

Saturday, August 27th, 1955

BRITISH RACING AND SPORTS CAR CLUB

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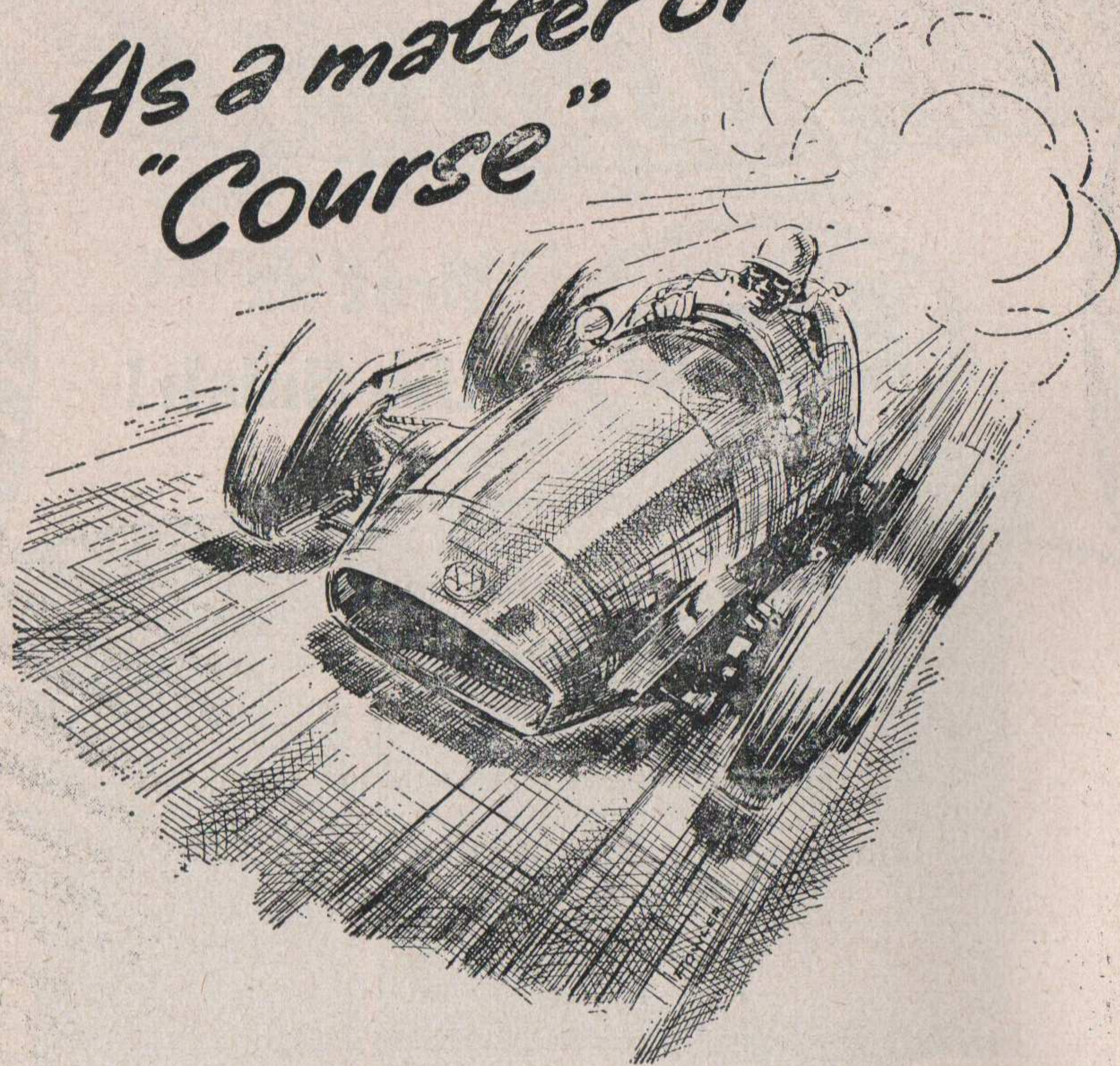
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The 1st Daily Herald International Trophy Meeting

Held under the International Sporting Code of the Federation Internationale de l'Automobile, the General Competition Rules of the Royal Automobile Club, the Competition Rules (1955) of the British Racing & Sports Car Club and the Supplementary Regulations issued by the same organisation.

R.A.C. Permit No. D.1504

OFFICIALS

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For the British Racing & Sports Car Club—T. H. Wisdom, D. J. Scannell,
A. W. Richards, I. H. Smith, F. R. Gerard.

Judges:

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W. L. Leaman.

Observers:

Chief Observer: S. H. Gregory.

Asst. Chief Observer: W. A. Dean.

Observers: T. G. Sharples, G. A. Mitchell, J. H. Wilkinson, K. Kemsey-Bourne,
E. N. Bloor, R. C. Wilson, W. T. Draper, J. B. Richardson, P. L. Glaister,
G. Citron, W. E. J. Allen, F. Snaylam, R. E. Holt.

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Asst. Chief Flag Marshal: J. Abbott.

Flag Marshals: K. Wood, R. J. Ginn, E. Jones, R. Jones, R. K. Blundell, B. H. Arnold,
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D. C. Webster, A. Head, E. C. Guest, R. G. Eaton, A. Olley,
J. H. Yorke.

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Asst. Chief Paddock Marshals: J. S. Lee, W. H. Gledhill.

Paddock Marshals: R. Moores, S. Lownds, E. White, P. Gresham, D. R. Royle, K.
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C. E. Davis, B. Bourke, A. W. Sprigg, N. P. Dingley,
D. Alldred, D. S. Blacon, T. Lawson.

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Timekeepers: C. W. Audrey, R. L. Christian, F. C. Topliss, A. F. Faulkner.

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Chief Pit Marshal: R. H. Craig.

Asst. Chief Pit Marshal: T. K. Dooley.

Pit Marshals: K. W. Whipp, D. J. S. Allen, A. D. Chapman, J. Barlow, J. Smith,
P. R. Uppington, L. G. Renshaw, W. J. Grimason, J. S. Batty, P.
Attwood.

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Dr. J. Moorhouse, Dr. Benson, Dr. P. H. Smith.

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Chief Scrutineer: S. R. Proctor.

L. A. Cushman, C. A. A. D. Mitchell.

Assisted by: G. Meekings, K. Russling.

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Asst. Chief Course Marshals: Flt/Lt. J. G. Cooper, J. H. Cottrill, G. Goddard, R. V. Roberts.

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Secretary of the Meeting: K. A. Gregory.

The British Racing & Sports Car Club:

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J. W. Higham, 31, Roxholme Grove, Leeds, 7.

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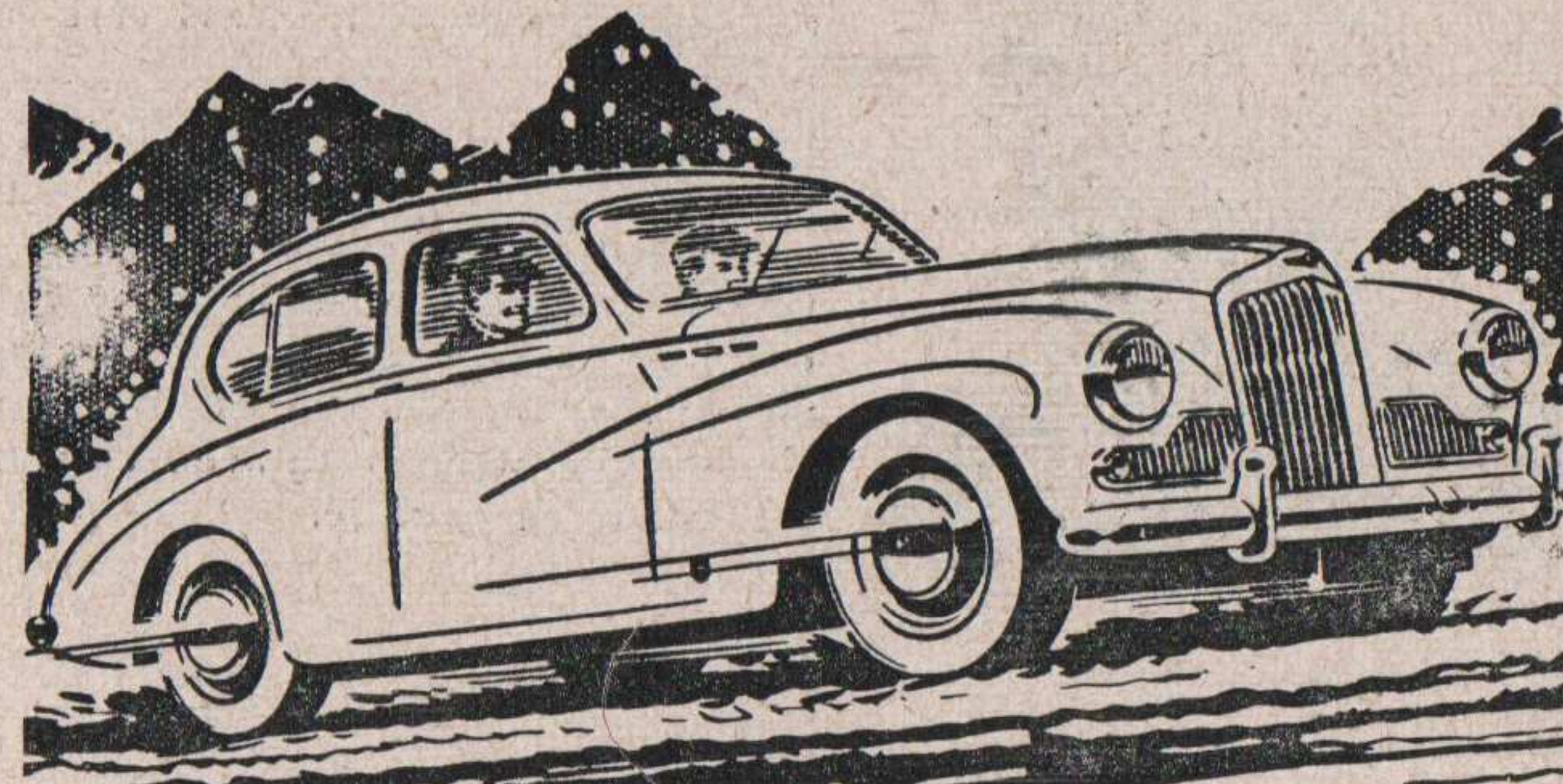
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THE STORY BEHIND TODAY'S RACING

By Tom Wisdom

Motor racing first started more than 50 years ago with the great and never to be forgotten city-to-city races; New York to Paris via Siberia, the ill-fated Paris-Madrid, Paris-Vienna and other long-distance events held primarily to discover which was the fastest and most reliable automobile. Motor racing in these past 50 years has, in the view of some, degenerated to such an extent that now we produce a type of motor car which would be useless on a really long-distance run. Grand Prix motor racing today is sometimes a great and thrilling spectacle, but more often may end up as a procession having only academic interest.

That is the principal reason why the British Racing and Sports Car Club in association with the "Daily Herald" have chosen as their main event in today's programme a sports-car race. This 221 miles race is for what is known as the "prototype" sports car—a type of machine which is being actively developed by motor manufacturers for eventual sale to the public all over the world. In fact, many of the cars we shall see today are the cars of the future.

How does the Grand Prix or Formula I racer differ from the equally fast machines we shall see in the "Daily Herald" International Trophy event today? First of all the Grand Prix racer is built to a formula which limits engine size but apart from that the designer has a free hand; fuel of a very special "high explosive" type—it costs £10 a gallon—is used which makes perhaps the main difference from a genuine road car. These cars are single-seaters and do not, of course, carry the usual touring equipment like integral self-starters, dynamo, lights and so on. Unlike the Grand Prix racer, the sports car carries, as we must do on our road travels, a spare wheel.

The 180 m.p.h. prototype sports car is indeed, as regards design, not far removed from the car which so many of us use or would like to use on the roads today. In the specification of some is included devices like disc brakes, super-streamlined, almost single-seater coachwork and other apparatus destined, if successful, to be applied to the genuine touring car which can be bought over the counter. Here we

see development work being carried out on the track and in competition with others. Racing *does* improve the breed—when it's *this* sort of racing.

Such advances have been made in modern car design due to sports-car races that some firms are giving up Grand Prix racing so that they can concentrate on sports-car racing which they feel certain will develop the machine which they are building for sale to the public.



Another pointer to the future which has become more apparent this season is that the best of our sports cars on certain road circuits are actually faster than the Grand Prix racers; for instance, Jaguar, Aston Martin and Mercedes-Benz. The Jaguar and Aston Martin companies whose prototype cars will be seen in the Trophy Race today do not build Grand Prix cars. The great German firm of Mercedes-Benz it will be recalled has announced that it will not compete at all in Grand Prix racing next season, but will concentrate on the classic sports-car events. Essentially, these and other cars which are running today are machines which are either actually in production, or are being tested with a view to their eventual production.

For these reasons, the "Daily Herald" in association with the British Racing and Sports Car Club and Cheshire Car Circuit, Ltd., the concern backed by two well-known racing drivers responsible for the construction of the circuit in the lovely grounds of Oulton Park—regarded by drivers and spectators alike as the only true road-racing course in the country—have agreed to undertake this interesting experiment—an experiment in running a series of races for competing cars which are available now, or will be in the very near future to the motoring enthusiast. We are, in fact getting back to the days of real motor sport when the racers were real cars and not freaks. Incidentally, on this same course last April was held the highly successful "Daily Herald" motor-cycle meeting attended by more than 40,000 enthusiasts.

In the main event today, the International Trophy Race, we shall see the sports-cars of the near future. In the 40 miles race for saloon-cars we shall be able to assess the comparative performance of machines which are actually available today, and in the 500 c.c. event—you will notice this event is being run in two heats and a final—you will see the type of car which the British Racing and Sports Car Club has fostered because it provides exciting racing at reasonably low cost and also—this is of great importance—is the training and testing ground for the drivers of the future. Let it not be forgotten that Stirling Moss, Britain's champion driver, first and alone made his name driving these diminutive racers. Ivor Bueb, victor at Le Mans in partnership with Mike Hawthorn, likewise drives these machines and there are many others you will see performing today of whom much more will be heard eventually in first-class racing.

All concerned in the organisation of this meeting have worked hard to make it a success. During long discussions we have come to the conclusion that this is the type of racing which has a future and will aid motorists and the motor industry in developing machines in which economy, performance, safety and comfort are the main features. If you enjoy this meeting we shall be pleased. If you have criticism to level then I should appreciate a post card addressed to Tom Wisdom, "Daily Herald", Endell Street, London, W.C.2, so that we can learn for the future.

To all spectators, competitors and officials, I wish a good day's sport.



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THE DAILY HERALD INTERNATIONAL TROPHY RACE

General Classification.

To the entrant of the car finishing 1st	£300
To the entrant of the car finishing 2nd	...	...	...	£150
To the entrant of the car finishing 3rd	...	...	...	£100
To the entrant of the car finishing 4th	...	...	...	£50
To the entrant of the car finishing 5th	...	...	...	£25
To the entrant of the car finishing 6th	...	...	...	£10

Classes

In each class to the entrant of the car finishing 1st	...	...	...	£60
In each class to the entrant of the car finishing 2nd	...	...	...	£30
In each class to the entrant of the car finishing 3rd	...	...	...	£20
In each class to the entrant of the car finishing 4th	...	...	...	£10
To the first member of the B.R.S.C.C. to finish	...	...	...	£25
To the chief mechanic of the winning car	...	...	...	£25
To the chief mechanic of the second car	...	...	...	£15
To the leading car over the start and finishing line at the conclusion of every 10th lap	...	...	...	£5

In addition, the outright winner will hold for one year the "Daily Herald Challenge Trophy" and the replica which will be retained.

THE "SPORTING LIFE" TROPHY RACE

In each class to the entrant of the car finishing 1st	...	...	...	£40
In each class to the entrant of the car finishing 2nd	...	...	...	£20
In each class to the entrant of the car finishing 3rd	...	...	...	£10
To the entrant of the car recording the highest average speed in the Race—The <i>Sporting Life</i> Trophy and £40.				
To the entrant of the team of three cars whose aggregate placings in general classification are lowest—a Trophy.				

THE "JOHN BULL" TROPHY RACE

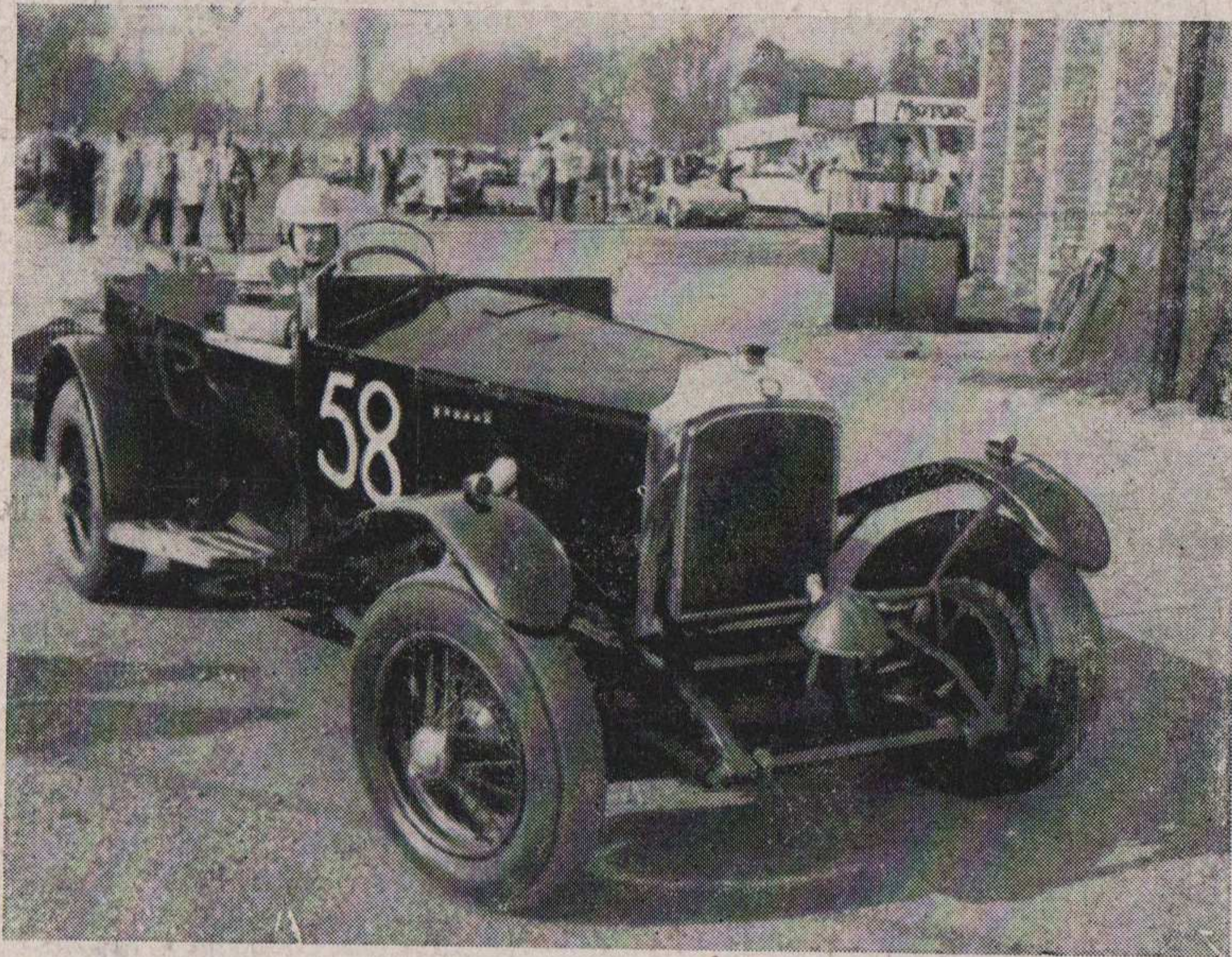
To the entrant of the car finishing 1st	...	...	...	£100
To the entrant of the car finishing 2nd	...	...	...	£50
To the entrant of the car finishing 3rd	...	...	...	£30
To the entrant of the car finishing 4th	...	...	...	£20
To the entrant of the car finishing 5th	...	...	...	£15
To the entrant of the car finishing 6th	...	...	...	£10
In each heat—1st £10, 2nd £5, 3rd £3.				
To the mechanic of the winning car, £10.				

In addition, the outright winner will hold for one year the *John Bull* Challenge Trophy, and the replica which will be retained.

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BLACK (with No.). Car of number shown to stop at pit.	WHITE. Service car or ambulance on the circuit.	YELLOW. Waved, great danger, be prepared to stop. Held stationary, take care.
YELLOW with RED STRIPES. Danger, oil on course.	BLACK and WHITE CHECK. Signal for end of race.	

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THE *Daily Herald* International Challenge Trophy which will be presented to the winner of the main event of the day's programme. This will be the first year for which this trophy has been competed, and the thanks of the British Racing & Sports Car Club are due to the *Daily Herald* for their very keen foresight and enthusiasm in sponsoring this meeting.



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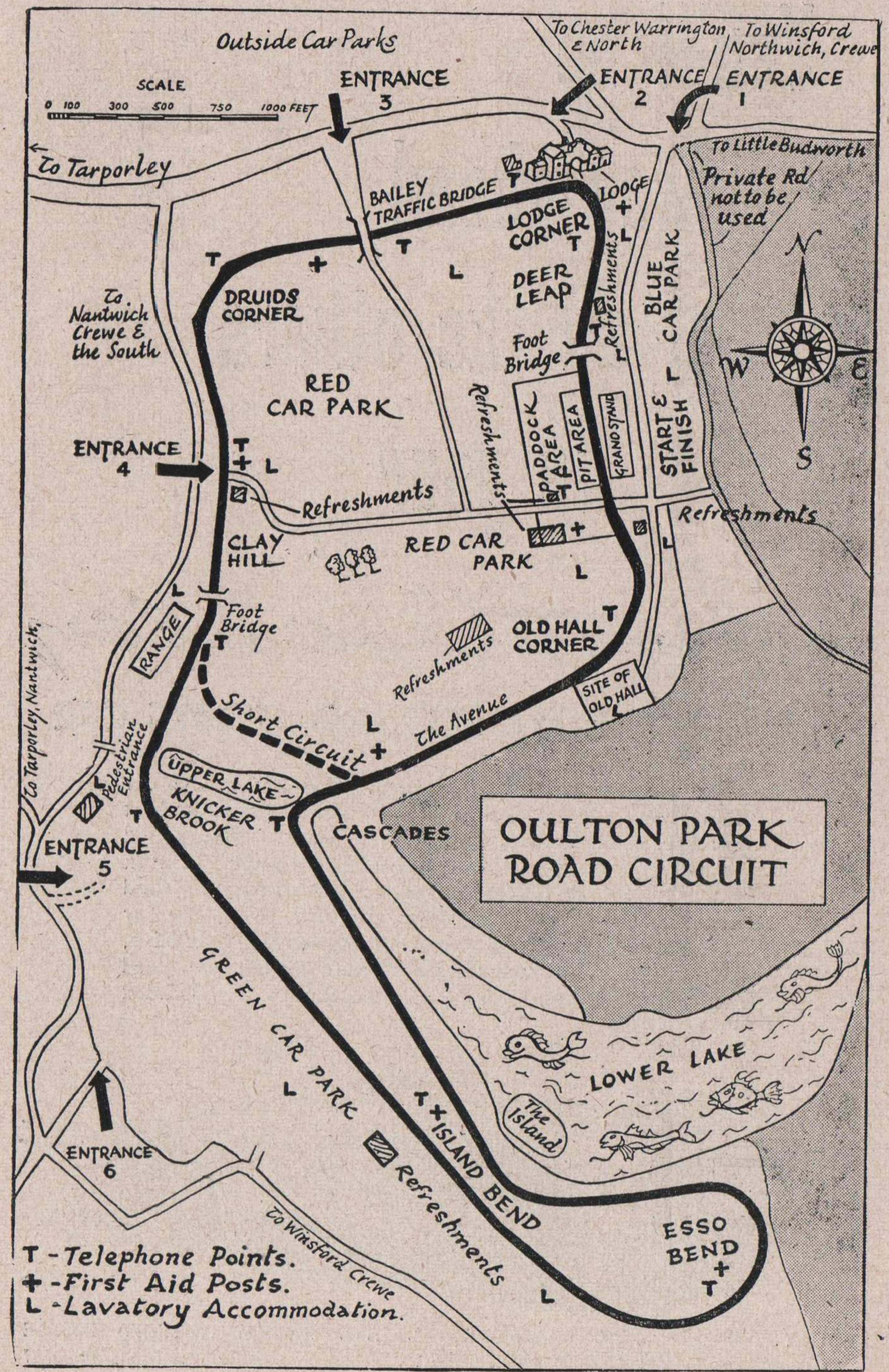


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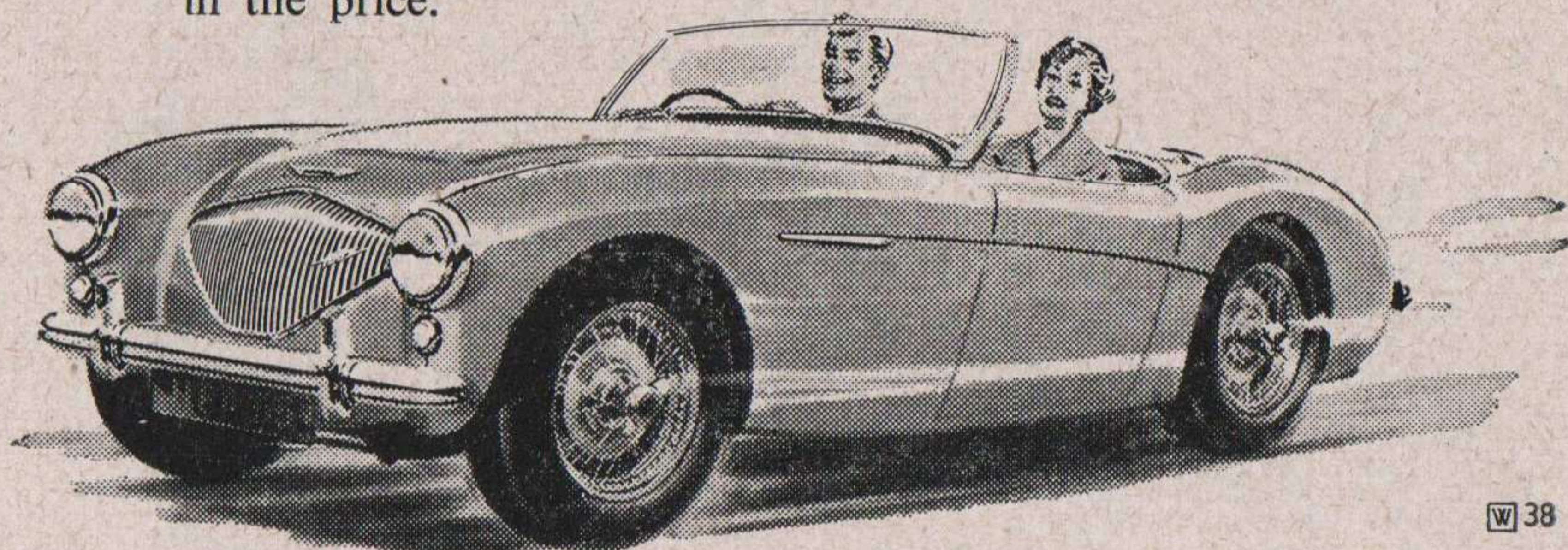


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Oulton Park - Lap Speed Table

Time m.s.	Speed m.p.h.	Time m.s.	Speed m.p.h.	Time m.s.	Speed m.p.h.	Time m.s.	Speed m.p.h.	Time m.s.	Speed m.p.h.
1 48.0	92.03	2 00.0	82.83	2 12.0	75.30	2 24.0	69.03	2 36.0	63.72
.2	91.86	.2	82.69	.2	75.19	.2	68.93	.2	63.63
.4	91.69	.4	82.55	.4	75.07	.4	68.83	.4	63.55
.6	91.52	.6	82.42	.6	74.96	.6	68.74	.6	63.47
.8	91.36	.8	82.28	.8	74.85	.8	68.64	.8	63.39
49.0	91.19	1.0	82.15	13.0	74.73	25.0	68.55	37.0	63.31
.2	91.02	.2	82.01	.2	74.62	.2	68.45	.2	63.23
.4	90.86	.4	81.87	.4	74.51	.4	68.36	.4	63.15
.6	90.69	.6	81.74	.6	74.40	.6	68.27	.6	63.07
.8	90.52	.8	81.61	.8	74.29	.8	68.17	.8	62.99
50.0	90.36	2.0	81.47	14.0	74.18	26.0	68.08	38.0	62.91
.2	90.20	.2	81.34	.2	74.07	.2	67.99	.2	62.83
.4	90.03	.4	81.21	.4	73.96	.4	67.89	.4	62.75
.6	89.87	.6	81.07	.6	73.85	.6	67.80	.6	62.67
.8	89.71	.8	80.94	.8	73.74	.8	67.71	.8	62.59
51.0	89.55	3.0	80.81	15.0	73.63	27.0	67.62	39.0	62.51
.2	89.38	.2	80.68	.2	73.52	.2	67.52	.2	62.43
.4	89.22	.4	80.55	.4	73.41	.4	67.43	.4	62.36
.6	89.06	.6	80.42	.6	73.30	.6	67.34	.6	62.28
.8	88.91	.8	80.29	.8	73.19	.8	67.25	.8	62.20
52.0	88.75	4.0	80.16	16.0	73.09	28.0	67.16	40.0	62.12
.2	88.59	.2	80.03	.2	72.98	.2	67.07	.2	62.04
.4	88.43	.4	79.90	.4	72.89	.4	66.98	.4	61.97
.6	88.27	.6	79.77	.6	72.76	.6	66.89	.6	61.89
.8	88.12	.8	79.64	.8	72.66	.8	66.80	.8	61.81
53.0	87.96	5.0	79.52	17.0	72.55	29.0	66.71	41.0	61.74
.2	87.81	.2	79.39	.2	72.45	.2	66.62	.2	61.66
.4	87.65	.4	79.26	.4	72.34	.4	66.53	.4	61.58
.6	87.50	.6	79.14	.6	72.24	.6	66.44	.6	61.51
.8	87.34	.8	79.01	.8	72.13	.8	66.35	.8	61.43
54.0	87.19	6.0	78.89	18.0	72.03	30.0	66.26	42.0	61.36
.2	87.04	.2	78.76	.2	71.92	.2	66.18	.2	61.28
.4	86.88	.4	78.64	.4	71.82	.4	66.09	.4	61.20
.6	86.73	.6	78.51	.6	71.71	.6	66.00	.6	61.13
.8	86.58	.8	78.39	.8	71.61	.8	65.91	.8	61.05
55.0	86.43	7.0	78.26	19.0	71.51	31.0	65.83	43.0	60.98
.2	86.28	.2	78.14	.2	71.41	.2	65.74	.2	60.90
.4	86.13	.4	78.02	.4	71.30	.4	65.65	.4	60.83
.6	85.98	.6	77.90	.6	71.20	.6	65.56	.6	60.76
.8	85.83	.8	77.77	.8	71.10	.8	65.48	.8	60.68
56.0	85.69	8.0	77.65	20.0	71.00	32.0	65.39	44.0	60.61
.2	85.54	.2	77.53	.2	70.90	.2	65.31	.2	60.53
.4	85.39	.4	77.41	.4	70.79	.4	65.22	.4	60.46
.6	85.25	.6	77.29	.6	70.69	.6	65.14	.6	60.39
.8	85.10	.8	77.17	.8	70.59	.8	65.05	.8	60.31
57.0	84.95	9.0	77.05	21.0	70.49	33.0	64.96	45.0	60.24
.2	84.81	.2	76.93	.2	70.39	.2	64.88	.2	60.17
.4	84.66	.4	76.81	.4	70.29	.4	64.80	.4	60.09
.6	84.52	.6	76.69	.6	70.19	.6	64.71	.6	60.02
.8	84.38	.8	76.58	.8	70.10	.8	64.63	.8	59.95
58.0	84.23	10.0	76.46	22.0	70.00	34.0	64.54	46.0	59.88
.2	84.09	.2	76.34	.2	69.90	.2	64.46	.2	59.81
.4	83.95	.4	76.22	.4	69.80	.4	64.38	.4	59.73
.6	83.81	.6	76.11	.6	69.70	.6	64.29	.6	59.66
.8	83.67	.8	75.99	.8	69.61	.8	64.21	.8	59.59
59.0	83.53	11.0	75.87	23.0	69.51	35.0	64.13	47.0	59.52
.2	83.39	.2	75.76	.2	69.41	.2	64.04	.2	59.45
.4	83.25	.4	75.64	.4	69.31	.4	63.96	.4	59.38
.6	83.11	.6	75.53	.6	69.22	.6	63.88	.6	59.31
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An Appreciation

by

PETER GARNIER

OF all the competitive sports in which one can match one's skill against the next man's, motor racing is one of the most costly, and it is, perhaps, this unattainability that has given the sport much of its tremendous spectator appeal. This may be a statement of the obvious, but it is the moving force behind first the 500 c.c. movement, then "The 500 Club," "The Half-Litre Club" and, finally, the "British Racing and Sports Car Club" into which it has grown.

In order to remove motor racing from the financially inaccessible shelf on which it stood, an organization with the mystic and almost legendary initials of C.A.P.A. was formed around 1936. Its members, a group of enthusiasts in the Bristol area, gathered once a month to race home-built cars round a twisting, one-mile grass circuit. The cars were mostly single-seater Austin Seven derivatives, with a few G.N.-based specials to lend variety; organization at these meetings was reduced to the minimum necessary for safety, and the atmosphere was one of enthusiastic devotion to the sport to which the West Countrymen were paying homage on a shoestring. The racing was for the fun of it—no laurel wreaths, trophies, laps of honour or crowds; it was prompted by purely sporting motives.

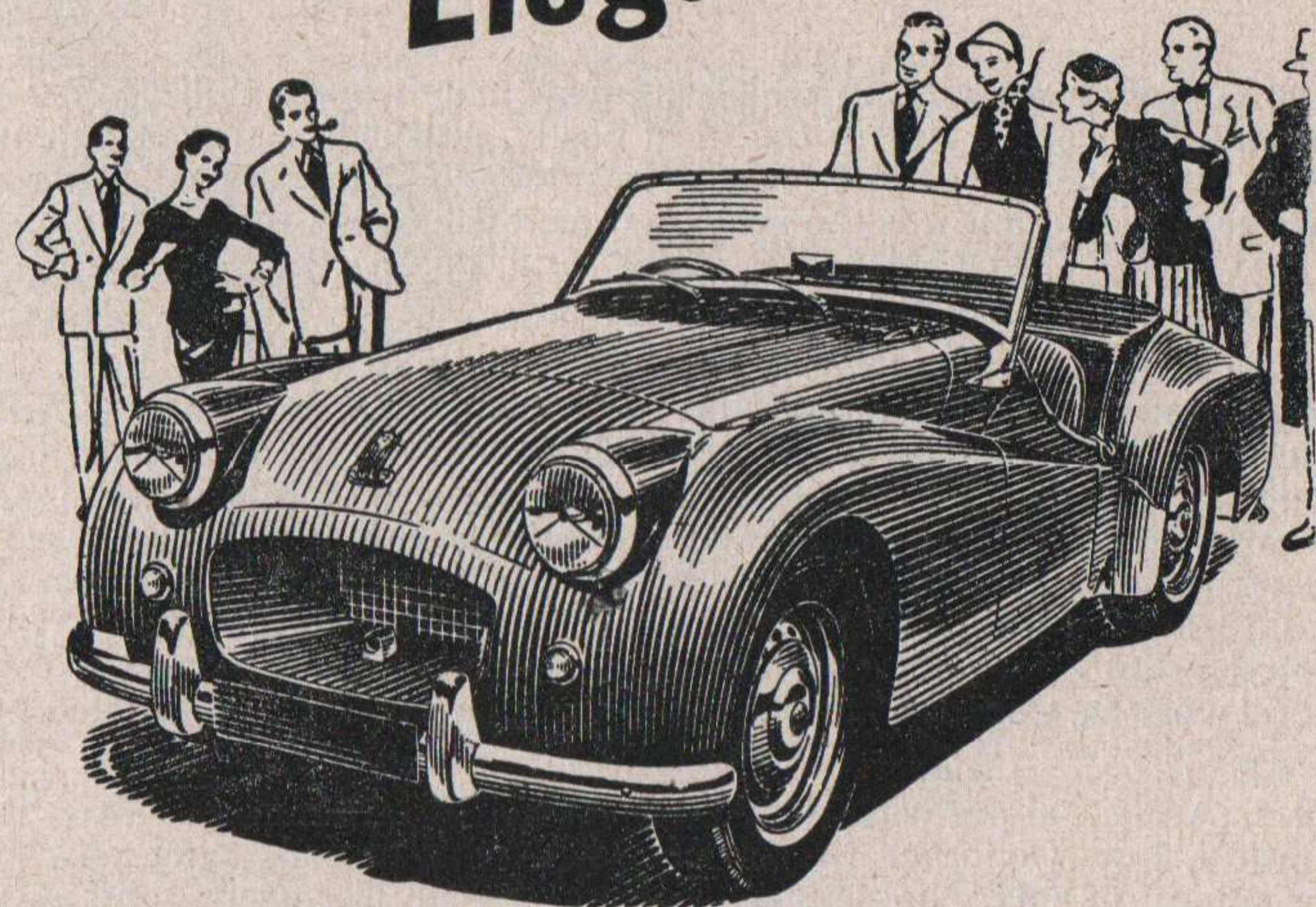
In 1939, C.A.P.A., along with their better-breeched brothers, put away their toys for the duration, but, whenever those concerned with motor-racing were gathered together, the subject of small, home-built racing cars were discussed; and always with the overbearing proviso that the cars should provide an outlet for those whose enthusiasm was inversely proportional to their bank balance. Slowly, from the ideas of many like-minded people, meetings, discussions in messes, canteens and wardrooms, the idea of the 500 c.c. movement was generated. Already, in the inter-war years, there had been a series of 350 and 500 c.c. record-breakers which, being track cars, had little in the way of stopping power, but they had demonstrated that a 500 c.c. engine in a car of the right weight would give a performance that was anything but dreary.

The period of gestation continued until, at a meeting of the Bristol Aeroplane Company Motor Sports Club, the movement was born. At this historic meeting a formula governing the design of the cars was drawn up; a minimum weight limit of 450 lb. was suggested—later raised to 500 lb. for the subsequent 500 Club's National Formula and, later, lowered to 440 lb. for the International Formula 3. Various other points were thrashed out, decisions were taken and the minutes of the meeting were circulated to clubs and journals throughout the country. The response was extraordinary; a flood of letters overwhelmed the Bristol sub-committee on 500s. So great was the work entailed that they had not a hope of answering them all; a circular was distributed in which an effort was made to temper the writers' enthusiasm on the grounds that, as yet, it was a class in which there were no cars.

The Bristol Club, having responsibilities toward members interested in other branches of the sport, decided that it could not handle the work entailed by the 500 c.c. formula and that a separate club should be formed for what was obviously going to develop into an exceedingly strong movement. Because all such enthusiastic enterprises suffer initial setbacks, the formation of the club was delayed until August, 1946, from which date it has waxed in power and membership, until, to-day, it is one of the most important clubs in the land. It was on this basis of a nucleus of drivers who, tired of the war, were fanatically keen to get back to racing, that the 500 Club was formed. It is not surprising that it went from strength to strength.

The first race meeting—if such it can be called—was at an airfield "somewhere in England" on May 4th, 1947. Two Coopers (Fiat-suspended, with five-stud JAP engines) were driven by John Cooper and Eric Brandon, and other early thoughts on the subject of formula 3 were demonstrated by Colin Strang's Vincent-powered car, "Wingco" Frank Aikens' car with a Triumph engine, Frank Bacon's F.H.B. with a

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The next meeting was at Silverstone—just another aerodrome in those days—and it almost ended in disaster, as the local police decided that no cars could enter the airfield without written authority from the Air Ministry. Lord Hesketh, however, came to the rescue and allowed the meeting to be run on his drive. Instead of being the first Silverstone meeting, it became an acceleration test; drivers and cars that eventually were to become closely linked with the 500 c.c. formula were there—Lord Strathcarron's Marwyn, George Hartwell's Monaco, R. L. Cowlan's Cowlan, Gerald Spink's Squanderbug, Bruce Mardon's and Adrian Butler's Iota-Stromboli and others. Those were early days, and the lack of reliability of the cars was amply offset by the unbounded enthusiasm of their constructors. Slowly the movement grew. In 1948 there was no doubt that it had come to stay; the Club's position at meetings was strengthened by the entry of new cars and drivers, and the first of the series-production Coopers were beginning to appear. Race crowds had ceased to look upon the little cars as poor cousins of true racing cars. They provided closely matched and exciting racing, and organizers were only too pleased to give space in their programmes to the new class.

The early pipe dreams of the Bristol committee had grown and developed until they had become international. Centres had been set up in Switzerland, Belgium, Australia, Holland and Scandinavia. Britain, through the 500 Club, had introduced a new form of sport to the world and, what is more, we are still its leading exponents. Still the formula continued to provide motor racing for the not so affluent, but the cost of building a 500 was necessarily increasing, for the cars had to compete with the flow of professionally built cars from John Cooper's shops at Surbiton, and others. Though there was still any amount of fun to be had for the amateur constructor, it was necessarily the thin end of the wedge, and slowly the Iotas, Marwyns, Monacos and others began to play background music to the solo performances of the professionals.

But, as the value of the movement to the impecunious began to decrease, 500 c.c. racing began to take on a new and important role—not fully appreciated at the time. Such names as S. Moss, P. J. Collins, M. A. H. Christie and, later, L. Leston, A. E. Brown, J. R. Stoop, I. Bueb, J. Russell and others began to appear in the programmes. It was subsequently to be shown that as a training ground there has never been anything to compare with this new class of motor racing. New drivers had the opportunity to learn signals, race tactics, how to drive on a crowded circuit and what to do when they came round a corner and found somebody stationary across their path.

In 1949 races were held at Goodwood, Brough and Lulsgate, and were included in the programmes of the R.A.C. and the B.R.D.C. *Daily Express* Silverstone meetings. Drivers from Britain took their cars to Zandvoort and Brussels to compete in foreign events. At the end of the season the movement became internally recognised as the new Formula 3, with the promise in 1950 of races in France, Switzerland, Holland, Italy and Sweden and international status for the races run in conjunction with the two B.R.D.C. Silverstone Meetings, for the Blandford race and for a long distance event at Goodwood.

This was recognition indeed for the efforts of the 500 Club and the enthusiasm of the original pioneers of the movement. The poor man's racing car, though now more suited to the middle income group, had become an international formula.

For the first international race under the new formula, held in France on March 19th, the 500 Club was invited to send ten British drivers and cars, the former to be guests of the French club during their stay in France.

Early the same year the Brands Hatch circuit, born as a motor cycle grass track in 1928, came into existence with a smooth tarmac surface. Initially it was used exclusively for motor cycles and formula 3 cars and, as the home ground of the 500 Club, it soon became immensely popular. It was ideally suited to the class and, what was more, the land formed a natural amphitheatre, giving spectators a view of the cars throughout the entire lap. Four years later the circuit was lengthened by the addition of a loop through wooded land, and, at the same time, the direction of racing was reversed and the track widened to enable sports and larger racing cars to compete on the circuit.

In 1951 the (by then) Half-Litre Car Club ran eight meetings at Brands Hatch and one at Silverstone. Club members also competed on the following circuits: Silverstone and Gamston, five times; Brough and Boreham, three times; Castle Combe, Grimond

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and Winfield, twice; and Goodwood, Dundrod, Ibsley and Croft, once. As well as giving the class international status, the club was giving the drivers plenty of fun, directly or indirectly.

So far, and during the following two years, the club had confined its meetings to formula 3 cars only, but in 1954 there began to appear in the programmes events for other classes, in keeping with the lengthened and widened Brands Hatch circuit. Not surprisingly, with this new clientele and much wider scope, the club became the "British Racing and Sports Car Club," its present title, and provided more and more, and better and better meetings—both from the drivers' and spectators' point of view. By the end of 1955 the club will have run during the year eight meetings at Brands Hatch, as well as meetings at Silverstone, Crystal Palace, Oulton Park, Cadwell Park and Brough. Last year saw the bold introduction of a meeting on Boxing Day, and remarkably well attended and popular it was too.

That is, briefly, what the B.R.S.C.C. has done; what it will do remains to be seen, but it has ambitious plans of which to-day's meeting is typical. And it can, once in a while, sit back and study the list of its early drivers and watch them, one by one, distinguishing themselves in much bigger fields. It can watch the progress of the Grand Prix Cooper, too; but for formula 3 the car might never have come into being.

Acknowledgments

THE British Racing & Sports Car Club wish to extend their very grateful thanks to the following for their invaluable help and co-operation:—

All the honorary officials listed on pages 1 and 2, especially the Secretary, Committee and members of the North Western Centre of the British Racing & Sports Car Club who have been largely responsible for the provision of all marshals; The Cheshire County Police; The National Fire Protection Co.; Messrs. The Anchor Motor Co. Chester; More & Gamon; James Edwards (Chester) Ltd.; and the Grosvenor Motor Co. for the supply of breakdown vehicles; Messrs. Montrose Caravan Distributors Ltd., Cheadle, for the supply of caravans; Messrs. Rolls Royce Ltd. for the loan of a Rolls Royce "Silver Cloud" motor car; The Standard Motor Co. Ltd., Coventry, for the loan of a Triumph T.R.2 sports car; Messrs. The Rover Co. Ltd., Solihull, for the loan of a Land Rover; and Messrs. Donald Healey Motor Co., for the loan of a Austin Healey.

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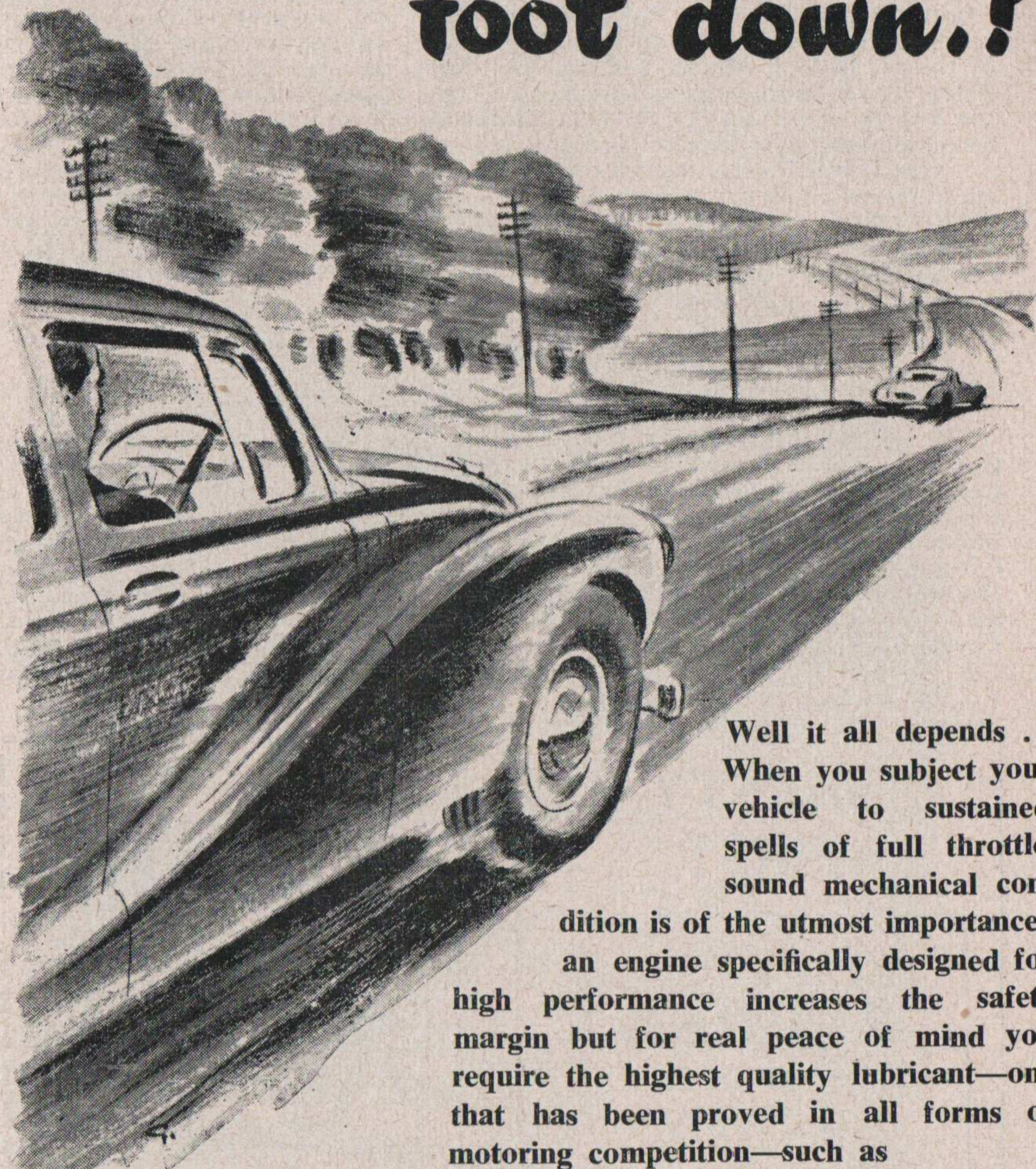
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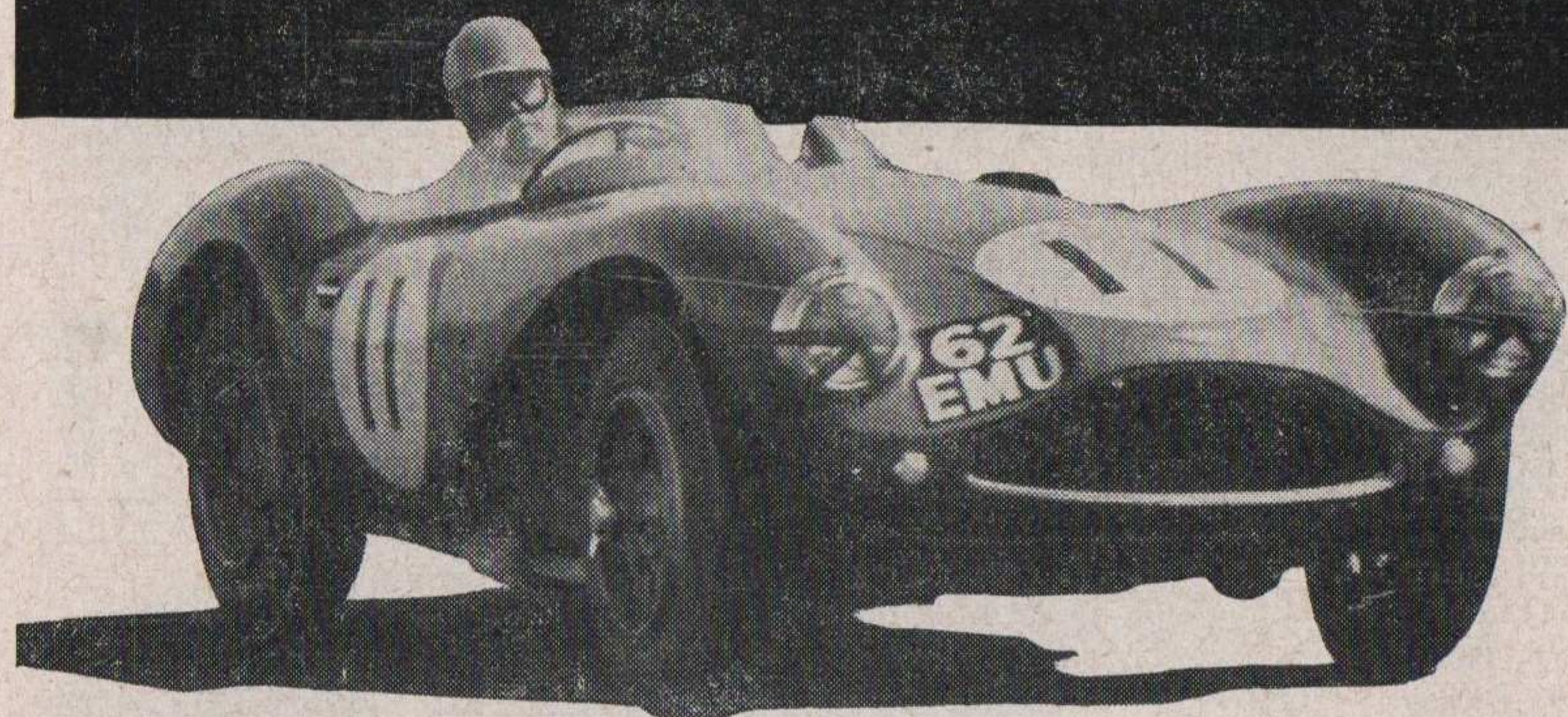
Formula III Racing Cars

No.	Entrant	Driver	Car	Engine
1.	J. F. Westcott	J. F. Westcott	Cooper	Norton
2.	G. M. Jones	G. M. Jones	Kieft	Norton
3.	D. F. Truman	D. F. Truman	Cooper	Norton
4.	J. C. Broadhead	D. J. Strange	Cooper	J.A.P.
5.	D. Taylor	D. Taylor	Cooper	Norton
6.	Jones Newport Garage Ltd.	D. Boshier-Jones	Cooper	Norton
7.	L. Lewis-Evans	L. Lewis-Evans	Cooper	Norton
8.	R. G. Bicknell	R. G. Bicknell	Revis	Norton
9.	W. A. Towse	W. A. Towse	Cooper	Norton
10.	T. D. Dickson	T. D. Dickson	Staride	Norton
11.	F. Beart	L. Leston	Cooper	Norton
12.	A. W. Harrison & Sons Ltd.	R. E. D. Harrison	Cooper	Norton
13.	Ecurie White Rose	J. Higham	Cooper	Norton
14.	T. J. H. Bennett	T. J. H. Bennett	Arnott	J.A.P.
15.	Border Reivers	J. K. Hall	Cooper	Norton
16.	F. Hobart	F. Hobart	Martin	Norton
17.	W. Hampel	W. Hampel	Cooper	Norton
18.	W. R. Allen	W. R. Allen	J.P.	J.A.P.
19.	H. Phillipson	H. Phillipson	Staride	Norton
20.	P. Robinson	P. Robinson	Cooper	Norton
21.	J. W. Burgoyne	J. W. Burgoyne	Kieft	Turner
22.	D. C. Johnson	D. O. Johnson	Cooper	Norton
23.	N. T. Bradley	N. T. Bradley	Staride	Norton
24.	E. Fenning	E. Fenning	Staride	Norton
25.	R. H. R. Hett	R. H. R. Hett	Cooper	Norton
26.	W. A. Jones	W. A. Jones	C.R.M.	J.A.P.
27.	R. J. Trelvellick	R. J. Trelvellick	Trelvellick	J.A.P.
28.	D. G. Flather	W. G. Harris	Flather Spl.	Norton
29.	M. R. Lovell	M. R. Lovell	Grenfell	J.A.P.
30.	Cooper Car Co. Ltd.	J. Russell	Cooper	Norton
31.	Cooper Car Co. Ltd.	I. L. Bueb	Cooper	Norton
32.	A. Eccles	A. Eccles	Staride	Norton
33.	D. H. Phillips	D. H. Phillips	Cooper	J.A.P.
34.	B. A. Manning	B. A. Manning	Staride	Norton
35.	Ecurie Arklow	Hon. E. G. Greenall	Cooper	Norton
36.	J. Nicholson	J. Nicholson	Cooper	Norton
37.	J. Middlehurst	J. Middlehurst	Kieft	Norton
38.	E. Hall	E. Hall	Cooper	Norton
39.	Equipe Nondescript	T. H. Shaddick	I.E.R.	J.A.P.
40.	Equipe Nondescript	G. M. Hopkinson	Cooper	J.A.P.
41.	R. T. Spreckley	R. T. Spreckley	Cooper	J.A.P.
42.	C. Allison	C. Allison	Cooper	Norton
43.	R. R. Jackson	S. Lewis-Evans	Cooper	Norton
44.	T. Dawson	T. Dawson	Cooper	Norton
45.	Border Reivers	J. Somervail	Cooper	Norton
46.	W. Howard	W. Howard	Cooper	Norton
47.	J. P. Fergusson	J. P. Fergusson	Emeryson	J.A.P.
48.	R. A. Anderson	R. A. Anderson	Staride	Norton
49.	S. Bloor	S. Bloor	Cooper	Norton
50.	R. K. Tyrrell	R. K. Tyrrell	Cooper	Norton
51.	J. R. S. Parker	J. R. S. Parker	Cooper	J.A.P.
52.	J. L. Rowbotham	J. L. Rowbotham	J.L.R.	J.A.P.
53.	A. Eccles	G. Baird	Cooper	J.A.P.
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1.	J. C. Broadhead	A. H. Hill	Renault	750 c.c.
3.	N. W. Graham	N. W. Graham	Austin	803 c.c.
5.	J. W. S. Utley	R. J. W. Utley	D.K.W.	896 c.c.
7.	W. H. Aldington	C. A. S. Brookes	D.K.W.	896 c.c.
9.	W. G. Wright	W. G. Wright	Morris Minor	803 c.c.
11.	C. H. Threlfall	C. H. Threlfall	Standard	946 c.c.
15.	H. W. Waddington	J. W. Waddington	Fiat	1089 c.c.
17.	A. E. Brown	A. E. Brown	Fiat	1089 c.c.
19.	L. Leston	L. Leston	Fiat	1089 c.c.
21.	P. Reece	P. Reece	Fiat	1089 c.c.
23.	Stirling Moss Ltd.	S. Moss	Standard	946 c.c.
Class B—1600 c.c.				
25.	J. B. Naylor	J. B. Naylor	Ford Consul	1508 c.c.
27.	D. H. Rendell	D. H. Rendell	Fiat	1395 c.c.
29.	W. Feldman	W. Feldman	Simca	1221 c.c.
31.	A. T. Foster	A. T. Foster	M.G. Magnette	1489 c.c.
33.	D. Boshier-Jones	D. Boshier-Jones	Austin A50	1500 c.c.
Classes C and D—2500 c.c. and Unlimited.				
35.	R. Mays	P. Collins	Ford Zephyr	2262 c.c.
37.	J. Bonnier	J. Bonnier	Alfa Romeo	1900 c.c.
39.	G. Gelberg	G. Gelberg	Riley Pathfinder	2443 c.c.
41.	A. P. O. Rogers	A. P. O. Rogers	Riley	2443 c.c.
43.	H. Havelock Slack	H. Havelock Slack	Healey	2443 c.c.
45.	K. Wharton	K. Wharton	Austin Westminster	2639 c.c.

Sports Cars

No.	Entrant	Driver	Car	Country
Class A—1100 c.c.				
2.	Cooper Car Co. Ltd.	J. Russell	Cooper	Great Britain
4.	Cooper Car Co. Ltd.	I. Bueb	Cooper	Great Britain
6.	Cooper Car Co. Ltd.	P. D. Gammon	Cooper	Great Britain
8.	E. Brandon	E. Brandon	Halsyhac	Great Britain
10.	Team Lotus	R. Flockhart	Lotus	Great Britain
Class B—1500 c.c.				
12.	Team Lotus	C. Chapman	Lotus	Great Britain
14.	Peter Bell Stable	L. Leston	Connaught	Great Britain
16.	J. Coombes	J. Coombes	Lotus	Great Britain
Class C—2000 c.c.				
18.	Brian Lister (Light Eng.) Ltd.	W. A. Scott-Brown	Lister	Great Britain
20.	K. Wharton	K. Wharton	Lister	Great Britain
22.	Gilby Eng. Co. Ltd.	A. E. Brown	Cooper	Great Britain
24.	A. Manzini	A. Manzini	Maserati	Italy
26.	F. Cortese	F. Cortese	Ferrari	Italy
Class D—Unlimited c.c.				
28.	J. M. Hawthorn	J. M. Hawthorn	Ferrari	Great Britain
30.	M. Gregory	M. Gregory	Ferrari	America
32.	J. Lucas	J. Lucas	Ferrari	France
34.	Stirling Moss Ltd.	Stirling Moss	To be nominated	
36.	G. Carlsson	G. Carlsson	Ferrari	Sweden
38.	J. Bonnier	J. Bonnier	Alfa Romeo	Sweden

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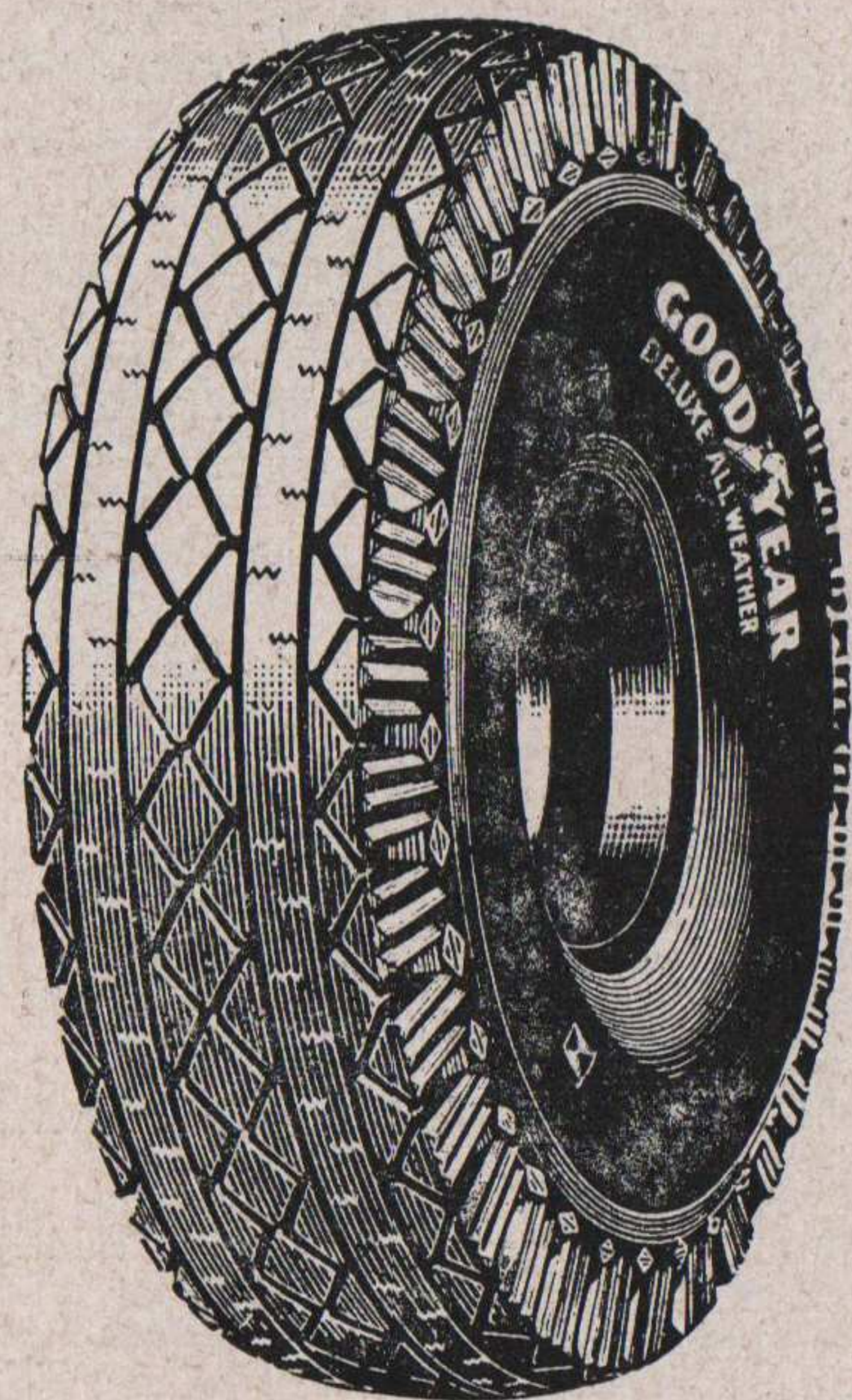
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42.	N. Pinto	N. Pinto	Ferrari	Portugal
44.	L. Rosier	L. Rosier	Ferrari	France
46.	Donald Healey M.C.	L. Macklin	Austin-Healey	Great Britain
48.	H. Schell	H. Schell	H.W.M.	America
50.	T. Parraveno	C. Shelby	Ferrari	America
52.	David Brown Ltd.	R. Parnell	Aston Martin	Great Britain
54.	P. Collins	P. Collins	Aston Martin	Great Britain
56.	Gilby Eng. Co. Ltd.	R. F. Salvadori	Aston Martin	Great Britain
58.	P. N. Whitehead	P. N. Whitehead	Cooper	Great Britain
60.	B. Musy	B. Musy	Maserati	Switzerland

Reserves :

62.	J. C. Broadhead	R. E. Berry	Jaguar	Great Britain
64.	Kangaroo Stable	L. Cosh	Aston Martin	Australia
66.	A. G. Whitehead	A. G. Whitehead	Aston Martin	Great Britain
68.	M. Anthony	M. Anthony	Lotus	Great Britain
70.	P. Scott-Russell	P. Scott-Russell	Lotus	Great Britain
72.	Kangaroo Stable	T. Sulman	Aston Martin	Australia
74.	T. A. D. Crook	R. Gibson	Cooper	Great Britain

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5.	D. Taylor	D. Taylor	Cooper	Norton
7.	L. Lewis-Evans	L. Lewis-Evans	Cooper	Norton
9.	W. A. Towse	W. A. Towse	Cooper	Norton
11.	F. Beart	L. Leston	Cooper	Norton
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16.	F. Hobart	F. Hobart	Martin	Norton
18.	W. R. Allen	W. R. Allen	J.P.	J.A.P.
20.	P. Robinson	P. Robinson	Cooper	Norton
22.	D. O. Johnson	D. O. Johnson	Cooper	Norton
24.	E. Fenning	E. Fenning	Staride	Norton
26.	W. A. Jones	W. A. Jones	C.R.M.	J.A.P.
28.	D. G. Flather	W. G. Harris	Flather Spl.	Norton
30.	Cooper Car Co. Ltd.	J. Russell	Cooper	Norton
33.	D. H. Phillips	D. H. Phillips	Cooper	J.A.P.
35.	Ecurie Arklow	Hon. E. G. Greenall	Cooper	Norton
37.	J. Middlehurst	J. Middlehurst	Kieft	Norton
39.	Equipe Nondscript	T. H. Shaddick	I.E.R.	J.A.P.
41.	R. T. Spreckley	R. T. Spreckley	Cooper	J.A.P.
43.	R. R. Jackson	S. Lewis-Evans	Cooper	Norton
45.	Border Reivers	J. Somervail	Cooper	Norton
47.	J. P. Fergusson	J. P. Fergusson	Emeryson	J.A.P.
49.	S. Bloor	S. Bloor	Cooper	Norton
51.	J. R. S. Parker	J. R. S. Parker	Cooper	J.A.P.
53.	A. Eccles	G. Baird	Cooper	J.A.P.

Results :

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

4th..... 5th..... 6th.....

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

WARNING - 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.

LAP SCORING CHART

EVENT ONE

To use the lap scoring charts enter the numbers of the cars in the vertical columns in the order in which they pass.

	1	2	3	4	5	6	7	8	9	10

Event No. 2

**THE JOHN BULL TROPHY RACE
HEAT TWO**



10 laps

Start 11 a.m.

No.	Entrant	Driver	Car	Engine
2.	G. M. Jones	G. M. Jones	Kieft	Norton
4.	J. C. Broadhead	D. J. Strange	Cooper	J.A.P.
6.	Jones Newport Garage Ltd.	D. Boshier-Jones	Cooper	Norton
8.	R. G. Bicknell	R. G. Bicknell	Revis	Norton
10.	T. D. Dickson	T. D. Dickson	Staride	Norton
12.	A. W. Harrison & Sons Ltd.	R. E. D. Harrison	Cooper	Norton
14.	T. J. H. Bennett	T. J. H. Bennett	Arnott	J.A.P.
17.	W. Hampel	W. Hampel	Cooper	Norton
19.	H. Phillipson	H. Phillipson	Staride	Norton
21.	J. W. Burgoyne	J. W. Burgoyne	Kieft	Turner
23.	N. T. Bradley	N. T. Bradley	Staride	Norton
25.	R. H. R. Hett	R. H. R. Hett	Cooper	Norton
27.	R. J. Trevellick	R. J. Trevellick	Trevellick	J.A.P.
29.	M. R. Lovell	M. R. Lovell	Grenfell	J.A.P.
31.	Cooper Car. Co. Ltd.	I. L. Bueb	Cooper	Norton
32.	A. Eccles	A. Eccles	Staride	Norton
34.	B. A. Manning	B. A. Manning	Staride	Norton
36.	J. Nicholson	J. Nicholson	Cooper	Norton
38.	E. Hall	E. Hall	Cooper	Norton
40.	Equipe Nondescript	G. M. Hopkinson	Cooper	J.A.P.
42.	C. Allison	C. Allison	Cooper	Norton
44.	T. Dawson	T. Dawson	Cooper	Norton
46.	W. Howard	W. Howard	Cooper	Norton
48.	R. A. Anderson	R. A. Anderson	Staride	Norton
50.	R. K. Tyrrell	R. K. Tyrrell	Cooper	Norton
52.	J. L. Rowbotham	J. L. Rowbotham	J.L.R.	J.A.P.
54.	A. Zains	A. V. Cowley	Cooper	Norton

Results :

1st..... 2nd..... 3rd.....
4th..... 5th..... 6th.....

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

**LAP SCORING CHART
EVENT TWO**

To use the lap scoring charts enter the numbers of the cars in the vertical columns in the order in which they pass.

	1	2	3	4	5	6	7	8	9	10

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Event No. 4

THE JOHN BULL TROPHY RACE

FINAL

15 laps



Start 1.30 p.m.

No.	Driver	No.	Driver
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Reserves :
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Results :
1st..... 2nd..... 3rd.....
4th..... 5th..... 6th.....

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

**LAP SCORING CHART
EVENT FOUR**

To use the lap scoring charts enter the numbers of the cars in the vertical columns in the order in which they pass.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
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Event No. 5

"DAILY HERALD" INTERNATIONAL TROPHY RACE



Start 2.50 p.m.

80 laps

No.	Entrant	Driver	Car	Country
Class A—1100 c.c.				
2.	Cooper Car Co. Ltd.	J. Russell	Cooper	Great Britain
4.	Cooper Car Co. Ltd.	I. Bueb	Cooper	Great Britain
6.	Cooper Car Co. Ltd.	P. D. Gammon	Cooper	Great Britain
8.	E. Brandon	E. Brandon	Halseylac	Great Britain
10.	Team Lotus	R. Flockhart	Lotus	Great Britain
Class B—1500 c.c.				
12.	Team Lotus	C. Chapman	Lotus	Great Britain
14.	Peter Bell Stable	L. Leston	Connaught	Great Britain
16.	J. Coombes	J. Coombes	Lotus	Great Britain
Class C—2000 c.c.				
18.	Brian Lister (Light Eng.) Ltd.	W. A. Scott-Brown	Lister	Great Britain
20.	Ken Wharton	K. Wharton	Lister	Great Britain
22.	Gilby Eng. Co. Ltd.	A. E. Brown	Cooper	Great Britain
24.	A. Manzini	A. Manzini	Maserati	Italy
26.	Franco Cortese	F. Cortese	Ferrari Mondial	Italy
Class D—Unlimited c.c.				
28.	J. M. Hawthorn	J. M. Hawthorn	Ferrari 750S	Great Britain
30.	Masten Gregory	M. Gregory	Ferrari 750S	America
32.	Jean Lucas	J. Lucas	Ferrari 750S	France
34.	Stirling Moss Ltd.	Stirling Moss	Mercedes-Benz	
36.	G. Carlsson	G. Carlsson	Ferrari	Sweden
38.	J. Bonnier	J. Bonnier	Alfa Romeo	Sweden
40.	H. McKay Fraser	H. McKay Fraser	Ferrari 750S	Brazil
42.	N. Pinto	N. Pinto	Ferrari 750S	Portugal
44.	L. Rosier	L. Rosier	Ferrari 750S	France
46.	Donald Healey Motor Co.	L. Macklin	Austin Healey	Great Britain
48.	H. Schell	H. Schell	H.W.M. Jaguar	America
50.	T. Parravano	C. Shelby	Ferrari 4.4	America
52.	David Brown Ltd.	R. Parnell	Aston Martin DB3S	Great Britain
54.	P. Collins	P. Collins	Aston Martin DB3S	Great Britain
56.	Gilby Eng. Co. Ltd.	R. F. Salvadori	Aston Martin DB3S	Great Britain
58.	P. N. Whitehead	P. N. Whitehead	Cooper	Great Britain
60.	B. Musy	B. Musy	Maserati	Switzerland
Reserves:				
62.	J. C. Broadhead	R. E. Berry	Jaguar D-type	Great Britain
64.	Kangaroo Stable	L. Cosh	Aston Martin DB3S	Australia
66.	A. G. Whitehead	A. G. Whitehead	Aston Martin	Great Britain
68.	M. Anthony	M. Anthony	Lotus	Great Britain
70.	P. Scott-Russell	P. Scott-Russell	Lotus	Great Britain
72.	Kangaroo Stable	T. Sulman	Aston Martin DB3S	Australia
74.	T. A. D. Crook	R. Gibson	Cooper	Great Britain

Results:

1st..... 2nd..... 3rd.....
4th..... 5th..... 6th.....

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

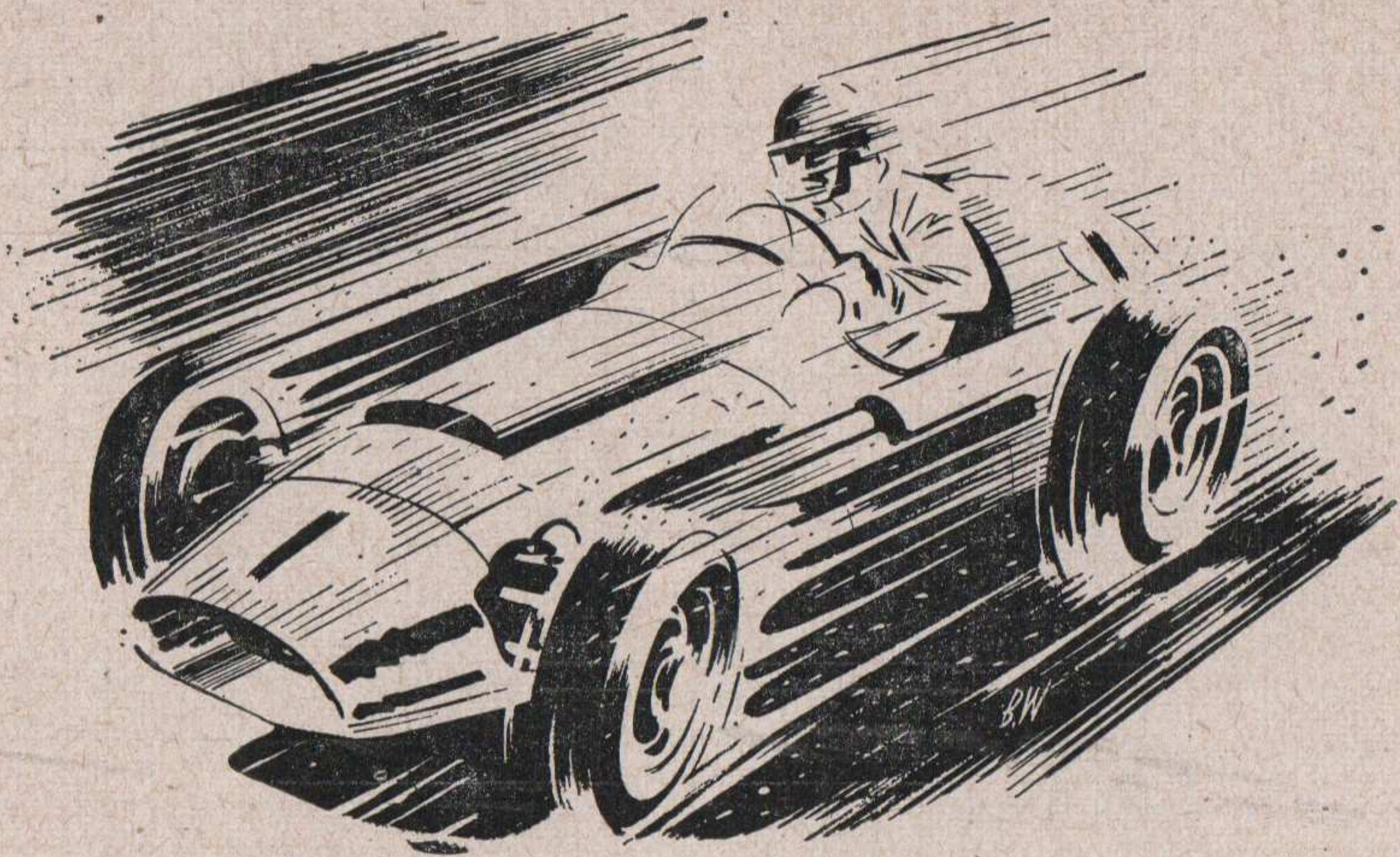
Class Winners: Class A..... B..... C..... D.....

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

38

41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80

39



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A I N T R E E

★

Daily Telegraph

INTERNATIONAL CAR RACE MEETING

SATURDAY, 3rd SEPTEMBER, 1955

★

PROGRAMME

Racing organised by the British Automobile Racing Club

- 11.0 a.m. Sports Car Race (up to 1500 c.c.)
- 12.15 p.m. 500 c.c. Car Race.

INTERVAL

- 2.0 p.m. *Daily Telegraph* Trophy Race for Grand Prix (F.1.) Cars.
- 3.15 p.m. Sports Car Race (unlimited capacity).
- 4.30 p.m. Formula Libre Race.

★

Admission details and advance booking forms from:

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Secretary:
K. A. GREGORY

Telegraphic Address:
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LONDON

35, STRAND,
LONDON, W.C.2
TRAFALGAR 1351/2/3

APPLICATION FOR MEMBERSHIP

(Block Letters)
NAME IN FULL.....
ADDRESS

OCCUPATION HOME
TEL. No. OFFICE.....
NATIONALITY DATE OF BIRTH

I hereby make application to become a member of the British Racing and Sports Car Club Limited and if elected, I undertake to abide by the Rules of the Club.

I enclose herewith my cheque or money order for the Annual Subscription of £2 2s. 0d.

Signature Date.....

We the undersigned, being fully paid up members of the British Racing and Sports Car Club Limited have a personal knowledge of the above applicant and consider him to be a fit and proper person to become a member of the British Racing and Sports Car Club Limited.

Proposer's Signature.....

Secunder's Signature

NOTES

If the applicant does not know any member to sign above please state below the name and address of a responsible person to whom reference may be made.

NAME
ADDRESS.....
OCCUPATION

It is **not** a Condition of Membership that members shall own or construct a Racing or Sports car but if you own or are building a car please give details below.

DETAILS OF CAR

Make..... Year..... Engine.....
No. of Cylinders..... General Details.....

If possible please send to the Secretary now or later a passport size photo for Club records and to help the Secretary to recognise new members.

FOR OFFICE USE

Date Elected..... Badge sent Reg. No.....
Entered in Register..... Rules Sent..... Signed by Secretary.....

DETAILS TO MAGAZINE DISTRIBUTOR

NAME..... ADDRESS.....
(Block Letters)
.....

Reg. No.....

The above has been elected a member of the British Racing and Sports Car Club Limited, with EFFECT FROM RECEIPT OF THIS NUMBERED VOUCHER.

HEPOLITE IS *here*....



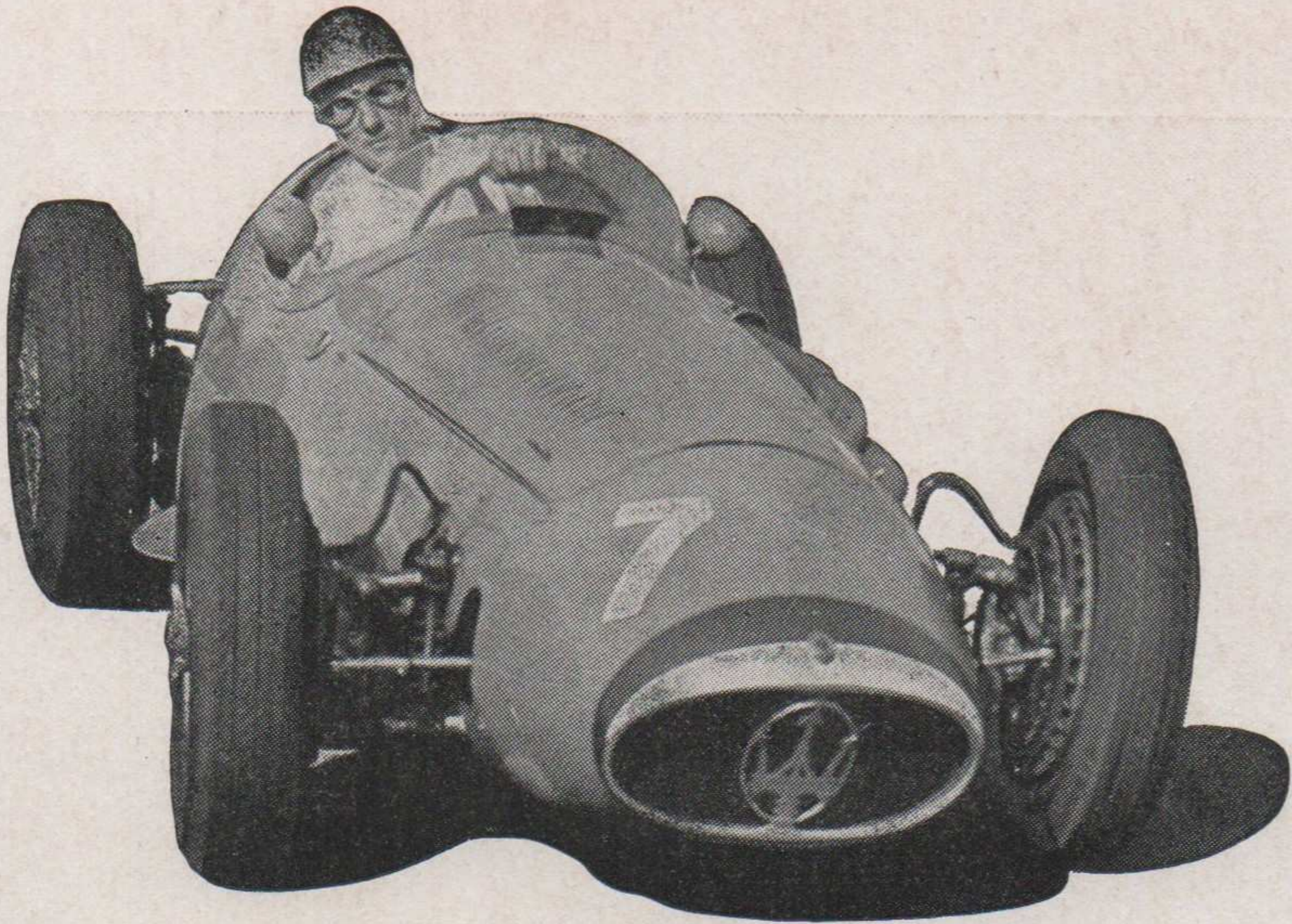
LES HOWELL, the Hepolite representative at this meeting is at your service and will be pleased to help and advise you.



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