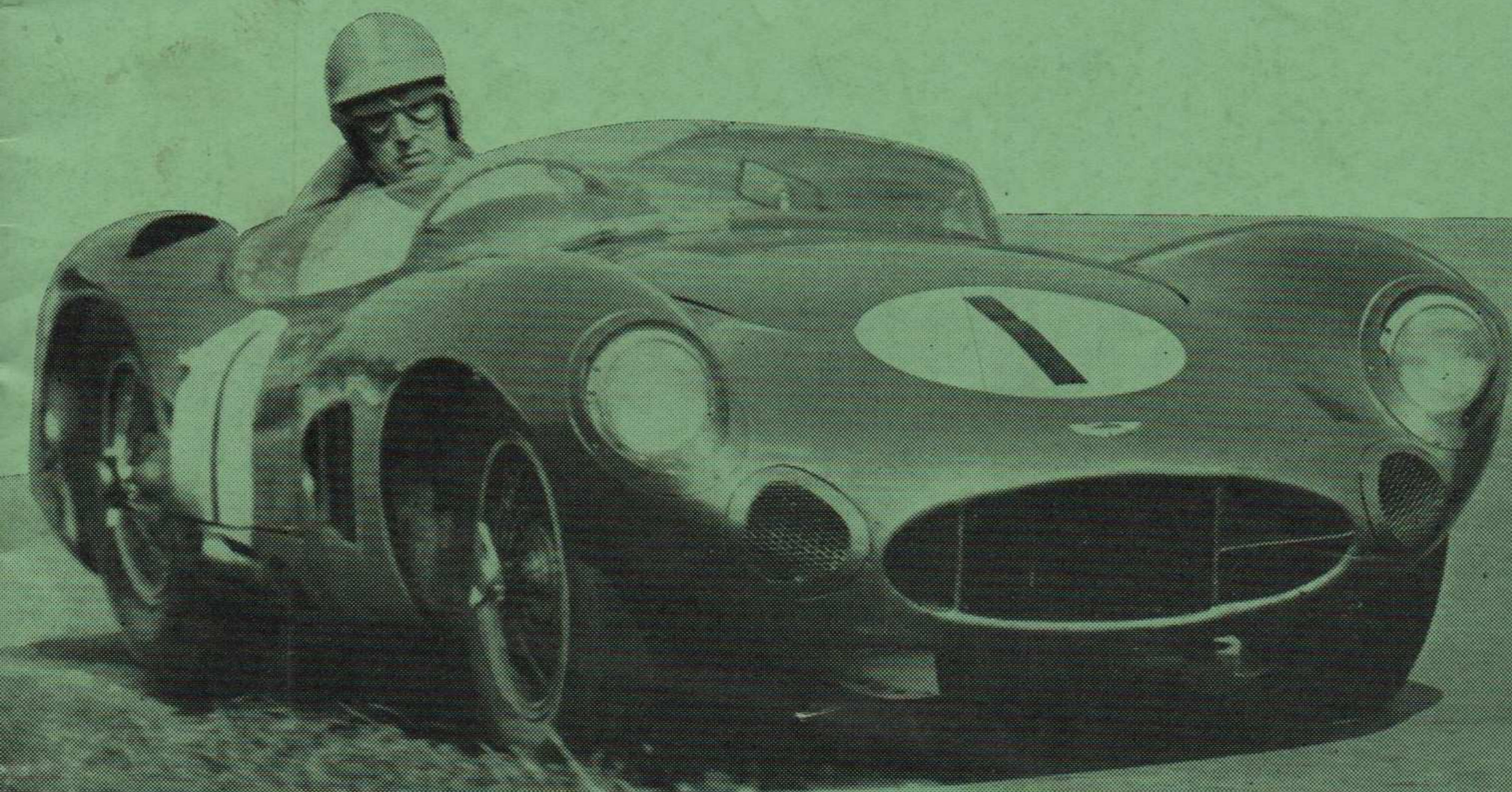


OFFICIAL PROGRAMME 1s.

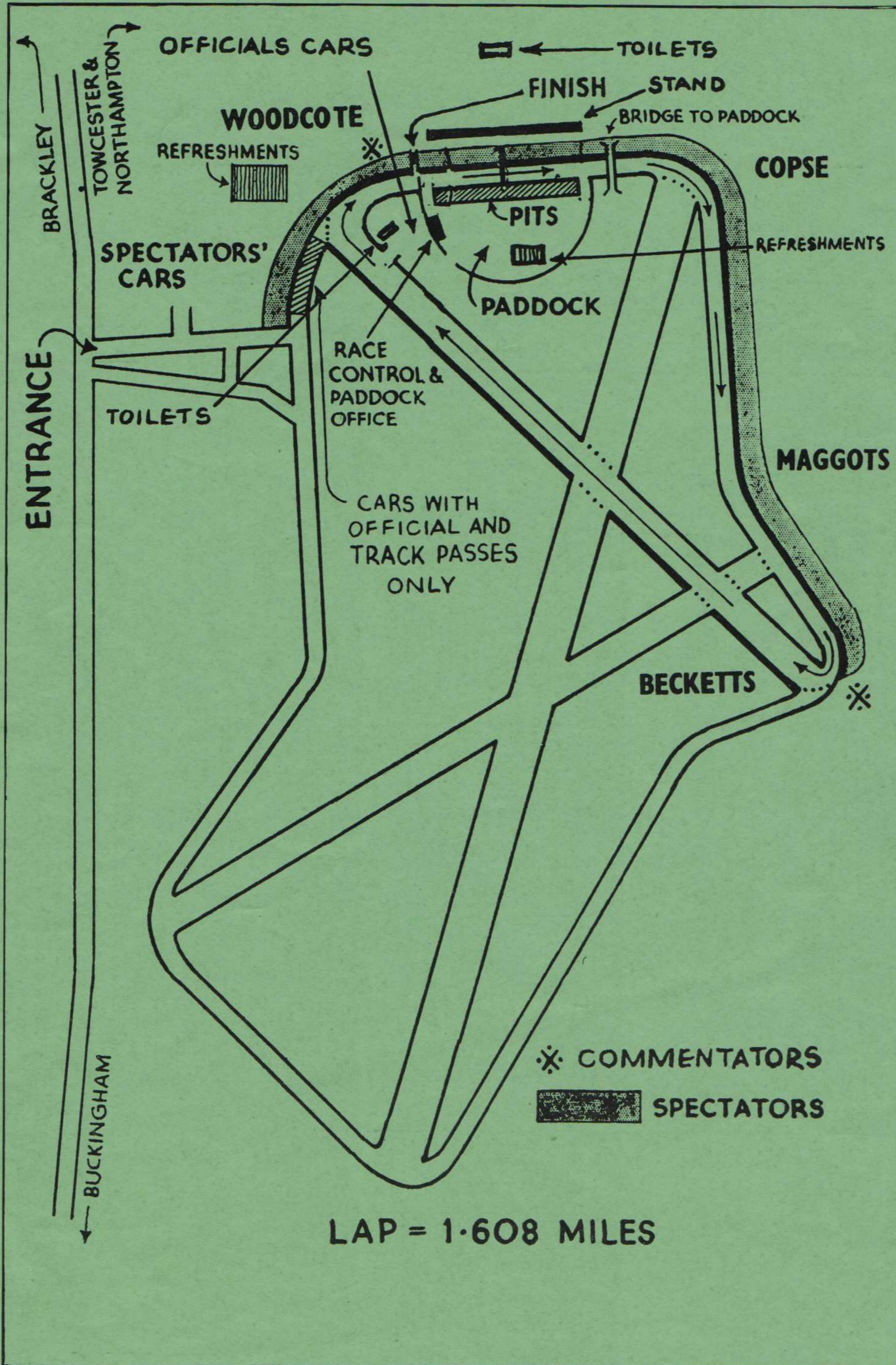
10th NATIONAL 6-HOURS HANDICAP RELAY RACE

Silverstone, 13 August 1960



The
Autocar

FIRST AWAY AND ALWAYS AHEAD · FRIDAY 1s.



Lap Speed Table

LAP DISTANCE 1.608 MILES

TIME			M.P.H.	TIME			M.P.H.	TIME			M.P.H.	TIME			M.P.H.
Min.	Sec.	..		Min.	Sec.	..		Min.	Sec.	..		Min.	Sec.	..	
1	10	..	82.70	1	26	..	67.31	1	42	..	56.75	1	58	..	49.06
1	11	..	81.53	1	27	..	66.54	1	43	..	56.20	1	59	..	48.65
1	12	..	80.40	1	28	..	65.78	1	44	..	55.66	2	00	..	48.24
1	13	..	79.30	1	29	..	65.04	1	45	..	55.13	2	01	..	47.84
1	14	..	78.23	1	30	..	64.32	1	46	..	54.61	2	02	..	47.45
1	15	..	77.18	1	31	..	63.61	1	47	..	54.10	2	03	..	47.06
1	16	..	76.17	1	32	..	62.92	1	48	..	53.60	2	04	..	46.68
1	17	..	75.18	1	33	..	62.25	1	49	..	53.11	2	05	..	46.31
1	18	..	74.22	1	34	..	61.58	1	50	..	52.63	2	06	..	45.94
1	19	..	73.28	1	35	..	60.93	1	51	..	52.15	2	07	..	45.58
1	20	..	72.36	1	36	..	60.30	1	52	..	51.69	2	08	..	45.23
1	21	..	71.47	1	37	..	59.68	1	53	..	51.23	2	09	..	44.87
1	22	..	70.60	1	38	..	59.07	1	54	..	50.78	2	10	..	44.53
1	23	..	69.74	1	39	..	58.47	1	55	..	50.34				
1	24	..	68.91	1	40	..	57.89	1	56	..	49.90				
1	25	..	68.10	1	41	..	57.31	1	57	..	49.48				

Race Progress and Results

Information will be broadcast over the public address system during the race for the benefit of spectators, team managers and competitors.

The details given will be of the positions as at each exact hour and half-past-the-hour, and will be announced approximately eight minutes later when the necessary calculations have been made.

Although under the regulations governing the event competing teams are credited with their full handicap allowance immediately the race has started, progress reports will not be given on this basis. It is thought that it will be easier to follow the real trend of events by giving the lap score with only such fraction of the total handicap as is appropriate at the moment of time when the computation is made.

The hourly announcement will give in numerical order the lap score of every team competing; the half-past-the-hour announcement will give the lap score of the six leading teams. In each case the figures will be to the nearest one-tenth of a lap, but will *not* include the part of a lap which may remain uncompleted at the exact moment of times when the calculations are made.

Thus at approximately 1.38 p.m. the lap score of the six leading teams, including one-twelfth of the handicap, will be given as they stood at precisely 1.30 p.m. The 2 p.m. lap score, including one-sixth of the handicap for every team, will be broadcast at approximately 2.08 p.m. This pattern will be followed throughout the race, but if the result is likely to be extremely close an additional announcement will be made regarding the leading teams as they were fifteen minutes before the finish.

It must be emphasised that these announcements are provisional and no protest will be entertained on the grounds that they are inaccurate or misleading. Team managers and competitors are responsible for keeping such race cards as they consider necessary.

We shall do our best to keep you informed of what is happening—so have your pencils and paper ready.

GEOFFREY KRAMER.

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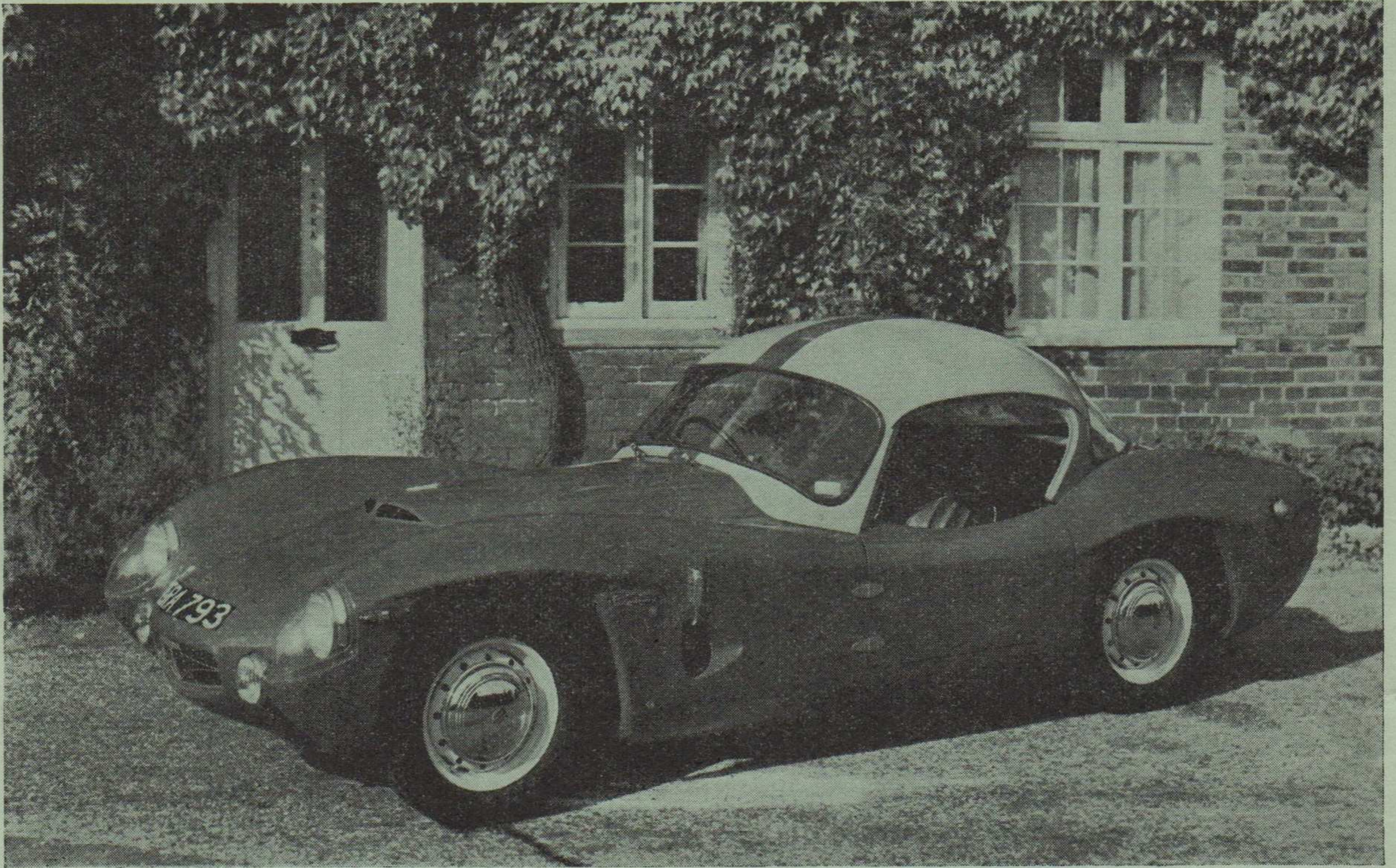
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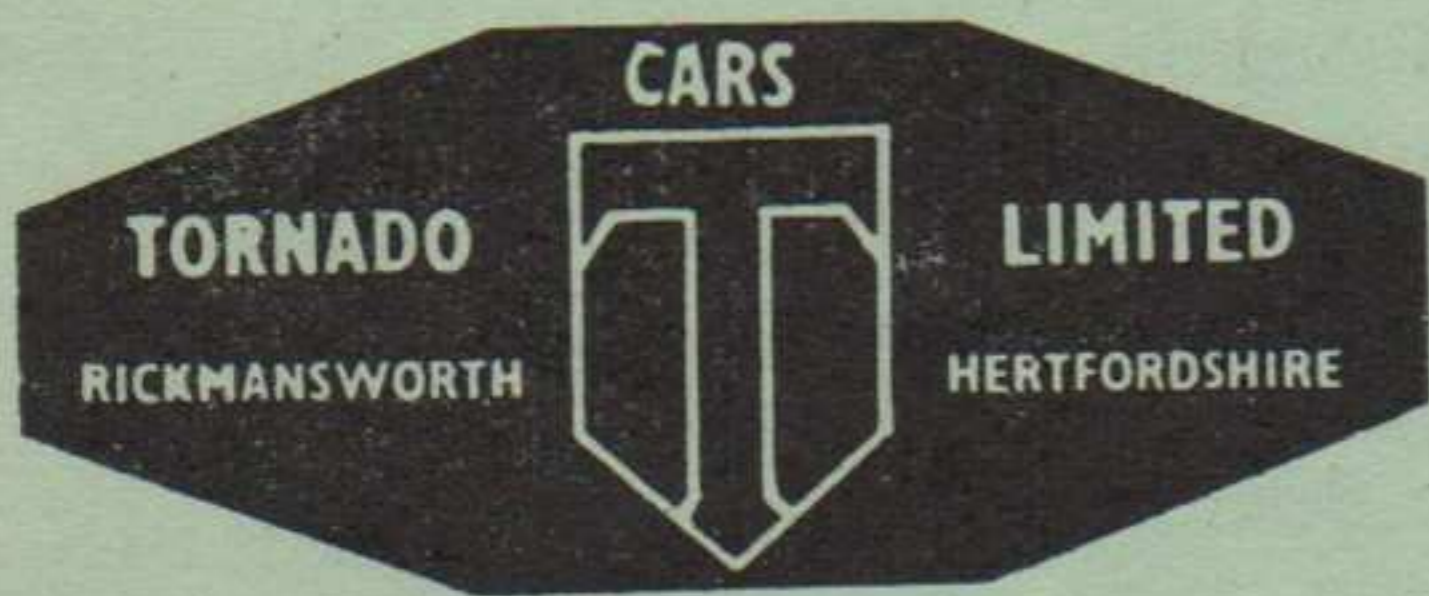
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What this is all about

This event is based upon a "free" relay system. Each team's object is to convey a token sash around the 1.6 mile circuit as many times as possible during the six hours. To do this the team manager may dispatch his cars in any order, for any period, and each any number of times. This gives him plenty of scope for tactics and planning, also opportunity to recover ground in case of mechanical trouble.

From the drivers' point of view the event gives them a change from the usual short races, and offers all the interest of a long distance race without the high cost to themselves and without the necessity (as a rule) to force an ailing car on to finish as an alternative to letting the team down. Since most of today's drivers own their cars this is an important contribution to their peace of mind.

The handicap is arranged so that each team, unless in scratch position, is credited with a certain number of credit laps presumed to have been run before the race starts. The results are calculated from the credit laps, the number of laps covered, and the order of finishing after the chequered flag is raised.

The teams are arranged, as far as possible with the entries received, to contain one make or type of car only. This is to make sense of the handicapping and so that you can follow the race more easily. In certain cases cars faster than their fellows are given a limit to the number of laps they run, so that the team as a whole may have a more favourable handicap. I wish to thank those competitors who have co-operated in any necessary re-arrangements.

The commentary will come from Woodcote Corner, Becketts Corner, Pits and from Race Control. These four microphones are all permanently in circuit and the commentators will interrupt one another as in ordinary conversation whenever they have anything of interest to say. The time-keepers aim to give the first half dozen positions on handicap every half-hour and the order of the whole entry every hour.

Spectators may purchase tickets giving admission to the paddock for 2/6d. at the footbridge. The paddock ticket does not entitle you to go into the pits themselves or to the inside of the track, but does give access to the new toilet facilities, with running hot water, next to the paddock.

A word on finance. All the work done to create this race is voluntary and the various charges made do not find their way into the pockets of the promoters or officials. The expenses are such that the club will be lucky to show a profit.

We have no trade support or other form of sponsorship, and put on the best race we can in our own way.

HOLLAND BIRKETT,
Chairman, The Seven-Fifty M.C. Ltd.

ACKNOWLEDGEMENTS

The B.R.D.C., Mr. J. Brown, and the farmer co-tenants for the use of the circuit; the firms who have willingly allowed us the use of their trade pits.

Also the Kingston Garage for the loan of a breakdown vehicle, mobile workshop and personnel; the Northampton and Buckinghamshire Police and St. John Ambulance Brigade; Antone Co.; J. Hart (Caterers) Co.; Lotus Cars Ltd., Triumph Motor Co. Ltd., The British Motor Corporation, and the Donald Healey Motor Company for course cars; The Rover Co. Ltd. for the use of a fire tender; Ernest Newton & Co. Ltd. for fuel supplies and the loan of a breakdown vehicle and driver; the 1st Towcester Boy Scout Group for its valuable assistance; and the countless people who have given their services as doctors, marshals, officials, etc.

OFFICIALS

Clerk of the Course: HOLLAND BIRKETT.

Stewards: For the R.A.C.: BASIL TYE, Esq. For the 750 M.C.: K. W. BICKLE, W. WOOTTON.

Deputy Clerk of the Course: GORDON CONNELLY. **Chief Marshal:** L. N. NEEDHAM.

Area Chief Marshals: **Pits:** B. R. HARDCASTLE. **Paddock:** CAPT. D. H. EMERSON.
Copse: A. J. MALLETT. **Grandstands:** M. HARRIS.
Woodcote: P. K. DAWE. **Maggots and Becketts:** F. SMITH.

Chief Timekeeper: GEOFFREY KRAMER. **Race Control:** A. W. BUTLER. **Handicapper:** C. H. BULMER.

Chief Gate Marshal: A. N. OTHER.

Reception:

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Medical Officers:

DRS. REXFORD-WELCH, J. NELMS, J. ANTHONY, S. M. CANNICOTT, H. GOLDSMITH,
D. J. F. MUNRO.

Programmes and General Administration: A. N. HUNT.

Chief Scrutineer: J. S. MOON.

Commentators: J. D. BRYANT, COL. J. F. BASSETT, M. G. EYRE, R. J. NEWTON, D. PRATT.
Secretary of the Meeting and Treasurer: GORDON CONNELLY, 98, St. Martin's Lane, London, W.C.2.
(TEMPle Bar 7483).

Track Manager: J. BROWN.

WARNING TO PUBLIC

MOTOR RACING IS DANGEROUS

Spectators attending at this track do so entirely at their own risk

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of this meeting, including the owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators, ticket holders or officials.

DOGS NOT ADMITTED IN ANY CIRCUMSTANCES

VEHICLES are taken into the Car Park on condition that the promoting Club shall not be liable for loss of or damage to the vehicle, or of or to any part or accessory thereof, or of or to any property left in or about or with the vehicle, in whatever way or by whatever means such loss or damage may be caused.

SIX HOUR RELAY RACE

1. MIXED CLIMAX 0 credit laps

Team Manager—Colin Knight

A	R. A. O. de Waldkirch	Lotus Seventeen
B	R. Wrenn	Lotus Seventeen
C	K. Greene	Gilby Climax
D	J. Ewer	Lola
E	W. J. Shaw	Lotus Eleven
F	M. F. Braby	Lotus Seventeen

2. CLUB LOTUS CLIMAX 14 credit laps 1098 c.c.

Team Manager—R. E. Richardson

A	P. E. Warr	Lotus Seven
B	L. J. Parvin	Lotus Seven
C	W. S. Evangelista	Lotus Eleven
D	A. R. Aubrey	Lotus Seven
E	R. Rumble	Lotus Seven
F	— Hildebrand	Lotus

3. JAGUAR DRIVERS' CLUB 17 credit laps

Team Manager—Stuart Lightfoot

A	P. J. Sargent	D type	2986	} 100 laps max.
B	R. P. G. Sturgess	C type	3442	
C	R. A. Gibson	XK 120	3781	
D	A. C. le Font	3.4	3442	
E	B. G. Aston	3.4	3442	
F	D. J. Uren	3.8	3781	
Res:	R. H. Burke	C type	3442	

4. MORGAN 25 credit laps

Morgan Plus Four 1991 c.c.

Team Manager—L. B. Mayman

A	L. B. Mayman
B	E. R. Duggan
C	R. E. Meredith
D	T. R. Smith

5. MOGADOR MIXTURE 25 credit laps

Team Manager—J. Epstein

A	A. J. D. Sim	Yimkin Mk. IV	990
B	Simon Hill	Peerless G.T.	2136
C	J. A. Murrell	D.R.W. Mk. II	997
D	D. Wilson	Toucan/M.G.	1489
E	G. Dempsey	ACE Bristol	1971

F	P. S. Lackington	L.M.K. Austin	948
Res:	C. B. L. Harding	M.G. Special	1470

6. M.G.C.C. M.G. "A" South East Centre 27 credit laps

Team Manager—Chris. Tooley

A	J. Gott	Twin Cam	1588
B	J. R. Olthoff	Twin Cam	1588
C	R. J. Crossfield	Twin Cam	1588
D	S. G. Cobban	Single Cam	1489
E	V. Clark	Twin Cam	1588

7. T.V.R. 27 credit laps

Team Manager—Trevor Wilkinson

A	K. Aitchison	T.V.R.—M.G.	1588
B	D. L. Nurse	T.V.R.—M.G.	1588
C	A. Palmer	T.V.R.—M.G.	1588
D	J. Brown	T.V.R.—Climax	1216
E	J. R. M. Boothby	T.V.R.—Climax	1216
F	T. Entwistle	T.V.R.—Climax	1460

8. OCTAGON STABLE 29 credit laps

Austin Healey 3000

Team Manager—J. Manners

A	J. M. Noble
B	R. E. Snow
C	D. Dixon
D	J. N. Wylie

21. TRIUMPH 29 credit laps

Team Manager—T. S. Petersen

A	R. Stelfox	T.R.3	2136
B	P. D. Leuch	T.R.2	2136
C	H. W. F. Hamblin	T.R.3A	1991
D	T. S. Petersen	T.R.3	2136
E	R. Attwood	T.R.3	2136

22. SEBRING SPRITES 33 credit laps

Austin Healey Sprites

Team Manager—John Sprinzel

A	T. A. Gold	975
B	D. Harris and J. Sprinzel	998
C	C. Simson and P. Hawkins	998

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23. OCTAGON STABLE M.G. "A"**33 credit laps***Team Managers*—Mike Bond & J. Manners

A R. Ide	Single Cam	1588
B F. P. E. Dewe	Twin Cam	1588
C J. G. Munger	Twin Cam	1588
D S. P. A. Freeman	Single Cam	1489
E G. N. Dear	Twin Cam	1589
F M. Reid	Single Cam	1489
Res: W. G. Boulton	Single Cam	1588

24. HEALEY DRIVERS' CLUB**Austin Healey 35 credit laps***Team Manager*—M. A. Tice

A M. A. Tice	100/6	2662
B D. Mackay	BN1	2664
C Miss E. Jones	3000	2912
D C. F. Jones	100 M (60 laps max.)	2660
E B. A. Bengue	100/6	2639
F E. W. Judge	100/6	2639

25. LONDON 1172 36 credit laps*Team Manager*—R. Bellingham

A J. Derisley	Lotus Seven	} 150 laps max.
B C. K. Bond-Smith	Terrier Mk. II	
C A. J. Youlden & H. W. Cooper	Terrier Mk. II	
D S. A. Milne	D.C.M.	
E R. A. Levett	Scorpion	
F G. J. Rae	Rae Ford Mk. 1	
Res: P. J. Pellandine	Falcon 997	

26. NORTH WEST 1172 38 credit laps*Team Manager*—R. Butterworth

A W. J. Morgans	Lotus Seven	} 120 laps max.
B D. S. Boston	Lotus Eleven	
C R. F. Buttle	Valchyre Mk. I	
D J. B. Moore	Warwick	
E H. J. ten Bruggen Cate	Mayfield Special	

27. NORTH HERTS 1172 38 credit laps*Team Manager*—A. A. Butler

A A. K. Day	Lotus Seven
B J. A. Ball	Lotus Seven
C M. C. Forsdyke	Lotus Seven

D S. Benton	Lotus Seven
E J. G. W. Marsh	Marcos

28. CLUB LOTUS 1172 38 credit laps*Team Manager*—Peter Mayes

A D. C. Paul	Lotus Seven
B W. F. V. King	Lotus Seven
C J. J. Hall	Lotus Seven
D P. Marten	Lotus Seven
E T. M. D. Dixon	Lotus Seven

31. FAIRTHORPE 46 credit laps**Electron Minor***Team Manager*—K. D. Coad

A P. E. Butt	948
B G. D. Golding	948
C J. M. Anderson and G. Palmer	948
D C. J. Green	(60 laps max.) 997

32. TORNADOS 46 credit laps*Team Manager*—W. G. G. Woodhouse

A A. Bunce	Typhoon 933
B W. G. G. Woodhouse	Tempest 997
C E. A. Martin	Thunderbolt (80 laps max.) 1991
D Martin and Woodhouse	Typhoon 1172

33. B.M.C. "A" TYPE 50 credit laps**948 c.c.***Team Manager*—E. E. Unger

A S. J. C. Minoprio	Austin A.40
B J. H. Gaston	Austin A.40
C A. Hedges	Austin A.40
D R. J. Davy	Austin A.40
E J. S. Ratcliffe	Morris Minor
F H. W. Ratcliffe	Morris Minor

34. DOWNTON MINIS 50 credit laps**848 c.c.***Team Manager*—Daniel Richmond

A J. Blumer	Austin Seven
B H. B. Digby	Austin Seven
C B. H. T. Redman	Morris Mini Minor
D C. D. Murray and P. G. Walton	Austin Seven
E Harry Rose	Mini-Van



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FORD ZEPHYR (H. G. W. Kendrick) . . .	32.47
STANDARD ENSIGN (E. Jones) . . .	40.39
MORRIS MINI-MINOR (J. M. Readings) . . .	54.86

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35. B.R.S.C.C. MINI MICE **57 credit laps**
848 c.c.
Team Manager—N. Mendes

A J. Richard-Aley	Morris Mini Minor
B T. T. Threlfall	Morris Mini Minor
C J. la Trobe	Morris Mini Minor
D A. D. Rutt	Morris Mini Minor
E J. Whitmore	Austin Seven

37. HAGLEY MINIS **59 credit laps**
848 c.c.
Team Manager—G. T. Taylor

A M. Trimble	(50 laps max.)	Austin Seven
B J. Handley		Austin Seven
C P. L. Cracknell		Morris Mini Minor
D A. Staniforth		Morris Mini Minor
E J. M. B. Wadsworth		Austin Seven

36. 750 FORMULA **57 credit laps**
747 c.c. side valve
Team Manager—F. Trelfa

A J. G. Currie	Austin Special
B G. B. Toft	Austin TS 750
C W. L. Cowburn and D. Rees	Austin Special
D J. Anziani	Austin A.C.
E G. Martin	Austin-Martin
F D. J. Limbach	Austin Special
Res: C. E. Beattie	Beattie Special Mk. III

38. ULSTER AUSTINS **69 credit laps**
747 c.c.
Team Manager—Alan Grundy

A L. Rowe	
B W. Owen-Roberts	
C K. Dixon and R. Lee	
D D. Boorer and J. Ibell	
E J. G. Sutton	
F Group-Capt. Lyle (s)	
Res: P. de Villiers	

The above is subject to amendment at the discretion of the Organisers.

The L.M.B. Shield

Before the 1958 Relay Race, Mr. L. M. BALLAMY, Mr. COLIN PECK, Mr. WILFRED OWEN-ROBERTS, and Mr. ROY LEE joined together in offering an Annual Trophy, The L.M.B. Shield, to be held for one year by the best 750 Formula team in the race.

Teams 36 and 38 at today's meeting will be eligible for this award which is offered with replica plaques to each member of the team and the team managers.

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Multi-Tube Space Frames		Tuning Equipment for Ford 1172 Specials New Populars Anglia/Perfect		Goldtop Cylinder Heads		Close Ratio Gears for Ford 105E	
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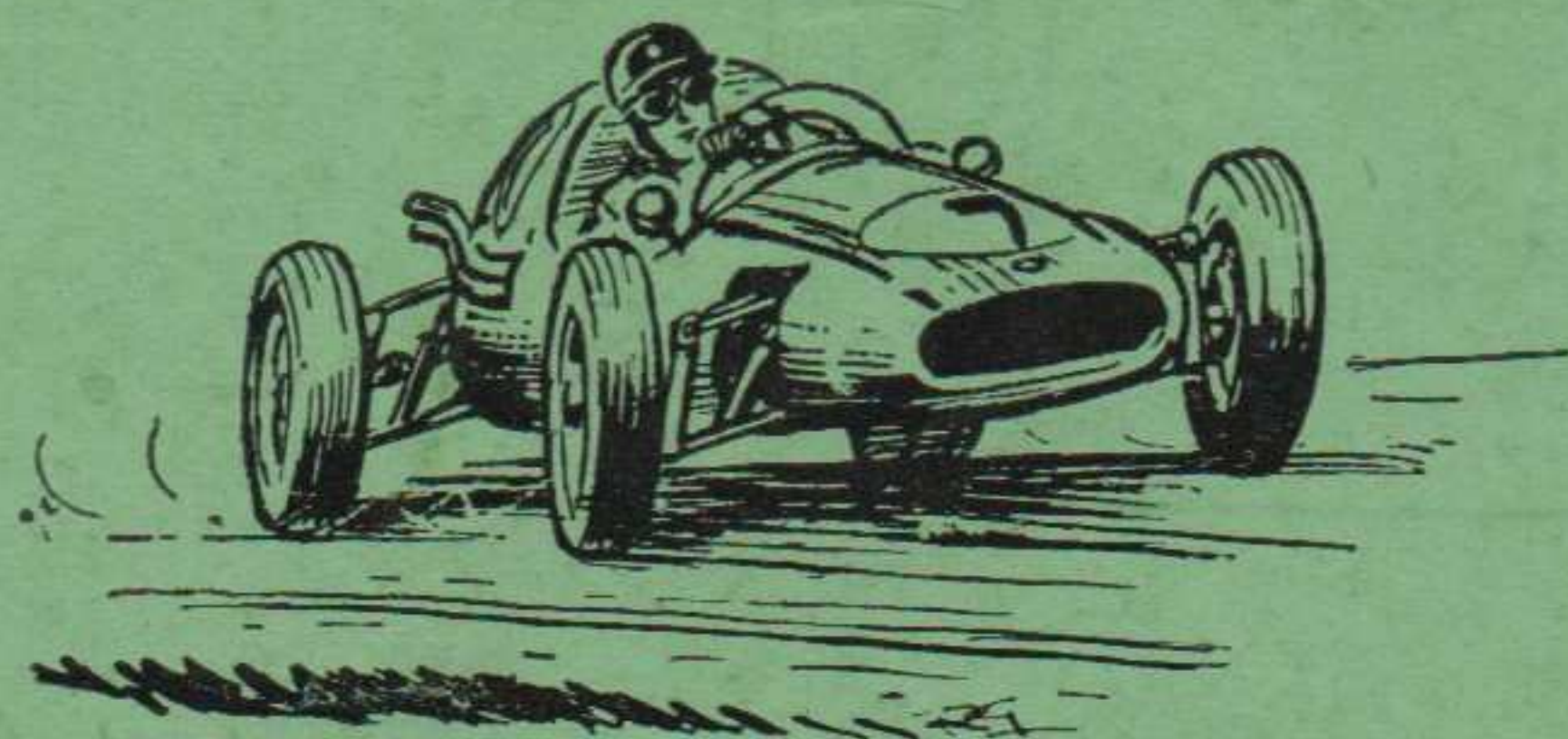
Particulars of membership from the General Secretary, Colin Peck, "Fernlea,"
Westerham Hill, Biggin Hill, Kent (Biggin Hill 2004), or from any Senior
Official at this meeting or from Race Control

The club wishes to acknowledge
assistance received from



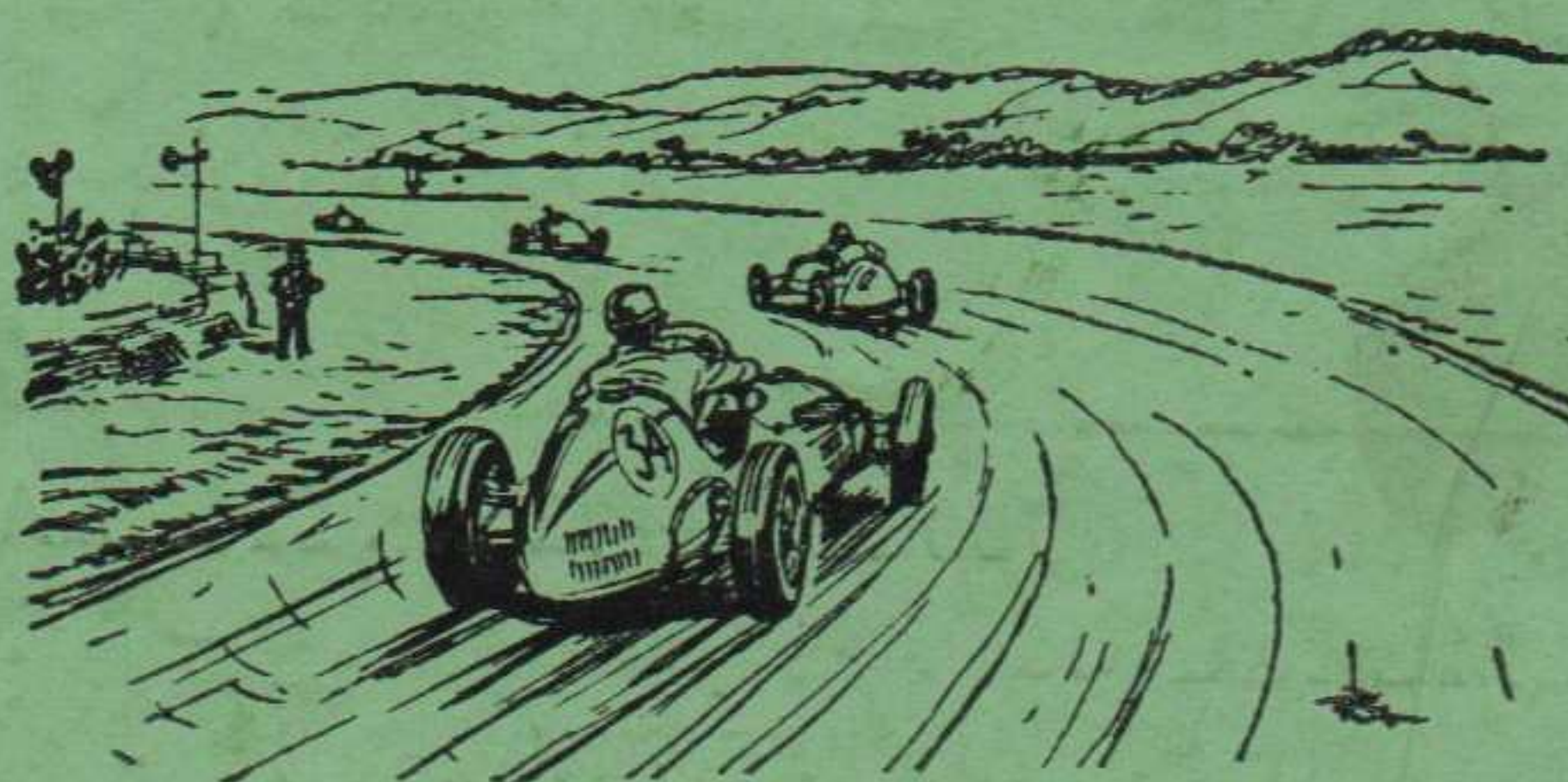
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