

NATIONAL MOTOR RACE MEETING

BRANDS HATCH

DECEMBER 26. 1961

Organized by B.R. & S.C.C.

OFFICIAL PROGRAMME 1/-



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B.H. 26/12

RACE MEETING

For Formula Junior Racing Cars, Sports Racing Cars, Touring Cars,
Grand Touring Cars and Production Sports Cars.

BOXING DAY, 26th DECEMBER, 1961

BRANDS HATCH CIRCUIT

This meeting is held under the International Sporting Code and General Competition Rules of the Royal Automobile Club and supplementary regulations issued by the British Racing and Sports Car Club
R.A.C. Permit No. R.499

OFFICIALS

Stewards :

For the R.A.C.—
D. H. Delamont.

For the B.R.S.C.C.—
F. H. Bacon.
R. M. Carter.
J. A. Ellison.

Judges :

L. Lewis-Evans.
G. H. Symonds.
R. L. Wilson.

Clerk of the Course :

N. Syrett.

Secretary of the Meeting :

P. Doughty.

Asst. Clerk of the Course :

R. C. A. Smith.

Race Control :

Miss P. M. Burt.
Miss R. Elliott.
Miss A. Glover.
Miss S. Smellie.

Timekeepers :

C. Audrey.
P. Browning.
M. A. Ford.
F. A. Lowe.

Race Recorders :

Mrs. D. Audrey.
Miss P. Wallis.

Scrutineers :

S. R. Proctor. C. T. R. Meekings.
H. A. E. Cree. F. Harrison.
C. A. A. D. Mitchell.

Asst. Scrutineer :

A. C. H. Smith.

Commentator :

A. Marsh.

Chief Observer :

D. Truman.

Chief Marshal :

R. Ridgeway.

Chief Course Marshal :

M. Wright.

Chief Flag Marshal :

D. Wyborn.

Chief Paddock Marshal :

H. W. Lamkin.

Starter :

C. Greville-Smith.

Chief Start Line Marshal :

B. L. O'Hara.

Chief Pit Marshal :

J. W. Norris.

Medical Officers :

Dr. C. Outred.
Dr. P. F. Lippold.
Dr. E. Phillips.
Dr. R. A. Hudson.

Medical Services :

St. John Ambulance Brigade.

Marshals :

Members of the B.R.S.C.C.

This meeting is organised by
The British Racing & Sports Car Club
6 Buckingham Street, London, W.C.2
Telephone : Trafalgar 1351-3

MoS₂ AND ALL THAT



by Nevil Lloyd

It all happened many years ago, long before Graham was even a slight slope, let alone a Hill. One winter's evening in Darkest West Kensington, MoS₂ ace secret agent of the dreaded C.S.I. (a body of men whose sole aim in life was the total destruction of motor racing) sat in his lonely lodgings decoding his laundry list. "Shirts—4," he read, his trained mind automatically translating the cryptic phrase into clear, "4 Shirts."

One by one MoS₂ picked them up and examined them; each one had frayed collars and cuffs, and many of the buttons were missing. "This is too much," he thought. "I haven't a decent shirt to my name." Only then did he realise his predicament. *He hadn't a name to have a decent shirt to.* With a cry of anguish he disappeared into the night, and was never seen again.

Meanwhile, behind locked laboratory doors, another drama was unfolding as teams of white coated lubricating technologists worked day and night to refine a mineral or called molybdenite to

produce a substance called Molybdenum Disulphide, basic ingredient of Moly slip. But one problem remained unsolved: what to call it. With a 40-hour week one cannot go around calling Molybdenum Disulphide Molybdenum Disulphide. There simply isn't the time. Then up spoke the lab. boy. "Ay say, whay not call the jolly stuff MoS₂, what?"

He spoke that way because he had, inadvertently, got mixed up with the molybdenite one day, and got very refined in the process. (He even drank his tea with his little finger extended, and even Moly slip isn't as refined as all *that*.) He went on to explain that his mother had a lodger, ace secret agent MoS₂ of the dreaded C.S.I., who had disappeared and had never been seen again, and who obviously wouldn't be wanting the use of his number any more.

Thus after years of patient devoted research, Moly slip was produced. One vital question still required an answer. Having invented it, **WHAT WAS IT FOR?**

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

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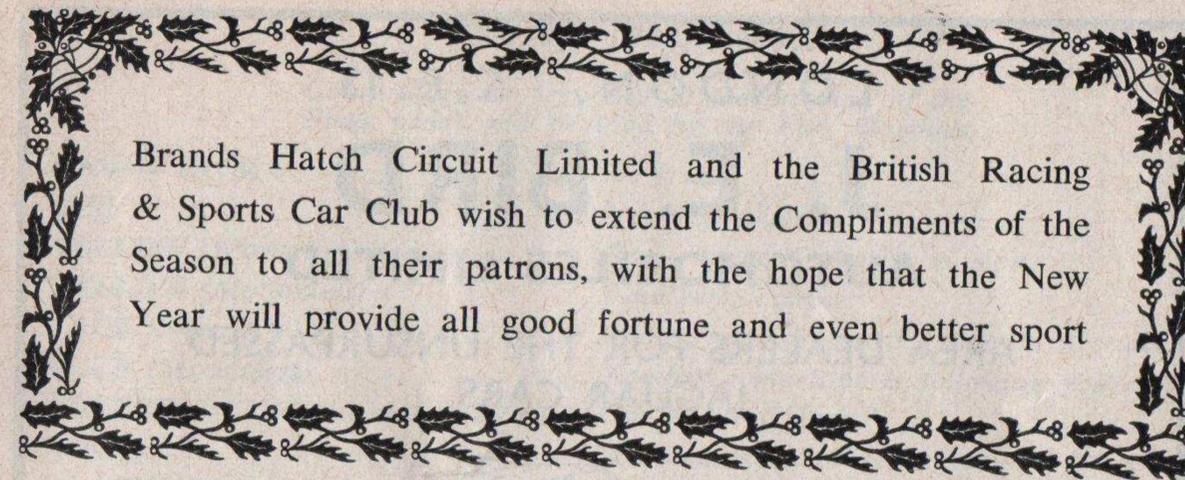
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Programme Timing

| | | Laps | Start |
|---------|---------------------|------|------------|
| EVENT 1 | PECO TROPHY 'A' .. | 10 | 12.38 p.m. |
| EVENT 2 | JOHN DAVY TROPHY .. | 20 | 1.25 |
| EVENT 3 | PECO TROPHY 'B' .. | 10 | 2.10 |
| EVENT 4 | CHRISTMAS TROPHY .. | 15 | 2.40 |
| EVENT 5 | PECO TROPHY 'C' .. | 10 | 3.10 |
| EVENT 6 | TOURING CAR RACE .. | 10 | 3.35 |

Prizes

| | | | | | |
|---------|-----------------------|---------|---------|-----------------|--------|
| EVENT 1 | 1st—£20 | 2nd—£15 | 3rd—£10 | | |
| EVENT 2 | 1st—£30 | 2nd—£20 | 3rd—£15 | 4th—£10 | 5th—£5 |
| EVENT 3 | 1st—£15 | 2nd—£10 | 3rd—£5 | (in each class) | |
| EVENT 4 | 1st—£30 | 2nd—£20 | 3rd—£10 | | |
| | 1st 1100 c.c. car—£10 | | | | |
| EVENT 5 | 1st—£15 | 2nd—£10 | 3rd—£5 | | |
| EVENT 6 | 1st—£20 | 2nd—£15 | 3rd—£10 | 4th—£5 | |

Acknowledgments

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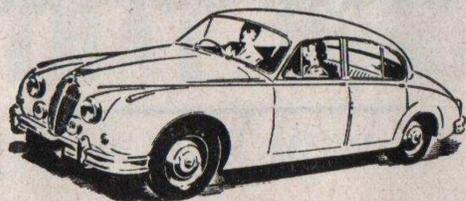
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Flag Signals

Competitors are reminded of the meaning of the Flags which will be used by the Flag Marshals

| | |
|------------------------------------|---|
| UNION JACK | Start |
| RED | Stop immediately. |
| YELLOW (Waved) | Great danger; prepare to stop. |
| YELLOW (Motionless) | Take care; danger. |
| BLUE (Waved) | Another competitor is trying to overtake. |
| BLUE (Motionless) | Another competitor is following you closely. |
| YELLOW (With Vertical Red Stripes) | Oil on the Course. |
| WHITE | An ambulance or service car on the circuit. |
| BLACK (With Number) | Car with that number must stop. |
| BLACK and WHITE CHEQUERED | Signal for End of Race |
| SPECIAL NOTICE | A car that does not stop when the Red or Black Flag is shown will render the driver of that car liable to a fine of £5. |

For the Attention of Spectators

Please do not leave litter about the grounds—take it with you.

The British Racing & Sports Car Club wish to acknowledge with thanks the valuable assistance given by the individual marshals in conducting this event.

If an accident occurs, leave it to the marshals, the doctor and St. John Ambulance men who are in attendance.

Remember to drive with care and caution when leaving the ground.

To safeguard both competitors and public, *dogs are not admitted unless kept on a leash.* This is most important.

Prohibited Area Notices.—The public are not permitted in the areas where these Notices are displayed. The fences are there for protection, and any person or persons found trespassing, or wilfully damaging trees, fences, etc., will be prosecuted by Brands Hatch Circuit Ltd.

Motorists and Motor-Cyclists—Please retain your Car Park Tickets, as you may be required to produce them upon demand by the Brands Hatch Circuit Police.

Condition of Admission

Spectators attending the track do so entirely at their own risk. It is a condition of admission that the Brands Hatch Circuit Limited and all persons having any connection with the promotion and/or organisation and/or conduct of the meeting (including the drivers and owners of vehicles and passengers in vehicles) are absolved from all responsibility and liability whatsoever from negligence, or by accident causing loss, damage or personal injury to spectators or ticket holders, or to their goods or vehicles.

POSTPONEMENT OF THE MEETING

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

Winter Mixture

by

Alan Brinton & John Blunsden

Editors of "Motor Racing" and "Sports Car"

GOOD MORNING! How do you feel after a day of festive fare? Liver a little touchy, perhaps? Those eyes focussing accurately?

Whatever the state of your health we are sure that today's outing will not only blow all those cobwebs away, but give you an exciting few hours of motor racing.

The British Racing & Sports Car Club have organised a splendidly varied programme of six races, to be run over the short (1.24 miles) circuit. Today's now traditional meeting is known affectionately as 'Brands Hatch on Ice' but it is to be hoped that once again the weather will prove sufficiently kind—though no doubt one or two chaps will be doing a little involuntary skating.

The longest race in the programme will be for Formula Junior cars over 20 laps. This should be a real humdinger. It constitutes the final round in this year's John Davy Formula Junior Championship, which has provided some excellent struggles over the season. In fact, Bill Moss has already taken first place in this championship, but some of the places could be affected by today's results.

For once, Bill Moss will not be seen in the Chequered Flag Gemini (although he will be in the Gemini team again in 1962). Today he will be driving a Lotus, in direct competition with Peter Arundell's works car and Peter Ashdown in John Young's maroon Lotus 20.

Those of you who were here two years ago will remember the debut of the then unpainted Lotus 18 prototype, driven by the late Alan Stacey—a modest first appearance which was to lead to an unparalleled run of success in this formula, both at home and abroad.

On that day first place went to the front-engined Elva, and today we are promised the first appearance in Britain of the latest brainchild from the Frank Nichols stable. This new Elva—rear-engined, of course—is a sleek design, powered by an Auto Union two-stroke engine. In view of the fantastic development of the Ford and the B.M.C. production engines, it will be interesting to see whether the German two-stroke can still match them on this twisty circuit.

Ian Raby, one of the stalwarts of the Formula Junior movement, makes another change of car. He has deserted his Cooper to give the rear-engined Merlyn its first British airing, and Marcus Niven will be seen in a Gemini.

All in all, a varied field, with the promise of some close dicing, though once again the Lotus is numerically the strongest contender.

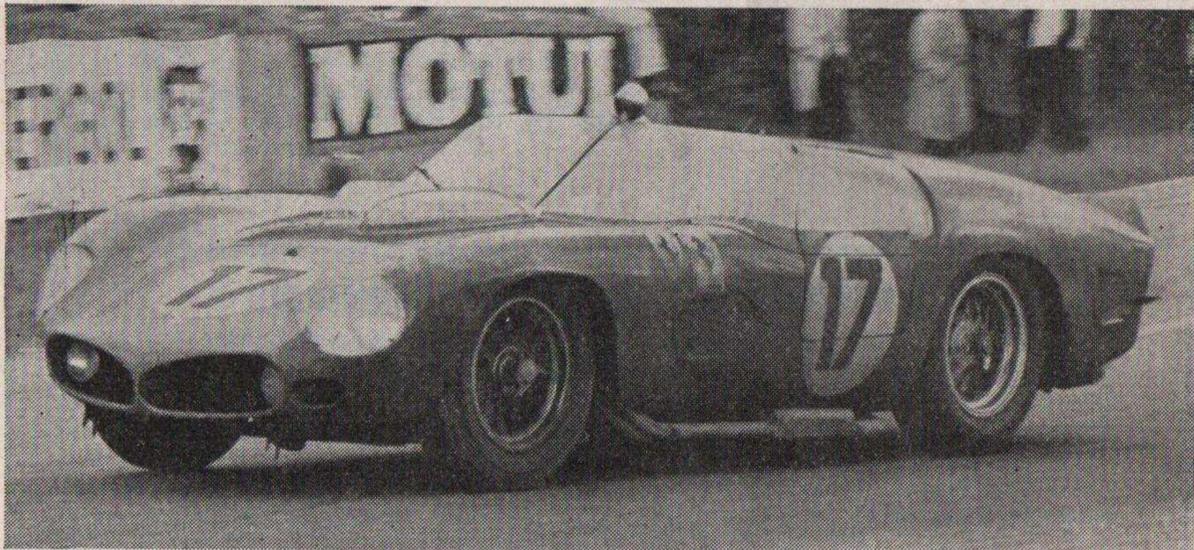


Photo: Geoff Goddard.

A Testa Rossa Ferrari. Phil Hill in the Le Mans winning car

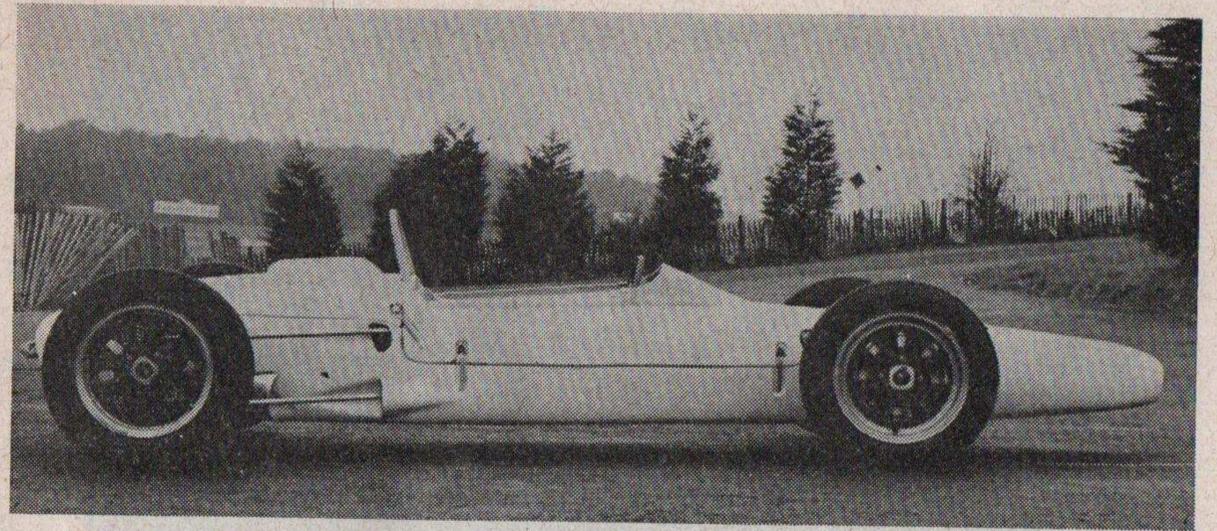


Photo: David Phipps.

The new Elva Junior—one of several competition cars making their race debut at this meeting

For most of you here today this will be your first sight of one of the fabulous front-engined Testa Rossa Ferraris in action. This car, which you will be able to examine more closely at the Racing Car Show in a few days' time, has a worthy driver in Graham Hill. It should be a difficult car to beat, though it might be a bit of a handful if the track is wet.

Another most interesting entry is Dizzy Addicott's Lotus 15, into which he has managed to slip one of the intriguing all-aluminium 3½ litre Buick compact car engines. This is the power unit which most people believe will offer the best chance of success in the production engine extension of the Intercontinental Formula. Its performance today will be closely watched by drivers toying with the idea of bringing similar units across the Atlantic.

But Brands is a circuit well suited to small machinery, and especially on the short circuit the small-capacity cars might well provide a strong challenge for outright victory. The new rear-engined Mark 6 works Elva, fitted with a Ford Classic engine, will be making its first appearance in the hands of Tony Lanfranchi, and another possible starter is a new works Lola, also powered by a 'breathed on' Classic engine.

There is certainly no lack of variety for the Christmas Trophy, for the entries include a 2 litre Maserati, a Lister-Jaguar, and Bruce Halford's potent 2 litre Cooper Monaco.

There is also a fine entry list for the Peco GT Championship event. This was so heavily subscribed that the B.R.S.C.C. had to split it into three separate ten-lap races.

Les Leston is in his well-known red Lotus Elite 'DAD 10,' and although he has already made sure of this championship, he will have some tough opposition today from the David Hobbs Elite (surely the only car racing successfully in Britain with two-pedal control?). The state of the circuit will determine whether these Elites will be able to show a pair of heels to the much more powerful 'E' type Jaguars handled by Peter Sargent and George Wicken.

Whatever the weather, make sure you don't miss the last race, which is a ten-lap event for the B.M.C. Minis only. Those of you who were here on October 1 do not need reminding that on that day these front-drive babies provided a memorable battle on the long circuit; this time you will be able to watch them virtually all the way round as they rub door handles.

Will the girls beat the boys? This time Christabel Carlisle is joined by Pat Moss in taking on most of the top male Mini drivers, including such names as Doc Shepherd, John Aley, Edward Lewis, Mick Clare, Bill Aston, Ian Raby and Vic Elford (the winner of the October race).

Whoever wins, we think you can be guaranteed a mammoth Mini dice to wind up a most enjoyable day in the open air.

Writing some little time before Christmas, it seems to us that the best racing of the day should come in the 15-lap Christmas Trophy race for unlimited sports-racing cars.



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Circuit Lap Records

| | c.c. | Car | secs. | m.p.h. |
|---|------|---------------------|-------|--------|
| Racing Cars—Over 1500 c.c. | | | | |
| D. R. PIPER .. | 1960 | Lotus Climax | 58.2 | 76.70 |
| Racing Cars—Up to 1500 c.c. | | | | |
| A. E. MARSH .. | 1475 | Lotus Climax | 56.4 | 79.15 |
| Formula Junior Racing Cars | | | | |
| M. J. PARKES .. | 997 | Gemini Ford | 56.4 | 79.15 |
| Racing Cars—Up to 500 c.c. | | | | |
| G. H. WICKEN .. | 499 | Cooper Norton | 59.4 | 75.15 |
| Sports Cars—Over 3000 c.c. | | | | |
| B. H. HALFORD .. | 3781 | Lister Jaguar | 57.4 | 77.77 |
| Sports Cars—From 2001 c.c. to 3000 c.c. | | | | |
| D. R. PIPER .. | 2495 | Lotus Climax | 58.0 | 76.97 |
| Sports Cars—From 1501 c.c. to 2000 c.c. | | | | |
| D. R. PIPER .. | 1960 | Lotus Climax | 59.0 | 75.66 |
| Sports Cars—From 1101 c.c. to 1500 c.c. | | | | |
| D. G. ADDICOTT .. | 1216 | Lotus Climax | 57.6 | 77.50 |
| Sports Cars—From 1001 c.c. to 1100 c.c. | | | | |
| P. H. ASHDOWN .. | 1098 | Lola Climax | 57.8 | 77.23 |
| Sports Cars—Up to 1000 c.c. | | | | |
| D. MOCKFORD .. | 997 | Lotus Ford | 61.2 | 72.94 |
| 1172 c.c. Ford-Engined Sports Cars | | | | |
| S. A. GOODWIN .. | 1172 | Goodwin Special | 62.8 | 71.08 |
| Grand Touring Cars—Over 2500 c.c. | | | | |
| J. CLARK .. | 2912 | Austin Healey 3000 | 64.0 | 69.75 |
| Grand Touring Cars—From 1601 c.c. to 2500 c.c. | | | | |
| J. G. TALLIS .. | 1971 | Frazer Nash Le Mans | 64.0 | 69.75 |
| Grand Touring Cars—From 1001 c.c. to 1600 c.c. | | | | |
| G. A. WARNER .. | 1216 | Lotus Elite | 61.6 | 72.47 |
| Grand Touring Cars—Up to 1000 c.c. | | | | |
| K. W. MACKENZIE .. | 948 | Turner '950' | 67.4 | 66.23 |
| Saloon Cars—Over 3000 c.c. | | | | |
| W. A. POWELL .. | 3442 | Jaguar 3.4 | 64.0 | 69.75 |
| Saloon Cars—From 2001 c.c. to 3000 c.c. | | | | |
| D. B. HAYNES .. | 2553 | Ford Zephyr | 67.0 | 66.63 |
| Saloon Cars—From 1001 c.c. to 2000 c.c. | | | | |
| W. B. BLYDENSTEIN .. | 1523 | Borgward Isabella | 68.4 | 65.26 |
| Saloon Cars—From 851 c.c. to 1000 c.c. | | | | |
| G. C. SHEPHERD .. | 994 | Austin A.40 | 66.0 | 67.64 |
| Saloon Cars—Up to 850 c.c. | | | | |
| P. EVA .. | 848 | Austin Seven | 69.2 | 64.51 |

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EVENT ONE

PECO TROPHY (A)

For Grand Touring and Production Sports Cars with an engine capacity not exceeding 3000 c.c., excluding cars powered by Coventry Climax engines.

START 12.38 p.m.

10 LAPS

| No. | Entrant and Driver | Car | c.c. |
|-----|--|---------------------------------|------|
| 1 | H. W. Epps (Dvr.: D. Mockford) | Lotus Ford | 997 |
| 2 | M. Adlington | Lotus Ford | 997 |
| 4 | P. W. Deal | Lotus Ford | 997 |
| 5 | D.R.W. Engineering (Dvr.: J. A. Murrel or G. E. Oliver) | D.R.W. Ford | 997 |
| 6 | Ecurie Freeze (Dvr.: J. Oliver) | Marcos GT | 997 |
| 7 | L. Bertorelli (Dvr.: J. Parkinson) | Sartor GT | 997 |
| 8 | C. Baker | Austin Healey Sebring Sprite | 994 |
| 9 | J. E. Miles | Austin Healey Sprite | 978 |
| 10 | C. N. Ramus | Austin Healey Sprite | 978 |
| 11 | R. Randall | Austin Healey Sprite | 948 |
| 12 | Miss R. Seers | M.G. Midget | 948 |
| 14 | M. H. Cave | Austin A.40 | 997 |
| 15 | D. A. Austin | Ford Anglia | 997 |
| 16 | Team Boomerang (Dvr.: D. P. Merfield) | Ford Anglia | 997 |

RESULTS:

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

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

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

Fastest Lap: Car No..... Time..... Speed.....m.p.h.

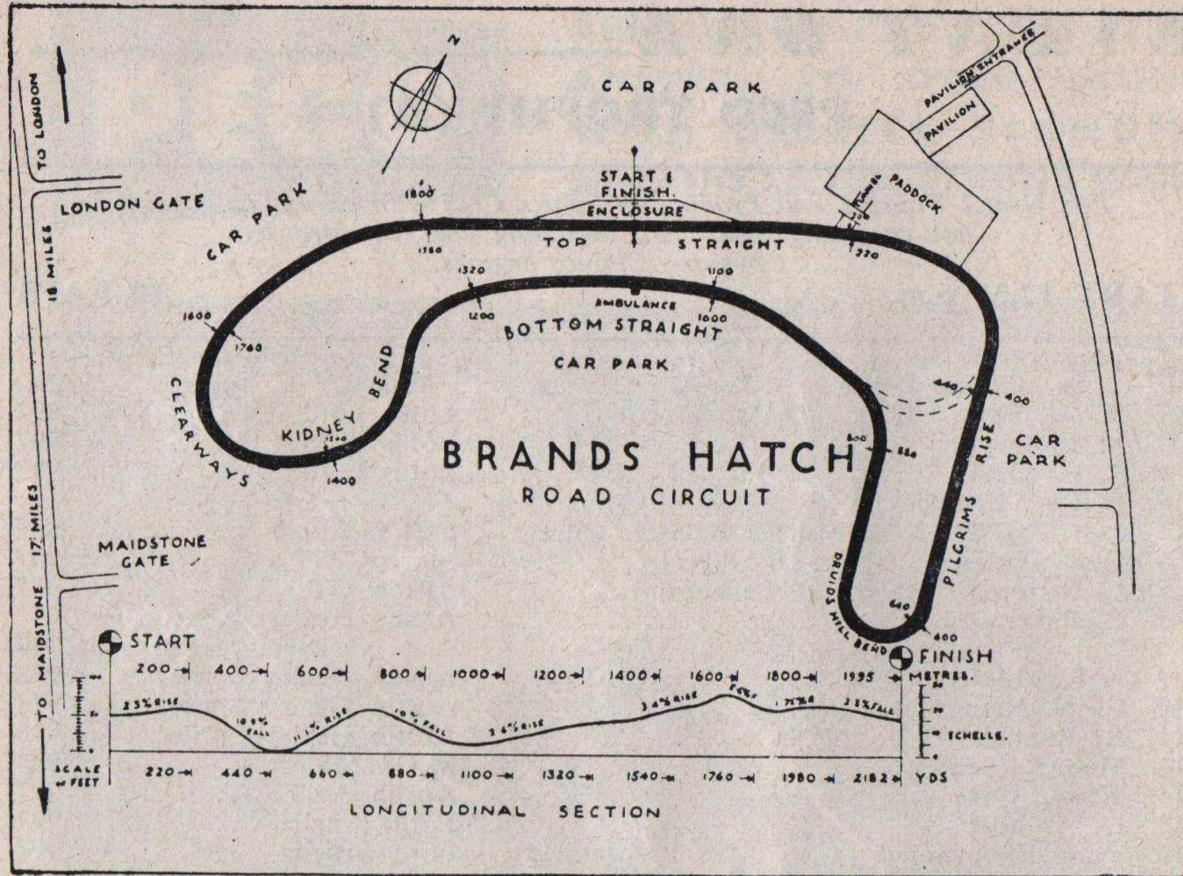
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BRANDS HATCH SPEED TABLE — 1 LAP = 1.24 MILES

| Time secs. | Speed mph |
|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|
| 55.0 | 81.16 | 59.0 | 75.66 | 63.0 | 70.86 | 67.0 | 66.63 | 71.0 | 62.87 |
| 55.2 | 80.87 | 59.2 | 75.41 | 63.2 | 70.63 | 67.2 | 66.43 | 71.2 | 62.70 |
| 55.4 | 80.58 | 59.4 | 75.15 | 63.4 | 70.41 | 67.4 | 66.23 | 71.4 | 62.52 |
| 55.6 | 80.29 | 59.6 | 74.90 | 63.6 | 70.19 | 67.6 | 66.04 | 71.6 | 62.35 |
| 55.8 | 80.00 | 59.8 | 74.65 | 63.8 | 69.97 | 67.8 | 65.84 | 71.8 | 62.17 |
| 56.0 | 79.71 | 60.0 | 74.40 | 64.0 | 69.75 | 68.0 | 65.65 | 72.0 | 62.00 |
| 56.2 | 79.43 | 60.2 | 74.15 | 64.2 | 69.53 | 68.2 | 65.45 | 72.2 | 61.83 |
| 56.4 | 79.15 | 60.4 | 73.91 | 64.4 | 69.32 | 68.4 | 65.26 | 72.4 | 61.66 |
| 56.6 | 78.87 | 60.6 | 73.66 | 64.6 | 69.10 | 68.6 | 65.07 | 72.6 | 61.49 |
| 56.8 | 78.59 | 60.8 | 73.42 | 64.8 | 68.89 | 68.8 | 64.88 | 72.8 | 61.32 |
| 57.0 | 78.32 | 61.0 | 73.18 | 65.0 | 68.68 | 69.0 | 64.70 | 73.0 | 61.15 |
| 57.2 | 78.04 | 61.2 | 72.94 | 65.2 | 68.47 | 69.2 | 64.51 | 73.2 | 60.98 |
| 57.4 | 77.77 | 61.4 | 72.70 | 65.4 | 68.26 | 69.4 | 64.32 | 73.4 | 60.82 |
| 57.6 | 77.50 | 61.6 | 72.47 | 65.6 | 68.05 | 69.6 | 64.14 | 73.6 | 60.65 |
| 57.8 | 77.23 | 61.8 | 72.23 | 65.8 | 67.84 | 69.8 | 63.95 | 73.8 | 60.49 |
| 58.0 | 76.97 | 62.0 | 72.00 | 66.0 | 67.64 | 70.0 | 63.77 | 74.0 | 60.32 |
| 58.2 | 76.70 | 62.2 | 71.77 | 66.2 | 67.43 | 70.2 | 63.59 | 74.2 | 60.16 |
| 58.4 | 76.44 | 62.4 | 71.54 | 66.4 | 67.23 | 70.4 | 63.41 | 74.4 | 60.00 |
| 58.6 | 76.18 | 62.6 | 71.31 | 66.6 | 67.03 | 70.6 | 63.23 | 74.6 | 59.84 |
| 58.8 | 75.92 | 62.8 | 71.08 | 66.8 | 66.83 | 70.8 | 63.05 | 74.8 | 59.68 |

$$1.24 \times 3600 \times \text{No. of laps}$$

$$\text{SPEED (in m.p.h.)} = \frac{\text{TIME (in seconds)}}{\text{TIME (in seconds)}}$$

EVENT TWO

JOHN DAVY TROPHY

For single-seater racing cars complying with the International Formula Junior

START 1.25 p.m.

20 LAPS

| No. | Entrant and Driver | Car | c.c. |
|------------------|--|---------------------------|----------|
| 20 | Team Lotus (Dvr.: P. Arundell) | Lotus Ford | 1097 |
| 21 | P. E. Warr | Lotus Ford | 1097 |
| 22 | Jim Russell Racing Drivers' School (Dvr.: F. Gardner) | Lotus Ford | 1097 |
| 23 | Jim Russell Racing Drivers' School (Dvr.: K. Lall) | Lotus Ford | 1097 |
| 24 | W. F. Moss | Lotus Ford | 1097 |
| 25 | Superspeed Conversions Ltd. (Dvr.: P. Ashdown) | Lotus Ford | 1097 |
| 26 | E. E. Fenning (Dvr.: J. E. Fenning) | Lotus Ford | 1097 |
| 27 | G. A. Henrotte (Dvr.: B. Whitehouse) | Lotus Ford | 997 |
| 28 | J. Mew | Lotus Ford | 997 |
| 29 | Auto Racing Service (Dvr.: J. Pearce) | Lotus Ford | 997 |
| 30 | G. H. Saunders (Dvr.: J. H. Saunders) | Lotus Ford | 997 |
| 31 | Midland Racing Partnership (Dvr.: R. Attwood) | Cooper Ford | 997 |
| 32 | Midland Racing Partnership (Dvr.: J. Rhodes or D. Baker) | Cooper B.M.C. | 994 |
| 33 | Elva Cars (1961) Ltd. (Dvr.: C. Meek) | Elva D.K.W. | 980 |
| 34 | M. Anthony (Dvr.: M. Niven) | Gemini Ford | 997 |
| 35 | Empire Racing Team (Dvr.: I. E. Raby) | Merlyn Ford | 1097 |
| Reserves: | | | |
| 36 | Team Censored (Dvr.: B. Gubby) | Lotus Ford or Ausper Ford | 997 1097 |
| 37 | B. E. Berrow-Johnson | Lotus Ford | 1097 |
| 38 | Emeryson Cars Ltd. (Dvr. D. Watson) | Emeryson Ford | 997 |
| 39 | J. Richard-Aley | Cooper D.K.W. | 1080 |

Reserves for this event will fill vacancies in accordance with their practice times.

RESULTS:

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

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

Fastest Lap: Car No..... Time..... Speed.....m.p.h.

EVENT THREE

PECO TROPHY (B)

For Grand Touring and Production Sports Cars
divided into two classes.

START 2.10 p.m.

10 LAPS

Class A—Over 2500 c.c.

| No. | Entrant and Driver | Car | c.c. |
|-----|---------------------------------------|---------------------|------|
| 40 | P. J. Sargent | Jaguar 'E' Type | 3781 |
| 41 | D. Baker (Dvr.: K. Baker) | Jaguar 'E' Type | 3781 |
| 42 | G. Wicken | Jaguar 'E' Type | 3781 |
| 43 | M. Salmon | Aston Martin Zagato | 3670 |
| 44 | G. H. Williams | Jaguar XK120 | 3442 |
| 45 | W. Llewellyn | Jaguar XK120 | 3442 |
| 46 | Ecurie Chiltern (Dvr.: Miss P. Moss) | Austin Healey 3000 | 2912 |
| 47 | C. Crichton-Stuart (Dvr.: C. Ashmore) | 250 GT Ferrari | 2953 |
| 48 | P. Thurston (Reserve) | Austin Healey 100 | 2660 |

Class B—1601 c.c. to 2500 c.c.

| | | | |
|----|--|------------------|------|
| 49 | Augean Stables (Dvr.: R. Stelfox) | Triumph TR3 | 2136 |
| 50 | S.A.H. Accessories Ltd. (Dvr.: N. H. Dangerfield) | Triumph TR3 | 2136 |
| 51 | Midland Racing Partnership (Dvr.: R. Attwood) | Triumph TR3A | 2136 |
| 52 | Chris Lawrence Racing (Dvr.: R. Shepherd-Barron) | Morgan Plus Four | 1991 |
| 53 | C. J. Lawrence (Dvr.: H. R. Braithwaite) | Morgan Plus Four | 1991 |
| 54 | P. W. Marten | Morgan Plus Four | 1991 |

RESULTS:

OVERALL WINNER: Car No.....

CLASS A

1st 2nd 3rd

Winner's Time Speed m.p.h.

Fastest Lap: Car No. Time Speed m.p.h.

CLASS B

1st 2nd 3rd

Winner's Time Speed m.p.h.

Fastest Lap: Car No. Time Speed m.p.h.

EVENT FOUR

CHRISTMAS TROPHY

For unsupercharged sports racing cars
of unlimited engine capacity.

START 2.40 p.m.

15 LAPS

| No. | Entrant and Driver | Car | c.c. |
|-----|---|---------------------|------|
| 60 | J. Wober | Jaguar 'D' Type | 3781 |
| 61 | G. Lee | Lister Jaguar | 3781 |
| 62 | D. G. Addicott | Lotus Buick | 3580 |
| 63 | G. Hill | Ferrari Testa Rossa | 2953 |
| 64 | J. Campbell-Jones | Maserati A6GCS | 1984 |
| 65 | L. N. Cussons (Dvr.: B. Halford) | Cooper Climax | 1960 |
| 66 | R. F. Pierpoint | Lotus Climax | 1960 |
| 67 | Elva Cars (1961) Ltd. (Dvr.: A. Lanfranchi) | Elva Ford | 1340 |
| 68 | Lola Equipe (Dvr.: To be nominated) | Lola Ford | 1340 |
| 69 | Normand Ltd. (Dvr.: M. Beckwith) | Lotus Climax | 1216 |
| 70 | Elva Cars (1961) Ltd. (Dvr.: C. Meek) | Elva Climax | 1098 |
| 71 | Falcon Shells Ltd. (Dvr.: D. R. Piper) | Falcon Climax | 1098 |
| 72 | N. Garbett | Lola Climax | 1098 |
| 73 | Lord Clydesdale | Lola Climax | 1098 |

Reserves:

| | | | |
|----|--|----------------|------|
| 74 | Ecurie Freeze (Dvr.: T. Bone) (1st Reserve) | Gilby Climax | 1098 |
| 75 | Weston Road Motors Ltd. (Dvr.: J. Ditmas) (2nd Reserve) | Lotus Climax | 1098 |
| 76 | Watsons Garage (Dvr.: K. G. Holland) (3rd Reserve) | Lotus Climax | 1098 |
| 77 | J. Campbell-Jones (Dvr.: To be nominated) (4th Reserve) | Maserati A6GCS | 1984 |

RESULTS

1st 2nd 3rd

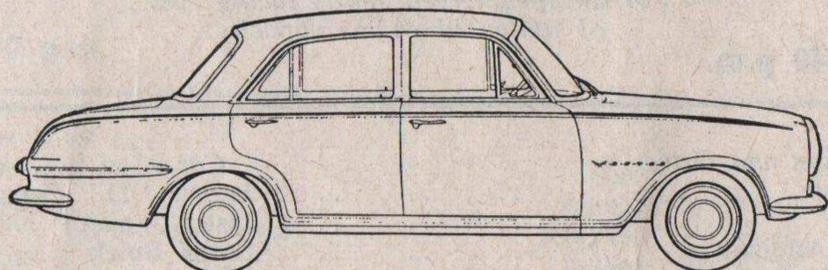
4th 5th 6th

Winner's Time Speed m.p.h.

Fastest Lap: Car No. Time Speed m.p.h.

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£445 Austin-Healey Sprite, late 1959. Very low mileage. Usual extras, in red with red and white upholstery. Choice of two other examples from £395.

£425 TR3, 1956. One owner from new, Hard top, occasional rear seat, etc. An excellent example.

£395 M.G. TF, 1954. Two owners from new, a superb example in black with red upholstery.

£375 Austin-Healey BNL. An excellent example in red, fitted with overdrive, wire wheels, heater, four new tyres. Excellent value.

£365 Triumph TR2, 1954. Wire wheels, overdrive, hard top. Various other extras. New engine just fitted. An exceptional example.

£195 M.G. TC, 1949. An above average example in dark green.

£165 Ford 1172 special. Highly modified unit, Alfin drums, etc. Ex-John Bolster. £1,395 Aceca Bristol, 1959, 100 D2 engine. One owner from new; full history. In gunmetal grey with beige upholstery, unmarked throughout.

£795 Lancia Aurelia G.T. 2½-litre 1955. This outstanding example is finished in indigo blue with two-tone upholstery, radio, Michelin X tyres, etc. Two owners from new.

£645 Austin-Healey 100/6, 1958. Six port head, 4-seater, Michelin X tyres, overdrive. Superb in red and black.

£645 T.V.R. Grantura, M.G. 1600 unit, 1960. An excellent example of this outstanding motor car in red with black upholstery. Very low mileage.

£565 Austin-Healey 100S ex-works car. Two owners from new. Disc brakes all round. Just resprayed in ivory with red upholstery. Complete engine overhaul just carried out by us.

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EVENT FIVE

PECO TROPHY (C)

For Grand Touring and Production Sports Cars
from 1001 c.c. to 1600 c.c.

START 3.10 p.m.

10 LAPS

| No. | Entrant and Driver | Car | c.c. |
|-----|--|-------------------------|------|
| 80 | B. P. W. Playford | Elva Courier | 1588 |
| 81 | D. Morgan | Elva Courier | 1588 |
| 82 | J. R. Olthoff | M.G. A. | 1588 |
| 83 | J. R. Stoop | Porsche Carrera | 1588 |
| 84 | J. Marsh | Marcos GT | 1340 |
| 85 | M. B. Johnson | Lotus Elite | 1216 |
| 86 | R. D. Nathan | Lotus Elite | 1216 |
| 87 | D. Hobbs | Lotus Elite | 1216 |
| 88 | D. C. Barber | Lotus Elite | 1216 |
| 89 | L. Leston | Lotus Elite | 1216 |
| 90 | Mrs. M. L. Wheeler | T.V.R. Grantura | 1216 |
| 91 | A. C. Saunders | T.V.R. Grantura | 1216 |
| 92 | T. M. D. Dixon | Lotus Ford | 1172 |
| 93 | Craigs Garage (Dvr.: S. Benton) (Reserve) | Lotus Ford | 1172 |
| 94 | G. M. Jones | Marcos GT | 1098 |

RESULTS

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

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

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

Fastest Lap : Car No..... Time..... Speed.....m.p.h.

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FIXTURES FOR 1962

Car Race Meetings

| | | | | Status |
|---------------------|-------|-------------|-------|---------------|
| Easter Monday | | 23 April | | Closed |
| Sunday | | 27 May | | Nat. British |
| August Bank Holiday | | 6 August | | INTERNATIONAL |
| Saturday | | 6 October | | INTERNATIONAL |
| Boxing Day | | 26 December | | Nat. British |

Motor Cycle Race Meetings

| | | | | |
|-------------|-------|--------------|-------|---------------|
| Sunday | | 1 April | | Closed |
| Good Friday | | 20 April | | National |
| Sunday | | 13 May | | National |
| Whit Monday | | 11 June | | INTERNATIONAL |
| Sunday | | 8 July | | National |
| Sunday | | 19 August | | National |
| Sunday | | 23 September | | National |
| Sunday | | 14 October | | |

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EVENT SIX

TOURING CAR RACE

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Austin Se7en, Austin Se7en Super, Austin Se7en Cooper,
Morris Mini-Minor, Morris Mini-Minor Super, Morris
Mini-Cooper, Riley Elf, and Wolseley Hornet.

START 3.35 p.m.

10 LAPS

| No. | Entrant and Driver | Car | c.c. |
|-----|---|---------------------------|------|
| 100 | G. C. Shepherd | Austin Se7en Cooper | 997 |
| 101 | Empire Racing Team (Dvr.: I. E. Raby) | Austin Se7en Cooper | 997 |
| 102 | W. Griffiths Racing (Dvr.: A. D. Rutt) .. | Austin Se7en Cooper | 997 |
| 103 | G. C. Burrows | Austin Se7en Cooper | 997 |
| 104 | T. A. Crawford | Austin Se7en Cooper | 997 |
| 105 | E. Lewis | Austin Se7en | 997 |
| 106 | F. W. W. Banks | Austin Se7en | 848 |
| 107 | Miss C. Carlisle | Austin Se7en | 848 |
| 108 | J. Webb | Morris Mini-Cooper | 997 |
| 109 | Ecurie Chiltern (Dvr.: Miss P. Moss) .. | Morris Mini-Cooper | 997 |
| 110 | Downton Engineering (Dvr.: B. G. Aston) | Morris Mini-Minor | 997 |
| 111 | M. H. Clare | Morris Mini-Minor | 878 |
| 112 | V. Elford | Morris Mini-Minor | 848 |
| 114 | J. Richard-Aley | Morris Mini-Minor | 848 |

Reserves:

| | | | |
|-----|---|---------------------------|-----|
| 115 | Lawrencetune Engines Ltd. (Dvr.: C. J. Lawrence) | Austin Se7en Cooper | 997 |
| 116 | John Sprinzel Ltd. (Dvr.: C. Williams) | Austin Se7en | 932 |
| 117 | J. R. Barrett | Austin Se7en | 848 |
| 118 | P. Galliford | Morris Mini-Minor | 848 |

Reserves for this event will fill vacancies in accordance with their practice times.

RESULTS

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

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

Fastest Lap: Car No..... Time..... Speed.....m.p.h.

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APPLICATION FOR MEMBERSHIP

Name in full
(BLOCK LETTERS)

Address

Occupation

Tel. No. Home..... Office.....

Nationality..... Date of Birth.....

I hereby make application to become a member of the British Racing & 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 £2.2.0., together with Entry Fee of £1.1.0.

Signature..... Date.....

We, the undersigned, being fully paid up members of the British Racing & Sports Car Club Ltd., 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 & Sports Car Club Ltd.

Proposer's Sig. Seconder's Sig.

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

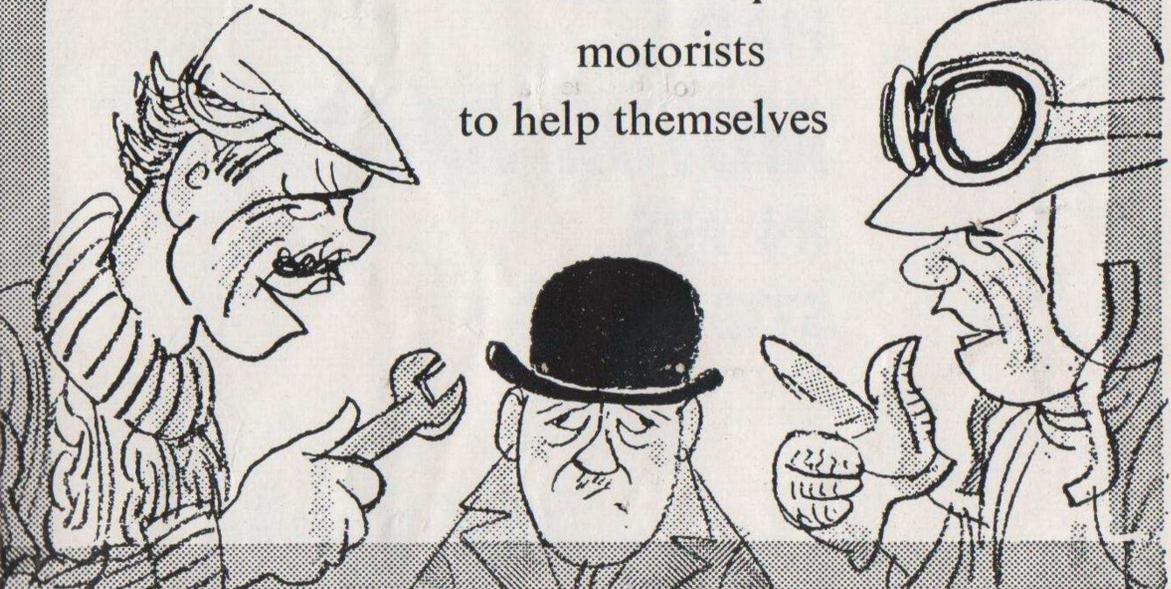
Occupation

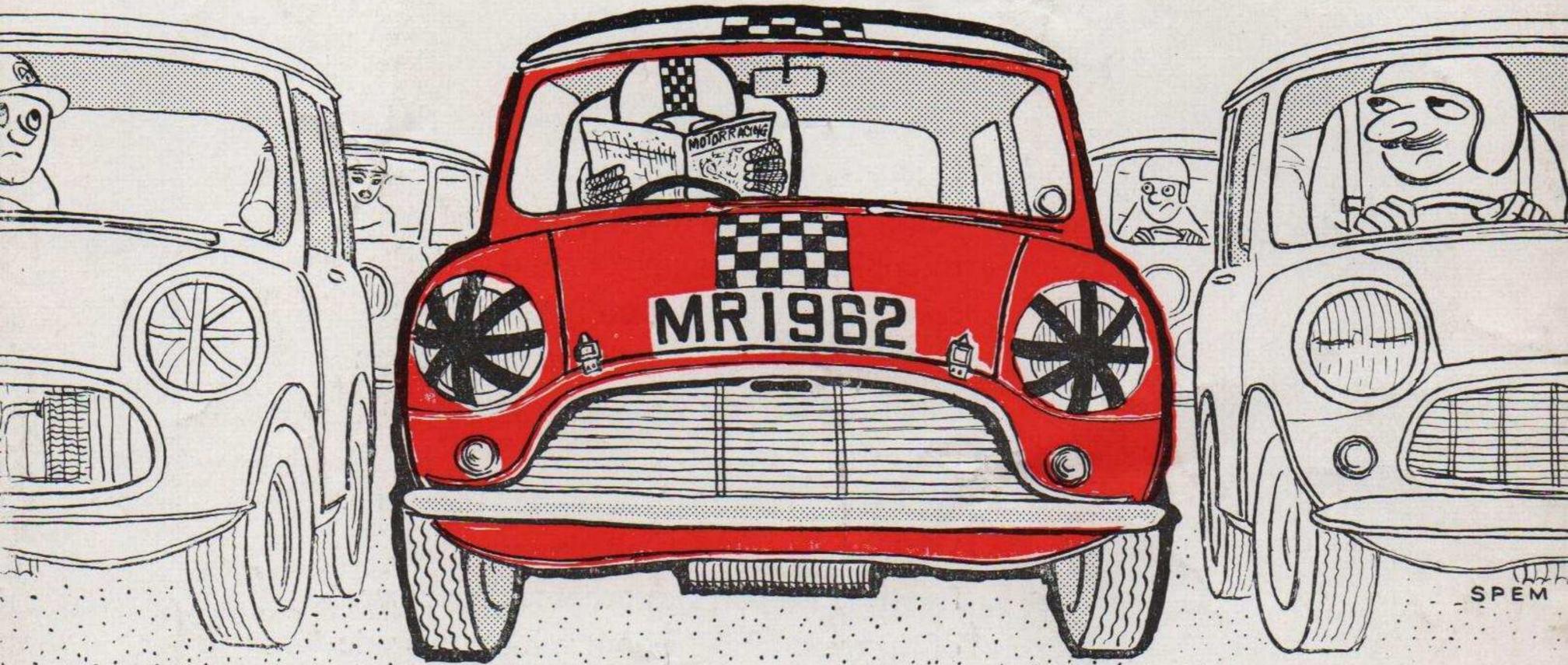
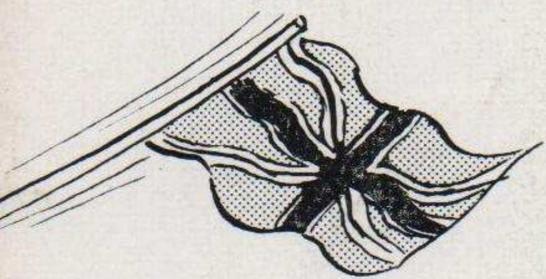
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