

GOODWOOD

INTERNATIONAL MOTOR RACING

MONDAY 23rd APRIL 1962 First Race: 1.30

OFFICIAL PROGRAMME 2/6



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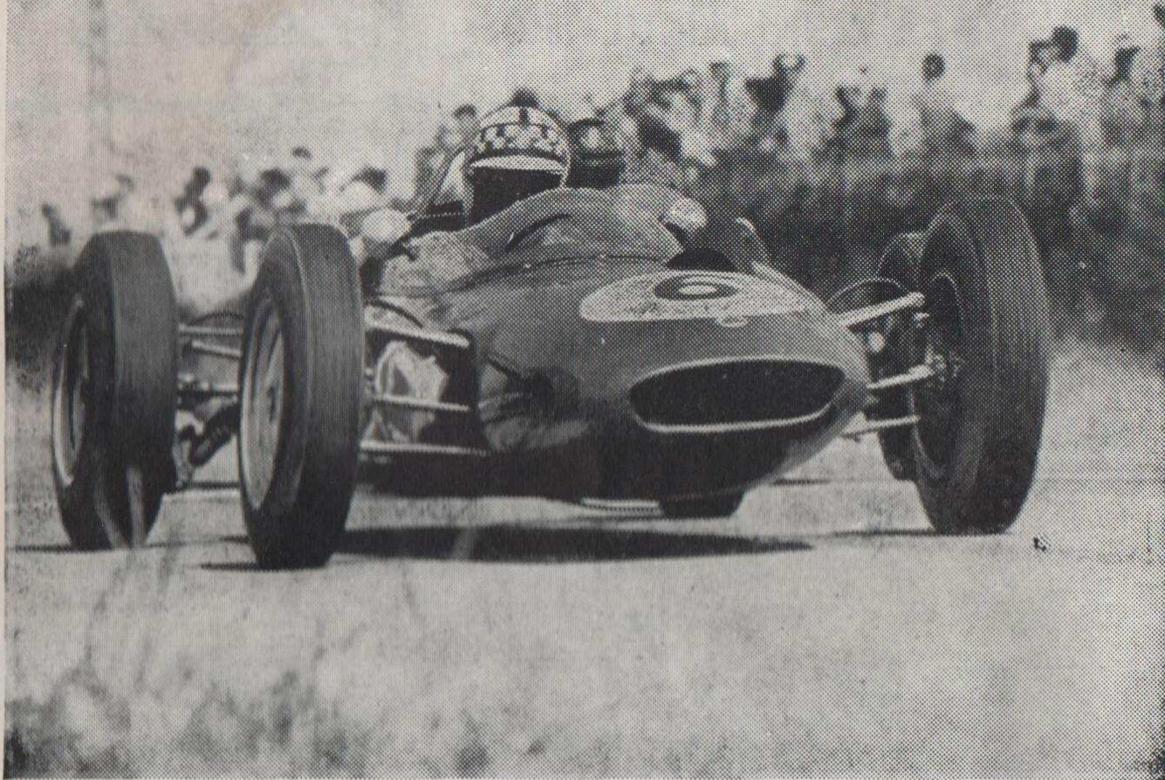
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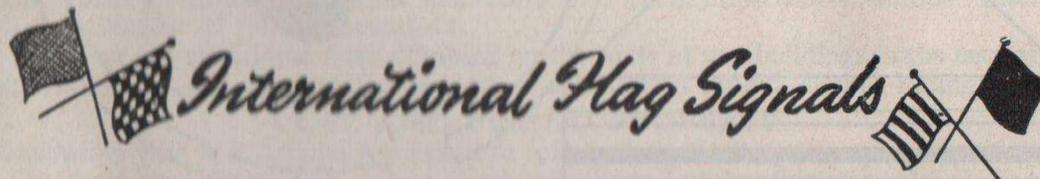
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Red: Signal for complete and immediate stop.

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

Yellow (Steady): Take care, danger.

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

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

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

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

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

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

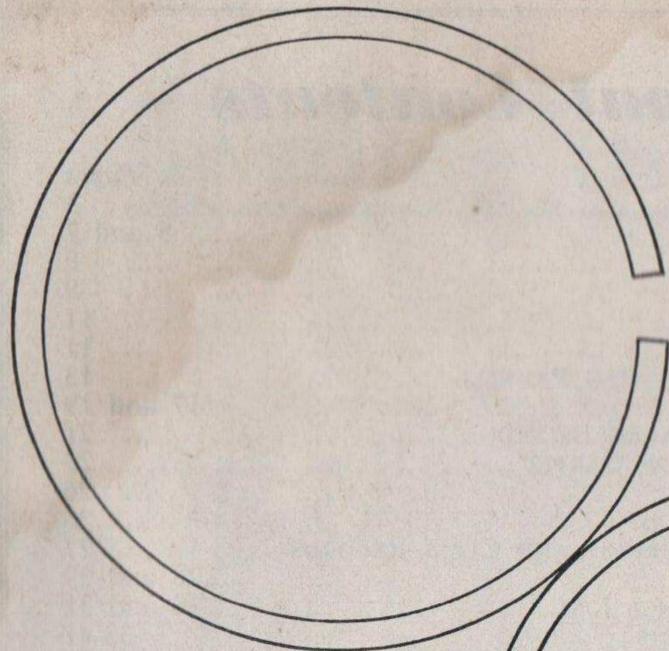
The Union Jack will be used for starting the races.

PUBLIC TRANSPORT—Today's Meeting

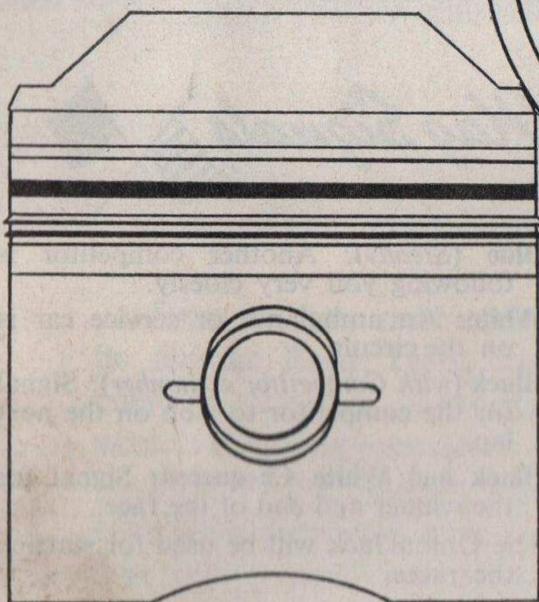
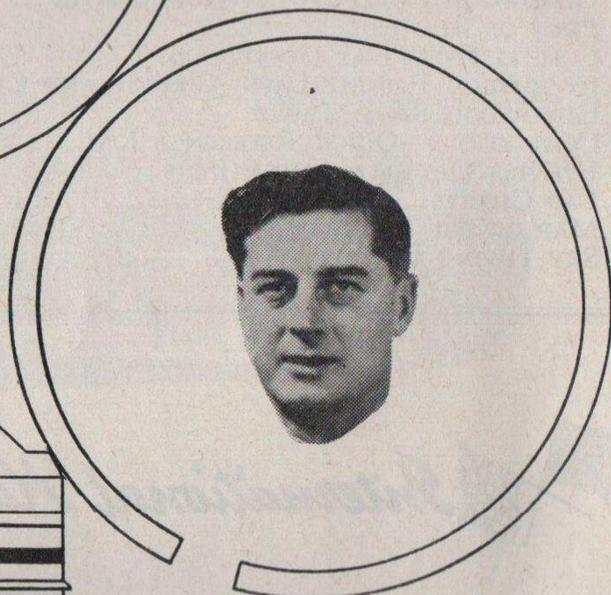
Nearest Railway Station: Chichester. Special buses meet trains and go direct to the course, returning immediately after the meeting. British Railways are putting on the following trains for this meeting:

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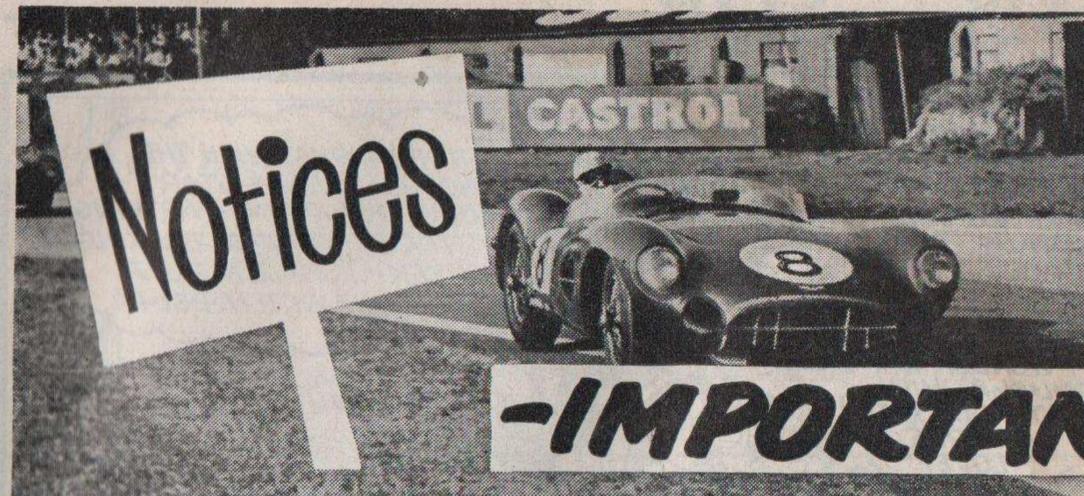


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You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and the drivers 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 47.

REFRESHMENTS

Public cafeterias and licensed bars are located in the Members' Enclosure, in the Paddock and at several other points around the circuit. A full range of light refreshments will be on sale. Separate kiosks selling confectionery, ice cream and soft drinks are situated at other places round the course. Today a new champagne bar will be open in the Paddock.

ANTI-LITTER. Please help to keep Goodwood tidy.

PROGRAMME COPYRIGHT

All Programme literary matter including the list of competitors and their racing numbers, is Copyright, and any person found making illegal use thereof will be prosecuted.

The Club accepts entries and drivers' nominations in good faith and every effort is made to adhere to the printed programme. The Club, however, cannot accept responsibility for the failure of any driver or car to appear.

Although every endeavour is made to avoid inaccuracies in the description of competing cars, the Club accepts no responsibility for any that may occur.

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

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

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B.A.R.C.

INTERNATIONAL CAR RACE MEETING GOODWOOD

Near Chichester, Sussex

By arrangement with the Goodwood Road Racing Co. Ltd.

MONDAY, 23rd APRIL, 1962

The Meeting is held under the International Sporting Code of the Federation Internationale de l'Automobile (hereinafter called the F.I.A.), the General Competition Rules of the Royal Automobile Club, the Standing Supplementary Regulations of the R.A.C., and the additional Supplementary Regulations and Instructions issued by the British Automobile Racing Club. R.A.C. Permit No. R/972

PATRON OF THE MEETING

His Grace the Duke of Richmond and Gordon
(President of the British Automobile Racing Club)

OFFICIALS

Stewards of the Meeting

The Rt. Hon. Earl Howe, P.C., C.B.E., V.R.D. (representing the R.A.C.)
E. C. Gordon England, F.R.A.E.S. A. Logette
J. Gordon Offord

Judges

P. J. Calvert, A.I.MECH.E., A.M.I.E.E. S. Sedgwick, F.C.A.
J. M. A. Edmondson, M.A. R. G. Sutherland
S. M. Lawry

Chief Observer Geo. Roberts

Chief Marshal M. Gorringe F.C.A.

Deputy Chief Observer E. H. G. Browning

Observers and Flag Marshals

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D. F. Balaam	A. A. Hind	Lord Strathcarron
D. V. Brown	R. M. Holland	C. E. Thornton
E. R. Clark	J. Holmes	E. H. Taylor
I. Cornell	D. M. Howick	B. N. Wilmott
C. R. D. Day	A. E. Kilvington	A. J. H. Woodgates
M. G. Davenay	J. Lawry	G. Wright
B. J. Fisher	W. H. Masheder	
P. D. Franklin	K. C. W. Rainsbury	

Chief Scrutineer F. C. Matthews

Scrutineers

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

Chief Timekeeper A. L. Ebbelwhite

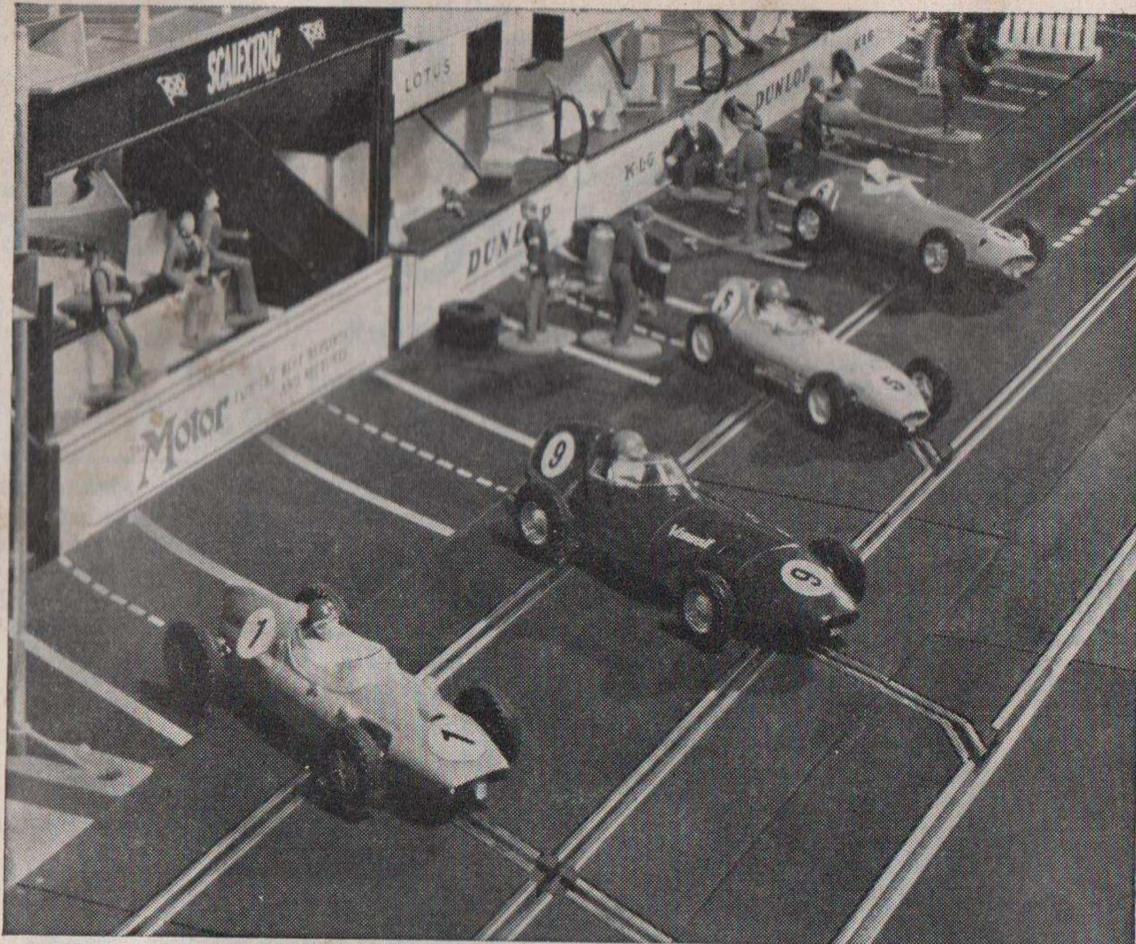
Timekeepers

J. W. Barber A. J. Gibbons R. King-Farlow, F.C.A.
R. L. Clarke

Timekeepers' Assistants

M. S. Baily E. L. P. Ebbelwhite J. C. Harding
J. H. Carlton J. L. Ebbelwhite
T. A. Crouch D. A. Carlton

Course Controller R. A. Hubbard



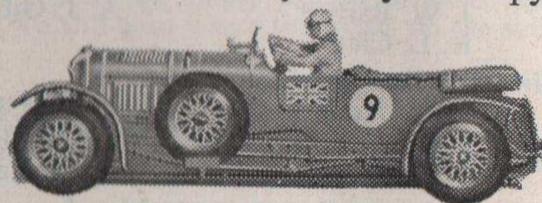
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E. J. Kehoe

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T. Vlassopulo

Chief Paddock Marshal D. H. Dunt

Chief Start Enclosure Marshal C. S. Hoile

Start Line, Paddock and Course Marshals

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R. G. Weaver
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L. R. D. Cade

Clerk of the Course

H. J. Morgan

Press

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

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R. Mackay

Airfield Controller

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Tear along here

BRITISH AUTOMOBILE RACING CLUB

Please send me advance details of motor racing fixtures at Goodwood

BLOCK CAPITALS, PLEASE

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

Name.....



Address.....

23/4/62

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



The B.A.R.C. is the club for all keen motorists interested in motor sport. Members enjoy special facilities at the Club's race meetings organised at the following circuits: Goodwood, Aintree, Oulton Park and Crystal Palace. Many social and motoring events are organised throughout the country. If you wish to join, please complete the form facing page 48, and send it to the General Secretary, British Automobile Racing Club Ltd., 55 Park Lane, London, W.1.

Provincial Centres or Groups at: **LIVERPOOL LEEDS SOUTHAMPTON BOX EASTBOURNE LEATHERHEAD LEICESTER WORCESTER TREDEGAR**

B.A.R.C. RACING FIXTURES—1962

Sat. Mar. 3—Goodwood, General Practice	Sat. June 23—Goodwood, Sports Cars, 2 p.m.
Sat. Mar. 10—Goodwood General Practice	Sat. June 23—Aintree, Members', 2 p.m.
Sat. Mar. 17—Oulton Park, Members', 2 p.m.	Sat. July 7—Goodwood, Sports Cars, 2 p.m.
Sat. Mar. 24—Goodwood, Sports Cars, 2 p.m.	Sat. July 14—Goodwood, Festival of Motoring
Sat. Mar. 31—Goodwood, General Practice	Sat. July 21—Aintree, BRITISH G.P. (First race 12.30, G.P. 2.30 p.m.)
Sat. Apr. 7—Oulton Park, National Open Meeting, 1.30 p.m.	Sat. July 28—Goodwood, General Practice
Mon. Apr. 23—GOODWOOD EASTER MONDAY INTERNATIONAL, 1.30 p.m.	Mon. Aug. 6—Aintree, National British, 2 p.m.
Sat. Apr. 28—Aintree, INTERNATIONAL '200' Meeting, First race 11 a.m.	Sat. Aug. 11—Oulton Park, Members', 2 p.m.
Sat. May 5—Goodwood, General Practice	Sat. Aug. 18—GOODWOOD R.A.C. T.T. MEETING (First race 11.30 a.m.)
Sat. May 26—Goodwood, Sports Cars, 2 p.m.	Sat. Sept. 1—Goodwood, Sports Cars, 2 p.m.
Mon. June 11—Crystal Palace, National Open, 1.30 p.m.	Sat. Sept. 22—Goodwood, Sports Cars, 2 p.m.
Mon. June 11—Goodwood, National British, 1.30 p.m.	Sat. Sept. 29—Oulton Park, Members', 2 p.m.
	Sat. Oct. 6—Goodwood, Sports Cars, 2 p.m.

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

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Timetable

- Event 1—1.30 p.m. St. Mary's Trophy:** Ten-lap class scratch race for saloon cars complying with Appendix J, Category A, Group 2 to the International Sporting Code. (Page 33).
- Event 2—2.05 p.m. Lavant Cup:** Twenty-one-lap scratch race for Formula 1 racing cars complying with the same regulations as the Goodwood International "100" but restricted to cars with four-cylinder engines. (Page 35).
- Event 3—3.00 p.m.—Chichester Cup:** Ten-lap scratch race for Formula Junior racing cars. (Page 37).
- Event 4—3.40 p.m. GOODWOOD INTERNATIONAL "100" (Grand Prix Trial Race) for the GLOVER TROPHY:** Forty two-lap scratch race (100 miles) for Formula 1 racing cars complying with the following regulations: Engine capacity 1300 c.c.—1500 c.c. non-s/c. using commercial fuel. Minimum weight of car 450 kgs. in working order including lubricant and coolant but without fuel. Compulsory self-starter and anti-roll (crash) bar. (Page 39).
- Event 5—5.15 p.m. Sussex Trophy:** Fifteen-lap scratch race (Le Mans type start) for sports cars of unlimited engine capacity complying with Appendix C to the International Sporting Code, and grand touring cars complying with Appendix J, Group 3 to the International Sporting Code. (Page 41).

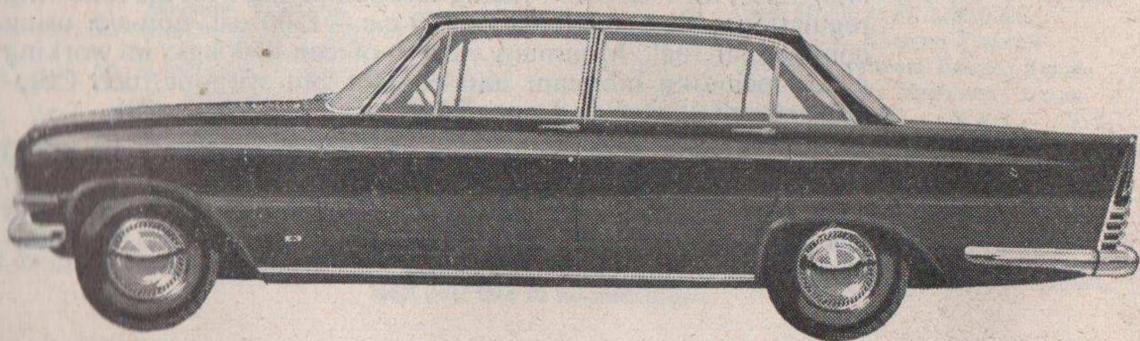
THE GLOVER CHALLENGE TROPHY

Through the courtesy of Mr. D. M. Glover, Chairman and Managing Director of United Lubricants Ltd., this fine trophy and replica will be presented to the winner of Event 4, the Goodwood International 100-mile Race for Formula 1 cars, the most important event at today's meeting. The 1961 holder of the trophy was John Surtees who won last year's race in a 1½ litre Cooper-Climax at an average speed of 95.76 m.p.h. Mr. Glover is also the donor of all the other prizes for today's meeting.





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1962's TOP CAR, FROM FORD OF BRITAIN

AWARDS

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

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

The Lavant Cup:

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

The Sussex Trophy:

(In each category (i.e. (a) Grand Touring Cars, (b) Sports Cars).

<i>First:</i> 50 guineas	<i>Third:</i> 15 guineas
<i>Second:</i> 30 guineas	

Supplementary awards in addition to above, for the highest placed Grand Touring Car not exceeding 1600 c.c., and the highest placed Sports Car not exceeding 1500 c.c.—10 guineas.

The Chichester Cup:

First: ... 30 guineas. *Second:* ... 15 guineas. *Third:* ... 10 guineas.

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

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

THE SCOTT GAZE MEMORIAL CHALLENGE TROPHY

This trophy was presented in 1952 by his family in England and Australia in memory of Pilot Officer I. S. O. Gaze, 1922-1941, and his comrades in the Allied Air Force who failed to return to Westhampnett Airfield, now the Goodwood Motor Circuit. The trophy is awarded every year to the British driver putting up the fastest lap on the Goodwood Circuit.

Holder, 1961: J. Surtees (Cooper-Climax), 98.18 m.p.h.





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year by year help Dunlop
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On a track awash in lashing rain the British Grand Prix at Aintree last year demonstrated yet again Dunlop leadership in tyre manufacture. The fantastic road-holding of the latest Dunlop racing tyre, built with new high-adhesion rubber, provided one of the greatest talking points of the 1961 racing season. International motor racing in which the world's top drivers push cars and tyres to the limits of endurance is the fiercest, most critical testing ground of all. For three years running *every* top rank Grand Prix has been won on Dunlop.

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Salute To A New Season

BY REG PARNELL

Team Manager, Bowmaker-Yeoman Racing Team

MOTOR racing at Goodwood this Easter Monday marks a special stage in international Formula 1 competition under the 1½-litre maximum power and 450 kilograms minimum weight restrictions of the F.I.A. It was on this testing circuit that the majority of the Grand Prix machines of the new world championship class had their first real trial just a year ago. Now, with the first chapter of the history of the formula concluded, it is a good time to review what has been achieved and do a little crystal-gazing into what might be the situation in 1962.

First, let us go back to last Easter Monday, for that was a prophetic day if ever I saw one. The critics of the new formula—and these included some of our better-known drivers—were proved so wrong in their gloomy forecasting that *true* G.P. racing was as good as dead as a dodo. The much-maligned cars soon

True, our fears about the superiority of Ferrari were soon confirmed, and everyone prayed for more power in the tails of British team cars. But it is well to remember that, in the overall picture, the 1½-litre cars and their drivers were producing much closer racing and higher crowd appeal than the former 2½-litre machines. And, also, that Tony Brooks cracked the out-and-out lap record with his four-cylinder engined B.R.M. in the British G.P. at Aintree, and Phil Hill had a similar achievement with the Ferrari when chasing Moss in the German G.P. at Nurburgring.

Lots of other interesting facets of international racing emerged, too, not all of them obvious to the crowd in the stands but sticking out like a sore thumb to team managers sweating it out in the pits.

The most telling of these is that competition in the *grandes epreuves* is finally, and, I think, forever, big business. It is leaving little room for the privateer, the one-man team tilting at the big boys in a spirit of adventure and a search for personal laurels and a share of the cash. Rob Walker is the exception, of course: he is well-established and has the best driver in the world carrying his colours. But by comparison, and I am sure Jack Brabham will forgive me saying this, the twice world champion from Australia is going to find it mighty tough in his new independent role. Jack has tremendous experience and one must never underestimate his capabilities, but he will have his hands really full as designer, driver and *chef d'equipe* of his own stable.

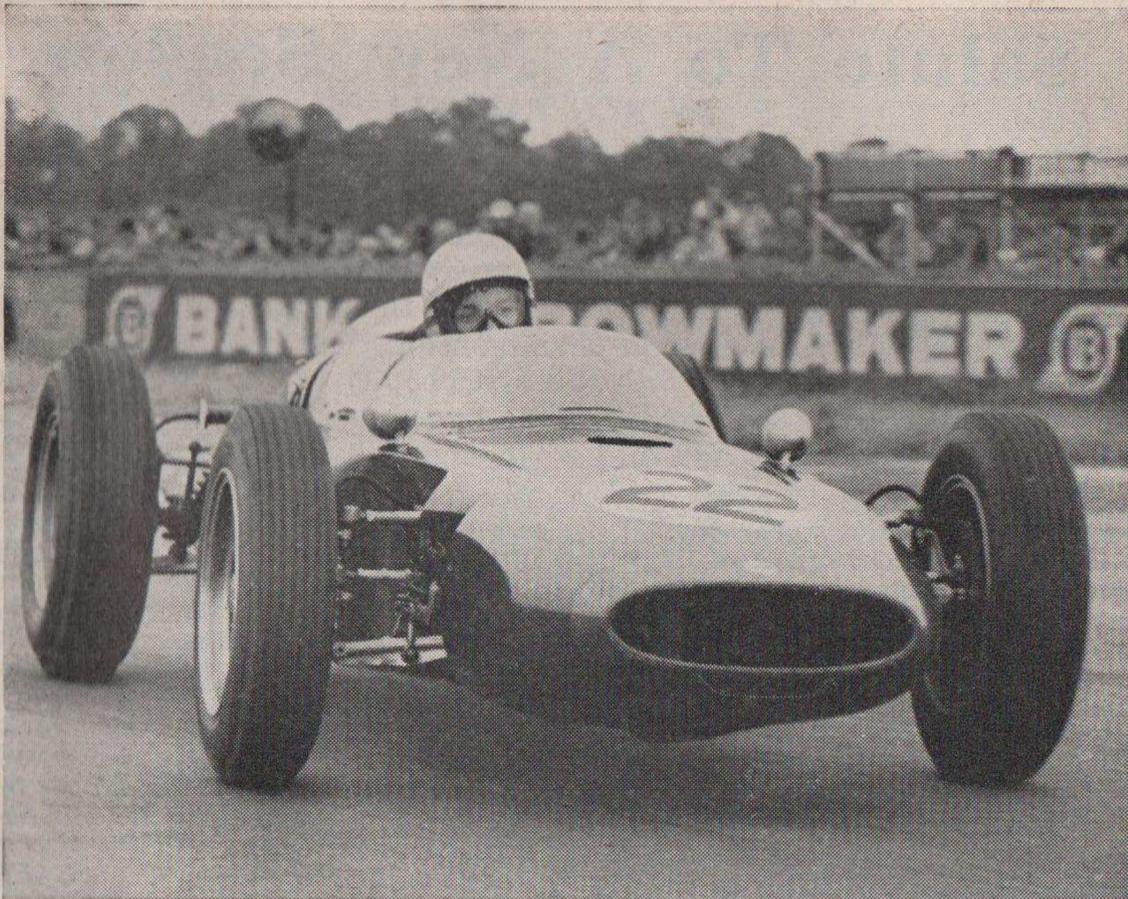
This year will see much more close competition in the top teams now that there is a balancing of engine power with the Coventry-Climax and B.R.M. V-8 engines to match—and possibly to exceed—the title-winning V-6 120 degree units so successfully developed by Enzo Ferrari. Grands Prix are going to be



showed they were not but poor shadows of their big brothers in the Intercontinental class. They sounded right, they looked right, and in the Goodwood International "100" showed they were capable of getting the turnstile customers on their toes with hold-your-breath action.

You might say that I am biased in this view because my team drivers, John Surtees and Roy Salvadori, took first and third places. I would reply by pointing out that John put in a lap of 98.18 m.p.h. on a track that was still damp in patches. And that is not exactly loitering on the tricky and deceptive Goodwood circuit.

Many of the first impressions on the formula formed last Easter were confirmed once the season hotted-up in Europe.



Photograph by permission of "The Motor"

To the Bowmaker-Yeoman Racing Team good judgement and forward thinking are essentials. Apply the same essentials to the choice of a finance company for hire purchase facilities, and bank on Bowmaker. Ask your motor trader for the Bowmaker hire purchase service or get in touch with the local office of the Bowmaker Group.

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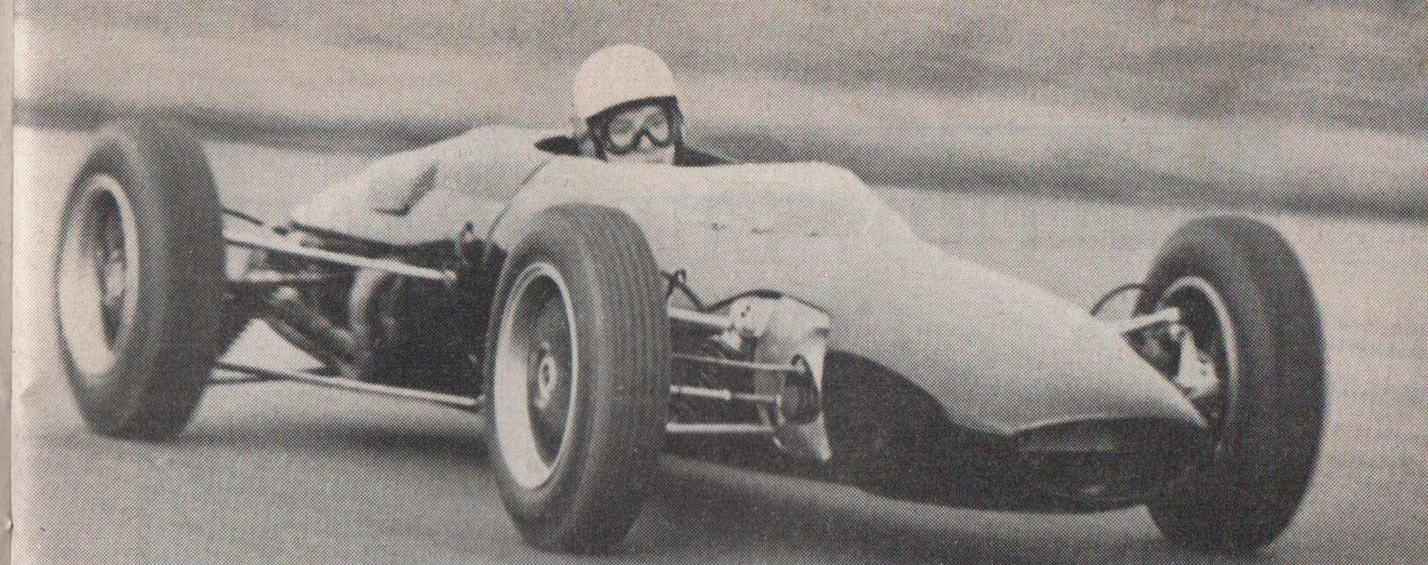


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"The most improved driver." John Surtees in high speed control while testing the Bowmaker-Yeoman F1 Lola, latest British challenger for Grand Prix honours.

much more difficult to win, and team tactics more vital than ever before. Devil take the hindmost will be the order of the day, and the most simple and shortest of pit stops will inevitably put a car out of the running for the chequered flag.

Racing gets faster and faster every year, no matter how the ruling authority may try to slow it up. Limitations on engine size, weight and fuels seem to make no difference. Thanks to the wonderful racing tyres of today and dedicated design engineers and mechanics who continue to coax that little extra out of four or eight cylinders, lap times get clipped with fascinating regularity. We have to accept that there is something of a sprint quality about all the *grandes epreuves* today, even if they are over 300-odd miles distance. If your car will not stand up to the pace and carry on non-stop "on the limit", you can write off thoughts of victory.

This is very different from the pre-war and immediate post-war era when I could call at my pit for service, re-join the race and soon be up with the leaders again!

Yes, this will be an exacting and exciting season fought out in split-second timing. Ferrari must start as the favourite, but I think the red cars will soon be overhauled once the British teams get over teething troubles with the V-8 engines. The Ferrari unit is race-proved, something we still have to achieve

To use the phrase favoured by some of my motoring correspondent friends on our national newspapers, I predict that this year we shall see a revival of the 1959-60 seasons with Great Britain right at the top. And I further predict that, discounting the luck element which can always ride with a driver, each Grand Prix will be won on sheer driving ability.

But don't ask me to predict who will be world champion driver. Everyone, not

least his rivals, knows who *should* hold the title, but, personally I do not agree with the system of assessing the world championship and would sooner have every race a battle for its own honour.

Rather, let me name my top six British drivers of the year. Stirling, of course, followed by John Surtees, Bruce McLaren, Jimmy Clark, Graham Hill and Trevor Taylor, but not necessarily in that order. Apart from the magnificent Moss, we still have to see these men at their best, and this could be the season for it.

Maybe I have a proprietorial interest, but I rate John Surtees the most improved driver of the past 12 months. He is dedicated to the sport, but has found out that there is more to driving a car than to go flat out all the time. His performances in New Zealand earlier this year improved out of all recognition. However, I am not overlooking the tremendous drives of Jimmy Clark and his team-mate Trevor in South Africa. These showed they have really got what it takes. As leader of the Cooper team, Bruce McLaren will surprise a whole host of critics, and Graham Hill is my bet for putting B.R.M. out in front.

As to the "dark horses" to upset international form, I would suggest these three: Tony Maggs, Dan Gurney and Ricardo Rodriguez if he gets himself into a Formula 1 cockpit.

Finally, the rival cars: Ferrari, Porsche, B.R.M., Cooper, Lotus and now Lola. We are going to get a big kick out of introducing a new British challenger from the Broadley workshops at Bromley to the circuits of the world. We think that the Lola will do a lot for Great Britain in G.P. racing, and everyone in the team will do his—and her—darndest to prove our thinking right.

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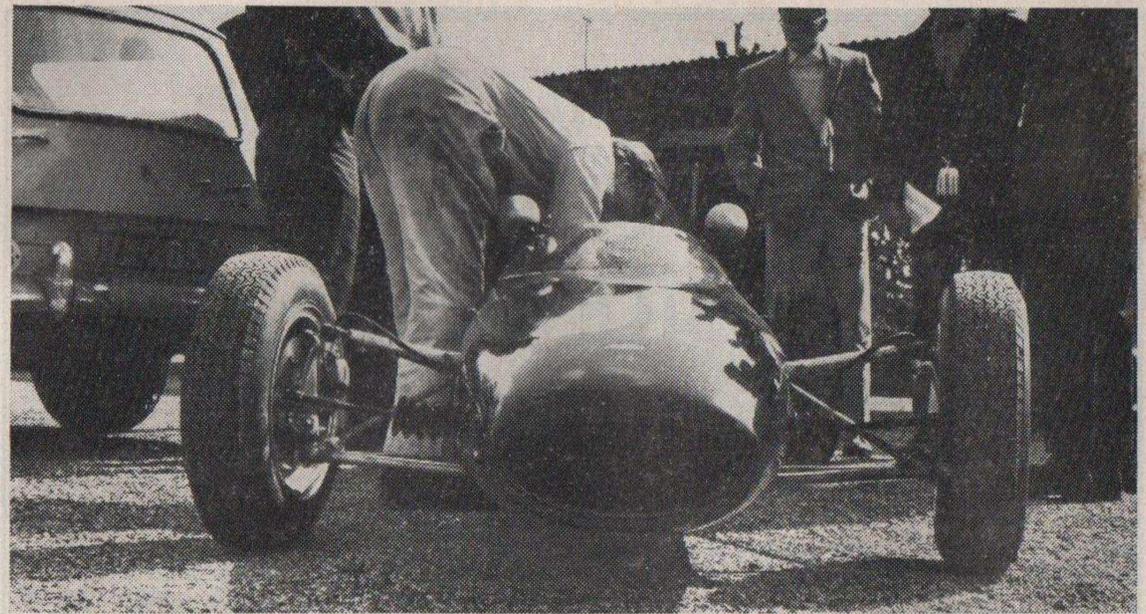
STOCKHOLM - GOTENBORG - JOHANNESBURG - DURBAN - NATAL

BLOEMFONTEIN - PORT ELIZABETH - SALISBURY

BULAWAYO - BAGHDAD - TEL-AVIV - BOMBAY - DELHI - CALCUTTA

MADRAS - COLOMBO - PENANG - HONG KONG - TOKYO - BUENOS AIRES

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How low can you get? Eric Broadley seems to have found the answer in this unusual shot of a mechanic "tinkering" with the extremely low-slung Lola Junior in the Paddock at Goodwood. (Photo: John Whitmore)

Paddock Jottings



Once again Mr. D. M. Glover, a true and practical supporter of motor sport, has generously donated all the prizes for today's meeting. In business life Mr. Glover is the chairman and managing director of United Lubricants Ltd., and a firm believer in the axiom that racing improves the breed.

At the conclusion of the Goodwood International "100" for Grand Prix cars—and it promises to be the best of a well-established series—the Glover Trophy will be presented to the winner on the finishing line.

The battle for the Glover Trophy is really international, and only Italian cars and drivers are missing from the entry list. Apart from all the established British aces being on parade, the United States has a strong representation in Ritchie Ginther (who has just moved over to B.R.M. from Ferrari), Masten Gregory and Jay Chamberlain.

Wolfgang Seidel, handling an ex-works Porsche, and Gunther Seifert carry a German challenge; Tony Shelly is a "new boy" from New Zealand.

Reg Parnell has something of a dual responsibility in the big race. Apart from planning tactics for John Surtees and Roy Salvadori in the Bowmaker-Yeoman Team cars he will keep a fatherly eye on Tony Shelly.

Reg is acting as circuit "godfather" to the 25-year-old New Zealander from Wellington, who is married and has two children. Shelly is on his first European tour, the trip being sponsored by his father. He is the current New Zealand hill-climb champion, and in F1 racing cars on his home circuits rates himself "moderately successful for a Colonial". But he has no illusions of sudden stardom. "I'm here to learn from the masters", he says.

With a proper value of personal public relations, Jay Chamberlain, who drives a Lotus in the International "100", furnished a record of his racing achievements in the United States along with his entry form. Most impressive, too: in 111 races on home territory between 1955 and 1960 he notched no fewer than 94 first places driving various Lotus models in sports car events. Now he aims to crack open the rich nut of Formula 1 racing on European tracks.

"Daddy-O", or, more correctly, DAD 10, is jousting at Goodwood again. Les Leston, a man of many parts in motor sport (not forgetting his radio commentaries) is the popular driver of this Lotus Elite. And he is so pleased with its performances of last year—especially in the R.A.C. Tourist Trophy Race—that he plans another full season of racing in Daddy-O.

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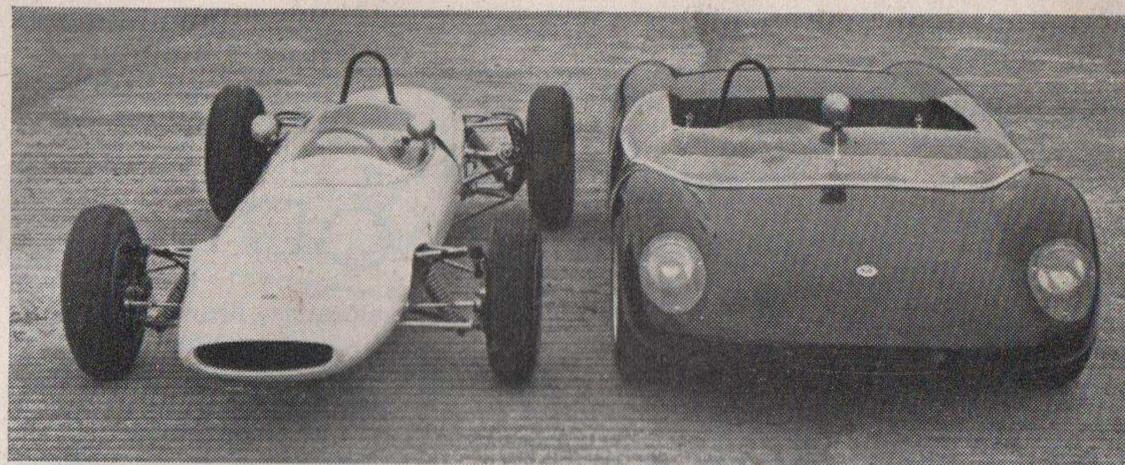
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THE RICHMOND ARMS IS A
'FONTAINE INN'

(Managing Director: Eric G. Brown)



WHEN LEAVING MAIN CIRCUIT ENTRANCE
AND TUNNEL, TURN LEFT, 1st RIGHT AND
THEN 1st LEFT



Latest of the Lotus range: the new FJ Lotus 22 and the Lotus Sports 23, both of which are due to be in action on the circuit today. And, both promise to be spectacular performers.
(Photo: David Phipps)

There is an interesting American challenge in the Sussex Trophy for Grand Touring and sports cars. The former section should be enlivened by the performance of Dan Collins, who has previously been linked with the FJ entry sponsored by the Armoured Car Company. His 5½-litre "Chevie" has fuel injection and all the latest "mods", and has been tuned by experts in the States for today's dicing with the G.T. Ferraris of Italy and Great Britain's E-type Jaguars and Aston Martins.

A famous "works" racing name of pre-war days—Talbot—is in the entry lists for this meeting. Sunbeam Talbot Ltd. have entered two of their Rapiers in the 1000-1600 c.c. class for the St. Mary's Trophy. The drivers? The famous international rallying pair, Peter Harper and Peter Procter.

The entry list for the St. Mary's Trophy is well worth careful study. At the top of the power range of saloon cars stand seven 3.8 Jaguars with Mike Parkes, Jack Sears, Roy Salvadori and Graham Hill among the nominated drivers. And at the bottom of the scale an equal number of Mini-Coopers. This "David and Goliath" scrap should provide a memorable opening to the afternoon's racing.

This Easter Monday meeting is the first big international occasion in the Jubilee Year of the B.A.R.C. We would recommend for your reading *Brooklands to Goodwood*, the story of the B.A.R.C. written by Rodney

Walkerley and published by G. T. Foulis & Co. Ltd., price 25s.

At the end of today's racing, the international "circus" packs up and prepares to move along to Liverpool for next Saturday's Aintree "200" Meeting, organised by the B.A.R.C. and sponsored by the *Daily Mirror*. With Phil Hill, reigning world champion, and Giancarlo Baghetti driving "works" Ferraris against the full strength of the British teams, this important date promises to be a first-class curtain-raiser to the R.A.C. British Grand Prix at Aintree on Saturday, July 21st.

Take a good look at the Brabham-Ford—and its driver—in the Chichester Cup. This neat racer is the latest product from drawing board and workshop of the Jack Brabham stable. And it is believed that the new Brabham F1 with V-8 engine will follow closely the lines of the former world champion's first "baby". Driver Frank Gardner is an Australian who came here primarily as a mechanic, but has now proved himself a potentially great handler of racing cars.

Competition Cars of Australia Ltd. are out to rival the Brabham with their Ausper-Ford. Some revolutionary design features are tucked under the neat body. The Cosworth-Ford engine is mounted 15 degrees to the horizontal; there is a five-speed Colotti-Renault box; and inboard mounted rear disc brakes.



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

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RACING TO A FORMULA

By ALAN BRINTON

The Editor of "MOTOR RACING"

UNLIKE world statesmen, who are always searching for a formula (and rarely seem to find one that works), motor sport has for nearly 60 years been run pretty successfully under international regulations.

Put simply, a racing formula is a set of rules which are agreed so that cars will—at least in theory—have an equal opportunity of competing against each other. For example, it would be little use allowing supercharged and unsupercharged cars of the same engine capacity to race against one another.

At the top of the list comes Formula 1, for cars taking part in Grands Prix. In framing this formula, the International Sporting Commission try to devise rules which will encourage technical progress.

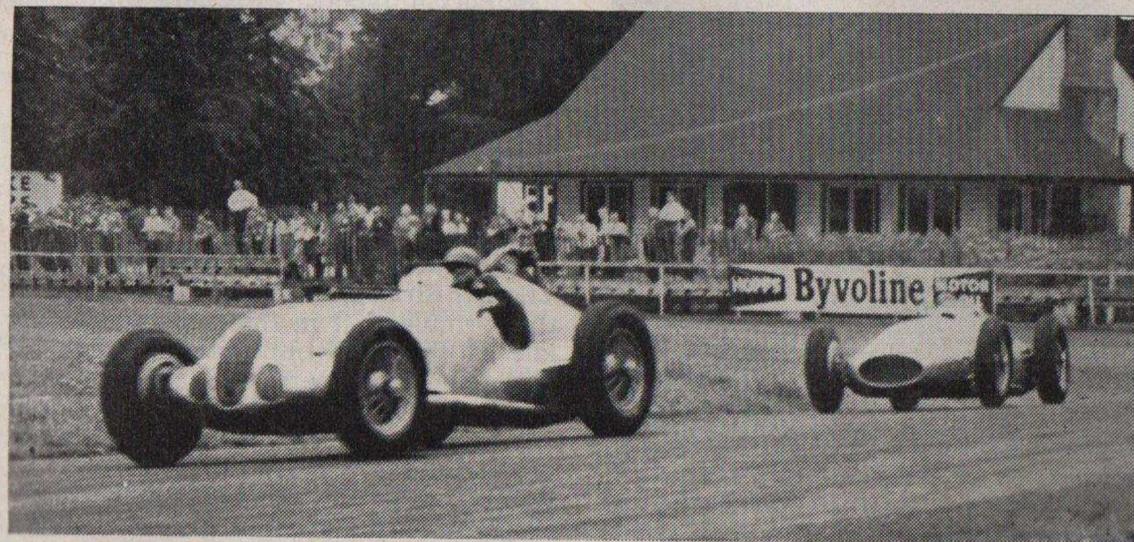
The first Grand Prix formula, laid down by the Automobile Club de France for their 1906 race at Le Mans, set a maximum weight limit of 1,000 kilograms, plus 7 kilograms for magneto ignition. This was more than double the current maximum for Formula 1, and the 1906 weight did not include the weight of horns, wings, lamps, lamp brackets, upholstery and toolbox (if not used as a seat!). The exhaust pipes had to be

horizontal, with the ends curved upwards to prevent the rising of dust. There had to be two drivers, with an average weight of 60 kilograms each.

Since that day, there have been many formulae, including a fuel consumption limit, various engine capacities, and a number of years during which there was no limit on what designers could do. Singleseaters came in in 1927.

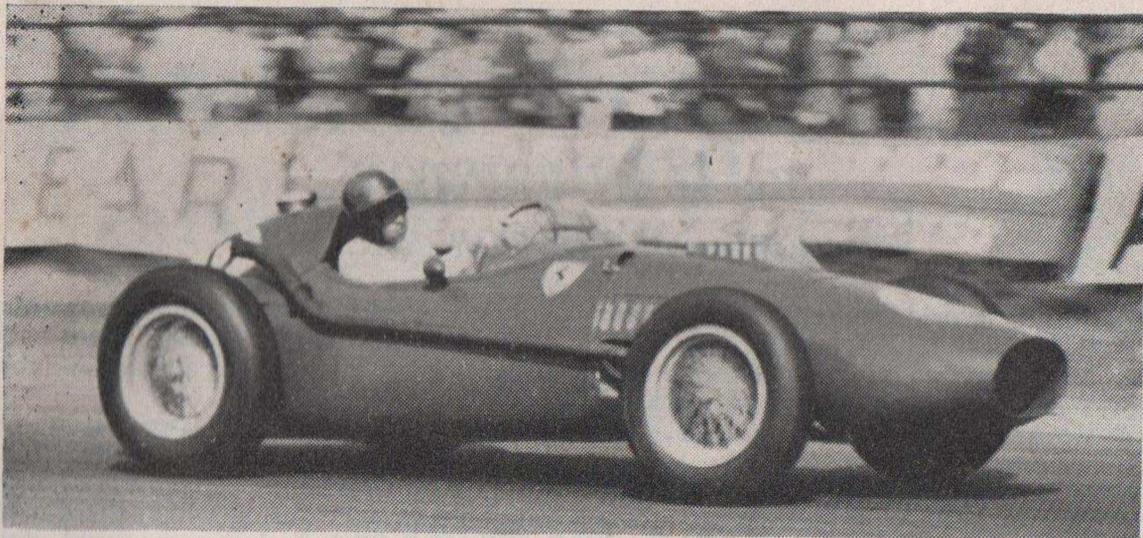
Surely the most exciting formula in motor racing history was the one which operated from 1934 to 1937. It was aimed at reducing engine sizes and thus cutting speeds, for the authorities had been shaken by a series of tragic accidents in free formula races. The idea was splendid on paper, but did not produce the results that had been expected. There was no limit on engine size at all, but a weight limit of about 14½ cwt, without tyres but including wheels, was imposed, together with a minimum body width of just under three feet.

With Germany anxious to demonstrate her national dominance, this formula produced some fantastically expensive and powerful Mercedes-Benz and Auto-Union designs, with engines becoming ever larger and giving ultimately around



The supremacy of Germany in the years immediately before the war was established by the exciting and very powerful Auto-Union and Mercedes-Benz machines. These truly great G.P. cars, conforming to an engine ruling of 3-litres supercharged and 4½-litres normally aspirated, dominated the European circuits.

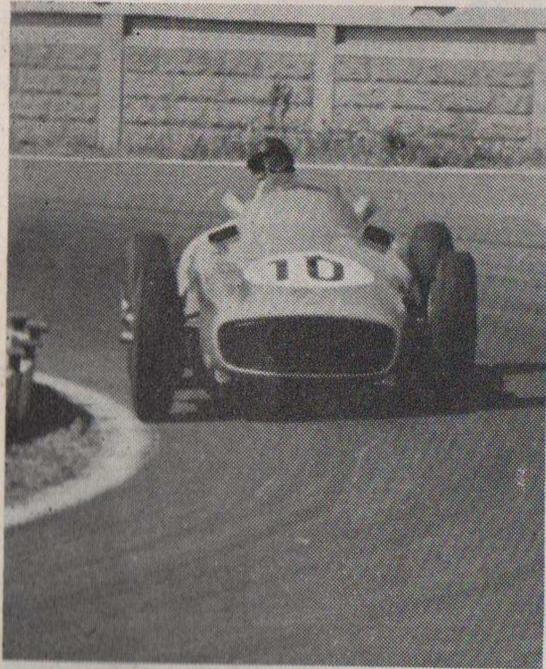
(Photo: Alan Brinton)



Ferrari of Modena took Italy back to international supremacy in the 'fifties and made a winning mark in two different Grand Prix formulae of that decade, but had to rely on British drivers to win races in the red cars. Here Peter Collins is seen in the 2½-litre class in the 1958 season. (Photo: Ted Lewis)

600 brake horsepower. (They had three times the power of that claimed for this year's Formula 1 Ferrari!)

In 1938, engine capacity was reduced to 3,000 cc with supercharger, or 4,500 cc without supercharger, and a few years after the war Grands Prix were fought out with cars of 1,500 cc supercharged, or 4,500 cc unsupercharged. It was in this last formula, which lasted until 1953,



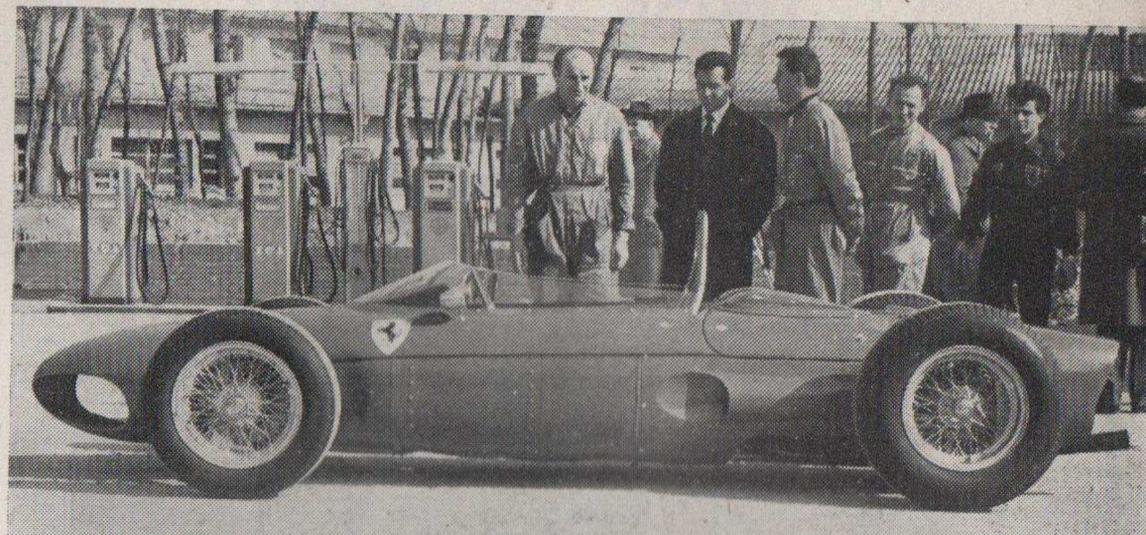
Germany broke the Italian sequence in the middle-fifties with the fabulous fuel-injection Mercedes-Benz team from Stuttgart. Germany, too, had a shortage of national drivers, and it was the South American ace, Juan Fangio, who took the world title in the famous silver cars.

that 4½ litre Ferraris finally got the better of the astonishingly successful type 159 Alfa Romeo, and for which the fabulously noisy but singularly unsuccessful V16 BRM was built.

In 1954 began a new Formula 1, for 2½ litre unsupercharged machines, a formula which was to last for seven years, and during the later stages of which British cars had their most successful period in motor racing history, with Vanwall and Cooper at last dominating the Continental opposition. There was no fuel limitation until 1958, when aviation fuel became compulsory, and no weight limit.

This 2½ litre formula produced some magnificent racing, with cars producing around 250-280 brake horsepower and, in the case of Coopers and Lotuses, weighing well under half a ton.

There was a tremendous uproar in British racing circles when the new formula for 1961 was announced. With its maximum engine capacity of 1½ litres and minimum weight limit of 500 kilograms, later reduced to 450 kilograms. The British at first threatened to boycott the formula, but in the end—and rather late in the day—our manufacturers set about building cars. In fact, the first year of the new Formula 1 produced some finely contested races—notably the breath-taking French Grand Prix at Reims, won by Baghetti by a car's length in his very first grande epreuve, and the Grands Prix of Monaco and Germany, both won by Stirling Moss driving a Lotus with about 40 fewer horsepower than the V6 Ferraris.



The latest 1½-litre G.P. Ferrari, the car with which American world champion, Phil Hill, will defend his title this season. It is basically the same model that raced so triumphantly for Italy in 1961, but embodies a winter's work of improvements which, the team hopes, will keep the Prancing Horse on top. (Photo: Alan Brinton)

One British criticism—that the 1½ litre formula would be much more expensive—is certainly valid, for in the search for higher power it has been necessary to design multi-cylinder engines. But the V8's from Coventry Climax and B.R.M. should enable Britain to make a fighting comeback against the Ferrari Dino engine, (now claimed to give 200 brake horsepower). Let us hope so.

Formula Junior, thought up in Italy to encourage the development of their young drivers, began in 1958 as an international formula, and was aimed at providing cheap racing.

After a slow start, Britain soon took the lead in this formula, and speeds have risen so quickly that it is a junior formula only in name. Juniors have already lapped Goodwood in under 1 minute 30 seconds.

Unfortunately, the quest for power has made the production of race-winning cars far more expensive than was originally envisaged, and with these small engines giving out around 100 brake horsepower per litre, the risk of blow-ups is becoming greater all the time.

It has always been a difficult problem to lay down regulations for sports cars, in an attempt to prevent disguised racing cars from taking part. The International Sporting Code makes a brave attempt at a definition, including rules about weight, ground clearance, coachwork, doors, luggage space, screen size, and so on, but it is true to say that these regulations never satisfy everyone.

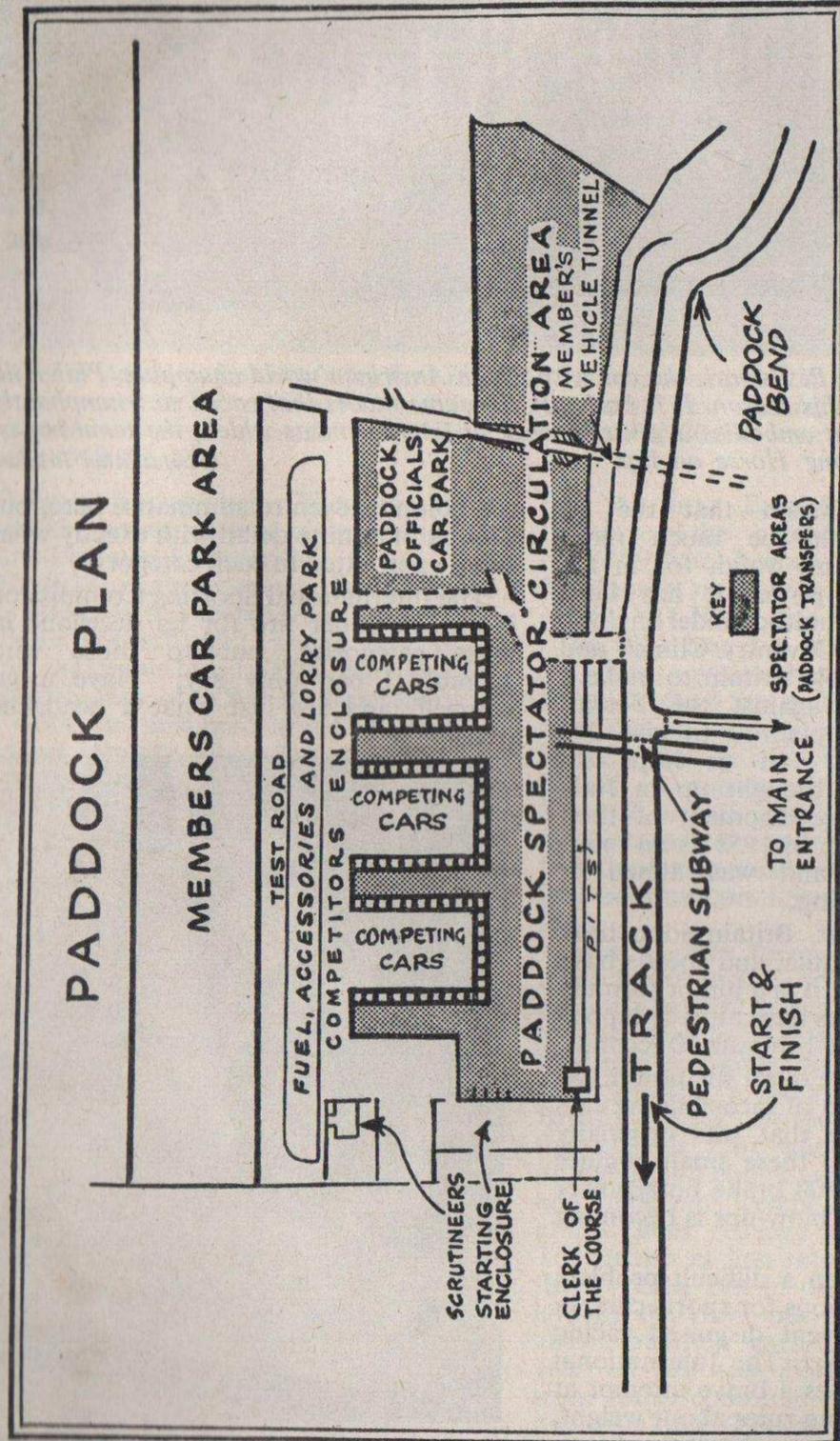
There are also international regulations for Touring and Grand Touring cars, far

too complex even to summarise here, but dealing in minute detail with exactly what can be permitted in each category.

The International Sporting Commission is always under fire for its decisions in these categories, but to those who grumble I can only say, "Have a go yourself, and see just what a headache it is."



The man who cracked Continental domination of the 2½-litre F. 1 racing honours—Jack Brabham, twice world title holder and the unflustered driver who gave the Cooper Car Company and Great Britain the manufacturers title. (Photo: Ted Lewis)



The specially designed lay-out of the Competitors' Enclosure within the Paddock enables spectators to obtain good views of competing cars parked in their individual stalls located round the outside of three U-shaped bays as indicated.

In this way the possibility of spectators impeding the free movement of mechanics and drivers — or the race organisation—is avoided, whilst preserving for them "close-up" views of the cars and personalities.

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The First National Sky Diving and Parachuting Championship

GOODWOOD AIRFIELD

By arrangement with the Goodwood Road Racing Company Ltd.

APRIL, 1962

The Meeting is organised under the Competition Rules of the Royal Aero Club and the regulations of the Federation Aeronautique Internationale. Royal Aero Club organising permit No. 621.

OFFICIALS OF THE MEETING

Stewards: Air Vice-Marshal G. Silyn-Roberts, C.B., C.B.E., A.F.C., F.R.Ae.S. (representing the Royal Aero Club). Sqn. Ldr. R. D. Mullins, A.F.C. (Air Safety Officer), George P. Simon, Esq.

Judges: A. F. Charlton. M. J. Richard. Cpl. P. Archer, 22nd S.A.S. Regt.

Judges' Assistants: Sgt. B. King, R.A.F. Sgt. B. Clark-Sutton, R.A.F.

Dropping Zone Controller: M. J. Richard.

Timekeepers: Mrs. Tina Richard. Mrs. Anne Lang.

Marshals: Sgt. R. Ellerbeck, R.A.F. (Chief Marshal), Sgt. A. Sweeney, R.A.F. Sgt. B. Jones, R.A.F. I. Rondel.

Medical Officers: Dr. F. J. Morley. Dr. A. M. Stobie.

Commentators: Major T. W. Willans. Brig. W. F. K. Thompson, O.B.E.

Clerk of the Course: Group Captain W. S. Caster, M.C.

Secretary of the Meeting: Harold Fish.

Public Relations Officer: Robert Dagg.

The British Parachute Association wishes to thank the following for their valuable assistance in staging the Championship:

The War Office; the Air Ministry; the Officer Commanding and personnel of the 16th Parachute Brigade Group; the Officer Commanding and personnel of the R.A.F. Parachute Training School, Abingdon; the Officer Commanding and personnel of R.A.F. Station, Tangmere; the Officer Commanding and personnel 22nd Special Air Service, Regiment, Hereford; Air Scouts of the Boy Scouts Association.

You are attending this meeting entirely at your own risk. 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, pilots and owners of aircraft, and the drivers and owners of vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) or damage to property howsoever caused.

The First National Sky Diving
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Presented by

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in conjunction with the

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PROGRAMME

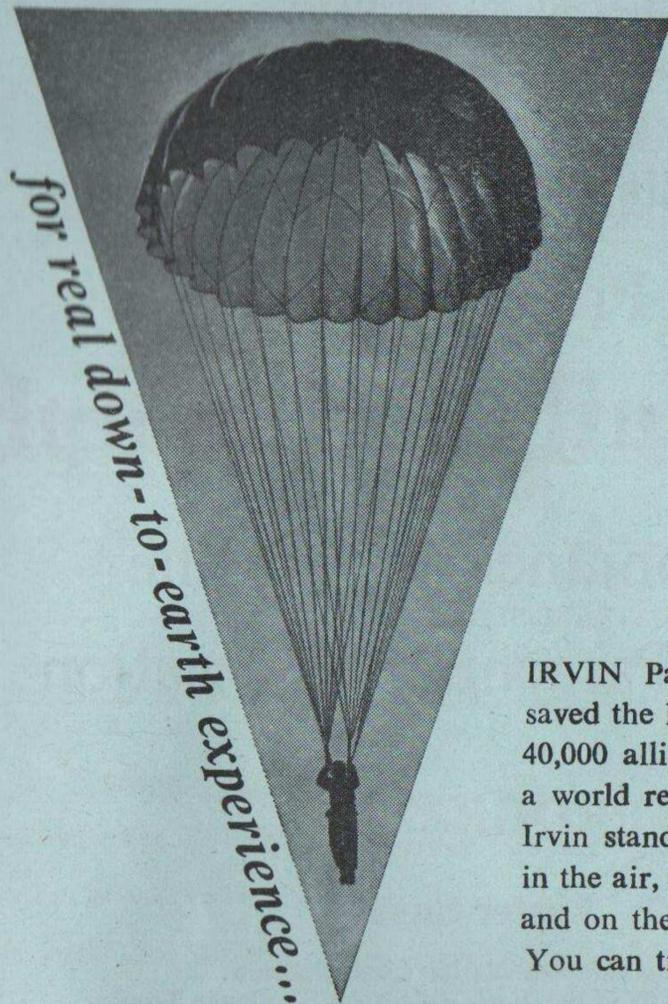
Easter Sunday

- 10.30 a.m. **British Parachute Association Championship:**
Semi-finals of the *Daily Telegraph* Challenge Trophy.
- 12.00 noon **First round International Team Contest.**
- 3.00 p.m. **Second round International Team Contest.**

Easter Monday

- 11.00-11.30 a.m. **British Parachute Association Championship:**
Final of the *Daily Telegraph* Challenge Trophy—Round 1.
Sky-diving from 7,000 feet.
B.P.A. Display Team—Weaving with smoke.
- 12.15-1.15 p.m. **British Parachute Association Championship:**
Final of the *Daily Telegraph* Challenge Trophy—Round 2.
Precision Jump from 5,000 feet.
R.A.F. Tangmere—Helicopter Air-Sea Rescue Demonstration.
Final: International Contest.
Parachuting by the 16th Para. Brigade Group.
R.A.F. Parachute Display Team—Group Jump.
- After the finish of motor racing.
22nd Special Air Service Regiment display.

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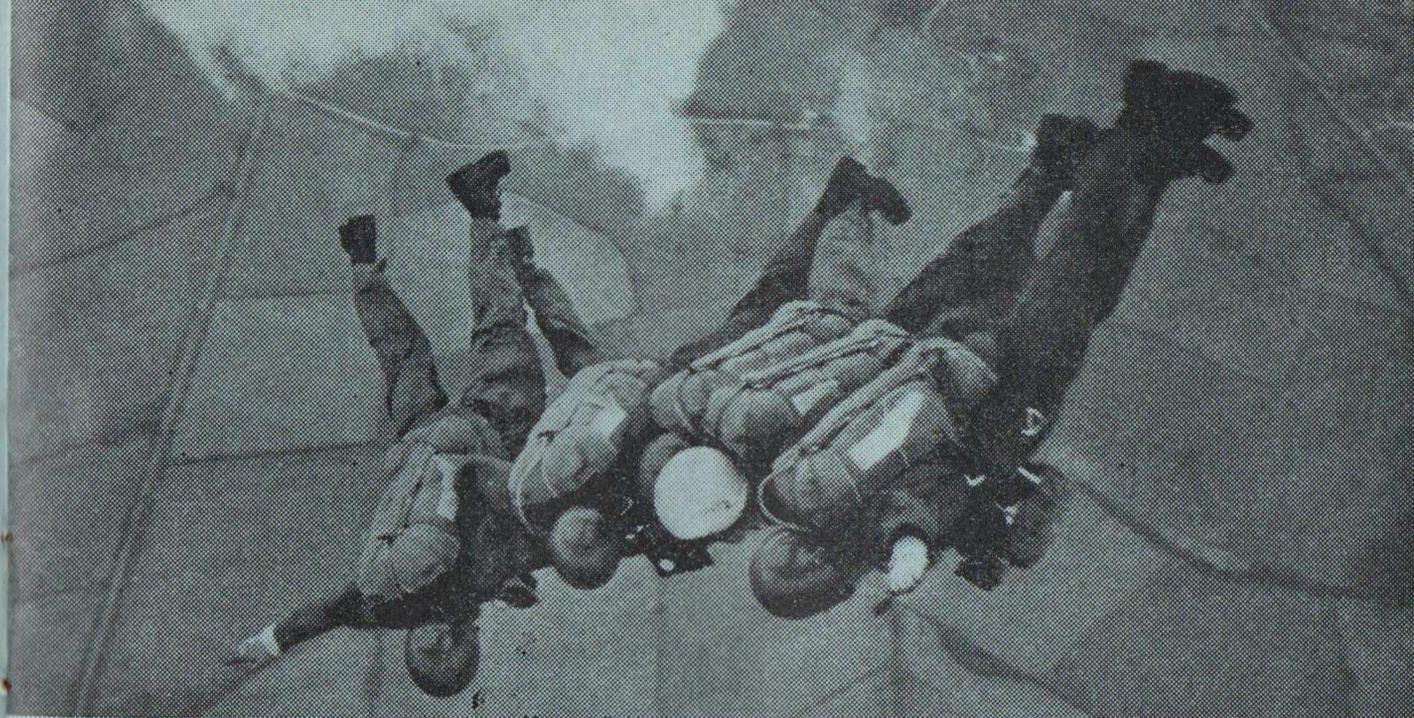
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*"Oh; I have slipped the surly bonds of earth;
And danced the sky on laughter, silver winged.
Sunward I've climbed amidst the tumbled mirth of cloud,
And done a hundred things you have not dreamed."*

PARACHUTING as a sport has made great strides on the Continent and in North America since the war. It is perhaps the first major sport with a spice of danger in which Britain has not taken the lead. In the West, the United States and France are leading exponents, while, beyond the "Iron Curtain", Russia, Czechoslovakia and Bulgaria have many top-class performers. The British Parachute Association has, however, only been going for just over a year. It exists to encourage men and women civilians and members of the Forces to take up the sport. It already has 12 clubs, and others are in process of formation.

The sport of parachuting calls for physical fitness, good judgement and quick mental reactions, all qualities to be encouraged. It is not, unfortunately, cheap, and the major obstacle to the growth of the B.P.A. and to British jumpers taking their place in world championship class is lack of funds. Several Western European countries subsidise the sport, while beyond the "Iron Curtain" it is free. This is not the British way, and, only with your support, can British jumpers afford the necessary practice to give them the chance they deserve.

International championships take place every two years. The next (the first since the B.P.A. was formed) is in Orange, Massachusetts, in August. The team to represent Britain will be chosen as a result of the present championships, the financing of which has been made possible by the *Daily Telegraph*.

His Grace the Duke of Richmond and Gordon has, by allowing the Championship to take place at Goodwood, done a great service by bringing the sport to the notice of a wide public. The financial support of the *Daily Telegraph* is greatly appreciated, but we realise that it can be but a pump-priming operation, and that if British parachutists are to take their rightful place in international classes we must have wide public support.

You can give us your support by:

Becoming a jumping Member: subscription 30s. a year (including third party insurance).

Becoming a non-jumping Associate Member: subscription 10s. 6d. a year. (This gives free entrance to B.P.A. meetings, but not to the Goodwood Motor Race meeting on Easter Monday).

Please fill in the form in this programme and send it with subscription to:

THE BRITISH PARACHUTE ASSOCIATION
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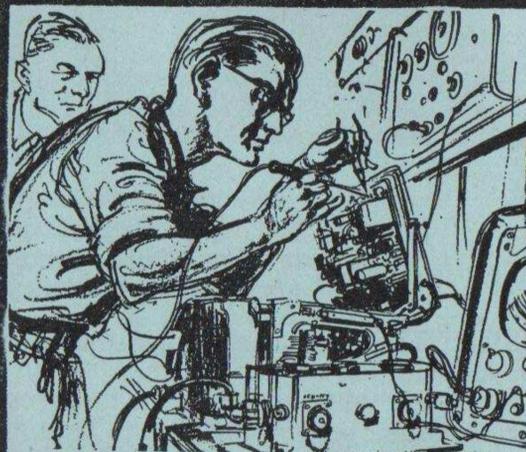
or take it to the B.P.A. Caravan inside the main entrance to Goodwood circuit. You will be enrolled and receive a membership card. Special lapel badges for full and associate Members are available.

Become a B.P.A. Supporter by buying the Supporter's Badge from the B.P.A. Caravan.

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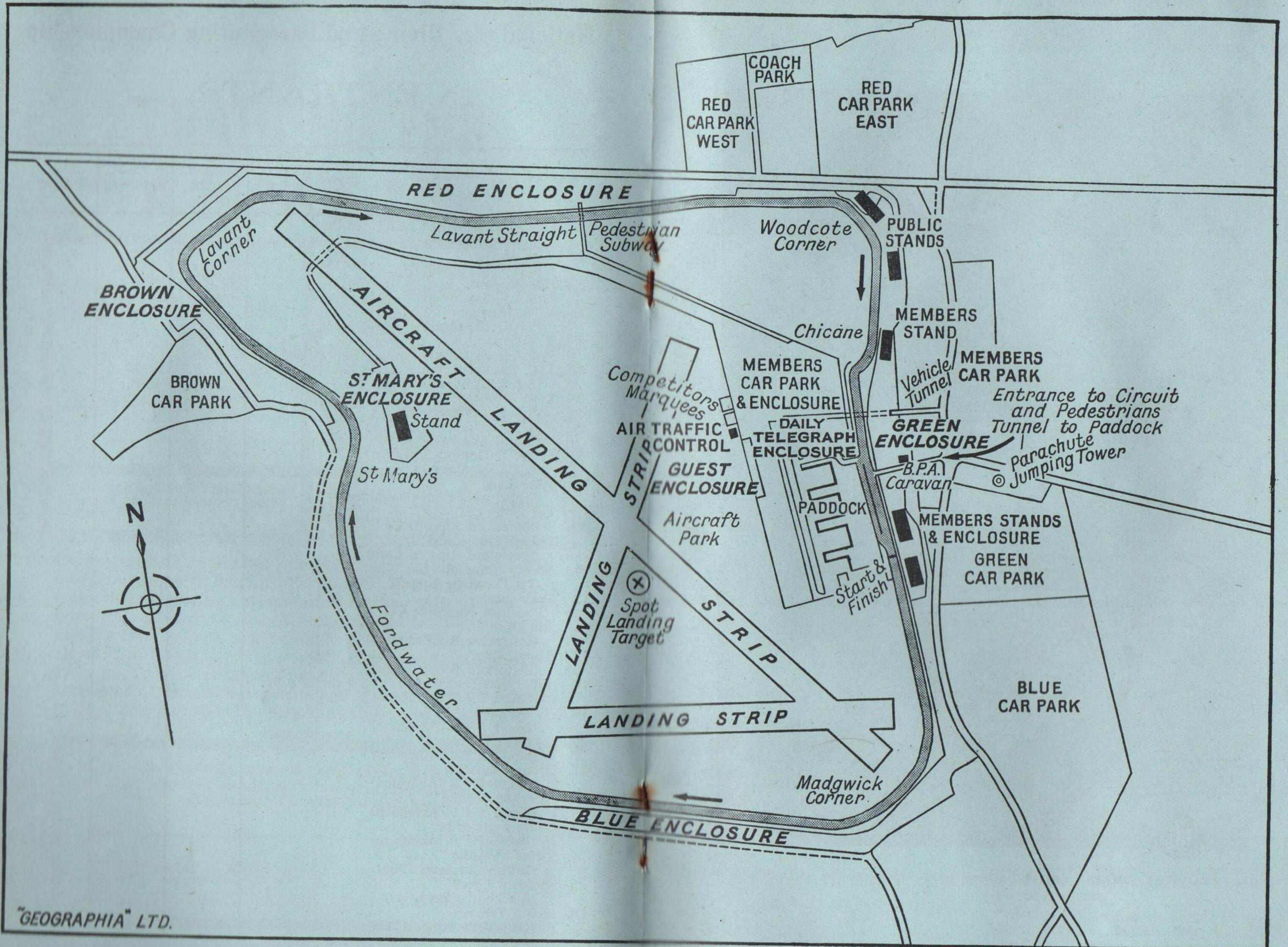
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National Sky Diving and Parachuting Championship

ENTRANTS

No.		Event 1: 3,300 ft. Jumps Score	Event 2: 5,000 ft. Jumps Score	Event 3: 7,000 ft. Skydiving Score	Final Placing
1.	Lt.-Col. R. D. Wilson, M.B.E., M.C. (S.A.S. Skydivers)				
2.	Don Hughes (S.A.S. Skydivers)				
3.	Pete Sherman (S.A.S. Skydivers)				
4.	K. B. Saunders (S.A.S. Skydivers)				
5.	R. Reid (S.A.S. Skydivers)				
6.	J. P. Beaumont (S.A.S. Skydivers)				
7.	T. W. Roberts (S.A.S. Skydivers)				
8.	T. G. Jickells (S.A.S. Skydivers)				
9.	F. W. J. Doran (S.A.S. Skydivers)				
10.	Peter Lang (Royal Aero Club Committee)				
11.	Les Howe (Stapleford Ripcord Club)				
12.	Jeremy Johnston (Stapleford Ripcord Club)				
14.	Sherdy Vatnsdal (1st Parachute Brigade Club)				
15.	Peter Denley (Scottish Parachute Club)				
16.	Bill Don (Stapleford Ripcord Club)				
17.	Tony Miller (Stapleford Ripcord Club)				
18.	Flt. Lieut. Peter Hearn (No. 1 P.T.S. Abingdon)				
19.	T. Moloney (No. 1 P.T.S. Abingdon)				
20.	Norman Hoffman (No. 1 P.T.S. Abingdon)				
21.	Doug Peacock (No. 1 P.T.S. Abingdon)				
22.	Jim McLoughlin (No. 1 P.T.S. Abingdon)				
23.	Dave Francombe (No. 1 P.T.S. Abingdon)				
24.	Mike McArdle (British Skydivers Club)				
25.	Bernard Green (Blackbushe Skydivers)				
26.	Keith Teesdale (Oxford Parachute Club)				



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Tests That the Champion Must Win to Gain the National Title



COMPETITORS in the Championship take part in three events.

The first of these is a precision jump from 3,300 ft. with a delay of up to 10 seconds before opening the parachute—the best three of four jumps to count. The maximum possible points are 600 with two points deducted for each yard away from the target centre. There are no marks for style in this event.

The second test is similar in every respect to the first but the precision jump is made from 5,000 ft. with a delay of 15 to 20 seconds before opening the parachute.

The third test is sky-diving from 7,000 ft. This is a style event with no marks for landing near the target. Marks are given for a sequence of turns and back somersaults which the competitor performs in response to a signal given from the ground and before the parachute is opened. The sequence may be one of three, and must be completed in 30 seconds. Two jumps are made at 200 marks a jump, and points are deducted for incomplete sequence; overshooting and undershooting on turns and backwards

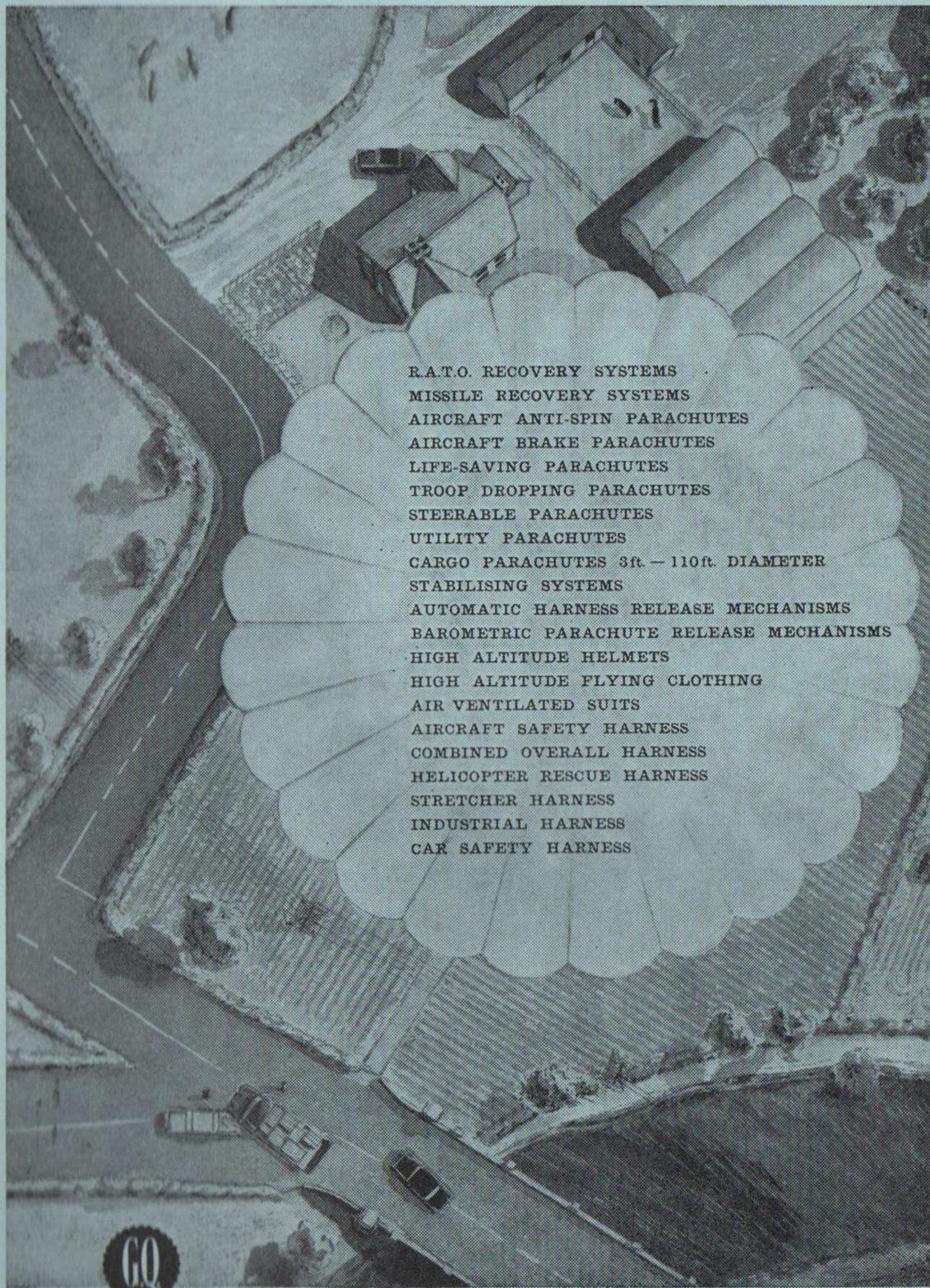
somersaults; and, falling with body tilted more than 45 degrees from horizontal, except when somersaulting. The sequence must be accomplished during a delay fall not exceeding 30 seconds but not less than 25 seconds. The sequence itself must be done as quickly as possible and bonus points (up to 50 for speed) are allotted for each jump.

On Easter Monday the six best competitors from the preliminary rounds taking place at Goodwood during the weekends April 7th and 8th, April 14th and 15th and on Easter Sunday, will make their final jumps in the second and third tests—spot jumping from 5,000 ft. and sky-diving from 7,000 ft.

The secret of success in the two precision landing tests of the competition is the guidance given to the pilot by the jumper during his run in, and the selection of the point over the ground at which to leave the aircraft. Competitors will concentrate on falling in a stable position face to ground, which ensures that when the parachute is opened it will come away cleanly without risk of entanglement in arms or legs.

The parachutist carries a stop watch and altimeter on top of his emergency parachute so as to judge the time of opening. When the parachute opens the wind will drive the competitor towards his target and he uses his "slotted" canopy to steer himself to land as near the target as possible. The canopy always moves in a direction away from the side from which some of the panel has been removed and the parachutist can change direction by rotating the canopy with two control lines.

A dead zero landing on the six-inch spot counts 200 points. There is no score outside the 100 yard circle.



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NOTE Target not to scale Target X measures 15yds by 15yds. The 25, 50, and 100yd. circles are marked in tape.

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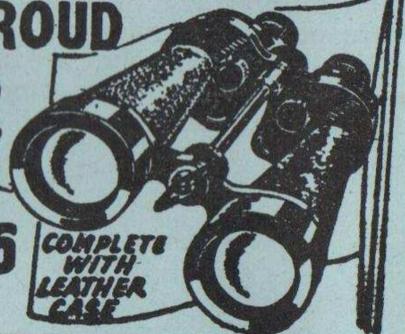
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DISPLAYS BY THE SERVICES

R.A.F. TANGMERE: Helicopter Air-Sea Rescue

NO. 22 Squadron, who will carry out the demonstration, is a Search and Rescue Squadron of R.A.F. Coastal Command. The Squadron has a helicopter standing by at all times.

A detachment of No. 22 Squadron, equipped with Whirlwind helicopters, has been based on Tangmere since May 1961, and since that time the helicopters have rescued 18 persons from the sea, four from perilous positions on land, and have made 29 flights with patients needing immediate specialist attention. These latter flights vary from a two-day-old baby to a 71-year-old lady.

In addition, more than 50 searches have been carried out for ships, yachts and swimmers in distress. In many cases assistance has been given although actual rescue has not been necessary.

16th PARA. BRIGADE GROUP Static Line Parachuting

THIS is a display from a Twin Pioneer aircraft. The jumpers will be in "sticks" of five men from the aircraft which will be flying at 800 feet above ground level so that spectators will clearly see each parachutist exiting, the automatic development of the canopy and flight and landing techniques. "Tudor", the dog trained by 23 Parachute Field Ambulance to locate casualties on the dropping zone in battle, will be seen discharging this duty.

The 16 Parachute Brigade Group is carrying on the tradition of the 1st and 6th Airborne Divisions of World War II renown. It is entirely self-contained and includes supporting arms and services in addition to the parachute infantry. In recent years 16 Parachute Brigade Group has been used in successive emergencies—Suez, Cyprus, Jordan and lastly in Kuwait. All the men are volunteers.

R.A.F. ABINGDON: Group Jump by Display Team

IF weather conditions allow, the Royal Air Force Parachute Display Team will jump as a group with arms linked from the back of a Beverley aircraft at 9,000 ft. in their unique display known as the "Bomb Burst". If weather conditions are more restrictive, they will use other means to demonstrate the power of men to manoeuvre and track across the sky while free-falling before opening their parachutes.

Before a man is qualified to take part in a group manoeuvre, such as this, he must reach a very high standard of individual skill. He must have perfect control at all times and the ability to turn quickly and accurately.

The Display Team is drawn from the staff of the Parachute Training School, Abingdon. It is here that the Army's Parachutists are taught.

The P.T.S. staff were pioneers of military parachuting in this country. During the war, thousands of army parachutists passed through their hands, and Airborne Forces owe them an incalculable debt. After the war, the School moved first to Upper Heyford and then to its present location at Abingdon.

22ND S.A.S. REGIMENT

The Famous Skydivers Club

THE concluding display is given by the S.A.S. Skydivers Club. Weather permitting, they will jump from 12,000 ft. delay 60 seconds before opening their parachutes, during which time they will carry out weaving manoeuvres across the sky while emitting trails of smoke.

The S.A.S. Skydivers Club gained the British high altitude descent record early this year, with a team exit over Salisbury Plain at 34,350 ft. free-falling to 2,000 ft. All members of the team belong to the 22nd Special Air Service Regiment, a unit of the Regular Army and a direct descendent of the Special Air Service Regiment formed during the war by Colonel David Stirling for operating behind the enemy lines.

Up to three years ago, the Regiment had been engaged for eight years operating against terrorists in the Malayan jungle.

The Regiment has just got back from six weeks jungle training in Malaya, and has also trained in Kenya, Libya, Norway, Denmark, Corsica and Germany. In England it is stationed at Hereford.

With the exception of a small number of specialists, the Regiment consists entirely of volunteers specially selected from all the Corps and Regiments of the Army. All are parachute trained and all are Regulars.

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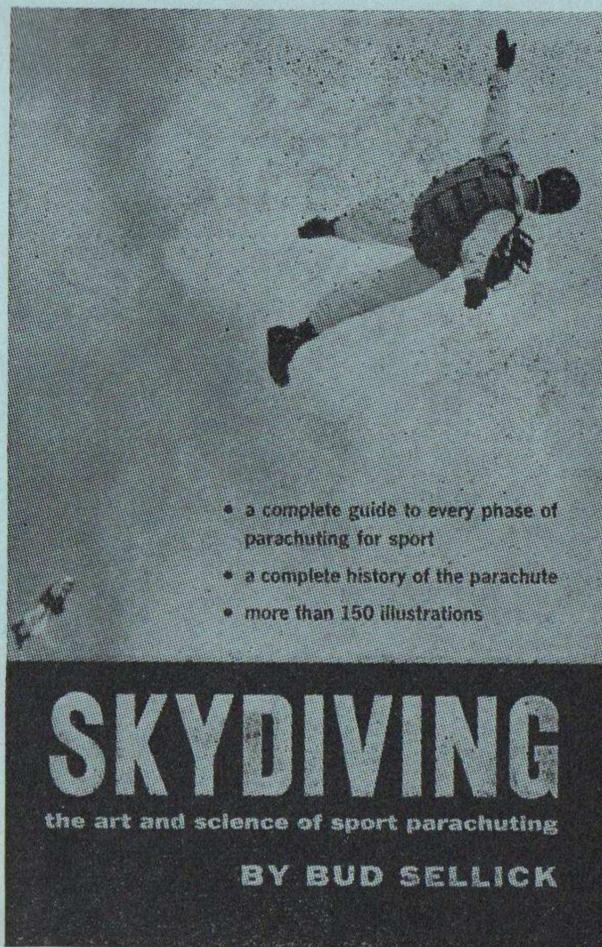
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A Welcome To Our Visiting Teams

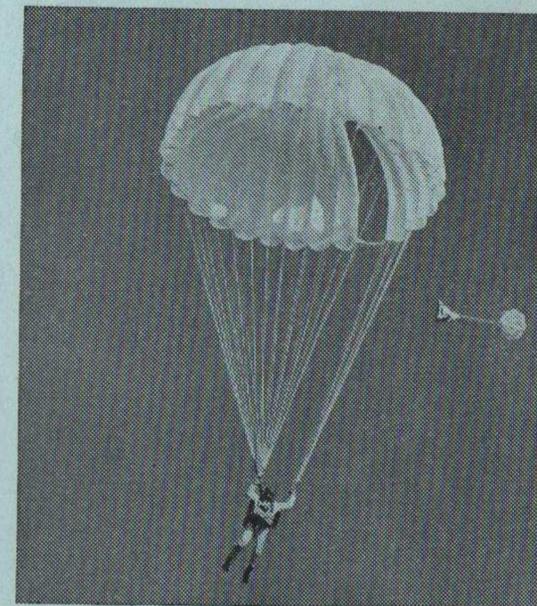
WE are very pleased to welcome teams from the 8th Infantry Division of the American Seventh Army in Germany, the Fallschirmspringerclub, of Graz in Austria, and the Svenska Fallskarmsklubbens from Stockholm, Sweden.

They have consented to take part in a simple spot landing contest as a mark of their support for the British Parachute Association.

The rules of the contest are that there shall be three members to each team. Each member will do three jumps, one in each round of the contest.

On Easter Sunday, the first two rounds will be jumped from a height of 3,300 ft. Delay may be any time up to 10 seconds. Each aircraft will carry one team, but will make a separate run over the target for each team member who will jump individually. Two runs per jump are allowed.

On Easter Monday, the third and final round will be a stick jump, all three team members leaving the aircraft on the same run.



All three jumps will count in the scoring with marks for precision only: 200 marks for landing on target, one mark off for every half yard from the centre. No marks outside 100 yards circle.

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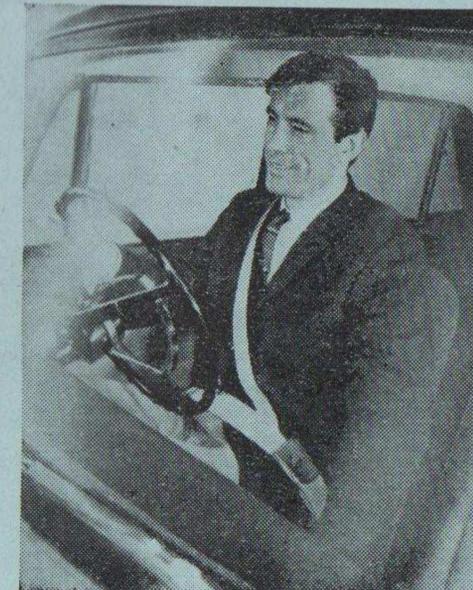
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SPORT

EVERY reader is interested in one game or another and, in keeping with the policy of *The Daily Telegraph*, reports on all sports are contributed only by those recognised as leading authorities in their particular sphere. For expert criticism and imaginative writing follow your favourite sport through the eyes of

"HOTSPUR" and "MARLBOROUGH" (Racing)	LANCE TINGAY (Lawn Tennis)
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The
Daily Telegraph

The paper you can trust

GOODWOOD ROLLS OUT A CARPET MADE FOR NEW LAP RECORDS

Goodwood rolls out a special carpet for this first full-scale international meeting of the new season—a high-speed carpet that should appeal alike to competitors in the five varying events on the programme and the spectators crowding every vantage point round the 2.4-mile circuit.

During the winter months, every square yard of the track (and all these square yards add up to a grand total of 50,000) has been refurbished and resurfaced with a special asphalt mix that combines the ideal of anti-skid properties in the wet balanced with a smoothness that will reduce tyre wear in the dry. It took some 2,000 tons of this special asphalt to cover the job, and the result is as you can see—a near perfect stretch of racing roadway.

Preliminary planning for this major overhaul was considerable. Technical and practical help in arriving at the best possible surface to meet modern car racing requirements came from many sources, not least from the Road Research Laboratory, the backroom boys of the Dunlop Racing Division, and from Roy Parnell and Aston Martin Lagonda Limited.

Roy Parnell stuck his neck out to prove that the composition of the new asphalt "carpet" was right. He took out a DB4 Aston Martin on the first test section at Madgwick Corner, pushing the powerful GT machine at speed round the tricky bend and trying to break the back end away under various conditions.

Incidentally, the Goodwood Fire Brigade had a hand in this, too. When heavy rain conditions were needed, they brought up their hoses and drenched the section as liberally as a cloudburst.

Before the caterpillar-tracked road-surfacing machine started its mammoth task of covering the 50,000 square yards of the circuit with a three-quarter inch deep coating of the asphalt mix, much of the old "skin" of the track was burned off. Bad foundation patches were cut out and re-packed, and minor dips filled in to improve road levels.

There is nothing quite so deserted as a racing circuit in winter-time, and one of the problems facing the Limmer and Trinidad Lake Asphalt Company when they started the actual resurfacing was an absence of traffic to help bed down the new carpet.



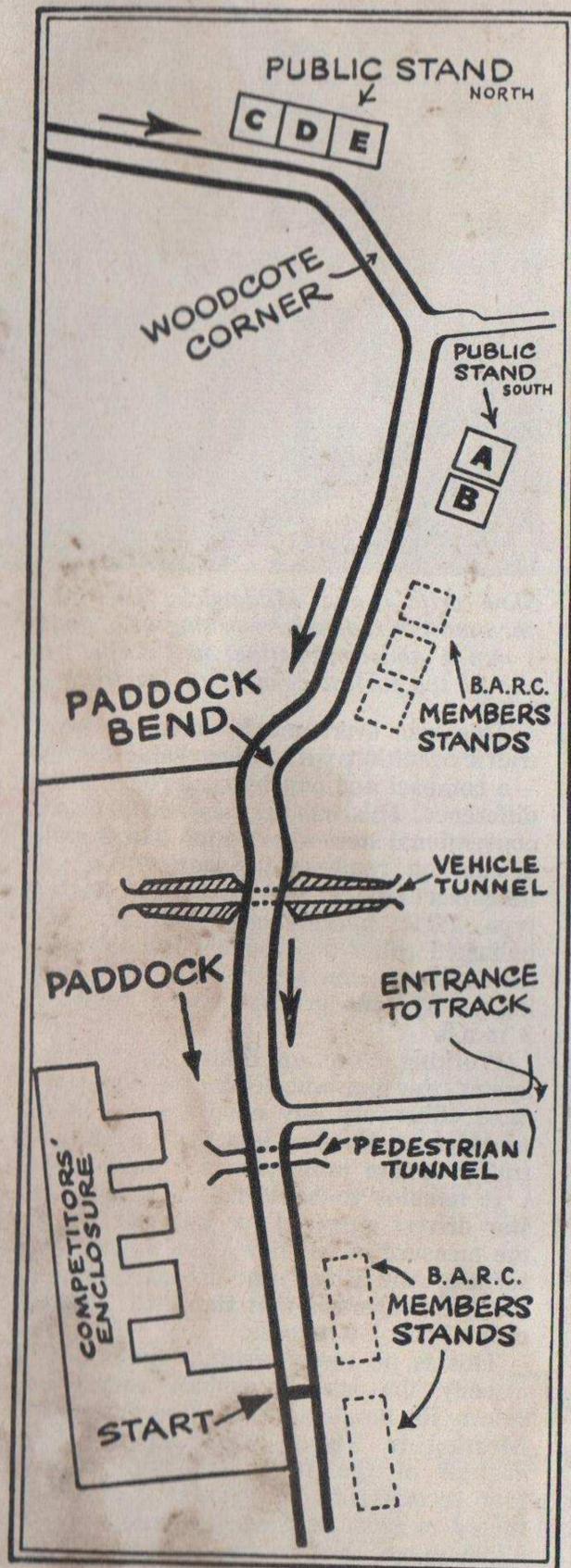
Slow drift round Madgwick. The 9-ton pneumatic-tyred roller working at a steady 3 m.p.h. and compacting the "carpet" on one of the fastest corners of the track.

This was overcome by creating heavy traffic conditions with a remarkable machine—a compact and punchy road-roller with a difference. This was far removed from the conventional steel-wheeled job that trundles around on road-making duties. To give its correct title, it was an Aveling Barford type PTR hydraulically-operated, grit-ballasted roller supplied by Road Rollers Limited: a pneumatic-tyred machine working at 8½ tons pressure and a speed of 3 m.p.h.

Working close up behind the "carpet layer", this nine-wheeled marvel compacted most effectively any open texture in the asphalt and closed up joints as a continuous traffic stream would do on a public road.

It remains to be seen how quickly the star drivers gathered for this meeting get the measure of the new Goodwood racing surface. And already the private betting of the timekeepers is that they will gather a crop of new lap records.

This is no mere wishful thinking, for already the special asphalt carpet has shown its magic. At the first Members' Meeting in March, Dick Prior in the cockpit of the 1962 Lola-Ford clipped four seconds off the Formula Junior lap record to set a new and fantastic speed of 97.08 m.p.h. Not to be outdone, Bill de Selincourt (Lister Jaguar) established a new sports car record for the 3,000—5,000 c.c. class at 92.90 m.p.h., and Jon Derisley pushed his Lotus Elite round at 87.63 m.p.h. to claim a new high for the 1,000—1,300 c.c. Grand Touring class.



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

GOODWOOD

FORTHCOMING ATTRACTIONS

WHIT-MONDAY, 11th JUNE

(First Race 1.30 p.m.)

SATURDAY, 18th AUGUST

R.A.C. Tourist Trophy Meeting

COACHES TO GOODWOOD

LONDON: George Ewer & Co. Ltd. (Grey-Green Coaches and Orange Luxury Coaches). 55 Stamford Hill, N.16 (Tel.: Stamford Hill 8010) (Picking-up points throughout North and South London).

Valliant Direct Coaches Ltd., Ealing Coach Station, 38 Uxbridge Road, Ealing, W.5 (Tel.: Ealing 4042-5 & 2476), 40 Station Road, N. Harrow, Middlesex (Tel.: Harrow 5161) and 5 Belmont Road, Uxbridge, Middlesex (Tel.: Uxbridge 3824).

PROVINCIAL: Carters of Maidenhead, 119 King Street, Maidenhead, Berks (Tel.: Maidenhead 3057-8).

Aldershot & District Traction Co. Ltd., Halimote Road, Aldershot, Hants (Tel.: Aldershot 23322).

Brunts' Coaches Ltd., Bell Bar, Hatfield, Herts (Tel.: Potters Bar 53313). Picking-up points in Potters Bar, Bell Bar, Hatfield and Welwyn Garden City.

Charlie's Cars (Bournemouth) Ltd., Pembroke Garage, Poole Hill, Bournemouth, Hants (Tel.: Bournemouth 27211).

Davis Coaches, Blue Star Garage, 71-73 St. John's Hill, Sevenoaks, Kent (Tel.: Sevenoaks 55174-5).

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

King of the Road Coaches Ltd., 83a Marine Parade, Worthing, Sussex (Tel.: Worthing 4010).

Maidstone & District Motor Services Ltd., 22 Lower Stone Street, Maidstone, Kent (Tel.: Maidstone 55711).

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

Rimes Coaches, 146 Princes Street, Swindon, Wilts (Tel.: Swindon 6301).

Shamrock & Rambler Motor Coaches Ltd., 77 Holdenhurst Road, Bournemouth (Tel.: Bournemouth 27616), and 24 Cumberland Place, Southampton (Tel.: Southampton 23682).

Smith's Luxury Coaches (Reading) Ltd., Mill Lane, Reading, Berks (Tel.: Reading 51241).

Warren's Coaches (Kent & Sussex) Ltd., Ticehurst, Wadhurst, Sussex (Tel.: Ticehurst 226), and Warren's Coaches (Tenterden) Ltd., Craythorn Garage, Tenterden, Kent (Tel.: Tenterden 512).

Warren's Transport Ltd., 7 Market Square, Alton, Hants (Tel.: Alton 2451).

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Wessex Coaches Ltd., 73 Whiteladies Road, Bristol 8, Glos. (Tel.: Bristol 34001).

Goodwood Circuit and Class Records

LAP RECORD FOR THE PRESENT CIRCUIT:

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

FORMULA 1 (1500 c.c.) RECORD

J. Surtees (Cooper-Climax), 1 min. 28 sec., 98.18 m.p.h. (International "100", 1961).

RACING CAR CLASS RECORDS:

- B Exceeding 5000 c.c. and up to 8000 c.c.: S. H. Allard (Allard), 1 min. 47.2 sec., 80.60 m.p.h.
- C Exceeding 3000 c.c. and up to 5000 c.c.: J. M. Hawthorn (Ferrari Thin Wall Special), 1 min. 31.4 sec., 94.53 m.p.h.
- D Exceeding 2000 c.c. and up to 3000 c.c.: S. Moss (2½ litre Cooper-Climax), 1 min. 24.6 sec., 102.13 m.p.h.
- E Exceeding 1500 c.c. and up to 2000 c.c.: S. Moss (Cooper-Climax), 1 min. 28.8 sec., 97.30 m.p.h.
- F Exceeding 1100 c.c. and up to 1500 c.c.: J. Surtees (Cooper-Climax), 1 min. 28 sec., 98.18 m.p.h.
- G Exceeding 750 c.c. and up to 1100 c.c.: J. Clark (Lotus-Ford), 1 min. 35.6 sec., 90.38 m.p.h.
- I Exceeding 350 c.c. and up to 500 c.c.: S. Lewis-Evans (Beart-Cooper), 1 min. 39.4 sec., 86.92 m.p.h.

FORMULA JUNIOR CAR RECORD:

R. N. Prior (Lola-Ford), 1 min. 29 sec., 97.08 m.p.h.

SPORTS CAR RECORD:

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

SPORTS CAR CLASS RECORDS:

- C Exceeding 3000 c.c. and up to 5000 c.c.: R. W. de Selincourt (Lister-Jaguar), 1 min. 33 sec., 92.90 m.p.h.
- D Exceeding 2000 c.c. and up to 3000 c.c.: R. Salvadori (Cooper Monaco), 1 min. 29.6 sec., 96.43 m.p.h.
- E Exceeding 1500 c.c. and up to 2000 c.c.: W. von Trips (Porsche), 1 min. 33 sec., 92.90 m.p.h.
- F Exceeding 1100 c.c. and up to 1500 c.c.: D. G. Addicott (Lotus-Climax), 1 min. 35 sec., 90.95 m.p.h.
- G Exceeding 750 c.c. and up to 1100 c.c.: P. Ashdown (Lola-Climax), 1 min. 35.6 sec., 90.38 m.p.h.
- H Exceeding 500 c.c. and up to 750 c.c.: D. R. Piper (Lotus-M.G. s/c.), 1 min. 57.2 sec., 73.72 m.p.h.
- I Exceeding 350 c.c. and up to 500 c.c.: J. Goddard-Watts (Berkeley), 2 min. 1.0 sec., 71.40 m.p.h.
- J Exceeding 250 c.c. and up to 350 c.c.: J. Goddard-Watts (Berkeley), 2 min. 14 sec., 64.48 m.p.h.

G.T. CLASS RECORDS

- Exceeding 2000 c.c.: M. Parkes (Ferrari 250 Berlinetta), 1 min. 35.4 sec., 90.57 m.p.h.
- Exceeding 1300 c.c. and up to 2000 c.c.: G. Hill (Porsche Carrera), 1 min. 40.2 sec., 86.22 m.p.h.
- Exceeding 1000 c.c. and up to 1300 c.c.: J. A. Derisley (Lotus Elite), 1 min. 38.6 sec., 87.63 m.p.h.

Some Fastest Laps - Racing Cars

			m. sec.	m.p.h.
1948—September	F. R. Gerard (E.R.A.)	...	1 43.6	83.40
1949—April (Easter)	Reg. Parnell (Maserati s/c.)	...	1 39.2	87.10
1950—April (Easter)	P. D. C. Walker (E Type E.R.A. s/c.)	...	1 43.8	83.24
1951—March (Easter)	"B. Bira" (O.S.C.A.)	...	1 35.6	90.38
" —September	Giuseppe Farina (Alfa-Romeo s/c.)	...	1 28.0	97.36
* * *				
*1952—April (Easter)	J. Froilan Gonzalez (Ferrari Thin Wall Special)	...	1 36.0	90.00
1953—April (Easter)	Ken Wharton (B.R.M. s/c.)	...	1 33.8	92.11
1954—April (Easter)	K. Wharton (B.R.M. s/c.)	...	1 35.6	90.38
1955—April (Easter)	Peter Collins (B.R.M. s/c.)	...	1 33.0	92.90
1956—April (Easter)	Stirling Moss (Maserati)	...	1 30.2	95.79
1957—April (Easter)	C. A. S. Brooks (Vanwall)	...	1 29.6	96.43
1958—April (Easter)	S. Moss (Cooper-Climax) and J. M. Hawthorn (Ferrari)	...	1 28.8	97.30
1959—April (Easter)	R. Salvadori (Cooper-Climax)	...	1 30.2	95.79
1960—April (Easter)	S. Moss (Cooper-Climax)	...	1 24.6	102.13
1961—April (Easter)	J. Surtees (Cooper-Climax)	...	1 28.0	98.18

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

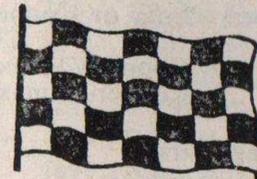
GOODWOOD SPEED TABLE

1 lap=2.4 miles=3.863 kms.

LAP TIME			SPEED			LAP TIME			SPEED			LAP TIME			SPEED		
M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.
1 20	108.00	173.84	1 29	97.08	156.26	1 38	88.16	141.91									
.2	107.73	173.40	.2	96.86	155.91	.2	87.98	141.62									
.4	107.46	172.97	.4	96.64	155.56	.4	87.80	141.33									
.6	107.20	172.53	.6	96.43	155.21	.6	87.63	141.04									
.8	106.93	172.11	.8	96.21	154.86	.8	87.45	140.76									
1 21	106.67	171.69	1 30	96.00	154.52	1 39	87.27	140.47									
.2	106.40	171.27	.2	95.79	154.18	.2	87.10	140.19									
.4	106.14	170.85	.4	95.57	153.84	.4	86.92	139.91									
.6	105.88	170.43	.6	95.36	153.50	.6	86.75	139.63									
.8	105.62	170.01	.8	95.15	153.16	.8	86.57	139.35									
1 22	105.37	169.60	1 31	94.94	152.82	1 40	86.40	139.07									
.2	105.10	169.18	.2	94.74	152.49	.2	86.22	138.79									
.4	104.85	168.77	.4	94.53	152.15	.4	86.06	138.51									
.6	104.60	168.36	.6	94.32	151.82	.6	85.88	138.24									
.8	104.35	167.96	.8	94.12	151.49	.8	85.71	137.96									
1 23	104.10	167.55	1 32	93.91	151.16	1 41	85.54	137.69									
.2	103.85	167.15	.2	93.71	150.83	.2	85.37	137.42									
.4	103.60	166.75	.4	93.51	150.51	.4	85.21	137.15									
.6	103.35	166.35	.6	93.30	150.18	.6	85.04	136.88									
.8	103.10	165.95	.8	93.10	149.86	.8	84.87	136.61									
1 24	102.86	165.56	1 33	92.90	149.54	1 42	84.71	136.34									
.2	102.61	165.16	.2	92.70	149.21	.2	84.54	136.07									
.4	102.37	164.77	.4	92.50	148.90	.4	84.37	135.81									
.6	102.13	164.38	.6	92.31	148.58	.6	84.21	135.54									
.8	101.89	164.00	.8	92.11	148.26	.8	84.05	135.28									
1 25	101.65	163.61	1 34	91.91	147.94	1 43	83.88	135.02									
.2	101.41	163.23	.2	91.72	147.63	.2	83.72	134.76									
.4	101.17	162.84	.4	91.52	147.32	.4	83.56	134.50									
.6	100.93	162.46	.6	91.33	147.01	.6	83.40	134.24									
.8	100.70	162.08	.8	91.14	146.70	.8	83.24	133.98									
1 26	100.46	161.71	1 35	90.95	146.39	1 44	83.08	133.72									
.2	100.23	161.33	.2	90.76	146.08	.2	82.92	133.46									
.4	100.00	160.96	.4	90.57	145.72	.4	82.76	133.21									
.6	99.77	160.59	.6	90.38	145.47	.6	82.60	132.95									
.8	99.54	160.22	.8	90.19	145.16	.8	82.44	132.70									
1 27	99.31	159.85	1 36	90.00	144.86	1 45	82.29	132.45									
.2	99.08	159.48	.2	89.81	144.56	.2	82.13	132.19									
.4	98.85	159.12	.4	89.63	144.26	.4	81.97	131.94									
.6	98.63	158.75	.6	89.44	143.96	.6	81.82	131.69									
.8	98.40	158.39	.8	89.26	143.67	.8	81.66	131.44									
1 28	98.18	158.03	1 37	89.07	143.37	1 46	81.51	131.20									
.2	97.96	157.67	.2	88.89	143.07	.2	81.36	130.95									
.4	97.74	157.31	.4	88.71	142.78	.4	81.20	130.70									
.6	97.52	156.96	.6	88.52	142.49	.6	81.05	130.46									
.8	97.30	156.61	.8	88.34	142.20	.8	80.90	130.21									

GOODWOOD SPEED TABLE—contd.

LAP TIME			SPEED			LAP TIME			SPEED			LAP TIME			SPEED		
M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.	M. S.	M.P.H.	K.P.H.
1 47	80.75	129.92	1 52	77.14	124.12	1 57	73.85	118.82									
.2	80.60	129.68	.2	77.00	123.90	.2	73.72	118.61									
.4	80.45	129.44	.4	76.87	123.68	.4	73.59	118.41									
.6	80.30	129.20	.6	76.73	123.46	.6	73.47	118.21									
.8	80.15	128.96	.8	76.60	123.24	.8	73.34	118.01									
1 48	80.00	128.72	1 53	76.46	123.02	1 58	73.32	117.81									
.2	79.85	128.48	.2	76.32	122.81	.2	73.10	117.61									
.4	79.70	128.24	.4	76.19	122.59	.4	72.97	117.41									
.6	79.56	128.00	.6	76.06	122.37	.6	72.85	117.21									
.8	79.41	127.77	.8	75.92	122.16	.8	72.73	117.02									
1 49	79.27	127.54	1 54	75.79	121.94	1 59	72.60	116.82									
.2	79.12	127.30	.2	75.66	121.73	.2	72.48	116.62									
.4	78.99	127.07	.4	75.52	121.52	.4	72.36	116.43									
.6	78.83	126.84	.6	75.39	121.31	.6	72.24	116.23									
.8	78.69	126.61	.8	75.26	121.09	.8	72.12	116.04									
1 50	78.54	126.38	1 55	75.13	120.88	2 00	72.00	115.85									
.2	78.40	126.15	.2	75.00	120.67	.2	71.88	115.65									
.4	78.26	125.92	.4	74.87	120.47	.4	71.76	115.43									
.6	78.12	125.69	.6	74.74	120.26	.6	71.64	115.27									
.8	77.98	125.47	.8	74.61	120.05	.8	71.52	115.08									
1 51	77.84	125.24	1 56	74.48	119.84	2 01	71.40	114.89									
.2	77.70	125.01	.2	74.35	119.64	.2	71.29	114.70									
.4	77.56	124.79	.4	74.23	119.43	.4	71.17	114.51									
.6	77.42	124.57	.6	74.10	119.23	.6	71.05	114.32									
.8	77.28	124.34	.8	73.97	119.02	.8	70.94	114.13									



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ENTRIES: REFERENCE LIST

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

No.	Entrant and Driver		Car
Event 4—Goodwood International "100" (Formula 1 Racing Cars)			
1	(1)	Owen Racing Organisation (Driver: G. Hill) ...	B.R.M.
2	(2)	Owen Racing Organisation (Driver: R. Ginther) ...	B.R.M.
3	(3)	Team Lotus Ltd. (Driver: To be nominated) ...	Lotus-Climax
4	(6)	Cooper Car Co. (Driver: B. McLaren) ...	Cooper-Climax
5	(8)	Bowmaker Yeoman Racing Team (Driver: J. Surtees) ...	Lola or Cooper-Climax
6	(9)	Bowmaker Yeoman Racing Team (Driver: R. Salvadori) ...	Lola or Cooper-Climax
7	(11)	U.D.T.-Laystall (Driver: S. Moss) ...	Lotus-Climax
8	(12)	U.D.T.-Laystall (Driver: I. Ireland) ...	Lotus-Climax
9	(14)	U.D.T.-Laystall (Driver: M. Gregory) ...	Lotus-Climax
10	(17)	Emeryson Cars Ltd. (Driver: A. Settember) ...	Emeryson-Climax
11	(18)	Autosport Team Wolfgang Seidel (Driver: W. Seidel) ...	Porsche
12	(19)	Autosport Team Wolfgang Seidel (Driver: G. Seifert) ...	Lotus-Climax
14	(21)	G. Ashmore ...	Lotus-Climax
15	(22)	G. Ashmore (Driver: To be nominated) ...	Emeryson-Climax
16	(23)	J. Chamberlain ...	Lotus-Climax
17	(24)	T. Shelly ...	Lotus-Climax
18	(25)	Gilby Engineering Co. Ltd. (Driver: K. Greene) ...	Gilby-Climax
19	(26)	Emeryson Cars Ltd. (Driver: J. Campbell-Jones) ...	Emeryson-Climax
Event 2—Lavant Cup (Formula 1 Racing Cars with 4 cyl. engines)			
3	(3)	Team Lotus Ltd. (Driver: To be nominated) ...	Lotus-Climax
6	(9)	Bowmaker Yeoman Racing Team (Driver: R. Salvadori) ...	Lola or Cooper-Climax
10	(17)	Emeryson Cars Ltd. (Driver: A. Settember) ...	Emeryson-Climax
11	(18)	Autosport Team Wolfgang Seidel (Driver: W. Seidel) ...	Porsche
12	(19)	Autosport Team Wolfgang Seidel (Driver: G. Seifert) ...	Lotus-Climax
14	(21)	G. Ashmore ...	Lotus-Climax
15	(22)	G. Ashmore (Driver: To be nominated) ...	Emeryson-Climax
16	(23)	J. Chamberlain ...	Lotus-Climax
17	(24)	T. Shelly ...	Lotus-Climax
18	(25)	Gilby Engineering Co. Ltd. (Driver: K. Greene) ...	Gilby-Climax
19	(26)	Emeryson Cars Ltd. (Driver: J. Campbell-Jones) ...	Emeryson-Climax
21	(10)	Bowmaker Yeoman Racing Team (Driver: J. Surtees) ...	Lola or Cooper-Climax
22	(7)	Cooper Car Co. (Driver: B. McLaren) ...	Cooper-Climax
24	(27)	R. Greenville ...	Cooper-Climax
Event 3—Chichester Cup (Formula Junior Racing Cars)			
25	(28)	Lola Equipe (Driver: E. L. Hine) ...	Lola-Ford
26	(29)	Lola Equipe (Driver: R. N. Prior) ...	Lola-Ford
27	(4)	Team Lotus Ltd. (Driver: P. Arundell) ...	Lotus-Ford
28	(5)	Withdrawn	
29	(30)	Tyrrell Racing Organisation (Driver: A. Maggs) ...	Cooper-B.M.C.
30	(31)	Tyrrell Racing Organisation (Driver: J. Love) ...	Cooper-B.M.C.
31	(32)	Brabham Racing Developments Ltd. (Dvr.: F. Gardner) ...	Brabham-Ford
32	(33)	T. Blokdyk ...	Cooper-Ford
33	(34)	R. Cresp ...	Cooper-Ford
34	(35)	The Chequered Flag Ltd. (Driver: W. Moss) ...	Gemini-Ford
35	(36)	The Chequered Flag Ltd. (Driver: P. Procter) ...	Gemini-Ford
36	(37)	D. Taylor ...	Lola-Ford
37	(38)	Midland Racing Partnership (Driver: W. Bradley) ...	Cooper-B.M.C.
38	(39)	Midland Racing Partnership (Driver: R. Attwood) ...	Cooper-Ford
39	(40)	Competition Cars of Australia Ltd. (Dvr.: J. Rhodes) ...	Ausper-Ford
40	(41)	Team Thercel (Driver: N. R. Hicks) ...	Caravelle-Ford
41	(42)	Ian Walker Racing Ltd. (Driver: M. Spence) ...	Lotus-Ford
42	(46)	Scuderia Light Blue (Driver: W. McCowen) ...	Cooper-Ford
43	(48)	Motor Racing Stables (Driver: R. Cowles) ...	Cooper-Ford
44	(49)	Super Speed Conversions Ltd. (Driver: P. Ashdown) ...	Lotus-Ford
45	(50)	P. E. Warr ...	Lotus-Ford
46	(51)	G. A. Henrotte (Driver: B. Whitehouse) ...	Lotus-Ford

No.	Entrant and Driver		Car
47	(52)	K. Lyon ...	Lotus-Ford
48	(53)	W. G. Heathcote ...	Lotus-Ford
49	(47)	Scuderia Light Blue (Driver: H. P. K. Dibley) ...	Lola-Ford
*50	(54)	M. Anthony ...	Gemini-Ford
Event 5—Sussex Trophy (For Sports and Grand Touring Cars)			
51	(15)	U.D.T.-Laystall (Driver: I. Ireland or S. Moss) ...	Ferrari Berlinetta
52	(55)	Equipe Endeavour & Maranello Concessionaires (Driver: M. Parkes) ...	Ferrari Berlinetta
53	(58)	M. Charles ...	Jaguar D
54	(59)	J. Coombs (Driver: R. Salvadori or G. Hill) ...	Jaguar E
55	(20)	Autosport Team Wolfgang Seidel (Driver: G. Lohstrater) ...	Ferrari 250GT
56	(65)	D. R. Piper ...	Ferrari 250GT
57	(66)	R. C. Kerrison ...	Ferrari Berlinetta
58	(67)	R. Winkelmann (Racing) Ltd. (Driver: D. M. Collins) ...	Chevrolet Corvette
59	(68)	Peter Berry (Racing) Ltd. (Driver: D. Hobbs) ...	Jaguar E
60	(70)	P. J. Sargent ...	Jaguar E
61	(71)	M. Salmon ...	Aston Martin Zagato
62	(72)	J. L. E. Ogier (Driver: G. Warner) ...	Aston Martin DB4
63	(73)	J. R. Stoop ...	Porsche Carrera
64	(74)	L. Leston ...	Lotus Elite
65	(75)	P. Jopp ...	Lotus Elite
66	(45)	Ian Walker Racing Ltd. (Driver: R. Melville) ...	Lotus Elite
67	(78)	J. A. Derisley ...	Lotus Elite
68	(79)	C. Barber (Driver: J. Whitmore) ...	Lotus Elite
69	(80)	I. G. E. Harrison-Hansley ...	Lotus Elite
70	(81)	S. J. C. Minoprio ...	Marcos-Ford
71	(16)	U.D.T.-Laystall (Driver: S. Moss or I. Ireland) ...	Lotus Monte Carlo
72	(82)	R. W. de Selincourt ...	Lister-Jaguar
73	(83)	J. O. Coundley ...	Lister-Jaguar
74	(84)	P. H. Sutcliffe ...	Jaguar D
75	(88)	Equipe Vertrouge (Driver: K. W. Yeates) ...	Aston Martin DB3S
76	(85)	D. W. A. Chamberlain ...	Cooper Monaco
77	(43)	Ian Walker Racing Ltd. (Driver: M. Spence) ...	Lotus-Ford
78	(44)	Ian Walker Racing Ltd. (Driver: P. Hawkins) ...	Lotus-Ford
79	(86)	Normand Ltd. (Driver: M. G. Beckwith) ...	Lotus-Ford
80	(87)	Farnborough Racing Enterprise (Dvr.: J. Nicholson) ...	Lola-Climax
Event 1—St. Mary's Trophy (Improved Touring Cars)			
81	(56)	Equipe Endeavour (Driver: M. Parkes) ...	Jaguar 3.8
82	(57)	Equipe Endeavour (Driver: J. Sears) ...	Jaguar 3.8
83	(60)	J. Coombs (Driver: R. Salvadori) ...	Jaguar 3.8
84	(61)	J. Coombs (Driver: G. Hill) ...	Jaguar 3.8
85	(69)	Peter Berry (Racing) Ltd. (Driver: D. Hobbs) ...	Jaguar 3.8
86	(89)	Bracknell Motors Ltd. (Driver: P. Dodd) ...	Jaguar 3.8
87	(90)	Sir Gawaine Baillie ...	Jaguar 3.8
88	(91)	Sunbeam Talbot Ltd. (Driver: P. Harper) ...	Sunbeam Rapier
89	(92)	Sunbeam Talbot Ltd. (Driver: P. Procter) ...	Sunbeam Rapier
90	(77)	A. Fraser ...	Sunbeam Rapier
91	(76)	A. Fraser (Driver: P. Jopp) ...	Sunbeam Rapier
92	(93)	E. W. Cuff Miller ...	Sunbeam Rapier
93	(94)	Barwell Motors Ltd. (Driver: A. S. Hutcheson) ...	Riley 1.5
94	(95)	P. Pilsworth ...	Riley 1.5
95	(96)	E. Lewis ...	Riley 1.5
96	(97)	N. T. Lawrence ...	Borgward
97	(62)	Cooper Car Co. (Driver: J. Whitmore) ...	Austin Mini-Cooper
98	(63)	Cooper Car Co. (Driver: J. Love) ...	Morris Mini-Cooper
99	(64)	Cooper Car Co. (Driver: W. B. Blydenstein) ...	Austin Mini-Cooper
100	(98)	D. Moore (Driver: G. C. Shepherd) ...	Austin Mini-Cooper
101	(99)	D. Moore (Driver: Miss C. Carlisle) ...	Austin Mini-Cooper
102	(100)	G. Lawrence ...	Austin Mini-Cooper
103	(101)	W. Griffiths Engineering Ltd. (Driver: A. D. Rutt) ...	Morris Mini-Cooper
104	(102)	Squadra Blez International (Driver: J. Aley) ...	D.K.W.



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 86
 103
 93
 88
 104
 102

Event 1 ST. MARY'S TROPHY 1.30 p.m.
 (10-LAP CLASS SCRATCH RACE FOR SALOON CARS)

See page 45 for starting grid and lap scoring chart.

No.	Entrant and Driver	Car	Cyls. c.c.	Colour
Over 3000 c.c.				
81	Equipe Endeavour ... (Driver: M. Parkes)	Jaguar 3.8	6 3781	Blue
82	Equipe Endeavour ... (Driver: J. Sears)	Jaguar 3.8	6 3781	Blue
83	J. Coombs (Driver: R. Salvadori)	Jaguar 3.8	6 3781	Grey
84	J. Coombs (Driver: G. Hill)	Jaguar 3.8	6 3781	Grey
85	Peter Berry (Racing) Ltd. ... (Driver: D. Hobbs)	Jaguar 3.8	6 3781	Green
86	Bracknell Motors Ltd. ... (Driver: P. Dodd)	Jaguar 3.8	6 3781	Grey
87	Sir Gawaine Baillie	Jaguar 3.8	6 3781	Green
1000 c.c. to 1600 c.c.				
88	Sunbeam Talbot Ltd. ... (Driver: P. Harper)	Sunbeam Rapier	4 1592	Green
89	Sunbeam Talbot Ltd. ... (Driver: P. Procter)	Sunbeam Rapier	4 1592	Green
90	A. B. Fraser	Sunbeam Rapier	4 1592	Green
91	A. B. Fraser (Driver: P. Jopp)	Sunbeam Rapier	4 1592	Grey/Red
92	E. W. Cuff Miller	Sunbeam Rapier	4 1592	Grey/Red
93	Barwell Motors Ltd. ... (Driver: A. S. Hutcheson)	Riley 1.5	4 1532	Blue
94	P. Pilsworth	Riley 1.5	4 1497	Red
95	E. Lewis	Riley 1.5	4 1497	Grey
96	N. T. Lawrence	Borgward	4 1533	Grey
Up to 1000 c.c.				
97	Cooper Car Co. Ltd. ... (Driver: J. Whitmore)	Austin Mini-Cooper	4 997	Green
98	Cooper Car Co. Ltd. ... (Driver: J. Love)	Morris Mini-Cooper	4 997	Green
99	Cooper Car Co. Ltd. ... (Driver: W. B. Blydenstein)	Austin Mini-Cooper	4 997	Green
100	D. Moore (Driver: G. C. Shepherd)	Austin Mini-Cooper	4 997	Blue
101	D. Moore (Driver: Miss C. Carlisle)	Austin Mini-Cooper	4 997	Red
102	G. Lawrence	Austin Mini-Cooper	4 997	Grey/White
103	W. Griffiths Engineering Ltd. ... (Driver: A. D. Rutt)	Morris Mini-Cooper	4 997	Grey/White
104	Squadra Blez International ... (Driver: J. Aley)	D.K.W.	3 795	White

RESULT

General Classification

1st... 84 G Hill 2nd... 83 Salvadori 3rd 82 Sears

Winner's speed... 86.59 m.p.h.

Fastest Lap: Car No. 83/84 at 88.34 m.p.h.

Class Results

Over 3000 c.c.

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

Over 1000 c.c.—1600 c.c.

1st... 93 Hutcheson 2nd... 88 Harper 3

Up to 1000 c.c.

1st... 101 Carlisle 2nd... 103 Rutt

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

78.93 mph → 93 Hutcheson
 47.4 80.54
 75.28
 19 Fastest 1.508 77.90



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Event 2

THE LAVANT CUP

21-lap Scratch Race for four-cylinder Formula 1 racing cars

(1300 c.c.—1500 c.c. non-s/c.)

Use page 45 for lap scoring

2.05 p.m.

Pit No.	Entrant	Driver	Car	Cyls. c.c.	Colour
3	Team Lotus Ltd.	To be nominated	Lotus-Climax	4	1498 Green
6	Bowmaker Yeoman Racing Team	R. Salvadori	Lola or Cooper-Climax	4	1498 Green
5	Bowmaker Yeoman Racing Team	J. Surtees	Lola-Climax	4	1498 Green
10	Emeryson Cars Ltd.	A. Settember	Emeryson-Climax	4	1498 Green
11	Autosport Team Wolfgang Seidel	W. Seidel	Porsche	4	1498 Silver
12	Autosport Team Wolfgang Seidel	G. Seifert	Lotus-Climax	4	1498 White
14	G. Ashmore	Entrant	Lotus-Climax	4	1498 Green
15	G. Ashmore	To be nominated	Emeryson-Climax	4	1498 Green
16	J. Chamberlain	Entrant	Lotus-Climax	4	1497 White/Blue
17	T. Shelly	Entrant	Lotus-Climax	4	1498 Black
18	Gilby Engineering Co. Ltd.	K. Greene	Gilby-Climax	4	1498 Green
19	Emeryson Cars Ltd.	J. Campbell-Jones	Emeryson-Climax	4	1498 Green
22	Cooper Car Co. Ltd.	B. McLaren	Cooper-Climax	4	1498 Green
24	R. Greenville	Entrant	Cooper-Climax	4	1498 Blue

RESULT

Lap record for 4-cylinder Formula 1 racing cars—1 min. 28.0 sec., 98.18 m.p.h.

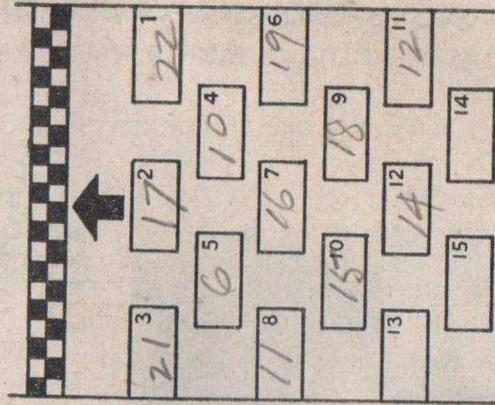
1st... 22 McLaren 2nd... 6 Salvadori 3rd... 17 Shelly 4th... 18 Greene

Winner's Speed... 99.05 m.p.h.

Fastest lap: Car No. 22 at 101.17 m.p.h.

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

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



22
16L
6
15L
11L
178

27 27 36 27-2
 31 41
 42 40 30
 46 25
 43 26 44
 47 34
 32 53 49
 37 48
 38

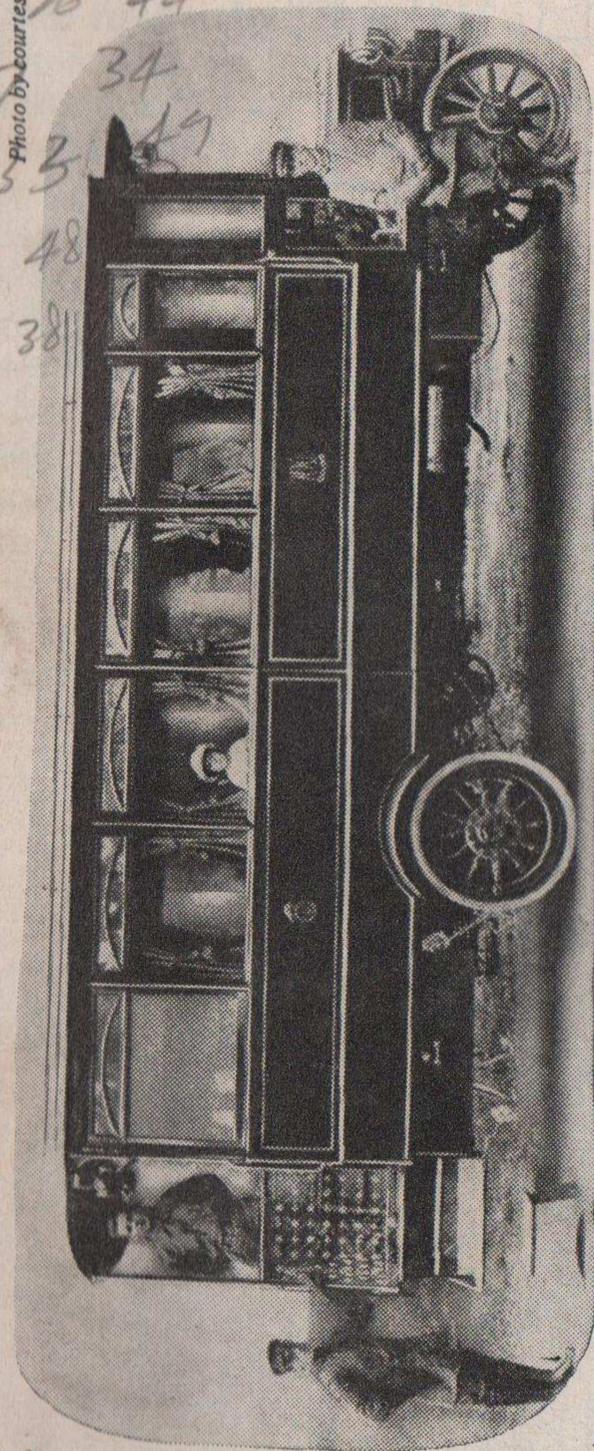


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Event 3 CHICHESTER CUP 3.00 p.m.
 (10-LAP SCRATCH RACE FOR FORMULA JUNIOR RACING CARS)

See page 43 for lap scoring and grid chart

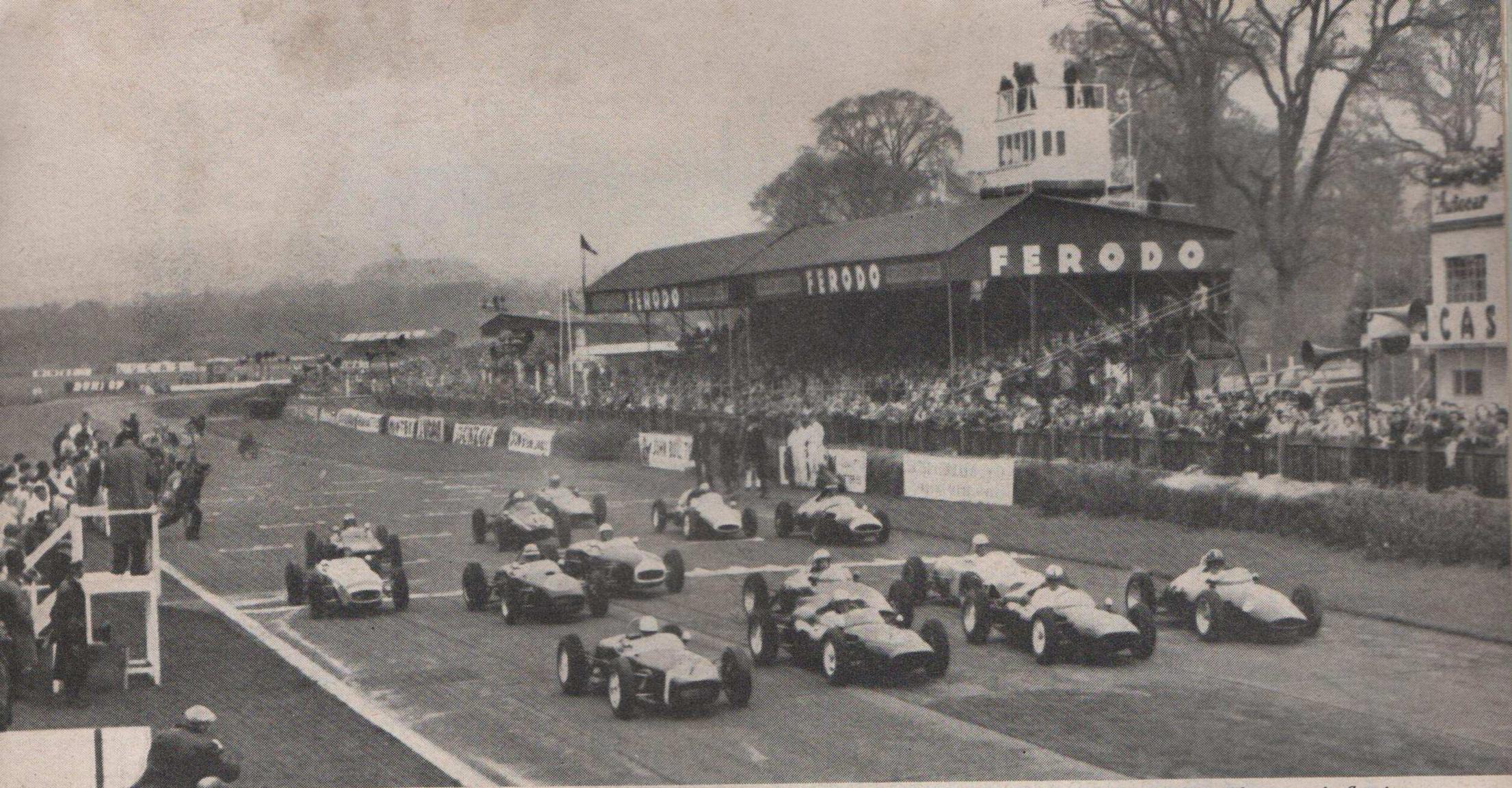
No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
25	Lola Equipe (Driver: E. L. Hine)	Lola-Ford ...	4	1097	Green
26	Lola Equipe (Driver: R. N. Prior)	Lola-Ford ...	4	1097	Green
27	Team Lotus Ltd. (Driver: P. Arundell)	Lotus-Ford ...	4	1097	Green
29	Tyrrell Racing Organisation (Driver: T. Maggs)	Cooper-B.M.C. ...	4	1098	Green
30	Tyrrell Racing Organisation (Driver: J. Love)	Cooper-B.M.C. ...	4	1098	Green
31	Brabham Racing Developments Ltd. (Driver: F. Gardner)	Brabham-Ford ...	4	1098	White
32	T. Blokdyk ...	Cooper-Ford ...	4	1098	Blue
33	R. Cresp ...	Cooper-Ford ...	4	1098	Blue
34	The Chequered Flag Ltd. (Driver: W. Moss)	Gemini-Ford ...	4	1098	Black/White
35	The Chequered Flag Ltd. (Driver: P. Procter)	Gemini-Ford ...	4	1098	Black/White
36	D. Taylor ...	Lola-Ford ...	4	1098	Green
37	Midland Racing Partnership (Driver: W. Bradley)	Cooper-B.M.C. ...	4	1098	Blue
38	Midland Racing Partnership (Driver: R. Attwood)	Cooper-Ford ...	4	1098	Blue
39	Competition Cars of Australia Ltd. (Driver: J. Rhodes)	Ausper-Ford ...	4	1098	Green/Gold
40	Team Thercel (Driver: N. R. Hicks)	Caravelle-Ford ...	4	1098	Blue
41	Ian Walker Racing Ltd. (Driver: M. Spence)	Lotus-Ford ...	4	1098	Yellow/Green
42	Scuderia Light Blue (Driver: W. McCowen)	Cooper-Ford ...	4	1097	Green/Blue
43	Motor Racing Stables (Driver: R. Cowles)	Cooper-Ford ...	4	1097	White
44	Super Speed Conversions Ltd. (Driver: P. Ashdown)	Lotus-Ford ...	4	1098	Red
45	P. E. Warr ...	Lotus-Ford ...	4	1097	White
46	G. A. Henrotte (Driver: B. Whitehouse)	Lotus-Ford ...	4	1097	Red
47	K. Lyon ...	Lotus-Ford ...	4	1098	White
48	W. G. Heathcote ...	Lotus-Ford ...	4	1097	Blue
49	Scuderia Light Blue (Driver: H. P. K. Dibley)	Lola-Ford ...	4	1098	Blue
50	M. Anthony ... (1st Reserve)	Gemini-Ford ...	4	1097	Green

RESULT

Lap record for F.J. racing cars—1 min. 29 secs., 97.08 m.p.h.

1st. 27 Arundell 2nd. 36 Taylor 3rd. 41 Spence
30 Love 31 Gardner
 Winner's speed... 96.04 m.p.h. Fastest Lap: Car No. 29 at 1:27.8 m.p.h.

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



Moment of departure. The start of the Goodwood International "100" Grand Prix Trial for the Glover Trophy in 1961. The starter's flag is down, and the field moves off the grid with a crescendo of roaring engines that is music to all followers of motor sport. In pole position and just slightly ahead of his rivals is Stirling Moss driving No. 7, the Rob Walker Lotus-Climax, and on his immediate left the ultimate winner—John Surtees in the cockpit of the Yeoman Credit Racing Team Cooper-Climax. Surtees won the 100-mile battle at an average speed of 95.76 m.p.h., a speed that promises to be eclipsed this year. (Photograph by John Whitmore of Castrol Limited)

Event 4 GOODWOOD INTERNATIONAL 3.40 p.m.

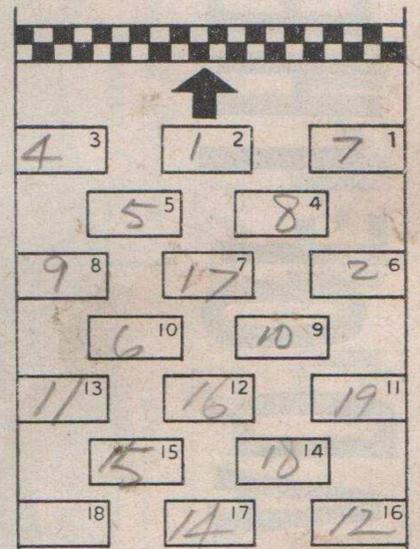
42-lap Scratch Race "100" FOR THE GLOVER TROPHY for Grand Prix Cars

(1300 c.c.—1500 c.c. non-s/c.)

Use page 42 for lap scoring

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

No.	Entrant	Driver	Car	Cyls.	c.c.	Colour
1	Owen Racing Organisation	G. Hill	B.R.M.	8	1498	Green
2	Owen Racing Organisation	R. Ginther	B.R.M.	8	1498	Green
3	Team Lotus Ltd.	To be nominated	Lotus-Climax	4	1498	Green
4	Cooper Car Co. Ltd.	B. McLaren	Cooper-Climax	4	1498	Green
5	Bowmaker Yeoman Racing Team	J. Surtees	Lola-Climax	4	1498	Green
6	Bowmaker Yeoman Racing Team	R. Salvadori	Lola or Cooper-Climax	4	1498	Green
7	U.D.T.-Laystall	S. Moss	Lotus-Climax	4	1498	Green
8	U.D.T.-Laystall	I. Ireland	Lotus-Climax	4	1498	Green
9	U.D.T.-Laystall	M. Gregory	Lotus-Climax	4	1498	Green
10	Emeryson Cars Ltd.	A. Settember	Emeryson-Climax	4	1498	Green
11	Autosport Team Wolfgang Seidel	W. Seidel	Porsche	4	1498	Silver
12	Autosport Team Wolfgang Seidel	G. Seifert	Lotus-Climax	4	1498	White
14	G. Ashmore	Entrant	Lotus-Climax	4	1498	Green
15	G. Ashmore	To be nominated	Emeryson-Climax	4	1498	Green
16	J. Chamberlain	Entrant	Lotus-Climax	4	1497	White/Blue
17	T. Shelly	Entrant	Lotus-Climax	4	1498	Black
18	Gilby Engineering Co. Ltd.	K. Greene	Gilby-Climax	4	1498	Green
19	Emeryson Cars Ltd.	J. Campbell-Jones	Emeryson-Climax	4	1498	Green



RESULT

Lap record for Formula 1 racing cars—1 min. 28.0 sec. 98.18 m.p.h.

1st. *1 G. Hill* 2nd. *4 McLaren* 3rd. *8 Ireland* 4th. *6 Salvadori* 5th. *9 Gregory* 6th. *17 Shelly*
 Winner's Speed... *102.62* m.p.h. Fastest lap: Car No. *5/7* at *105.37* m.p.h.

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

Handwritten notes and numbers:
 102
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 103

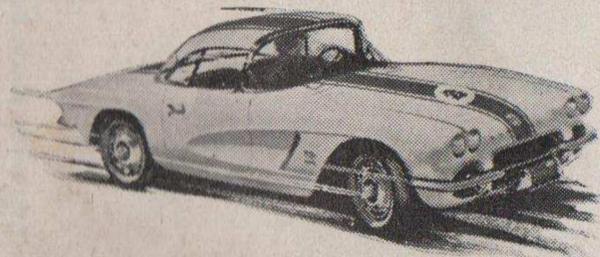
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1962 Chevrolet Corvette—
entered by Roy Winkelmann
and driven by Dan Collins

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B.A.R.C

MEMBERSHIP APPLICATION FORM

To: H. J. Morgan, General Secretary, Date.....
British Automobile Racing Club Ltd., 55 Park Lane, London, W.1.

I desire to be nominated for election by the Council as a Member of the British Automobile Racing Club Ltd. and, if elected, I undertake to abide by the Memorandum and Articles of Association and Rules of the Company.

Surname.....
(BLOCK CAPITALS)

Full Christian Names.....
(BLOCK CAPITALS)

Title or Rank (Mr., Mrs. or Miss).....

Address.....
(BLOCK CAPITALS)

County..... Telephone No.....

Profession or Occupation.....

Nationality..... Age (if under 21).....

Clubs (if any).....

Make and h.p. of cars.....

Proposer's signature..... Membership No.....

Seconder's signature..... Membership No.....

If the applicant is not proposed and seconded by existing members a reference must be given. A Bank reference is not sufficient.

Name and Address of Reference.....

I enclose remittance for the following:

FEEES DUE ON ENROLMENT	...	£	:	:	} See over
BADGES, ETC.	...	£	:	:	
Total	...	£	:	:	

Cheques should be made payable to "BRITISH AUTOMOBILE RACING CLUB LTD." and crossed.

Signature.....

NOTE: Clause 6 of the Company's Memorandum of Association is as follows:
Every Member of the Club undertakes to contribute to the assets of the Club in the event of its being wound up while he is a Member, or within one year afterwards, for payment of the debts and liabilities of the Club contracted before he ceases to be a Member, and the costs, charges and expenses of winding up, and for the adjustment of the rights of the contributors among themselves, such amount as may be required, not exceeding ten shillings.

54 52 71 Le Mans
68 61 51
62 72

MEMBERSHIP FEES PAYABLE ON ENROLMENT

Applicants for membership may enrol under (a), (b) or (c). The fees apply irrespective of the type or h.p. of the car owned. Subscriptions are renewable annually twelve months from the date of enrolment.

(a) B.A.R.C. membership			(b) Combined B.A.R.C./R.A.C. membership		
	£	s. d.		£	s. d.
Entrance Fee ... 19.70	1	1 0	Entrance Fee ...	1	1 0
Annual Subscription ...	2	2 0	Annual Subscription ...	3	13 6
*Optional Fee for Registered Competition Membership... (See below)	5	0	*Optional Fee for Registered Competition Membership... (See below)	5	0
			R.A.C. Joining Fee (covering loan of R.A.C. car badge and telephone box key) ...	10	6
Total ...	£3	8 0	Total ...	£5	10 0

* Strike out if not required.

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

(c) B.A.R.C. Life Membership: £27 6 0

REGISTERED COMPETITION MEMBERS

- Members wishing to compete in racing or other competitive events, or wishing to take part in Centre (or Group) activities, may do so by becoming Registered Competition Members of the Club on payment of an annual registration fee of 5/-.
- In order to become a Registered Competition Member, the form below must be completed with an "X" against Item A and/or B as required, and the registration fee of 5/- included with the subscription as set out above.

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

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

South-Western Centre. Based on Southampton.	East Midlands Group. Based on Leicester.
Yorkshire Centre. Based on Leeds.	Surrey Centre. Based on Leatherhead.
North-Western Centre. Based on Liverpool.	South Wales Group. Based on Tredegar.
South-Eastern Centre. Based on Eastbourne.	Bristol and Bath Group. Based on Box.
West Midlands Centre. Based on Worcester.	

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

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

Event 5 SUSSEX TROPHY 5.15 p.m.

(15-LAP SCRATCH RACE FOR GRAND TOURING AND SPORTS CARS)
(Le Mans-type start)

See page 43 for lap scoring and grid charts

No.	Entrant and Driver	Car	Cyls. c.c.	Colour
Grand Touring Cars:				
51	U.D.T.-Laystall (Driver: I. Ireland or S. Moss)	Ferrari Berlinetta	12 2953	Green
52	Equipe Endeavour and Maranello Concessionaires (Driver: M. Parkes)	Ferrari Berlinetta	12 2953	Red
54	J. Coombs (Driver: R. Salvadori or G. Hill)	Jaguar E	6 3781	Grey
55	Autosport Team Wolfgang Seidel (Driver: G. Lohstrater)	Ferrari 250 G.T.	12 2953	Red
56	D. R. Piper	Ferrari 250 G.T.	12 2953	Red
57	R. C. Kerrison	Ferrari Berlinetta	12 2953	Silver
58	R. Winkelmann (Racing) Ltd. (Driver: D. M. Collins)	Chevrolet Corvette	8 5370	White/Blue
59	Peter Berry (Racing) Ltd. (Driver: D. Hobbs)	Jaguar E	6 3781	Green
60	P. J. Sargent	Jaguar E	6 3781	Green
61	M. Salmon	Aston Martin Zagato	6 3670	Blue
62	J. L. E. Ogier (Driver: G. Warner)	Aston Martin DB4	6 3670	Green
63	J. R. Stoop	Porsche Carrera	4 1588	Blue
64	L. Leston	Lotus Elite	4 1216	Red
65	P. Jopp	Lotus Elite	4 1216	Blue
66	Ian Walker Racing Ltd. (Driver: R. Melville)	Lotus Elite	4 1216	Yellow
67	J. A. Derisley	Lotus Elite	4 1216	Green
68	C. Barber (Driver: J. Whitmore)	Lotus Elite	4 1216	Green
69	I. G. E. Harrison-Hansley	Lotus Elite	4 1216	Green
70	S. J. C. Minoprio	Marcos-Ford	4 997	Grey
Sports Cars:				
71	U.D.T.-Laystall (Driver: S. Moss or I. Ireland)	Lotus Monte Carlo	4 2496	Green
72	R. W. de Selincourt	Lister-Jaguar	6 3781	Blue
73	J. O. Coundley	Lister-Jaguar	6 3781	Blue
74	P. H. Sutcliffe	Jaguar D	6 3781	Green
53	M. Charles	Jaguar D	6 3442	Blue
75	Equipe Vertrouge (Driver: K. W. Yeates)	Aston Martin DB3S	6 2922	Green/Red
76	D. W. A. Chamberlain	Cooper Monaco	4 1963	Blue
77	Ian Walker Racing Ltd. (Driver: M. Spence)	Lotus-Ford	4 1477	Yellow
78	Ian Walker Racing Ltd. (Driver: P. Hawkins)	Lotus-Ford	4 1098	Yellow
79	Normand Ltd. (Driver: M. G. Beckwith)	Lotus-Ford	4 1098	Blue
80	Farnborough Racing Enterprise (Driver: J. Nicholson)	Lola-Climax	4 1098	White

RESULT

G.T. Cars: 1st..... 2nd..... 3rd.....

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

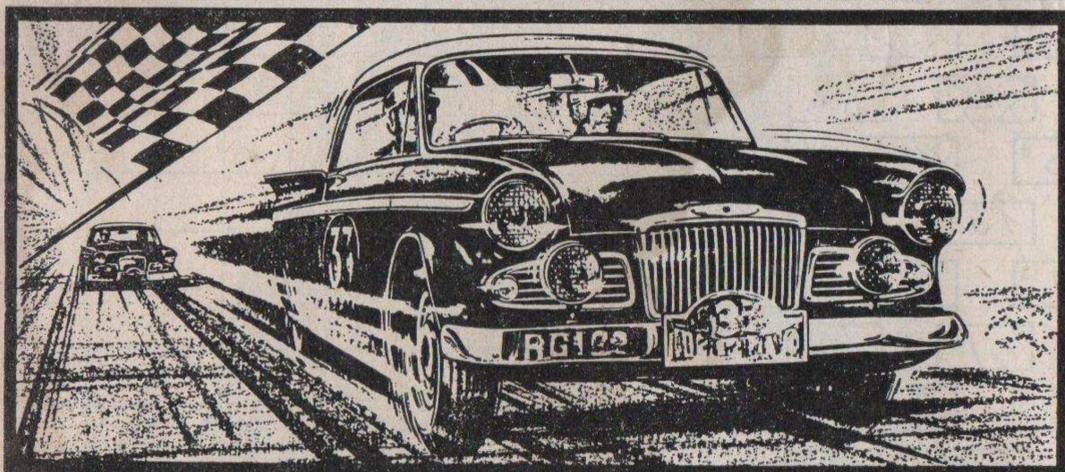
Highest placed G.T. Car not exceeding 1600 c.c.: Car No.....

Sports Cars: 1st..... 2nd..... 3rd.....

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

Highest placed Sports Car not exceeding 1500 c.c.: Car No.....

SUNBEAM COMPETITION SUCCESSES



Sunbeam cars continue to add to their outstanding record in international motoring events. Listed here are some of the latest major awards won.

MONTE CARLO RALLY 1962

First five British cars — all Sunbeam Rapiers

Best nominated team of three cars, same make. Best team of three cars, same make. 1st, 2nd, 5th, 6th, 7th and 8th, Series Production Touring Cars, 1,301—1,600 c.c. Riviera Cup for the third year running.

CIRCUIT OF IRELAND INTERNATIONAL RALLY

1st (outright winner), also, 1st, Series Production Cars (1,301-1,600 c.c.)

INTERNATIONAL SCOTTISH RALLY

1st (outright winner), also, 1st, Grand Touring Cars (over 1,301 c.c.), 1st, Improved Touring Cars (over 1,301 c.c.)

SILVERSTONE INTERNATIONAL RACES

1st, Production Touring Cars (1,001-1,600 c.c.) 1st, Production Touring Cars (1,001-2,000 c.c.) Also Class Lap Record of 82.32 m.p.h.

EAST AFRICAN SAFARI

1st, Series Production Touring Cars (1,301-1,600 c.c.)

LE MANS 24-HOUR RACE

(29th Grand Prix D'Endurance). Index of Thermal Efficiency Cup. (The second most valuable prize.) Fastest car with the lowest fuel consumption, covering 2,194 miles at an average of 91 m.p.h.

R.A.C. INTERNATIONAL RALLY

Manufacturers' Team Prize. 1st, 2nd, 4th and 5th Series Production Touring Cars (1,001-1,600 c.c.)

RIVERSIDE (CALIFORNIA) GRAND PRIX D'ENDURANCE

1st (class up to 1,600 c.c.)

GREEK ACROPOLIS RALLY

Manufacturers' Team Prize, Manufacturers' Trophy and Manufacturers' Cup.

INTERNATIONAL ALPINE RALLY

Manufacturers' Team Prize (best team of 3 foreign cars) won outright. Also best team irrespective of size, class or nationality. Best times in special tests. 1st, 2nd and 3rd, Series Production Touring Cars (1,301-1,600 c.c.)

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B.A.R.C. MEMBERS

B.A.R.C. members and their guests holding Goodwood season brooch sets or day tickets are reminded that there are seats available for them in the stands opposite the start line and pits as well as at the Paddock Chicane. Individual seats cannot be reserved in these stands. Any member or guest is entitled to occupy a vacant seat. It is the organisers' intention that members and guests should be able to see the racing from different vantage points during the meeting and not be tied to any particular seat.

Members and guests, when leaving their seats for any substantial length of time, are requested not to attempt to "reserve" them by leaving hats and coats behind.

Stand occupants are earnestly requested to remain seated during racing.

The new Members' Enclosure and Stand at St. Mary's offers one of the most exciting vantage points of high-speed action on the Goodwood circuit. This new viewing area is approached easily by driving across the Central Enclosure.

More excellent viewing can be had by walking round to the Red Enclosure, which commands the fast stretch of the Lavant Straight, and thence on to the Brown Enclosure to see competitors negotiating St. Mary's and approaching the tricky Lavant Corner.

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.



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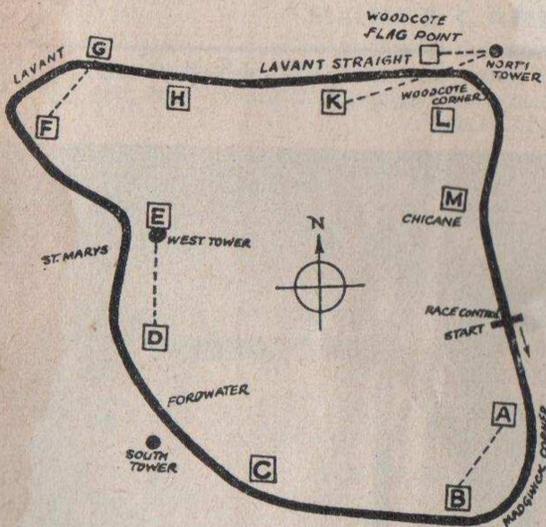


RACING EMERGENCIES

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

Spectators are not normally aware of the preparations taken to deal with them, and this brief sketch of the arrangements at Goodwood today may well be of interest.

There is an "Emergency Service" combining four sections—Observation, Medical, Fire and Break-down Vehicles. As will be seen on reference to the plan on this page, three observation towers (North, South and West) are sited strategically round the circuit (apart from the main tower at race control) and are supplemented by eleven individual marshals' posts (A to M). The towers are well elevated and it is possible for Incident Observers in them to keep the whole of the circuit under survey. Furthermore, the specially-designed marshals' posts have raised platforms and from these, Race Officials can also survey large sections of the track. All of these points—observation towers and marshals' posts—are in direct telephone communication with the race control office.



When an accident occurs the details are immediately telephoned to the Incident Officer at Race Control, and he sets the necessary services in motion.

On a big day at Goodwood there are at least eight (often many more) medical officers stationed at various marshals' posts. At each post (A to M) there is also a fireman (sometimes two) with apparatus, a first-aid man and Club officials. At race control the Incident Officer awaits calls, while the Chief Medical Officer or his deputy are always at hand.

Wherever an incident occurs a medical officer from the nearest marshal's post can normally be on the spot within a matter of seconds. Medical officers, of course, have with them their special emergency equipment as specified by R.A.C. regulations.

Ambulances are normally stationed at Race Control and at the West tower. Whenever the exigencies of the service permit, a third ambulance is stationed at Woodcote. At any meeting there is therefore a minimum of two ambulances during racing. At big meetings there are three ambulances.

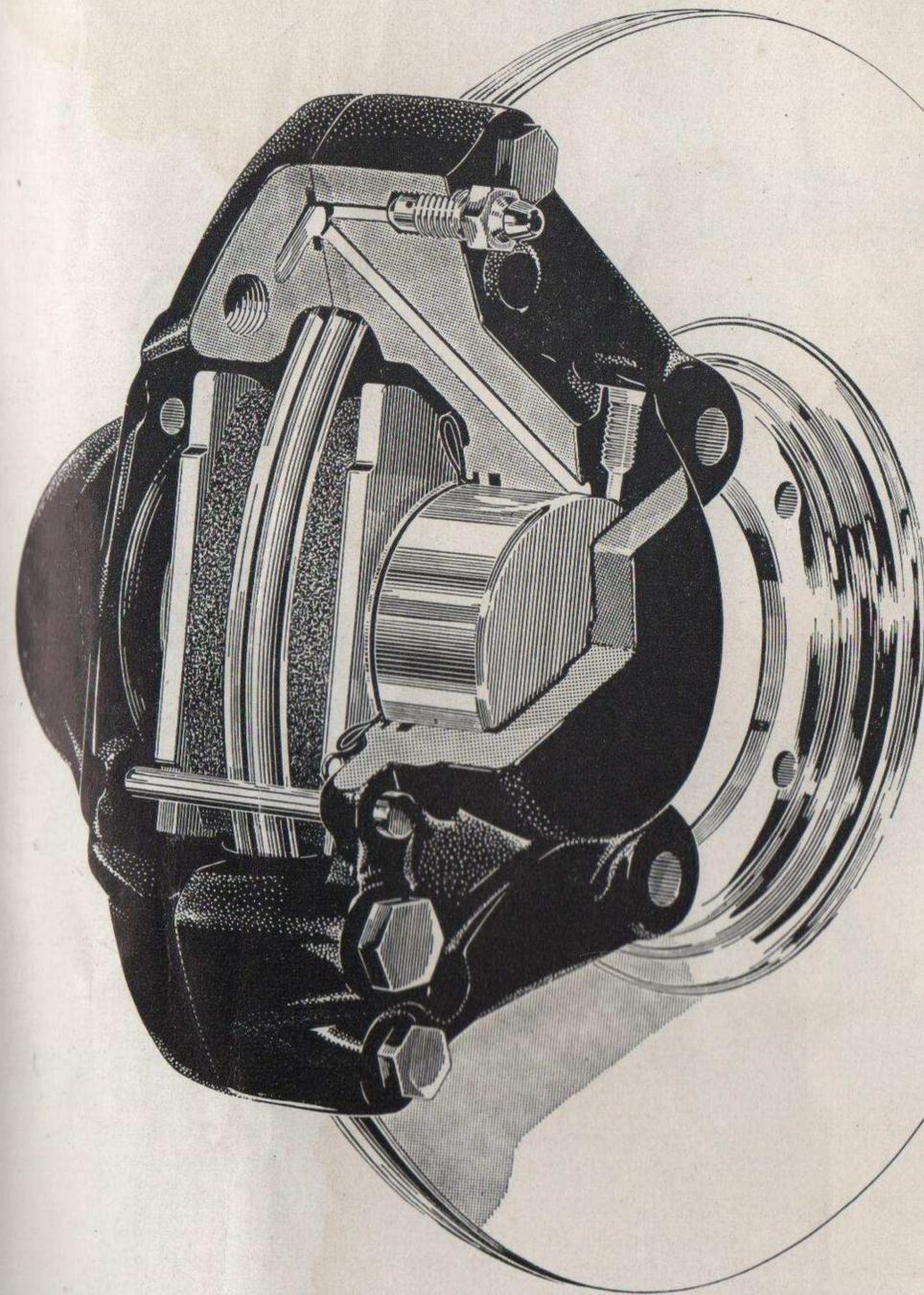
At the race control area there is also additional fire equipment and vehicles ready to remove immobile competing cars from the actual circuit. Service vehicles are also stationed at the West tower and at Woodcote Corner.

In the Pit area there is separate fire control and in each pit there are fire extinguishers. Medical services are also available in the Pit area.

At Goodwood the ambulances normally use the actual circuit to reach an incident. Sometimes there is a delay before the ambulance arrives, but this is not due to any tardiness in operating the emergency service. As we say, the first person to reach an incident is normally the medical officer from the nearest marshal's post and depending upon the condition of any victim he dispenses with or calls for an ambulance. Where the undelayed attendance of an ambulance is imperative, this is sent on the circuit and marshals display the usual white flag signal as a warning to other competitors. In cases of injury the person concerned almost always receives emergency medical treatment before the arrival of the ambulance. Injured persons are removed under the direction of a doctor to either the hospital room on the circuit or to a local hospital unit where a casualty officer will have been briefed prior to the meeting and then notified by telephone of the accident.

Referring to flag signals for a moment, the most important of these are the yellow, indicating danger, and the yellow with red stripes, indicating oil on the course. The normal procedure is for a marshal at the point of an incident requiring a flag signal to exhibit his appropriate flag. The flag marshal next along the circuit (in the direction from which cars are approaching) picks up the signal and warns approaching competitors. This procedure is easily followed along straight sections of the circuit, but sometimes an incident occurs just round a corner and it is necessary to warn competitors approaching the corner. Therefore, at Goodwood, we have a system of electric buzzers, as shown by dotted lines on the diagram.

For example, if anything serious happens in front of the Observer at Post G, he presses a buzzer, which immediately warns officials at Post F, who then put out flag warning signals in advance of the corner. There is a code, covering the various flag signals required. The same is done at other points of the circuit, as indicated in the diagram.



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