

OFFICIAL PROGRAMME 1s.

# CRYSTAL PALACE

**national (open) race meeting**

ORGANISED BY BRITISH AUTOMOBILE RACING CLUB

Whit Monday 6 June 1960



LONDON COUNTY COUNCIL



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NATIONAL OPEN MOTOR RACE MEETING

# Crystal Palace

WHIT-MONDAY, 6th JUNE, 1960



PROGRAMME OF MOTOR RACING PRESENTED FOR THE  
**London County Council**

by the

## British Automobile Racing Club Ltd.

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. 948.

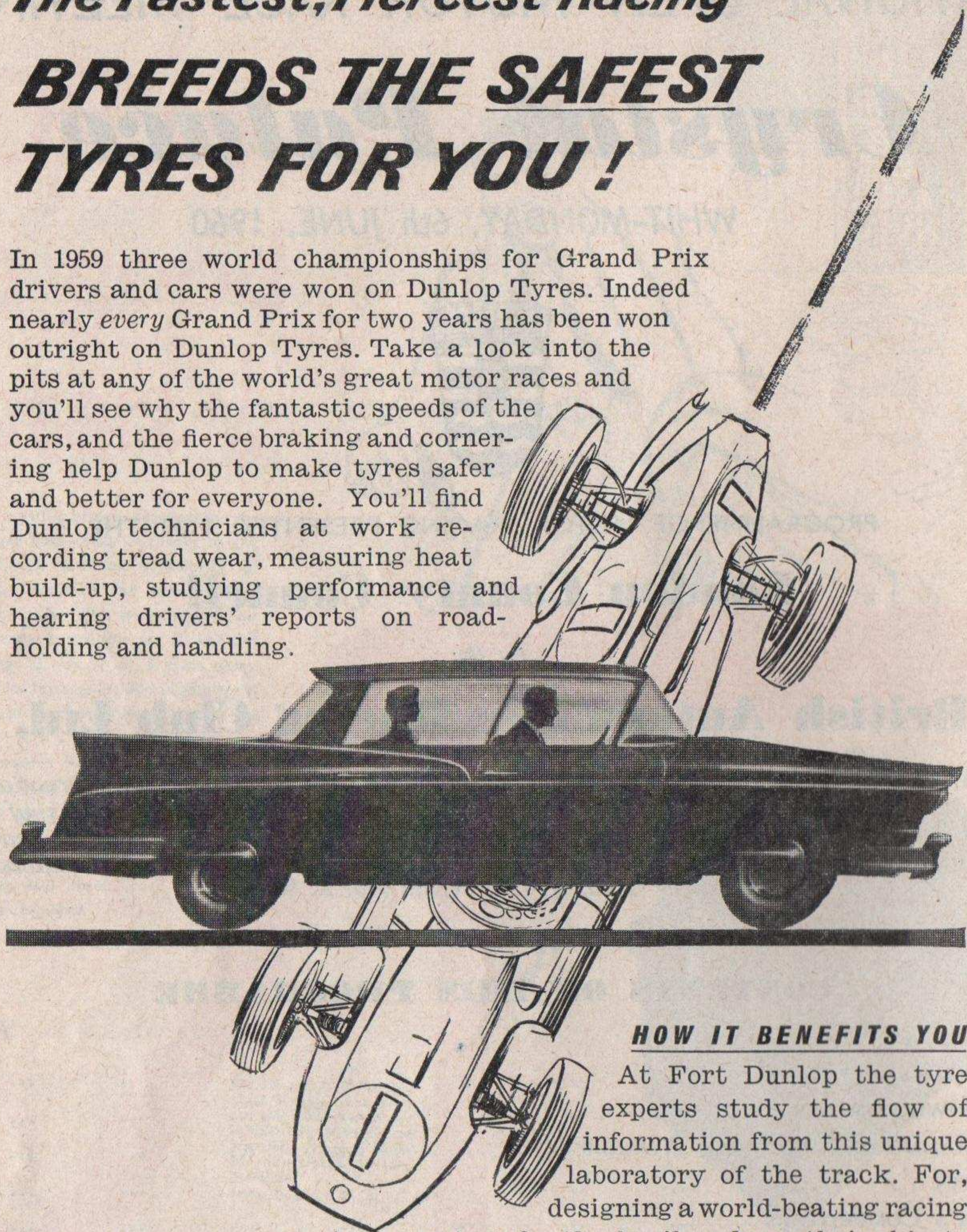
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**PRESS**

**Facilities:**  
D. R. Allen (L.C.C. Parks Department)

**Race Information:**

D. Sutherland (B.A.R.C.) and  
L. T. Farmer

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



# MoS<sub>2</sub> AND ALL THAT



by Nevil Lloyd

How many people—as they add Moly-slip to their engine oil—pause to think of the romantic circumstances that surrounded its invention?

It all happened many years ago, long before Graham was even a slight slope, let alone a Hill. One winter's evening in Darkest West Kensington, MoS<sub>2</sub>, ace secret agent of the dreaded C.S.I. (a body of men whose sole aim in life was the total destruction of motor racing) sat in his lonely lodgings decoding his laundry list. "Shirts—4", he read, his trained mind automatically translating the cryptic phrase into clear, "4 Shirts".

One by one MoS<sub>2</sub> picked them up and examined them; each one had frayed collars and cuffs, and many of the buttons were missing. "This is too much," he thought, "I haven't a decent shirt to my name." Only then did he realize his predicament. *He hadn't a name to have a decent shirt to.* With a cry of anguish he disappeared into the night, and was never seen again.

Meanwhile, behind locked laboratory

doors, another drama was unfolding as teams of white coated lubricating technologists worked day and night to refine a mineral ore called molybdenite to produce a substance called Molybdenum Disulphide, basic ingredient of Moly-slip. But one problem remained unsolved: what to call it. With a 40-hour week one cannot go around calling Molybdenum Disulphide Molybdenum Disulphide. There simply isn't the time. Then up spoke the lab. boy. "Ay say, whay not call the jolly stuff MoS<sub>2</sub>, what?"

He spoke that way because he had, inadvertently, got mixed up with the molybdenite one day, and got very refined in the process. (He even drank his tea with his little finger extended, and even Moly-slip isn't as refined as all that). He went on to explain that his mother had a lodger, ace secret agent MoS<sub>2</sub> of the dreaded C.S.I. who had disappeared and had never been seen again, and who obviously wouldn't be wanting the use of his number any more.

Thus after years of patient devoted research, was produced and named the basic ingredient of Moly-slip. But invention was not enough. One vital question still required an answer. Having invented it, WHAT WAS IT FOR?

**"MOLYSLIP FOR ENGINES"—10 oz. tin 15/-.** Specially formulated to smooth away friction, the addition of 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.

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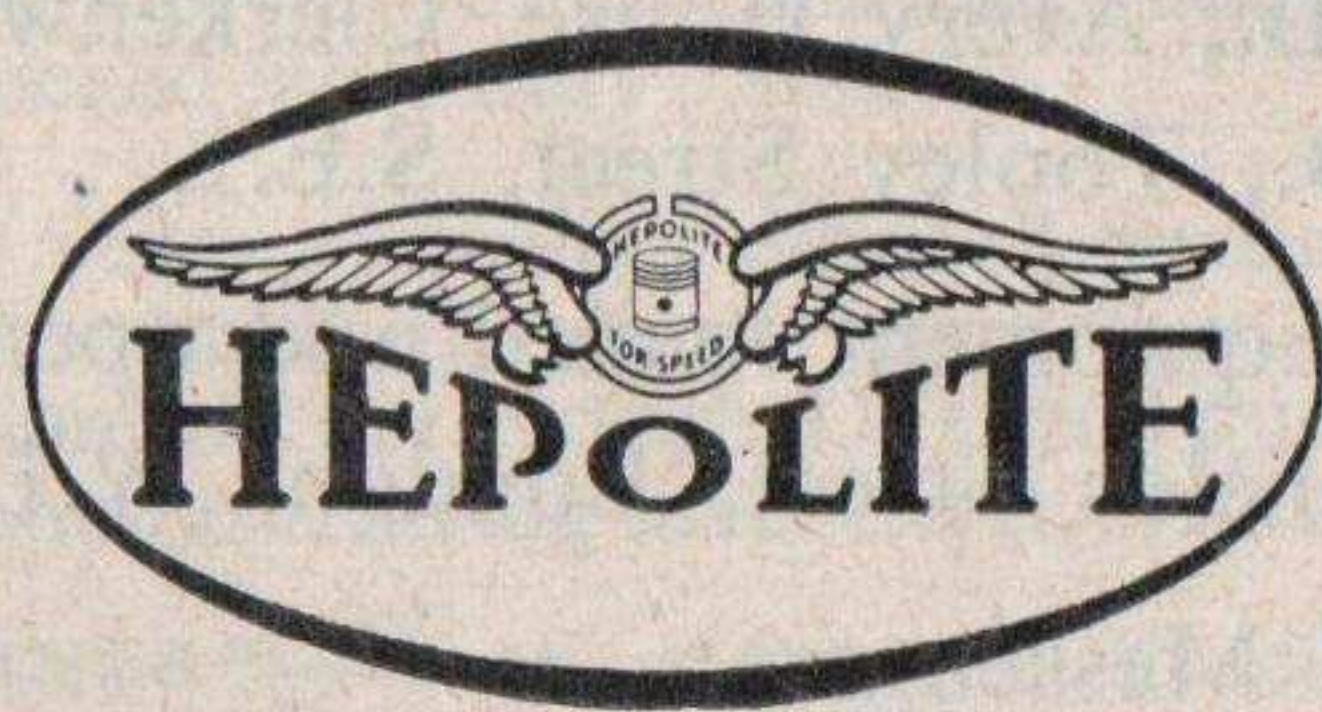
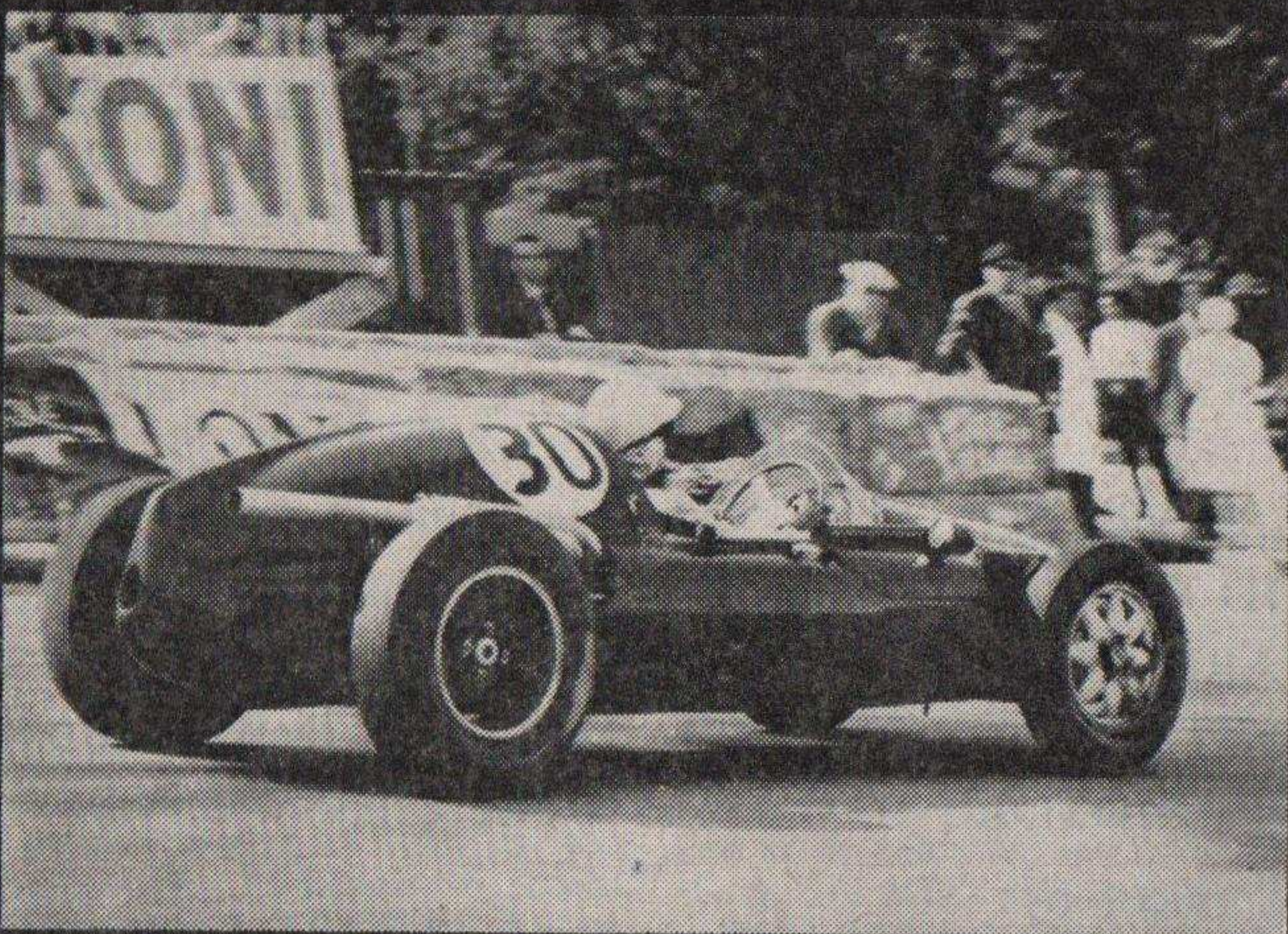
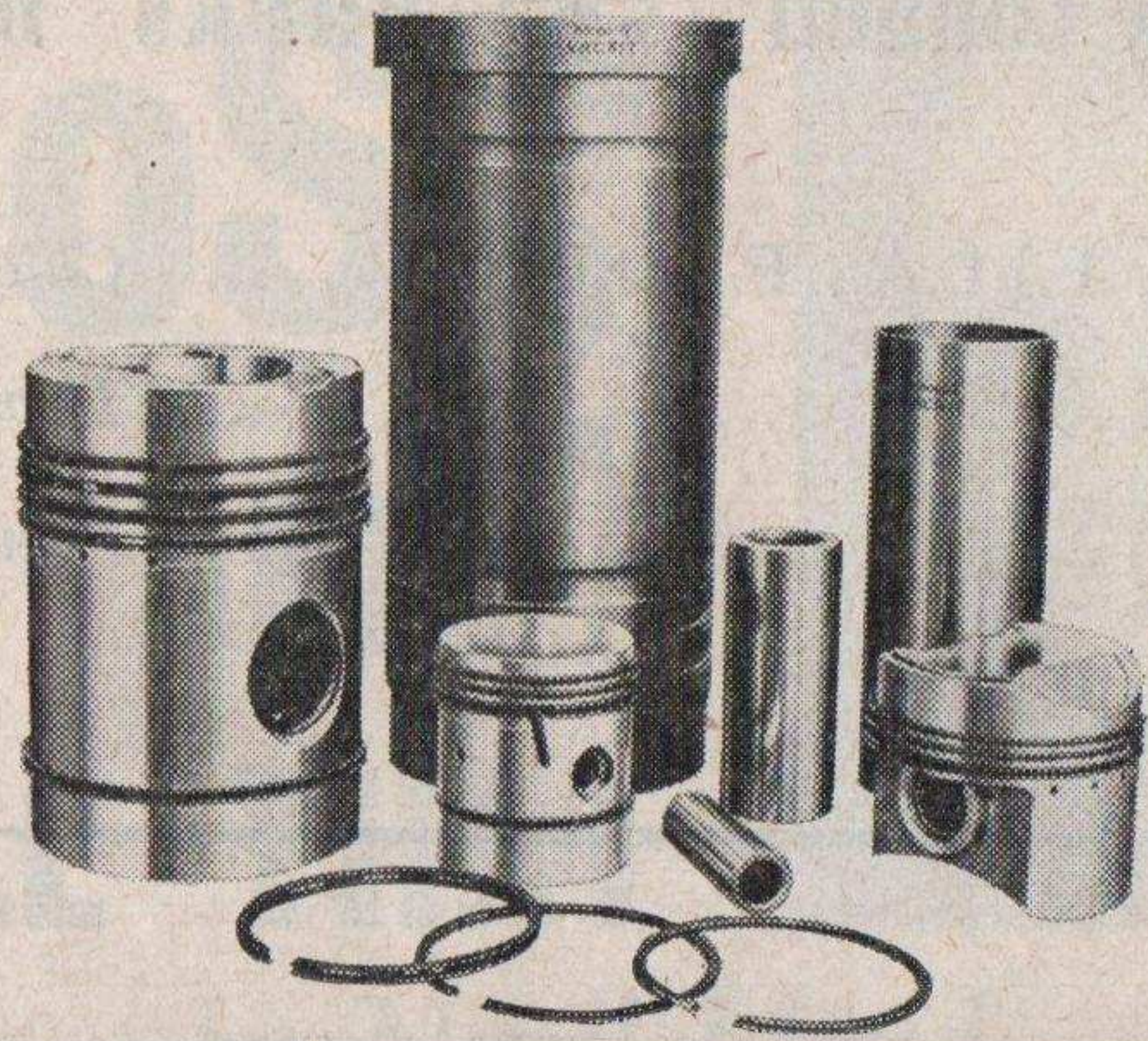
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## Programme of Events

**THE CRYSTAL PALACE TROPHY RACE** for non-supercharged racing cars up to 1500 c.c. (Formula 2).

**THE ANERLEY TROPHY RACE** for non-supercharged racing cars conforming to the International Formula Junior Regulations (up to 1000 c.c., 360 kg. minimum weight; up to 1100 c.c., 400 kg. minimum weight). In two heats and a final. The fourteen competitors recording the fastest race times in the heats, considered as a whole, will be eligible to run in the final.

**SPORTS CAR SCRATCH RACE** for non-supercharged sports cars up to 1100 c.c. conforming to the requirements of Appendix "C" to the International Sporting Code, 1959 and 1960.

**SALOON CAR SCRATCH RACE** for closed touring cars up to 1600 c.c. conforming to the requirements of Groups 1 and 2 of Appendix "J" to the International Sporting Code, 1960.

- Event 1 1.30 p.m. (10 laps)—Heat 1 of the Anerley Trophy Race.  
 „ 2 2.00 p.m. (10 laps)—Heat 2 of the Anerley Trophy Race.  
 „ 3 2.30 p.m. (10 laps)—Saloon Car Scratch Race.  
 „ 4 3.00 p.m. (15 laps)—Final of the Anerley Trophy Race.  
 „ 5 3.45 p.m. (15 laps)—Sports Car Scratch Race.  
 „ 6 4.30 p.m. (36 laps)—Crystal Palace Trophy Race.

The presentation of the Crystal Palace Trophy will be made at the conclusion of this event.

## Awards

The Crystal Palace Trophy Race 1st £100. 2nd £75. 3rd £50. 4th £25. 5th £15. 6th £10.

The Anerley Trophy Race:

Each Heat ... .. 1st £15. 2nd £10. 3rd £5.

Final ... .. 1st £50. 2nd £30. 3rd £15. 4th £10. 5th £5.

Sports Car Scratch Race ... 1st £50. 2nd £30. 3rd £15. 4th £10. 5th £5.

Saloon Car Scratch Race ... 1st £30. 2nd £20. 3rd £10. 4th £5.



# Racing and



## tyres

Over the past seven years Avon has developed racing tyres which have made a great contribution to the performance of the cars on which they have been used, highlighted in 1959 by the David Brown Aston Martin triumphs at Le Mans, Nurburgring and Goodwood which earned for them the world's Sports Car Championship. From these racing tyres a range of road tyres for high performance cars has been developed named Turbospeed—symbolic of modern developments in this field.

The new road tyres are the result of taking the racing design as a starting point and making a minor relaxation in high speed performance—since maximum sustained speeds on the road are normally lower than on the track. The casing is composed of high strength cords laid at a crown angle of 32°-35°. This is only slightly higher than on

racing tyres on which the cords cross the crown at an angle of 25°-30° to the circumference to ensure a high critical wave velocity and maximum cornering stability. Well slotted continuous ribs in the tread preserve the basic pattern and flat contour of the racing tyre yet cope with the wider variety of road surfaces and the need for quieter running.

Under load the ribs touch and support each other improving tread stability and damping out squeal. Circumferentially varied pattern length prohibits whine occasioned by regular pattern impact. The tread compound is the same as used in Avon racing tyres.

As success in racing leads to benefits in production components, the Avon Turbospeed tyre with its racing ancestry is a valuable contribution to better road holding and greater safety in high performance cars.

## NOTICES

**MOTOR RACING IS DANGEROUS.** Admission to the track is upon the condition that the promoters, organisers and those conducting the Meeting and all persons having any connection therewith for the purpose of the Meeting, including the owners of Crystal Palace and the drivers or riders and owners of vehicles and passengers in the vehicles taking part in the Meeting, are relieved of all liability (if any) arising out of accidents causing damage, loss or personal injury to spectators.

**SPECTATORS** are requested to disperse in a quiet and orderly manner.

**DOGS.** In the interests of safety, dogs are not admitted.

**PROGRAMME COPYRIGHT.** This programme, including the list of competitors and their racing numbers, is copyright.

**THE LONDON COUNTY COUNCIL** reserves the right to postpone, abandon, or cancel the race meeting or any part thereof.

**THE PROMOTERS** accept entries and driver nominations in good faith, but have no control over circumstances affecting non-starters. Every effort is made to adhere to the printed programme of competitors. The promoters, however, cannot accept responsibility for the failure of any driver or car to appear.

**PADDOCK TICKETS** price 20s. each, can be obtained at the entrances to the Paddock. Only a limited number are available.

---

## Future Race Meetings at Crystal Palace in 1960

**SATURDAY, 2nd JULY**

**MOTOR CYCLE RACE MEETING**

*Organised and Promoted by the British Motor Cycle Racing Club*

**BANK HOLIDAY MONDAY, 1st AUGUST**

**MOTOR CYCLE RACE MEETING**

*Organised by the British Motor Cycle Racing Club*





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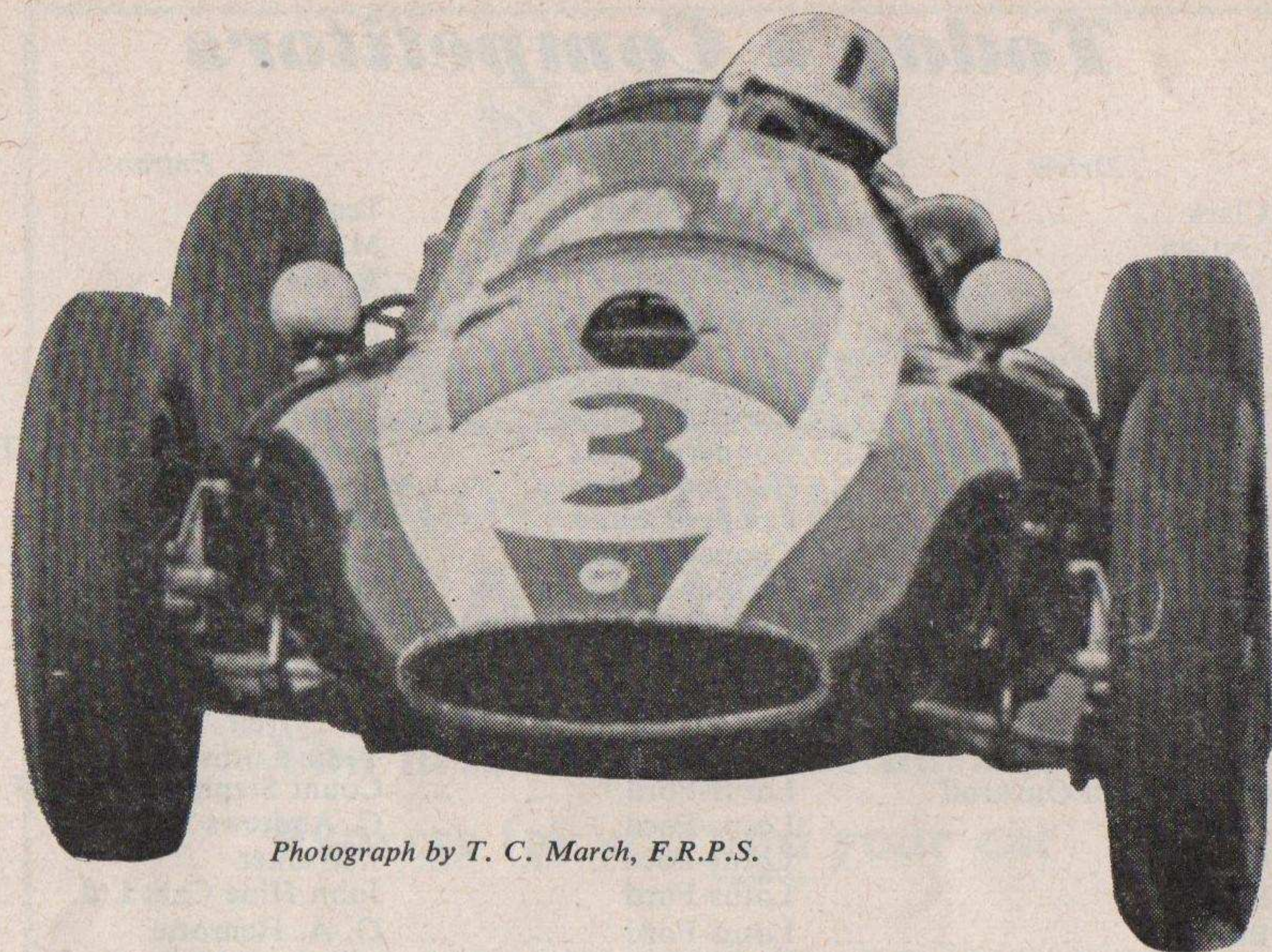
Bookings also given in reverse direction

BRITISH RAILWAYS

## Today's Competitors

No.	Driver	Car	Entrant
1	J. Clark ...	Lotus-Climax ...	Team Lotus
2	M. Niven ...	Lotus-Climax ...	M. Niven
3	A. Gay ...	Lotus-Climax ...	A. Gay
4	P. Ashdown ...	Lola-Climax ...	Lola Cars Ltd.
5	G. Lawton ...	Cooper-Climax ...	N.Z.I.G.P.
6	D. Hulme ...	Cooper-Climax ...	N.Z.I.G.P.
8	B. Halford ...	Cooper-Climax ...	John Fisher
9	J. G. Sears ...	Cooper-Climax ...	Yeoman Credit Racing Team
10	G. Wicken ...	Cooper-Climax ...	G. Wicken
11	K. Ballisat ...	Cooper-Climax ...	Equipe Prideaux
12	G. Ashmore ...	Cooper-Climax ...	Ashmore's (Auto Eng.)
15	J. Campbell Jones ...	Cooper-Climax ...	D.R.W. Engineering
16	J. Lewis (Reserve) ...	Cooper-Climax ...	H. & L. Motors Ltd.
18	T. Bridger ...	Britannia ...	T. Bridger
19	H. C. Taylor ...	Cooper-Austin ...	K. Tyrrell
20	K. Ballisat ...	Cooper-Austin ...	K. Tyrrell
21	J. Clark ...	Lotus-Ford ...	Team Lotus
23	Count Stephen Ouvaroff ...	Lotus-Ford ...	Count Stephen Ouvaroff
24	C. Andrews ...	Lotus-Ford ...	C. Andrews
25	I. Walker ...	Lotus-Ford ...	I. Walker
26	J. Hine ...	Lotus-Ford ...	John Hine Cars Ltd.
27	J. Brown ...	Lotus-Ford ...	G. A. Henrotte
28	P. Ellis ...	Lotus-Ford ...	P. Ellis
29	P. Ashdown ...	Lola-Ford ...	Lola Cars Ltd.
30	R. N. Prior ...	Lola-Ford ...	R. N. Prior
31	D. Taylor ...	Lola-Austin ...	Team Speedwell
32	I. E. Raby or E. Hall ...	Envoy-Ford ...	Envoy Racing Team
33	M. G. Wills ...	Gemini ...	M. G. Wills
34	E. Crawford ...	Elva-D.K.W. ...	Elva Cars Ltd.
35	D. L. Mason ...	Elva-D.K.W. ...	D. L. Mason
36	J. C. Boden ...	Elva-D.K.W. ...	J. C. Boden
37	C. Johnson ...	Elva-D.K.W. ...	C. Johnson
38	R. A. S. Ames ...	Elva-Austin ...	R.A. S. Ames
39	H. W. Epps ...	Elva-D.K.W. ...	H. W. Epps
40	P. Jopp ...	Elva-Austin ...	P. Jopp
44	C. J. Lawrence ...	Lola-Climax ...	R. W. De Selincourt
45	P. Ashdown ...	Lola-Climax ...	Lola Cars Ltd.
46	C. Steele... ...	Lola-Climax ...	Chris Steele Cars Ltd.
47	D. Hitches ...	Lola-Climax ...	D. Hitches
48	G. R. Eden ...	Lotus-Climax ...	G. R. Eden
49	D. Watson ...	Lotus-Climax ...	G. A. Henrotte
50	L. J. Parvin or D. D. Searls ...	Lotus-Climax ...	L. J. Parvin
51	M. Niven ...	Lotus-Climax ...	M. Niven
52	D. Randall ...	Lotus-Climax ...	Surrey Racing
53	W. J. Shaw ...	Lotus-Climax ...	W. J. Shaw
54	R. Dutt ...	Lotus-Climax ...	R. Dutt
55	E. Crawford ...	Elva-Climax ...	Elva Racing Team
56	A. Bailey ...	Tojeiro-Climax ...	A. Bailey
57	J. H. Saunders ...	Victoria-Climax ...	G. H. Saunders
60	P. Jopp ...	Volvo ...	P. Jopp
61	L. Leston ...	Volvo ...	L. Leston
62	A. S. Hutcheson ...	Riley 1.5 ...	Ecurie Midge
63	P. J. Pilsworth ...	Riley 1.5 ...	P. J. Pilsworth
64	M. Sargeant ...	Riley 1.5 ...	M. Sargeant
65	A. M. D. Lever ...	M.G. Mulette ...	Ecurie Midge
66	M. Graber ...	Ford Anglia ...	M. Graber
67	L. Adams ...	Morris Mini-Minor ...	Team Speedwell
68	P. Redway ...	Sunbeam Rapier ...	P. Redway





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**LAP SPEED TABLE**

1 lap=1.39 miles

LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED	LAP TIME	SPEED
M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.	M. S.	M.P.H.
0 55	90.96	1 4	78.19	1 13	68.55	1 22	61.02
.2	90.63	.2	77.94	.2	68.36	.2	60.88
.4	90.31	.4	77.70	.4	68.17	.4	60.73
.6	89.98	.6	77.46	.6	67.99	.6	60.58
.8	89.66	.8	77.22	.8	67.80	.8	60.43
0 56	89.34	1 5	76.98	1 14	67.62	1 23	60.29
.2	89.02	.2	76.75	.2	67.44	.2	60.14
.4	88.70	.4	76.51	.4	67.26	.4	60.00
.6	88.39	.6	76.28	.6	67.08	.6	59.86
.8	88.06	.8	76.08	.8	66.90	.8	59.71
0 57	87.77	1 6	75.82	1 15	66.72	1 24	59.57
.2	87.46	.2	75.59	.2	66.54	.2	59.43
.4	87.16	.4	75.36	.4	66.37	.4	59.29
.6	86.80	.6	75.14	.6	66.19	.6	59.15
.8	86.56	.8	74.91	.8	66.02	.8	59.01
0 58	86.26	1 7	74.69	1 16	65.84	1 25	58.87
.2	85.96	.2	74.46	.2	65.67	.2	58.73
.4	85.64	.4	74.24	.4	65.50	.4	58.59
.6	85.37	.6	74.02	.6	65.33	.6	58.46
.8	85.08	.8	73.81	.8	65.16	.8	58.32
0 59	84.81	1 8	73.59	1 17	64.99	1 26	58.19
.2	84.53	.2	73.37	.2	64.82	.2	58.05
.4	84.24	.4	73.16	.4	64.65	.4	57.92
.6	83.96	.6	72.94	.6	64.48	.6	57.78
.8	83.68	.8	72.73	.8	64.32	.8	57.65
1 0	83.40	1 9	72.52	1 18	64.15	1 27	57.51
.2	83.12	.2	72.31	.2	63.99	.2	57.39
.4	82.85	.4	72.10	.4	63.83	.4	57.25
.6	82.57	.6	71.90	.6	63.66	.6	57.12
.8	82.30	.8	71.69	.8	63.50	.8	56.99
1 1	82.03	1 10	71.49	1 19	63.34	1 28	56.86
.2	81.76	.2	71.28	.2	63.18	.2	56.73
.4	81.50	.4	71.08	.4	63.02	.4	56.61
.6	81.23	.6	70.88	.6	62.86	.6	56.48
.8	80.97	.8	70.68	.8	62.71	.8	56.35
1 2	80.71	1 11	70.48	1 20	62.55	1 29	56.22
.2	80.45	.2	70.28	.2	62.39	.2	56.10
.4	80.19	.4	70.08	.4	62.24	.4	55.97
.6	79.94	.6	69.89	.6	62.08	.6	55.85
.8	79.68	.8	69.69	.8	61.93	.8	55.72
1 3	79.43	1 12	69.50	1 21	61.78	1 30	55.60
.2	79.18	.2	69.31	.2	61.63	.2	55.48
.4	78.93	.4	69.12	.4	61.47	.4	55.35
.6	78.68	.6	68.93	.6	61.32	.6	55.23
.8	78.43	.8	68.74	.8	61.17	.8	55.11



# Crystal Palace Road Racing Circuit— Lap and Course Records

Up to and including meeting on 22nd August 1959

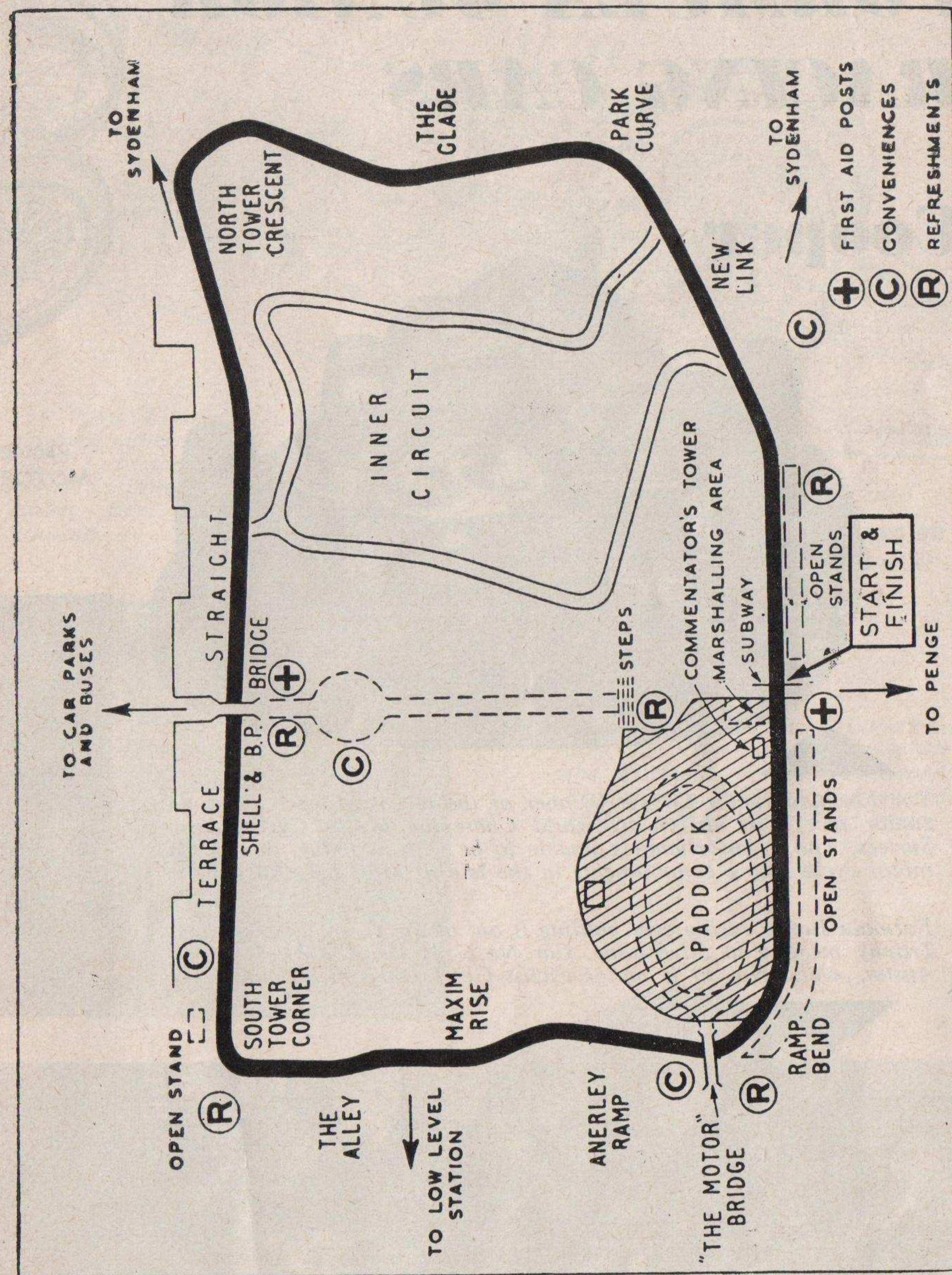
Class	Driver	Car	Speed (m.p.h.)	Date
<b>1. LAP RECORDS</b>				
Formula 2 ... ..	T. Bridger	Cooper-Climax	82.30	26.5.58
	G. Wicken	Cooper-Climax	82.30	26.5.58
	R. Salvadori	Cooper-Climax	82.30	18.5.59
Formula 3 ... ..	J. Russell	Cooper-Norton	78.43	5.7.58
Sports Cars				
Up to 1100 c.c....	P. Gammon	Lola-Climax	79.43	22.8.59
Closed Cars ...	T. E. B. Sopwith	Jaguar	67.80	5.7.58
<b>2. RACE RECORDS</b>				
Formula 2 ... ..	R. Salvadori	Cooper-Climax	80.78	18.5.59
Formula 3 ... ..	S. Lewis-Evans	Cooper	75.49	10.6.57
Sports Cars				
Up to 1100 c.c....	P. Gammon	Lola-Climax	77.86	22.8.59
Closed Cars ...	T. E. B. Sopwith	Jaguar	66.88	5.7.58

The lap record for any vehicle on the circuit is held by Graham Hill (Lotus-Climax) at 83.12 m.p.h. made on 18.5.59. The race record is held by Roy Salvadori (Cooper-Maserati) at 81.37 m.p.h. made on 18.5.59.

## International Flag Signals

- |   |   |
|---|---|
| <b>Red:</b> Signal for complete and immediate stop.   | <b>Blue (Steady):</b> Another competitor is following you very closely.                     |
| <b>Yellow (Waved):</b> Great danger, be prepared to stop.                                       | <b>White:</b> An ambulance or service car is on the circuit.                                |
| <b>Yellow (Steady):</b> Take car, danger.   | <b>Black (with Competitor's Number):</b> Signal for the competitor to stop on the next lap. |
| <b>Yellow with Vertical Red Stripes:</b> Take care, oil has been spilled somewhere on the road. | <b>Black and White Chequered:</b> Signal for the winner and end of the race.                |
| <b>Blue (Waved):</b> Another competitor is trying to overtake you.                              | The Union Jack will be used for starting the races.   |

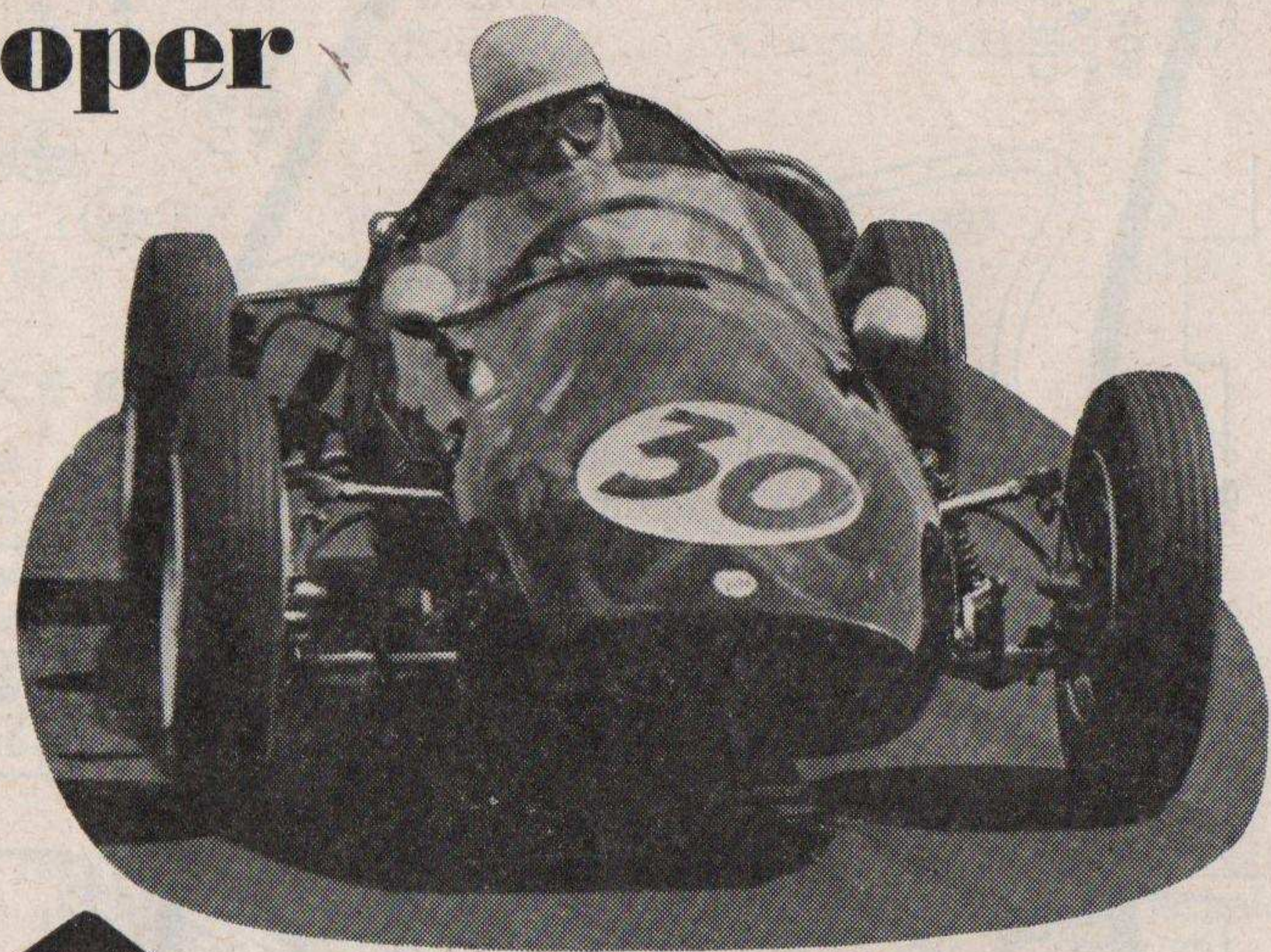
# Map of the Crystal Palace Circuit





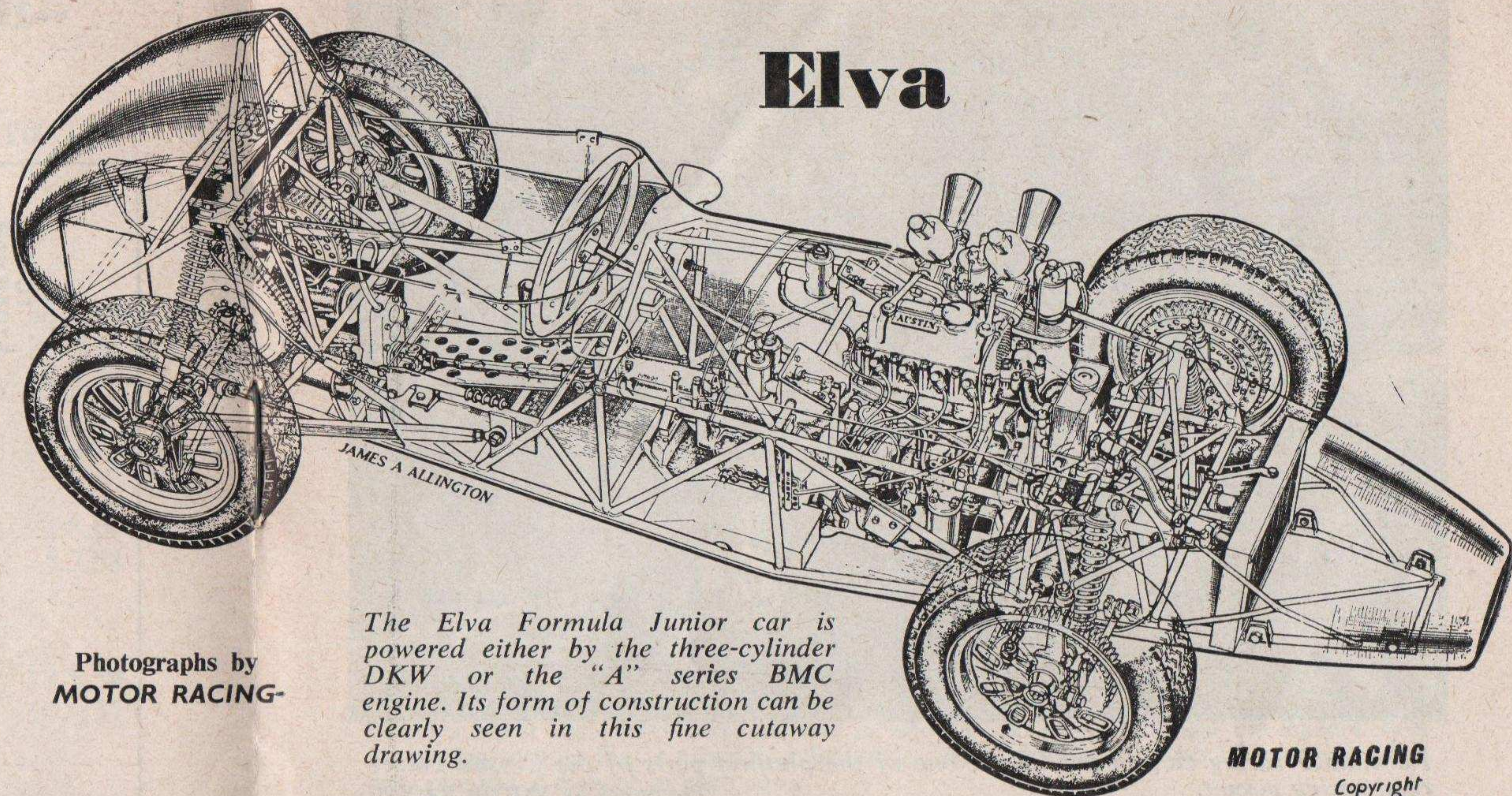
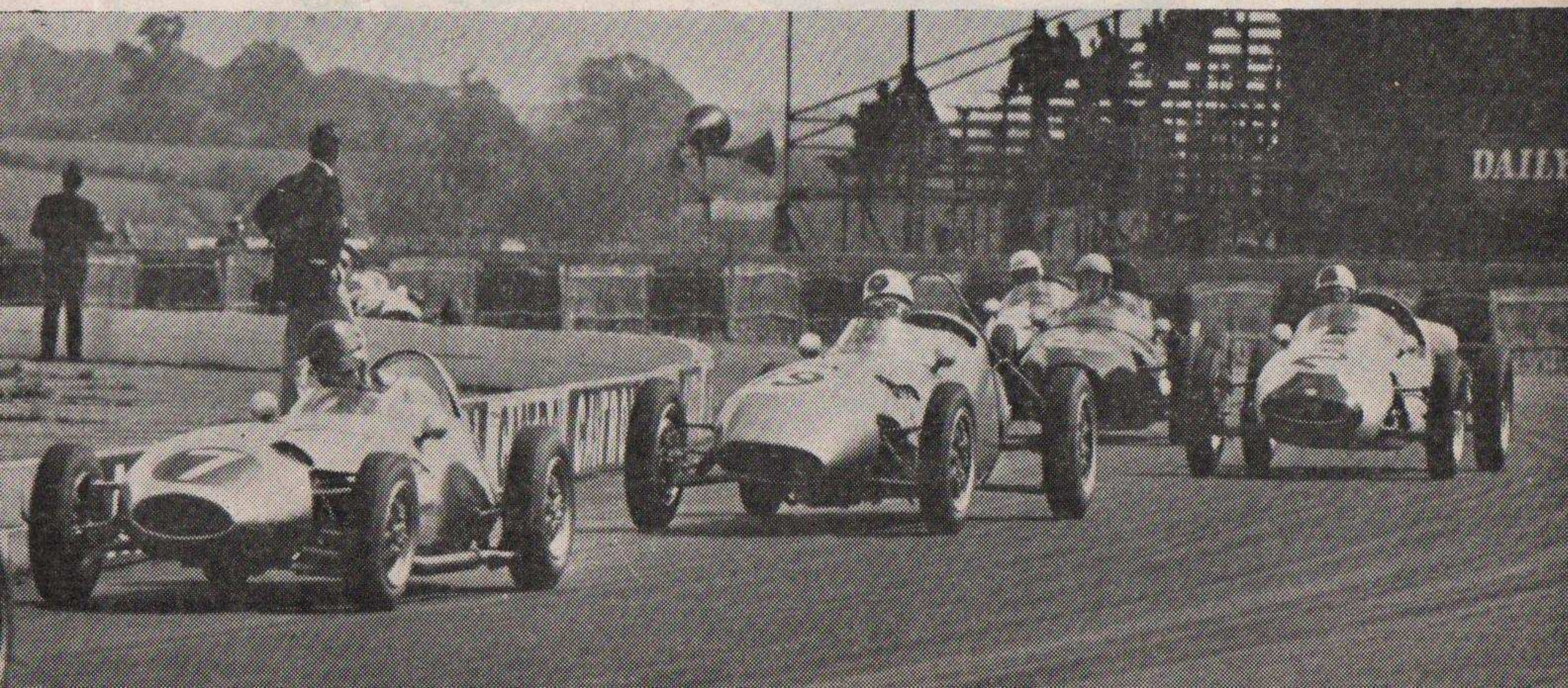
# Some of TODAY'S FORMULA JUNIOR RACING CARS

## Cooper



The Formula Junior Cooper (winner of the recent Monaco Formula Junior race) here driven by world Champion Motor Cyclist John Surtees, who is unfortunately unable to be with us today, due to his motor cycle racing commitments in the Isle of Man T.T. Races.

Formula Junior racing cars battling it out at the recent International Trophy meeting at Silverstone. Car No. 7 is Denis Taylor's Lola/Austin, whilst No. 19 is motor cyclist Geoff Duke in a Gemini.



## Elva

Photographs by  
MOTOR RACING-

The Elva Formula Junior car is powered either by the three-cylinder DKW or the "A" series BMC engine. Its form of construction can be clearly seen in this fine cutaway drawing.

MOTOR RACING  
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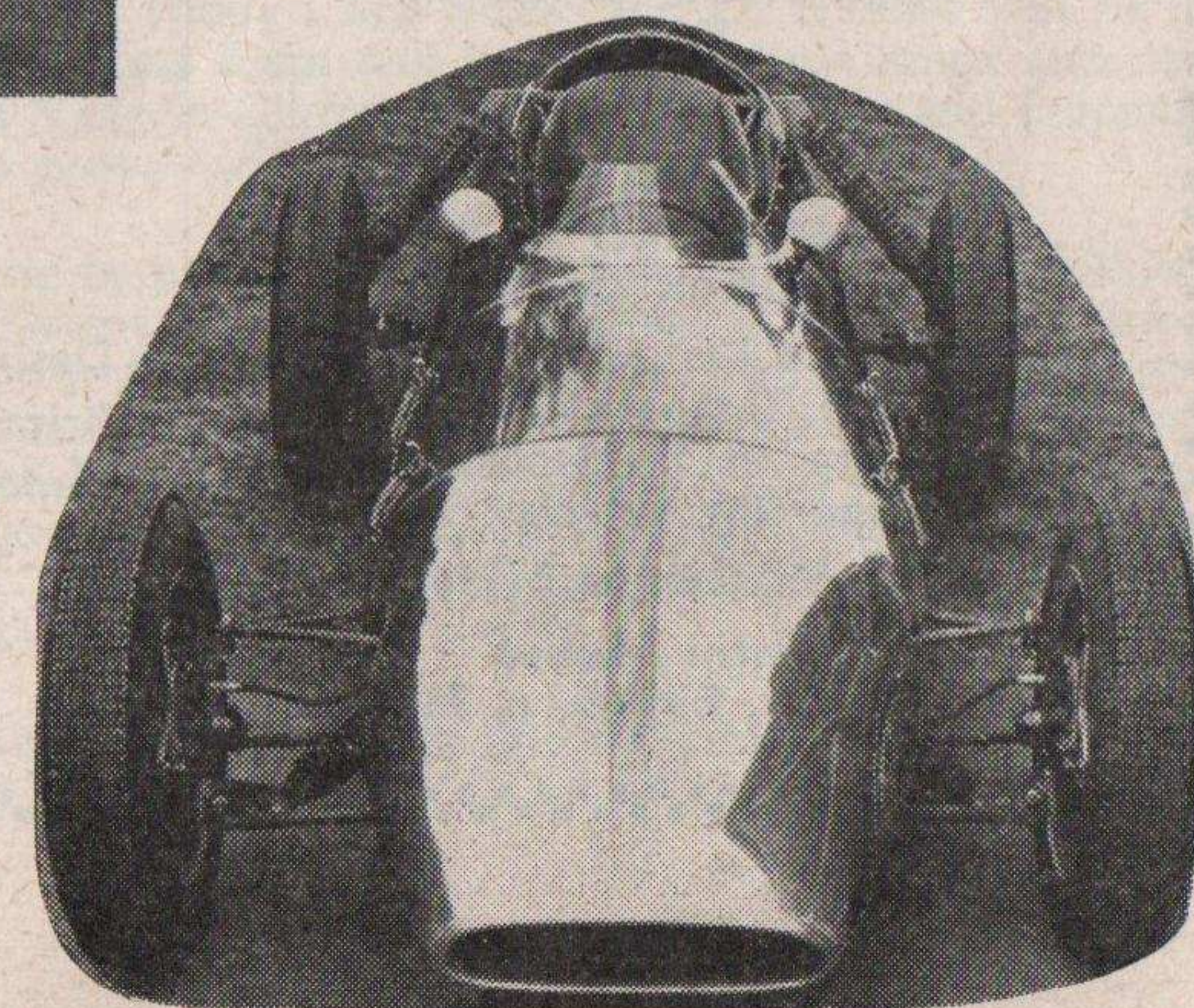


## Lotus

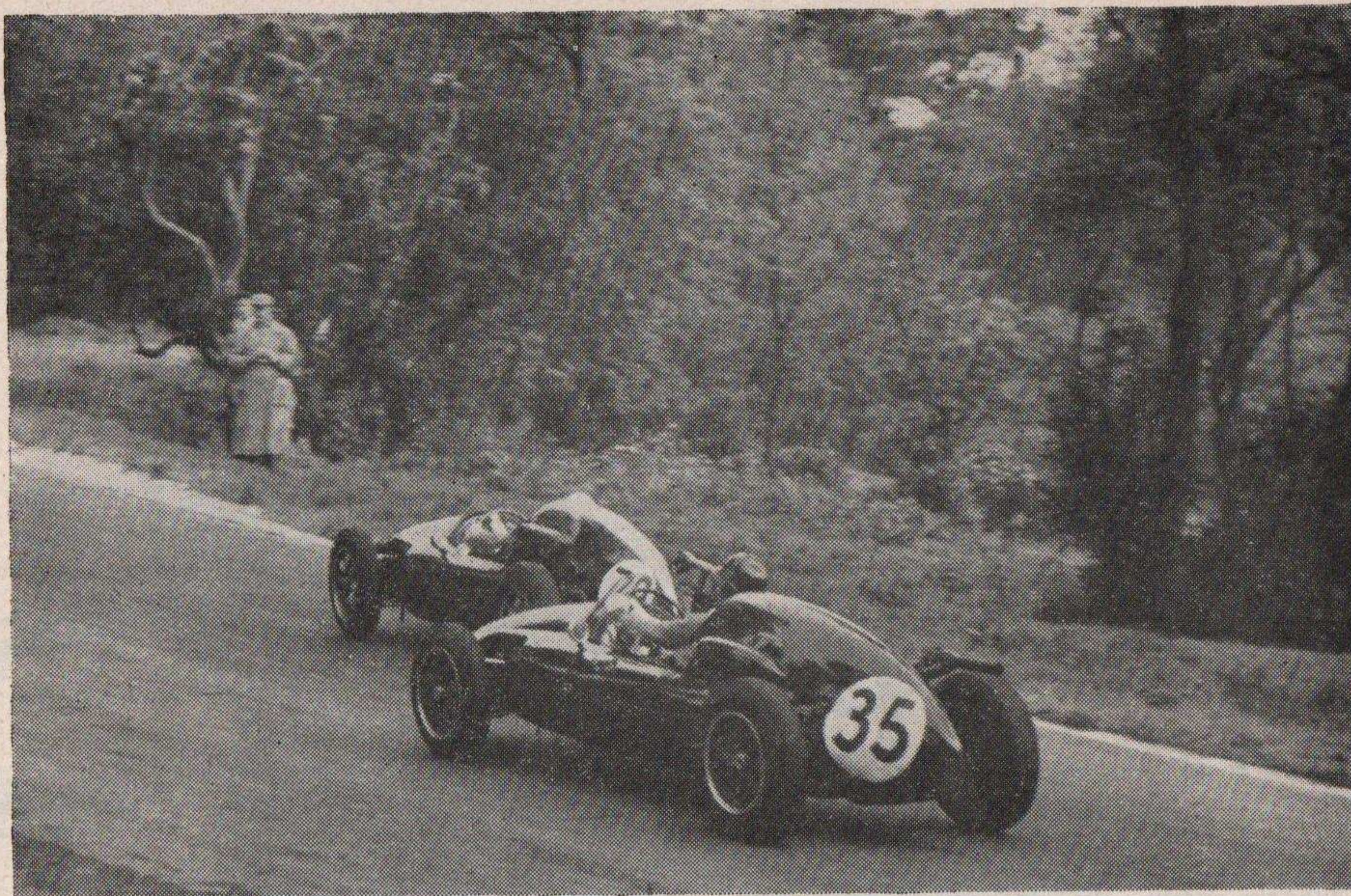
The Formula Junior Lotus is almost exactly similar in design to the Formula 1 Monaco Grand Prix winner. It is powered by the 105E overhead valve Ford engine.

## Gemini

There is only one example of the Gemini Formula Junior car entered at Crystal Palace today, but it will be one of the most attractive-looking racing cars on the circuit.







Formula 2 racing cars in the Glade, one of the prettiest parts of the Crystal Palace road racing circuit.  
*Photograph by MOTOR RACING*

# Today's Racing

by **Colin Brewer**

*Assistant Editor of "Motor Racing"*

**E**XTREMELY close competition can be expected today in both the Crystal Palace Trophy Race for Formula 2 machinery and in the Anerley Trophy Race—the first to be held here for Formula Junior cars. So many entries were received for this race that it will be run in two heats with the fastest fourteen cars qualifying for the final.

A favourite for the Formula Junior honours is the sole Team Lotus entry driven by Jim Clark. His recent race winning form gives an indication of the potential of this car in his hands. Henry Taylor in the Tyrrell Cooper-Austin and Ian Walker in a Lotus-Ford will be worth watching, and it is interesting to note that these three will clash in the first heat of the race. There is a strong entry of Lotus, Lola, Cooper and Elva cars, and as some race experience has been gained with these cars the minor teething troubles of earlier races should have been overcome. Peter Ashdown in the Lola-Ford has been dogged by engine troubles but if these have been rectified he should also be up amongst the leaders. It is interesting to note that a Gemini, a Britannia and an Envoy will also be competing but only one car is entered in each case.

The main race is event six, which is for the Crystal Palace Trophy. This is a 36-lap event for Formula 2 cars and there is a strong entry of 15 cars for this National Open event. Here Bruce Halford in the Cooper-Climax will be hard to beat but there are a number of cars and drivers capable of giving him a very hard race. Jim Clark in the Lotus-Climax will be one of them, and again in this race he will be the only one in a Team Lotus car. Cooper have no team entries, but as 10 of the 14 cars entered are Coopers there is ample representation. J. G. Sears in the Yeoman Credit Cooper will be worth watching as these cars have done well this season. The New Zealand International Grand Prix Racing Team cars with D. Hulme and G. Lawton driving should also be worth watching. These two newcomers on the English racing scene show great promise and have already shown they are capable of working their way up into the major placings. The solitary Lola of Peter Ashdown in a field of Coopers and Lotus will be heavily handicapped.

However, in the up to 1100 sports car race Ashdown is without any doubt the hot favourite. His fantastic drives recently in the works Lola have left both spectators and his competitors slightly dazed. Last year on this circuit he drove magnificently to win in a similar car from team mate Alan Stacey. Today Chris Steele and D. Hitches will be in similar privately entered cars. Pitted against them will be seven Lotus-Climax cars, an Elva-Climax, a Tojeiro-Climax and a Victoria-Climax. But the light-weight and fantastic roadholding of the Lolas is likely to prove too much for the opposition.

Some highly interesting racing should be provided by the saloon car race which follows the two heats of the Formula Junior event. Drivers well worth watching are Peter Jopp and Les Leston in Volvo 122S cars. The fleet 1.5 Rileys will be battling for supremacy but they are 100 c.c. down in engine capacity on the Volvo cars. In the smaller capacity class of this event the Team Speedwell Morris Mini Motor in the hands of L. Adams is favoured. As predicted when these models first appeared on the roads, they can become potent little performers on the track. The excellent roadholding of this car is likely to surprise many spectators on this tricky circuit.

The B.A.R.C. have arranged an interesting programme and the entry is sure to provide some really keen racing.

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# Lap Chart EVENT ONE

	LAP									
	1	2	3	4	5	6	7	8	9	10
1st										
2nd										
3rd										
4th										
5th										
6th										
7th										
8th										
9th										
10th										
11th										
12th										
13th										
14th										

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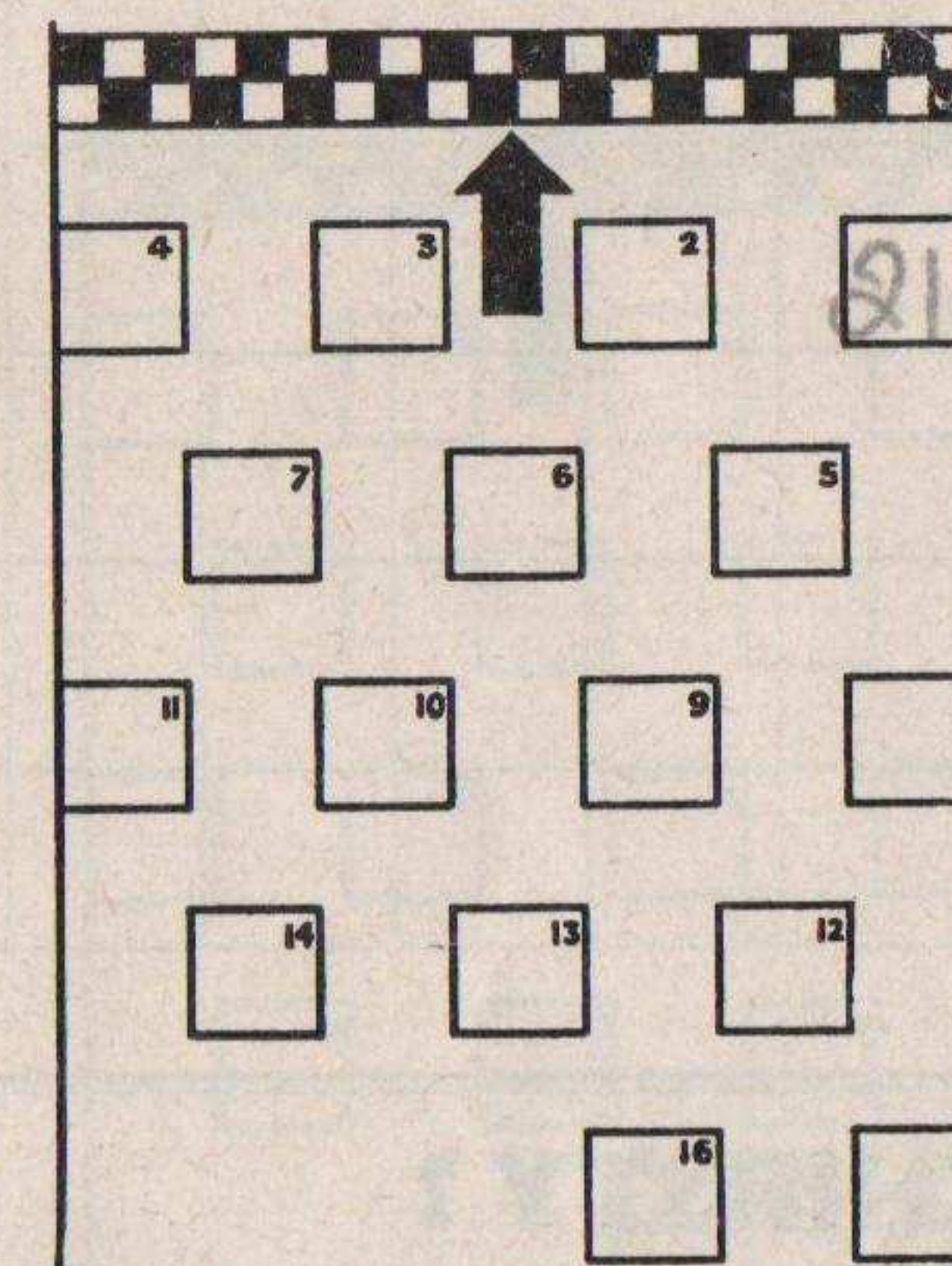
Pass-out tickets from the circuit are available at the Penge entrance (opposite start and finish line).

START 1.30 p.m. 10 LAPS

For single seater racing cars conforming to the International Formula Junior Regulations. The fourteen competitors recording the fastest race times in the heats, considered as a whole, will be eligible to compete in the final (Event Four) on page 27.

# EVENT ONE The Anerley Trophy HEAT ONE

No.	Entrant and Driver	Car	Cyls. c.c.	Colour
19	K. Tyrrell (Driver: H. C. Taylor) ...	Cooper-Austin	... 4 994	Blue
21	Team Lotus (Driver: J. Clark) ...	Lotus-Ford	... 4 997	Green
23	Count Stephen Ouvaroff ...	Lotus-Ford	... 4 997	Green/Yellow
25	I. Walker ...	Lotus-Ford	... 4 996	Blue
27	G. A. Henrotte (Driver: J. Brown) ...	Lotus-Ford	... 4 997	Green
29	Lola Cars Ltd. (Driver: P. Ashdown)	Lola-Ford	... 4 997	Green
31	Team Speedwell (Driver: D. Taylor)...	Lola-Austin	... 4 994	Silver
33	M. G. Wills ...	Gemini	... 4 994	Cream
35	D. L. Mason ...	Elva-D.K.W.	... 3 1100	Green/White
37	C. Johnson ...	Elva-D.K.W.	... 3 1089	Red
39	H. W. Epps ...	Elva-D.K.W.	... 4 980	White



### RESULT

1st.....21..... 2nd.....29..... 3rd.....23.....

4th.....31..... 5th.....27.....

Winner's Speed.....79.00 m.p.h. Fastest lap: No. 21 & 29 Speed.....1:20.19 m.p.h.



# Lap Chart EVENT TWO

	LAP									
	1	2	3	4	5	6	7	8	9	10
1st										
2nd										
3rd										
4th										
5th										
6th										
7th										
8th										
9th										
10th										
11th										
12th										
13th										
14th										

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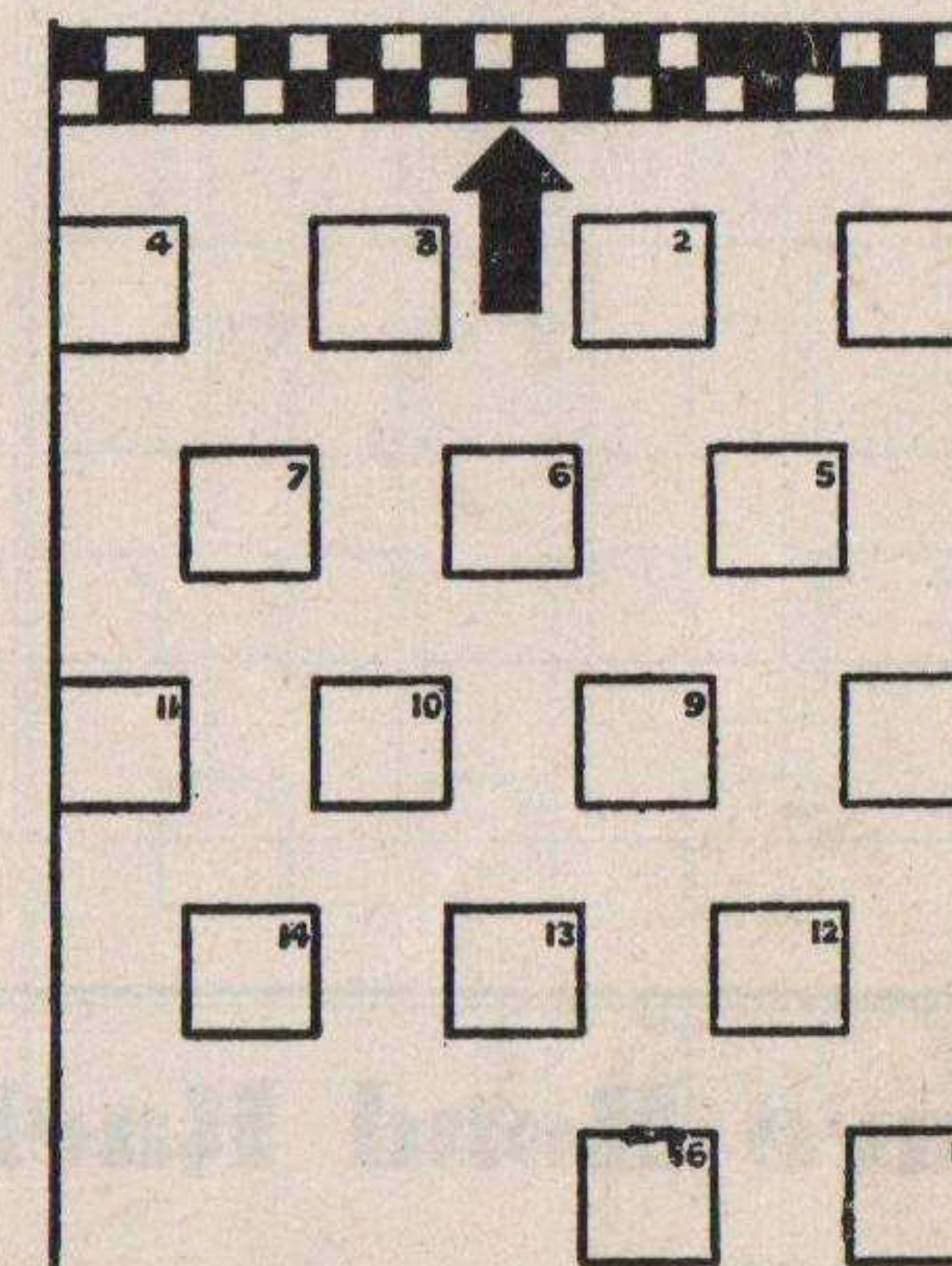
The positions of the main Refreshment Marquees are shown on the plan on page 15

START 2.00 p.m. 10 LAPS

For single seater racing cars conforming to the International Formula Junior Regulations. The fourteen competitors recording the fastest race times in the heats, considered as a whole, will be eligible to compete in the final (Event Four) on page 27.

# EVENT TWO The Anerley Trophy HEAT TWO

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
18	T. Bridger ... ..	Britannia ...	4	994	Blue
20	K. Tyrrell (Driver: K. Ballisat) ...	Cooper-Austin ...	4	994	Green
24	C. W. Andrews... ..	Lotus-Ford ...	4	996	Green
26	John Hine Cars Ltd. ... .. (Driver: J. Hine)	Lotus-Ford ...	4	997	Green
28	P. Ellis ... ..	Lotus-Ford ...	4	998	Green
30	R. N. Prior ... ..	Lola-Ford ...	4	997	Red
32	Envoy Racing Team ... .. (Driver: I. E. Raby or E. Hall)	Envoy-Ford ...	4	997	Red/White
34	Elva Racing Team ... .. (Driver: E. Crawford)	Elva-D.K.W. ...	3	1000	White
36	J. C. Boden ... ..	Elva-D.K.W. ...	3	1098	Green/White
38	R. A. S. Ames ... ..	Elva-Austin ...	4	994	Green
40	P. Jopp ... ..	Elva-Austin ...	4	996	Green



## RESULT

1st..... 30 ..... 2nd..... 28 ..... 3rd..... 36 .....

4th..... 38 ..... 5th..... .....

Winner's Speed..... 72.52 .....m.p.h. Fastest lap: No..... Speed.....m.p.h.



# Lap Chart EVENT THREE

	LAP									
	1	2	3	4	5	6	7	8	9	10
1st										
2nd										
3rd										
4th										
6th										
5th										
7th										
8th										
9th										
10th										
11th										
12th										
13th										
14th										

**START 2.30 p.m.      10 LAPS**

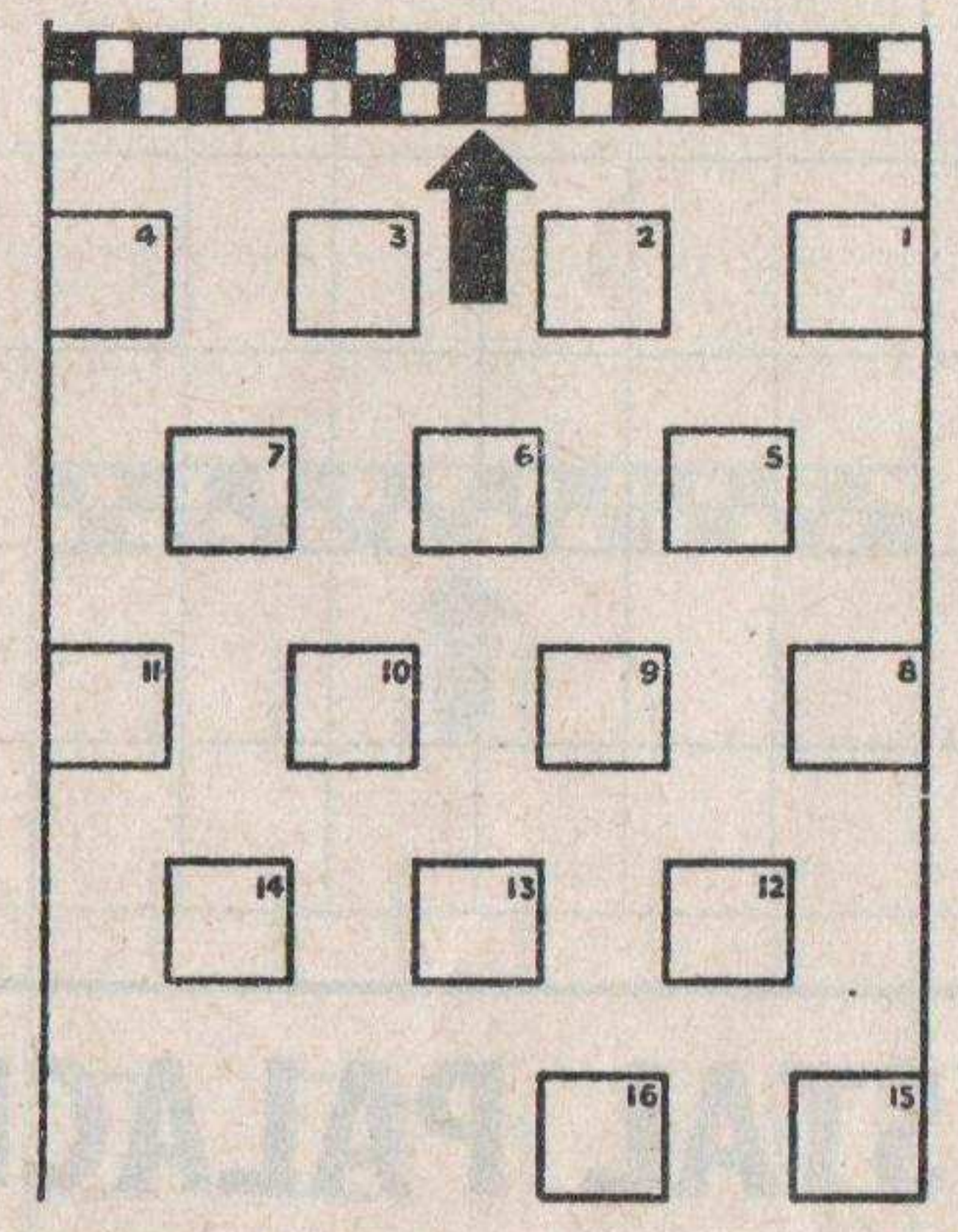
*For touring cars up to 1600 c.c. conforming to the requirements of Groups 1 and 2 of Appendix "J" to the International Sporting Code, 1960.*

**EVENT THREE**

**Saloon Car**

**Scratch Race**

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
60	P. Jopp ... ..	Volvo 122S ...	4	1582	Blue/White
61	L. Leston ... ..	Volvo 122S ...	4	1583	Red
62	Ecurie Midge ... .. (Driver: A. S. Hutcheson)	Riley 1.5 ...	4	1489	Blue
63	P. J. Pilsworth ... ..	Riley 1.5 ...	4	1489	Blue
64	M. Sargeant ... ..	Riley 1.5 ...	4	1489	Maroon/Cream
65	Ecurie Midge (Driver: A. M. D. Lever)	M.G. Magnette ...	4	1489	Grey/Black
66	M. Graber ... ..	Ford Anglia ...	4	997	Blue
67	Team Speedwell (Driver: L. Adams)...	Austin Seven ...	4	848	Blue
68	P. Redway ... ..	Sunbeam Rapier ...	4	1390	Blue/White



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**RESULT**

1st..... 62 ..... 2nd..... 60 ..... 3rd..... 63 ..... 4th.....

Winner's Speed.....m.p.h.      Fastest lap: No.....      Speed.....m.p.h.

25



# Lap Chart EVENT FOUR

	LAP														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1st															
2nd															
3rd															
4th															
5th															
6th															
7th															
8th															
9th															
10th															
11th															
12th															
13th															
14th															

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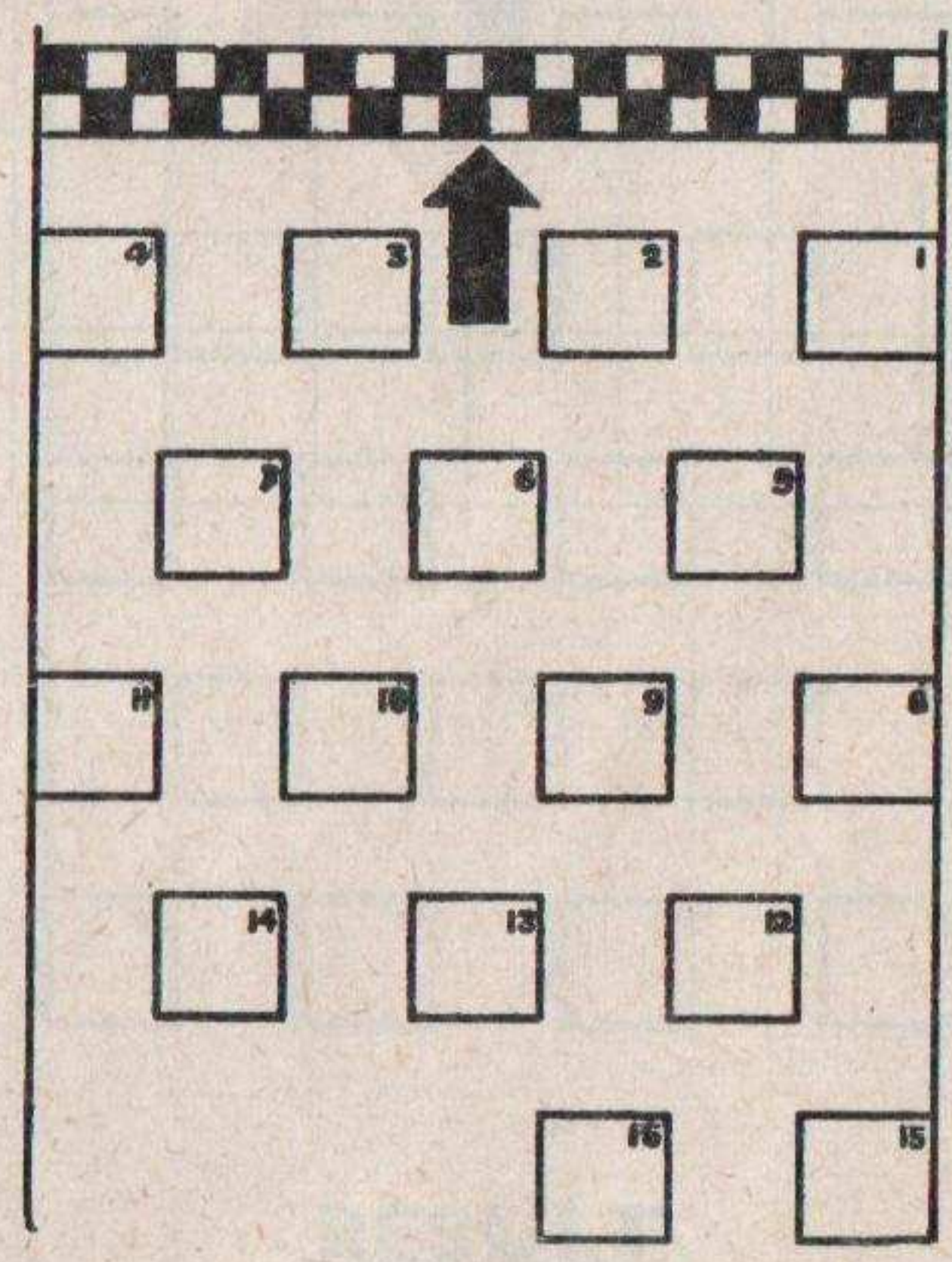
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**START 3.00 p.m. 15 LAPS**

The starters will be announced by loud-speaker.  
The fourteen competitors recording the fastest race times in the heats on pages 21 and 23, considered as a whole, will be eligible to run in this race.

### EVENT FOUR **The Anerley Trophy Race** FINAL

No.	Driver	Car	Heat time	
			mins.	secs.
21				
23				
29				
31				
37				
27				
30				
28				
35				
36				
38				



#### RESULT

1st.....21..... 2nd.....23..... 3rd.....28.....  
 4th.....27..... 5th.....37.....  
 Winner's Speed.....m.p.h. Fastest lap: No..... Speed.....m.p.h.  
 27



# Lap Chart EVENT FIVE

	LAP														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1st															
2nd															
3rd															
4th															
5th															
6th															
7th															
8th															
9th															
10th															
11th															
12th															
13th															
14th															

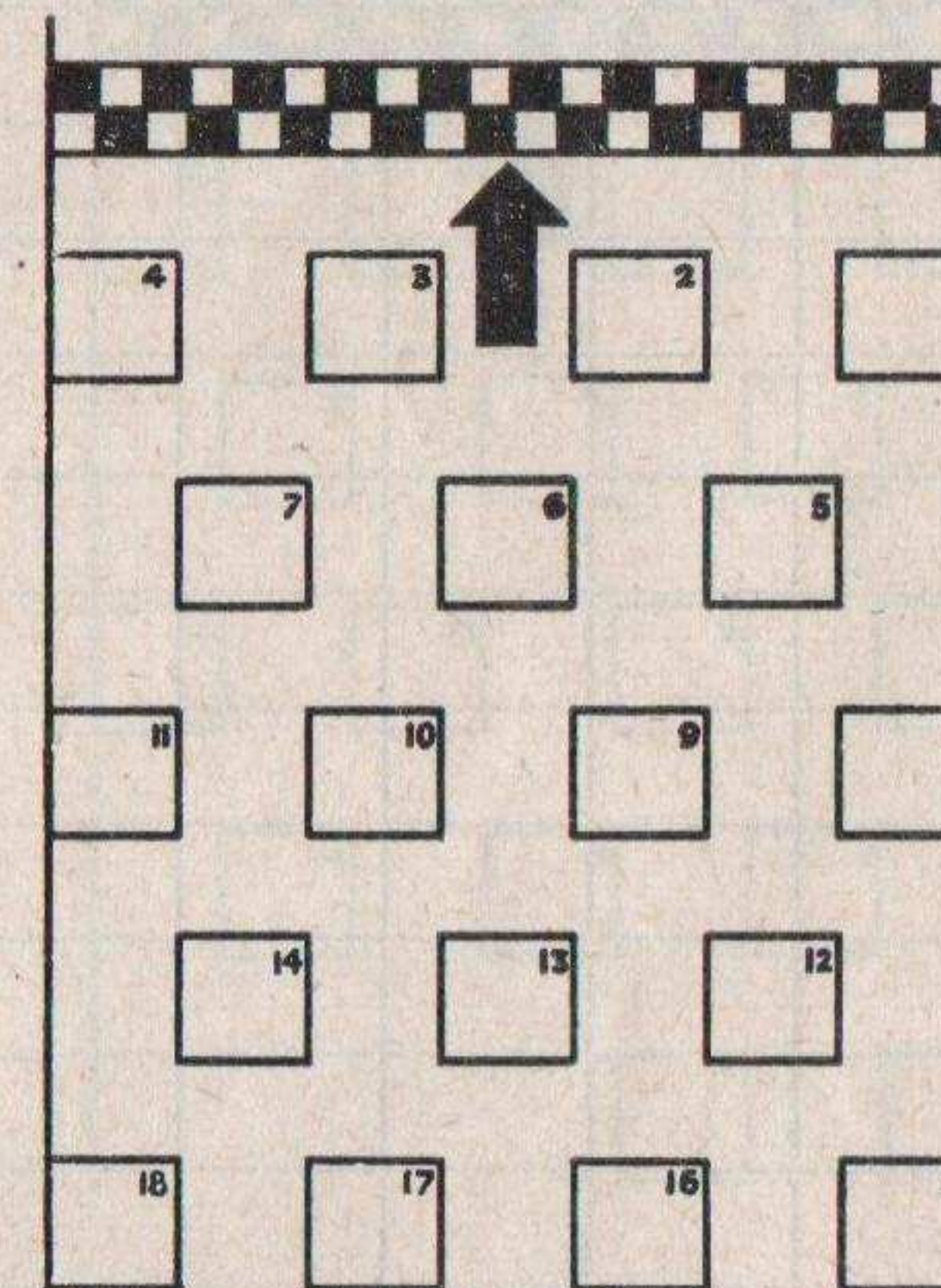
**START 3.45 p.m. 15 LAPS**

**EVENT FIVE**

## Sports Car Scratch Race

*For non-supercharged sports cars up to 1100 c.c. conforming to the requirements of Appendix "C" to the International Sporting Code, 1959 and 1960.*

No.	Entrant and Driver	Car	Cyls.	c.c.	Colour
44	R. W. de Selincourt ... (Driver: C. J. Lawrence)	Lola-Climax ...	4	1098	Green
45	Lola Cars Ltd. (Driver: P. Ashdown)	Lola-Climax ...	4	1098	Yellow
46	Chris Steele Cars Ltd. (Driver: C. Steele)	Lola-Climax ...	4	1098	Green
47	D. Hitches ...	Lola-Climax ...	4	1098	Green
48	G. Eden ...	Lotus-Climax...	4	1098	Blue/Silver
49	G. A. Henrotte (Driver: D. Watson)	Lotus-Climax...	4	1098	Green
50	L. J. Parvin ... (Driver: Entrant or D. D. Searls)	Lotus-Climax...	4	1098	Blue
51	M. Niven ...	Lotus-Climax...	4	1098	White/Green
52	Surrey Racing (Driver: D. Randall)	Lotus-Climax...	4	1098	Blue/Cream
53	W. J. Shaw ...	Lotus-Climax...	4	1098	Blue
54	R. Dutt ...	Lotus-Climax...	4	1098	Blue
55	Elva Racing Team ... (Driver: E. Crawford)	Elva-Climax ...	4	1098	White
56	A. Bailey ...	Tojeiro-Climax	4	1098	Red
57	G. H. Saunders... (Driver: J. H. Saunders)	Victoria-Climax	4	1098	Silver



### RESULT

1st..... 2nd..... 3rd.....  
 4th..... 5th.....  
 Winner's Speed.....m.p.h. Fastest lap: No..... Speed.....m.p.h.









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

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Sat., 19 Mar.—Goodwood, Members' Meeting.	Sat., 18 June—S. East Centre, Eastbourne Rally.
Sat., 2 April—Oulton Park (Nat. Open).	Sun., 19 June—S. West Centre, Brunton Hill Climb.
Mon., 18 April—GOODWOOD, EASTER MONDAY INTERNATIONAL.	Sat., 25 June—Goodwood, Members' Meeting.
Sat., 30 April—AINTREE, INT. "200".	Sat., 9 July—Aintree, Members' Meeting.
Sun., 1 May—Yorks. Centre, Spring Sprint.	Sat., 9 July—Goodwood, Members' Meeting.
Sat., 7 May—Goodwood, Members' Meeting.	Sat., 23 July—N. West Centre, Aintree Sprint.
Sat., 21 May—Mallory Park, Members' Meeting.	Mon., 1 Aug.—Aintree (Nat. Open).
Sat./Sun., 28/29 May—Yorks. Centre, Scarborough Rally.	Sat., 13 Aug.—Mallory Park, Members' Meeting.
Sun., 29 May—S. East Centre, Firlie Hill Climb.	Sat., 20 Aug.—GOODWOOD, R.A.C. TOURIST TROPHY AND B.A.R.C. FORMULA JUNIOR CHAMPIONSHIP.
Mon., 6 June—Crystal Palace, Whit-Monday (Nat. Open).	Sat., 27 Aug.—Oulton Park, Members' Meeting.
Mon., 6 June—Goodwood, Whit-Monday (Nat. British).	Sat., 10 Sept.—Goodwood, Members' Meeting.
Sat., 18 June—Aintree, Members' Meeting.	Sun., 18 Sept.—S. West Centre, Brunton Hill Climb.
	Sat./Sun., 26/27 Nov.—N. West Centre, Lancashire Trial Rally.

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

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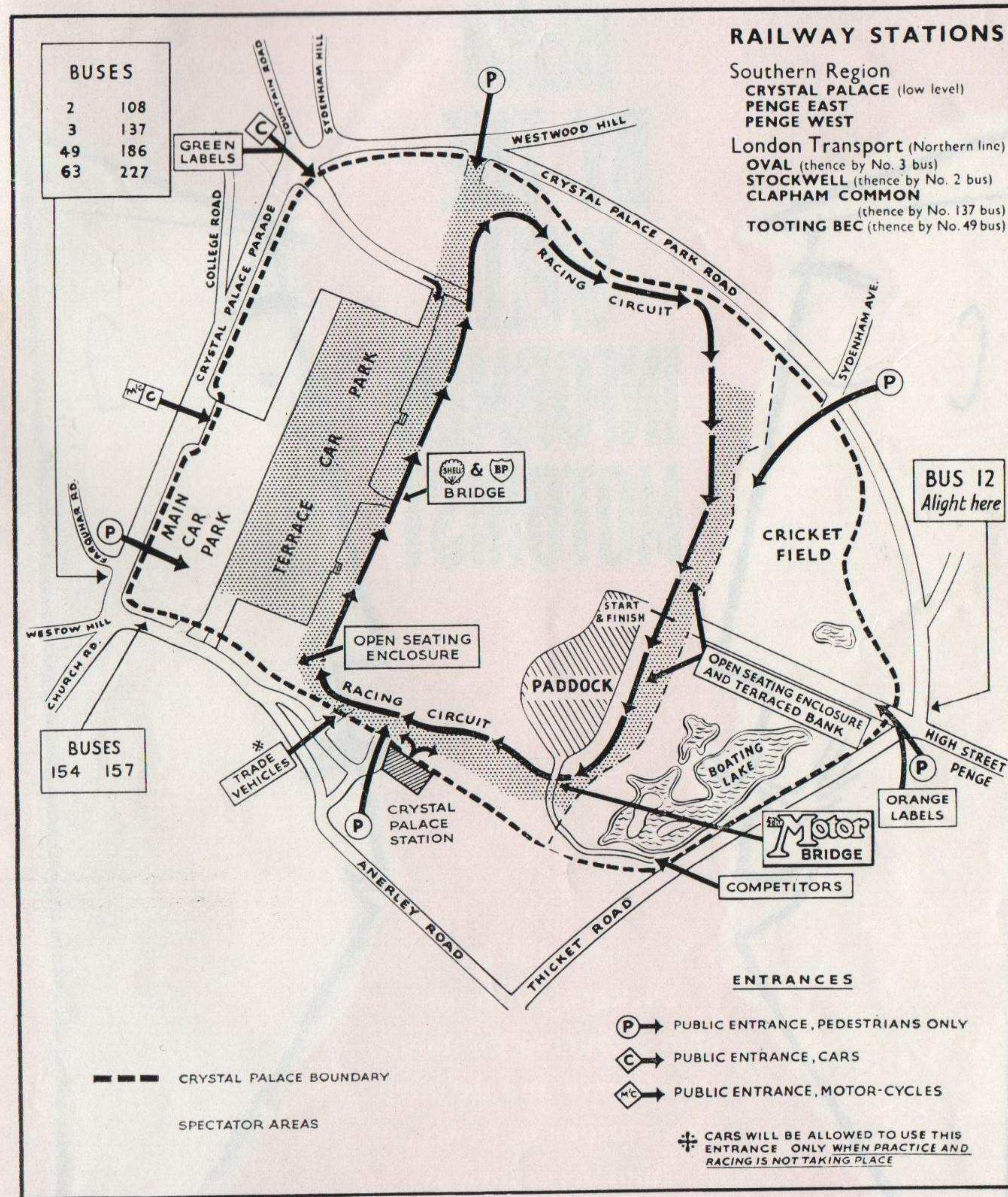
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