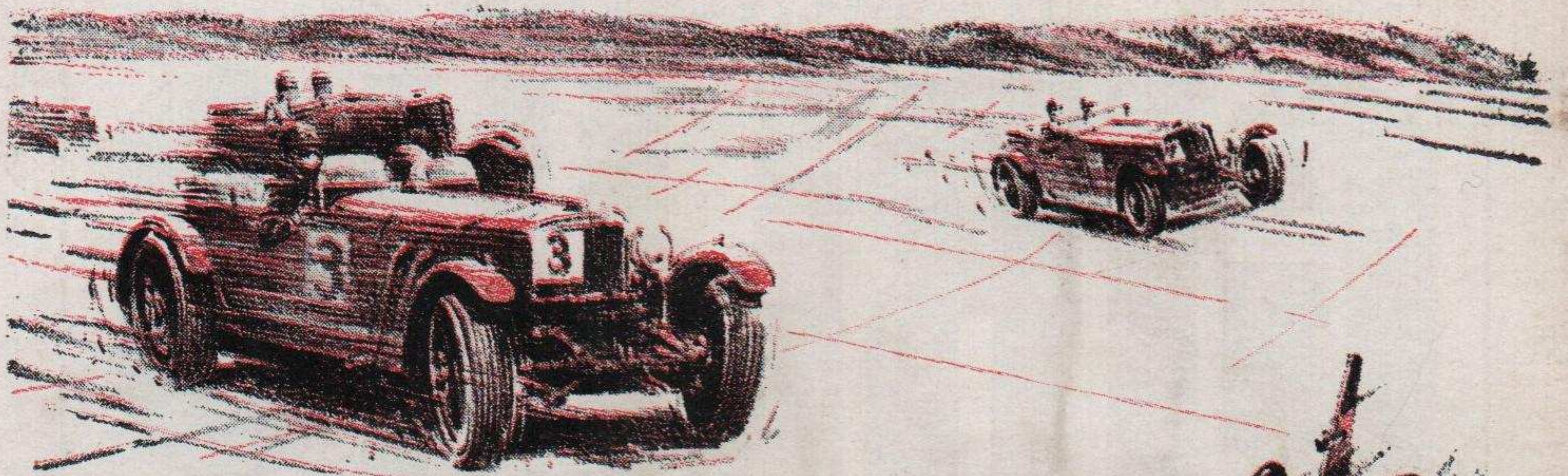


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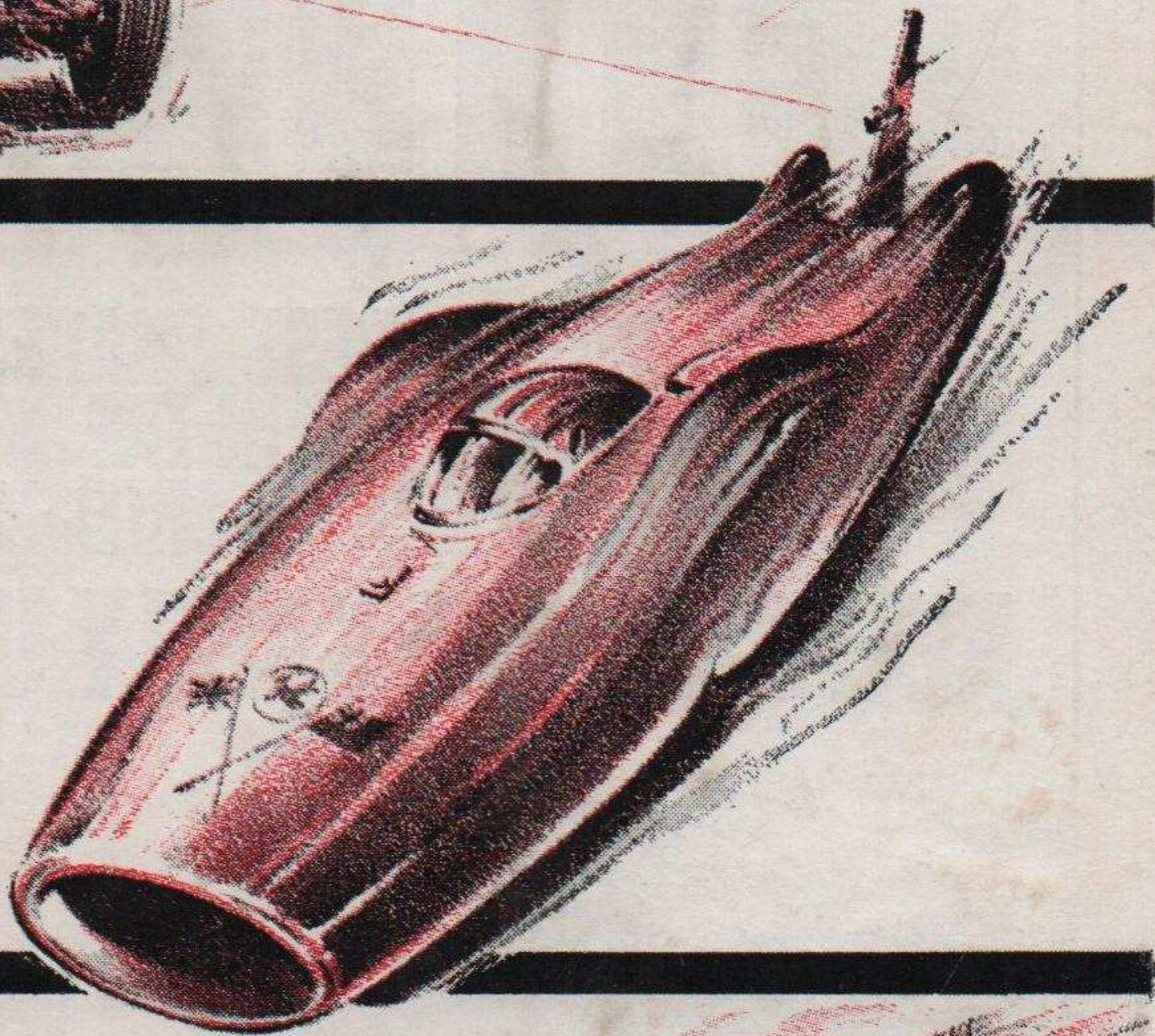


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