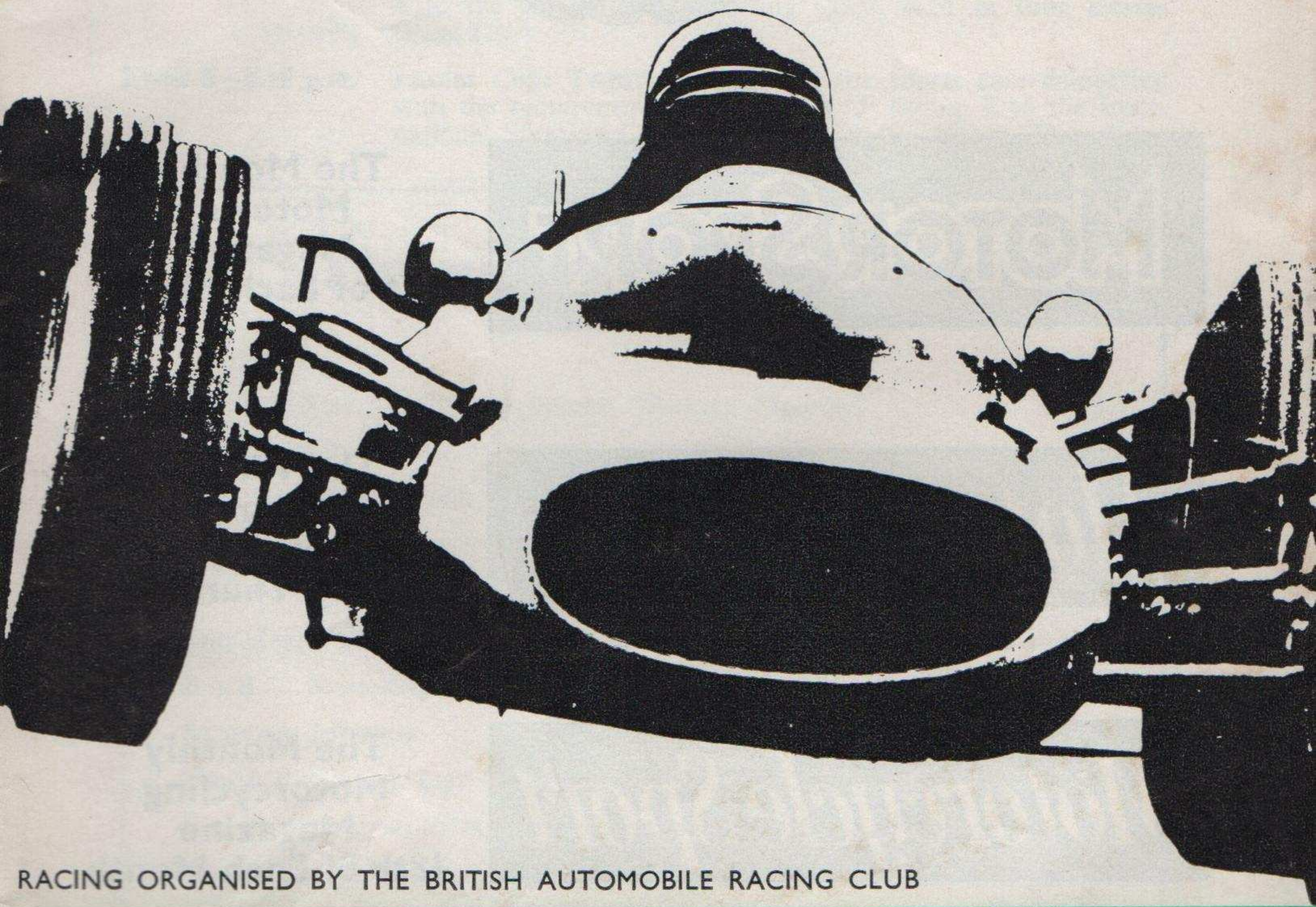


OFFICIAL
PROGRAMME
2/6

EASTER MONDAY 1966
GOODWOOD
SUNDAY MIRROR
INTERNATIONAL
TROPHY MEETING



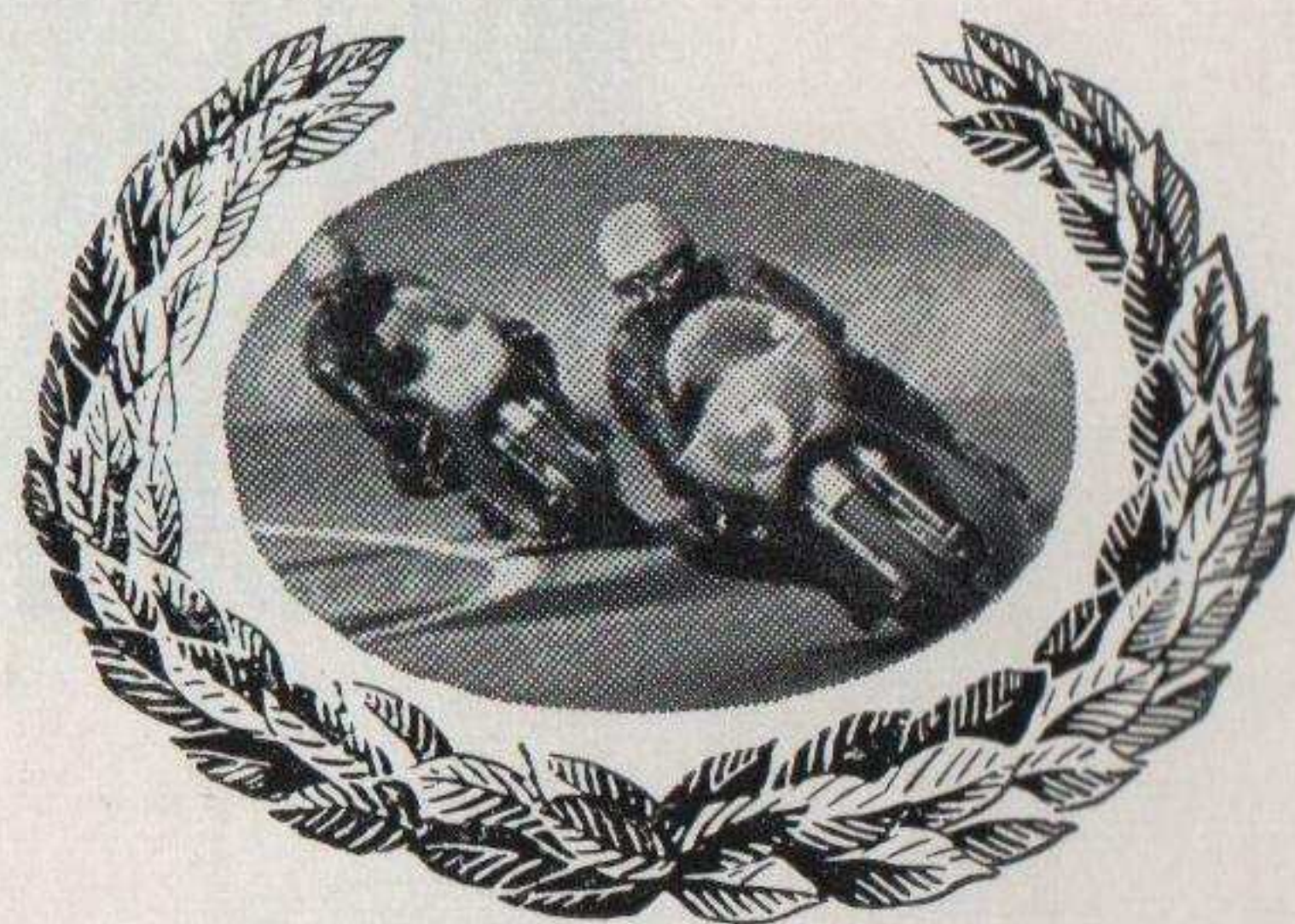
RACING ORGANISED BY THE BRITISH AUTOMOBILE RACING CLUB

Autocar

FIRST AWAY AND ALWAYS AHEAD • FRIDAY 2s.



1ST
IN
THEIR
CLASS



MOTORSPORT

The Monthly
Motoring
Magazine
1st of Each Month

Motoring News

The Weekly
Motoring
Newspaper
Every Thursday

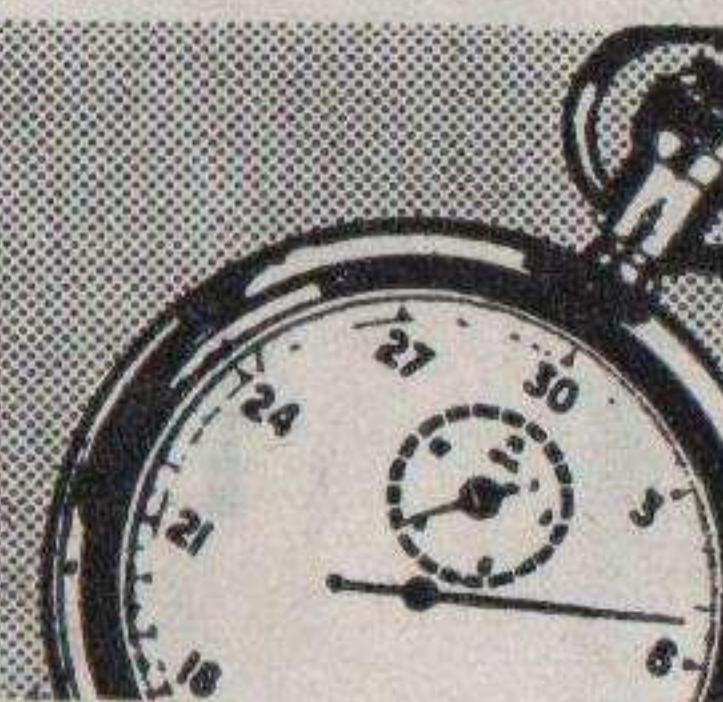
Motorcycle Sport

The Monthly
Motorcycling
Magazine
18th of Each Month

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

Trade Agents:
HORACE MARSHALL & SON, LTD.,

TIMETABLE



- Event 1—1.30 p.m.** **Chichester Cup:** Ten-lap race for cars conforming to the current Formula 3 (Page 21).
- Event 2—2.10 p.m.** **St. Mary's Trophy:** Ten-lap race for saloon cars complying with the requirements of Appendix 'J' Group 5 to the International Sporting Code. Run in four classes (Page 23).
- Event 3—3.00 p.m.** **"SUNDAY MIRROR" INTERNATIONAL TROPHY RACE:** Forty-two-lap race (100 miles) for Formula 2 cars complying with the following regulations: Engine capacity up to 1000 c.c. non-supercharged, using commercial fuel. Minimum weight of car 420 kgs. (Page 25).
- Event 4—4.30 p.m.** **Sussex Trophy:** Fifteen-lap race for Grand Touring and Production Sports cars complying with Appendix 'J' Groups 3 and 4 to the International Sporting Code. Run in four classes (Page 27).
- Event 5—5.15 p.m.** **Lavant Cup:** Twenty-one-lap race for sports cars complying with the requirements of Appendix 'J' Group 7 to the International Sporting Code. To be run in two classes (Page 31).

Principal Contents

	<i>pages</i>
FOREWORD BY THE EDITOR OF THE "SUNDAY MIRROR"	3
IMPORTANT NOTICES	5
OFFICIALS OF THE MEETING	6 and 7
LAP RECORDS	8
AWARDS TO WINNING DRIVERS	9
THE HARD WAY BACK, BY JOHN SURTEES	10 and 11
B.A.R.C. MEMBERS; INTERNATIONAL FLAG SIGNALS	13
PADDOCK JOTTINGS	14 and 15
QUICK REFERENCE LIST	16 and 17
EVENTS—DETAILED ENTRY LISTS, STARTING GRIDS AND LAP CHARTS	20 to 31
WHERE TO STOP FOR FOOD AND DRINK ON YOUR HOMEWARD JOURNEY	32 and 33
GOODWOOD SPEED TABLE AND MAP OF THE CIRCUIT	34 and 36

GOODWOOD 1966 PROGRAMME

30th April Members' Meeting

11th June Members' Meeting

2nd July Members' Meeting

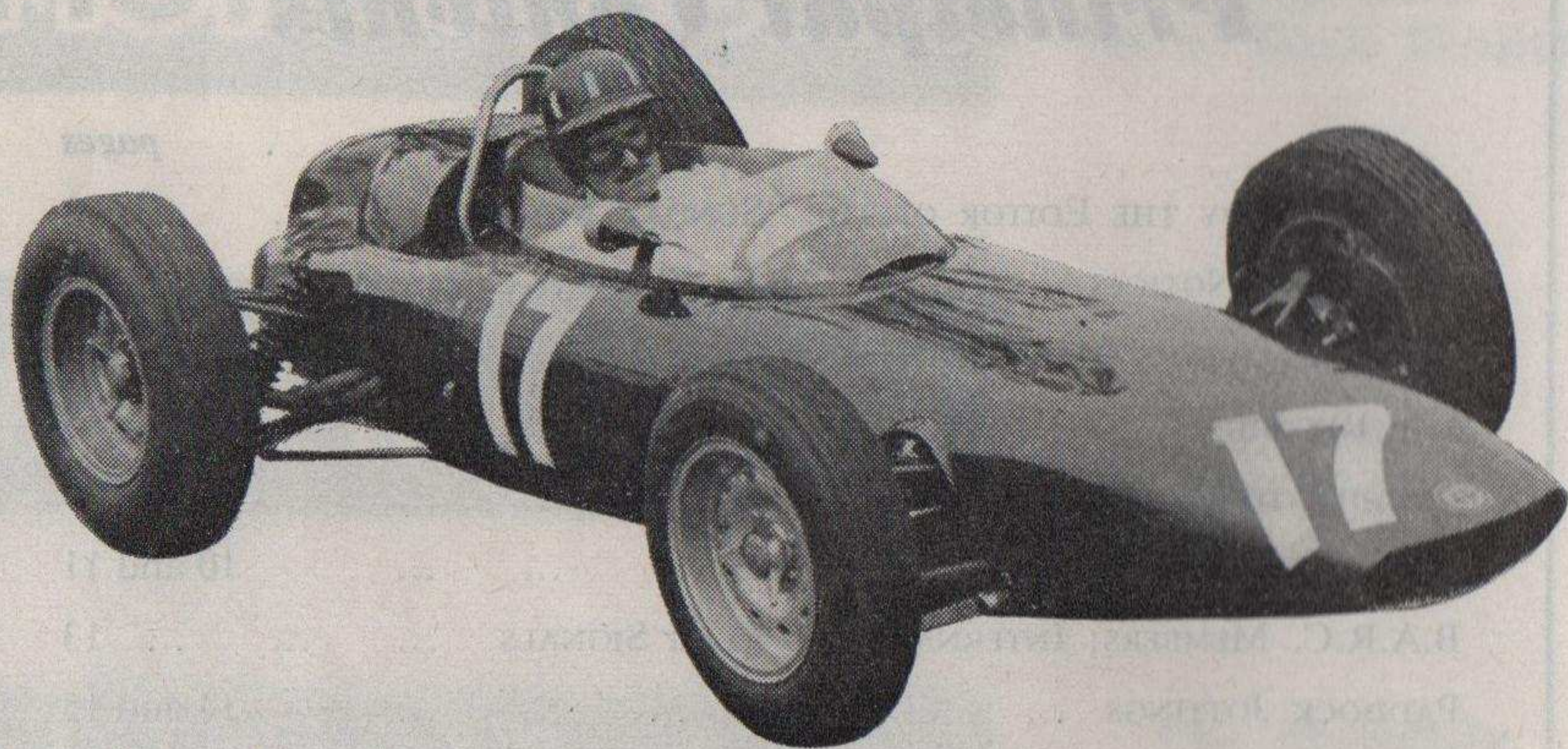
30th May – Whit-Monday National Meeting

REG PARNELL TROPHY for Formula 3 Cars

GALLAHER TROPHY for Vintage and Historic
Racing Cars

Full supporting programme of races for Marque,
Sports, G.T. and Saloon cars

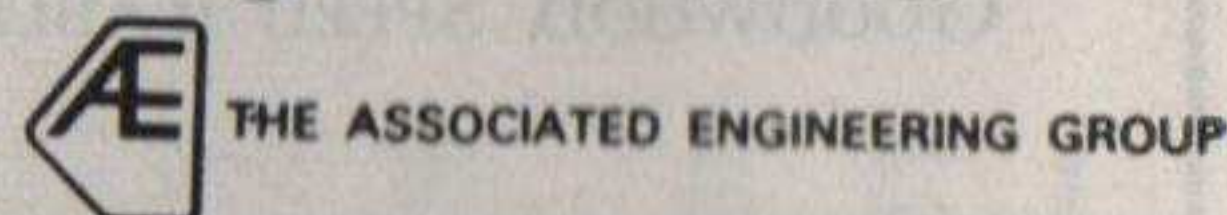
HEPOLITE LEADS!



Competitors from all nations rely on the superb quality of HEPOLITE pistons, pins, rings and liners for peak performance and success. You can also achieve top performance, reliability and real economy from your engine by installing HEPOLITE fine quality products.



Hepworth & Grandage Limited
Bradford 4



An Introduction to Today's Big Race

By the Editor of the SUNDAY MIRROR

The *Sunday Mirror* is not a modest paper. So we propose to pat ourselves on the back today—and other newspapers as well. And this is why.

After the war, motor racing was inclined to be a “clubby” set up, followed only by people with a passionate interest in cars and drivers. I remember scoffing at a friend just after the war when he suggested that newspapers should support racing. But he was right. Soon newspapers began taking a lively interest.

And look what happened. As Britain went into the motor age huge crowds gathered for the big meetings. New heroes were inspiring the youngsters. The vast resources of the motor industry realised the prestige and research value of the sport.

In the newspapers no longer was motor sport tucked away in hard-to-find corners. It was Page One news—particularly when British drivers and cars finally became supreme. And we are glad to give our practical encouragement by publicising and helping to sponsor this now popular and vital sporting industry.

Today it is the *Sunday Mirror's* turn to give its support to this International Trophy Meeting organised by the British Automobile Racing Club. We all hope that this meeting will give a sporting and safe send-off to this crucial year in motor racing.

Ever done a lap at Brands
in a Formula 1 car?

In a fascinating chapter of the
'Graham Hill Grand Prix Racing Book'
the maestro takes you round.
2/- from Shell garages, newsagents, or

Surridge Dawson, 136-149 New Kent Road, London, S.E.1.
(Please enclose a 2/6 postal order to cover postage and packing).



Important Notices

MOTOR RACING IS
DANGEROUS



You are present at this Meeting entirely at your own risk and it is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the Meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property howsoever caused.

SOME SIMPLE BUT IMPORTANT RULES

For the sake of safety and the comfort of all spectators, the organisers must insist on some simple but understandable rules.

Dogs are not admitted to the course: should they stray or panic they could be a great danger to drivers.

The terraced enclosures throughout almost the entire length of the Circuit offer adequate viewing for all, and spectators with improvised or portable stands, which would interfere with the comfort of others, will be refused admission. Similarly, spectators are prohibited from climbing on the roofs of any buildings in the enclosures in order to try and gain a vantage point. Those spectators occupying grandstand seats are requested to remain seated during racing.

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 cafeteria 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 around the course.

LOST AND FOUND PROPERTY

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

PROGRAMME COPYRIGHT

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

The Club accepts entries and drivers' nominations in good faith and every effort is made to adhere to the printed programme. The Club, however, cannot accept responsibility for the failure of any driver or car to appear. Although every endeavour is made to avoid inaccuracies in the description of competing cars, the Club accepts no responsibility for any that may occur.

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

Finally, please help to keep Goodwood tidy—there are receptacles for litter in all enclosures—and, when returning home by road, please drive with care and consideration.



INTERNATIONAL CAR RACE MEETING

By arrangement with the Goodwood Road Racing Co. Ltd.

MONDAY, 11th APRIL, 1966

The Meeting is held under the International Sporting Code of the Federation Internationale de l'Automobile, 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. RS/1987

PATRON OF THE MEETING

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

OFFICIALS

Stewards of the Meeting

The Most Hon. The Marquess Camden, D.L., J.P. (R.A.C. Steward)
H. J. Morgan R. G. Sutherland

Judges

E. C. Gordon England J. M. A. Edmondson K. C. W. Rainsbury

Chief Observer

E. H. G. Browning

Deputy Chief Observer

T. J. Sawell

Incident Officers

W. W. Paul

B. J. Fisher

Observers and Flag and Course Marshals

H. A. Arthurs	M. H. Groves	Lord Rosehill
Maj. R. C. Ayers	M. J. Hasler	J. Ruffell
D. M. Barnicott	B. Hicks	L. A. Sandford
G. F. Bond	H. L. Hodgkiss	P. J. Sargent
M. K. Boyden	W. O. Holding	R. J. Scannell
P. K. Boyden	C. Holdom	E. M. Seeley
P. G. Brierley	J. W. S. Holgate	K. G. Sharpe
D. V. Brown	R. F. Holland	D. Shevloff
G. P. Butler	R. M. Holland	R. J. Skelton
A. J. Canham	J. S. Holmes	I. A. Strachan
J. P. Cargill	E. J. Kehoe	K. W. Thomas
S. J. Chislett	A. E. Kilvington	C. E. Thornton
D. A. Clarke	D. J. G. Lamden	Capt. M. F. Turner-
M. L. J. Cooke	P. Legat	Bridger
A. J. Coster	P. Madden	J. F. L. Gwatkin-Williams
H. Cuttriss	M. S. Marshall	A. J. Willis
M. G. Davenay	R. S. J. Martin	R. G. Wills
R. H. Davis	W. H. Masheder	C. D. V. Wilson
C. R. D. Day	A. J. C. Nussle	E. J. Winter
V. G. Durman	R. E. J. Parvin	A. J. H. Woodgates
M. R. Dunhill	B. Pickup	R. Woodley
J. R. Falconer	P. Postlethwaite	G. W. Wright
B. W. Ferris	S. G. Rendall	G. Younger
P. D. Franklyn	P. Richards	I. K. Younger
D. S. Gilbert	R. Robson	

and members of the Bognor Regis Motor Club

Commentators

K. Best

T. Vlassopulo

Chief Scrutineer

F. C. Matthews

Scrutineers

N. Croucher
M. J. Griffin
P. F. Jowitt

H. A. Powell
S. R. Proctor

F. W. Matthews
F. A. Wadsworth

Scrutineers' Assistants

Mrs. F. C. Matthews

G. F. Viola

Mrs. M. A. Scannell

Timekeepers

G. S. Barritt
R. King-Farlow
A. E. Nash

F. A. Lowe
E. C. F. Medlen

J. S. Peasgood
J. Harvey

Timekeepers' Assistants

P. B. Aumonier
R. J. Balmer

R. H. Casbard
R. Culling

A. A. Hatley
E. H. Welch

Chief Medical Officer

Dr. M. D. Collins

Medical Officers

Dr. Sheleagh Aldersmith
Dr. D. W. Atherley
Dr. J. G. Benjafield
Dr. J. Enticknap
Dr. D. Harkness

Dr. S. Lewis
Dr. K. E. Maclachlane
Dr. R. L. McGhie
Dr. K. B. McKay
Dr. D. Nancekievill

Dr. M. Pearson
Dr. D. J. Richards
Dr. T. J. Scannell
Dr. S. L. Stanton

Chief Paddock Marshals

D. H. Dunt

S. Gore

Deputy Chief Paddock Marshal

P. A. Sturgess

Start Line and Paddock Marshals

D. F. Balaam
Gp. Capt. A. A. Baxter
D. R. Bishop
R. D. Carpenter
F. A. Dean

B. G. Gilbert
R. K. Gorringer
A. A. Hind
I. L. Holmes

R. A. Kisch
Miss S. E. Nicklen
C. L. Payne
R. Willis

Score Board Controller

R. Ford

Race Control

Miss F. French

Mrs. G. M. Lamden

Miss J. Pinfold

B.A.R.C. Enquiry Office (Main Gate)

Miss J. Cartwright
Miss B. Keane

Mrs. F. Tarrant

J. Tarrant

Clerk of the Course

G. H. Macbeth

Secretary of the Meeting

Miss J. Seyfried

Press

Facilities: Ian Gordon (Enquiry Office at Main Entrance Gate)
Race Information: I. Hammond and Miss V. Holmes—Press Office, Paddock Tower

Course Controller

R. A. Hubbard

Track Superintendent

R. Mackay

Airfield Controller

Group Capt. C. S. Morice, D.S.O., M.C.

Fire Precautionary Arrangements by

The Goodwood Estate Company Ltd.

First-Aid Service

St. John Ambulance Brigade (Chichester Division)

Breakdown Lorries and Staffs supplied by

Adlards Motors Ltd., (London) Robyns & Carr Ltd., (Havant)
Wadhams Ltd. (Chichester and Waterlooville)

Information Bulletins

Duplicated by Roneo Ltd.

Warning Horns

Supplied by Joseph Lucas Ltd.

Catering

Town and County Catering Limited

Course Car

Supplied by Standard-Triumph International Ltd.

The Meeting organised by:

British Automobile Racing Club Ltd., Sutherland House, 5/6 Argyll Street, London, W.1, and the Goodwood Road Racing Co. Ltd., Goodwood, Sussex.

GOODWOOD LAP RECORDS

OUTRIGHT CIRCUIT RECORD:

J. Clark (Lotus Coventry Climax) and J. Y. Stewart (B.R.M.), 1 min. 20.4 sec., 107.46 m.p.h.

FORMULA 1 (1500 c.c.) RECORD:

J. Clark (Lotus Coventry Climax) and J. Y. Stewart (B.R.M.), 1 min. 20.4 sec., 107.46 m.p.h.

FORMULA 3 RECORD:

C. M. M. Williams (Brabham Ford), 1 min. 27.2 sec., 99.08 m.p.h.

GRAND TOURING CARS: (Appendix 'J' Group 3)

Outright Record: D. Gurney (Shelby American Cobra), R. Salvadori (Shelby American Cobra),
1 min. 27.8 sec., 98.40 m.p.h.

Exceeding 4000 c.c.: D. Gurney (Shelby American Cobra), R. Salvadori (Shelby American Cobra),
1 min. 27.8 sec., 98.40 m.p.h.

Exceeding 3000 and up to 4000 c.c.: P. J. S. Lumsden (Jaguar E), 1 min. 28.2 sec., 97.96 m.p.h.

Exceeding 2000 and up to 3000 c.c.: G. Hill (Ferrari 250 GTO), 1 min. 28.0 sec., 98.18 m.p.h.

Exceeding 1600 and up to 2000 c.c.: M. G. De'Udy (Porsche), 1 min. 31.0 sec., 94.94 m.p.h.

Exceeding 1300 and up to 1600 c.c.: P. Arundell (Lotus Elan), 1 min. 31.4 sec., 94.53 m.p.h.

Exceeding 1150 and up to 1300 c.c.: J. Whitmore (Lotus Elite), 1 min. 37.0 sec., 89.07 m.p.h.

Exceeding 1000 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.

SPORTS CARS: (Appendix 'C')

Outright Record: J. Clark (Lotus Ford), 1 min. 20.8 sec., 106.93 m.p.h.

Exceeding 3000 and up to 5000 c.c.: J. Clark (Lotus Ford), 1 min. 20.8 sec., 106.93 m.p.h.

Exceeding 2000 and up to 3000 c.c.: H. P. K. Dibley (Repco Brabham Climax), 1 min. 26.2 sec., 100.23 m.p.h.

Exceeding 1150 and up to 2000 c.c.: D. Hulme (Brabham BT8 Climax), 1 min. 24.8 sec., 101.89 m.p.h.

Up to 1150 c.c.: R. M. Widdows (Lotus B.R.M.), 1 min. 30.2 sec., 95.79 m.p.h.

SALOON CARS: (Appendix 'J' Group 2)

Outright Record: J. Sears (Ford Galaxie), 1 min. 35.2 sec., 90.76 m.p.h.

Exceeding 5000 c.c.: J. Sears (Ford Galaxie), 1 min. 35.2 sec., 90.76 m.p.h.

Exceeding 2000 and up to 5000 c.c.: R. Salvadori (Jaguar 3.8), G. Hill (Jaguar 3.8), 1 min. 37.8 sec.,
88.34 m.p.h.

Exceeding 1300 and up to 2000 c.c.: J. Clark (Ford Lotus Cortina), 1 min. 35.8 sec., 90.19 m.p.h.

Exceeding 1000 and up to 1300 c.c.: M. Clare (Morris Cooper 'S'), 1 min. 41.4 sec., 85.21 m.p.h.

Up to 1000 c.c.: M. Campbell-Cole (Austin Cooper 'S'), 1 min. 56.4 sec., 74.23 m.p.h.

RACING CARS:

Outright Record: J. Clark (Lotus Coventry Climax) and J. Y. Stewart (B.R.M.), 1 min. 20.4 sec.,
107.46 m.p.h.

Exceeding 3000 c.c.: J. M. Hawthorn (Ferrari Thin Wall Special), 1 min. 31.4 sec., 94.53 m.p.h.

Exceeding 1500 and up to 3000 c.c.: S. Moss (Cooper Climax), 1 min. 24.5 sec., 102.13 m.p.h.

Exceeding 1000 and up to 1500 c.c. (Formula 1): J. Clark (Lotus Coventry Climax) and J. Y. Stewart
(B.R.M.), 1 min. 20.4 sec., 107.46 m.p.h.

Up to 1000 c.c. (Formula 3): C. M. M. Williams (Brabham Ford), 1 min. 27.2 sec., 99.08 m.p.h.



The Goodwood Road Racing Company and the British Automobile Racing Club are greatly indebted to the *Sunday Mirror* for its most generous sponsorship of today's meeting.

To the winner of the main event of the day, which is for Formula 2 racing cars, goes a trophy bearing the name of the sponsors together with £250. Second to take the chequered flag will receive £200, third £150, fourth £125, fifth £100, sixth £75, seventh £50, eighth £35.



Other awards to winners this afternoon are:

The Lavant Cup:

First: (irrespective of class) £35. In each class: First: £30. Second: £15. Third: £10.

The Sussex Trophy:

First: (irrespective of class) £25. In each class: First: £20. Second: £10. Third: £5.

The Chichester Cup:

First ... £50.	Second ... £40.	Third ... £30.	Fourth ... £20.
	Fifth ... £10.	Sixth ... £5.	

St. Mary's Trophy:

First: (irrespective of class) £20. In each class: First: £15. Second: £10. Third: £5.

THE HARD WAY BACK



Photo: Leslie S. Thacker

John Surtees, 1964 world champion driver and Motoring Correspondent of the Sunday Mirror, analyses his return to motor racing after his crash in Canada and forecasts close racing at Goodwood this afternoon.

The Goodwood Easter Monday meeting marks the traditional opening of the English motor racing season and I think there should be some really close and exciting racing here today—particularly in the Formula 2 race.

I am sorry I won't be driving here myself today. Goodwood is one of my favourite circuits. In fact it was the first place I ever drove a racing car—the fabulous 2½ litre Vanwall. It is also the circuit where I had my very first motor race in a Formula Junior Cooper—and came second to Jim Clark.

At the moment I am concentrating on getting myself fit and ready for this year's series of Grand Prix races and I hope it won't be long before I am back on the circuits again. I am really looking forward to it.

After some tests on the Modena circuit near the Ferrari factory recently I proved to myself that I was capable of returning to racing—and also capable of enjoying it again.

If I didn't think that I could go at least as well as I did before I would not go back to motor racing. I would have been wasting my time because for one thing I am not content to play second fiddle and for another I would not drive for a company unless I thought I was quite capable of holding up my end.

I still have a long way to go before I am happy with myself and this can only come by testing, driving and reaching a higher standard of health.

But at least I have started on the road and I am quite certain I shall arrive.

I have always found in life that I am the hardest person I ever have to please and I am glad that I have passed the first exam I set myself in this new stage of my career.

You have got to keep setting yourself marks to aim for. I still want to know if I am as good as I was before. My aim is to be better.

These things go through your mind even if you don't have an accident, even if it's just a question of a lay off between two seasons.

One side of you says "Can I get back to it and be as good?", and the

other side says "Well, I am going to damn well get back to it whatever happens and that's it. I've got to".

You have got to analyse the thing coldly to know whether you can do it or not. That's what I did at Modena.

But to come back to Goodwood... I am sorry to see that the sports car class has been restricted to the smaller capacities. I have done a lot of testing at Goodwood and last year my best time was 1 min. 17.8 secs. in a Lola which I think is the fastest time that's ever been done here.

I think it's a good circuit for a big car—especially at Fordwater where the big challenge can be made.

I would also have liked to have seen the new Formula 1 cars at Goodwood but there are none ready at the moment.

But the Formula 2 cars are similar to the old Formula 1 cars in that these 1000 c.c. cars are underpowered. And, of course, it will mean very close racing and will be every bit as interesting and exciting as the old Formula 1.

I think you will see laps down to 1 min. 23 secs. which is very quick.

Besides the Brabhams, Coopers, Lotuses and Lolas there is the French challenge of the Matra with a B.R.M. engine. This has been very quick in practice and has gone round as fast as anyone. It could revive a tremendous interest in motor racing in France—a nation with a glorious past in the sport when you think of such names as Bugatti and Delahaye.

Among the field of 24 entries you have Jim Clark, the world champion, in a Lotus-Cosworth; Jackie Stewart,

who won the "Down Under" Tasman Championship earlier this year, in a Matra-B.R.M.; Belgian driver Jacques Ickx, a very promising lad, is also driving a Matra.

'There is the French challenge of the Matra...'

Then you have the Lola-Cosworths of the Midland Racing Partnership to be driven by Dickie Attwood, who also did well in Australia, and Frank Gardner.

New Zealander Denny Hulme will be in a Brabham-Cosworth (or it may have a Honda engine) and Peter Arundell (Lotus-Cosworth) will be having his first race at Goodwood since his bad crash in Reims in 1964.

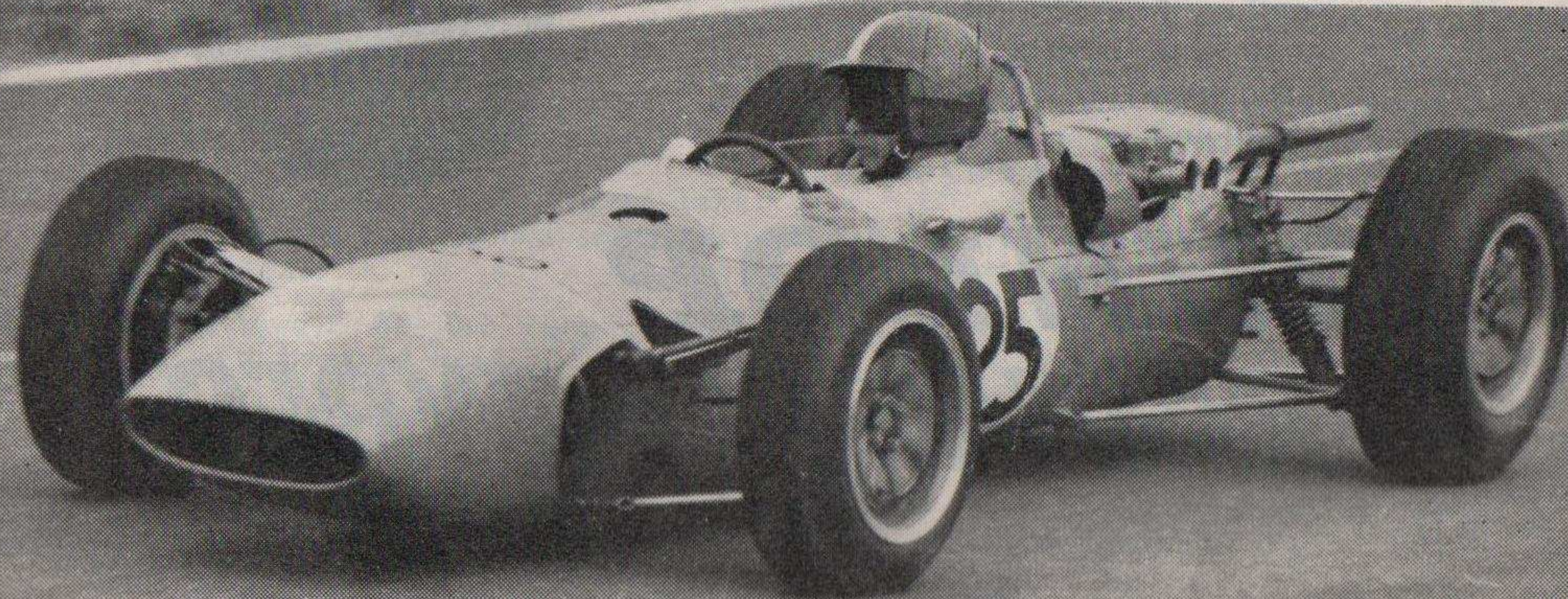
At the time of writing it is not known what Graham Hill will be driving. But he will be hard to beat.

And so will ex-world champion Jack Brabham in his own Brabham-Honda.

If you had to pick an engine which has been the most outstanding you must pick the Cosworth. B.R.M. didn't have a very good reliability record last year.

Weighing it all up I think the winner will come from the quartet Brabham, Hulme, Stewart and Hill. But it will be very close...

One of the highly successful French Matra Formula 3 cars.



top rally drivers have proved that Dunlop radials take first place

-they must be your choice, too!

- International rally teams have proved the supremacy of Dunlop radial-ply construction. These are the radials they prefer—the ones they win on.
- Dunlop make a range of radials covering every motoring need: SP41, the modern all-purpose radial which no experienced driver should be without; SP41HR, for high-performance cars capable of 125 mph and over; SP44, for a new standard of safety in the worst of winter weather. And SP3 for those who prefer a particularly rugged radial for rallying.



DUNLOP

RADIAL-PLY TYRES



MEMBERS

B.A.R.C. members and their guests holding Goodwood season brooch sets or day tickets are reminded that there are seats available for them in the stands opposite the start line and pits as well as at the Paddock Chicane. Except for Chicane stand seats, individual seats cannot be reserved in these stands. Any member or guest is entitled to occupy a vacant seat.

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

The Members' Enclosure and Stand at St. Mary's offers one of the most exciting vantage points of high-speed action on the Goodwood circuit. This

A B.A.R.C. representative to help with your queries or take your club insignia order will be situated in a tent near the entrance to the Chicane stand.

viewing area is approached easily by driving across the Central Enclosure.

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

Members and their guests holding season brooches or day tickets are admitted to the Paddock (but, at this meeting, not to the Competitors' Paddock Enclosure), and to all public enclosures. B.A.R.C. members' or guests' badges do not admit to the stands in the public enclosures.

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.

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.

Paddock Jottings

Formula 2 cars are powered with racing engines which must not have more than four cylinders and have a maximum capacity of 1,000 c.c. Formula 3 cars have the same basic requirements but the engines must be taken from production cars (without exception, today's Formula 3 cars all have Ford Anglia engines) and they must not have more than four forward gears. Another restriction for Formula 3 cars is that they must have a single carburettor. Many of today's Formula 2 cars are fitted with fuel injection.

Today marks the first public appearance at Goodwood of the Matra car, which is made in France. Last year, Matra Formula 3 cars proved very quick in Continental races, driven by Jean-Pierre Beltoise and Jean-Pierre Jussaud, both of whom beat the top British drivers in this hitherto British-dominated section of motor racing.

Jackie Stewart, who leads the Tyrrell Racing Organisation team of Matra drivers, recently won the Tasman championship for a series of races in Australia and New Zealand with a special formula for racing cars up to 2½-litres.

Stewart's team-mate is Jacques Ickx, a young Belgian who has driven a wide variety of cars in the past year or two, and who shows great promise.

The Japanese Honda engine used by Jack Brabham in his Formula 2 car is a much-modified version of the unit he used last year.

Back as number two to world champion Jim Clark in the Ron Harris-Team Lotus cars, Peter Arundell is making a come-back into motor racing after a

nasty crash two years ago. He has already taken third place in the South African Grand Prix.

International flavour is provided in the Formula 3 race by Frenchmen Eric Offenstadt and Patrick Dal-Bo in their new French Pygmees cars, having their first British race; and American John Peterson, whose Le Grand car was designed and built in California.

Already this year, Chris Williams has broken the Formula 3 lap records at Snetterton and Goodwood. Previously successful in sports cars, Williams is having his first season of F3 racing. Other drivers having a go at F3 racing after being prominent in other types of car include John Hine, Robin Widdows, Jack Oliver, Mike Beckwith and Chris Craft.

The very extensive engine and suspension modifications which are permitted by the new Group 5 saloon car regulations should result in greatly increased performances compared with last year's racing.

PAGES ABOUT TODAY'S ENTRY

The Ford Mustang which Ted Savory drives is the car in which Roy Pierpoint won the British Saloon Car Championship last year. Savory drove a Mini last season and finds his new mount quite exciting.

The Ford Falcon has the same engine as the Mustang but the car is several hundredweights lighter. Many of the bodywork panels are of glass fibre construction.

The Willment Galaxie is the car which was previously raced by Sir Gawaine Baillie. It has been completely rebuilt to take full advantage of the new regulations.

The Galaxie driver, Brian Muir, is the 1965 "Driver to Europe" from Australia, picked because of his successes "Down Under". He was in England for

the 1963 season when he worked as a mechanic in the Willment team.

The 1964 "Driver to Europe" was Jim Sullivan, who had a full season of Formula 3 racing last year.

Bill Bradley's Triumph 2000 is a good illustration of what can be done to take advantage of the new Group 5 saloon car regulations. Instead of the usual twin Zenith-Stromberg carburettors it uses three double-choke Weber units.

Alan Fraser, whose team of Hillman Imps are backed by the Rootes Group factory now, built up a wealth of experience with Imps in "club" racing last year. The cars have very much modified suspension and the engines are fitted with two double-choke Weber carburettors instead of the single Solex carburettor.

Ray Calcutt and Nick Brittan, the Fraser team's drivers today, spent last season in rivalry, Calcutt driving a Fraser Imp and Brittan in his famous "club" racing Anglia, "Green Bean". Calcutt is a former police traffic patrol driver; Brittan, a former kart champion, once worked as a cowboy in South America.

Team Broadspeed are racing this season under the Ford banner, after having been Mini-Cooper exponents for the past season or two. John Fitzpatrick drove Broadspeed Minis last year but his team-mate, Peter Procter, has had several years of racing, including Formula Junior, Sunbeam Rapier and other cars, and much rally experience.

Superspeed, who have had a great deal of experience racing Ford Anglias, will be able to take full advantage of the new regulations. Last season they were unable to use the full potential of the Anglia engine due to the restrictions on tuning caused by the Group 2 regulations, but will now be able to tune their cars to the same pitch of success as they have done in "club" racing.

The Felday B.R.M. is a four-wheel drive car which is the brain-child of 1964 British hill-climb champion Peter Westbury. In its first six starts, this car has won three races and claimed one second place. It appeared at Goodwood

three weeks ago without so much success, although making fastest lap in its race after mechanical bothers. The driver, Mac Daghorn, comes from the Channel Islands.

The D.K.W. of Hugh Mayes is a German car with a three-cylinder, two-stroke engine. Like the more conventional British cars, this will benefit greatly by the freedom of tuning permitted by the latest regulations.

The Crossle (pronounced Crossley) cars in the sports car race are Irish and all of their drivers are Irishmen, making a visit to Goodwood to show off their very roadworthy new vehicles.

The Parnell B.R.M., to be driven by Mike Spence, is designed by Les Redmond, who was responsible for the very advanced Gemini Formula Junior cars of a few years ago.

Both the Parnell and Willment B.R.M.s are making their first public appearances today. These cars and the rest of the very fine field in the sports car race seem to indicate a new interest in small capacity sports car racing.

Geoff Breakell's Brabham BT8 Climax is the former Team Elite, Sid Taylor car which has already enjoyed two tremendously successful seasons of racing. As well as winning the 1965 Tourist Trophy race, this car holds class lap records at most circuits in the country and has the outright lap record at Mallory Park.

The B.R.M. engines in the Felday, Willment, Parnell, Vegantune and Malcolm Wayne cars are all bored-out versions of the 1965 B.R.M. Formula 1 engine, giving close to 250 horsepower.

The Dino Ferrari Spyder is making its British debut today. This car has a V6 engine which, in 1.6-litre form, is destined to be the basis of the Ferrari Formula 2 car of 1967.

Mike Clare, who enters the Aurora B.M.C. for Bob Anderson to drive, was prominent in saloon car racing until he had a spectacular accident at Aintree in 1964, when his Mini-Cooper demolished the boiler house of a building at the side of the track.

COMPETITION NUMBERS: REFERENCE LIST

Cars are parked in the Paddock Stalls and areas numbered as shown in brackets

No.	Entrant and Driver	Car
1	(1) Ron Harris—Team Lotus (Driver: J. Clark) ...	Lotus Cosworth or B.R.M.
2	(2) Ron Harris—Team Lotus (Driver: P. Arundell) ...	Lotus Cosworth or B.R.M.
3	(5) Motor Racing Developments Ltd. (Driver: J. Brabham) ...	Brabham Honda
4	(6) Motor Racing Developments Ltd. (Driver: D. Hulme) ...	Repro Brabham Cosworth
5	(7) Midland Racing Partnership (Driver: R. Attwood) ...	Lola Cosworth
6	(8) Midland Racing Partnership (Driver: F. Gardner) ...	Lola Cosworth
7	(9) Tyrrell Racing Organisation (Driver: J. Stewart) ...	Matra Cosworth or B.R.M.
8	(10) Tyrrell Racing Organisation (Driver: J. Ickx) ...	Matra Cosworth or B.R.M.
9	(11) John Coombs (Driver: G. Hill) ...	Matra or Brabham B.R.M.
10	(12) Gerard Racing (Driver: R. Anderson) ...	Cooper Cosworth
11	(14) J. Bonnier (Driver: J. Siffert) ...	Cooper B.R.M.
12	(15) Aurora Gear (Racing) Rotherham (Driver: T. Taylor) ...	Brabham Cosworth
14	(16) Matra Sports (Driver: J. Schlesser) ...	Matra B.R.M. or Cosworth
16	(18) Roy Winkelmann Racing Ltd. (Driver: J. Rindt) ...	Brabham Cosworth
17	(19) Roy Winkelmann Racing Ltd. (Driver: A. Rees) ...	Brabham Cosworth
18	(20) Frank Lythgoe Racing Ltd. (Driver: J. Taylor) ...	Brabham Cosworth
20	(25) D. Prophet ...	Brabham Cosworth
21	(26) D. Prophet (Driver: W. Bradley) ...	Brabham Cosworth
22	(29) Ford-France (Driver: G. Ligier) ...	Brabham Cosworth
24	(33) The Chequered Flag (Driver: R. Mac) ...	Brabham Cosworth
25	(36) Ian Raby (Racing) Ltd. (Driver: I. Raby) ...	Brabham Cosworth
26	(37) R. Lamplough ...	Brabham Cosworth
27	(39) Motor Racing Stables Ltd. (Driver: L. G. Kerr) ...	Brabham Cosworth
28	(40) G. Oliver ...	Brabham Cosworth
29	(41) Merlyn Racing (Driver: D. Hobbs) ...	Merlyn Cosworth
31	(34) The Chequered Flag (Driver: R. Mac) ...	Brabham Ford
32	(35) The Chequered Flag (Driver: C. Irwin) ...	Brabham Ford
33	(31) Sports Motors (Manchester) Ltd. (Driver: P. Gethin) ...	Brabham Ford
34	(42) Chris Williams Racing Ltd. (Driver: C. M. M. Williams) ...	Brabham Ford
35	(43) D. R. Racing Division (Driver: J. Oliver) ...	Brabham Ford
38	(46) Goodwin Racing (Driver: C. Crichton Stuart) ...	Brabham Ford
39	(47) Team Promecon (Driver: J. Sullivan) ...	Brabham Ford
40	(48) D. J. Cole ...	Brabham Ford
41	(49) D. Bell ...	Lotus Ford
42	(50) Charles Lucas—Team Lotus (Driver: P. Courage) ...	Lotus Ford
43	(51) Charles Lucas—Team Lotus (Driver: R. Pike) ...	Lotus Ford
44	(52) Team Lotus Ltd. (Driver: To be nominated) ...	Lotus Ford
45	(3) Ron Harris Racing Division (Driver: J. Cardwell) ...	Lotus Ford
46	(4) Ron Harris Racing Division (Driver: P. Revson) ...	Lotus Ford
47	(55) Race Proved by Willment (Driver: A. G. Dean) ...	Lotus Ford
48	(44) Jim Russell International Racing Drivers School (Driver: M. Payne) ...	Lotus Ford
49	(63) J. Hine ...	Lotus Ford
50	(65) Peter Sellers Racing Ltd. (Driver: B. R. Hart) ...	Lotus Ford
51	(66) Peter Sellers Racing Ltd. (Driver: B. W. R. Hart) ...	Lotus Ford
52	(67) Team Alexis (Driver: A. Taylor) ...	Alexis Ford
53	(21) Frank Lythgoe Racing Ltd. (Driver: M. Beckwith) ...	Lola Ford
55	(23) S. W. Conlan (Driver: E. Offenstadt) ...	Pygme Ford
56	(24) S. W. Conlan (Driver: P. Dal-Bo) ...	Pygme Ford
57	(68) Team Le Grand (Driver: J. Peterson) ...	Le Grand Ford
59	(70) Stockbridge Racing (Driver: C. Baker) ...	Cooper Ford
60	(71) Stockbridge Racing (Driver: J. Fenning) ...	Cooper Ford
61	(73) Lewis Nunn Racing (Driver: M. Nunn) ...	Lotus Ford
62	(74) R. M. Widdows ...	Brabham Ford
63	(76) M. Long ...	Lotus Ford
64	(77) K. Gregory (Driver: T. Fetherstonhaugh) ...	Brabham Ford
65	(78) K. Gregory (Driver: M. Gill) ...	Brabham Ford
66	(79) C. Craft ...	Merlyn Ford
67	(38) R. Lamplough ...	Brabham Ford
81	(56) Race Proved by Willment (Driver: B. Muir) ...	Ford Galaxie
82	(57) Race Proved by Willment (Driver: To be nominated) ...	Ford Lotus Cortina S/C
83	(83) Sir Gawaine Baillie ...	Ford Falcon S/C
84	(84) R. F. Pierpoint ...	Ford Falcon S/C
85	(85) A. Brown (Driver: J. Brabham) ...	Ford Mustang
86	(86) Rackham Motors Ltd. (Driver: E. A. Savory) ...	Ford Mustang
87	(87) P. McNally (Driver: M. Salmon) ...	Ford Mustang
91	(53) Team Lotus Ltd. (Driver: J. Clark) ...	Ford Lotus Cortina
92	(54) Team Lotus Ltd. (Driver: P. Arundell) ...	Ford Lotus Cortina
93	(58) Race Proved by Willment (Driver: A. G. Dean) ...	Ford Lotus Cortina
96	(88) Lumaca Tune Racing (Driver: T. N. Nicholls) ...	Ford Lotus Cortina
97	(89) Autocadia Racing (Driver: B. Newton) ...	Ford Lotus Cortina
99	(27) W. Bradley ...	Triumph 2000
100	(90) The Cooper Car Company Ltd. (Driver: J. Rhodes) ...	Morris Cooper 'S'
102	(92) Alexander Engineering Co. Ltd. (Driver: T. Lanfranchi) ...	Morris Cooper 'S'

103	(93) J. D. Lewis ...	Austin Cooper 'S'
104	(94) Higham Advertising (Driver: H. W. Cooper) ...	Austin Cooper 'S'
105	(80) Superspeed Conversions Ltd. (Driver: C. Craft) ...	Ford Anglia
106	(81) Superspeed Conversions Ltd. (Driver: M. Young) ...	Ford Anglia
107	(95) Uptune (Racing) Ltd. (Driver: To be nominated) ...	Ford Anglia
108	(97) P. Clarke ...	Morris Cooper 'S'
111	(91) The Cooper Car Company Ltd. (Driver: J. Handley) ...	Morris Cooper 'S'
112	(99) Vitafoam Developments (Driver: H. W. Ratcliffe) ...	Morris Cooper 'S'
113	(100) Equipe Arden (Driver: S. P. Neal) ...	Austin Cooper 'S'
114	(101) Alan Fraser Racing Team (Driver: R. Calcutt) ...	Hillman Imp
115	(102) Alan Fraser Racing Team (Driver: N. Brittan) ...	Hillman Imp
116	(103) Team Broadspeed (Driver: P. Procter) ...	Ford Anglia
117	(104) Team Broadspeed (Driver: J. Fitzpatrick) ...	Ford Anglia
118	(105) Radbourne Racing Ltd. (Driver: A. Mylius) ...	Fiat Abarth 1000 TC
119	(82) Superspeed Conversions Ltd. (Driver: P. Webb) ...	Ford Anglia
120	(106) H. Mayes ...	D.K.W. F 12
121	(131) D. R. Piper ...	Ferrari 250 G.T.
122	(132) P. Clarke ...	Ferrari 250 G.T.
123	(133) E. A. Worswick ...	Austin Healey 3000
124	(72) C. Baker ...	Austin Healey 3000
125	(147) C. J. Lawrence ...	Morgan +4
126	(69) R. Burnard ...	Simca Abarth 2000
127	(136) R. E. Dilly ...	M.B.G.
128	(62) Ecurie Barracuda (Driver: F. Polak) ...	M.G.B.
129	(138) Race Proved by Willment (Driver: J. Miles) ...	Lotus Elan
130	(64) C. Barber (Driver: J. Hine) ...	Lotus Elan
131	(139) P. Creasey ...	Lotus Elan
132	(140) C. St. Quintin ...	Lotus Elan
133	(96) Uptune (Racing) Limited (Driver: R. Ellice) ...	Lotus Elan
134	(141) E. S. Oliver ...	Lotus Elan
135	(142) D. Marriott ...	Lotus Elan
136	(32) Sports Motors (Manchester) Limited (Driver: J. Lepp) ...	Lotus Elan
137	(143) P. M. Pollard ...	Lotus Elan
138	(144) J. Mackay ...	Lotus Eleven G.T.
139	(28) W. Bradley (Driver: To be nominated) ...	Triumph Spitfire
140	(145) L. T. Gibbins Limited (Driver: H. Carr) ...	Austin Healey Sprite
141	(107) Maranello Concessionaires Ltd. (Driver: M. Parkes) ...	Dino Ferrari Spyder
142	(108) Elva Cars (1961) Ltd. (Driver: The Hon. R. Wrottesley) ...	Elva B.M.W.
143	(109) Reg Parnell (Racing) Ltd. (Driver: M. Spence) ...	Parnell B.R.M.
144	(59) Race Proved by Willment (Driver: To be nominated) ...	Willment B.R.M.
145	(60) Race Proved by Willment (Driver: A. G. Dean) ...	Brabham BT8 Climax
146	(61) Race Proved by Willment (Driver: J. Paterson) ...	Lotus 23 Ford
147	(110) C. L. Lacey (Driver: C. Irwin) ...	Brabham BT8 Climax
148	(111) G. Breakell ...	Brabham BT8 Climax
149	(112) J. H. Delmar-Morgan ...	Brabham BT8 Abarth
150	(113) R. M. Wilson ...	Brabham BT8 Climax
151	(114) Vegantune Engineering (Driver: T. Weber) ...	Lotus 23 B.R.M.
152	(115) Vegantune Engineering (Driver: M. Garton) ...	Lotus 23 Ford
153	(116) M. Wayne ...	Elva B.R.M.
154	(117) Felday Engineering Ltd. (Driver: M. Daghorn) ...	Felday B.R.M.
155	(118) Team Supertune (Ireland) (Driver: M. Wingfield) ...	Crossle B.M.W.
156	(119) Team Supertune (Ireland) (Driver: J. Cooney) ...	Crossle Ford
157	(120) Robert Ashcroft Racing Ltd. (Driver: J. L'Amie) ...	Crossle B.M.W.
158	(121) Robert Ashcroft Racing Ltd. (Driver: B. Nelson) ...	Crossle B.M.W.
159	(122) Robert Ashcroft Racing Ltd. (Driver: J. Pollock) ...	Crossle Ford
160	(123) Robert Ashcroft Racing Ltd. (Driver: D. Bennett) ...	Chevron Ford
161	(124) J. F. Morley ...	Lotus 23 Ford
162	(125) R. McArthur ...	Lotus 23 Ford
163	(126) P. R. H. Gaydon ...	Lotus 23 Ford
164	(127) K. Crook ...	Lotus 23 Ford
165	(75) R. M. Widdows ...	Lotus 23 B.R.M.
166	(128) M. Clare (Driver: R. Anderson) ...	Aurora B.M.C.
167	(129) D. Plumstead (Driver: R. H. Bell) ...	Lola Climax
168	(130) J. A. Murrell ...	D.R.W.
169	(30) D. Prophet ...	Elva Cosworth
171	(148) C. J. Lawrence (Driver: A. Clydesdale) ...	Lola Ford

Event	RESULTS				SPEED	
	1st	2nd	3rd	4th	winner's m.p.h.	Fastest lap m.p.h.
Event 2: overall	81 Muir	85 Brabham	87 Salmon	91 Clark	91.25	81 1.32.2 93.71
Over 2000 c.c.	81	85	87	83	81	
1301-2000 c.c.	91	92	Dean	106	88.8	91.33.2 92.70
1001-1300 c.c.	105	100	103	111	16.38.0	85.57 105 1.37.0 89.07
Up to 1000 c.c.	117	114	115	118	17.11.4	83.77 117 1.41.4 85.21
Event 5: overall						
1151-2000 c.c.						
Up to 1150 c.c.						

Some of today's drivers

in the Formula 2 Race

THE DRIVERS ILLUSTRATED, READING ROUND THE CLOCK STARTING AT THE TOP LEFT-HAND CORNER ARE:

R. Attwood

D. Hulme

J. Brabham

G. Hill

F. Gardner

P. Arundell

J. Clark

T. Taylor

J. Siffert

J. Rindt

A. Rees

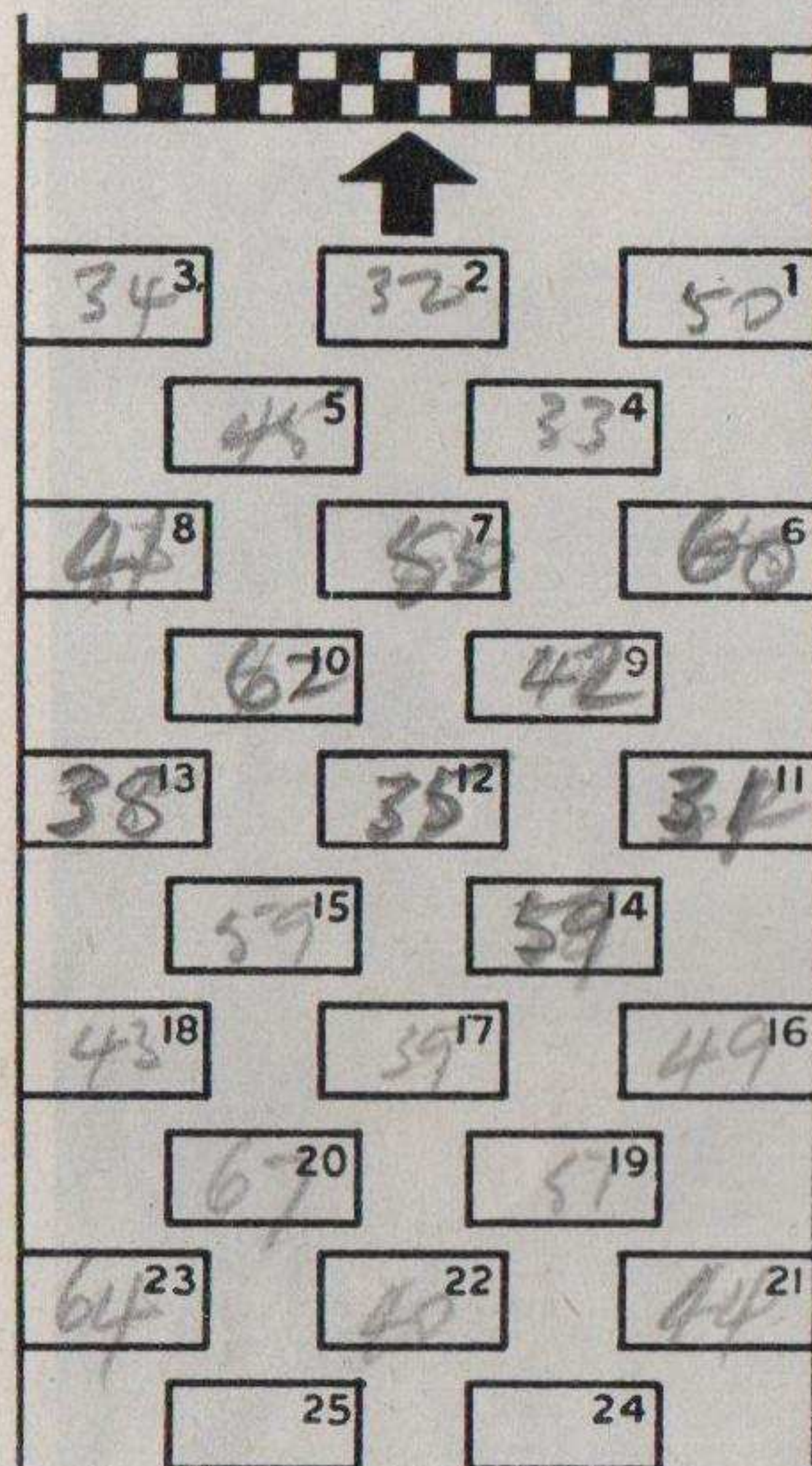
J. Stewart

Photos: Max Le Grand and Motoring News

Starting Grid and Lap Chart for Event 1

Chichester Cup for Formula 3 Racing Cars

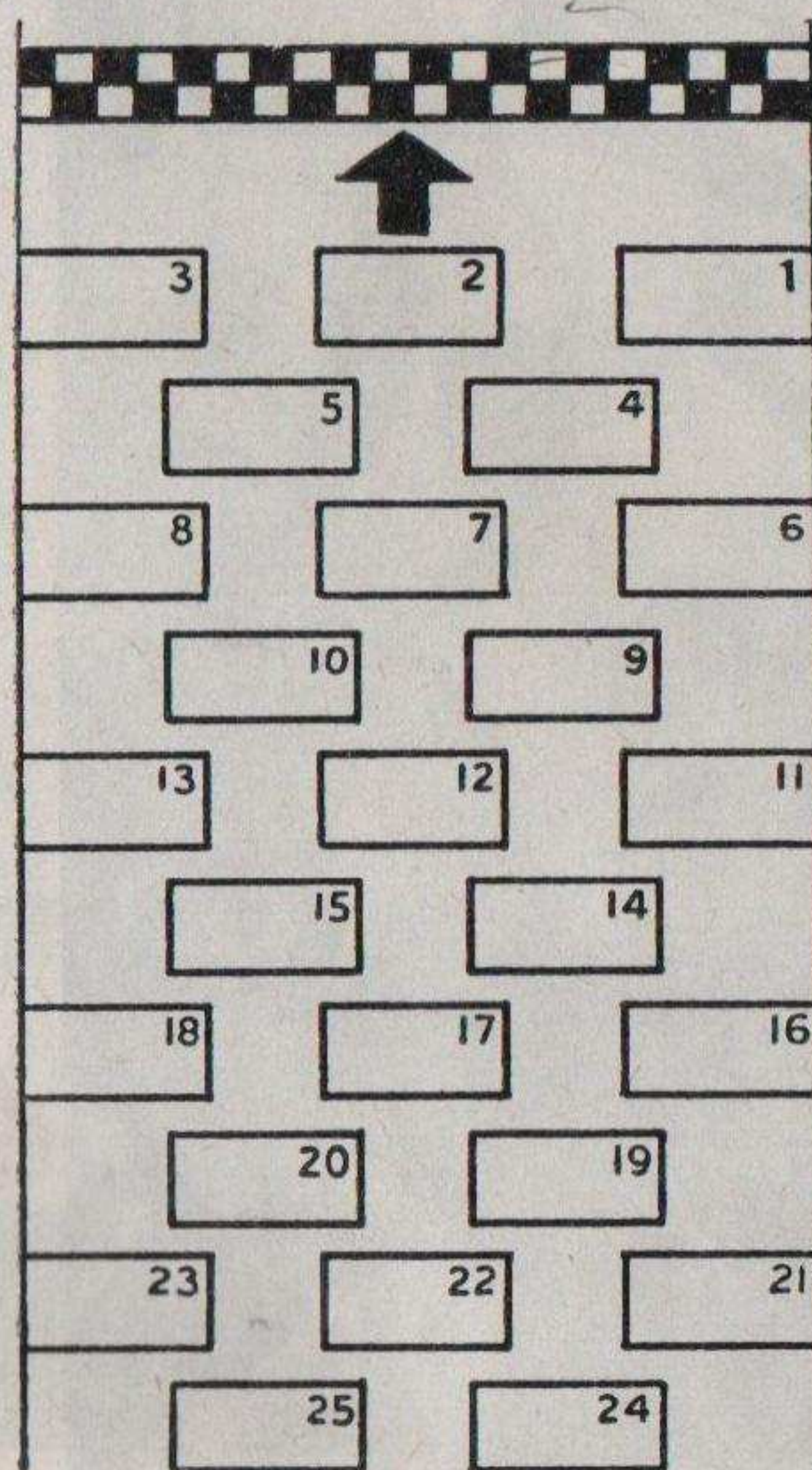
1 2 3 4 5 6 7 8 9 10



Starting Grid and Lap Chart for Event 2

St. Mary's Trophy Race for Saloon Cars

1 2 3 4 5 6 7 8 9 10



Event 1

CHICHESTER CUP RACE

1.30 p.m.

(FOR FORMULA 3 CARS)

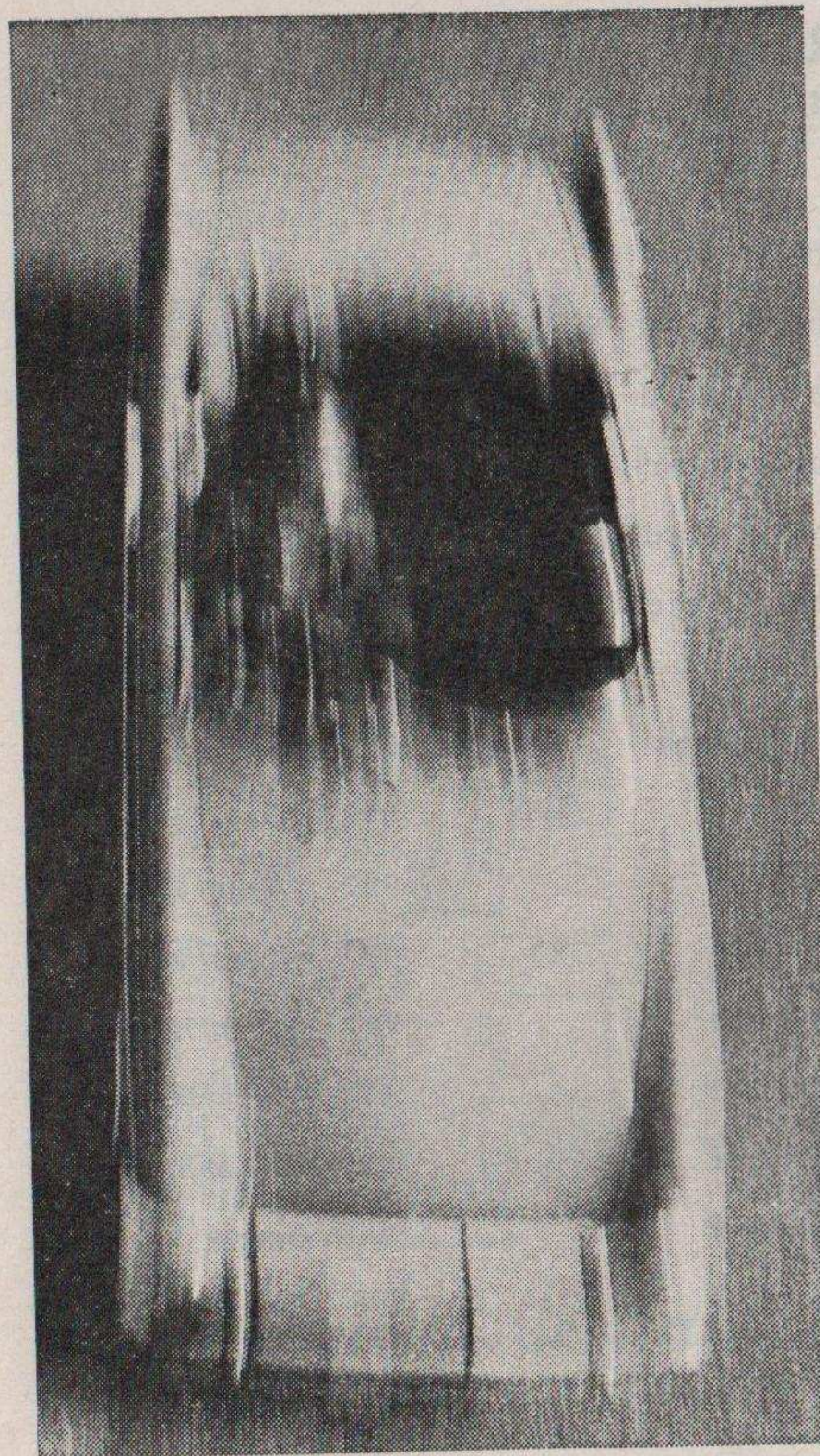
(10 LAPS, 24 MILES)

No.	Entrant and Driver	Car	c.c.	Colour
31	The Chequered Flag (Driver: R. Mac)	Brabham Ford	997	White/Black
32	The Chequered Flag (Driver: C. Irwin)	Brabham Ford	997	White/Black
33	Sports Motors (Manchester) Ltd. (Driver: P. Gethin)	Brabham Ford	997	Blue
34	Chris Williams Racing Ltd. (Driver: C. M. M. Williams)	Brabham Ford	997	Gold/Black
35	D. R. Racing Division (Driver: J. Oliver)	Brabham Ford	997	Red
38	Goodwin Racing (Driver: C. Crichton-Stuart)	Brabham Ford	998	Green
39	Team Promecon (Driver: J. Sullivan)	Brabham Ford	997	Green/Yellow
40	D. J. Cole	Brabham Ford	997	Red
41	D. Bell	Lotus Ford	997	Red
42	Charles Lucas-Team Lotus (Driver: P. Courage)	Lotus Ford	997	Green/Yellow
43	Charles Lucas-Team Lotus (Driver: R. Pike)	Lotus Ford	997	Green/Yellow
44	Team Lotus Ltd. (Driver: To be nominated)	Lotus Ford	997	Green/Yellow
45	Ron Harris Racing Division (Driver: J. Cardwell)	Lotus Ford	997	Green/White
46	Ron Harris Racing Division (Driver: P. Revson)	Lotus Ford	997	Green/White
47	Race Proved by Willment (Driver: A. G. Dean)	Lotus Ford	997	Red/White
48	Jim Russell International Racing Drivers School (Driver: M. Payne)	Lotus Ford	999	Green
49	J. Hine	Lotus Ford	998	Red
50	Peter Sellers Racing Ltd. (Driver: B. R. Hart)	Lotus Ford	998	Blue/White
51	Peter Sellers Racing Ltd. (Driver: B. W. R. Hart)	Lotus Ford	998	Blue/White
52	Team Alexis (Driver: A. Taylor)	Alexis Ford	997	Orange/Blue
53	Frank Lythgoe Racing Ltd. (Driver: M. Beckwith)	Lola Ford	998	Blue
54	Frank Lythgoe Racing Ltd. (Driver: To be nominated)	Lola Ford	999	Blue
55	S. W. Conlan (Driver: E. Offenstadt)	Pygme Ford	996	Blue
56	S. W. Conlan (Driver: P. Dal-Bo)	Pygme Ford	996	Blue
57	Team Le Grand (Driver: J. Peterson)	Le Grand Ford	997	White/Blue
59	Stockbridge Racing (Driver: C. Baker)	Cooper Ford	998	Blue
60	Stockbridge Racing (Driver: J. Fenning)	Cooper Ford	998	Blue
61	Lewis Nunn Racing (Driver: M. Nunn)	Lotus Ford	997	Red/Yellow
62	R. M. Widdows	Brabham Ford	997	Blue
63	M. Long	Lotus Ford	997	Blue
Reserves				
64	K. Gregory (Driver: T. Fetherstonhaugh) (1st Reserve)	Brabham Ford	997	Green/Orange
65	K. Gregory (Driver: M. Gill) (2nd Reserve)	Brabham Ford	997	Green/Orange
66	C. Craft (3rd Reserve)	Merlyn Ford	997	Red
67	R. Lamplough (4th Reserve)	Brabham Ford	997	White
68	R. Lamplough (Driver: M. Knight) (5th Reserve)	Brabham Ford	997	White

RESULTS

1st. 32 Irwin 2nd. 60 Fenning 3rd. 33 Gethin
 4th. 50 Hart (Irwin) 5th. 43 Pike 6th. 31 Mac
 Winner's Speed: 97.94 m.p.h. Fastest Lap: Car No. 32 at 99.77 m.p.h.

14.42.2 97.94 1.26.6



68 mph in second... 20 in top

It's not a mistake. The Tiger does toddle at 20 miles an hour in top gear. Happily and effortlessly. But ready always to surge forward at your command without even a gear change. That's what's different about the Tiger. It's got everything you expect in a sports car, with something you seldom get - docility. For all the 164 bhp developed by its V8 engine and 0 to 60 in 9.2 seconds, any housewife can take it shopping!



Sunbeam Tiger
with V8, 4.2 litre engine

Reliability and performance proved in international rallies and races
Lightweight 4.2 litre V8 engine
Servo assisted brakes (front discs)
Light diaphragm clutch
Telescopic adjustable steering wheel
Adjustable pedals
Fully reclining seats adjustable for height
Luxury fully carpeted interior with comprehensive instrumentation, wood rimmed steering wheel, walnut veneered fascia, large boot
Recommended price :
£1445.10.5 inc. £250.10.5 p.t.

ROOTES
MOTORS LIMITED
London Showrooms and Overseas Division
Devonshire House, Piccadilly, London, W.1.

91 87 854 99 106 86
83 81 105 108 114
92 102 100 119 84 104
111 112 115
116 103 117 (10 LAPS, 24 MILES) 118

Event 2 ST. MARY'S TROPHY RACE 2.10 p.m.

(FOR TOURING (SALOON) CARS)

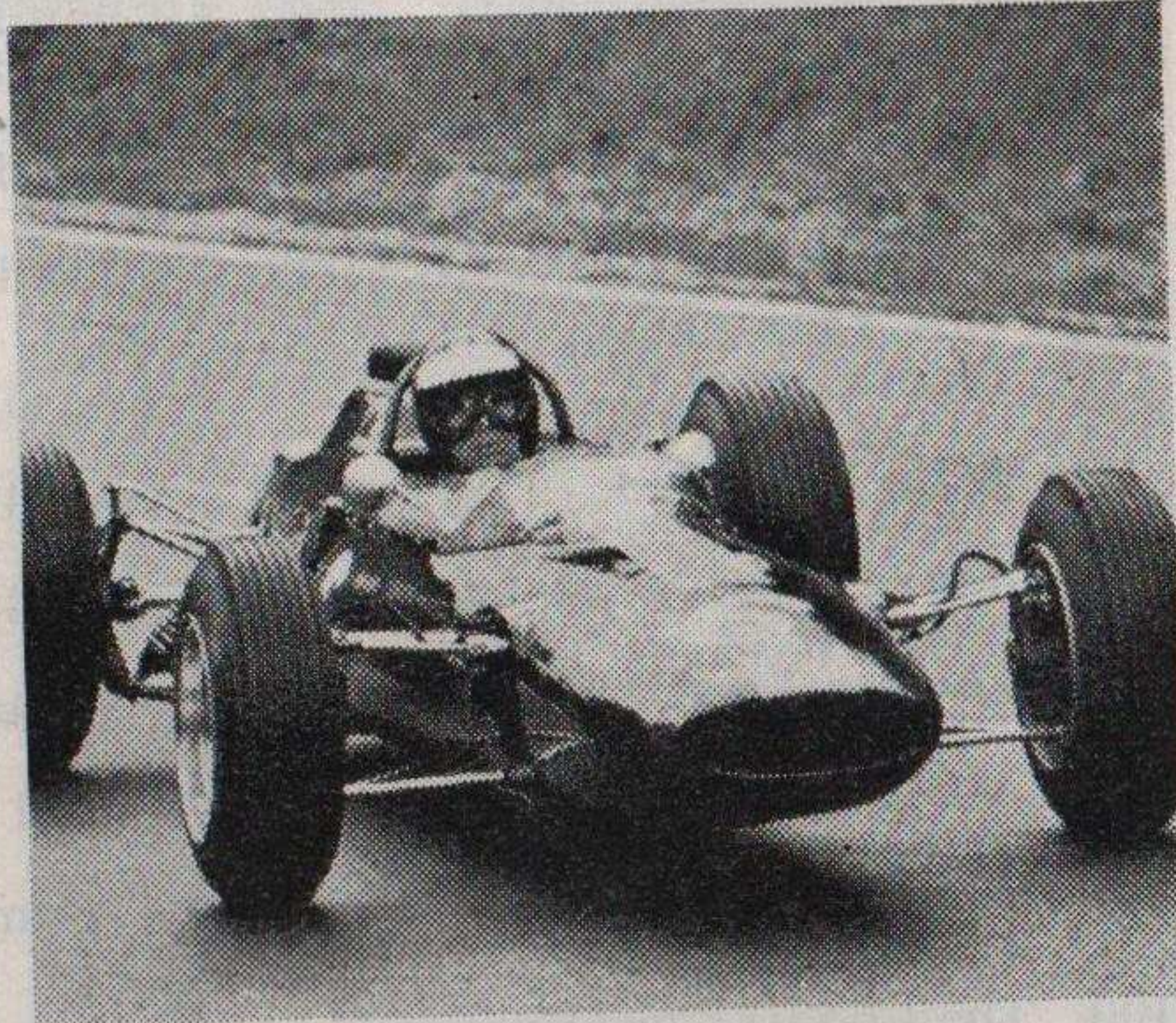
No.	Entrant and Driver	Car	c.c.	Colour
Class (a)—Over 2000 c.c.:				
81	Race Proved by Willment (Driver: B. Muir)	Ford Galaxie	7000	Red/White
82	Race Proved by Willment (Driver: To be nominated)	Ford Lotus Cortina S/C	1598	Red/White
83	Sir Gawaine Baillie	Ford Falcon S/C	4727	White
84	R. F. Pierpoint	Ford Falcon S/C	4727	Blue/Gold
85	Alan Brown (Driver: J. Brabham)	Ford Mustang	4727	Red
86	Rackham Motors Ltd. (Driver: E. A. Savory)	Ford Mustang	4727	White/Blue
87	P. McNally (Driver: M. Salmon)	Ford Mustang	4727	Blue
Class (b)—1301-2000 c.c.:				
91	Team Lotus Ltd. (Driver: J. Clark)	Ford Lotus Cortina	1600	White/Green
92	Team Lotus Ltd. (Driver: P. Arundell)	Ford Lotus Cortina	1600	White/Green
93	Race Proved by Willment (Driver: A. G. Dean)	Ford Lotus Cortina	1598	Red/White
96	Lumaca Tune Racing (Driver: T. N. Nicholls) (5th Reserve)	Ford Lotus Cortina	1595	White/Black
97	Autocadia Racing (Driver: B. Newton)	Ford Lotus Cortina	1594	White/Gold
99	W. Bradley	Triumph 2000	1998	White
Class (c)—1001-1300 c.c.:				
100	The Cooper Car Company Ltd. (Driver: J. Rhodes)	Morris Cooper 'S'	1275	Green/White
102	Alexander Engineering Co. Ltd. (Driver: T. Lanfranchi)	Morris Cooper 'S'	1293	Blue/White
103	J. D. Lewis	Austin Cooper 'S'	1275	Red
104	Higham Advertising (Driver: H. W. Cooper)	Austin Cooper 'S'	1293	Silver
105	Superspeed Conversions Ltd. (Driver: C. Craft)	Ford Anglia	1220	Red
106	Superspeed Conversions Ltd. (Driver: M. Young)	Ford Anglia	1220	Red
107	Uptune (Racing) Ltd. (Driver: To be nominated) (3rd Reserve)	Ford Anglia	1298	Yellow/White
108	P. Clarke (2nd Reserve)	Austin Cooper 'S'	1275	Grey
111	The Cooper Car Company Ltd. (Driver: J. Handley)	Morris Cooper 'S'	1275	Green/White
112	Vitafoam Developments (Driver: H. W. Ratcliffe)	Morris Cooper 'S'	1275	Green
Class (d)—Up to 1000 c.c.:				
113	Equipe Arden (Driver: S. P. Neal) (1st Reserve)	Austin Cooper 'S'	999	Blue/Silver
114	Alan Fraser Racing Team (Driver: R. Calcutt)	Hillman Imp	998	Blue/White
115	Alan Fraser Racing Team (Driver: N. Brittan)	Hillman Imp	998	Blue/White
116	Team Broadspeed (Driver: P. Procter)	Ford Anglia	997	Maroon/Silver
117	Team Broadspeed (Driver: J. Fitzpatrick)	Ford Anglia	997	Maroon/Silver
118	Radbourne Racing Ltd. (Driver: A. Mylius)	Fiat Abarth 1000 TC	982	White
119	Superspeed Conversions Ltd. (Driver: P. Webb) (4th Reserve)	Ford Anglia	997	Red
120	H. Mayes	D.K.W. F12	924	White

RESULTS

See page 17 for results panel

**Starting Grid
for Event 3
The "Sunday Mirror"
International Trophy Race**

(See page 26 for lap scoring chart)



↑ 240 1-23-8		
3	2	1
5	4	3
16	7	10
14	10	17
11	13	5
12	6	11
27	15	24
25	18	26
12	16	17
20	20	18
19	18	19
28	23	21
22	21	22
29	21	29
25	25	8
24	8	24

**Event 3 SUNDAY MIRROR INTERNATIONAL 3.00 p.m.
TROPHY RACE
(FOR FORMULA TWO CARS)
(42 LAPS, 100 MILES)**

No.	Entrant and Driver	Nationality	Car Type	c.c.	Colour
1	Ron Harris-Team Lotus (Driver: J. Clark)	(G.B.)	Lotus Cosworth or B.R.M.	998	Green/Gold
2	Ron Harris-Team Lotus (Driver: P. Arundell)	(G.B.)	Lotus Cosworth or B.R.M.	998	Green/Gold
3	Motor Racing Developments Ltd. (Driver: J. Brabham)	(AUS)	Brabham Honda	998	Green/Gold
4	Motor Racing Developments Ltd. (Driver: D. Hulme)	(N.Z.)	Repcos Brabham Cosworth or Honda	998	Green/Gold
5	Midland Racing Partnership (Driver: R. Attwood)	(G.B.)	Lola Cosworth	998	Blue
6	Midland Racing Partnership (Driver: F. Gardner)	(AUS)	Lola Cosworth	998	Blue
7	Tyrrell Racing Organisation (Driver: J. Stewart)	(G.B.)	Matra Cosworth or B.R.M.	998	Green
8	Tyrrell Racing Organisation (Driver: J. Ickx)	(G.B.)	Matra Cosworth or B.R.M.	998	Green
9	John Coombs (Driver: G. Hill)	(G.B.)	Matra or Brabham B.R.M.	998	Grey
10	Gerard Racing (Driver: R. Anderson)	(G.B.)	Cooper Cosworth	998	Green/White
11	J. Bonnier (Driver: J. Siffert)	(CH.)	Cooper B.R.M.	998	Red
12	Aurora Gear (Racing) Rotherham (Driver: T. Taylor)	(G.B.)	Brabham Cosworth	997	Blue
14	Matra Sports (Driver: J. Schlesser)	(F.)	Matra Cosworth or B.R.M.	998	Blue
16	Roy Winkelmann Racing Ltd. (Driver: J. Rindt)	(D.)	Brabham Cosworth	997	Green/Silver
17	Roy Winkelmann Racing Ltd. (Driver: A. Rees)	(G.B.)	Brabham Cosworth	997	Green/Silver
18	Frank Lythgoe Racing Ltd. (Driver: J. Taylor)	(G.B.)	Brabham Cosworth	998	Blue
20	D. Prophet	(G.B.)	Brabham Cosworth	998	White
21	D. Prophet (Driver: W. Bradley)	(G.B.)	Brabham Cosworth	998	White
22	Ford-France (Driver: G. Ligier)	(F.)	Brabham Cosworth	997	Blue
24	The Chequered Flag (Driver: R. Mac)	(G.B.)	Brabham Cosworth	998	White/Black
25	Ian Raby (Racing) Ltd. (Driver: I. Raby)	(G.B.)	Brabham Cosworth	998	Red/White
26	R. Lamplough	(G.B.)	Brabham Cosworth	998	White/Red/Blue
27	Motor Racing Stables Ltd. (Driver: L. G. Kerr)	(U.S.A.)	Brabham Cosworth	997	Yellow
28	G. Oliver (Reserve)	(G.B.)	Brabham Cosworth	997	Blue
29	Merlyn Racing (Driver: D. Hobbs)	(G.B.)	Merlyn Cosworth	997	Red

RESULTS

1st..... 3 Brabham	2nd..... 4 Hulme	3rd..... 16 Rindt
4th..... 17 Rees	5th..... 9 Hill	6th..... 8 Jack Ickx

Winner's Speed..... m.p.h. Fastest Lap: Car No. 4 at m.p.h.

Key to nationality of drivers: G.B., Great Britain; U.S.A., United States of America; AUS, Australia; N.Z., New Zealand; B., Belgium; CH., Switzerland; D., Germany; F., France,



REEVES & CARR LTD

SUSSEX DOWNS SERVICE STATION
LAVANT Tel: Chichester 7104



HOPE YOU WILL ENJOY THIS RACE. WE ARE PLEASED TO
ANNOUNCE THE OPENING OF OUR NEW



SERVICE STATION

CALL IN AND SEE US AND "FILL UP" WITH
AMOCO PETROL FOR YOUR RETURN JOURNEY

**AT ALL EVENTS
MAKE SURE YOU GET**

Motor

EVERY WEDNESDAY 2s

First reports of major races
Best sporting pictures
Road tests and show reports
New car and accessory reviews
Technical and touring advice



Event 5

LAVANT CUP RACE

5.15 p.m.

(FOR SPORTS RACING CARS)
(21 LAPS, 50 MILES)

No.	Entrant and Driver	Car	c.c.	Colour
141	Maranello Concessionaires Ltd. (Driver: M. Parkes)	Dino Ferrari Spyder	1986	Red
142	Elva Cars (1961) Ltd. (Driver: The Hon. R. Wrottesley)	Elva B.M.W.	1991	Green
143	Reg Parnell (Racing) Ltd. (Driver: M. Spence)	Parnell B.R.M.	1930	Red/Green
144	Race Proved by Willment (Driver: To be nominated)	Willment B.R.M.	1930	Red/White
145	Race Proved by Willment (Driver: A. G. Dean)	Brabham BT8 Climax	1992	Red/White
146	Race Proved by Willment (Driver: J. Paterson)	Lotus 23 Ford	1800	Red/White
147	C. L. Lacey (Driver: C. Irwin)	Brabham BT8 Climax	1996	Green
148	G. Breakell	Brabham BT8 Climax	1966	White
149	J. H. Delmar-Morgan	Brabham BT8 Abarth	1991	Red
150	R. M. Wilson (2nd Reserve)	Brabham BT8 Climax	1996	Green
151	Vegantune Engineering (Driver: To be nominated)	Lotus 23 B.R.M.	1930	Green
152	Vegantune Engineering (Driver: M. Garton)	Lotus 23 Ford	1600	Green/Silver
153	M. Wayne	Elva B.R.M.	1930	White
154	Felday Engineering Ltd. (Driver: M. Daghorn)	Felday B.R.M.	1930	Blue
155	Team Supertune (Ireland) (Driver: M. Wingfield)	Crossle B.M.W.	1991	Blue
156	Team Supertune (Ireland) (Driver: J. Cooney)	Crossle Ford	1594	Blue
157	Robert Ashcroft Racing Ltd. (Driver: J. L'Amie)	Crossle B.M.W.	2000	Green/Orange
158	Robert Ashcroft Racing Ltd. (Driver: B. Nelson)	Crossle B.M.W.	2000	Green/Orange
159	Robert Ashcroft Racing Ltd. (Driver: J. Pollock) (1st Reserve)	Crossle Ford	1600	Green/Orange
160	Robert Ashcroft Racing Ltd. (Driver: D. Bennett)	Chevron Ford	1600	Green

Class (b)—Up to 1150 c.c.:

161	J. F. Morley	Lotus 23 Ford	1098	Blue
162	R. McArthur	Lotus 23 Ford	1148	Black
163	P. R. H. Gaydon	Lotus 23 Ford	1098	Blue/White
164	K. Crook	Lotus 23 Ford	1098	Blue/Red
165	R. M. Widdows	Lotus 23 B.R.M.	997	Blue
166	M. Clare (Driver: R. Anderson)	Aurora B.M.C.	1131	Red/White
167	D. Plumstead (Driver: R. H. Bell) (3rd Reserve)	Lola Climax	1148	Blue
168	J. A. Murrell (4th Reserve)	D.R.W.	1150	Blue
169	D. Prophet (5th Reserve)	Elva Cosworth	998	White
171	C. J. Lawrence (Driver: A. Clydesdale) (6th Reserve)	Lola Ford	1150	Green

RESULTS

See page 17 for results panel

STOPPING SPOTS

Where to eat . . . where to drink
after today's meeting.

The chequered flag falls on another Goodwood Easter meeting and you face the homeward rush of bank holiday traffic. The answer? Stop for a bite and drink at a pleasant pub while the frantic hordes scream past. A chance to relax and talk over the laughs and lessons of the day's racing.

Here for your guidance is our expert round-up to some of the stops that should be a must on any list.

The Richmond Arms on the Goodwood Estate at the South Lodge Gates cross-road. This is the nearest haunt to the circuit and many of the racing crowd pile in for a noggin and natter after a meeting. Very good but expensive restaurant. Tel. No. Halnaker 361.

The Chichester Motel is situated only about half a mile from the circuit near the Chichester by-pass-roundabout. It is extremely popular with the motor racing circus and you're likely to find Jim Clark or Graham Hill next to you in the bar. If you're staying the rooms are first class with the service in the bar and restaurant likewise. Manager, Tony Hawkins is a keen motoring enthusiast and always glad to have a natter about the sport (motor racing, of course!) Tel. No. Chichester 86351.

Coach and Horses at Maudlin (junction A27 and A285), site of pilgrim's hostel now updated into characterful pub and restaurant.

The Horse and Groom at Singleton (three miles north of Goodwood on the A286). Well-placed and well-kept country pub, much favoured by motoring enthusiasts as you can readily see from the hairy car park. You can stay if you're lucky, but even if you are pushing on, the grills or delicious hot snacks from the bar will keep you going. Tel. No. Singleton 282.

The Half Moon at North Chapel (north of Petworth on the A283). The bars are crammed with antiques,

curios and Steptoe-type junk. You can borrow a stetson or a steel helmet, admire the stuffed animals and enjoy some of the best hot sausages in the south of England.

The Anchor Bleu at Bosham (four miles east of Chichester just off the A27). Sophisticated name for a charming yachting pub. The tide laps at the saloon bar window, the salts watch the wind indicator and nautical terms float upwards with the strong shag tobacco.

The Dog and Pheasant at Brook (three miles north of Haslemere on the A286). Charming old world pub with low beams, curiosities and a view over the green.

The Crown and Anchor at Dell Quay (two miles south of Chichester on the A286). A quay-side haunt where for four centuries it is said that a light has stood in the sea-facing window as a guide to ships at sea. If you can stop gazing at the ship's fittings and the hip-fitting jeans of the dinghy mermaids, the excellent cold buffet menu is worth a look. Tel. No. Chichester 83983.



The Richmond Arms

The Crown at Chiddingfold (eight miles north of Petworth on the A283). Gem of an old inn in a picturesque village setting. One of the places that can claim to be the oldest inn in England. It boasts a four-poster, if you're thinking of staying the night.

The White Horse Inn at Chilgrove (five miles north-west of Goodwood on the B2141). Plush and pleasant inn and restaurant with a menu to bring joy to a gourmet's heart. The soft lights, mellow surroundings and sense of unhurried ease make a stop here a wonderful relaxation after a day of speed, thrills and sheer noise. They have a supper licence which means you can eat until midnight. It's a very popular spot to dine with most of the food coming from the local farms. Best to reserve a table in advance. Tel. No. East Marden 219.



The Lion Club

The Lion Club at Nyetimber (five miles south east of Chichester on the B2166). Attractive hotel and club run by enthusiastic Club member Dudley Newman and his wife. Eight bedrooms if you want to stay (panelled bedrooms forsooth!). Worth calling anyway, just to sit in the ingle nook. If you lose your girl-friend she has probably got locked in the secret room somewhere behind the panelling. A place that has charm and service as slick as Jimmy Clark's cornering. The restaurant is open until 12 midnight and to add the romantic atmosphere you can wine and dine by candle light. The menu includes several dishes specially prepared according to the recipes from the Gascogne district of France or if you're really hungry there's the good old English steak "Lion" style. Tel. No. Pagham 2149.



The White Horse Inn

The Spread Eagle at Midhurst (on the A286). Beautiful old timbered inn plentifully sprinkled with the polo set. Drivers many with Aston Martins in the car park, congregate in the low ceilinged cellar bar surrounded by attractive girls and dire warnings from Hogarth and the fate of Idle Apprentices. Very good restaurant. Tel. No. Midhurst 9.

The Norfolk Arms Hotel in the centre of Arundel on the main Chichester/Worthing road. This fine old Georgian building with a re-styled restaurant which seems to blend in well with the period atmosphere is definitely worth a look at. They have two well-stocked bars and if you're wanting to stay, several rooms with private bath. Mr. V. B. Herbert director of the hotel is an active B.A.R.C. member and would welcome any motor racing enthusiasts.

The Mayford Manor Hotel, midway between Woking and Guildford on the A320. The plush atmosphere, well-stocked cocktail bar and friendly warm surroundings of the lounge bar make this a must for anyone in the area. The restaurant is noted for its service and excellent dishes prepared by highly skilled Continental chefs. Recommended in the Egon Ronay guide. Tel. No. Woking 62695.

The Royal Oak at Hooksway. For those who can find it the Royal Oak will soon be a favourite hide-away. A strange old pub in a glade down a long forgotten road. No electricity, no gas, no spirits, no smartie boots. Just an octogenarian landlord and a host of locals roaring out the choruses of slightly blush-making songs. Well, where is it? Turn right beyond Chilgrove on the B2141.


GOODWOOD SPEED TABLE

1 lap=2.4 miles=3.863 kms.

LAP TIME			SPEED			LAP TIME			SPEED			LAP TIME			SPEED		
M.	S.		M.P.H.	K.P.H.		M.	S.		M.P.H.	K.P.H.		M.	S.		M.P.H.	K.P.H.	
1	12		120.00	193.15		1	21		106.67	171.69		1	30		96.00	154.52	
	.2		119.67	192.61			.2		106.40	171.27			.2		95.79	154.18	
	.4		119.34	192.08			.4		106.14	170.85			.4		95.57	153.84	
	.6		119.08	191.55			.6		105.88	170.43			.6		95.36	153.50	
	.8		118.68	191.03			.8		105.62	170.01			.8		95.15	153.16	
1	13		118.36	190.50		1	22		105.37	169.60		1	31		94.94	152.82	
	.2		118.03	189.98			.2		105.10	169.18			.2		94.74	152.49	
	.4		117.71	189.47			.4		104.85	168.77			.4		94.53	152.15	
	.6		117.39	188.95			.6		104.60	168.36			.6		94.32	151.82	
	.8		117.07	188.44			.8		104.35	167.96			.8		94.12	151.49	
1	14		116.76	187.93		1	23		104.10	167.55		1	32		93.91	151.16	
	.2		116.44	187.42			.2		103.85	167.15			.2		93.71	150.83	
	.4		116.13	186.92			.4		103.60	166.75			.4		93.51	150.51	
	.6		115.82	186.42			.6		103.35	166.35			.6		93.30	150.18	
	.8		115.51	185.92			.8		103.10	165.95			.8		93.10	149.86	
1	15		115.20	185.42		1	24		102.86	165.56		1	33		92.90	149.54	
	.2		114.89	184.93			.2		102.61	165.16			.2		92.70	149.21	
	.4		114.59	184.44			.4		102.37	164.77			.4		92.50	148.90	
	.6		114.29	183.95			.6		102.13	164.38			.6		92.31	148.58	
	.8		113.98	183.47			.8		101.89	164.00			.8		92.11	148.26	
1	16		113.68	182.98		1	25		101.65	163.61		1	34		91.91	147.94	
	.2		113.39	182.50			.2		101.41	163.23			.2		91.72	147.63	
	.4		113.09	182.03			.4		101.17	162.84			.4		91.52	147.32	
	.6		112.79	181.55			.6		100.93	162.46			.6		91.33	147.01	
	.8		112.50	181.08			.8		100.70	162.08			.8		91.14	146.70	
1	17		112.21	181.61		1	26		100.46	161.71		1	35		90.95	146.39	
	.2		111.92	180.14			.2		100.23	161.33			.2		90.76	146.08	
	.4		111.63	179.67			.4		100.00	160.96			.4		90.75	145.72	
	.6		111.34	179.21			.6		99.77	160.59			.6		90.38	145.47	
	.8		111.05	178.75			.8		99.54	160.22			.8		90.19	145.16	
1	18		110.77	178.29		1	27		99.31	159.85		1	36		90.00	144.86	
	.2		110.49	177.84			.2		99.08	159.48			.2		89.81	144.56	
	.4		110.20	177.38			.4		98.85	159.12			.4		89.63	144.26	
	.6		109.92	176.93			.6		98.63	158.75			.6		89.44	143.96	
	.8		109.64	176.48			.8		98.40	158.39			.6		89.26	143.67	
1	19		109.37	176.04		1	28		98.18	158.03		1	37		89.07	143.37	
	.2		109.09	175.59			.2		97.96	157.67			.2		88.89	143.07	
	.4		108.82	175.15			.4		97.74	157.31			.4		88.71	142.78	
	.6		108.54	174.71			.6		97.52	156.96			.6		88.52	142.49	
	.8		108.27	174.27			.8		97.30	156.61			.8		88.34	142.20	
1	20		108.00	173.84		1	29		97.08	156.26		1	38		88.16	141.91	
	.2		107.73	173.40			.2		96.86	155.91			.2		87.98	141.62	
	.4		107.46	172.97			.4		96.64	155.56			.4		87.80	141.33	
	.6		107.20	172.53			.6		96.43	155.21			.6		87.63	141.04	
	.8		106.93	172.11			.8		96.21	154.86			.8		87.45	140.76	

Where's that tiger?

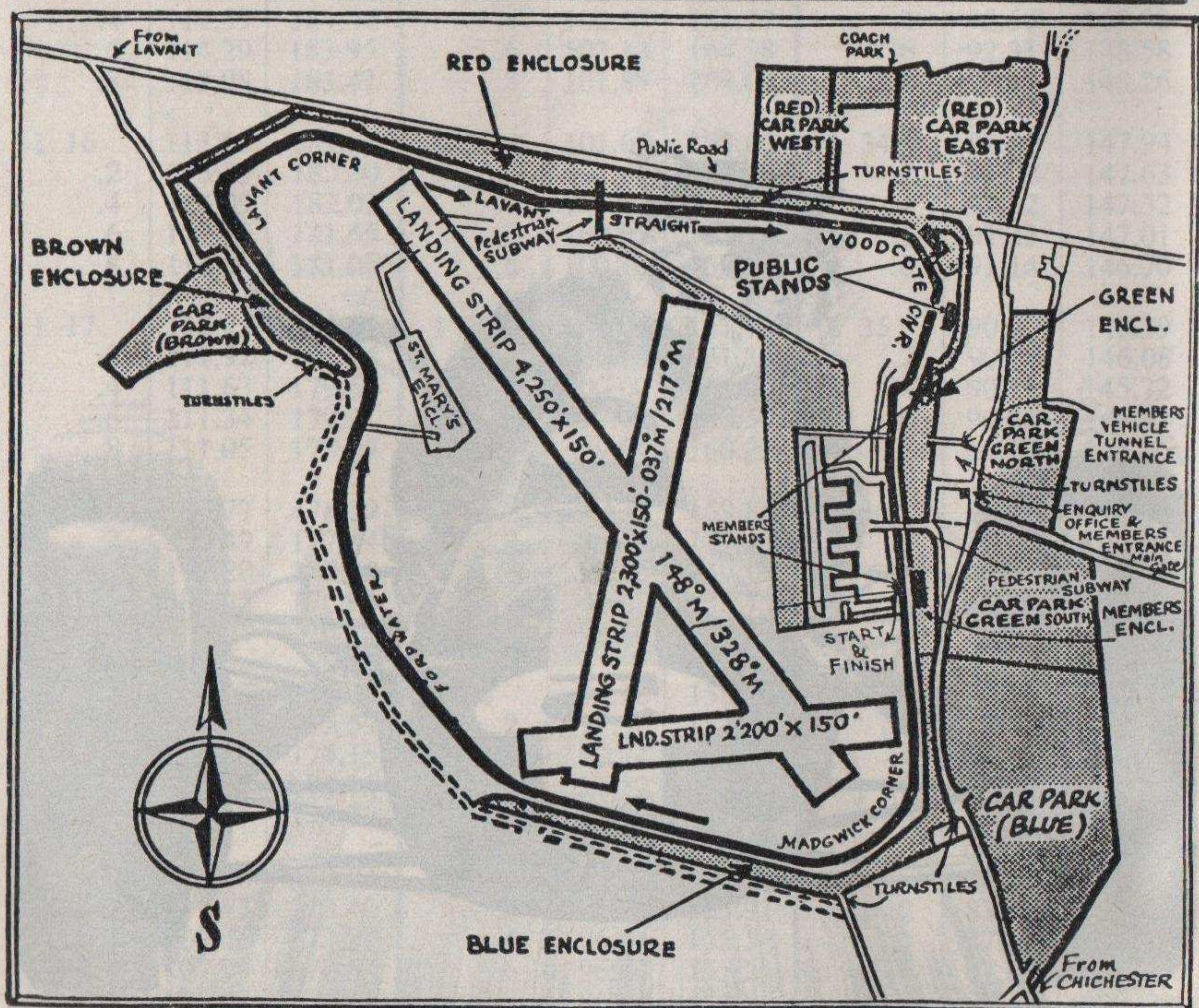
Right behind World Champion Jim Clark. In all his races Jim Clark relies on Esso fuels and lubricants. The tiger powered him to victory in all these Grands Prix during 1965. 1st at Spa - Belgian Grand Prix. 1st at Zandvoort - Dutch Grand Prix. 1st at Nurburgring - German Grand Prix. 1st at East London - South African Grand Prix. 1st at Silverstone - British Grand Prix. 1st at Clermont Ferrard - French Grand Prix and Indianapolis, too! Champions Jack Brabham, Peter Arundel, Dennis Hulme all ride with the tiger. The tiger has proved himself, time and time again, in the gruelling test of Grands Prix racing - give him the chance to show his paces in your car. Get new power from a new formula with Esso Extra petrol.

PUT A TIGER IN YOUR TANK 

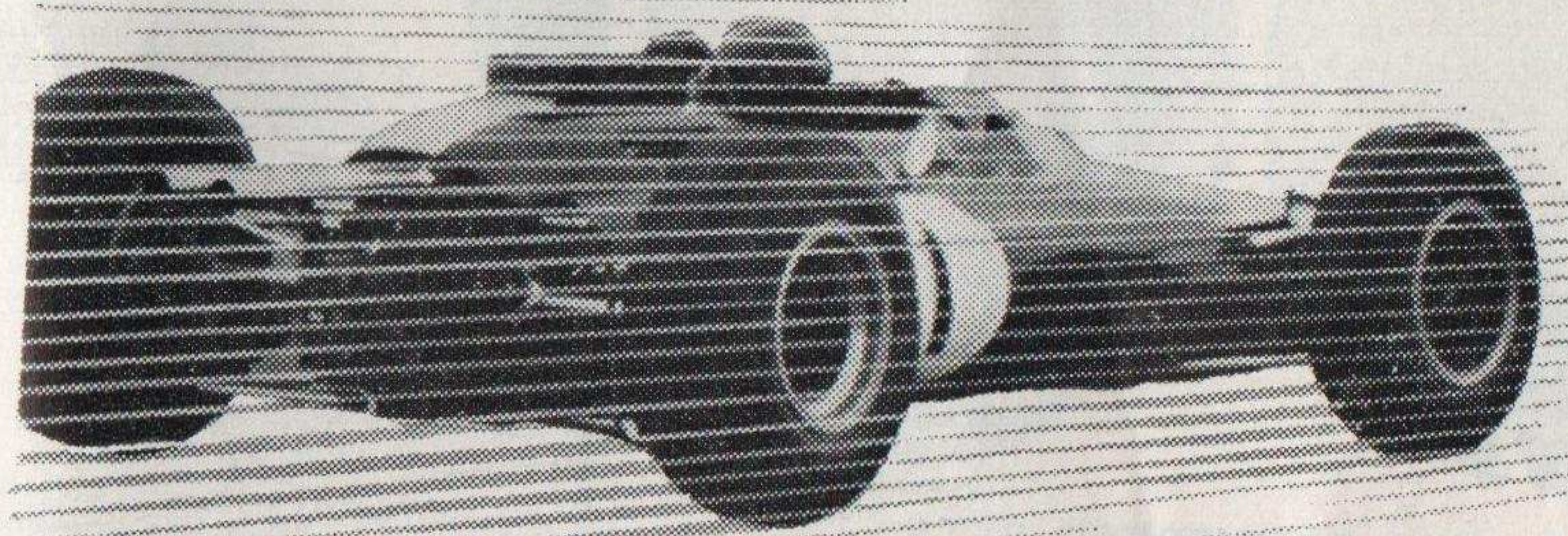


GOODWOOD SPEED TABLE—contd.

LAP TIME			SPEED			LAP TIME			SPEED		
M.	S.		M.	S.	K.P.H.	M.	S.		M.	S.	K.P.H.
1	39		1	43	83.88	135.02	1	47	80.75	129.92	
	.2	87.27		.2	83.72	134.76		.2	80.60	129.68	
	.4	87.10		.4	83.56	134.50		.4	80.45	129.44	
	.6	86.92		.6	83.40	134.24		.6	80.30	129.20	
	.8	86.75		.8	83.24	133.98		.8	80.15	128.96	
1	40	86.40	1	44	83.08	133.72	1	48	80.00	128.72	
	.2	86.22		.2	82.92	133.46		.2	79.85	128.48	
	.4	86.06		.4	82.76	133.21		.4	79.70	128.24	
	.6	85.88		.6	82.60	132.95		.6	79.56	128.00	
	.8	85.71		.8	82.44	132.70		.8	79.41	127.77	
1	41	85.54	1	45	82.29	132.45	1	49	79.27	127.54	
	.2	85.37		.2	82.13	132.19		.2	79.12	127.30	
	.4	85.21		.4	81.97	131.94		.4	78.99	127.07	
	.6	85.04		.6	81.82	131.69		.6	78.83	126.84	
	.8	84.87		.8	81.66	131.44		.8	78.69	126.61	
1	42	84.71	1	46	81.51	131.20	1	50	78.54	126.38	
	.2	84.54		.2	81.36	130.95		.2	78.40	126.15	
	.4	84.37		.4	81.20	130.70		.4	78.26	125.92	
	.6	84.21		.6	81.05	130.46		.6	78.12	125.69	
	.8	84.05		.8	80.90	130.21		.8	77.98	125.47	



Racing certainty
is Jim Clark's demand
from his brakes



GIRLING

the best brakes in the world

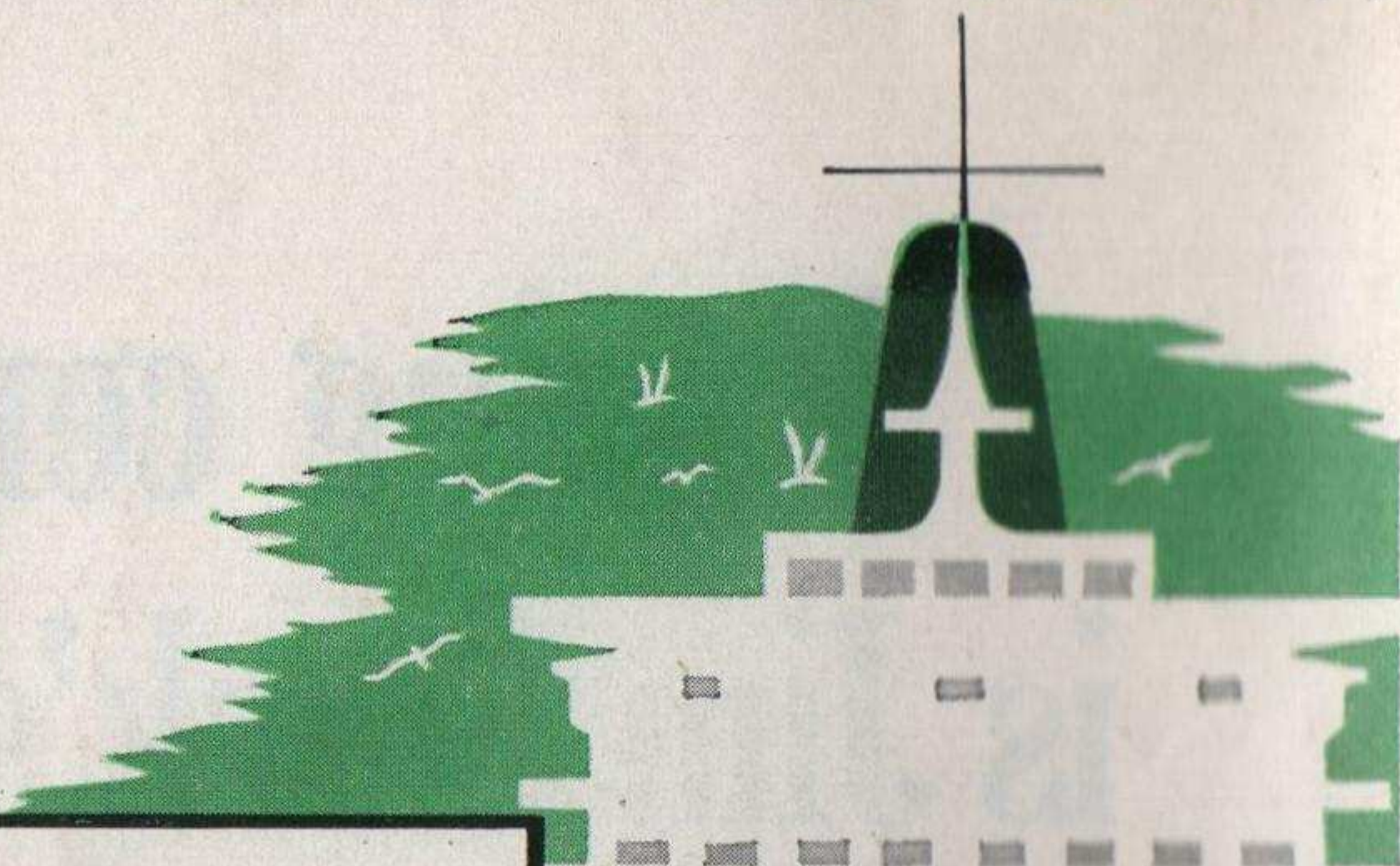


GIRLING DISC BRAKES ARE BEING USED FOR 1966 BY LOTUS, BRM, FERRARI, HONDA, BRABHAM, COOPER AND MANY OTHER RACING TEAMS.

MOTORING ABROAD THIS YEAR?

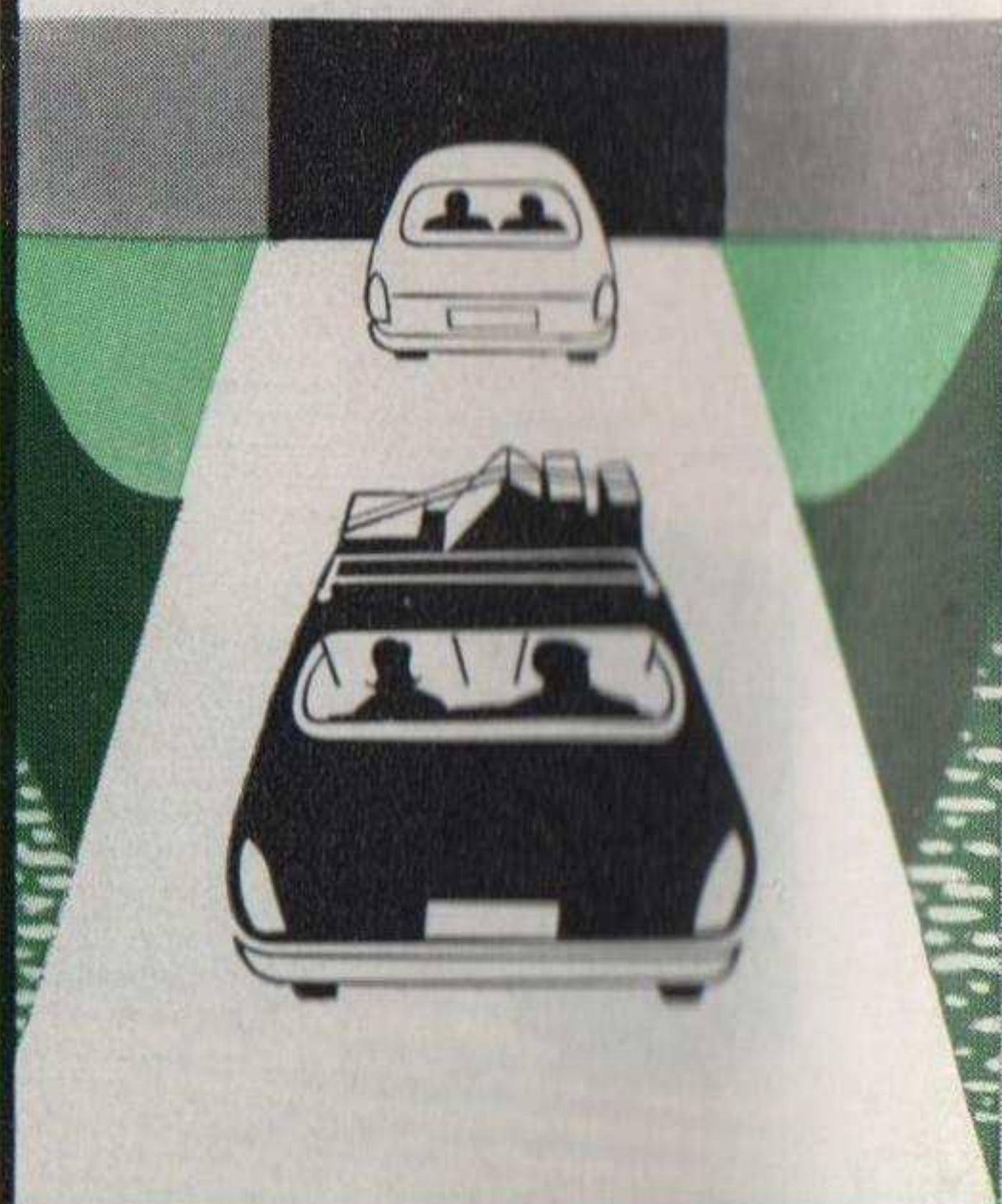
then get there—
safely with

LUCAS



DIP-RIGHT LENS CONVERTER SETS

for Continental touring. Night driving is made safer and easier if right-hand dip and amber regulations are complied with. Automatically converts left-hand dip beams to right-hand dip. Now available in two sizes to fit—7 ins. and 5½ ins. headlamps. **27/6** and **24/6** per pair respectively.



THE NEW LUCAS 5SJ ELECTRIC 'SCREENJET'

Extra safety . . . at the touch of a button. The new Lucas 5SJ Electric Screenjet ensures a clear screen at all times providing wiper arms and blades are in good condition. A push on the press-button switch results in a powerful twin-jet spray onto the windscreen irrespective of motoring conditions.

"Crystal Clear" Screenwasher additive. Set complete **79/6**
sachet 1/- bottle 3/9 (Recommended prices)

P.S. Worn and weary wiper arms and blades are a danger to clear vision. Get into the habit of changing them at least ONCE A YEAR.

LUCAS WISH YOU A SAFE, ENJOYABLE MOTORING HOLIDAY