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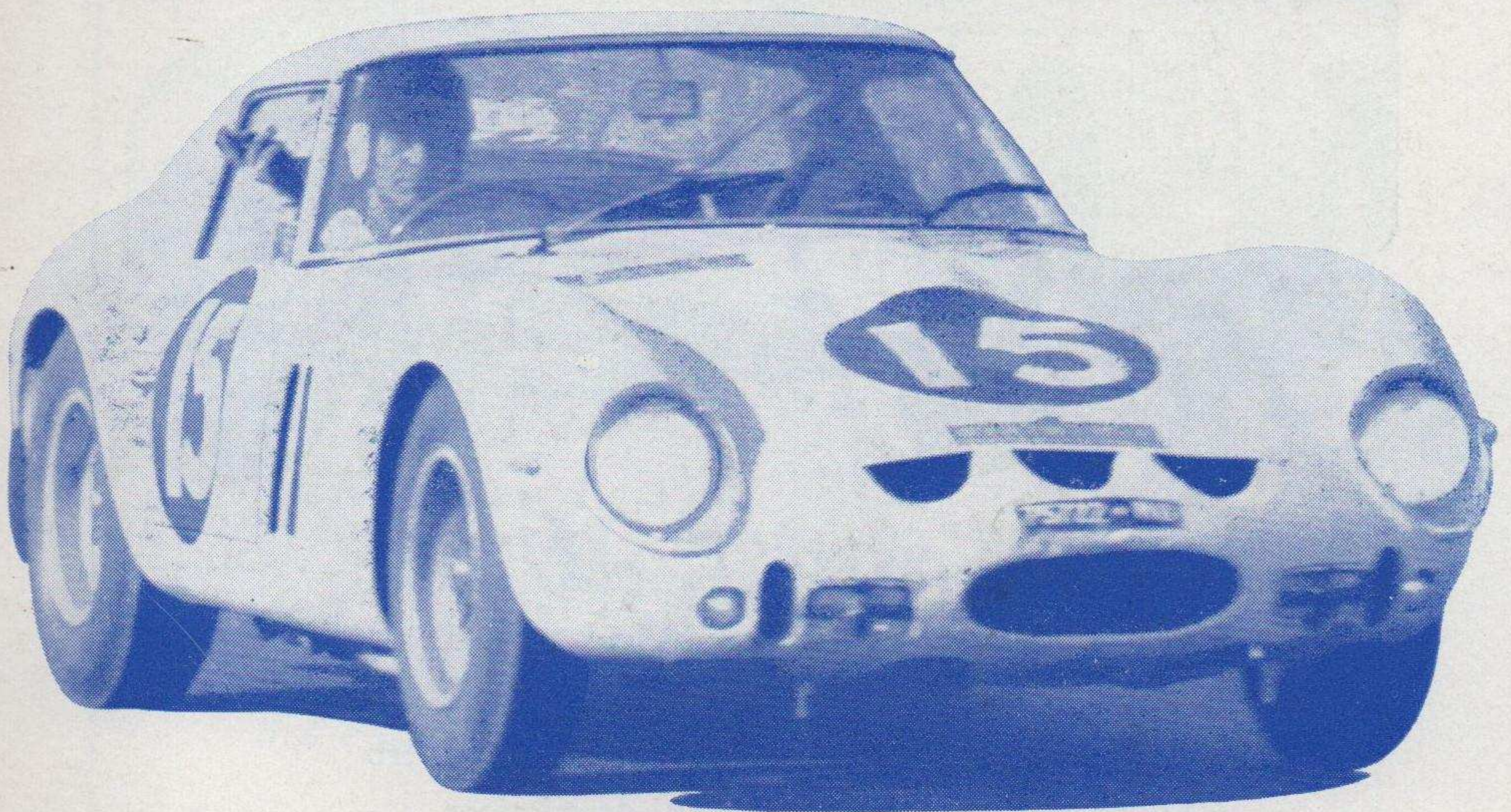
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GOODWOOD

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**THE 28th R.A.C.
TOURIST TROPHY RACE
Meeting**

SATURDAY, 24th AUGUST, 1963

B.A.R.C. International Formula Junior Championship...12 noon

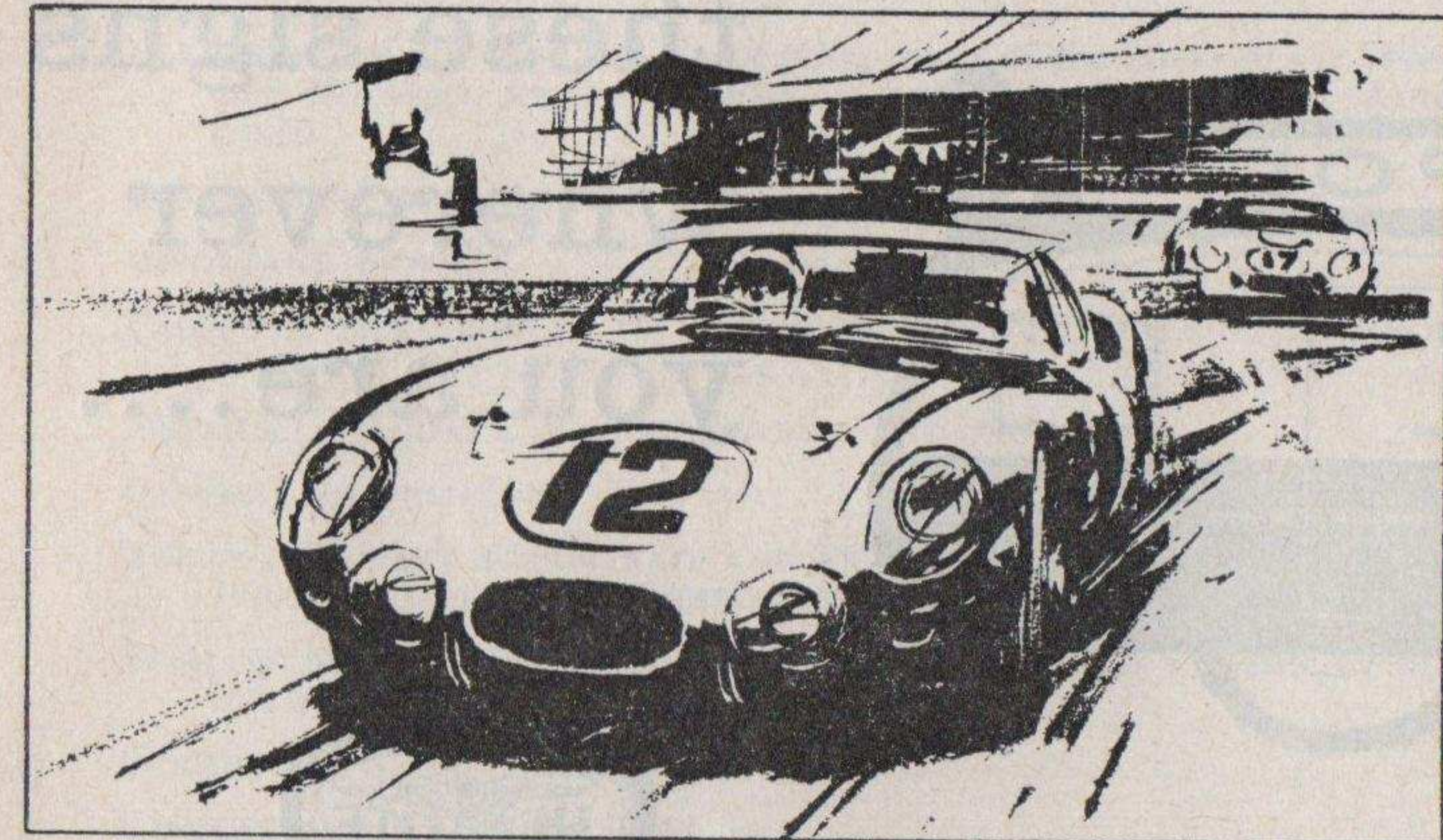
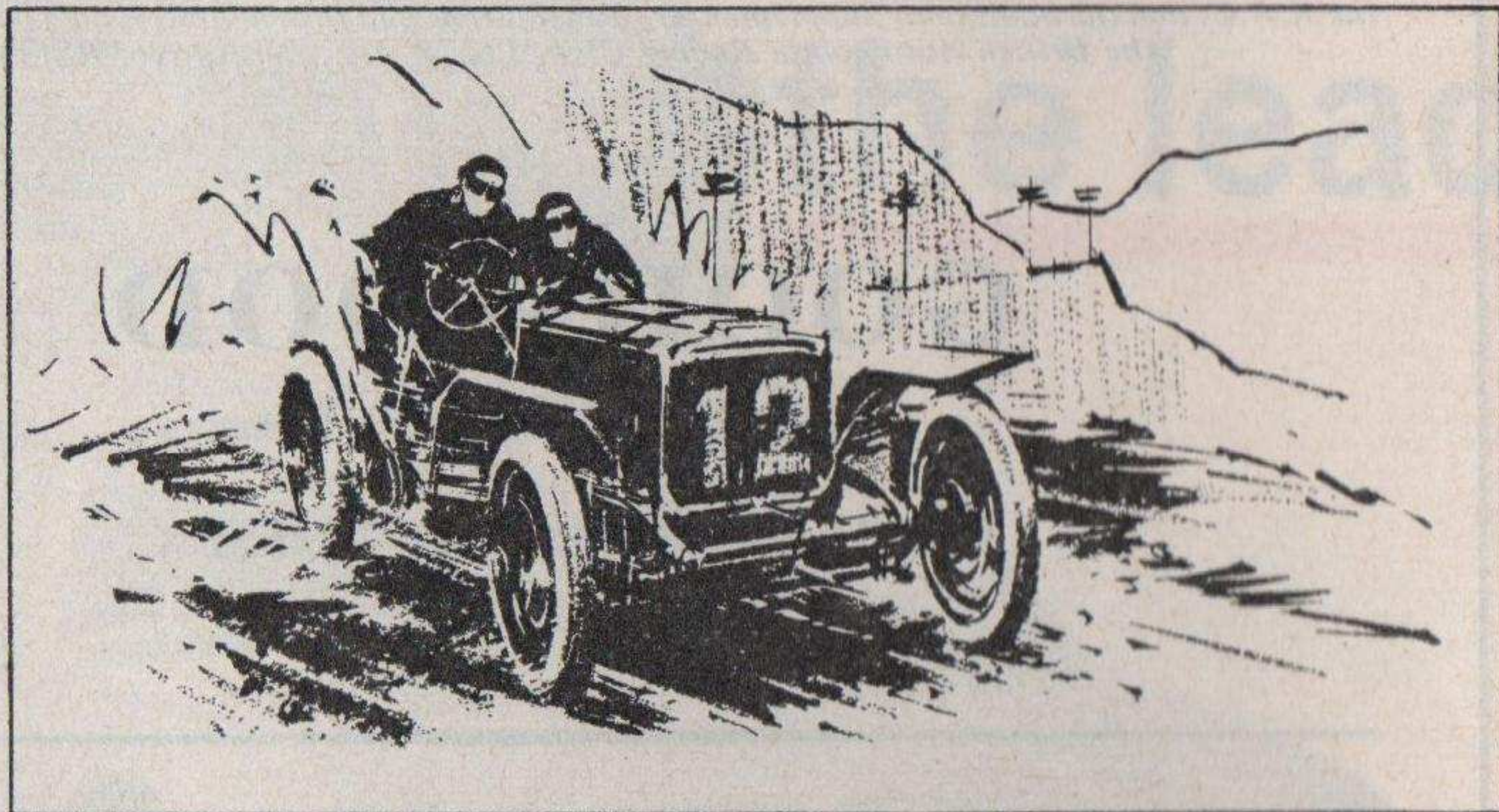
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The 28th Tourist Trophy Race

of the Royal Automobile Club

1905



1963



Sir William Carr,
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TODAY, you will see some of the fastest production cars in the world, many of them capable of 180 m.p.h.

The R.A.C. Tourist Trophy, Britain's oldest motor race, has undergone many changes since its inception in 1905 when the cars were required to conform to the general idea of touring models.

Public taste changed and demanded a greater spectacle, and, therefore, the type of race has varied many times. This year the organisers have decided against allowing prototype or experimental cars to compete, and the Tourist Trophy is limited to production cars, though perhaps not the type in which you would normally go shopping.

The Tourist Trophy started in the Isle of Man, but since 1958 its home has been at the delightful, but tough, Sussex circuit.

The partnership of the *News of the World* and the B.A.R.C. is long standing. It was in 1952 that the *News of the World* sponsored the first post-war long-distance car race in England: the Nine-Hour at Goodwood, which had the additional feature of racing in the dark. Now we are happy to sponsor the Tourist Trophy once again and to be associated with the British Automobile Racing Club and the Royal Automobile Club in presenting this classic event.

To the spectators I wish an enjoyable day's racing: to the competitors a fast, safe drive.

William Carr

ONCE again, the world's oldest and most historic motor race, the Royal Automobile Club's Tourist Trophy, sees another change with the abolition of the traditional Le Mans start.

In other respects the famous classic remains unaltered, save for an increase in distance to 500 kilometres, and I am assured by the very excellent organisers, the British Automobile Racing Club, that this year's entry is probably the most representative ever.

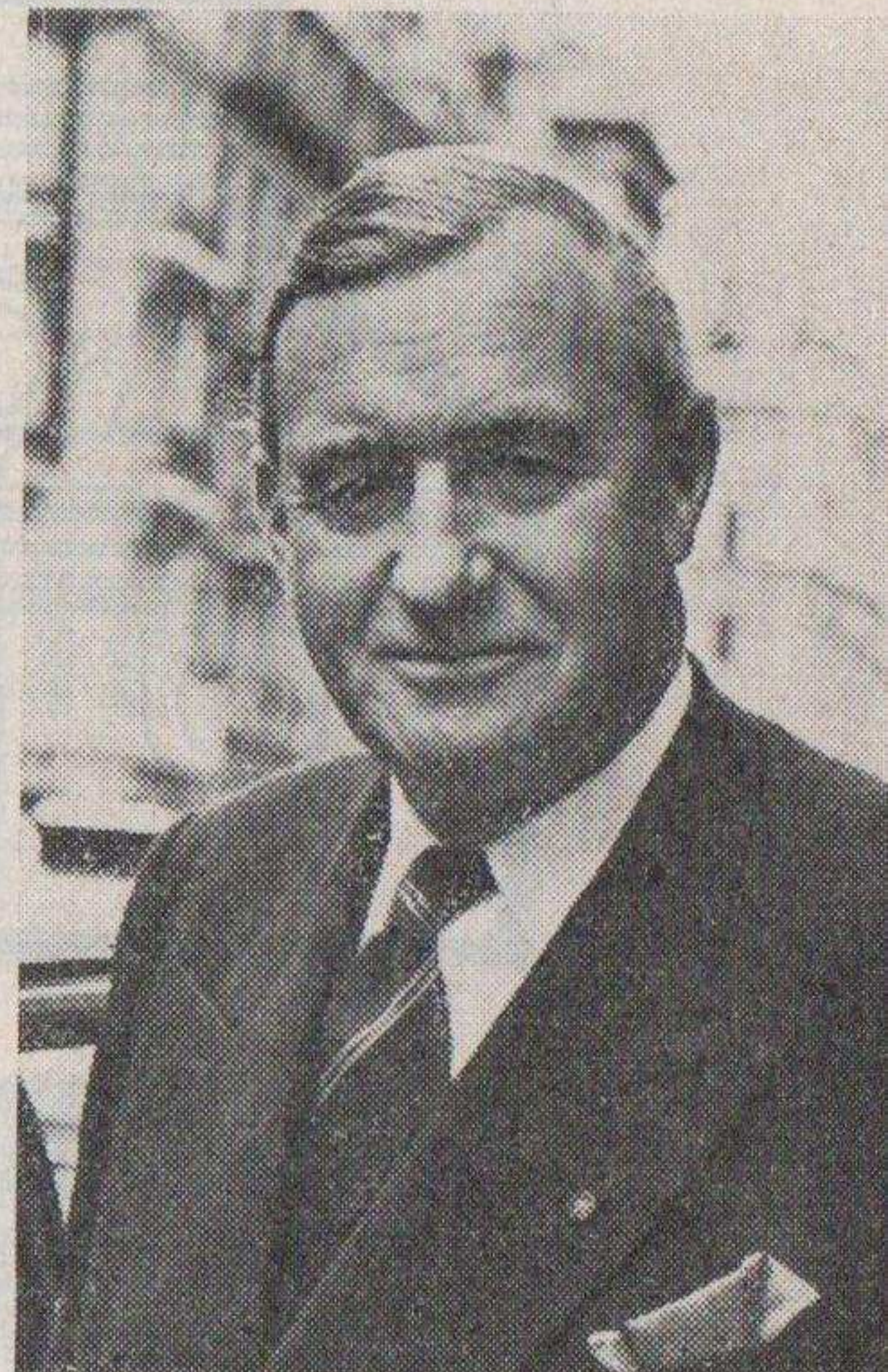
Of one thing we can be certain. The magnificent spirit of sportmanship allied with fierce competition which has always characterised this race will be very much in evidence today.

Fresh in the memory is the drama-filled action of last year's event which will probably go down in history as "The Pint of Petrol T.T.". After a thrilling race, Innes Ireland, driving a Ferrari Berlinetta of the U.D.T.-Laystall Team, defeated Graham Hill in a similar car. When he crossed the line, the petrol tank of his car was quite literally dry. In fact, he won on his very last pint of petrol.

That, as a certain famous soldier once said, "was a close-run thing", and I am sure that the thousands of enthusiasts present at Goodwood today will be delighted to see such another splendid finish.

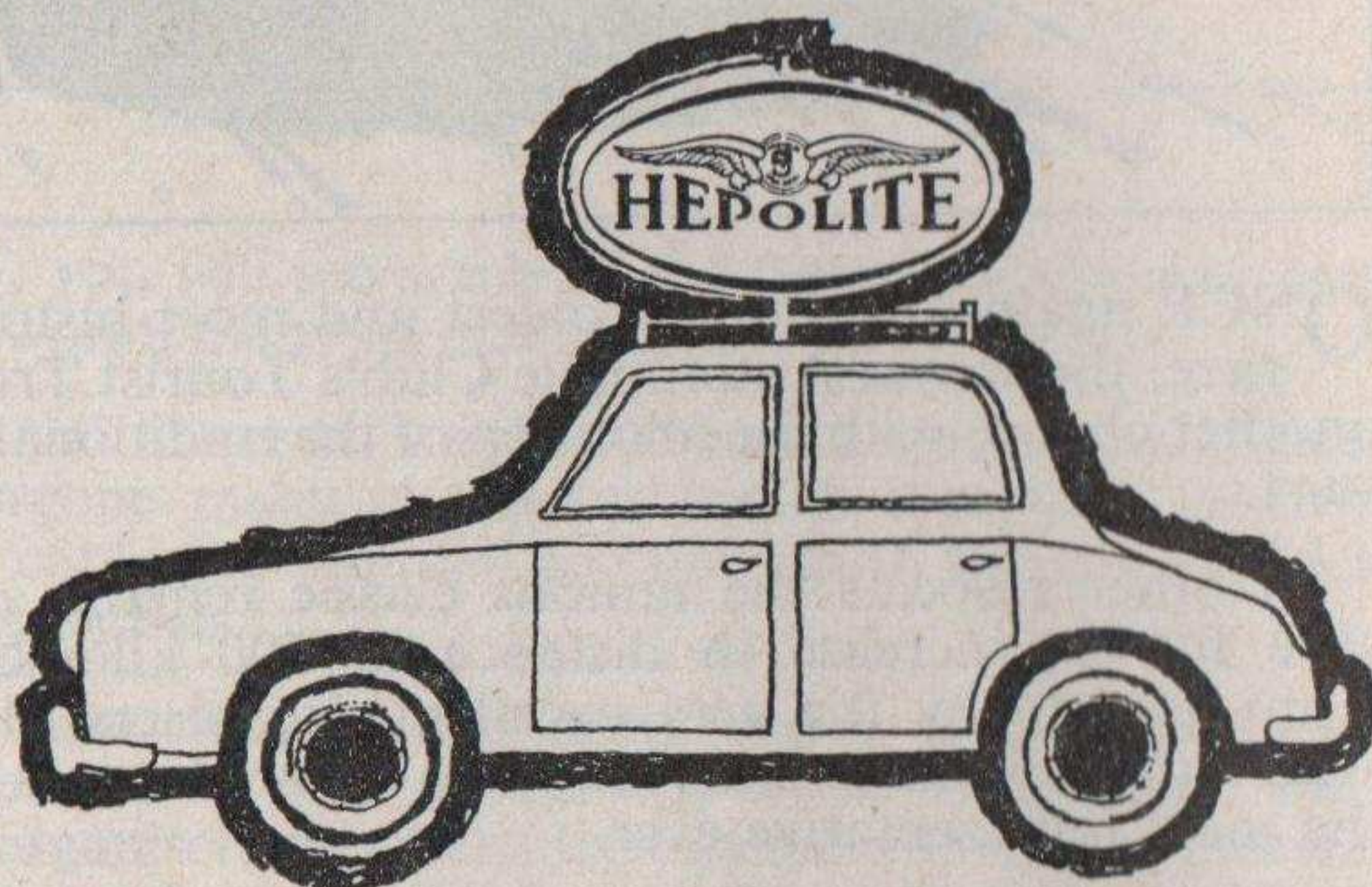
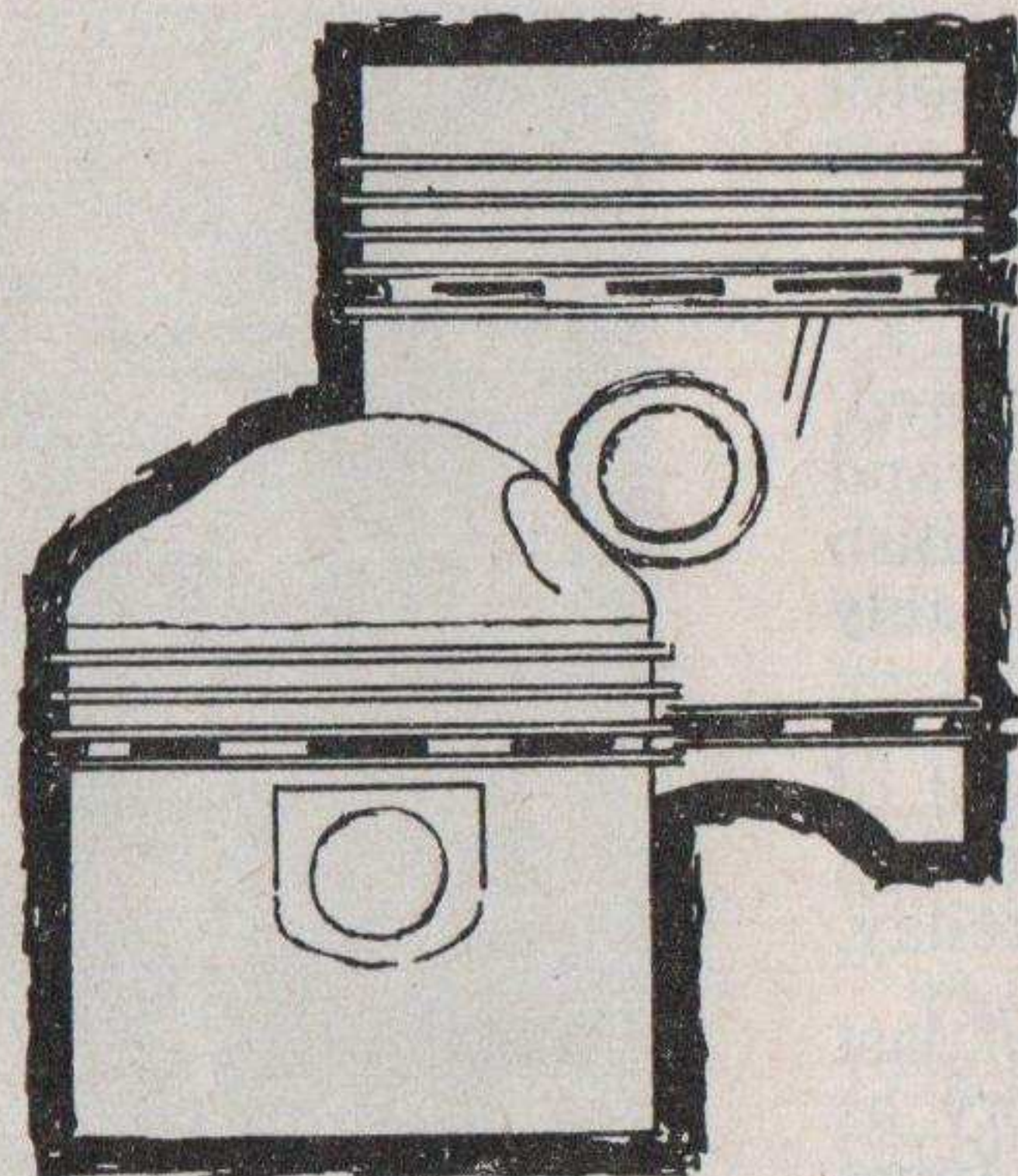
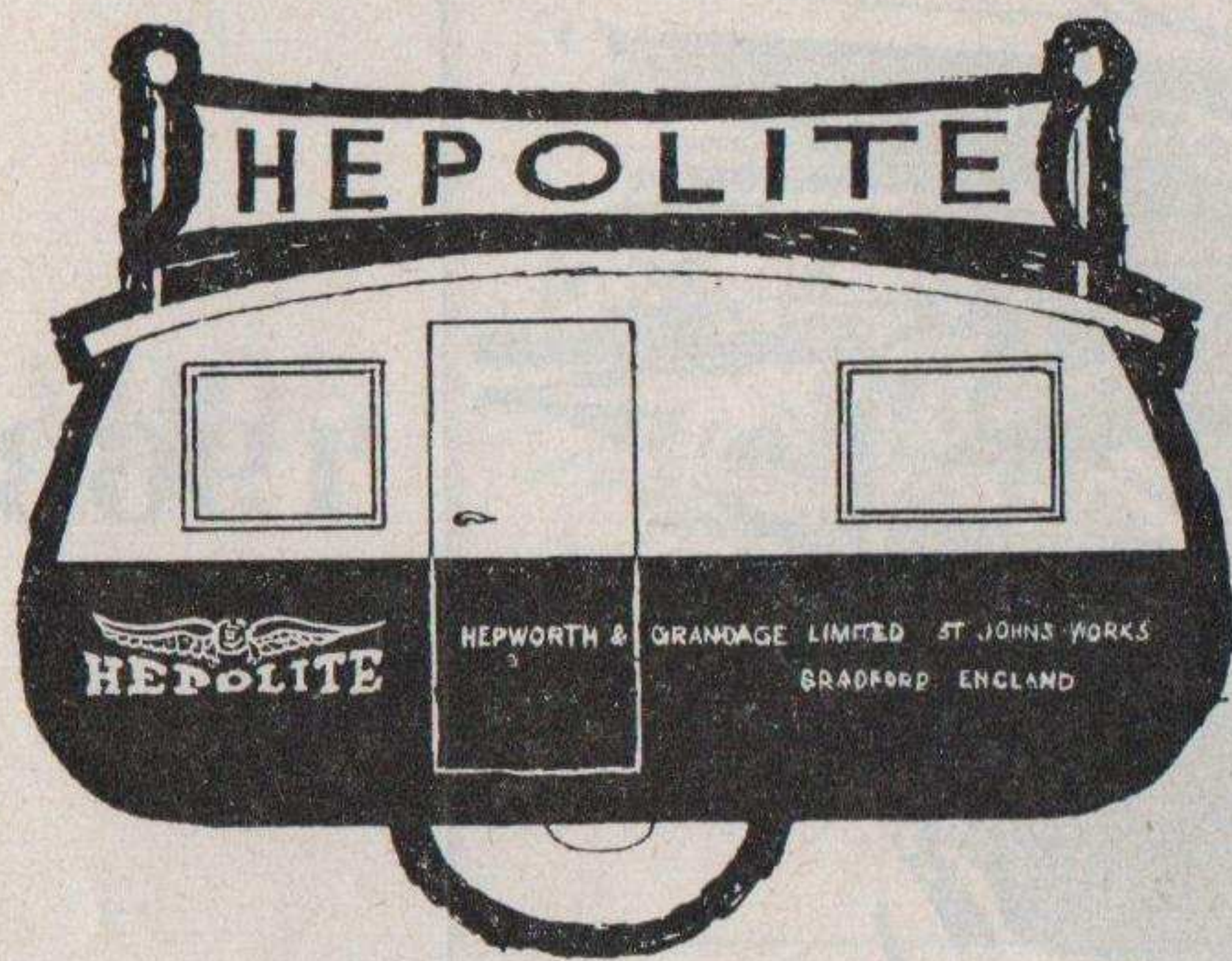
I sincerely thank everyone concerned with the presentation of this, the 28th R.A.C. Tourist Trophy Race, and, in particular, the B.A.R.C., for their ready acceptance of the organisation, and the proprietors of the *News of the World* for their most generous sponsorship.

Wilfrid Andrews



Mr. Wilfrid Andrews,
Chairman of the
Royal Automobile Club

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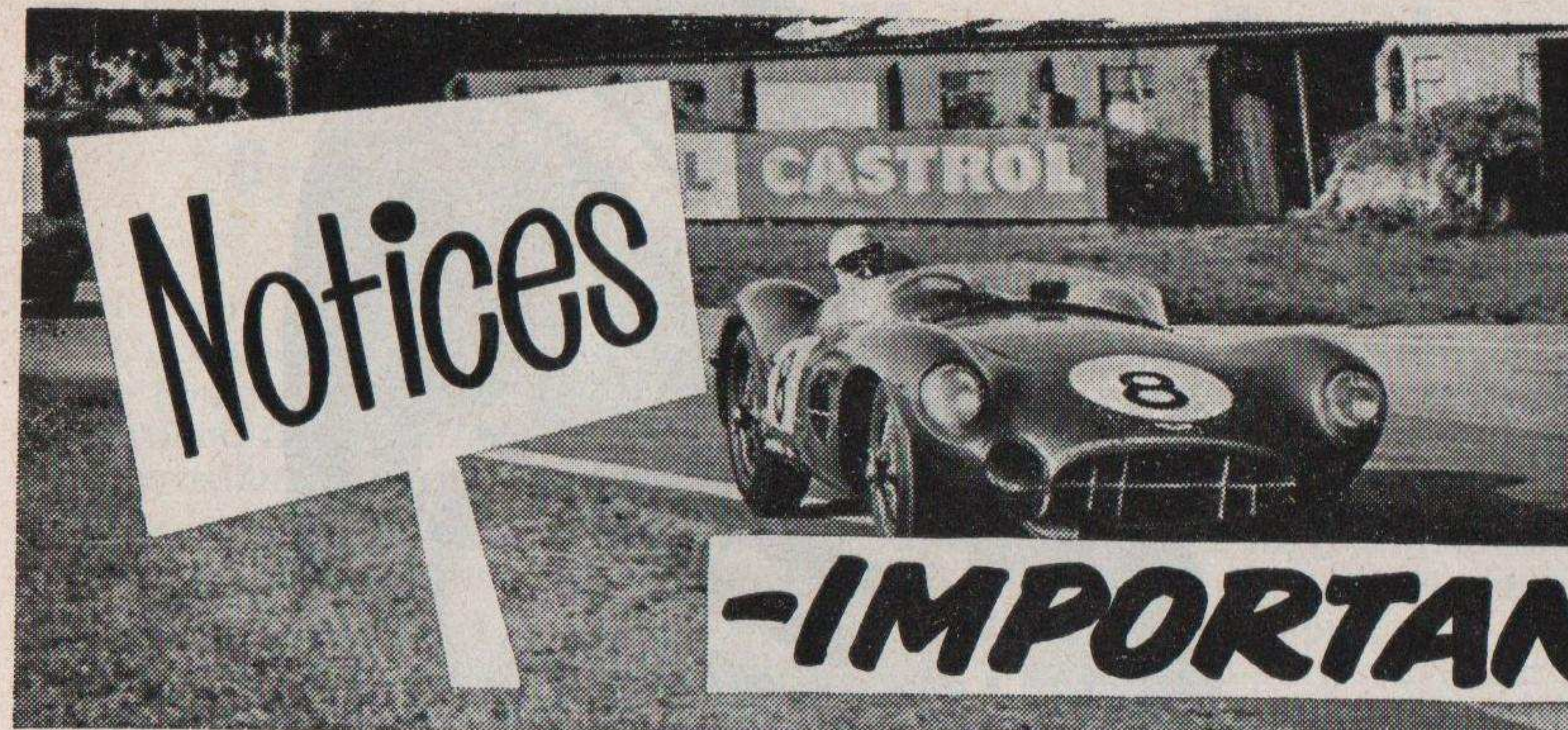
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Spectators with improvised or portable "stands" will be refused admission. The Goodwood Circuit, with terraced enclosures throughout almost its entire length, offers adequate views, and spectators who bring improvised "stands" interfere with the comfort of fellow spectators.

Spectators are prohibited from climbing on the roofs of any buildings in the enclosures. Spectators occupying grandstand seats must remain seated during racing.

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Spectators who find articles are asked to return them to the police office by the main gate in the Green Enclosure, where those who have lost anything should also apply.

MESSAGES

The organisers wish to stress that announcements to assist spectators cannot be made over the course loudspeaker system except in cases of genuine emergency.

REFRESHMENTS

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

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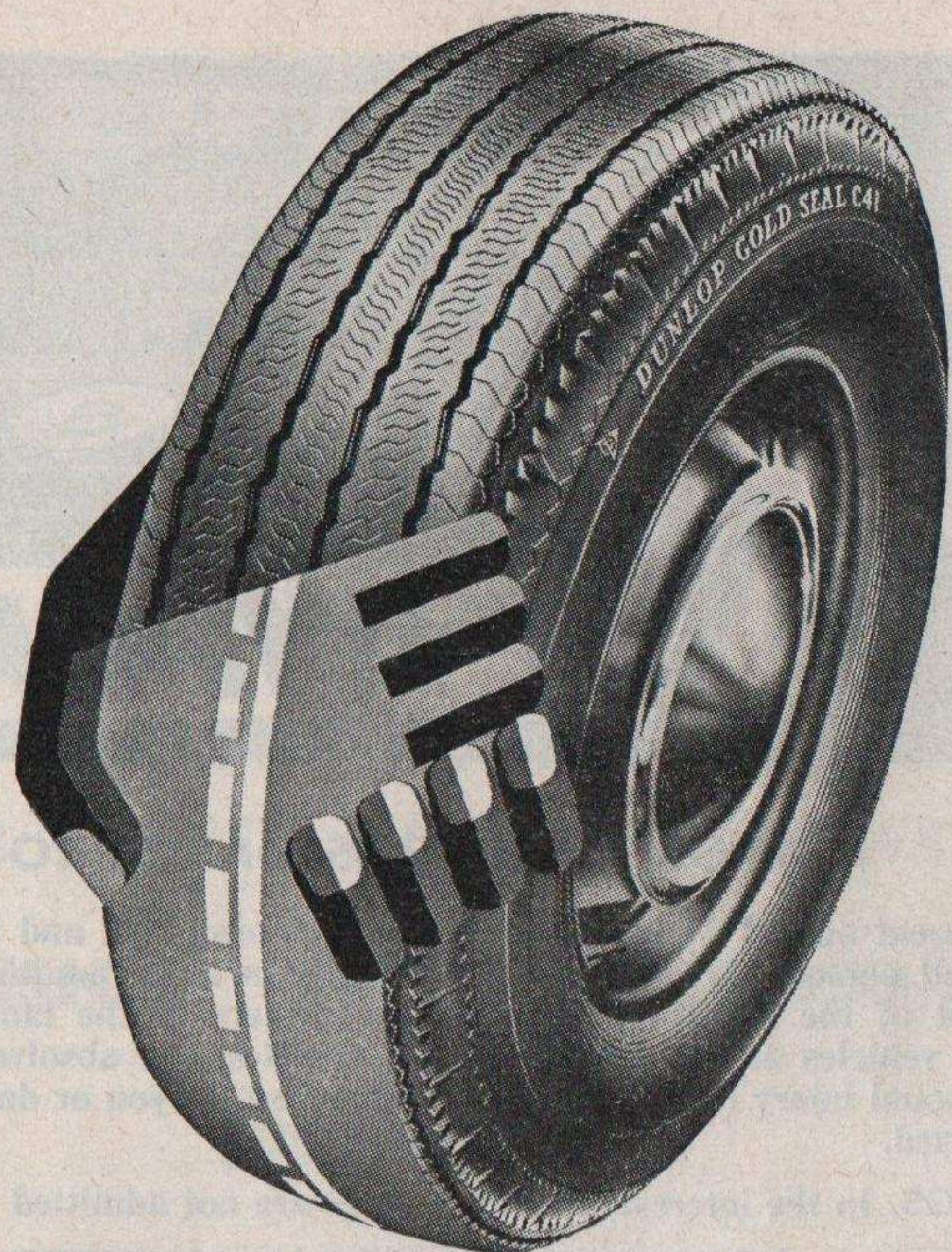
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The Club accepts entries and drivers' nominations in good faith and every effort is made to adhere to the printed programme. The Club, however, cannot accept responsibility for the failure of any driver or car to appear.

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

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

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From the Isle of Man to Goodwood

By the Duke of Richmond and Gordon

President of the British Automobile Racing Club

ON a day of bright sunshine this spring, a most splendid cavalcade paraded the Goodwood motor racing circuit. More than 300 automobiles—I hesitate to use the more common term of "cars"—formed up in grand procession and chugged their way round the track that is more accustomed to accommodating the latest products of international high-speed motoring sport.

The occasion was the final stage of the first International Veteran and Vintage Car rally held in this country, and a remarkable occasion it was. The oldest of the competing machines was an Arnold, built in the year 1896, and something like 50 of the others had first put their thintyred wheels to cobbled stones and dusty roads before I was born.

Strange names they had—names like Decauville and Georges Richard, Maurer-Union and Hanzer, Lanef and Gladiator. But there were also familiar names—Daimler, Benz and Peugeot—all with their roots in the year 1900 and still surviving in the catalogues and car showrooms of today.

Two aspects of these well-preserved ancients of the automobile industry struck me as being of great significance: the true craftsmanship that went into their design and construction when the era of the horseless carriage had just dawned, and the great initial contribution that many of them made to the modern racing machine and racing scene.

The second of these thoughts is not at first apparent until considered in the light of the oldest of the classics on the international motor racing calendar, the Tourist Trophy Race of the Royal Automobile Club.

A Blood-Curdling Beginning

While looking at the stirring array of veteran and vintage machines making their proud and purposeful way round the smooth asphalted surface of the circuit that we have built over the past 15 years, sudden recognition of just how far the Tourist Trophy Race has progressed jogged at the memory. There are few enthusiasts for the sport who can truthfully recall the first T.T., as it is known familiarly. That race was held over a 208-mile course in the Isle of Man in 1905, a course described by a writer of the day as "blood curdling" and with "wild leaps and lurches as the car dances from crag

to crag down the rugged mountainside".

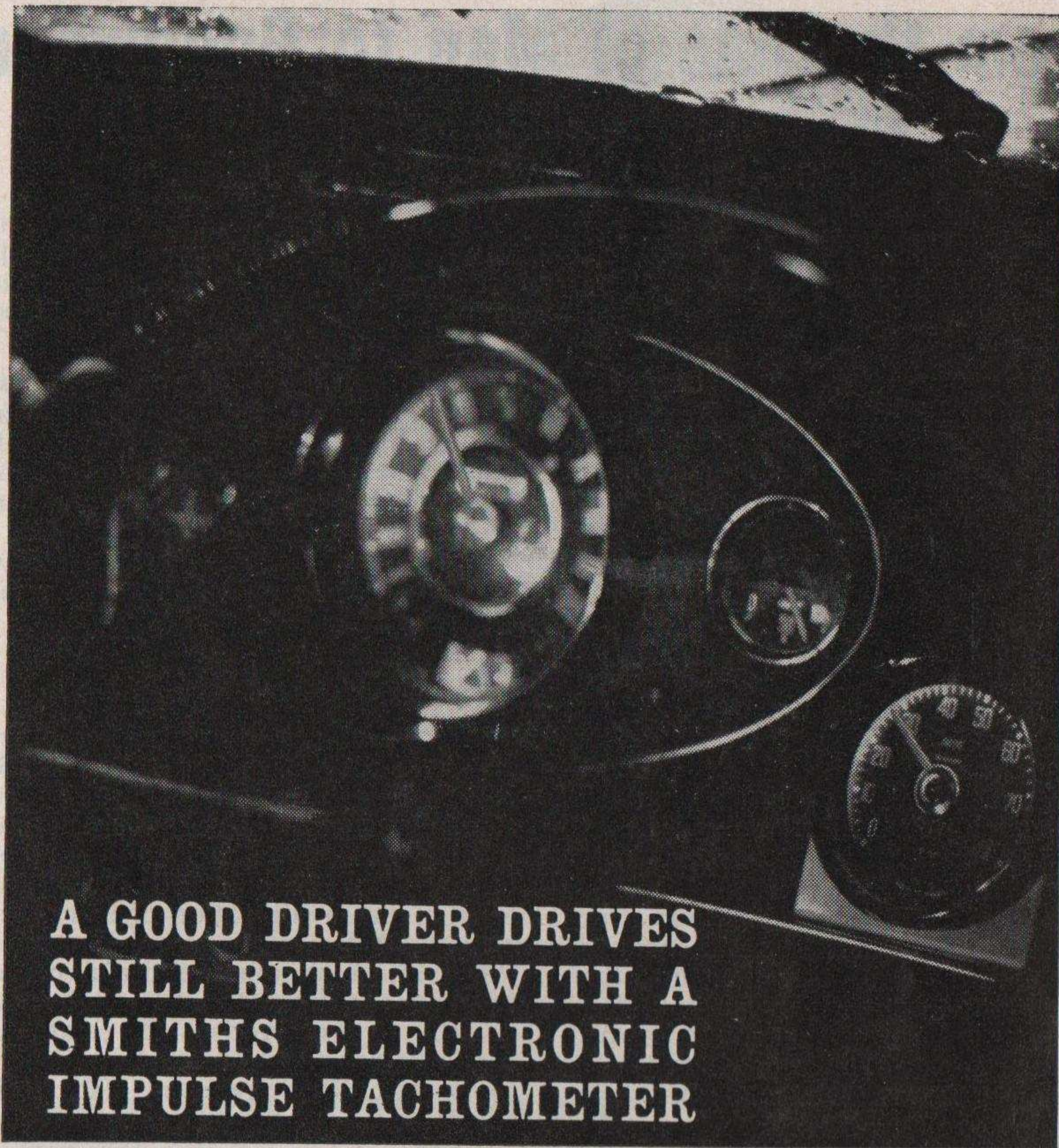
This adventurous and rigorous race was won by J. S. Napier, who drove his Scottish-built 18 h.p. twin-cylinder Arrol-Johnson round the tough and car-destroying course at an average speed of 33.9 m.p.h., while Percy Northey followed him home some two minutes later in a Rolls-Royce.

For Standard Touring Cars

The cavalcade of the International Veteran and Vintage Car Rally these few months ago gave spectators in the grandstands some idea of what the standard touring cars of the first Tourist Trophy looked like. Yes, standard touring cars, for that was a stipulation of entry. True enough, there was no Arrol-Johnson of 1905 vintage in this wonderful parade, but there was one of slightly earlier date—1902 to be precise—to create the perfect image. And alongside it, a handsome, beautifully-preserved 1905 Rolls-Royce.

To the modern eye, they were museum pieces indeed and somewhat reminiscent of the now-defunct open double-decker omnibuses, being set high off the ground to give the driver a commanding view over the hedge tops. That must have been a very necessary thing when piloting these early T.T. cars in wild leaps and bounds down the rugged mountain road!

The Tourist Trophy remained an Isle of Man sporting attraction for the next three years but hardly reached the qualification of being a "classic". It was contested strongly by rival European manufacturers, but objections and difficulties were set in its path. It was not held from 1909 to 1913, but resumed in 1914 only to have the First World War call a halt to its international rivalry. Looking back on the records I see that the winners in these years were Rolls-Royce, Rover, Hutton and Sunbeam, and, with exception of the now little-known Hutton, all these makes showed their



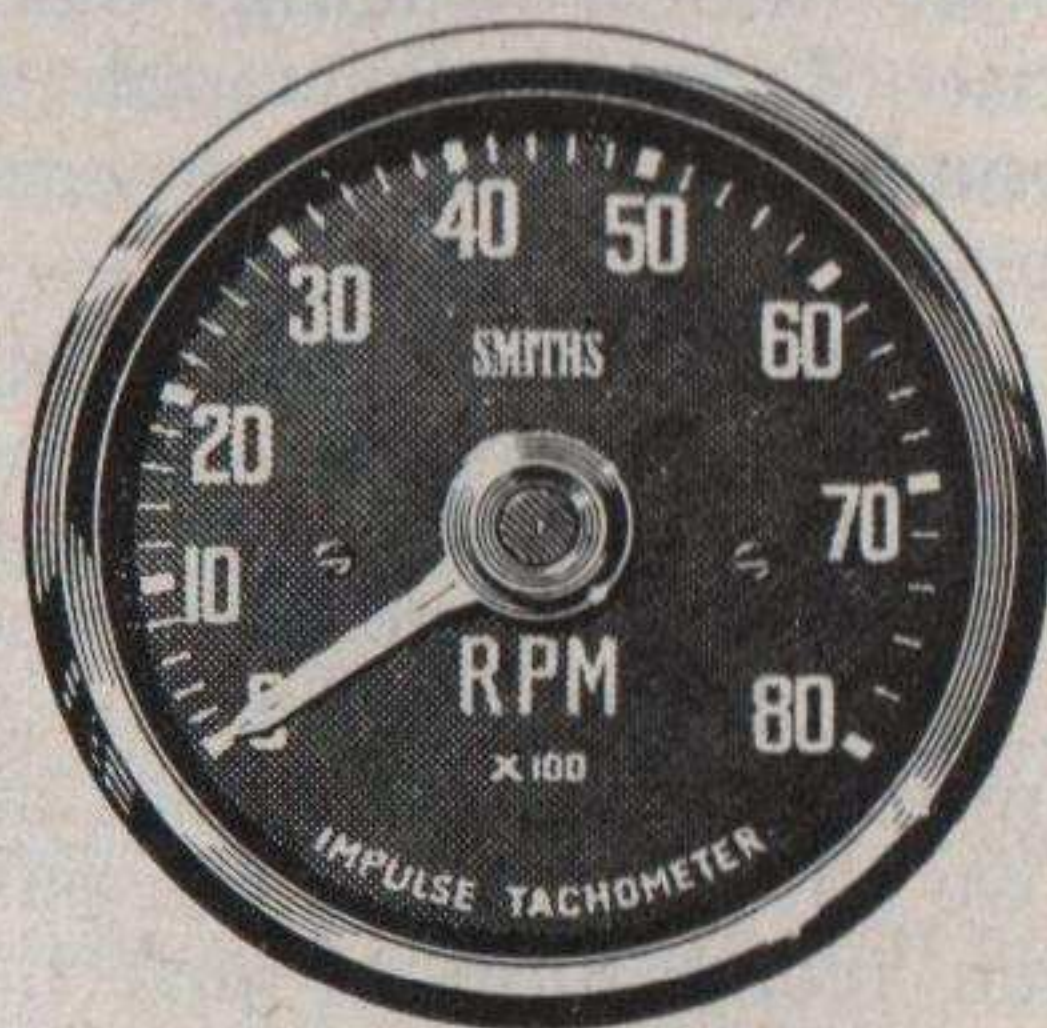
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grace in the Goodwood cavalcade.

In 1928, and here memory of the scene is clear enough, the T.T. moved to Ards circuit in Northern Ireland. I recall that the first winner was a 1½ litre Lea-Francis—we affectionately referred to these fine little cars as “Leafs”—driven by the famous Kaye Don at an average speed of 64.06 m.p.h.—not quite twice the speed of the very first and renowned Scottish winner 24 years earlier—a point worth noting. The following year the Germans made a most determined assault with the giant 7-litre Mercedes driven by Rudi Caracciola, who won at 72.82 m.p.h.—the first time a foreign car had claimed victory—and in 1930 it was the turn of the Italians with Tazio Nuvolari at the wheel of an Alfa Romeo.

Incidentally, in 1931 I entered my own team of supercharged M.G. “Midgets” with which we had already won the “Double Twelve Hour” race at Brooklands and the Phoenix Park Grand Prix in Dublin. The hat-trick was completed by Norman Black driving one of the three cars to victory and winning this Tourist Trophy at an average speed of 67.9 m.p.h. The race was run on a handicap by virtue of which Black beat, by about a minute, the second man home—the Italian Borzacchin—who had actually averaged 79 m.p.h. in an Alfa Romeo.

This is a personal digression, however. To return to my theme, the rules and regulations for the international rally and assembly of the fine old thoroughbreds in West Sussex on 11th May this year stipulated that their “birth certificates” should not be dated after 1930, so, in a sense, that was the year where our comparisons with the early entrants for the Tourist Trophy had to end.

Changes of Character

But, as I have said, there were 300 wonderful ancients in the grand parade that wound up the day's proceedings, and they represented nearly every kind of machine that had contested the nine T.T. races between 1905 and 1930: touring cars, sports cars and out-and-out racers.

This needs a word of explanation, for, while the famous race was originally confined to ordinary production touring models, in the course of time it changed its character to embrace sports models and, indeed, the stark speed machinery of grand prix racing.

In more recent times, since the resumption of the sport after World War II, this mirroring of motoring trends has



The Duke of Richmond and Gordon, in his racing days as the Earl of March, beside one of the M.G. Midget team cars which won the T.T. in 1931.

continued. From 1950 to 1955, but excluding 1952, the T.T. was staged at Dundrod in Northern Ireland and the manufacturers of Great Britain and the Continent entered their latest sports cars; this with an eye on world markets, for winning the classic race has always carried tremendous prestige.

Goodwood has been honoured to stage the classic race since 1958, but here again there have been changes in the type of cars that great drivers of this era have driven to their limit in an effort to capture the winged Mercury Tourist Trophy of the Royal Automobile Club. For the past three years, and again now, the race is for Grand Touring machines.

Once again we shall welcome the best of these cars. With their modern good looks they are far removed from the examples of contestants in earlier races that so recently showed their paces on the track. Yet they follow in the great tradition of automobile engineering craftsmanship that has been encouraged since the first race in the Isle of Man.

One cannot help but wonder, however, whether any of the entrants for the 28th R.A.C. Tourist Trophy Race this Saturday, 24th August, 1963, will still be in good enough shape to appear at some international rally for veteran and vintage cars in the year 2000 A.D.

Today the race is no less arduous than when the pioneers made their wild leaps and lurches over the Manx mountains. The actual course may be smooth, but its 300 mile distance is covered at an average speed of around 95 m.p.h., and that puts such great stress on the high-performance engines and every last part of the cars' construction that it cannot be conducive to longevity.



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B.A.R.C.

Formula Junior Championship

21-lap Scratch Race

Start 12 noon

No.	Entrant and Driver	Car	c.c.	Colour
1	Ron Harris—Team Lotus ... (Driver: P. Arundell)	Lotus Ford	1098	Green
2	Ron Harris—Team Lotus ... (Driver: M. Spence)	Lotus Ford	1098	Green
3	Ron Harris—Team Lotus ... (Driver: J. Fenning)	Lotus Ford	1098	Green
4	Veedol (U.K.) Ltd. ... (Driver: R. C. Burnard)	Lotus Ford	1098	White
5	B. Hart (Driver: Entrant) ...	Lotus Ford	1098	Red
6	Jim Russell Racing Drivers School... (Driver: J. Mastin)	Lotus Ford	1098	Green
7	Jim Russell Racing Drivers School... (Driver: M. Long)	Lotus Ford	1098	Green
8	Jim Russell Racing Drivers School... (Driver: M. De-Udy)	Lotus Ford	1098	Green
9	Team Transpa ... (Driver: D. Milburn, 2nd Reserve)	Lotus Ford	1097	Green
10	Midland Racing Partnership ... (Driver: R. Attwood)	Lola Ford	1097	Blue
11	Midland Racing Partnership ... (Driver: W. Bradley)	Lola Ford	1097	Blue
12	Midland Racing Partnership ... (Driver: D. Hobbs)	Lola Ford	1097	Blue
14	Roy Winkelmann Racing Ltd. ... (Driver: A. B. Rees)	Lola Ford	1097	Silver
15	D. Hitches ... (Driver: Entrant)	Lola Ford	1089	Red
16	Brabham Racing Developments Ltd. (Driver: D. Hulme)	Reeco Brabham Ford	1098	Green/Gold
17	Ian Walker Racing Ltd. ... (Driver: F. Gardner)	Brabham Ford	1098	Yellow
18	Ian Walker Racing Ltd. ... (Driver: P. Hawkins)	Brabham Ford	1098	Yellow
19	R. J. James (Driver: Entrant) ...	Brabham Ford	1098	Blue/White
20	Venturi Racing Division ... (Driver: R. Banting)	Brabham Ford	1097	Green/Orange
21	Tyrrell Racing Organisation... (Driver: P. Procter)	Cooper B.M.C....	1098	Green
22	Tyrrell Racing Organisation ... (Driver: T. Mayer)	Cooper B.M.C....	1098	Green
23	P. Revson (Driver: Entrant)...	Cooper Ford	1098	White/Blue
24	A. D. Plumstead (Driver: Entrant) ...	Cooper Ford	1100	White
25	M. F. Braby ... (Driver: J. Turner, 3rd Reserve)	Cooper Ford	1100	Red
26	G. A. Henrotte/Trophy-Westmount Racing (Driver: R. Pike)...	Gemini Ford	1098	White/Green
27	G. A. Henrotte/Trophy-Westmount Racing (Driver: to be nominated)...	Gemini Ford	1098	White/Green
28	A. P. Belcher... (Driver: Entrant, 1st Reserve)	North Star Ford	1098	Green

Turn to next page for Starting Grid, Awards and Results Panel



B.A.R.C. International Formula Junior Championship Race

STARTING GRID

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

18

AWARDS

To the entrant of the winning Formula Junior car—£50 and the E. R. Hall Challenge Trophy.

To the entrant of the second car—£25.

To the entrant of the third car—£15.

To the entrant of the fourth car—£10.

The E. R. Hall Challenge Trophy is held by the winning entrant for one year. The present holder is Mr. Colin Chapman.

Driving a Team Lotus junior in the championship last August, Peter Arundell won in 30 min. 51.4 sec. at an average speed of 98.00 m.p.h. and with a fastest lap of 99.08 m.p.h.

RESULTS

1st.....	1 Arundell
2nd.....	10 Atwood
3rd.....	16 Hulme
4th.....	12 Hobbs
5th.....	3 Fenning
6th.....	5 Hart

Winner's Speed..... 99.18.....m.p.h.

Fastest Lap: Car No. 12 at 101.4.....m.p.h.

1.25.2



28th R.A.C. TOURIST TROPHY

The awards in this race have been kindly presented by the proprietors of the News of the World.

To the entrant of the winning car—The R.A.C. Tourist Trophy (a challenge trophy) and the News of the World Trophy (an outright award) with £500.

To the entrant of the car placed second in the race—£200.

To the entrant of the car placed third in the race—£100.

To the entrant of the car placed fourth in the race—£75.

Supplementary Class Awards: First in each class—£75.

Second in each class—£50.

Third in each class—£25.

To each finisher in the race other than prize-winners—£20.

To the drivers of the winning car—a replica of the R.A.C. Tourist Trophy and a replica of the News of the World Trophy.

To the mechanic of the winning car—£10.

Team award: A trophy will be awarded to the entrant of the nominated team of two cars of the same make with the best aggregate performance, and replicas will be awarded to each first driver in the team.

Note: If, for any reason, the race should be stopped before completion of the full distance, the award of prizes will be at the sole discretion of the Stewards of the Meeting.



The News of the World Trophy, to be awarded to the entrant of the winning car, and the replicas which will be presented to the drivers of the winning car.

19

Previous Winners of the Tourist Trophy

Year	Circuit	Drivers	Car	Speed m.p.h.
1905	Manx	J. S. Napier	18 h.p. Arrol-Johnston	33.9
1906	Manx	Hon. C. S. Rolls	Rolls-Royce	39.6
1907	Manx	E. Courtis	Rover	28.8
1908	Manx	W. Watson	5.8-litre Hutton	50.25
1909-13	No race.			
1914	Manx	K. Lee Guinness	3.3-litre Sunbeam	56.44
1915-21	No race.			
1922	Manx	J. Chassagne	3-litre Sunbeam	55.78
1928	Ards	Kaye Don	1½-litre Lea-Francis	64.06
1929	Ards	R. Caracciola	7-litre Mercedes	72.82
1930	Ards	T. Nuvolari	1750 c.c. Alfa-Romeo	70.88
1931	Ards	N. Black	750 c.c. M.G. Midget	67.90
1932	Ards	C. R. Whitcroft	1087 c.c. Riley	74.23
1933	Ards	T. Nuvolari	1087 c.c. M.G. Magnette	78.65
1934	Ards	C. J. P. Dodson	1267 c.c. M.G. Magnette	74.65
1935	Ards	F. W. Dixon	1½-litre Riley	76.90
1936	Ards	F. W. Dixon and C. J. P. Dodson	1½-litre Riley	78.01
1937	Donington	G. Comotti	4-litre Talbot Darracq...	68.70
1938	Donington	L. Gerard	3-litre Delage	67.61
1939-49	No race.			
1950	Dundrod	S. Moss	3.4-litre Jaguar XK120	75.15
1951	Dundrod	S. Moss	3.4-litre Jaguar XK120C	83.55
1952	No race.			
1953	Dundrod	P. J. Collins and P. W. C. Griffith	3-litre Aston Martin DB3S	81.71
1954	Dundrod	G. Laureau and P. Armagnac	745 c.c. D.B. Panhard...	68.75
1955	Dundrod	S. Moss and J. Fitch	3-litre Mercedes-Benz 300 SLR.	88.32
1956-57	No race.			
1958	Goodwood	S. Moss and C. A. S. Brooks	3-litre Aston Martin DBR 1-300.	88.33
1959	Goodwood	S. Moss, J. Fairman and C. Shelby	3-litre Aston Martin DBR 1-300.	89.41
1960	Goodwood	S. Moss	250 GT Ferrari	85.58
1961	Goodwood	S. Moss	250 GT Ferrari	86.62
1962	Goodwood	I. Ireland	250 GT Ferrari	94.05

28th R.A.C. TOURIST TROPHY

THE ENTRIES

QUICK REFERENCE LIST

No.	Car	Driver	Reserve Driver
Over 3000 c.c. Class			
1	Aston Martin	B. McLaren	W. Kimberley
2	Aston Martin	I. Ireland	W. Kimberley
3	A. C. Cobra	To be Nominated	
4	A. C. Cobra	To be Nominated	
5	Jaguar E	P. J. S. Lumsden	P. J. Sargent
6	Jaguar E	P. H. Sutcliffe	
7	Jaguar E	E. R. Protheroe	
8	Jaguar E	P. Lindner or P. Nocker	
9	Jaguar E	R. Salvadori	
10	Jaguar E	To be nominated	
2001—3000 c.c. Class			
11	Ferrari 250 GTO...	G. Hill	
12	Ferrari 250 GTO...	M. Parkes	
14	Ferrari 250 GTO...	Prince Zourab Tchkotoua and T. Hitchcock III	
15	Ferrari 250 GTO...	R. Penske	
16	Ferrari 250 GTO...	D. R. Piper	
17	Ferrari 250 GT Speciale	R. C. Kerrison	
1001—2000 c.c. Class			
18	Lotus Elan	J. Whitmore	L. Casner or H. P. K. Dibley
19	Lotus Elan	G. Warner	
20	Lotus Elan	T. Taylor	F. Gardener
21	Lotus Elite	C. Hunt	
22	Lotus Elite	R. Olthoff	M. Beckwith
23	Lotus Elite	J. A. Derisley	J. Nicholson
24	Morgan +4	C. J. Lawrence	L. S. Bridge
25	Morgan +4	P. H. Arnold	W. B. Blydenstein
26	Morgan +4	A. Dence	H. Braithwaite
27	M. G. Midget	A. T. Foster	K. A. Greene
28	M. G. Midget	A. P. Hedges	K. A. Greene
29	Porsche Carrera	J. R. Stoop	
30	T. V. R. Grantura	T. Entwistle	K. Aitchison
31	Turner Ford	K. W. MacKenzie	
32	Lotus Elite	T. J. Threlfall...	J. Nicholson
33	Lotus Elite	R. Duggan	M. Johnson
34	Lotus Elan	C. A. C. Hodgson	
35	Lotus Elite	R. Nathan	
36	Morgan +4	R. E. Meredith	J. F. Brown

130 Laps
294
11
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17
15
5
2

COMPETITION NUMBERS, ENTRANTS, CARS, ENGINE DATA AND DRIVERS

No.	Entrant	Car	Colour	No. of Cyls.	Bore and Stroke in mm.	c.c.	Driver	Reserve Driver
CARS WITH ENGINES OVER 3000 c.c.								
1	David Brown ...	Aston Martin DB4GT	Green	6	93×92	3751	B. McLaren (N.Z.)	W. Kimberley (U.S.A.)
2	David Brown ...	Aston Martin DB4GT	Green	6	93×92	3751	I. Ireland (G.B.)	W. Kimberley (U.S.A.)
3	John Willment Automobiles Ltd. ...	A.C. Cobra ...	Green	8	101×72	4727	To be nominated	
4	John Willment Automobiles Ltd. ...	A.C. Cobra ...	White	8	101×72	4727	To be nominated	
5	P. J. S. Lumsden ...	Jaguar "E" ...	Green	6	87×106	3781	P. J. S. Lumsden (G.B.)	P. J. Sargent (G.B.)
6	P. H. Sutcliffe ...	Jaguar "E" ...	Green	6	87×106	3781	P. H. Sutcliffe (G.B.)	
7	Protheroe Cars ...	Jaguar "E" ...	Grey	6	87×106	3781	E. R. Protheroe (G.B.)	
8	P. Lindner ...	Jaguar "E" ...	Green	6	87×106	3781	P. Lindner (D)	P. Nocker (D)
9	John Coombs ...	Jaguar "E" ...	Grey	6	87×103	3781	To be nominated	
10	C. T. Atkins ...	Jaguar "E" ...	Green	6	87×103	3781	R. Salvadori (G.B.)	
CARS WITH ENGINES OVER 2001—3000 c.c.								
11	John Coombs/Maranello Concessionaires	Ferrari 250 GTO	Grey	12	73×58.8	2995	G. Hill (G.B.)	
12	Maranello Concessionaires Ltd./John Coombs	Ferrari 250 GTO	Red	12	73×58.8	2953	M. Parkes (G.B.)	
14	Prince Zourab Tchkotoua	Ferrari 250 GTO	Red	12	73×58.8	2953	Prince Zourab Tchkotoua and T. Hitchcock III (U.S.S.R./U.S.A.)	
15	North American Racing Team ...	Ferrari 250 GTO	Red	12	73×58.8	2953	R. Penske (U.S.A.)	
16	Fordwall Garages Ltd.	Ferrari 250 GTO	Green	12	73×58.8	2953	D. R. Piper (G.B.)	
17	R. C. Kerrison	Ferrari 250 GT Speciale	Silver	12	73×58.8	2953	R. C. Kerrison (G.B.)	
CARS WITH ENGINES OVER 1001—2000 c.c.								
18	Stirling Moss Automobile Racing Team ...	Lotus Elan ...	Green	4	82.5×72.7	1558	J. Whitmore (G.B.)	H. P. K. Dibley (G.B.) or L. Casner (U.S.A.)
19	The Chequered Flag ...	Lotus Elan ...	White/Black	4	83.5×72.7	1594	G. Warner (G.B.)	
20	Team Elite ('62) Ltd. ...	Lotus Elan ...	White/Green	4	82.5×72.7	1595	T. Taylor (G.B.)	F. Gardener (Aus.)
21	Team Elite ('62) Ltd. ...	Lotus Elite ...	White/Green	4	76.2×66.6	1216	C. Hunt (G.B.)	
22	D. C. Barber ...	Lotus Elite ...	Green	4	76.2×66.6	1216	R. Olthoff (S.A.)	M. Beckwith (G.B.)
23	Farnborough Racing Enterprise ...	Lotus Elite ...	Green	4	76.2×66.6	1216	J. A. Derisley (G.B.)	J. Nicholson (G.B.)
24	Morgan Motor Co. Ltd.	Morgan +4 Super Sports	Green/White	4	83×92	1991	C. J. Lawrence (G.B.)	L. S. Bridge (G.B.)
25	Morgan Motor Co. Ltd.	Morgan +4 Super Sports	Green/White	4	83×92	1991	P. H. Arnold (G.B.)	W. B. Blydenstein (N.L.)
26	Morgan Motor Co. Ltd.	Morgan +4 Super Sports	Green/White	4	83×92	1991	A. Dence (G.B.)	H. Braithwaite (G.B.)
27	R. W. Jacobs ...	M.G. Midget ...	Green	4	65.7×83.2	1139	A. T. Foster (G.B.)	K. A. Greene (G.B.)
28	R. W. Jacobs ...	M.G. Midget ...	Green	4	65.7×83.2	1139	A. P. Hedges (G.B.)	K. A. Greene (G.B.)
29	J. R. Stoop ...	Porsche Carrera 2 ...	Silver	4	92×74	1966	J. R. Stoop (G.B.)	R. Benson (G.B.)
30	Grantura Engineering Ltd. ...	T.V.R. Grantura Mk. III ...	White	4	76.2×88.9	1622	T. Entwistle (G.B.)	K. Aitchison (G.B.)
31	Royal Air Force Motor Sports Association ...	Turner Ford G.T. ...	Green	4	85×72.7	1650	W/Comdr. K. W. Mackenzie (G.B.)	
RESERVES								
32	Farnborough Racing Enterprise ...	Lotus Elite ...	White	4	76.2×66.6	1216	T. J. Threlfall (G.B.)	J. Nicholson (G.B.)
33	J. T. Parker ...	Lotus Elite ...	White/Silver	4	76.2×66.6	1216	R. Duggan (G.B.)	M. Johnson (G.B.)
34	C. A. C. Hodgson ...	Lotus Elan ...	Blue	4	82.5×72.7	1588	C. A. C. Hodgson (G.B.)	
35	R. Nathan ...	Lotus Elite ...	Blue	4	76.2×66.6	1216	R. Nathan (G.B.)	
36	R. E. Meredith ...	Morgan +4 ...	Red	4	86×92	2138	R. E. Meredith (G.B.)	J. F. Brown (G.B.)

OFFICIAL TEAM ENTRIES

Aston Martin. Cars Nos. 1 & 2
 Ferrari. Cars Nos. 11 & 12
 Ferrari. Cars Nos. 15 & 16

Jaguar. Cars Nos. 5 & 10
 Lotus. Cars Nos. 20 & 21
 Lotus. Cars Nos. 23 & 32

Morgan. Cars Nos. 24 & 25
 M.G. Midget. Cars Nos. 27 & 28

Note: Nationalities of drivers shown after their names are as follows:

G.B. Great Britain	S.A. South Africa
U.S.A. United States of America	N.L. Holland
N.Z. New Zealand	U.S.S.R. Russia
D. Germany	Aus. Australia

28th R.A.C. International Tourist Trophy

STARTING GRID

1-27-6	↑	1-27-4	1-27-0
2 ³	12 ²	11 ¹	
9 ⁵	1 ⁴	1-27	
16 ⁸	10 ⁷	15 ⁶	
14 ¹⁰	7 ⁹		
17 ¹³	12 ¹²	5 ¹¹	
20 ¹⁵	19 ¹⁴		
25 ¹⁸	22 ¹⁷	34 ¹⁶	
28 ²⁰	29 ¹⁹		
26 ²³	33 ²²	27 ²¹	
21 ²⁵	32 ²⁴		
36 ²⁸	23 ²⁷	31 ²⁶	
24 ³⁰	30 ²⁹		

RACE LEADERS

At 25 laps

1st.....
2nd.....
3rd.....
4th.....

At 50 laps

1st.....
2nd.....
3rd.....
4th.....

At 75 laps

1st.....
2nd.....
3rd.....
4th.....

At 100 laps

1st.....
2nd.....
3rd.....
4th.....

RESULTS

General Placings:

1st *Hill* Speed *95.14* 3rd *Salvadori 9* Speed.....m.p.h. *129.0*
2nd *Parker 12* Speed.....m.p.h. 4th *Scars 10* Speed.....m.p.h.

Class Placings:

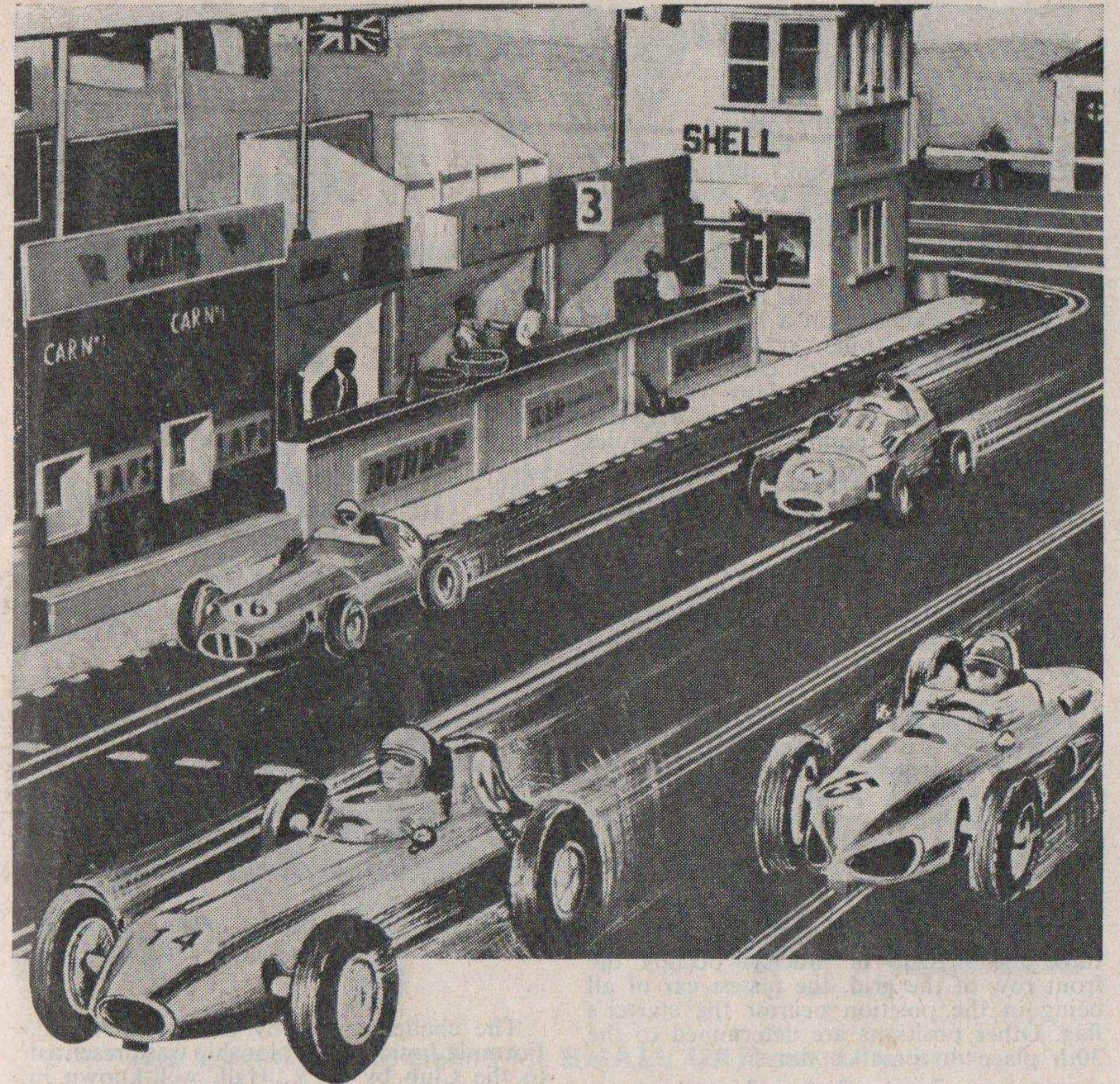
Over 3000 c.c. *Hill FL 1-27-4 98.85*
1st *Salvadori 9* Speed *94.05* 3rd *Protheroe 7* Speed.....m.p.h.
2nd *Scars 10* Speed.....m.p.h. 4th *Ireland 2* Speed.....m.p.h.

2001 c.c.—3000 c.c.

1st *Hill* Speed *85.14* 3rd *Piper 16* Speed.....m.p.h.
2nd *Parker 12* Speed.....m.p.h. 4th *Parker 15* Speed.....m.p.h.

1001 c.c.—2000 c.c.

1st *22 Beckwith* Speed *84.74* 3rd *33 Duggan* Speed.....m.p.h.
2nd *29 Sloop* Speed.....m.p.h. 4th *32 Threlfall* Speed.....m.p.h.



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General Information

THE British Automobile Racing Club and the Goodwood Road Racing Company wish to record their thanks to Sir William Carr and the Board of the *News of the World* for their generosity in donating all the prize money for to-day's meeting.

While on occasions in the past the Tourist Trophy has been run on a handicap basis, to-day's race is a straight scratch event. The car which, irrespective of class, first completes the distance of 130 laps will be the winner. 130 laps of the Goodwood circuit equals a distance of approximately 312 miles or 502 kilometres.

All cars entered for the classic race, which is an international event qualifying for the F.I.A. International Championship for Grand Touring cars, must comply with Appendix J., Group 3, to the International Sporting Code. Prototype cars are not eligible for this event.

For the first time in many years, the race will not have a Le Mans-type start with the cars lined up in echelon in front of the Pits according to their practice times and the drivers sprinting across the track at the drop of the starter's flag. The R.A.C. has banned such starts—spectacular as they are—in the interests of safety to the drivers. The start of to-day's race will be a grid start, the grid pattern being based on the 3-2-3 system. The three fastest cars in practice occupy the front row of the grid, the fastest car of all being in the position nearest the starter's flag. Other positions are determined to the 30th place on practice times.

It is of interest that the starting grid for to-day's Tourist Trophy is the longest ever seen on the Goodwood circuit. It measures 135 yards from the bonnets of the cars on the front line of the grid to the tails of those on the last row.

Cars must, at all times, be started by means of the self-starter. This applies to all stops made at the Pits for refuelling or changing of tyres. A push start by mechanics excludes a competitor from the race.

A glance at the previous winners of the Tourist Trophy—page 20—will show that, with few exceptions, the average speed of the race has increased each time it has been run since 1905. Last year's race was won by Innes Ireland in a 250 GTO Ferrari at an average speed of 94.05 m.p.h., and the fastest lap was established by John Surtees in a similar car at 97.52 m.p.h.—a new record for Grand Touring cars at the Goodwood circuit. Given ideal conditions, this record could be raised to-day.



The R.A.C. Tourist Trophy, held by the winner for one year.

The challenge Trophy for the B.A.R.C. Formula Junior Championship was presented to the Club by E. R. Hall, well-known in pre-war days for his prowess at the wheel of Bentleys and other cars in the Tourist Trophy, at Le Mans and in other famous long-distance events.

The Trophy was originally given as a Hill Climb Championship Challenge Trophy by the Dunlop Rubber Company. "Eddie" Hall won it three times in a row between 1933 and 1935 and became the outright winner.

British Railways (Southern Region) announce that the most suitable train for spectators wishing to return to London by rail from Goodwood after the meeting leaves Chichester Station at 6.56 p.m. The Southdown Motor Coach Services are running an ample bus service from the circuit to link up with this train.

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Roger Penske



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Mike Parkes



Trevor Taylor



Bruce McLaren

Portraits and Pen Pictures of Some T.T. Drivers

By KEITH CHALLEN, Motoring Correspondent, 'News of the World'

ROY Salvadori has won more races at Goodwood than any other driver. It was back in 1946 that he first tried his skill at the wheel of an R-type M.G. Midget, and is the only driver still racing today who was in the first post-war British Grand Prix at Silverstone in 1948. He can't remember how many races he has won: modestly puts it at "over 100".

Roy regards his best performance as second in the 1958 German G.P. and third in the British. But one of his greatest thrills of his long career was in the 1956 British G.P. "I was out in front in Sid Greene's Maserati. It was a wonderful feeling getting the pit signals 'plus 4 Fangio . . . plus 9 Fangio'. But when I led Fangio's Ferrari by 19 secs. and had the race well in hand I was called into the pits to have a fuel tank strap repaired.

That was the end of me".

A man named Ireland, born in Scotland, lives in Wales and races the world over. Interests? Deer stalking, wildfowling, rough shooting, water skiing, flying and jazz music . . . all far removed from the circuit smells of hot oil and burning rubber, but this is the make up of Innes Ireland. He started racing in 1952 with his 4½-litre Bentley, and won the T.T. last year in a Ferrari.

Ireland's team-mate today is the New Zealander, Bruce McLaren. Bruce is better known as the Cooper works driver who came over here in 1958, and was runner-up to Brabham for the world title in 1959. A polished driver, smooth and very fast.

Since Graham Hill became world champion last year his name is on every-

one's lips. Many drivers have got to the top because of someone's help: not so with Hill. He is the reigning champion because of his determination. He even gave up a steady job to work for nothing on racing cars. His reward for this hard work? . . . a chance to circuit test racers. This race bug was caught after having a four-lap trial at a racing school. It cost him £1 . . . "the most important pound I ever spent, for it changed my whole life"—is how Hill recalls that day.

Mike Parkes comes from a motoring family, and he played a major part in the development of the Hillman Imp saloon before joining Ferrari. Now in his early 'thirties, Mike's first race was in 1952 when he won in an M.G. Midget. Graduated to Frazer-Nash and Lotus Eleven, and later drove the Fry-Climax F-2 car which he helped to develop with Jeremy Fry—friend of Lord Snowdon.

Race followers have been puzzled by the chemical formula painted on Sir John Whitmore's crash helmet. It's the name of a motor racing club in Hollywood and when John was over there he was presented with the helmet. It's the formula for chicken droppings! Sir John is best

known for his thrilling handling of the Cooper-Minis, but his racing started in 1958 in a Lotus, and the following year he gained 12 wins in 15 starts in an Elite.

The American Roger Penske has been hitting the headlines for some time in the States, but he made national news here during the August Bank holiday when he easily won the sports car event at Brands Hatch against such drivers as Salvadori. His racing career started in 1958 with a variety of M.G.'s, Jaguars and American cars. Now races a Cooper F-1 car modified to sports trim.

Jack Sears is a farmer who races for fun and is one of the best closed-car drivers in the country. Now 34, he is part of the John Willment racing team, and this year has been seen at the wheel of the huge 7-litre Ford Galaxies.

Trevor Taylor has been around the tracks for nine seasons, but he came into the limelight when, with Jim Clark, he raced Lotus Formula Junior machines in 1960, both being joint Junior Champion. The following year he was outright Junior Champion. Last season he joined Jim Clark in the Lotus Grand Prix team, and soon proved his considerable ability.

David Piper



Sir John Whitmore



Tony Maggs



Roy Salvadori



Dickie Stoop



Bob Olthoff



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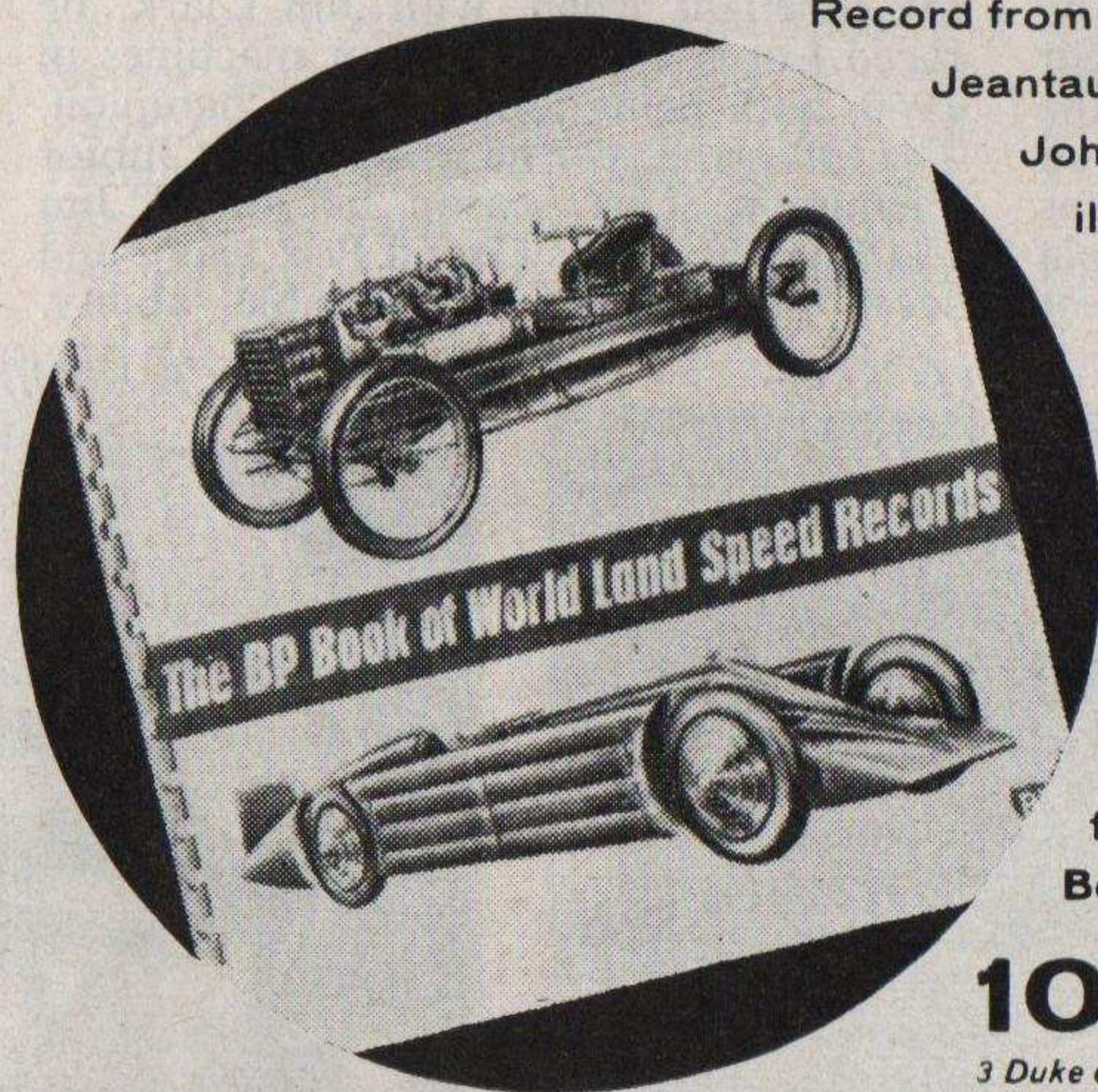
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Seven Times Winner of the T.T.

Stirling Moss is Back at Goodwood

By Maxwell Boyd Motoring
Correspondent & T.V. Commentator

STIRLING MOSS'S record in the Tourist Trophy race surpasses that of any driver in any major motor race at any time during the history of the sport. Consider the facts. Of the ten T.Ts held since the war at Dundrod and Goodwood, Moss has won seven, five of them in succession. Four times he drove alone to victory. On the other three occasions he played, as I am sure his co-drivers would willingly admit, a major part in bringing his car across the line in first place.

This year, since he has retired from driving, we shall not see Moss's familiar white crash helmet in the cockpit of, what I have no doubt would be, the winning car. Nevertheless, Stirling has not deserted the scene of so many of his former triumphs. After a year's enforced absence, he is once again taking part in the Tourist Trophy, but for the first time from the other side of the pit counter—as race manager of the Lotus Elan entered by his own Stirling Moss Automobile Racing Team, and driven by that virtuoso of the "mini", Sir John Whitmore.

As Moss returns to the T.T., what are his thoughts on the races of past years and what does he think about coming back into the event in an administrative capacity?

In the first place, Stirling remembers very well that it was the T.T. that really launched him on his racing career. The year was 1950, the year the race was revived after the war and held for the first time at Dundrod.

Up to that time, Moss had accumulated a good deal of experience in club racing and hill climbs. Now he wanted to tackle bigger stuff. He dreamed of "getting in amongst the big boys in a big

machine", but no-one would lend him a car. "They all thought, 'this guy's riding for a fall, and he's not riding for it in my car'", Moss told me. "Then Tommy Wisdom came along and asked me if I'd like to drive his Jaguar XK120. I was thrilled. It was my big chance, and though it poured rain all day, I managed to win. That night Jaguar signed me up for the works team. It was my breakthrough into the big time." The following day was his 21st birthday.

The next T.T. that Moss remembers vividly was the 1955 race, the last at Dundrod, when he drove a 3-litre Mercedes-Benz 300SLR with the American driver, John Fitch. "It was a big car for that circuit, and a rear tyre threw a tread, ripping away a huge chunk of bodywork. Someone kicked up a fuss and protested that this modified the body so much that it no longer complied with the regs. Luckily, the stewards disagreed and we won."

Then there was that dramatic T.T. at Goodwood in 1959 when the leading Aston Martin, which Moss shared with Roy Salvadori, caught fire at the pits during a refuelling stop. At once, Moss jumped into the Shelby/Fairman Aston Martin, taking it over for the remaining 3½ hours of the race and winning for the fifth time. "I remember I had to go pretty hard", he says. Finally, there was his last victory, in 1961, when sheer race strategy in managing with one less tyre change than the opposition helped him to win by only 12 sec.

In one way, Moss was sorry to see the Tourist Trophy come to Goodwood, and then, in recent years, to be cut in duration. His feeling that the T.T. is essentially an endurance road race and should be run as such, as it was originally in the Isle of Man and later at Ards and Dundrod, is shared by many. But he realises that this will never be as long as British roads cannot be closed for racing.

As for running a car this year, instead of driving one, Moss will miss the personal challenge with which the T.T. has always presented him, of pitting himself against the other drivers. But he welcomes the different challenge of trying to make his car as reliable and as fast as possible, and then pitting machine against machine. "One thing about it, I shall get no rest this time, as I did when I had a co-driver. It's going to be harder work, being on the go the whole time and worrying about tyre

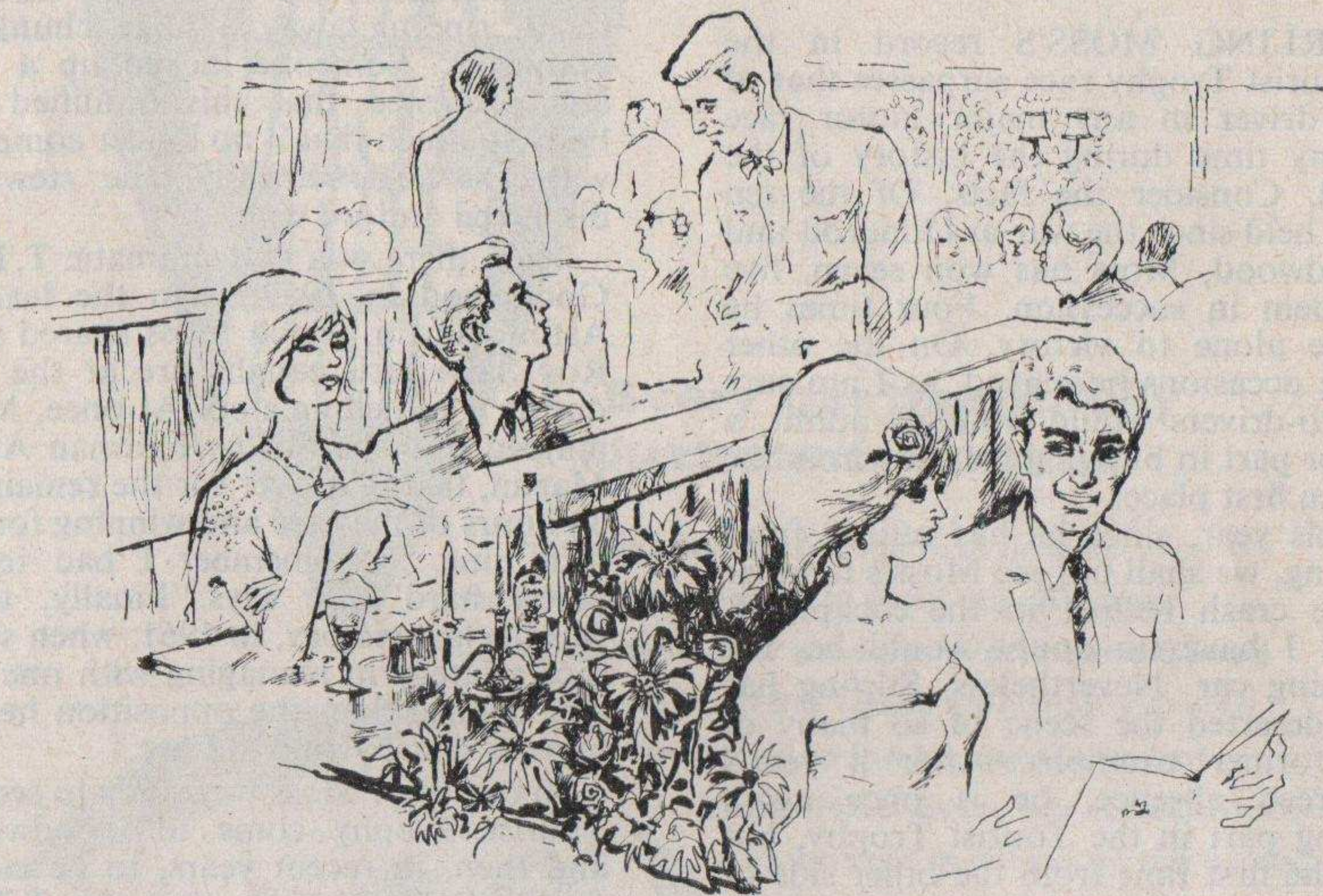
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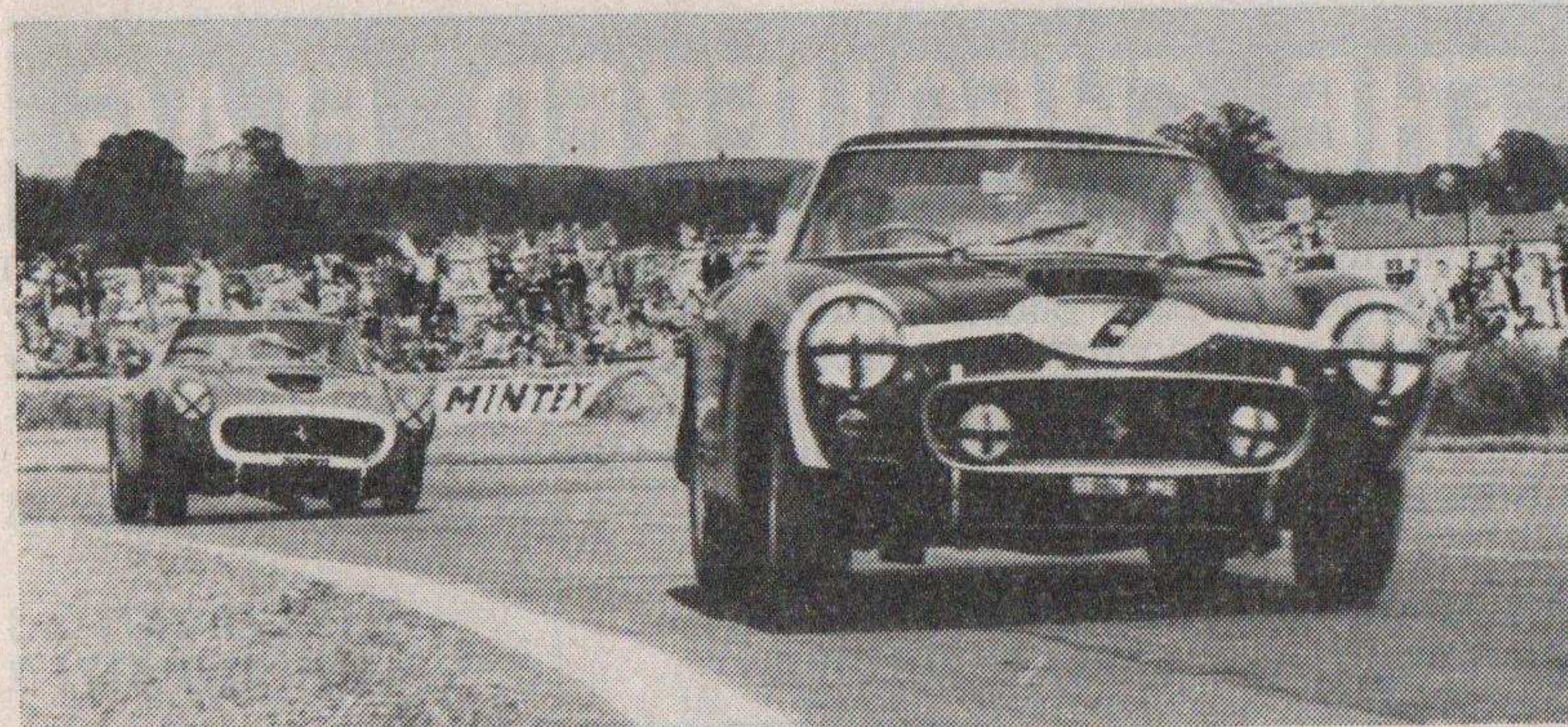
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THEN 1st LEFT



The Goodwood T.T. scene with Stirling Moss at the wheel of the Grand Touring Ferrari with which he won the classic race for the seventh time in August 1961.
(Photograph: The Castrol Library)

changes and refuelling!" he says.

Moss has given Sir John Whitmore no co-driver on this occasion, believing that it will be well within his capabilities to drive the whole race alone. "Three-and-a-half hours at Goodwood is more than 3½ hours around Le Mans, but if a driver's 'with it', he should be able to manage it. I think John has great potential. I am trying to teach him what I have learned, and he is proving an excellent pupil. Our aim is to win our class, and if we do that, I reckon we shall be pretty well placed overall."

Some people have wondered why Moss has not chosen for his own racing car a machine powerful enough to win races outright, rather than simply gain class victories—a Ferrari, or a Jaguar, perhaps. One reason is John Whitmore.

Says Moss: "If I could have hired John Surtees or Jim Clark, I might have had a bigger car. But I don't believe in pushing drivers ahead too quickly. Whitmore is good now, and he'll be even better when he has 'graduated' to the bigger stuff in due course. I'd had about six years racing before I drove a full-blooded Grand Prix car."

Backed by considerable resources, Stirling Moss made his debut as a team manager by so successfully nursing an A.C. Cobra through this year's Le Mans race that it became the first British car to finish. Today he is on his own, running his own pit team, his own car and his own driver. If the Moss Lotus Elan fails to achieve its aim, I shall be very surprised if it is the fault of the boss in the pits, or his pupil behind the wheel.

And Moss is determined that it shall not fail in this of all races. I think it is

the most telling measure of the high esteem in which Stirling holds the Tourist Trophy, that, when I went to his Mayfair house to discuss this race with him, I found that of all the trophies of his racing career, the only ones he keeps there are his ten B.R.D.C. Gold Stars, his two "Driver of the Year" plaques from the Guild of Motoring Writers—and his seven "Winged Mercury" T.T. replicas.

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International Flag Signals

- Red:** Signal for complete and immediate stop.
- Yellow (Waved):** Great danger, be prepared to stop.
- Yellow (Steady):** Take care, danger.
- Yellow with Vertical Red Stripes:** Take care, oil has been spilled somewhere on the road.
- Green:** Danger previously indicated by Yellow or Yellow/Red flags no longer exists.
- Blue (Waved):** Another competitor is trying to overtake you.
- Blue (Steady):** Another competitor is following you very closely.
- White:** An ambulance or service car is on the circuit.
- Black (with Competitor's Number):** Signal for the competitor to stop at his pit next time round and report to the Clerk of the Course.
- Black and White Chequered:** Signal for the winner and end of the race. All competitors to return to the pits next time round.
- The Union Jack will be used for starting the races.

LAP TIME			SPEED			LAP TIME			SPEED			LAP TIME			SPEED					
M.	S.		M.P.H.	K.P.H.		M.	S.		M.P.H.	K.P.H.	M.	S.		M.P.H.	K.P.H.	M.	S.		M.P.H.	K.P.H.
1	26		100.46	161.64		1	35		90.95	146.33	1	44		83.08	133.67					
	.2		100.23	161.27			.2		90.76	146.02		.2		82.92	133.41					
	.4		100.00	160.90			.4		90.57	145.72		.4		82.76	133.16					
	.6		99.77	160.53			.6		90.38	145.41		.6		82.60	132.90					
	.8		99.54	160.16			.8		90.19	145.11		.8		82.44	132.65					
1	27		99.31	159.79		1	36		90.00	144.81	1	45		82.29	132.40					
	.2		99.08	159.43			.2		89.81	144.51		.2		82.13	132.15					
	.4		98.85	159.06			.4		89.63	144.21		.4		81.97	131.89					
	.6		98.63	158.69			.6		89.44	143.91		.6		81.82	131.64					
	.8		98.40	158.33			.8		89.26	143.61		.8		81.66	131.40					
1	28		98.18	157.97		1	37		89.07	143.32	1	46		81.51	131.15					
	.2		97.96	157.62			.2		88.89	143.02		.2		81.36	130.90					
	.4		97.74	157.26			.4		88.71	142.73		.4		81.20	130.65					
	.6		97.52	156.90			.6		88.52	142.44		.6		81.05	130.41					
	.8		97.30	156.55			.8		88.34	142.14		.8		80.90	130.17					
1	29		97.08	156.19		1	38		88.16	141.85	1	47		80.75	129.92					
	.2		96.86	155.85			.2		87.98	141.56		.2		80.60	129.68					
	.4		96.64	155.50			.4		87.80	141.28		.4		80.45	129.44					
	.6		96.43	155.15			.6		87.63	140.99		.6		80.30	129.20					
	.8		96.21	154.81			.8		87.45	140.71		.8		80.15	128.96					
1	30		96.00	154.46		1	39		87.27	140.42	1	48		80.00	128.72					
	.2		95.79	154.12			.2		87.10	140.14		.2		79.85	128.48					
	.4		95.57	153.78			.4		86.62	139.86		.4		79.70	128.24					
	.6		95.36	153.44			.6		86.75	139.57		.6		79.56	128.00					
	.8		95.15	153.10			.8		86.57	139.30		.8		79.41	127.77					
1	31		94.94	152.77		1	40		86.40	139.02	1	49		79.27	127.54					
	.2		94.74	152.43			.2		86.22	138.74		.2		79.12	127.30					
	.4		94.53	152.10			.4		86.06	138.46		.4		78.98	127.07					
	.6		94.32	151.76			.6		85.88	138.19		.6		78.83	126.84					
	.8		94.12	151.43			.8		85.71	137.91		.8		78.69	126.61					
1	32		93.91	151.10		1	41		85.54	137.64	1	50		78.54	126.38					
	.2		93.71	150.78			.2		85.37	137.37		.2		78.40	126.15					
	.4		93.51	150.45			.4		85.21	137.10		.4		78.26	125.92					
	.6		93.30	150.13			.6		85.04	136.83		.6		78.12	125.69					
	.8		93.10	149.80			.8		84.87	136.56		.8		77.98	125.47					
1	33		92.90	149.48		1	42		84.71	136.29	1	51		77.84	125.24					
	.2		92.70	149.16			.2		84.45	136.02		.2		77.70	125.01					
	.4		92.50	148.84			.4		84.37	135.76		.4		77.56	124.79					
	.6		92.31	148.52			.6		84.21	135.49		.6		77.42	124.57					
	.8		92.11	148.21			.8		84.05	135.23		.8		77.28	124.34					
1	34		91.91	147.89		1	43		83.88	134.97	1	52		77.14	124.12					
	.2		91.72	147.58			.2		83.72	134.71		.2		77.00	123.90					
	.4		91.52	147.26			.4		83.56	134.45		.4		76.87	123.68					
	.6		91.33	146.95			.6		83.40	134.19		.6		76.73	123.46					
	.8		91.14	146.64			.8		83.24	133.93		.8		76.60	123.24					

To assess a lap speed not included in the table above, the following formula may be used: $\text{Speed in m.p.h.} = \frac{8640 \times \text{Number of laps}}{\text{Time in seconds}}$

The Last Le Mans Start for the T.T.



This striking photograph of the start of last year's Tourist Trophy was taken with the special camera technique of Aero Stills Limited. The field roars away from the pit road in a typical Le Mans-type start—alas, for the last time. Such starts are now barred in the interests of the safety of drivers who penalised themselves in the getaway if they stopped to adjust safety harnesses after sprinting across the track to their cars.

Goodwood Circuit and Class Records

OUTRIGHT LAP RECORD FOR THE PRESENT CIRCUIT:

J. Surtees (Lola-Climax) and S. Moss (Lotus-Climax), 1 min. 22 sec., 105.37 m.p.h. (International "100", 1962).

Best Sports Car Time:

I. Ireland (Lotus Monte Carlo), 1 min. 27.4 sec., 98.85 m.p.h. (Easter Monday, 1962).

GRAND TOURING CAR LAP RECORD:

G. Hill (Jaguar E), 1 min. 28.4 sec., 97.74 m.p.h. (Easter Monday, 1963).

G.T. Class Records:

Exceeding 3000 c.c.: G. Hill (Jaguar E), 1 min. 28.4 sec., 97.74 m.p.h.

Exceeding 2000 c.c. and up to 3000 c.c.: J. Surtees (Ferrari), 1 min. 28.6 sec., 97.52 m.p.h.

Exceeding 1300 c.c. and up to 2000 c.c.: G. Warner (Lotus Elan), 1 min. 38.4 sec., 87.80 m.p.h.

Exceeding 1000 c.c. and up to 1300 c.c.: J. Whitmore (Lotus Elite), 1 min. 37.0 sec., 89.07 m.p.h.

Exceeding 1001 c.c. and up to 1150 c.c.: W. Banks (Turner Climax), 1 min. 38.0 sec., 88.16 m.p.h.

Up to 1000 c.c.: L. Bianchi (Fiat Abarth), 1 min. 39.0 sec., 87.27 m.p.h.

THE SCOTT GAZE MEMORIAL CHALLENGE TROPHY

This trophy was presented in 1952 by his family in England and Australia in memory of Pilot Officer I. S. O. Gaze, 1922-41, and his comrades in the Allied Air Force who failed to return to Westhampnett Airfield, now the Goodwood Motor Circuit. The trophy is awarded every year to the British driver putting up the fastest lap on the Goodwood Circuit.

Holder, 1962: J. Surtees (Lola Climax) and S. Moss (Lotus Climax), 1 min. 22.0 sec., 105.37 m.p.h.

Fastest lap so far in 1963: G. Hill (B.R.M.), 1 min. 22.4 sec., 104.85 m.p.h.

Photo: John F. Wiggins



THE LEADER BOARD

RACE POSITIONS			
1 ^{ST.}	2 ^{ND.}	3 ^{RD.}	4 ^{TH.}
CAR No.	CAR No.	CAR No.	CAR No.
LAPS COMPLETED	LAPS BEHIND LEADER		

Above is a diagram of the leader board opposite the chicane stands. As the race progresses, the leader board will show the first four positions in the race, together with the total number of laps completed by the leader and, where applicable, the number of laps behind the leader of any of the next three cars.

It should be noted that the numbers of the cars in the first four positions will be shown on the *completion of each lap*. Changes of position are not shown until the *end* of the lap on which they take place.

Where there is a considerable distance between the leader and the following three cars, the lap number is altered as the leader crosses the line, and changes, if any, in second, third, and fourth positions are not shown until the cars concerned complete the lap by crossing the line.

Although every effort is naturally made to maintain the accuracy of the board, this information is not necessarily official.

Official information is read out at intervals over the loudspeaker system and it is this source of information which will enable spectators not able to see the leader board to follow the course of the race.

B.A.R.C. MEMBERS

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

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

Stand occupants are earnestly requested to remain seated during racing.

In the general interests of the comfort of fellow-members, and indeed of safety,

we must ask that the gangways on all of the members' stands—at the Chicane and the Start Line—should be kept entirely clear throughout practising and racing. We must ask our members and guests to co-operate in this matter, as many complaints have been received during the current season. Gangways simply must not be used as additional seats or vantage points for watching the racing.

Members and their guests holding season brooches or day tickets are admitted to the Paddock and to all public enclosures. B.A.R.C. members' or guests' badges do **not** admit to the stands in the public enclosures.

We regret that the flying control building in the Green Enclosure is not available to members at this meeting. It is being used for official purposes.

The final event of the season at Goodwood—the 59th B.A.R.C. race meeting—is on Saturday, 21st September.

ENCLOSURES AND PADDOCK

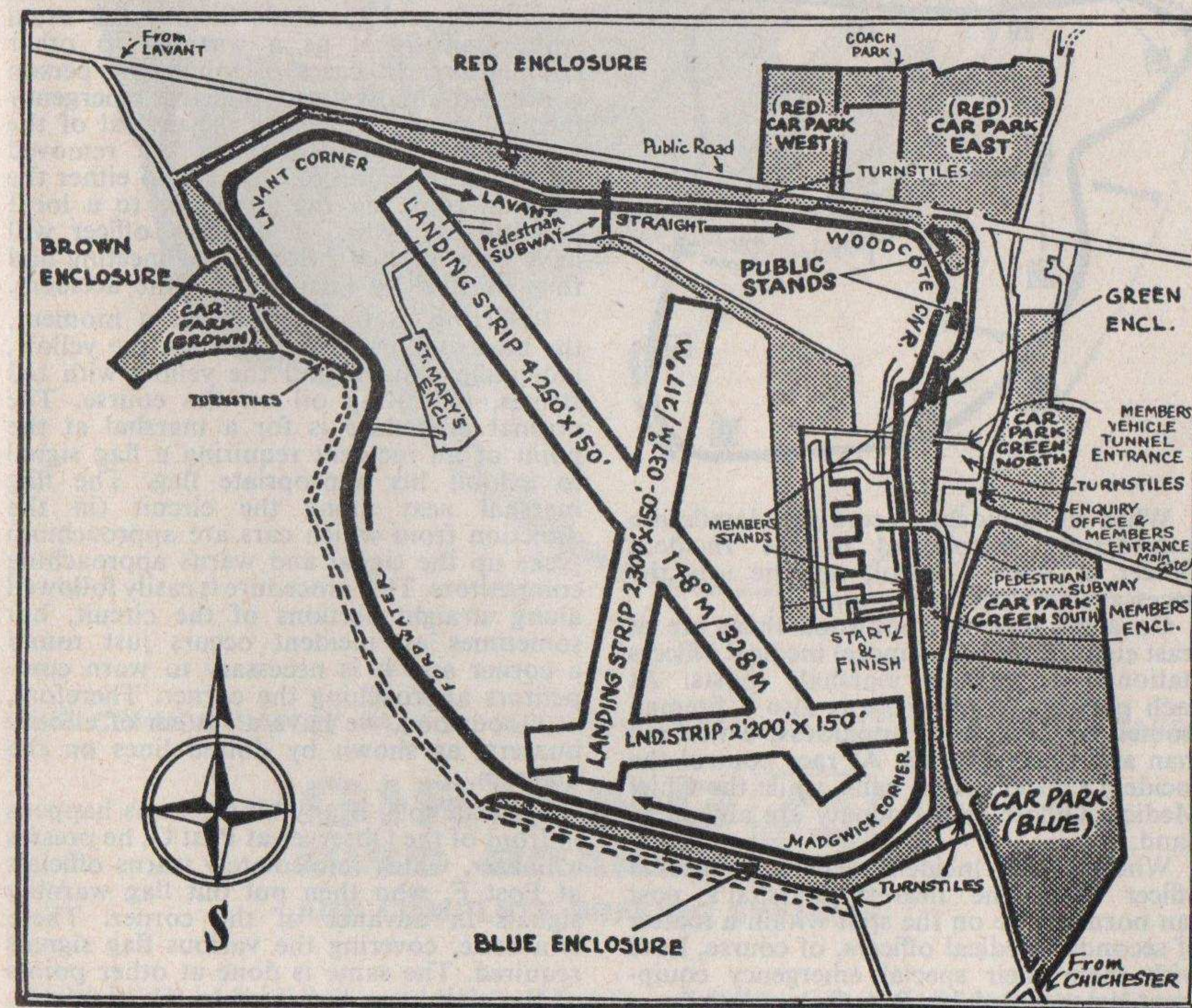
MEMBERS of the public and B.A.R.C. members can view racing from all enclosures by keeping within the Circuit and by walking (anti-clockwise) (i) from the Blue to the Green, to the Red and thence to the Brown Enclosure, or (ii) (by walking clockwise) from the Brown to the Red, to the Green and thence to the Blue Enclosure.

It is not necessary to pass through any gates while taking either route as there is a direct path around the perimeter of the Circuit. It is not possible, however, to pass directly between the Brown and the Blue Enclosures.

Holders of Enclosure Tickets (10s. adults, 5s. children) can reach the Central Enclosure only via the pedestrian tunnel from the Red Enclosure alongside Lavant Straight.

This Central Enclosure runs along the outside of the B.A.R.C. members' car parking area and stretches from approximately half-way along Lavant Straight to a point not far from Paddock Bend

It has purposely been aligned to be progressively farther from the track at Woodcote Corner to prevent impeding the view of spectators who have paid to watch the racing from the stands by Paddock Bend.

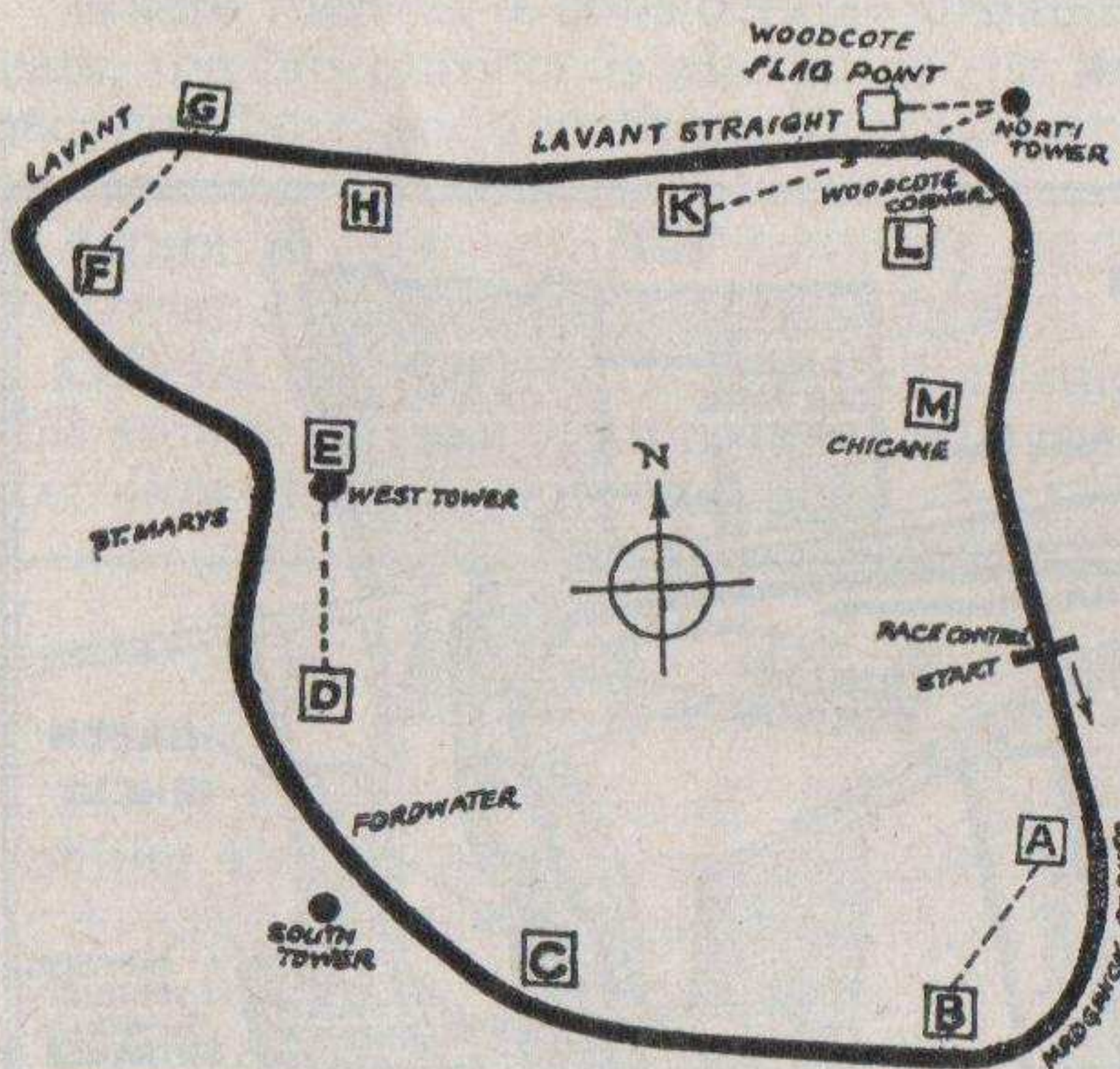


RACING EMERGENCIES

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

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

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



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

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

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

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

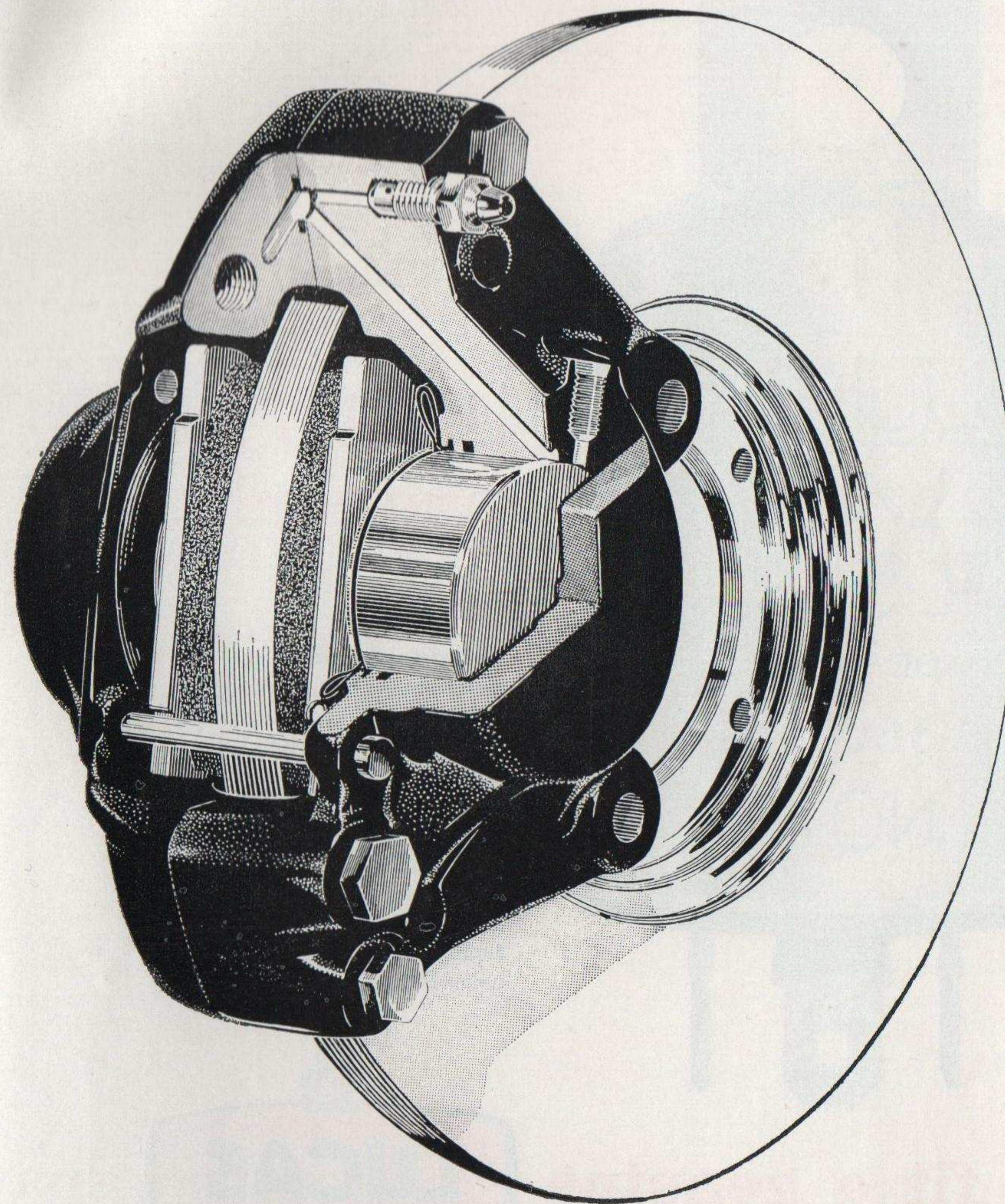
At the race control area there is also additional fire equipment and vehicles ready to remove immobile competing cars from the actual circuit. Service vehicles are also stationed at the West tower and at Woodcote Corner.

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

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

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

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



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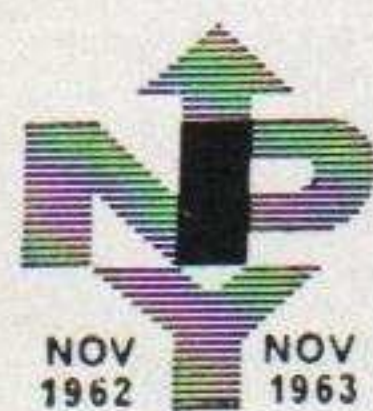
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