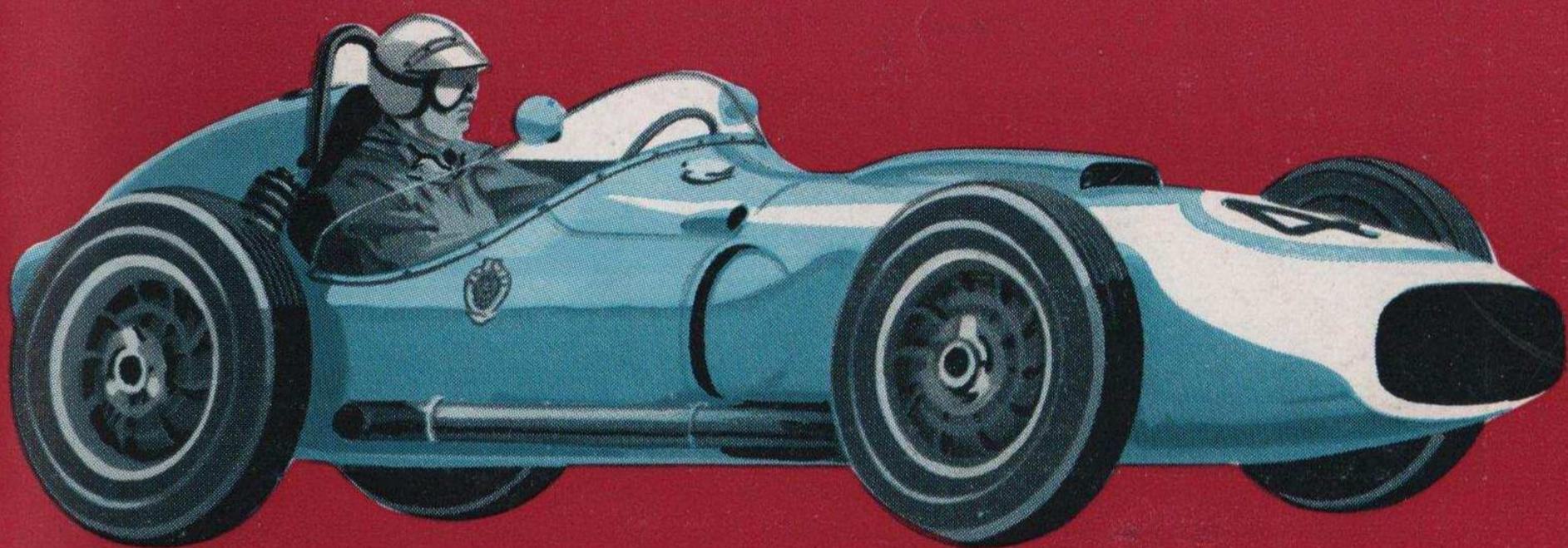




SILVERSTONE



The BRITISH EMPIRE TROPHY

Saturday 8th July 1961

ORGANIZED BY THE BRITISH RACING DRIVER'S CLUB
OFFICIAL PROGRAMME TWO SHILLINGS

LEADING the FIELD



Vivid descriptions and dramatic action shots of the world's top sporting events. Thorough Road Tests of current British, U.S., and Continental models — the best reports available anywhere. Clear, authoritative technical analyses and meticulous cutaway drawings. Illustrated reviews of the international motor shows. Practical ideas for your touring and holiday motoring. These are some of the features you enjoy in *The Autocar* — world's first and foremost motoring journal.

AN
ILIFFE
JOURNAL

The **FIRST AWAY — ALWAYS AHEAD**
Autocar

FRIDAYS | ONE SHILLING

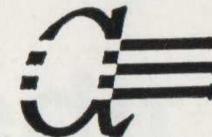


Whether
your
car
is

A SPORTS MODEL
A RACING CAR OR
A FAMILY SALOON

of one thing you may be sure—its good performance is to a large extent due to important components made by the

AUTOMOTIVE PRODUCTS GROUP



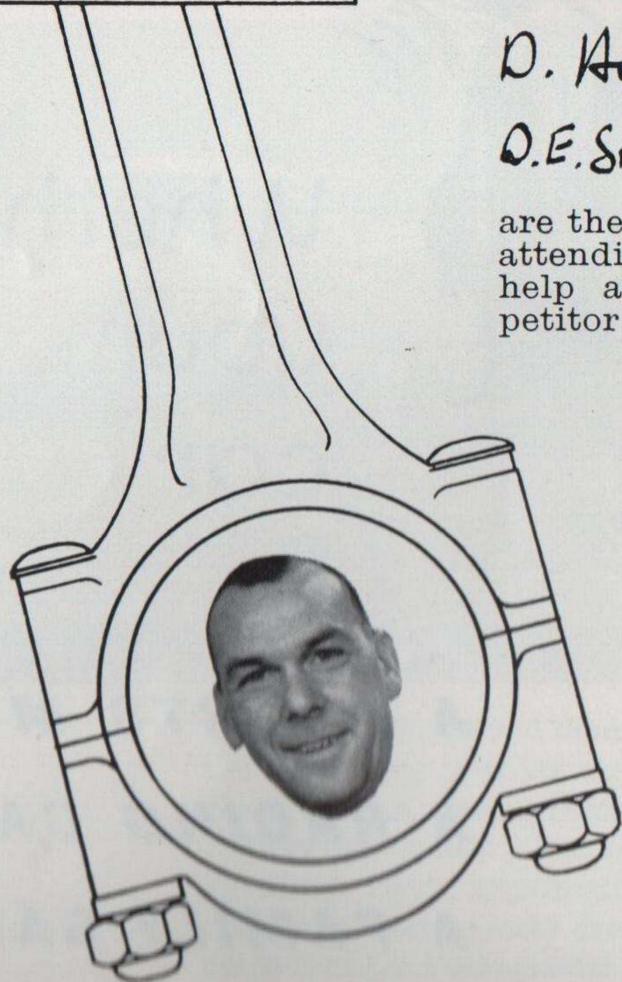
LOCKHEED HYDRAULIC BRAKES · BORG & BECK CLUTCHES
THOMPSON STEERING JOINTS · PUROLATOR 'MICRONIC' OIL FILTERS



HEPOLITE ARE HERE

*D. Hunt.
O.E. Smallwood*

are the Hepolite experts attending this meeting to help and advise competitor and spectator.



PISTONS · PINS · RINGS · LINERS

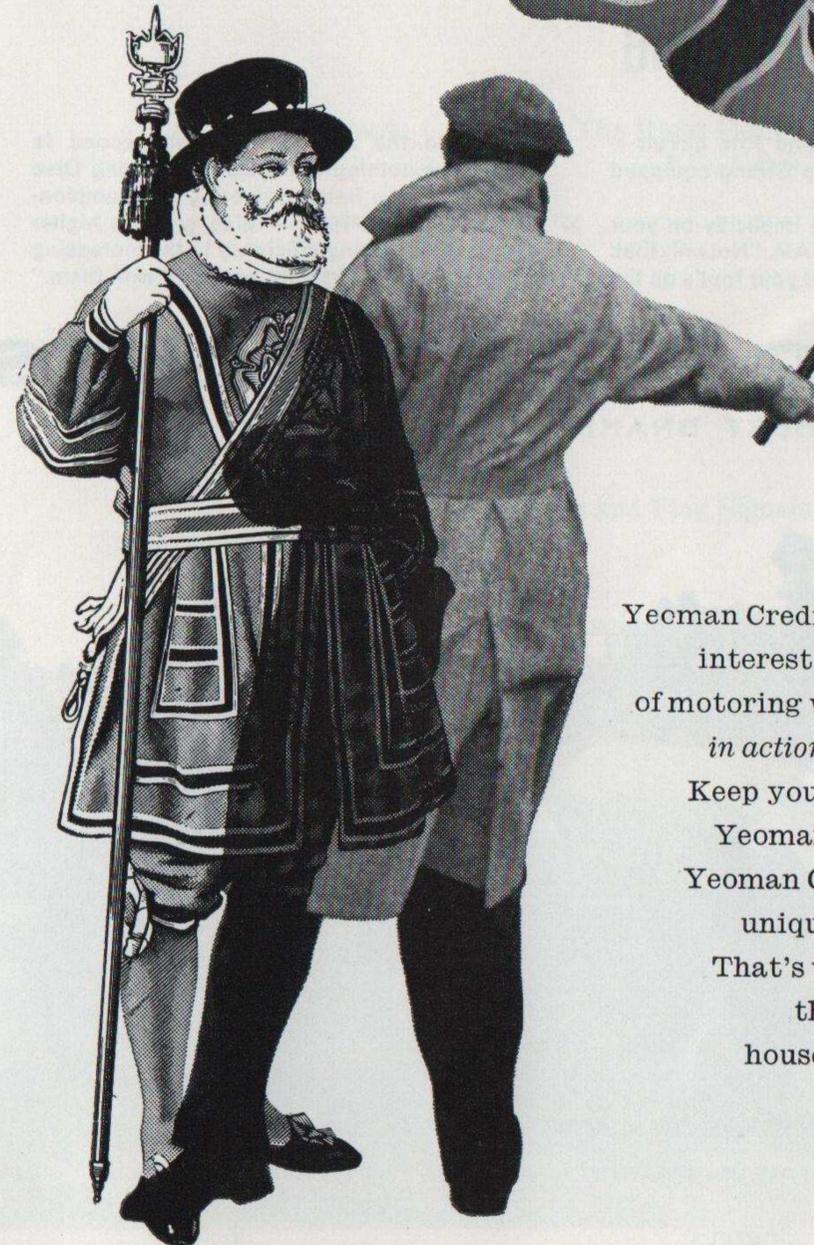
The obvious choice of all winners

HEPWORTH & GRANDAGE LIMITED, BRADFORD 4.

AE *An Associated Engineering Limited Company.*



ON THE GRID AT SILVERSTONE!



Yeoman Credit's direct interest in the development of motoring will be seen *in action* at Silverstone. Keep your eye on the Yeoman Coopers! Yeoman Credit offer you unique credit facilities. That's why they are the major finance house for the Motor Trade.

Yeoman Credit

YEOMAN CREDIT LIMITED Yeoman House · Kew Bridge · Brentford · Middlesex
Telephone: Chiswick 3636. Branches throughout England, Wales, Scotland and Northern Ireland.

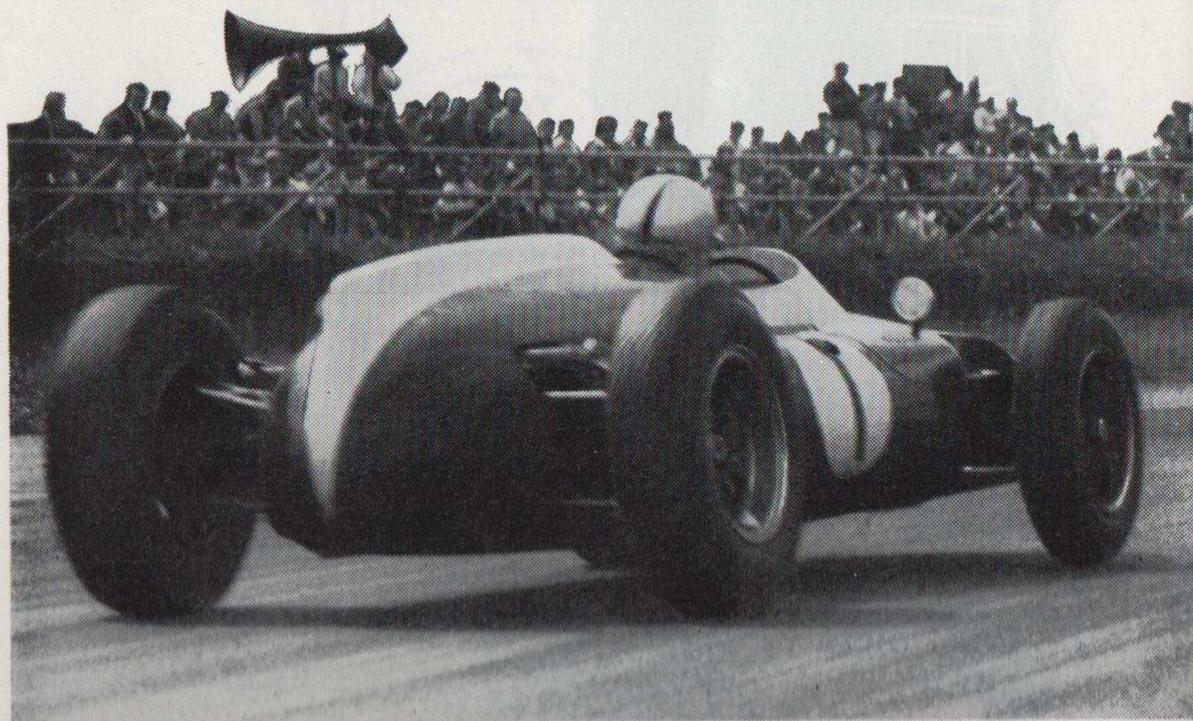
A CHAMPION'S VIEW OF BRAKING

A familiar sight on the Grand Prix circuit—the World Champion and his Girling-equipped Cooper.
“Every corner you’re relying implicitly on your brakes”, says JACK BRABHAM. “Not only that: the better the brakes, the later your foot’s on the

pedal and the all-important split-second is saved. I’ve nothing but praise for Girling Disc Brakes—again helping to bring us Championship honours in 1960 — also giving a higher standard of braking efficiency to the increasing range of family cars that are fitted with them.”

GIRLING DISC BRAKES

THE BEST BRAKES IN THE WORLD



GIRLING LIMITED · KINGS ROAD · TYSELEY · BIRMINGHAM 11

CONTENTS

Foreword	The Right Hon. The Earl Howe, P.C., C.B.E., V.R.D.	9
Officials of the Meeting		10
Trophies and Awards		13
Production Touring Races 1949-61		14
The Other Silverstone		22
Plan of Circuit		27
Silverstone Lap Records and Flag Signals		41
Lap Speed Table		42
This Inter-Continental Racing		46
Dunlop Mac		54
Previous Results		59
Notes for Racegoers		65
10.15 am	INTERNATIONAL FORMULA "JUNIOR" RACE—Heat One	
	Entrants	28
	Lap Score Chart	29
11.25 am	INTERNATIONAL FORMULA "JUNIOR" RACE—Heat Two	
	Entrants	30
	Lap Score Chart	31
1.15 pm	INTERNATIONAL PRODUCTION TOURING CAR RACE	
	Entrants	32
	Lap Score Chart	33
3.00 pm	23rd BRITISH EMPIRE TROPHY RACE	
	Entrants	34
	Lap Score Chart	35
5.00 pm	GRAND TOURING CAR RACE	
	Entrants	38
	Lap Score Chart	39



JAGUAR

'E' TYPE

Grand Touring Models

FIXED HEAD COUPE
OPEN SPORTS (AVAILABLE WITH DETACHABLE HARD TOP)

*The most advanced sports
car in the world*

LONDON SHOWROOMS



88, PICCADILLY · W.1

Foreword

The Rt. Hon. The Earl Howe, P.C., C.B.E., V.R.D.
President of the British Racing Drivers' Club

Today, the 23rd British Empire Trophy Meeting is being run by the British Racing Drivers' Club at its Internationally famous Silverstone Circuit.

One should not forget that this event has the longest continuous history of any classic event in the United Kingdom.

As a participant myself in this event for many years before the war, I am very conscious of how long ago the first event was run. Although motor racing conditions have changed very much since 1932 and public support is so much greater, I am particularly happy in knowing that the same spirit of sportsmanship inspires both competitors and organisers as existed in what some of us describe as "the good old days".

I would like to take this opportunity of thanking the many thousands of enthusiastic Silverstone spectators for their support and I am confident in asking for their support in thanking the many voluntary officials who help to make a meeting of this scale possible.

To the competitors, each and every one of them, I wish the very best of luck and whilst success must evade all but the few, I hope they will have a happy day's motoring sport.

Howe.

OFFICIALS of the Meeting

This Meeting is held under the International Sporting Code of the Fédération Internationale de l'Automobile, the General Competition Rules of the Royal Automobile Club and Supplementary Regulations issued by the British Racing Driver's Club.

STEWARDS: J. H. Kemsley, Esq. (for R.A.C.), J. A. Ellison, Esq., Captain G. E. T. Eyston, O.B.E., M.C., D. J. Scannell, Esq.

JUDGES: The Hon. Gerald Lascelles, Major F. E. Clifford, M. F. L. Falkner, Esq., P. Fotheringham Parker, Esq.

OBSERVERS: Chief Observer: E. H. G. Browning. Asst. Chief Observer: Basil de Mattos. Observers: R. J. W. Appleton, A. Daunt Bateman, O.B.E., V.R.D., Norton Bracey, H. L. Brooke, R. Carnegie. W. E. Daniel, Sir James Scott Douglas, Bart., C. G. H. F. Dunham, F. R. W. England, W. E. Ruck-Keene, Major W. W. Jones-Lee, Col. J. G. C. Low, R. J. C. Marshall, C. Mortimer, I. Paterson, J. Riseley Prichard, J. Rowley, T. Seccombe, J. Stableford, R. Steed, E. D. Thompson, D. Truman, Cdr. P. Wilson, R. Freeman-Wright. Asst. Observers: M. McCarthy, M. D. Maguire, B. Simons, M. H. Wilby.

FLAG MARSHALS: Chief Flag Marshal: K. D. Evans. Asst. Chief Flag Marshal: G. R. Hall. Flag Marshals: F. H. Bacon, J. Bannister, Sq. Ldr. E. A. Brittain, P. Buckley, V. G. M. Butler, J. Cetti. P. H. Christensen, J. Clark, W. Clarke, J. W. Dale, A. Dart, F. C. Davis, Earl of Denbigh, R. G. Eaton, R. King-Farlow, Hon. Basil Feilding, B. E. Fox, W. O. Gascoigne, N. P. Higgins, R. J. Hodson, H. Langrishe, R. Merrick, D. Phillips. A. W. Sprigg, P. G. Vale, J. A. Watt, Gp. Capt. R. M. Duke-Woolley, D.S.O., D.F.C., D. Wyborn.

PIT MARSHALS: Chief Pit Marshal: P. C. T. Clark. Asst. Chief Pit Marshals: G. Connelly, P. Corrie, G. Poppe. Pit Marshals: M. H. Abbott, I. A. Betteridge J. Clowes, W. Gibbs, T. Ireland, E. A. Mortimore, P. M. Muncaster, G. Stewart-Ross, H. B. Tours.

PADDOCK MARSHALS: Chief Paddock Marshal: G. V. B. Cooke. Asst. Chief Paddock Marshal: M. J. M. Bosley. Paddock Marshals: W. G. Albon, R. M. Andrews, D. Barker, F. H. Barnes, D. R. Broadhurst, K. A. Chamber, I. M. Curtis, W. K. Dalby, R. B. Dalton, T. Entwistle, A. B. Fitzherbert, L. J. Foxley, P. D. Friend, Flt. Lt. A. B. Galuszka, K. Gibson, A. Hargreaves, J. Hicks, P. Hindle, J. S. Holmes, V. E. Howkins, K. Jones, P. B. Kingston, W. A. Knox-Gore, M. Latcham, J. S. Lee, L. A. Monaghan, B. L. O'Hara, R. O'Shea, K. F. Roberts, M. W. Rogers, G. T. Walker, J. H. Wall, K. Wilson, A. B. Youren.

PIT AREA MARSHALS: Chief Pit Area Marshal: Albert Braid. Asst. Chief Pit Area Marshal: L. Barrington Upton. Pit Area Marshals: J. Ashton, E. B. Barton, R. J. Barton, A. M. Gayes, G. P. Evans, G. T. Hillman, M. C. N. Hugall, D. Jones, F. J. Perrott, W. J. Perrott, H. Smith.

TIMEKEEPERS: Chief Timekeeper: Denis Boyd. Asst. Timekeepers: C. Audrey, N. J. MacNeill. Assisted by: Mrs. C. Audrey, Mrs. J. McIlhagger, Mrs. N. MacNeill, Mrs. P. Thomas. K. Atkinson, G. Blair, W. McFadzean, J. McIlhagger, O. MacNeill, D. O'Dowd, P. Stalker, P. Tinto.

MEDICAL AND FIRST AID ARRANGEMENTS: Chief Medical Officer: Dr. F. E. Gowland Hopkins. Deputy Chief Medical Officers: Mr. F. J. C. Matthews, Dr. P. Smith. Consultants: Mr. D. G. Lambley, Mr. Rowan Mitchell, Mr. J. H. C. Phillips, Mr. V. H. Wheble. Medical Liaison Officer: Dr. W. Carton Winterbottom. Doctors: Dr. S. Aldersmith, Dr. S. Clements, Dr. G. F. Cockings, Dr. M. H. Daniels, Dr. H. Davies, Dr. C. E. Friskney, Dr. D. H. Griffiths, Dr. F. S. Harlow, Dr. A. M. Lindsay, Dr. Fyfe Morris, Dr. Munroe, Dr. F. A. Newton, Dr. H. P. Phillips, Dr. D. Robertson, Dr. K. M. Saunders, Dr. T. J. Scannell, Dr. A. E. Thomas, Dr. G. W. Waddy.

Members of the Northampton General Hospital Staff, Dr. J. F. Mowbray and Members of the St. Mary's Hospital Motor Club and Members of St. John Ambulance Brigade.

COURSE MARSHALS: Chief Course Marshal: Arthur Tooth. Asst. Chief Course Marshals: R. H. Davies, J. M. Hyde, K. Crowe. Course Marshals: Aston Martin Owners' Club, Bentley Drivers' Club, Eight Clubs, The M.C.C., Maidstone & Mid Kent Motor Club, M.G. Car Club, Midlands Motoring Enthusiasts' Club, Northampton & District Car Club, North Staffs Motor Club, Nottingham Sports Car Club, Peterborough Motor Club, Seven Fifty Motor Club, S.U.N.B.A.C., Vintage Sports Car Club.

SCRUTINEERS: Chief Scrutineer: Major L. F. Woolston. Scrutineers: H. W. Bryant, H. A. E. Cree, J. D. Gardner, F. Harrison, R. J. H. Soanes, J. C. Winby. Asst. Scrutineer: Flt. Lt. G. T. Roussel. Clerks: F. C. Hall, Wing Cdr. C. P. R. Osmond.

SCOREBOARDS: Stanley Sedgwick and Members of the Bentley Drivers' Club.

RACE CONTROL: T. Reynolds, Mrs. K. Brown, Mrs. K. Cooke, Mrs. J. Eason Gibson, Mrs. B. Facer, Mrs. M. D. Howard, Mrs. L. Laird, Mrs. J. Leahy, Mrs. H. D. Parker, Mrs. P. Fotheringham Parker, Miss R. Pringle, Miss C. Sadler, Miss P. Sandberg, Mrs. A. A. Salmon, Mrs. D. J. Scannell, Mrs. C. Winterbottom, D. Buck, N. Eason Gibson, John Hall, D. W. T. Harrison, J. D. Pearson.

PRESS SECRETARIES: Nevil Lloyd, Anthony Salmon.

RACE ORGANIZING COMMITTEE: W. M. Couper, K. D. Evans, Nevil Lloyd, P. Fotheringham Parker, J. Eason Gibson.

FIRE PROTECTION: Divisional Officer C. A. R. Howard and Units of the Northamptonshire Fire Brigade, Officers of the Birmingham Private Fire Brigades' Association.

COMMENTATORS: P. Scott Russell, A. E. Curtis, F. Bassett, A. Marsh.

TRACK MANAGER: J. W. Brown.

CLERK OF THE COURSE: J. Eason Gibson.

DEPUTY CLERK OF THE COURSE: M. H. Morris Goodall.

SECRETARY OF THE MEETING: A. A. Asher.

Ferodo First

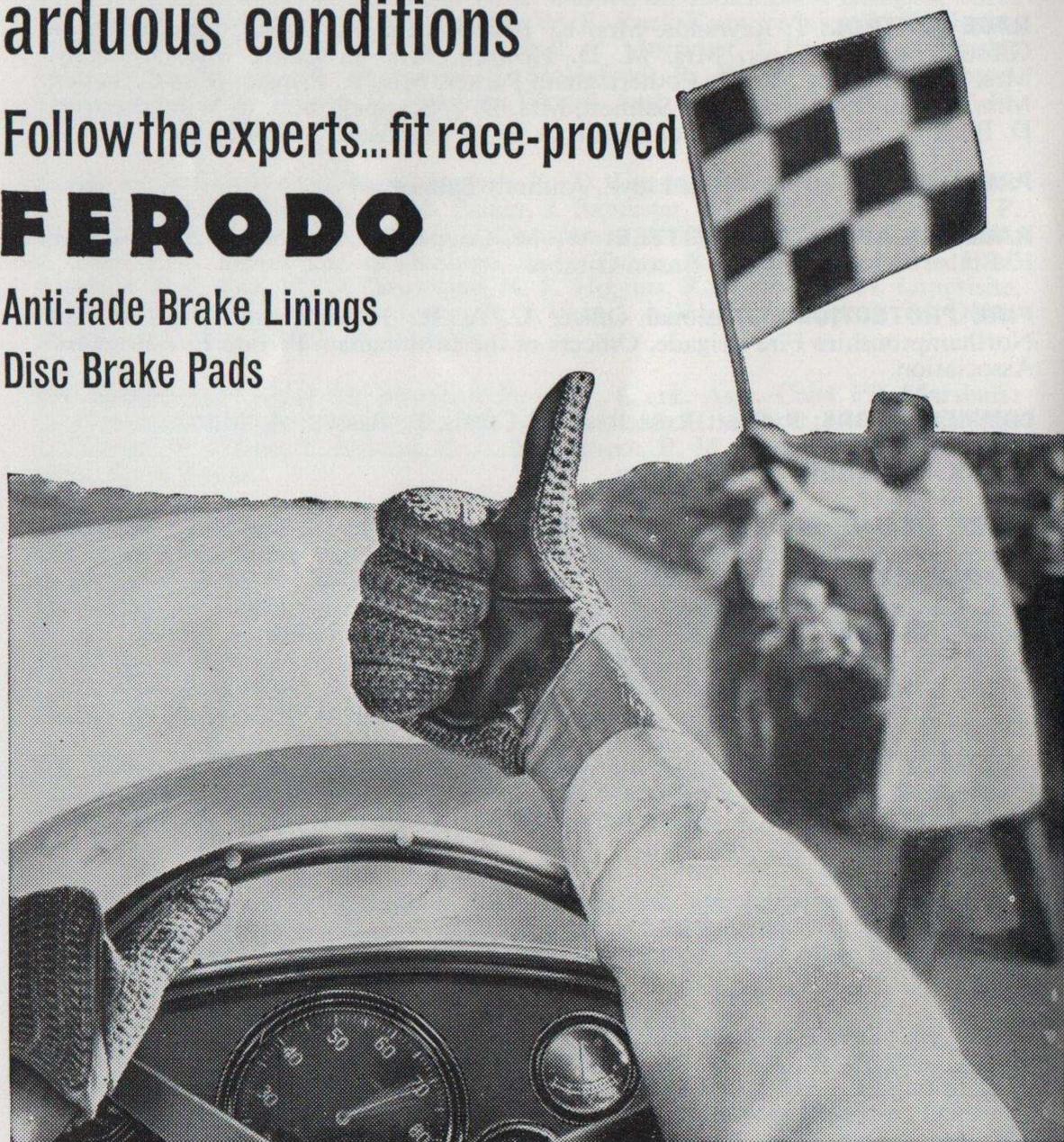
Top racing drivers choose Ferodo...and prove them in every race under the most arduous conditions

Follow the experts...fit race-proved

FERODO

Anti-fade Brake Linings

Disc Brake Pads



FERODO LIMITED · CHAPEL-EN-LE-FRITH

A Member of the Turner and Newall Organisation

9/36

TROPHIES AND AWARDS

The 23rd British Empire Trophy

INTERCONTINENTAL FORMULA

To the Entrant of the car finishing:

1st The British Empire Trophy (Perpetual) and £650
2nd £325. 3rd £150. 4th £100. 5th £75. 6th £50

International "Formula Junior" Race

To the Entrant of the car finishing first over-all:

A B.R.D.C. Trophy and £100
2nd £75. 3rd £50. 4th £25. 5th £10

In each of the two heats: to the Entrant of the car finishing:

1st £50. 2nd £25. 3rd £10

International Production Touring Car Race

To the Entrant of the car recording the highest average speed:

A B.R.D.C. Trophy

In each Class (subject to their being not less than three starters): to the entrant of the car finishing:

1st £50. 2nd £25. 3rd £10.

International Grand Touring Car Race

To the Entrant of the car recording the highest average speed:

A B.R.D.C. Trophy

In each Class (subject to their being not less than three starters): to the Entrant of the car finishing:

1st £50. 2nd £25. 3rd £10.

Total Prize Money £2,375. All trophies to be won outright

PRODUCTION TOURING

BASIL CARDEW of the 'Daily Express'

MANY RACE-GOERS believe that the production touring car race is as important and interesting as any event in the programme.

Here is an unrivalled opportunity of watching the car of your choice matched in open competition with its rival in engine size, or in price. There is the chance to compare acceleration, road holding and "flat-out" speed.

Personally, I endorse the view of these enthusiasts. And I take pride in pointing out that it was the *Daily Express*, in conjunction with the British Racing Drivers' Club, which started touring car races in Britain and did so much to help other race organizers to see the way.

Thumbing through past programmes I see that the first production car race was held on the 3 mile Silverstone circuit as long ago as 1949. Then it was a race of one hour duration (25 laps), whereas now the touring car event has been shortened and made crisper with a duration usually of 12 laps, approximately 36 miles.

In the first production car race competing cars had to be in the condition in which they left the factory—the only departures from

Mike Hawthorn leads Sopwith during their epic race at the Silverstone Meeting, May 1958.

RACES 1949-1961

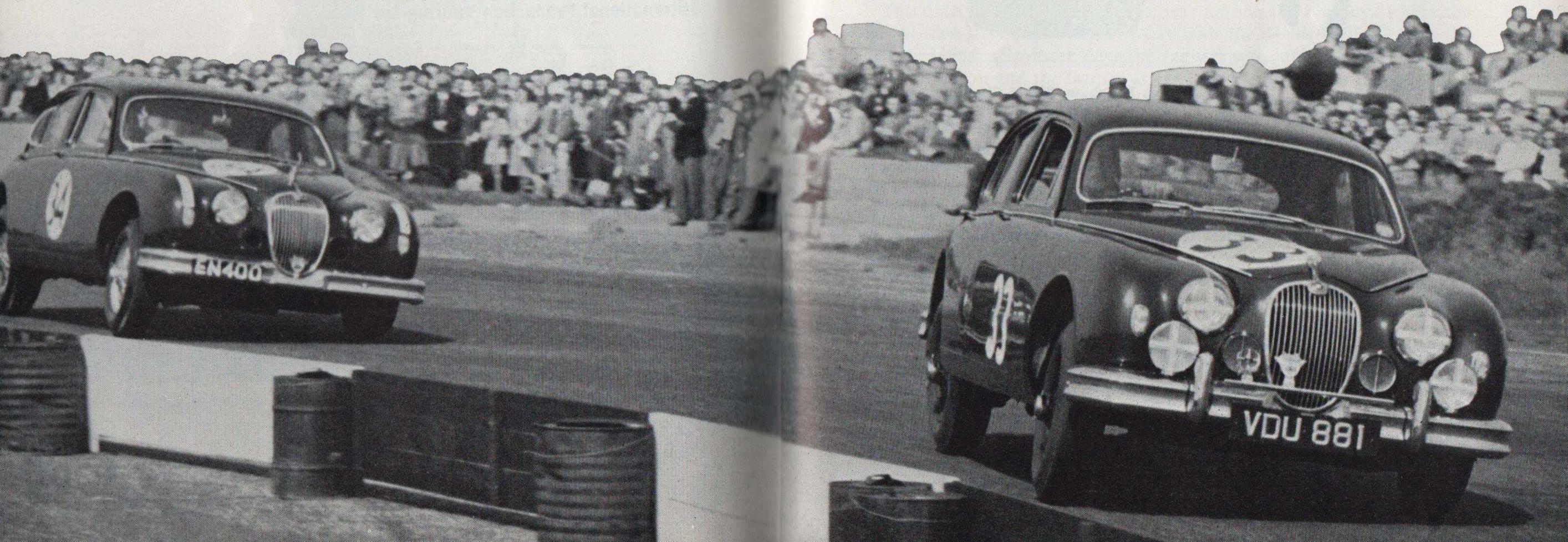
standard being the setting of carburettors, ignition timing, the size and make of tyres and the use of cylinder liners (with the proviso that the original bore was not altered).

From the start it was a blazing success. Entries received for this race were more than three times as many as could be accepted, as the field was limited to 30 cars only. And the major proportion of these entries were pre-war cars not then in production and which, due to age and modifications in standard, would have failed to satisfy the scrutineers of their suitability for an event of this type.

It was obvious, of course, that a race of this kind should attract the open sports model rather than the family saloon but all the cars which actually took part were standard production jobs—not racing cars with the addition of road equipment. And that tradition has been maintained right through the years when the British Racing Drivers' Club has staged 16 international touring car races—at least one, and sometimes two a year.

In the first of these events ever held in this country the race was divided into three classes. These were for cars with engine capacity up to 1½-litres; between 1½ and 2½-litres and over 2½ litres. As more and more cars came along—and remember we have always called this the

Photo: G. Goddard





* **SUCCESS**
with the car manufacturers: the majority of British car manufacturers choose Dunlop tyres.

* **SUCCESS**
in developing the most comprehensive tyre-testing and tyre-proving facilities in Europe.

* **SUCCESS**
in winning the Ferodo Gold Trophy for the best British Commonwealth contribution to motor racing in 1960.

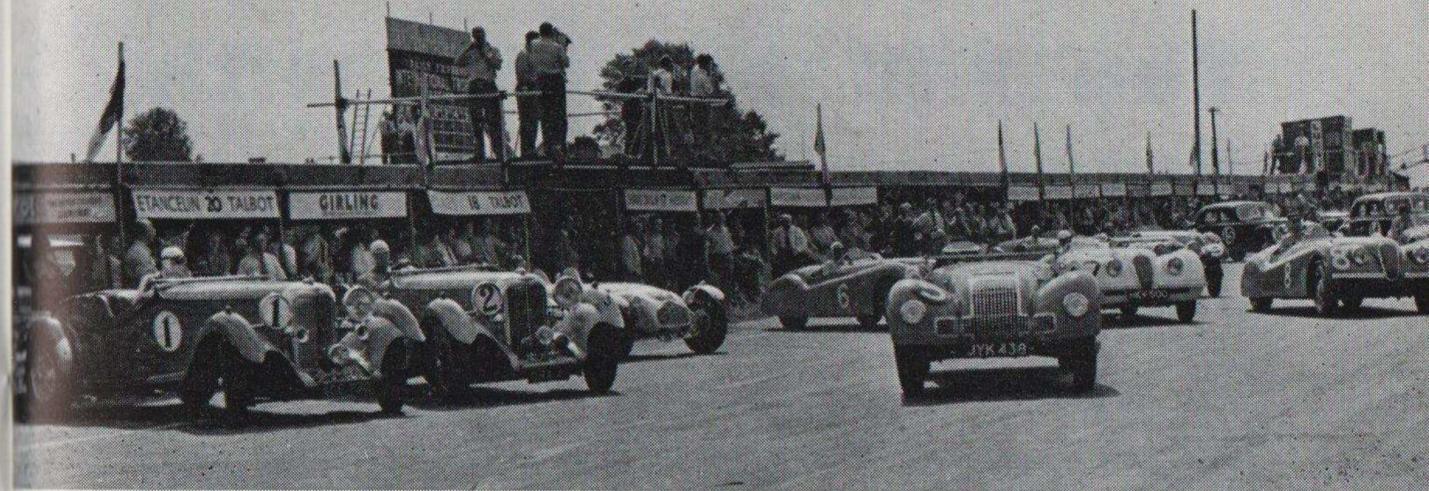
Jack Brabham, World Champion driver for the second year running, always relies on Dunlop tyres. Whether driving with his family on highways and byways on Dunlop 'Gold Seal' or dicing at 180 m.p.h. in a world championship Grand Prix on the famous racing tyre, he knows that Dunlop give him the best there is... the best in roadholding and cornering... the best in trouble-free performance... above all, the best in built-in safety. You, too, can rely on Dunlop for safer, better, more confident motoring!



DUNLOP

FOR TOP MILEAGE—TOP SAFETY!

CFH/H61/116



The start of the very first Production Car Race in 1949. The event was won by L. Johnson in Jaguar No. 7, with P. Walker (Jaguar No. 8) second.

Photo: "The Autocar"

bread and butter car race for models we see every day on the road—the organizers decided to divide the competition into four classes. These are up to 1,000 c.c.; over 1,000 c.c. and up to 1,600 c.c.; over 1,600 c.c. and up to 3,000 c.c.; and over 3,000 c.c.

Switching back to that first race 12 years ago, one sees a variety of cars that took part, many of which are now defunct. In the lower brackets there were the 1½-litre H.R.G. and 1½-litre Jowett models (now deceased) competing with the 1,250 c.c. M.G.s and 1,100 c.c. Morgan. In the next car bracket Louis Chiron, the ex-French champion, Major A. P. R. Rolt and Tommy Wisdom drove 1½-litre Healeys against 2½-litre Rileys, 2-litre Frazer Nashs, a solitary 2-litre Aston Martin and an individual Lea Francis of 1¾-litre.

The outright winner, of course, was among the big boys where the old 4½-litre Lagondas fought it out with the 4½-litre Allards and the 3½-litre Jaguars. In those days the Jaguars were driven by Prince Bira, Leslie Johnson and the farmer driver Peter Walker. This race was won by Johnson averaging 82.80 miles-an-hour with Peter Walker second. As the breed of cars has improved so speeds have gone up and now the production car race is won around the 90 mile-an-hour mark.

And now lets cast our minds back to the winners of this ever-popular event. Not the least interesting aspect of the race is that it has always been won by famous drivers, more accustomed to the cut and thrust of Grand Prix racing than handling the wheel of standard production cars.

In 1950 the race was won by that genius of speed the late Alberto Ascari in a Ferrari at 83.72 miles-an-hour. Then Stirling Moss stepped in and won the race for the next three years, always in a Jaguar.

Next, the one exception to the rule came along when Ian Appleyard, who had never handled a racing car in his life, was first in the general category with a Jaguar at 75.55 miles-an-hour. His was a most spectacular win for Appleyard, though a non Grand Prix driver, was a most experienced hand with a Jaguar in which he had carried off many

You will be safer with

Delaney Gallay

Safety Belts



The Delaney Gallay is a full harness proved over five years' actual use to give the maximum possible protection. Lap strap and shoulder straps hold the whole body and legs safely in position no matter whether the car is hit head on, at an angle, broadside or even overturns.

- ★ Securely anchored by two steel anchor bolts to the steel floor of the car.
- ★ Instant action buckle can be released with one finger in a fraction of a second.
- ★ So comfortable you will forget you have it on.
- ★ Can be slipped on and off quickly and easily.
- ★ Easy to fit. Only 4 holes to drill and 4 nuts to tighten (6 on Sprite and Princess).

PRICE

UNIVERSAL FRONT SEAT BELT

Fits all cars **£4 4s. 0d.**

Additional
anchorage for
Sprite and
Princess

14s. 0d.



Approved by the British Standards
Institution

Delaney Gallay

the comfortable SAFETY BELTS

Available from your local garage, or full details from:

DELANEY GALLAY LTD

Vulcan Works, Edgware Road, Cricklewood, N.W.2. Tel: Gladstone 2201

Member of the Lindurries Group

world trophies in motor rally competitions. In that race he managed to pip Major A. P. R. Rolt and Stirling Moss who were second and third respectively, also driving Jaguars.

In subsequent international touring car races two of our greatest drivers, later to be killed in the seat of a car, were predominant in Jaguars. Mike Hawthorn won the event three times in 1955, 1957 and 1958, and that other splendid pace-maker Ivor Bueb won in 1956 and 1959.

So we come to the last year or so and find that in every case a Jaguar has been the winning car.

Last year the British Racing Drivers' Club staged two production car races at Silverstone, the first being won by the well known Roy Salvadori in a Jaguar at 87.55 miles-an-hour and the second by the race car designer-driver Colin Chapman in a Jaguar at 86.50 miles-an-hour.

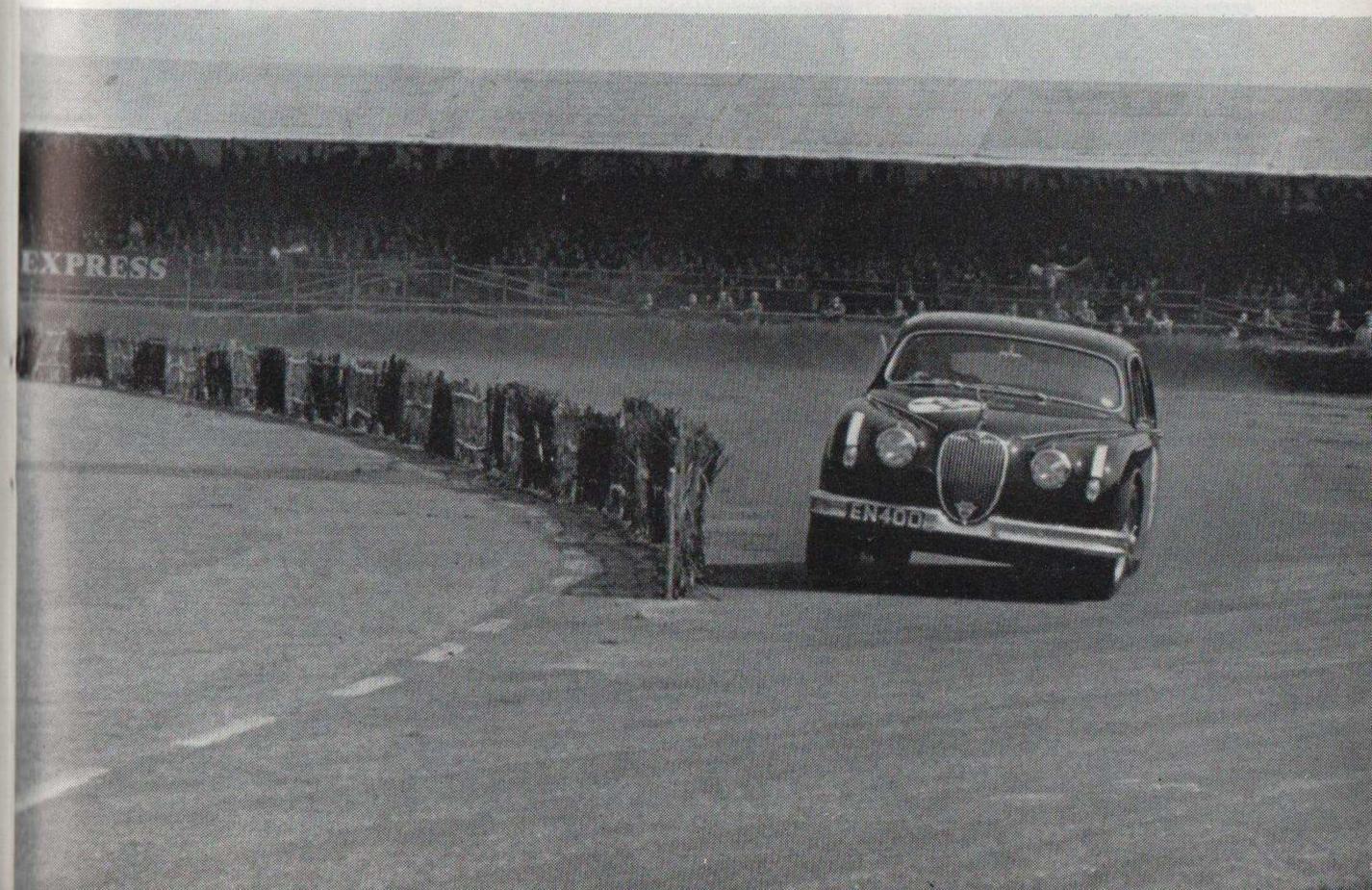
But as I said speeds have been pushed up and the winner of the race at the last B.R.D.C. meeting in May was Graham Hill, whose Jag all but failed to average 90 miles-an-hour, his exact speed being 89.54 m.p.h.

I have spoken only of the outright winners but touring car racing always produces some tremendous struggles among the smaller cars, including the baby Austin and Morris from Britain, and Auto Union from Germany, the S.A.A.B. and the Volvo from Sweden, not to mention the brilliant successes of the Sunbeam Rapiers driven by Peter Harper. The Riley and the Ford contingent are also always well among the field that comes behind the more powerful Jaguars.

Today's international touring car race promises to be the hardest

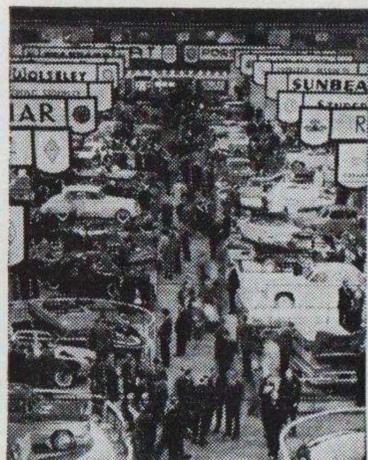
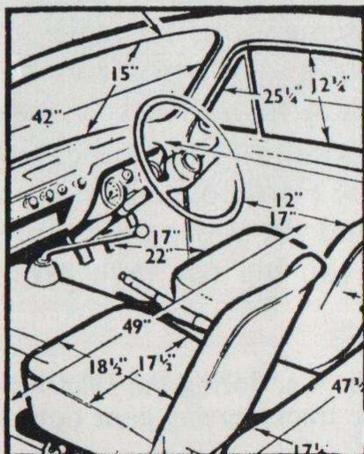
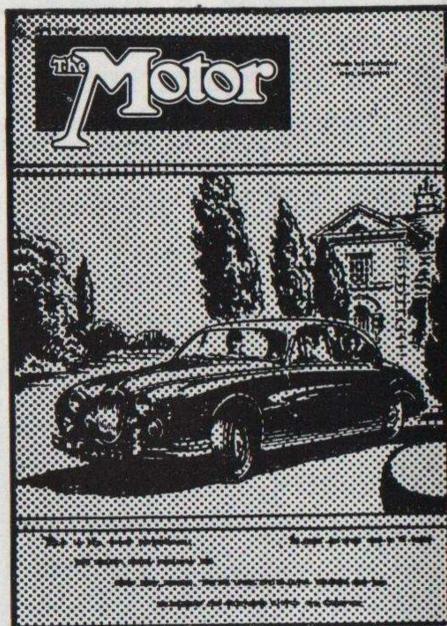
Sopwith's new route at Stowe, during the 1958 May Meeting Race. He is returning to the track, having gone outside the barrier.

Photo: T. C. March



The Complete Motoring Journal

Well-informed motorists read *The Motor* for the road tests, details of new cars and accessories, advice on maintenance, touring guidance news of the motor industry and the best sports reports and pictures.



Wednesdays One Shilling



Photo: T. C. March

The sensation of the May 1961 Meeting was Dan Gurney's Chevrolet, seen here passing Cuff Miller's Sunbeam.

fought in the entire series. The car manufacturers and the privately owned stables have been working for months to get their models in perfect trim for the big test. They know that a win in this event—a race which means so much to the everyday motorist—will bring world-wide honour and prestige.

For this is the one high-speed race where you will see the cars you drive every day competing one against the other. You will see how fast your own car can travel handled by experts. You will be able to compare the performance of these entries with the cars you and your friends drive every day as a common routine.

I suggest you should not be discouraged if you find that the Silverstone models travel very much faster than any you have taken out on the road. For remember that the Silverstone cars have been tuned to the nth degree and that the men who are driving them are real experts. They have come up the hard way, starting in minor club events and after years of perseverance emerging as top-line drivers.

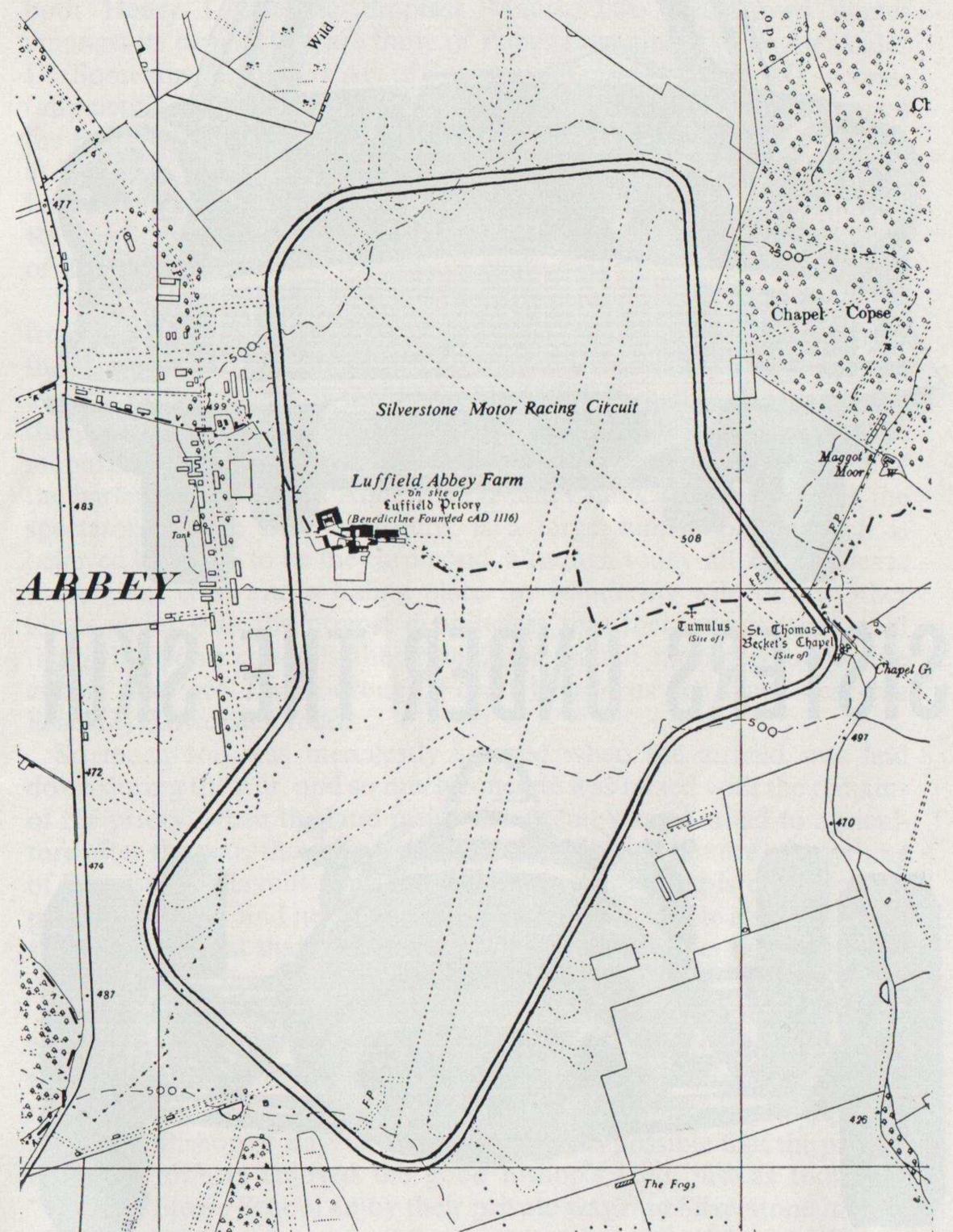
Today you will be treated to a seven-hour programme of front rank motor racing.

It is my guess that no race will hold your attention more than the B.R.D.C.'s International Production Touring Car race. And for one very good reason. It is the race that you or I might be driving in if we had the background, the skill and the influence to get our names included in the programme—in cars that we have all driven and know so well. I say jolly good luck to the winner.

The Other Silverstone

WHILE SILVERSTONE is now a household word, so far as motor racing is concerned, there must be many followers of the sport who have wondered what, if anything, happened here before the name of this little Northamptonshire village became so well known. Mention of Silverstone, or even Silveston, to use the older spelling, cannot be found in the Domesday Book but both Lillingstone Dayrell and Lillingstone Lovell, which march with each other across the circuit, are mentioned, and in obedience to the peculiarities of the 1086 survey one was included in BOCHINGHAMSCIRE and the other in OXENEFORDSCIRE. This oddity is continued and the county boundary of Buckinghamshire and Northamptonshire bisects the Silverstone Circuit.

Some spectators may have wondered why three corners on a racing circuit should bear such odd names as Abbey, Chapel and Beckett's. Just inside the circuit near to Abbey Curve are the foundations and the scattered ruins of the Priory of Luffield, around which are spread the buildings of Luffield Abbey Farm, while halfway between Beckett's Corner and Chapel Curve are the ruins of the Chapel of St. Thomas à Becket. Becket was both High Chancellor to Henry II and Archbishop of Canterbury and was murdered in 1170 on the altar steps of Canterbury as a result of the King's careless question "who will rid me of this troublesome priest". Two of the four barons implicated in this crime were Reginald Fitz-Urse and Richard de Breto and, by an odd coincidence, two who held land under the King in the Hundreds of Bochinghamscire in the Domesday Survey were named Urse de Berseres and Gozelin the Breton. It needs, perhaps, only a slight stretch of the imagination to assume that the knights who murdered Becket

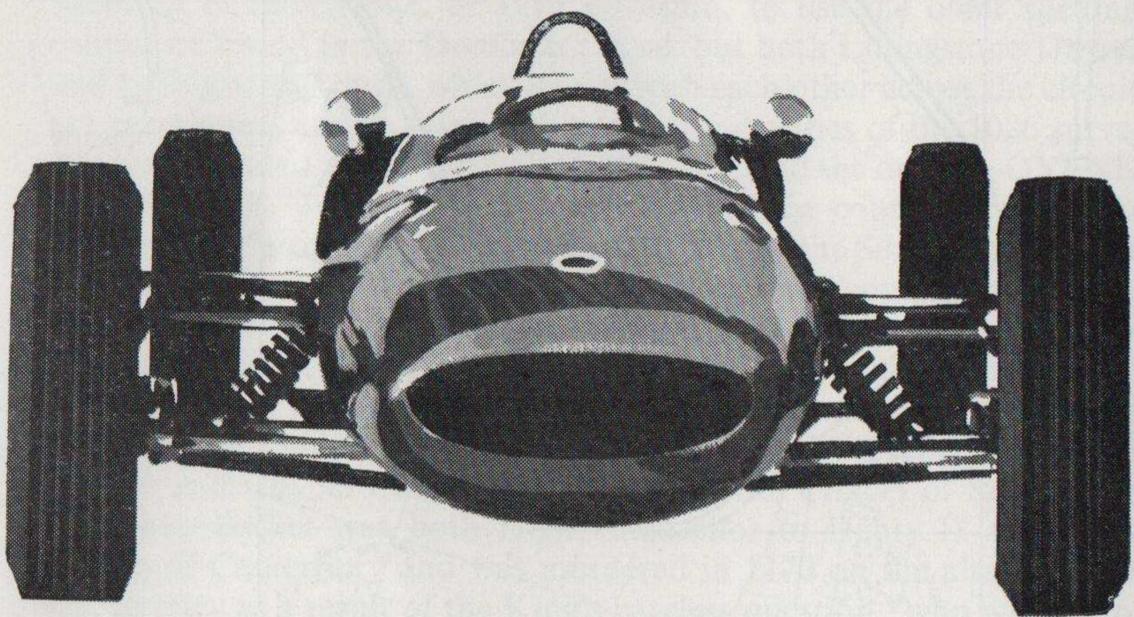


Crown Copyright Reserved

Silverstone



SISTERS UNDER THE SKIN



On top, ANGLIA—most exciting light car on the roads.
Below, LOTUS 20—potential world-beater on the tracks.

BOTH POWERED BY FORD'S FAMOUS 105E ENGINE

were descendants of those who held land close to that on which a chapel was later built to the Saint's memory.

The priory of Luffield was founded by Robert de Bossu, Earl of Leicester, and gifts of land were given to support the monastery by both Henry I and the Empress Maud. Two well-known names amongst its benefactors are those of Popes Eugenius III and Alexander III. Some time before the Act of Suppression in 1534 Henry VII successfully petitioned Alexander VI, the notorious Borgia Pope, to suppress the Priory of Luffield and apply its revenues to the St. George's Chapel at Windsor. Before the neglect of its prior allowed it to fall into decay Luffield's priors included men with such names of local association as Ralf de Silveston, Richard de Silveston, Peter of Shalstone and William of Brackley.

Local opinion varies remarkably if one attempts to trace anything from those days about 805 years ago. The sites of both the Priory and the chapel of à Becket are shown on the modern ordnance survey maps, as is an early tumulus on the edge of the Club Circuit, but such helpful things as the monks' carp pond and the original spring that fed the monastery are impossible to trace with certainty. Right in the middle of the barley field, between Abbey Curve and Club Corner and facing the spectators in the Blue enclosure, is a large sunken pond which is believed by many to be the carp pond, although today all it provides is some giant cress and a hiding place for wandering wild duck. Other locals claim with the utmost definiteness that their grandfathers told them this pond conceals the spring, and that it meanders under the circuit and into Hazelborough Forest to rise as the Ouse near the Brackley/Towcester road.

So much soil was mercilessly scraped when the airfield was laid down during the war, and so much concrete was mixed with the remains of the priory, when the land inside the circuit was returned to agriculture after the war, that it is well nigh impossible to be sure of anything of Silverstone's layout over 800 years ago. One thing is certain; with patience one can find next to a lump of wartime concrete a shaped stone suggestive at least that once it was part of the walls of either the priory, or the walls of the hospital garden.

It is interesting to note that in the Domesday Survey, centuries before the magnificent mansion of Stowe was built in, Stou is mentioned as one of the manors in the Bochinghamscire hundred of Stodvald—a manor that was one of the many subject not to William the Conqueror, but to the Bishop of Bayeux. In those days it is possible that the passing bands of robbers enjoyed the good bishop's land, just as today the "serfs" of Stowe School enjoy their private way into Silverstone in spite of the serious interference of their masters and the slight interference of circuit officials.

When Henry VII annexed the priory to finance St. George's Chapel at Windsor, its value was stated in the Papal Bull to be 200 golden florins. No matter how one attempts to translate this into what passes for currency nowadays the answer is very depressing.



WORLD CHAMPION

Jack Brabham says:

'I have used Esso Extra Motor Oil ever since I started racing in this country. I couldn't find a better oil and neither could you.'



WORLD CHAMPION



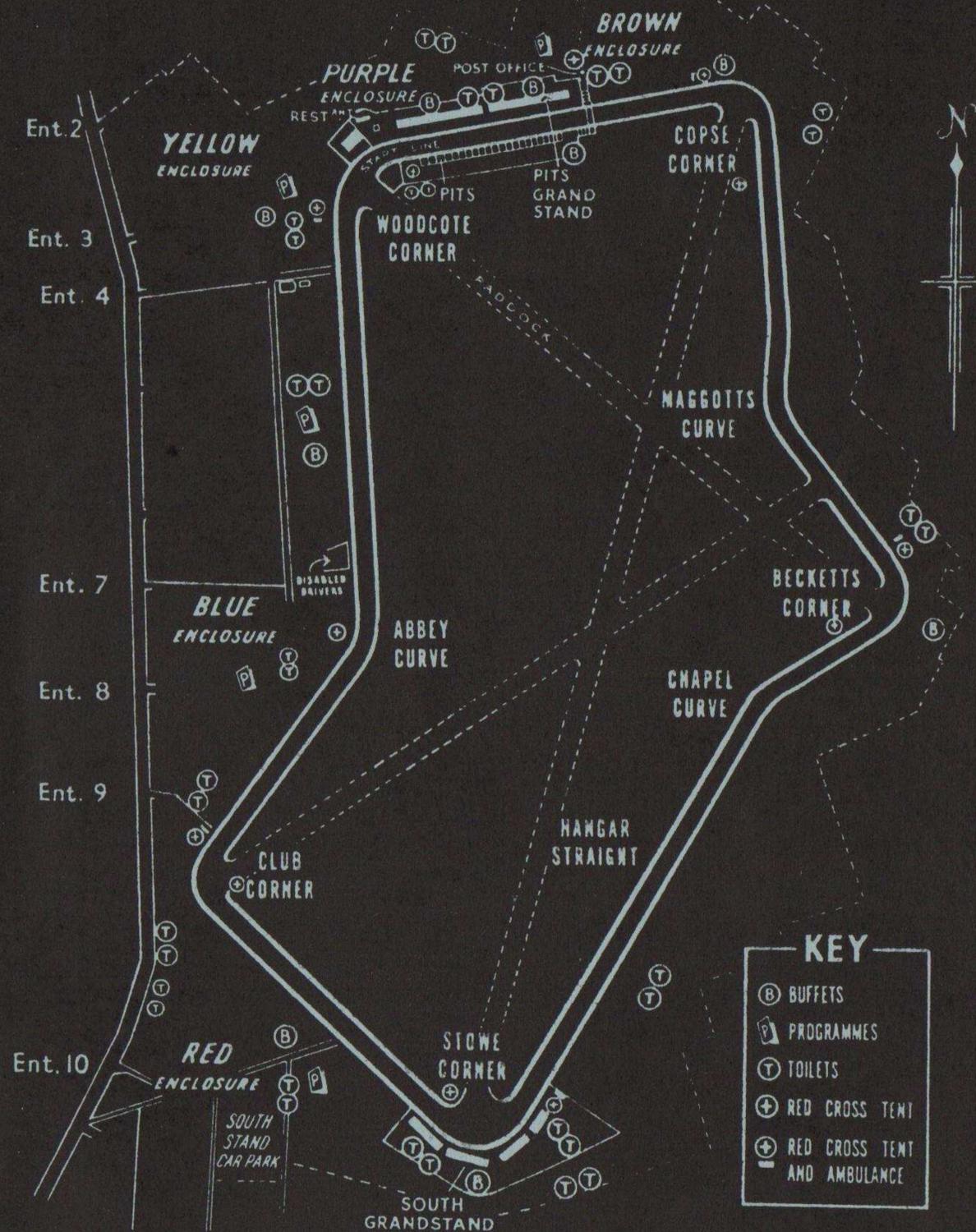
EXTRA MOTOR OIL

THE OIL THAT STAYS ON THE JOB



SILVERSTONE CIRCUIT

23rd BRITISH EMPIRE TROPHY, JULY 8th, 1961



KEY

- (B) BUFFETS
- (P) PROGRAMMES
- (T) TOILETS
- (+) RED CROSS TENT
- (+/-) RED CROSS TENT AND AMBULANCE

WARNING: Motor Racing is dangerous and all persons attending at this track do so entirely at their own risk

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused, whether by negligence or otherwise, resulting in damage to property and/or personal injury to spectators.

ALL RACES ARE RUN IN A CLOCKWISE DIRECTION

The information in this programme is strictly copyright

INTERNATIONAL "FORMULA JUNIOR" RACE

HEAT ONE

START 10.15 a.m. 25 LAPS, approx. 75 miles

To the Entrant of the car finishing:

1st—£50 2nd—£25 3rd—£10

To the Entrant finishing first overall see awards on page 13

Race Entries

NO.	DRIVER	CAR and ENTRANT	CAPACITY c.c.
1	J. PITCHER	Alexis (Ford)/Team Alexis	997
2	S. OUVAROFF	Ausper (Ford)/Competition Cars of Australia Ltd	997
3	N. R. HICKS	Caravelle (Ford)/Team Thercel	997
4	J. LOVE	Cooper (Austin)/Tyrell Racing Organisation	1098
5	T. MARSH	Cooper (Austin)/Midland Racing Partnership	994
6	D. BAKER	Cooper (B.M.C.)/Midland Racing Partnership (Team Deux)	994
7	R. COSTEY	Cooper (B.M.C.)/Jonathan Sieff	994
8	F. R. GERARD	Cooper (Ford)/Gerard Racing	997
9	J. A. MURRELL	D.R.W. (Ford)/D.R.W. Engineering	997
10	C. MEEK	Elva (Ford)/Elva Cars (1961) Limited	997
11	D. M. FYFFE	Elva (Ford)/Ecurie Pelican	997
12	W. F. MOSS	Gemini (Ford)/The Chequered Flag	997
14	M. P. ANTHONY	Gemini (Ford)/Driver <i>Prodot</i>	997
15	C. SUMMERS	Kieft (Ford)/Equipe Arden	997
16	P. ASHDOWN	Lola (Ford)/Lola Equipe	997
17	J. HINE	Lola (Ford)/Lola Equipe	997
18	J. D. LEWIS	Lola (Ford)/Driver	997
19	J. WHITMORE	Lotus (B.M.C.)/Don Moore	994
20	T. TAYLOR	Lotus (Ford)/Team Lotus Limited	997
21	K. LYON	Lotus (Ford)/Driver	997
22	A. B. REES	Lotus (Ford)/Driver	997
23	P. WARR	Lotus (Ford)/Driver	997
24	N. LEDERLE	Lotus 5 (Ford)/Jim Russell Racing Drivers' School	997
25	M. BOND	Lotus (Ford)/Ecurie Chiltern	997
26	J. LEIGHTON	Lotus (Ford)/Scuderia Birchwood (Australia)	997
27	W. B. PINKNEY	Lotus (Ford)/Driver	997
28	G. BREAKELL	Lotus (Ford)/Driver	997
29	J. YOUNG	Lotus (Ford)/Superspeed Conversions Limited	997
30	B. WHITEHOUSE	Lotus (B.M.C.)/G. A. Henrotte	1098
31	B. HART	Terrier (Ford)/L. Terry	997

Starting positions on the grid are determined by the speeds actually set up by competitors during practice. Prior to the race, the commentator will announce the positions of the cars on the grid.

Lap Score Chart

Lap Nos. 1-25

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
20													20							20					20
22													22							22					22
23													23							23					23
12													12							4					12
5													4							4					4
8													8							8					8
29													29							29					29

Results

	DRIVER	CAR	SPEED	TIME
1st	20	20		104.9
2nd				100.06
3rd	<i>Puggot</i>	23		100.05
4th		12		98.16
5th		4		98.15
FASTEST LAP				

START

3.00 p.m.

23rd BRITISH EMPIRE TROPHY

(INTERCONTINENTAL FORMULA RACE)

52 LAPS

approx.

150 miles

Lap Score Chart

Lap Nos. 1-25

1st—THE BRITISH EMPIRE TROPHY and £650

(See page 13 for full list of Awards)

Race Entries

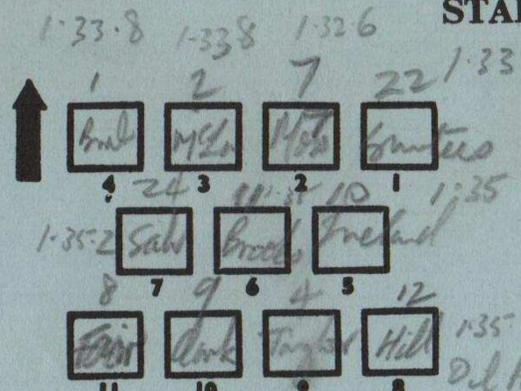
NO.	DRIVER	CAR and ENTRANT	CAPACITY c.c.
1	JACK BRABHAM	Cooper/Brabham Racing Organisation Limited	2485
2	BRUCE McLAREN	Cooper-Climax/Cooper Car Company	2500
3	LUCIEN BIANCHI	Lotus/U.D.T.-Laystall Racing Team	2496
4	HENRY TAYLOR	Lotus/U.D.T.-Laystall Racing Team	2496
5	DAN GURNEY	Lotus-Climax/Mrs. L. Bryden-Brown	2495
6	BRIAN NAYLOR	J.B.W.-Maserati/J.B.W. Car Company	2485
7	STIRLING MOSS	Cooper/R. R. C. Walker Racing Team	2496
8	JACK FAIRMAN	Ferguson/R. R. C. Walker Racing Team	2496
9	JIM CLARK	Lotus-Climax/Team Lotus	2490
10	INNES IRELAND	Lotus-Climax/Team Lotus	2490
11	TONY BROOKS	B.R.M./Owen Racing Organisation	2491
12	GRAHAM HILL	B.R.M./Owen Racing Organisation	2491
14	BRUCE HALFORD	Lotus/S. Diggory	2496
15	JOHN SURTEES	Vanwall/G. A. Vandervell	2600
16	MASSIMO NATILI	Maserati Centro-Sud/Scuderia "Centro-Sud"	2761
17	LORENZO BANDINI	Maserati Centro-Sud/Scuderia "Centro-Sud"	2890
18	TONY MARSH	Cooper/Fred Tuck Cars	2800
19	LEX DAVISON	Aston Martin/Ecurie Australie	2996
20	CHUCK DAIGH	Scarab/Reventlow Automobiles	2900
21	GINO MUNARON	Cooper-Ferrari/Scuderia Castellotti	2999
22	JOHN SURTEES	Cooper/Yeoman Credit Racing Team	2496
23	MIKE PARKES	Lotus/Yeoman Credit Racing Team	2496
24	ROY SALVADORI	Cooper/Yeoman Credit Racing Team	2496

RESERVE DRIVERS

7	JACK FAIRMAN	Cooper/R. R. C. Walker Racing Team	2496
8	STIRLING MOSS	Ferguson/R. R. C. Walker Racing Team	2496
23	TIM PARNELL	Lotus/Yeoman Credit Racing Team	2496

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1							7																		7
2							102																		7
3							22																		9 2
4							2																		2 2 2
5																2									2 2 2
6							12									24									2 2 1
7							24									9									2 2
8							9																		2 2
9							11																		3 2 2 3
10							18																		17 2 3
11							17																		18 2 3
12							17																		1 2
13							6																		10 2 2 2
14							16																		16 (last)
15							3																		2 2 2 2
16							10																		2 2 2 2

STARTING GRID



Starting positions on the grid are determined by the speeds actually set up by competitors during practice. Prior to the race, the commentator will announce the positions of the cars on the grid, and the numbers of the first eleven cars can be entered in the boxes provided.

BRITISH EMPIRE TROPHY

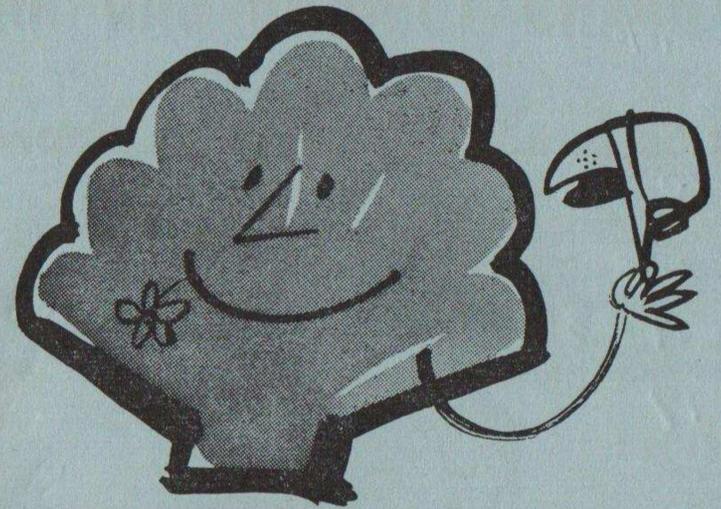
Lap Score Chart

Lap Nos. 26-52

26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
						7																				
						27																				
						12																				
						2																				
						24																				
						9																				

Results

	DRIVER	CAR	SPEED	TIME
1st				
2nd				
3rd				
4th				
5th				
FASTEST LAP				



WELL-WON! SHELL-WON

4 MAJOR WINS ON SHELL

DUTCH GRAND PRIX

1st Ferrari Wolfgang von Trips
2nd Ferrari Phil Hill

SYRACUSE GRAND PRIX

1st Ferrari Giancarlo Baghetti

TARGA FLORIO

1st Ferrari Wolfgang von Trips/Olivier Gendebien

GOODWOOD INTERNATIONAL '100'

1st Cooper John Surtees

All using Super Shell with I.C.A.
and Shell X-100 Motor Oil

ONE GOOD SHELL DESERVES ANOTHER



GRAND TOURING CAR RACE

START 5.00 p.m. 25 LAPS, approx. 75 miles

To the Entrant of the car recording the highest average speed:

A B.R.D.C. Trophy

In each Class: 1st—£50 2nd—£25 3rd—£10

Race Entries

NO.	DRIVER	CAR and ENTRANT	CAPACITY c.c.
Up to 1,000 c.c.			
1	P. HAWKINS	Austin Healey/John Sprinzel Ltd	995
2	IAN WALKER	A.H. Sebring Sprite/John Sprinzel Ltd	995
3	K. W. MACKENZIE	Alexander-Turner/Driver	994
4	A. P. HEDGES	Sebring Sprite/Andrew Hedges	995
5	J. M. UREN	G.S.M./Driver	997
6	N. BYRNE	Fiat-Abarth/Driver	980
Over 1,000 up to 2,000 c.c.			
10	J. H. GASTON	Austin Healey Sprite/Driver	994 (S)
11	J. HARRIS	Austin Healey Sprite/Driver	994 (S)
12	J. P. FERGUSSON	Turner-Climax/Team Turner	1098
14	LES LESTON	Lotus/Driver	1216
15	W. ALLEN	Lotus/Team Elite	1216
16	T. TAYLOR	Lotus/Team Elite	1216
17	Hon. EDWARD GREENALL	Lotus/Driver	1216
18	M. McKEE	Lotus/U.D.T.-Laystall Racing Team	1216
19	D. HOBBS	Lotus/Driver	1216
20	J. WHITMORE	Lotus/Chris Barber	1216
21	G. WARNER	Lotus/Chequered Flag	1216
22	P. JOPP	Lotus/Driver	1218
23	J. WOOLFE	T.V.R.-Grantura/Driver	1588
24	C. ESCOTT	T.V.R.-Grantura/Layton Sports Cars Ltd	1588
25	R. M. SHEPHERD-BARRON	Morgan/Morgan Motor Co., Ltd.	1991
26	C. J. LAWRENCE	Morgan/Morgan Motor Co., Ltd.	1991
27	J. R. STOOP	Porsche/Driver	1588
Over 2,000 c.c.			
30	M. BOND	Austin Healey/Ecurie Chiltern	2912
31	M. PARKES	Ferrari Berlinetta/Equipe Endeavour/Maranello Concessionaires	2933
32	S. MOSS	Ferrari/R. R. C. Walker/R. S. Wilkins	2933
33	A. G. WHITEHEAD	Ferrari/Driver	2953
34	A. N. DAVISON	Aston Martin/Essex Racing Stable	2996
35	R. SALVADORI	Jaguar/John Coombs	3781
36	G. HILL	Jaguar 'E' Type/Equipe Endeavour	3781
37	B. MacLAREN	Jaguar/Peter Berry (Racing) Ltd	3781
RESERVE DRIVERS			
26	R. A. V. STAPLES	Morgan/Morgan Motor Co., Ltd.	1991
31	G. HILL	Ferrari/Equipe Endeavour	2933
33	H. TAYLOR	Ferrari/A. G. Whitehead	2953
36	M. PARKES	Jaguar/Equipe Endeavour	3781

Lap Score Chart

Lap Nos. 1-25

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

Results

	DRIVER	CAR	SPEED	TIME
1st				
2nd				
3rd				
4th				
5th				
FASTEST LAP				

Motoring News

THE WEEKLY MOTORING NEWSPAPER

FIRST

WITH ILLUSTRATED REPORTS AND
THE LATEST MOTORING NEWS

PUBLISHED EVERY THURSDAY

PRICE **6^D**

★ ★ ★ ★ ★ ★ ★ ★

MOTOR SPORT

THE MONTHLY MOTORING MAGAZINE

FIRST in 1924

BEST in 1961

PUBLISHED 1st OF EACH MONTH

PRICE **2/-**

15-17 CITY ROAD, LONDON, E.C.1

B.R.D.C. SILVERSTONE GRAND PRIX CIRCUIT EXISTING LAP RECORDS AS AT 8th JULY, 1961

Category	Time	Speed	Car	Driver	When Estab- lished
Racing Cars:					
Formula Inter-Continental	1 34.2	111.86	Lotus	Innes Ireland	14. 5.60
Formula II 1954/60	1 43.4	101.91	Lotus	Cliff Allison	3. 5.58
	1 43.4	101.91	Cooper	Jim Russell	2. 5.59
Formula Junior	1 42.6	102.70	Lotus	A. E. Marsh	6. 5.61
Historic Racing Cars:	2 03.8	85.12	E.R.A.	S. Day	1.10.60
Sports Cars:					
1100	1 46.0	99.41	Lola	Peter Ashdown	16. 7.60
1100 to 1500	1 46.0	99.41	Lotus	Cliff Allison	19. 7.58
1500 to 2000	1 43.6	101.71	Cooper	Jack Brabham	2. 5.59
2000 to 3000	1 39.2	106.22	Lotus	Stirling Moss	6. 5.61
Over 3000	1 44.0	101.32	Lister-Jaguar	Masten Gregory	3. 5.58
Touring Cars:					
750 to 1000 Grps. 1 and 2	2 16.0	77.48	Austin	F. R. Gerard	2. 5.59
750 to 1000 Grp. 3	2 04.0	84.98	Austin	G. C. Shepherd	1.10.60
1000 to 1300	2 17.2	76.80	Ford	J. Young	2. 5.59
1300 to 1600 Grps. 1 and 2	2 08.0	82.32	Sunbeam	Peter Harper	6. 5.61
1600 to 200 Grp. 3	2 15.0	78.05	Alfa-Romeo	J. Bonnier	5. 5.56
2000 to 2600	2 06.0	83.63	Jaguar	Peter Blond	2. 5.59
2600 to 3500	1 59.2	88.40	Jaguar	Ivor Bueb	2. 5.59
3500 to 5000 Grps. 1 & 2	1 54.4	92.11	Jaguar	Graham Hill	6. 5.61
Over 5000	1 55.6	91.05	Chevrolet	Dan Gurney	6. 5.61
Grand Touring Cars:					
Up to 750	2 24.4	72.97	SAAB	S. Hurrell	2. 5.59
750 to 1000	2 13.4	78.99	Austin Healey	J. G. Gaston	2. 5.59
1000 to 1300	2 01.2	86.94	Lotus Elite	Colin Chapman	2. 5.59
1300 to 1600	2 07.0	82.97	M.G.	Alan Foster	2. 5.59
1600 to 2000	2 06.0	83.63	Morgan	C. J. Lawrence	2. 5.59
2000 to 2600	2 22.2	74.10	Peerless	R. Ham	1.10.60
2600 to 3500	2 01.2	86.97	Jaguar	Roy Salvadori	2. 5.59
3500 to 5000	1 58.8	88.70	Aston Martin	Stirling Moss	2. 5.59

OFFICIAL FLAG SIGNALS

UNION FLAG. Used for start of Race.

WHITE. An ambulance or a service car is on the circuit.

YELLOW with VERTICAL RED STRIPES. Take care, oil somewhere on the road.

BLUE. Waved—another competitor is trying to overtake you. Motionless—another competitor is following you very closely.

BLACK with WHITE NUMBER. Signal for car bearing that number—stop at your pit on the next lap.

YELLOW. Waved—great danger, be prepared to stop. Motionless—take care, danger.

RED. Signal for complete and immediate stop.

BLACK and WHITE CHEQUERED. Signal for end of Race.

Silverstone Lap Speed Table

One lap of Silverstone Circuit equals 2 miles, 1,631½ yards (4.71 kilometres). To ascertain the speed of any individual car, time it for one complete lap and read off the speed from this table.

TIME			SPEED			TIME			SPEED			TIME			SPEED		
m.s.	m.p.h.	k.m/h	m.s.	m.p.h.	k.m/h	m.s.	m.p.h.	k.m/h	m.s.	m.p.h.	k.m/h	m.s.	m.p.h.	k.m/h	m.s.	m.p.h.	k.m/h
1.30	117.08	188.42	1.55	91.63	147.46	2.20	75.27	121.12	2.45	61.25	98.45	3.10	45.72	73.57	3.35	40.74	63.12
1.31	115.79	186.35	1.56	90.84	146.18	2.21	74.73	120.26	2.46	60.81	97.69	3.11	45.28	72.73	3.36	40.30	62.68
1.32	114.53	184.33	1.57	90.06	144.93	2.22	74.21	119.42	2.47	60.37	96.95	3.12	44.84	71.89	3.37	39.86	62.24
1.33	113.30	182.34	1.58	89.30	143.71	2.23	73.69	118.58	2.48	59.93	96.21	3.13	44.40	71.05	3.38	39.42	61.80
1.34	112.10	180.40	1.59	88.55	142.50	2.24	73.17	117.76	2.49	59.49	95.47	3.14	43.96	70.21	3.39	38.98	61.36
1.35	110.91	178.50	2.00	87.81	141.31	2.25	72.67	116.95	2.50	59.05	94.73	3.15	43.52	69.37	3.40	38.54	60.92
1.36	109.76	176.64	2.01	87.08	140.14	2.26	72.17	116.14	2.51	58.61	94.00	3.16	43.08	68.53	3.41	38.10	60.48
1.37	108.63	174.82	2.02	86.37	138.99	2.27	71.68	115.36	2.52	58.17	93.26	3.17	42.64	67.69	3.42	37.66	60.04
1.38	107.52	173.05	2.03	85.67	137.86	2.28	71.20	114.58	2.53	57.73	92.52	3.18	42.20	66.85	3.43	37.22	59.60
1.39	106.43	171.29	2.04	84.98	136.75	2.29	70.72	113.81	2.54	57.29	91.78	3.19	41.76	66.01	3.44	36.78	59.16
1.40	105.37	169.58	2.05	84.30	135.66	2.30	70.25	113.05	2.55	56.85	91.04	3.20	41.32	65.17	3.45	36.34	58.72
1.41	104.33	167.90	2.06	83.63	134.58	2.31	69.78	112.30	2.56	56.41	90.30	3.21	40.88	64.33	3.46	35.90	58.28
1.42	103.31	166.25	2.07	82.97	133.52	2.32	69.32	111.56	2.57	55.97	89.56	3.22	40.44	63.49	3.47	35.46	57.84
1.43	102.30	164.64	2.08	82.32	132.48	2.33	68.87	110.83	2.58	55.53	88.82	3.23	40.00	62.65	3.48	35.02	57.40
1.44	101.32	163.05	2.09	81.68	131.45	2.34	68.42	110.11	2.59	55.09	88.08	3.24	39.56	61.81	3.49	34.58	56.96
1.45	100.35	161.50	2.10	81.06	130.44	2.35	67.98	109.40	2.60	54.65	87.34	3.25	39.12	60.97	3.50	34.14	56.52
1.46	99.41	159.98	2.11	80.44	129.44	2.36	67.55	108.70	2.61	54.21	86.60	3.26	38.68	60.13	3.51	33.70	56.08
1.47	98.48	158.48	2.12	79.83	128.49	2.37	67.12	108.01	2.62	53.77	85.86	3.27	38.24	59.29	3.52	33.26	55.64
1.48	97.57	157.01	2.13	79.23	127.50	2.38	66.69	107.32	2.63	53.33	85.12	3.28	37.80	58.45	3.53	32.82	55.20
1.49	96.67	155.57	2.14	78.64	126.55	2.39	66.27	106.65	2.64	52.89	84.38	3.29	37.36	57.61	3.54	32.38	54.76
1.50	95.79	154.16	2.15	78.05	125.61	2.40	65.86	105.98	2.65	52.45	83.64	3.30	36.92	56.77	3.55	31.94	54.32
1.51	94.93	152.77	2.16	77.48	124.69	2.41	65.45	105.32	2.66	52.01	82.90	3.31	36.48	55.93	3.56	31.50	53.88
1.52	94.08	151.41	2.17	76.91	123.78	2.42	65.04	104.67	2.67	51.57	82.16	3.32	36.04	55.09	3.57	31.06	53.44
1.53	93.25	150.06	2.18	76.36	122.88	2.43	64.65	104.03	2.68	51.13	81.42	3.33	35.60	54.25	3.58	30.62	53.00
1.54	92.43	148.75	2.19	75.81	122.00	2.44	64.25	103.40	2.69	50.69	80.68	3.34	35.16	53.41	3.59	30.18	52.56

PLEASE REMEMBER!

These lap speeds are for a racing circuit !!

When you leave Silverstone to drive home, DO drive with care and consideration for other road users.

Inconsiderate driving on the road gives a bad name to you and THE SPORT.

THANK YOU

THE CHEQUERED FLAG

THE COUNTRY'S LEADING SPORTS CAR SPECIALISTS

THE CHEQUERED FLAG (Sports Car Specialists) Ltd.

Proudly offer an incomparable selection of a hundred hand-picked and very attractively priced sporting vehicles.

Tel.: CHI. 7871-2-3

HIGH ROAD, CHISWICK, W.4

THE CHEQUERED FLAG (Midlands) Ltd.

The Midlands only true Sports Car Specialists offer an unrivalled selection of fifty competitively-priced Sports Cars.

Tel.: 89282-3

5-11 ARKWRIGHT STREET,
NOTTINGHAM

THE CHEQUERED FLAG (Competition Cars) Ltd.

The country's first and only centre for G.T. and Competition Cars offer the ultimate in high-speed luxury sporting vehicles.

Tel.: EDG. 6171-2

GEMINI HOUSE,
HIGH ST., EDGWARE, MIDDX

THE CHEQUERED FLAG

Any centre will be pleased to supply any new Sporting Car. We offer best part exchange allowances, hire purchase, insurance, and our renowned after-sales service. Please call at any Branch and inspect our superb stock at your leisure.

Step on it in safety



on triple-tough

3-T NYLON TYRES



When you put your foot down, you put your life in the hands of your tyres. That's why you need the strength and stamina of 3-T Nylon Tyres by Goodyear. Built with 3-T Nylon Cord, strongest man-made fibre triple-toughened by an exclusive Goodyear process, they have unequalled resistance to impact and flexing . . . beat the heat that burns out ordinary tyres . . . stand up to the shock waves that can tear other tyres to pieces at high speeds. So if you like to go places *fast*, make sure you ride *in safety* on Goodyear 3-T Nylon.

GOODYEAR

MODERN TYRES FOR MODERN MOTORING



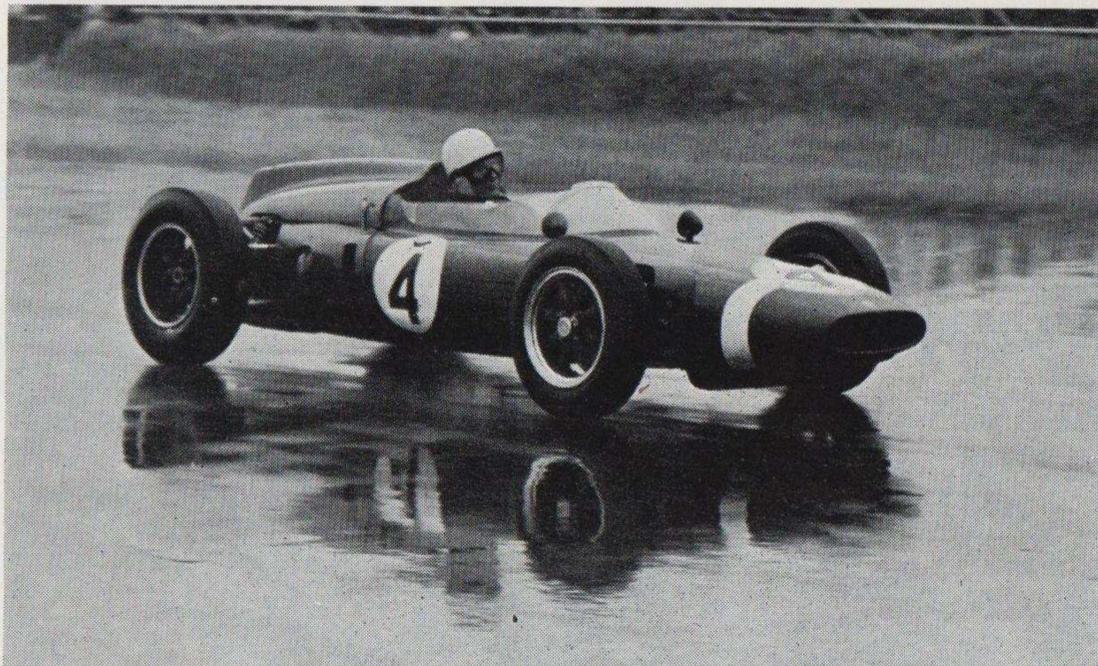
By Appointment
To H. R. H. The Duke of Edinburgh
Outfitters
Simpson (Piccadilly) Ltd

Even more than it looks!

A DAKS suit is a way of mind. It implies discernment, it suggests wisdom, it hints at a sense of civilized comfort, it emphasizes the fact that you know a good thing when you see it. All this and more. There is no known thing that does more for a man (except perhaps the admiring look in a companion's eye)—and *that* very often has something to do with DAKS!

Simpson (Piccadilly) Limited, London W1 Telephone Regent 2002





T. C. March

ONCE AGAIN the British Racing Drivers' Club, a body of sportsmen unique in motor racing history, has changed its "formula" for the 23rd Empire Trophy race, to be run this afternoon, for this is still a race organized by the club primarily for its members, as it has always been since its foundation 29 years ago at Brooklands Track.

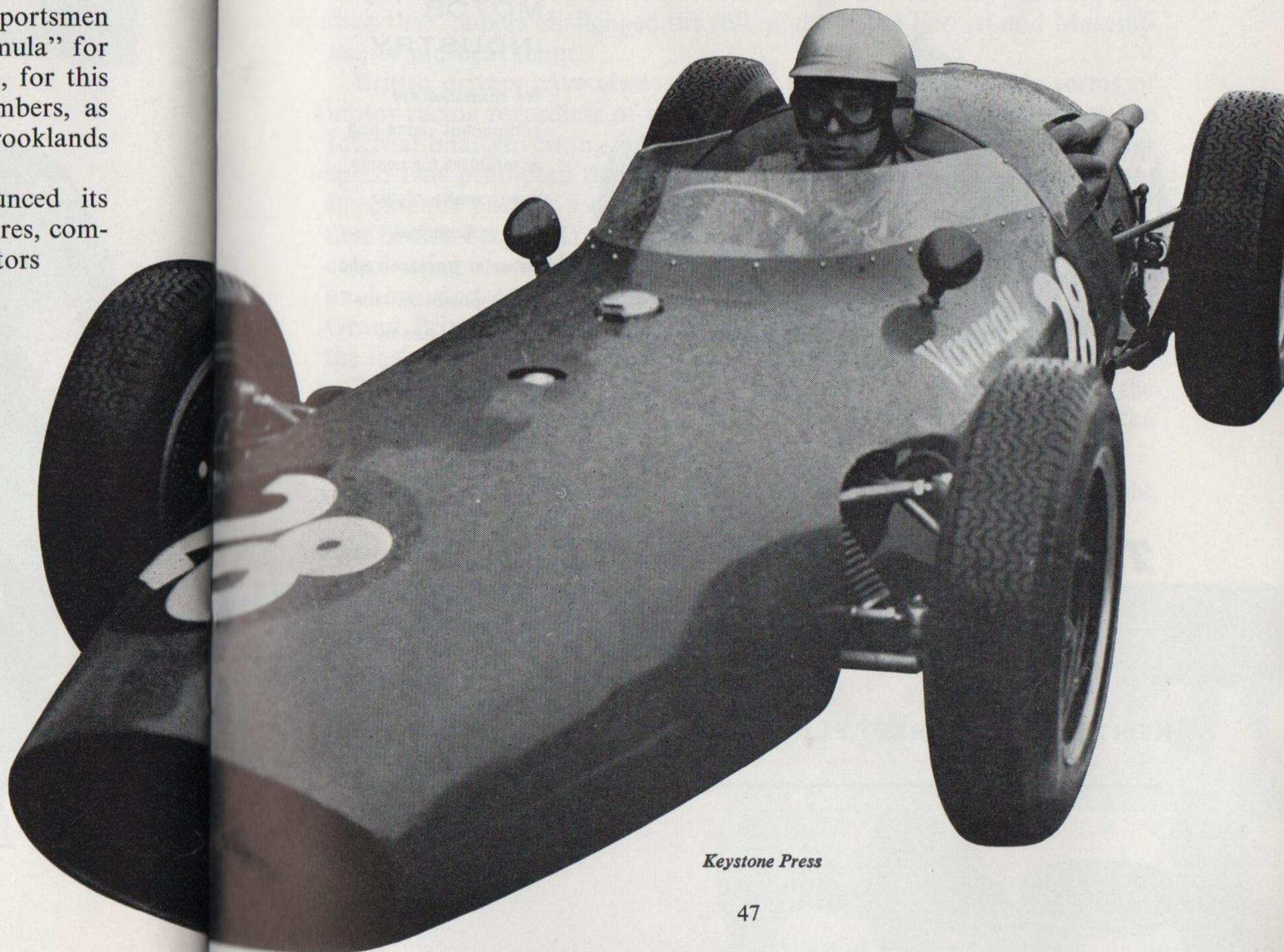
When the International Automobile Federation announced its change in the Grand Prix Formula from 2½-litre cars to 1½-litres, commencing with this year, at a time when the British competitors lacked an up-to-date engine of that capacity, the leading British drivers, all of whom are members of the B.R.D.C. of course, very emphatically expressed their regret at the decision. It was very largely through the pressure brought to bear by the club that the International Sporting Commission agreed to a parallel Formula which would permit the existing 2½-litre cars to remain in international competition. This is the Intercontinental Formula, designed to interest competitors on both sides of the Atlantic, for cars with engines up to 3-litres in cylinder capacity, and with no limitation as to weight.

It was in the tradition of the B.R.D.C., therefore, that it should be the first club to organize international races under this new Formula, the first of which was the International Trophy here at Silverstone in the first week of May. Today's event is therefore the second in the international series, and will be for 150 miles (50 laps) and we shall see the cars that dominated Grand Prix racing for the last three years of the 2½-litre Formula in full cry over a distance that permits no pit stops if any chance of victory is to be preserved.

THIS INTERCONTINENTAL RACING

Today's Main Event

RODNEY WALKERLEY



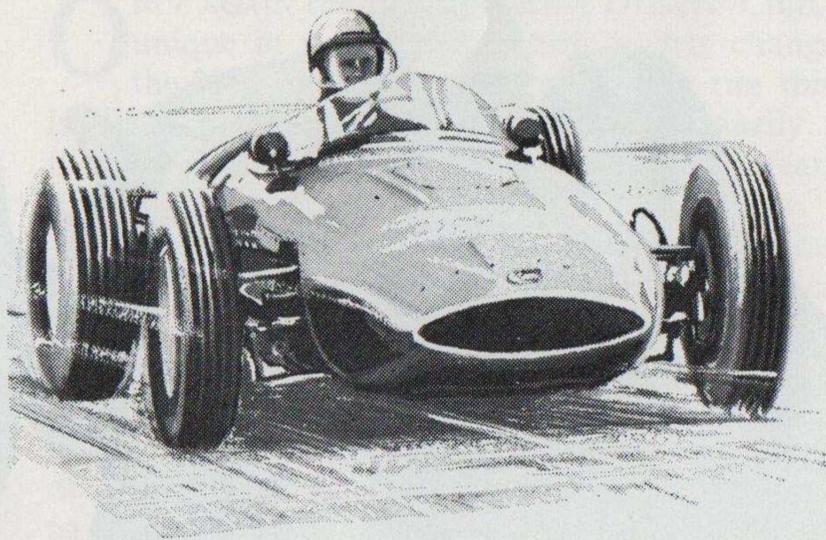
Keystone Press

B.R.M.

Manufactured by
Rubery, Owen & Co. Ltd., the parent
firm in the Owen Organisation.

SERVING THE WORLD'S MOTOR INDUSTRY

We manufacture
component parts and
assemblies for nearly
every make of car
and commercial
vehicle. Research and
development in this
field is assisted by
our motor racing
and record breaking
activities.



THE OWEN ORGANISATION



A LINKED FAMILY OF MORE THAN FIFTY COMPANIES

May we send you our Brochure?

KENT HOUSE MARKET PLACE LONDON W.I. Tel: MUSEum 8901

Although Enzo Ferrari has found it impracticable to prepare teams of cars for Formula 1 and Formula Intercontinental and is therefore not contesting today's race, the event has attracted a Grand Prix Aston Martin out of retirement, in the private hands of wealthy Australian sportsman, Lex Davison, now fitted with the super-tuned version of the famous Aston Martin DB1/300 six-cylinder 2.9-litre engine and, from California, the only American Grand Prix car built since the Duesenbergs of the early 'twenties—Lance Reventlow's Scarab, which also has a full 3-litre engine. Likewise reappearing under this Formula is the redesigned Vanwall, successor of the cars that won the World Championship of Manufacturers in 1958, and now with an enlarged version of the same four-cylinder engine. This unit is probably the most powerful here today, giving on the bench some 300 brake horse-power as compared with about 160 b.h.p. from the British engines in Formula 1 1,500 c.c. racing.

With power not far off double that of the 1961 Grand Prix car at the disposal of the drivers and the machines weighing almost the same, power-sliding on the corners and acceleration out of them will recall the great days of modern Grand Prix racing when first the Vanwalls and then the Coopers challenged the full might of the Ferrari and Maserati teams and beat them,

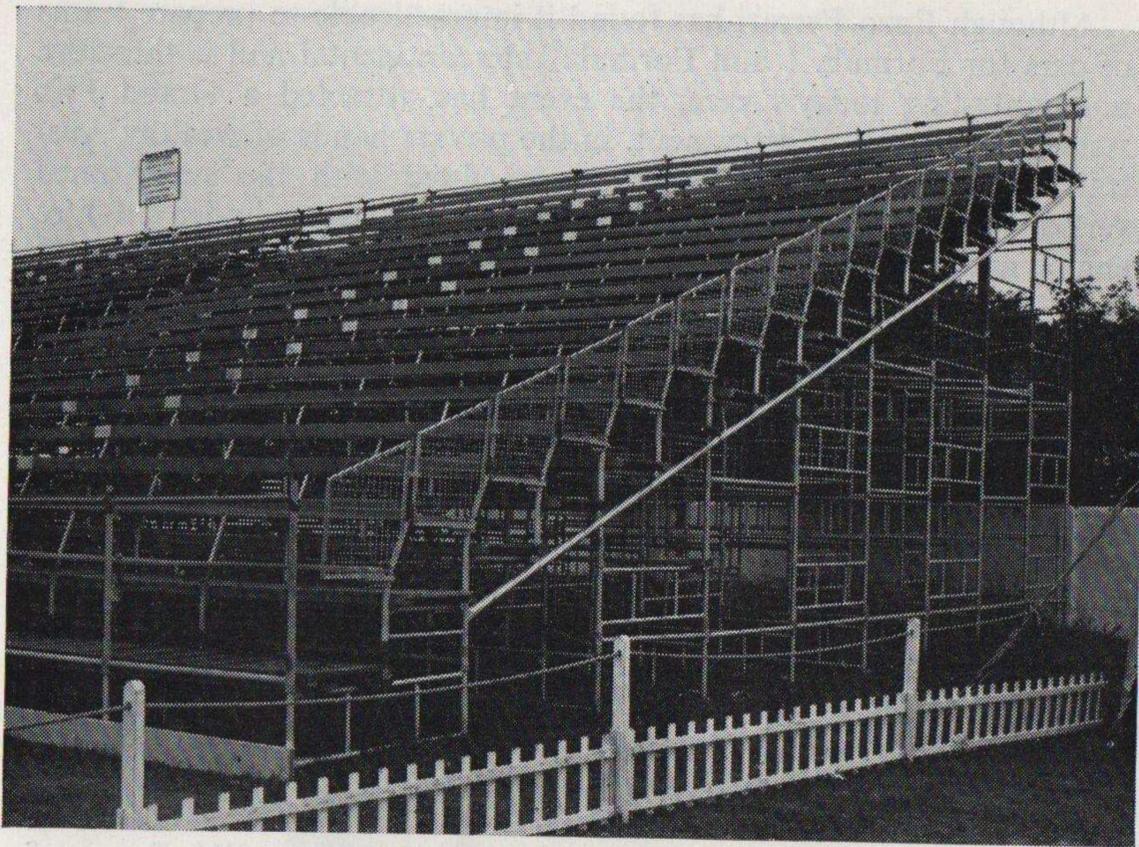
British drivers have always rejoiced in the fastest possible forms of motor racing regardless of whatever Formula has been dictated by the International governing body. It was this almost savage joy in sheer speed that prompted the B.R.D.C. to institute the 500 Miles Race at Brooklands back in 1927, for years the fastest race in the world. The first British Empire Trophy, held at Brooklands in 1932 was even faster, culminating in a wild 100-mile ride round the bankings at 126.537 miles an hour and a finish decided by one-fifth of a second. Today the Grand Prix drivers are back on what are virtually their old mounts, the fastest racing cars in existence.

The most powerful Grand Prix machines ever designed were the German cars of 1936 and 1937. The Auto Union, rear-engined like the

Chuck Daigh driving the Scarab, the first American Grand Prix racing car since the Duesenbergs of the twenties, at Silverstone last May.

Harold Barker





MILLS

Self-Lock

SEATING STANDS

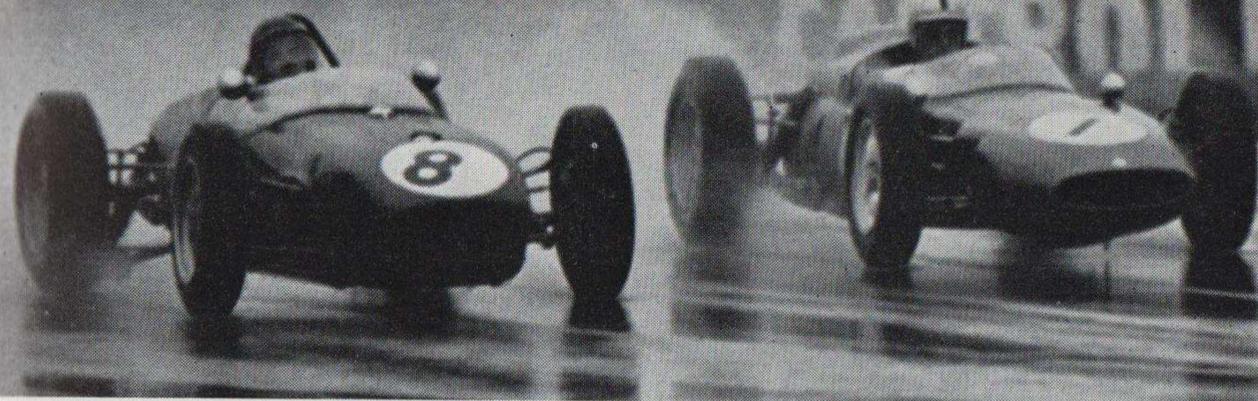
Mills Self-Lock Seating Stands can be erected for your next show or event faster and at lower cost than any conventional grandstand. The framework is high grade Self-Lock Scaffolding. Sections simply fit into each other. No tools or fittings are used. Stands can be built on even or uneven ground. Available for sale or hire from your nearest Mills Depot.



MILLS SCAFFOLD CO. LTD.

Trussley Works, Hammersmith Grove, London W.6. (RIVerside 3011)

Depots: BIRMINGHAM . BOURNEMOUTH . BRADFORD . BRIGHTON . BRISTOL
 CANTERBURY . CARDIFF . COVENTRY . CROYDON . DUNDEE . EDINBURGH
 GLASGOW . HASTINGS . HULL . ILFORD . LEICESTER . LIVERPOOL . LONDON
 MANCHESTER . MIDDLESBROUGH . NEWCASTLE . NOTTINGHAM . OXFORD . PRESTON
 PLYMOUTH . PORTSMOUTH . READING . ROTHERHAM . SOUTHAMPTON . SWANSEA



Harold Barker

Brabham (Cooper) passes Jim Clark (Lotus) at Woodcote during the 1961 International Trophy Meeting at Silverstone.

majority of modern racing cars, had 16 cylinders, a capacity of 6-litres (supercharged) and produced almost 600 brake horse power. Their immediate rivals, Mercedes-Benz, used an 8-cylinder forward-mounted engine of 5.7 litres giving almost 50 horse-power more. Both cars, in racing trim, weighed about 23 cwt. On their home ground at Nurburg Ring, one of the few circuits existing today with little alteration and therefore admitting comparisons, the fastest German Grand Prix was won in 1937 at 82.77 m.p.h., with a lap at 85.57 m.p.h. In 1958, under the 2½-litre unsupercharged Formula and running on pure petrol as opposed to special racing fuel of the methanol type. Tony Brooks won the Grand Prix with his Vanwall at 90.35 m.p.h. and Moss, in the same team, lapped at 92.89 m.p.h.!

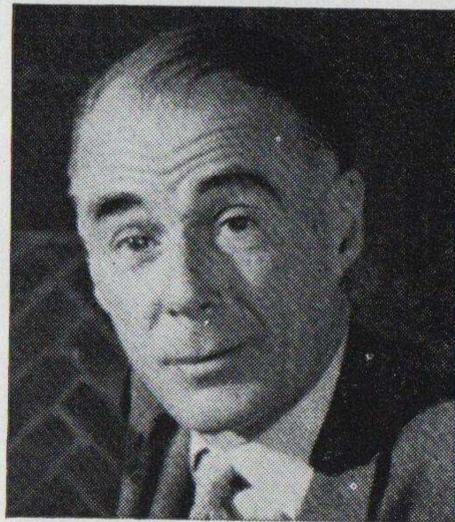
Such are the cars we are to see today, exploited by the drivers to the utmost limits of their power, light weight, superb braking and road holding, their streamlined body work offering the minimum of wind resistance, and clinging to the road on the world's finest racing tyres which by their very construction and performance have alone slashed seconds off the lap times.

Given a dry circuit there is little doubt that the existing lap record for the B.R.D.C. course at Silverstone will be broken, now standing to the credit of Innes Ireland (1960 Formula 1 2½-litre Lotus) at 111.86 m.p.h. in 1 minute 34.2 seconds.

It is recalled that this same race last year was run for Formula Junior cars on an October day of rain and wind, in which the best lap was 84.98 m.p.h., 2 min. 4 sec. Fastest lap in 1960 with a 1½-litre racing car (virtually the same as the present Formula 1) was by a Cooper, in 1 min. 47 sec., at 100.16 m.p.h., almost four seconds per mile slower than the 2½-litre record, 13 seconds on the lap or as much as a quarter of an hour in 50 laps.

So today, in fair weather or foul, we shall see the fastest Grand Prix cars once again in action in the hands of the leading racing drivers in the exclusive class of those competing for the World Championship.

BUT WHAT'S IT FOR?



by Nevil Lloyd

"BUT what's it for?" asked the Marketing Manager of the assembled group of white coated lubricating technologists who had just informed him that after many years of research and experiment (during which time they had worn out more white coats than a certain famous lady had had motor accidents) that Moly slip had been invented. "Unless you can tell me what it's designed to do" he continued, shielding his eyes with one hand, as he had a horror of being blinded by science, "you'll take the wind right out of my Sales Department."

There was silence in the laboratory, broken only by the steady hiss of a Bunsen Burner, burning another Bunsen.

Here indeed was a problem; a big problem. A problem of such magnitude that, by comparison, made Neubauer look like Wee Georgie Wood. All eyes turned towards the Senior Scientist, a man of brilliant attainments and known to his staff as Compass Charlie as he too had 360 degrees. But it was plain to see that he had lost his bearings.

"I wish we'd invented something simple, like the VI6 B.R.M. or the Monte Carlo Rally Regulations," grumbled one of the junior technologists who

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

"MOLYSLIP 'G'"—10 oz. Flask 15/-. Added to gearbox, back axle and steering box. Moly slip 'G' gives silky-smooth gear changing, silent rear axle, and feather-light steering control.

From HALFORDS and all garages.

MOLYSLIP—for peak power performance

SLIP GROUP OF COMPANIES, 34 Great St. Helens, London, E.C.3

Lubrication Technologists for over a quarter of a century

Avenue 1636

carried his passion for fried potatoes to such lengths that he always had a chip on his shoulder.

Once more it was the Lab. boy who came to the rescue. (Our regular reader will remember that due to a laughable oversight he had got mixed up with the refining process that produced Moly slip; an experience that had left its mark in several ways, one of which was a tendency to spell Ferrari with two small ff's). His suggestion that sample tins of Moly slip be sent to a selected list of people with a request that they report upon its uses was adopted unanimously.

The response was gratifying; one correspondent claimed it was an ideal preparation to shorten the visit of female relatives to one's home. In this particular instance the writer's mother-in-law was the subject of the experiment. With the aid of a paint brush a liberal coating of Moly slip was applied to the top step of the staircase. *In less than 5 minutes Moly slip worked wonders.* To quote the writer "... coming down to breakfast she moly slipped on the top of the stairs, and the poor old soul fell molybdenum over disulphide right down the bottom. The funeral is on Friday."



NEW AUSTIN HEALEY 3000

faster off the mark for three good reasons

Three reasons: Get into an Austin Healey 3000 Mark II. Accelerate. You feel a new response. A joyous surge-forward you never experienced before—not even in an Austin Healey 3000. The previous one didn't waste any time, but the new one has an unfair advantage. It's got *three* carburettors where the other had two. That means in simple terms you've got 130 b.h.p. to play with as compared with the previous 124. That means an even finer rally car. An even finer pleasure car. And the extra price of the extra carburettor is frankly nil: the car still costs £1,168.9.2 (£824 plus £344.9.2 P.T.).

More points: The new model is not only an even faster car, it's also an even safer car. It's still got disc brakes on the front, of course, but as an optional extra the braking can now be *servo-assisted*. And inside the car are all the necessary fittings for seat belts.

Still more points: New camshaft. New air cleaner. New heat shield for silencer. New grille and air-intake slats.

GET INTO AN
AUSTIN AND
OUT OF THE
ORDINARY!



By Appointment to
Her Majesty The Queen
Motor Car Manufacturers
The Austin Motor
Company Limited



Backed by
BMC 12-month
warranty
and BMC
service

THE AUSTIN MOTOR COMPANY LIMITED · LONGBRIDGE · BIRMINGHAM

Dunlop Mac



IN THESE DAYS, when the approach to problems tends to be scientific, spectators will have noticed the backroom boys and the boffins of racing rushing round with their depth and temperature gauges assessing tyre life for the drivers, and they might forget that in the earlier days the sensitive fingers and the sharp eyes of Dunlop Mac were the only gauges that a sensible driver required. His death in mid-May severed a connecting link between the racing of before the First World War and of the 'sixties, for he was an active figure into the present year.

Throughout his life he was "Mac" to everyone who knew him—to Campbell, Segrave, Birkin, Howe, Chiron, Nuvolari in earlier days and to the present-day famous. He never confined his help—sometimes unofficial—to the famous who were proud to call him friend; often he could "find" a tyre to help the poor and struggling enthusiast get his car through the scrutineering. If what a driver wanted was possible and safe in a tyre sense "Mac" would do anything, but if a driver's ideas were a nonsense nothing on earth, including the Dunlop Board of Directors, would persuade "Mac" to give in. His abilities at judging exactly how many laps' life were left in a tyre were fantastic, including the ability to allow for individual variations in driving style—of which the drivers themselves were often unaware. Because of his unselfish devotion to the boys, many races were run and won, and many records broken, which might otherwise have ended in fiascos.

During the years from before 1914 to 1961, David John McDonald developed from a tyre fitter to *the* tyre fitter, and it should be remembered that his influence was not confined to Dunlop's U.K. racing department. He was known in every country where cars were raced and where records were attempted. Some of his legendary feats, assisted by the team of fitters who almost worshipped him, will never be forgotten by those lucky enough to be old enough to have been there.



The Dunlop depot in the 1935 500 Miles Race. Dunlop Mac is in the centre. Extreme left is Freddie Dixon.

Because of the track at Brooklands breaking up in one 500 Miles B.R.D.C. Race, tyre wear assumed alarming proportions with the result that for most of the race Mac and his blokes were fitting new tyres. No sooner were four worn out tyres torn from the rims and new ones fitted, than four more wheels with tyres through to the ribboned canvas would be flung into the little Dunlop depot behind the pits. Such was the skill of Mac and his team that the time taken to pull off an old tyre and replace it with a new one was often brought down to between 30 and 40 seconds.

To many drivers, both famous and unsung, Mac became a father confessor, and away from the hurly-burly of the circuits he shared in their off-stage fun and games. Because of his very real services to both drivers and the sport Mac was made an Honorary Life Member of the British Racing Drivers' Club in November 1957. To the average spectator motor racing will continue to blossom, but behind the scenes and during the intervals between races when the curtain is lowered "Dunlop Mac" will always be missed.



Jack Brabham

**relies on
MINTEX**

HIGH PERFORMANCE LINERS

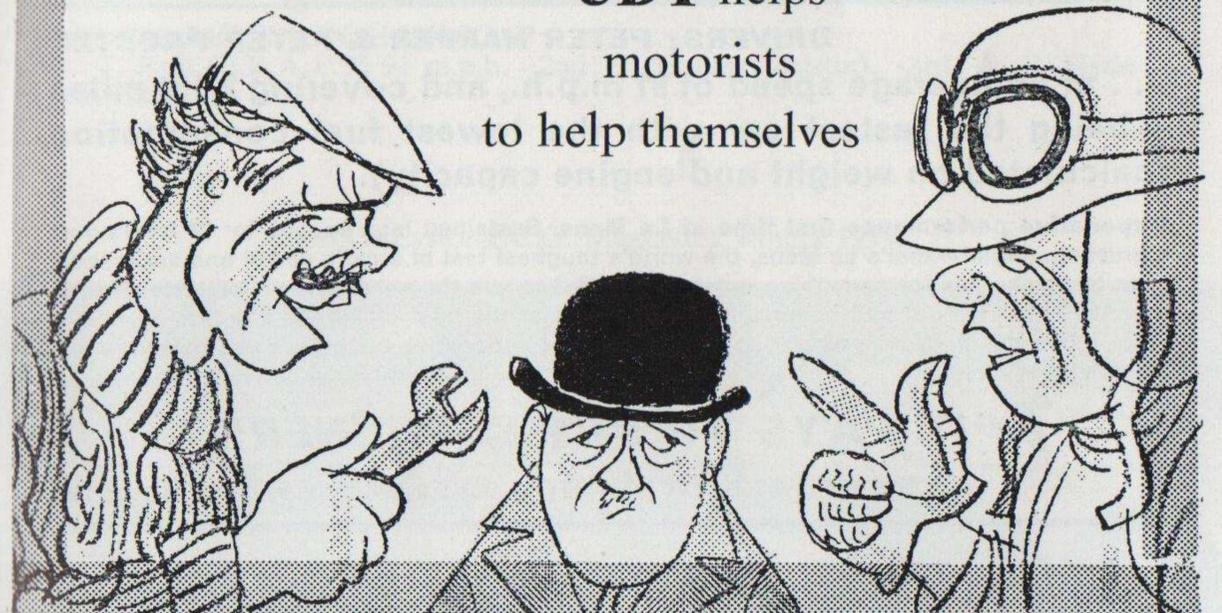
MINTEX High Performance brake and clutch liners and disc brake pads are manufactured by the MINTEX Division of British Belting & Asbestos Ltd., Cleckheaton, Yorkshire.

nothing but
torque, torque...
torque, torque...

To soup or not to soup... whether tis better to gas-flow or blow... aren't exhaust valves getting *big* this year?—it's a tough job holding up your end of the conversation unless you're an expert: and it's a tough job laying claim to be an expert unless you've a car of your own to be expert about.

Which is where UDT roars onto the scene. With UDT credit behind him, the most frustrated expert can become the owner of the most talked-about vehicle this side of Silverstone, all without overloading his financial bearings. Try it and see.

UDT helps
motorists
to help themselves



UNITED DOMINIONS TRUST LIMITED • 51 EASTCHEAP • LONDON • EC3

LE MANS 24 HOUR RACE 1961
29TH GRAND PRIX D'ENDURANCE

SUNBEAM ALPINE



**LE MANS
24 HOURS**

1ST

**INDEX OF THERMAL
EFFICIENCY CUP**

DRIVERS: PETER HARPER & PETER PROCTER

... at an average speed of 91 m.p.h., and covering 2,194 miles—being the fastest car with the lowest fuel consumption (calculated on weight and engine capacity).

Superlative performance first time at Le Mans. Sustained high speeds for 24 hours over a gruelling circuit—that's Le Mans, the world's toughest test of a car's speed and endurance. Even to finish calls for something outstanding. But to win the second most valuable prize in the race first time out and competing directly against the best of Europe's sports cars, is a great achievement. When you buy an Alpine, you buy superlative value in power, performance, handling and reliability.

(Results subject to official confirmation)

"IT PAYS TO BUY A WINNER"

says Jack Brabham, WORLD CHAMPION RACING DRIVER, 1959 and 1960



By appointment to
Her Majesty the Queen
Motor Vehicle Manufacturers
Rootes Motors Limited

ROOTES MOTORS LTD

SUNBEAM TALBOT LTD., COVENTRY, LONDON SHOWROOMS AND EXPORT DIVISION,
ROOTES LIMITED, DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1.

BRITISH EMPIRE TROPHY

PREVIOUS RESULTS

BROOKLANDS

1932—100 MILES

1st: G. Eyston (Panhard), 126.35 m.p.h. 2nd: J. Cobb (Delage). 3rd: Lord Howe (Delage).

On protest, Cobb was awarded first place on account of difficulty in overtaking.

1933—125 MILES

1st: Count Czaykowski (Bugatti), 123.58 m.p.h. 2nd: K. Don (Bugatti). 3rd: M. Manby Colegrave (M.G. Magnette).

1934—300 MILES ON HANDICAP

1st: G. Eyston (M.G. Magnette), 80.81 m.p.h. 2nd: W. Straight (Maserati). 3rd: A. Eccles (Bugatti).

1935—300 MILES ON HANDICAP

1st: F. Dixon (Riley), 75.47 m.p.h. 2nd: P. Maclure (Riley). 3rd: C. Paul (Riley).

DONINGTON

1936—255 MILES ON HANDICAP

1st: R. Seaman (Maserati), 66.33 m.p.h. 2nd: P. Fairfield (E.R.A.). 3rd: W. G. Everitt (Alfa-Romeo).

1937—204 MILES ON HANDICAP

1st: R. Mays (E.R.A.), 62.96 m.p.h. 2nd: P. Maclure (Riley). 3rd: P. Walker (E.R.A.).

1938—200 MILES ON HANDICAP

1st: C. Dodson (Austin), 69.62 m.p.h. 2nd: B. Bira (E.R.A.). 3rd: W. Cotton and Wilkinson (E.R.A.).

1939—200 MILES ON HANDICAP

1st: T. Rolt (E.R.A.), 75.91 m.p.h. 2nd: B. Hadley (Austin). 3rd: A. B. Hyde (Maserati).

Capt. G. Eyston (M.G. Magnette), winner 1934.



SCOREBOARD



IMPORTANT VICTORIES IN FOUR 1960-61 EVENTS

Austin-Healey '3000'

Outright win and Coupe des Dames, Liege-Rome-Liege Manufacturers' Team Prize, Liege-Rome-Liege Manufacturers' Team Prize, RAC International Manufacturers' Team Prize (in company with a 'Sprite') and Coupe des Dames, Tulip Rally

Austin-Healey 'Sprite'

1st in 850-1000 c.c. class, Liege-Rome-Liege
1st, 2nd, 3rd (Grand Touring Cars up to 1300 c.c.), RAC International
1st, 2nd, 3rd (Sports Cars 851 to 1150 c.c.), Sebring

MGA '1600'

1st and 2nd (Grand Touring Cars 1301 to 1600 c.c.), Sebring

Wolseley Fifteen Hundred

1st and 3rd (Grand Touring Cars 1301 to 2000 c.c.), RAC International

B·M·C BUILDS TO WIN



THE BRITISH MOTOR CORPORATION LIMITED

BIRMINGHAM and OXFORD



F. Dixon (Riley), winner 1935.

ISLE OF MAN

1947—FORMULA 1—155 MILES

1st: F. R. Gerard (E.R.A.), 68.02 m.p.h. 2nd: P. Whitehead (E.R.A.) 3rd: G. Ansell (E.R.A.).

Fastest Lap: Gerard, 70.53 m.p.h.

1948—FORMULA 1—140 MILES

1st: G. Ansell (E.R.A.), 67.71 m.p.h. 2nd: D. Hampshire (E.R.A.) 3rd: H. L. Brooke (E.R.A.).

Fastest lap: Parnell (Maserati), 72.35 m.p.h.

1949—FORMULA 1—104 MILES

1st: F. R. Gerard (E.R.A.), 71.06 m.p.h. 2nd: J. Horsfall (E.R.A.) 3rd: F. Ashmore (E.R.A.).

Fastest lap: Gerard (E.R.A.), 73.88 m.p.h.

1950—FORMULA 1—104 MILES

1st: F. R. Gerard (E.R.A.), 70.05 m.p.h. 2nd: T. C. Harrison (E.R.A.) 3rd: E. de Graffenried (Maserati).

Fastest lap: Parnell (Maserati), 74.28 m.p.h.

1951—SPORTS CARS—135 MILES ON HANDICAP

1st: S. Moss (Frazer-Nash), 67.27 m.p.h. 2nd: F. R. Gerard (Frazer-Nash). 3rd: J. G. Reece (Cooper-M.G.).

Fastest lap: Moss, 68.78 m.p.h.

1952—SPORTS CARS—200 MILES ON HANDICAP

1st: P. Griffith (Lester M.G.), 64.20 m.p.h. 2nd: G. Ruddock (Lester M.G.). 3rd: M. Hawthorn (Frazer-Nash).

Fastest lap: Duke (Aston-Martin), 70.53 m.p.h.

1953—SPORTS CARS—93 MILES

1st: R. Parnell (Aston-Martin), 73.96 m.p.h. 2nd: K. Wharton (Frazer-Nash). 3rd: H. Ruesch (Ferrari).

Fastest lap: Parnell (Aston-Martin), 75.48 m.p.h.

OULTON PARK

1954—SPORTS CARS—118 MILES

1st: A. E. Brown (Cooper-Bristol), 70.56 m.p.h. 2nd: R. Salvadori (Maserati). 3rd: P. Gammon (Lotus).

Fastest lap: Salvadori, 74.33 m.p.h.

1955—SPORTS CARS—113 MILES

1st: A. Scott-Brown (Lister-Bristol), 73.52 m.p.h. 2nd: K. McAlpine (Connaught).
3rd: R. Parnell (Aston-Martin).

Fastest lap: Leston (Connaught) Parnell (Aston-Martin) 79.35 m.p.h.

1956—SPORTS CARS—113 MILES

1st: S. Moss (Cooper), 83.72 m.p.h. 2nd: C. Chapman (Lotus). 3rd: R. Salvadori (Cooper).

Fastest lap: Moss (Cooper)
Chapman (Lotus) } 84.95 m.p.h.
Musy (Maserati)

1957—SPORTS CARS—69 MILES

1st: A. Scott-Brown (Lister-Jaguar), 84.21 m.p.h. 2nd: R. Salvadori (Aston-Martin). 3rd: R. Flockhart (Lotus).

Fastest lap: Scott-Brown (Lister-Jaguar), 85.69 m.p.h.

1958—SPORTS CARS—124 MILES

1st: S. Moss (Aston-Martin), 87.45 m.p.h. 2nd: C.A.S. Brooks (Aston-Martin).
3rd: A. Scott-Brown (Lister-Jaguar).

Fastest lap: Moss (Aston-Martin) } 89.70 m.p.h.
Hill (Lotus)

1959—FORMULA II—110 MILES

1st: J. Russell (Cooper-Climax), 76.93 m.p.h. 2nd: T. Marsh (Cooper-Climax).
3rd: I. Bueb (Cooper-Borgward).

Fastest lap: Russell (Cooper), 78.76 m.p.h.

SILVERSTONE

1960—FORMULA JUNIOR—105 MILES

1st: H. Taylor (Lotus-Ford), 80.78 m.p.h. 2nd: P. Arundell (Lotus-Ford), 80.51 m.p.h. 3rd: C. Dietrich (Elva-Austin), 79.47 m.p.h.

Fastest lap: Taylor (Lotus), 84.97 m.p.h.

R Seaman (Maserati), winner 1936.



worth seeing

Suedecraft's collection of quality
SUEDE, LEATHER & SHEEPSKIN WEAR

Suedecraft

you are certain of top quality at really economical prices, for each garment is tailored in Suedecraft's own factory. Ladies Jackets from 10 gns.

There are over 25 styles, call and see them for yourself: choice of over 500 garments from stock, or made to your own measurements at no extra charge. Suedecraft is Britain's largest Suede and Leather Clothing organisation, selling through their own shops and World wide postal service direct to the public. Write for catalogue, etc., to Head Office at 3 Manor Street, Bradford 1, Yorks.

London Shop—Late night Thursday.

51 BEAUCHAMP PLACE S.W.3.



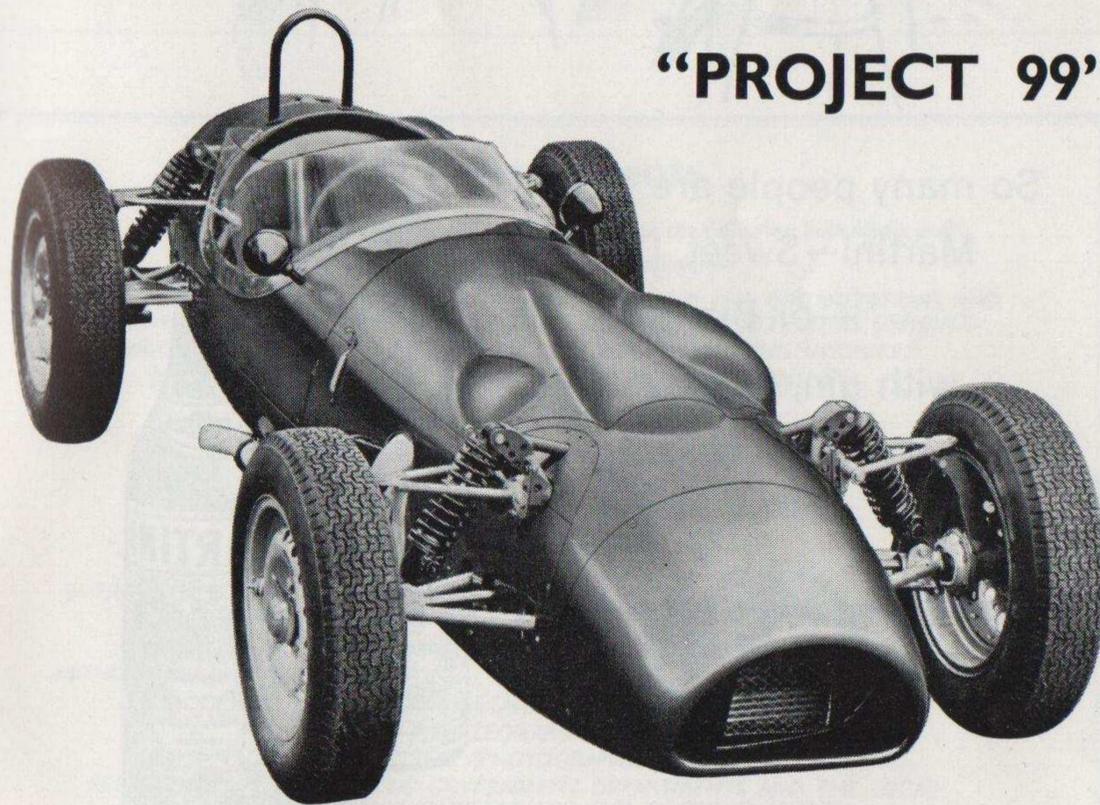
Wetherby Style
12 gns

BE SURE TO VISIT THE SUEDECRAFT STAND IN THE PADDOCK

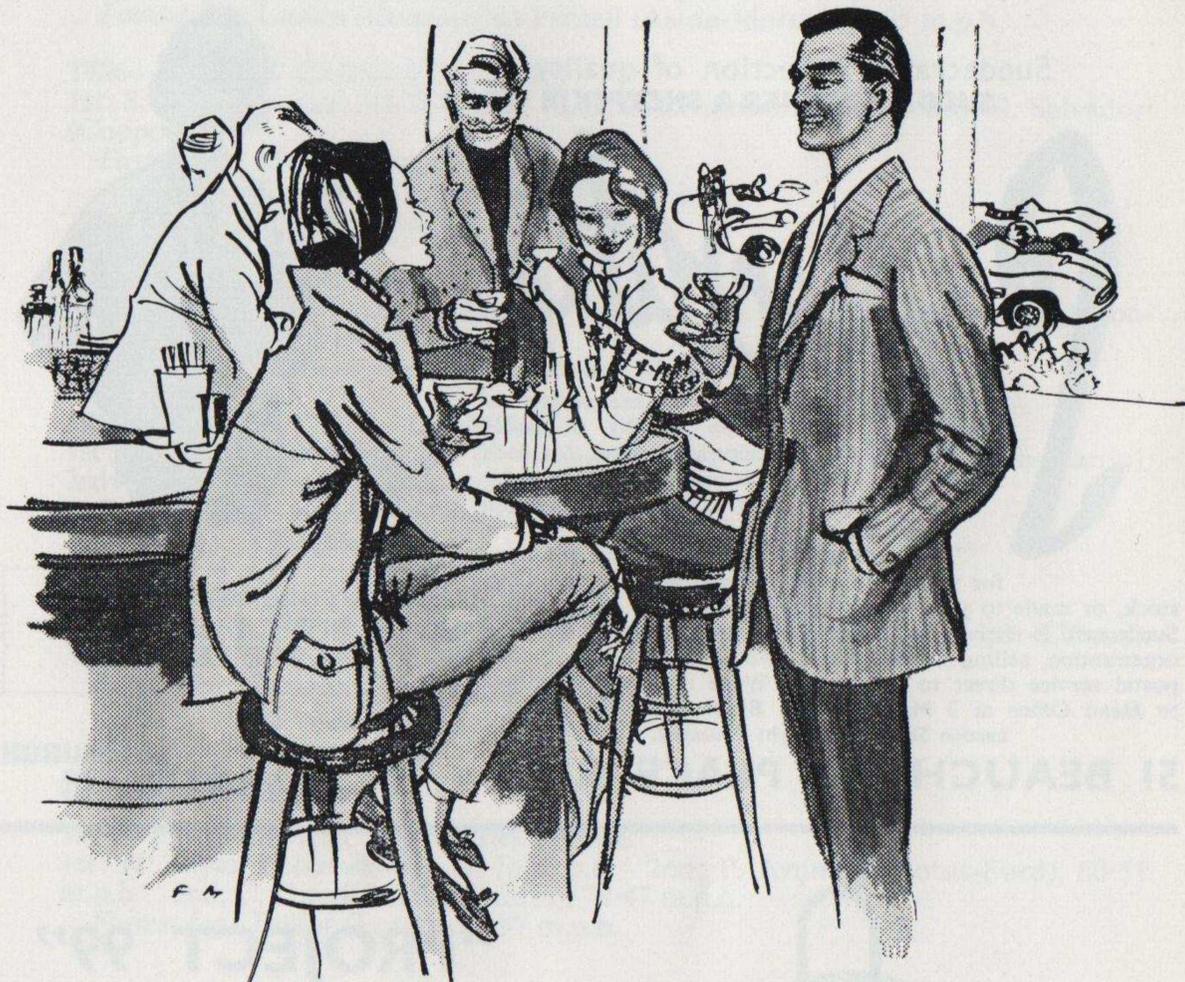
Other shops at

**BIRMINGHAM · EDINBURGH
BRADFORD**

“PROJECT 99”



**THE FERGUSON GRAND PRIX CAR
MAKING ITS WORLD DEBUT AT
SILVERSTONE TODAY**



So many people are saying
Martini—Sweet, Dry
—or Bianco
with gin, just by itself,
or 'on the rocks'.

MARTINI



For the Comfort of all Silverstone Racegoers

PLEASE NOTE

PARKING. Should your car be in the front row, nearest the Circuit, please leave it where the Attendant has indicated, until the meeting is over.

TRACK. All races are run in a clockwise direction.

POST OFFICE. All postal enquiries for correspondence, parcels, etc., should be made at the mobile post office, which is situate on the public side of the bridge between the pits and the pits grandstand.

INFORMATION. Results, commentaries and other information will be announced on a public address system installed around the ground.

VIEWING. The promoters reserve the right to remove any small stands that may be erected by spectators and which interfere with the viewing and personal comfort of other racegoers.

CONSIDERATION. Please avoid damage to valuable crops and land in and around the Circuit.

INVALID CARRIAGES. There is a special enclosure for spectators in invalid carriages. You are specially requested not to stand in front of these vehicles obstructing the view of the occupants. Remember they cannot see any of the racing unless their view is unobstructed.

ANIMALS. Dogs and other animals are not, in any circumstances, admitted to the Circuit.

SAFETY. The banking erected round this Circuit is there for your protection. It is forbidden to stand, sit or climb on it.

DEPARTURE. Police and Car Park Attendants are here to facilitate your exit from the Circuit quickly and safely after the Meeting. Please do your part and drive slowly and carefully when leaving.

LOST PROPERTY. Articles found at Silverstone should be handed to the nearest policeman or B.R.D.C. official.

Acknowledgments

The British Racing Drivers' Club wish to thank the following individuals and organizations for their valuable co-operation

ALL HONORARY OFFICIALS LISTED ON PAGES 10 AND 11 AND THE ORGANIZATIONS AND CLUBS WHO ARRANGED FOR PARTIES OF THEIR MEMBERS TO ATTEND AS OFFICIALS.

BRIG. J. N. CHENEY, O.B.E., CHIEF CONSTABLE OF BUCKINGHAMSHIRE.

JOHN GOTT, O.B.E., CHIEF CONSTABLE OF NORTHAMPTONSHIRE.

NORTHAMPTONSHIRE FIRE BRIGADE AND CHIEF OFFICER N. C. MOUNTFORD, M.B.E.

THE ROYAL AUTOMOBILE CLUB. THE AUTOMOBILE ASSOCIATION.

THE BRITISH MOTOR CORPORATION LTD.

MILLS SCAFFOLD CO. LTD. ESSO PETROLEUM CO. LTD.

SHELL-MEX & B.P. LTD. MOBIL OIL CO. LTD.

THE AIR MINISTRY.

BURROUGHS ADDING MACHINE LTD. BOWMAKER LTD. JOSEPH LUCAS LTD.

THE ROOTES GROUP. W. GROSE LTD. (NORTHAMPTON).

LAMBRETTA CONCESSIONAIRES LTD. ERNEST NEWTON & CO. LTD.

ARTHUR MULLINER (NORTHAMPTON). RONEO LTD. ROYAL TYPEWRITERS LTD.

DENNIS'S GARAGE (WISBECH). THE ROVER CO. LTD.

LIONEL LEONARD, ESQ.

DAILY EXPRESS (PHOTOGRAPHIC DEPT.)

REPRESENTATIVES OF VARIOUS GOVERNMENT DEPARTMENTS AND THE LOCAL AUTHORITIES OF NORTHAMPTONSHIRE AND BUCKINGHAMSHIRE.

THE PUBLISHERS OF: THE AUTOCAR, AUTOCOURSE, AUTOSPORT,

THE MOTOR, MOTOR CYCLE, MOTOR CYCLING, MOTOR RACING,

MOTOR SPORT, MOTORING NEWS. GEO. ANGUS LTD.

BAYWOOD CHEMICALS LTD.

NEXT SATURDAY

JULY 15th

**RAC
BRITISH GRAND PRIX**

for **FORMULA ONE CARS**

AT

AINTREE

This space donated by the **British Racing Drivers' Club** in the overall interest of Motor Sport and the spectating public.

Books for Enthusiasts

Formula Junior

JOHN BLUNSDEN

"... seldom before has there been published at the beginning of a new development a lavishly illustrated chronicle so lucid and comprehensive in its record that there can never be doubt or argument in the years to come. Such a book is *Formula Junior*..."

MOTOR RACING

"... this book will prove invaluable now and in the years to come as a very full account of the beginning of Formula Junior..."

THE MOTOR

160 pp. 24 pp. Art Illustrations. 21s. net (post 1/-)

Modified Motoring

JOHN SPRINZEL

"... gives the reader valuable information on increasing performance from production engines, particularly the series A B.M.C. unit. This is a must for the competition driver, and should also interest those taking to Formula Junior..."

AUTOSPORT

128 pp. 18 pp. Art Illustrations. 18s. net (post 1/-)

These books are obtainable at Chater and Scott's bookstall, near the post office, behind the grandstand.

Motor Racing Publications Ltd

62 DOUGHTY STREET · LONDON, W.C.1

enthusiasts all!



For the **"TOP" BATTERIES of 1961**

Lucas are proud to manufacture the most advanced range of batteries in the world to-day....The "S" range....tested under gruelling conditions in the laboratory and on the road. Available for all cars and light commercial vehicles using 12 volt 7 or 9 plate batteries. Lucas "S" range Batteries have Two Years Insured Life including Twelve Months Guarantee at no extra cost.

The 2 Years Battery Renewal Scheme operates in the British Isles only.

LUCAS

S

RANGE

JOSEPH LUCAS LTD., BIRMINGHAM 19