

# Downton Engineering Works Ltd.

Directors D. RICHMOND V. RICHMOND

## DOWNTON, SALISBURY, WILTS.



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**DOWNTON CONVERSIONS**  
AUSTIN, MORRIS & M.G. RETAIL DEALERS  
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21st June 1961

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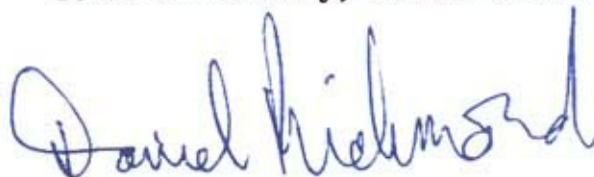
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It has come to my notice as the individual responsible for the preparation of the Austin Seven which won Class I at the National Wilscombe Hill Climb, that certain competitors have cast doubts on the eligibility of this vehicle to compete under Group II of Appendix J of the International Sporting Code. I wish that these dissentients had had the courage of their convictions and had deposited the necessary sum and registered an official protest with the R.A.C. Steward, as both Mr. Gibbings and I would have been only too pleased to have had the engine dismantled there and then to settle any doubts which may have arisen. I think the Scrutineers also would have felt much happier if this course of action had been taken. However, if the gentlemen concerned would care to get in touch with me, I should be only too delighted for them to be given the opportunity of seeing the very highly specialised work which goes into the preparation of racing engines in this category; I think that possibly the comprehensive and detailed nature of the modifications involved might prove an education to them.

While on this subject of Group II, I should like to express the personal opinion that it is completely ridiculous to introduce this category into a purely amateur event such as the Wilscombe Hill Climb. It was first adopted for trade supported meetings only owing originally to pressure being brought on the F.I.A. by various Continental manufacturers who can do no more to their products under this category than they could under Group III, thus more or less ensuring their own success in certain International events. The drivers of touring cars have applied very strong pressure to the R.A.C. to have the rules amended to Group III for National Touring Car events in this country but, owing to the attitude of the S.M.M.T. their desires have been over-ruled for this season at least.

It is felt that Group III provides much more exciting racing (in-so-far as the little cars have a better chance of catching the big ones) and also that as long as races are run under Group II, the losers will continue to accuse the winners of some breach of the Regulations as has already happened several times this year. This does not matter so much when the winning car is impounded and stripped as invariably happens in Circuit Racing, but it does matter when individuals make accusations against others which they are not prepared to substantiate.'

Yours faithfully, Daniel Richmond.

A handwritten signature in blue ink that reads "Daniel Richmond". The signature is written in a cursive style with a large, looping initial 'D'.