AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

OCTOBER 13, 1961

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EVERY FRIDAY

Vol. 23 No. 15

Registered at the G.P.O. as a Newspaper

IN THIS ISSUE

THE SILVERSTONE "CLUBMAN'S CHAMPIONSHIP" MEETING

JAGUAR'S NEW MARK X : THE PARIS MOTOR SHOW

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Vol. 23 No. 15 **October 13, 1961**

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CONTENTS

	Page
Pit and Paddock	491
Earls Court, 1961	495
West Essex C.C. Stapleford Hill-Climb	497
The Clubman's Championship Meeting, Silverstone	499
The American Grand Prix	503
A 100 m.p.h. 750 Formula Car	505
The Jaguar Mark X	506
The Paris Motor Show	508
B.R.S.C.C. Snetterton Race Meeting	513
Correspondence	515
Club News	516

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EDITORIAL

SUCCESS AT LAST

FOR Team Lotus, the Grand Prix of the U.S.A. at Watkins Glen last Sunday was a memorable occasion. Despite many successes in minor Grands Prix and International races, Colin Chapman's men had failed to score a victory in a *grande epreuve*. Now that is all changed, for Innes Ireland drove a splendid race to win at over 103 m.p.h. and give the Americans a taste of true formula racing on a proper road circuit. Into second place came California's Dan Gurney (Porsche), followed by Tony Brooks (B.R.M.). With Stirling Moss's great wins at Monaco and at Nürburgring in the Rob Walker Lotus, and the efforts of Jim Clark and Innes Ireland, the Cheshunt cars have easily been the most successful of all British formula machines during 1961. Their runners-up position to Sefac Ferrari in the World Championship of Constructors has been well earned, and the marque must also share in the choice of Stirling Moss as "Driver of the Year", by the Guild of Motoring Writers. Chapman's decision to concentrate entirely on single-seater racing has certainly paid dividends, and when the new V8 Coventry Climax engine emerges from its development stages, Team Lotus should be in as good a position as anyone to meet the strongest possible challenge from the Continent.

EUROPEAN SHOP WINDOW

WITHOUT a doubt, the Paris Salon is one of the most important "shop-windows" for European buyers. With Simca, Renault and Citroën displaying their latest small cars, the battle for the under-1,000 c.c. market becomes more intense than ever. To B.M.C. and Ford, it must be evident that the French intend to invade this market stronger than ever before, with all three of their major producers planning to sell many thousands of these "baby cars". Simca's new "1,000" was studied with great interest by Formula Junior men, for the thought of a five-bearing series-production engine must be an attractive one. It is said in Paris that this engine may result in a new series of French-built single-seaters, which may, in time, provoke Gallic technicians to re-enter Grand Prix racing proper. Be that as it may, France has been far too long without a representative in the single-seater world, and even a Formula Junior car would be welcome. One of the most heartening aspects of the Salon was the tremendous interest shown in British Grand Touring cars, which, compared with the products of other countries, offer the best value obtainable anywhere. Triumph TR4, Jaguar "E", Austin-Healey Sprite and "3000", Sunbeam Alpine, M.G. Midget and "1,600"—all are in great demand. Paris, of course, has always been Aston Martin-minded, for Frenchmen do not readily forget Le Mans. In the Gay City, it is considered chic to run a Mini-Minor.

OUR COVER PICTURE

SHOW TIME is here again. Already the famous exhibitions in Frankfurt and in Paris have taken place, and next week it is our turn, with the bright lights focused on Earls Court. Our picture shows the new Facel Vega Mark II, one of the highlights of the Paris Show.

PIT and PADDOCK

ROB WALKER AND BOLSTER

THE letter published in our Correspondence columns of the 29th September issue was published in error. The letter was a personal communication from Mr. Walker to John Bolster and was not intended for publication.

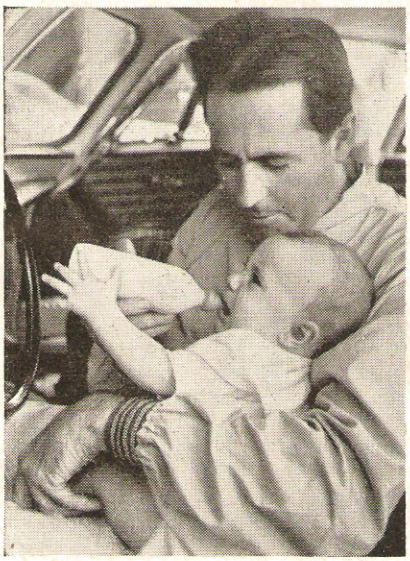
JOHN SPRINZEL and Vic Elford are to take a Sebring Sprite on the R.A.C. Rally. The same pair are to prepare the official Castrol recce. for the Monte Carlo Rally. Erick Carlsson's R.A.C. SAAB is to be co-driven by John Brown.

NOW that seven out of eight qualifying rounds have been run at Brands Hatch in this season's John Davy Formula Junior Championship it is certain that the title will go to one or other of the two works Gemini drivers, Bill Moss or Michael Parkes. Following the seventh round on the Kentish circuit on 1st October they now have 25 and 22 points respectively. With John Fenning (Lotus-Ford) in third place having a total of 10 points this means that a Gemini must win the Championship irrespective of what happens in the last round to be held at Brands on Boxing Day (26th December).

Full Championship scorings to date are as follows:—

1, W. Moss (Lotus-Ford and Gemini-Ford), 25 points; 2, M. Parkes (Gemini-Ford), 22; 3, J. Fenning (Lotus-Ford), 10; 4, W. Pinckney (Lotus-Ford), 7; 5, J. Mew (Lotus-Ford), T. Taylor (Lotus-Ford), P. Arundell (Lotus-Ford), P. Ashdown (Lola-Ford), 5; 9, P. Ellis (Lotus-Ford), F. Gardner (Lotus-Ford), D. Taylor (Lola-Ford), 4; 12, J. Murrell (DRW-Ford), J. Love (Cooper-B.M.C.), A. Maggs (Cooper-B.M.C.), P. Warr (Lotus-Ford), 3; 16, H. Epps (Elva-Ford), K. Lall (Lotus-Ford), J. Brown (Lotus-Ford), 2; 19, J. Saunders (Lotus-Ford), D. Prior (Lola-Ford), R. Attwood (Cooper-Ford), B. Whitehouse (Lotus-Ford), 1.

THANK YOU, SIR! Dick Protheroe and his wife, Rosemary, take delivery of their Jaguar "E"-Type coupé: there is a strong possibility that Dick will be racing this car next year!



BRABHAM OFF DUTY: Jack Brabham takes time off during practice to lend a hand with the requirements of his son.

BOB OLTHOFF, who went so well at Silverstone last Saturday, is selling his very rapid and successful "Twin Cam".

CHRISTOBEL CARLISLE did not race at Clubman's Silverstone meeting last Saturday, for her B.M.C. baby, borrowed from Terry Hunt, went out with no oil pressure during the morning practice sessions.

THE Argentinian "Temporada" will not now take place. Several British drivers may take part in a Mexican event before going to New Zealand and Australia.

STIRLING MOSS and Jack Brabham are mentioned as likely to drive a best-selling 1.6-litre G.T. car in the Riverside race this month.

TOMMY SOPWITH had the very pleasant task of presenting Mike Parkes with the Vanwall Trophy at Snetterton. Parkes is a prominent "Equipe Endeavour" driver.

HISTORIC PICTURE: Lord Rootes (centre) photographed on the Swiss-Italian border in 1931 with the prototype Hillman Minx.

★

WEDDING BELLS: Jack Brabham's manager, Phil Kerr, was married at Surbiton recently to Miss Valerie Triggs, formerly secretary to Roy Salvadori. Jack Brabham, best man, gives the bride congratulations in traditional manner.

★

OVERDRIVE VOLVO

BRITISH designed Laycock de Normanville overdrive will be available as optional equipment on the new Swedish Volvo Amazon 122S, which has a completely new 1.78-litre engine and disc brakes on the front wheels. Laycock de Normanville overdrives are standard equipment on Volvo's new P.1800 sports coupé.

LATEST accessories for the keen driver are the new quality driving gloves made at the famous Pickard glove factory at Oxford. These are marketed under the name Chris Lawrence gloves and are available in black, tan, natural, red, blue, etc., and may be obtained from Richard Shepherd-Barron, Barracane, Waterloo Road, Crowthorne, Berks. Price 35*s*.

EARLS COURT—1961

OVER the past few weeks many of Europe's manufacturers have lifted the covers off their 1962 models. Although these new cars have been reported in the press the 1961 Motor Show offers the British public the first opportunity of seeing most of them in the metal.

From the high performance viewpoint there will be much to delight the eye at Earls Court. Ferrari will be found on the Maranello Concessionaires stand. Here you can play millionaires and decide between the 2 plus 2, the 250 GT, the cabriolet and the California. More Ferraris, including the 410 Superamerica are to be found on the Pininfarina stand.

Jaguar will be exhibiting their much lauded E-type and also their very latest creation, the fabulous Mark X. A full description of this can be found on pages 506-507.

Mercedes-Benz weigh in with a host of new models which we have already seen. They are all superbly built motor cars and well worth examination.

The new Lagonda will be on view alongside the drophead version of the Aston Martin DB4. Both these cars are very much in the high performance bracket and will doubtless draw the crowds although their price tags will discourage many from actually making an order.

On the Lotus stand you will find three types, the special equipment Elite, the very competitive do-it-yourself Elite and the phenomenal Super Seven, which John Bolster road tested a few weeks ago.

Facel-Vega will show their mouth-watering Facel II, which replaces the H.K. 500. The car has beautiful new coachwork and is powered by the 390 b.h.p. V-8 Chrysler engine. Also on show will be the improved Facellia.

The 5.2-litre Bristol 407 we have already seen. This luxurious four-seater will do a comfortable 125 m.p.h.

As opposed to last year's show which was rather a dull affair devoid of many really new cars, this year sees a whole host of new stuff, a lot of it from British manufacturers.

B.M.C. have restyled versions of their Farina saloons and station wagons powered by a new 1600 engine and also two new front wheel drive models, these being the Riley Elf and the Wolseley Hornet. Powered by the 848 c.c. engine these cars are virtually Minis with different styling gimmicks.

Ford have already produced their new Classic and the Capri and rumour has it that there is a restyled Zephyr on the way too.

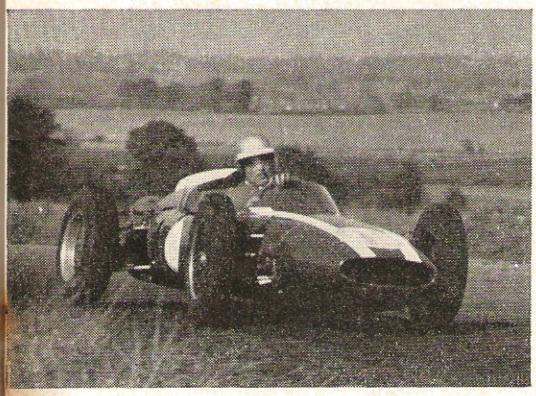
The new Vauxhall Victor has created quite a stir and a high performance model is due out soon. Rootes still produce beautiful looking cars without the aid of foreign stylists.

Standard-Triumph range remains the same, with the addition, of course, of the well-received TR4.

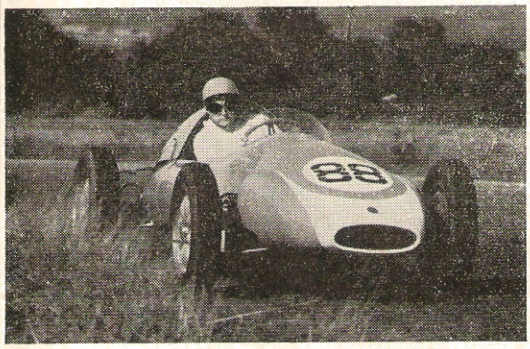
The above selection, then, represents just a few of the cars that will be on show this year. And whilst you're at Earls Court, don't forget to come and see us at stand No. 54.

Last of the Season

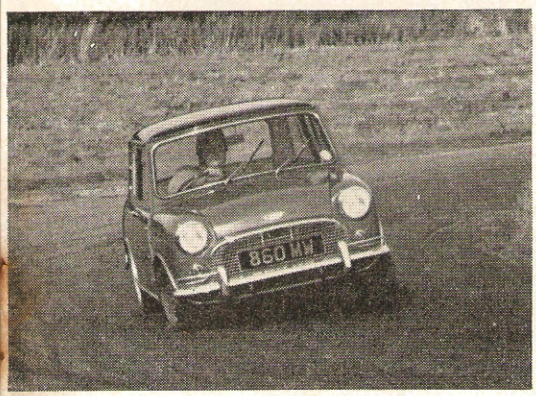
W.E.C.C. Stapleford Hill-Climb—End of the Championship for 1961



HOLDER of the new hill record at Stapleford, with a time of 44.55 secs., is Arthur Owen (above) who also made B.T.D. with his 2.2-litre Cooper.



FIRST to break the six-year-old record was Patsy Burt (above). BELOW: Daniel Richmond presses on with the new Cooper-Austin—first competition appearance of the car?



A REMARKABLY fine morning greeted spectators and competitors for the final event in this year's Hill-Climb Championship, and this weather held until mid-afternoon when we had a long, sharp shower, which spoiled a number of the championship class runs.

The fields in most classes were rather small, and in many cases further reduced by non-starters, but, as one very senior official remarked: "Our entry seems to get smaller but the quality improves," which may well be true.

If you have not been to Stapleford before, and it was your correspondent's first visit, your first impression might well be that the gradient did not present much of a challenge, but that the twists and turns of the first half of the course certainly appeal to the spectators if not so much to the drivers as the surface throughout appears to be very bumpy. In places there is loose gravel to complicate things for them.

This gravel was partly the undoing of David Good on his second run, when, on his approach to the first left-hander, one brake momentarily locked; he then found himself on a loose surface, took a long straight slide and finished up in the back entrance to a farm, having demolished a wooden post and narrowly avoided being decapitated by some barbed wire. Subsequently, under the able direction of R.A.C. Steward The Hon. Gerald Lascelles, a broom squad dispersed this particular patch of offending gravel, which had been the scene of a number of involuntary slides and wiggles up to then, albeit without any dire results.

The course record took its first beating since 1955 when, first, Patsy Burt improved Paul Emery's old time by 1/100th of a second to record 45.86 in her usual immaculate style. Then, on his first championship run, Arthur Owen burned up the course in his 2.2-litre Cooper in 44.55 to make B.T.D. and set a new record.

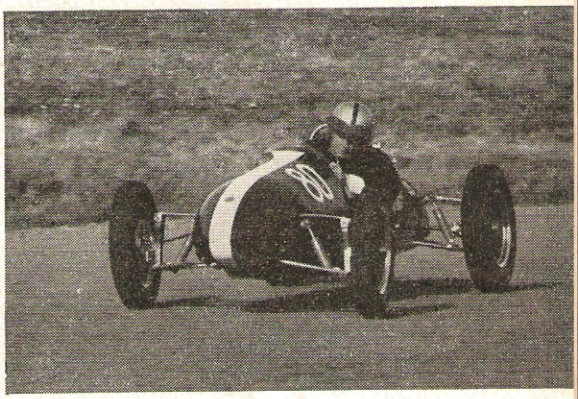
The first Austin-Cooper that this writer has seen in competition was handled by Daniel Richmond in Class 1, but having disposed of the rest of his tribe with some ease was himself narrowly beaten by the hot Anglia of R. N. Allen.

R. L. Cordes of the U.S.A. brought out a huge and cumbersome Pontiac Sedan in Class 3, which, after an alarming spin in practice, he handled with commendable restraint. A very narrow margin separated the two Jaguars of J. W. Dunster and W. A. Powell in this class, the latter just winning by 5/100ths of a sec. in the 3.4 version.

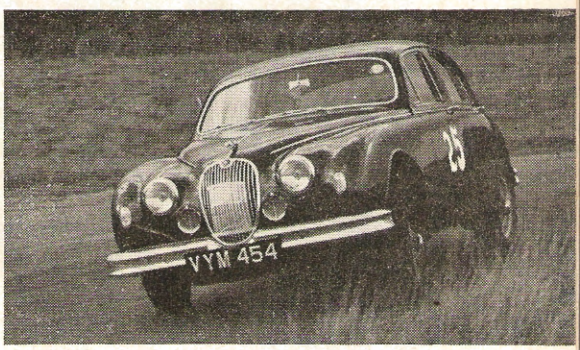
R. Lyons's handling of the Ecurie Bleu Lotus Elite was a joy to watch each time he came out, both in the wet and the dry, but he was not fast enough to win either of the classes in which he ran. That for G.T. cars up to 1.300 c.c. was won by J. Gates's well-driven Marcos, and the other, for sports cars 1.101-1.600 c.c., went to Alan Wershat, who hustled his Lolita up in 51.19, with D. S. Price's Lotus VII second.

The big sports car class saw only two contestants, but it was enlivened by the spirited driving of a comparative newcomer to the sport. K. Baker, who ran W. Coleman's well-known Jaguette very closely indeed with his almost brand new "E"-type Jaguar, there being a difference in their dry runs of .38 sec. Baker did best of the two in the wet, and also appeared in the big G.T. class, which he proceeded to win with a time of 49.04 which would have beaten Coleman in the other class. Good going, indeed!

The Championship class was partly marred by bad weather, but not before the aforementioned meteoric performance of Arthur Owen, who won the class by a handsome margin. Patsy Burt came next, with Daniel Richmond,



IMMACULATE CLIMBS, as usual, were performed by the 1961 Hill-Climb Champion, David Good (above), in his impeccably turned-out Cooper-J.A.P.

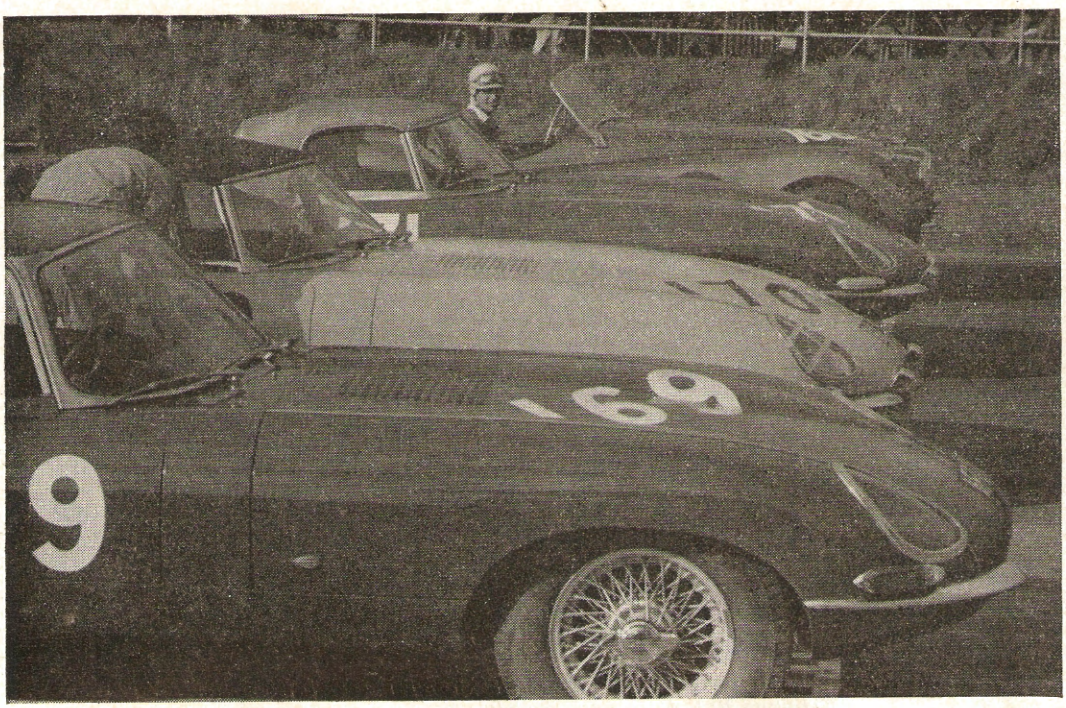


TIGHT LINE at the Esses is taken by class winner Albert Powell in his Jaguar 3.4 (above). BELOW: R. L. Cordes gets the suspension working on his 6.7-litre Pontiac.

D. Haigh, Jim Berry, who had certainly made the old E.R.A. and himself work hard, and Mike Hatton, in that order.

One can only hope that one's opening remarks do not upset the organizers too much and only make the old crack about "fair comment", as their helpfulness and courtesy was unfailing. Furthermore they got out their result sheets at what must be record speed. The last run had hardly been made when an announcement came over the P.A. that they were ready for both Press and competitors.

PATRICK BENJAFIELD.



FAST INTRUDER: At the start of the G.T. race, Dick Protheroe's XK 120 shares the front row with the "E"-types of A. F. Davenport (169), A. J. Lambert (170) and R. P. G. Sturgess (171).

CLUBMAN'S CHAMPIONSHIP

BY PATRICK MCNALLY **Two Wins for Bill Moss (Gemini) on the Grand Prix Circuit** PHOTOGRAPHY BY GEORGE PHILLIPS

THE first Clubman's Championship meeting run at Silverstone last Saturday saw some of the best and closest racing of the year. This was the first time that the Grand Prix circuit had ever been used for a club meeting and judging by the results, the experiment could definitely bear repeating. Probably the biggest crowd yet for a restricted meeting thronged the stands, proving themselves to be very appreciative spectators.

Whatever behind-the-scenes disagreements had taken place (if any) between the organizing clubs, these were certainly not evident in this very smoothly run meeting; and the Aston Martin Owners' Club, the 750 Motor Club, the Eight Clubs and, of course, the B.R.D.C., are to be congratulated on running such a fine meeting. The only grouse heard from competitors was although some drivers, who have rarely missed a race meeting at the Midland circuit this year, sent their entries off within 24 hours of receiving the forms, they were not accepted; and as the supplementary regulations stated entries would be accepted in order of receipt, these stalwarts were understandably annoyed. However, this is only a slight on the selection committee and certainly not on the organizing clubs.

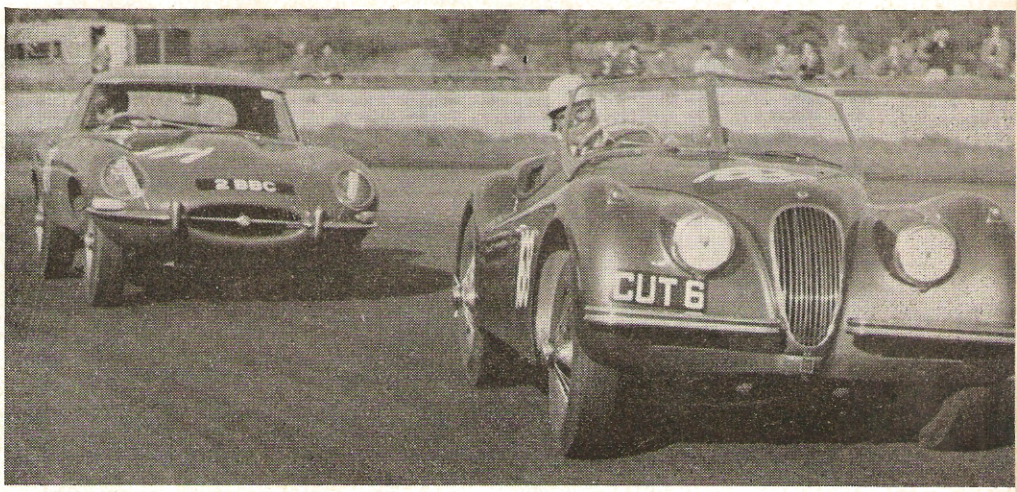
As there have been so many criticisms on commentaries from various sources this season, I feel a special mention should be made of the extremely good and informative commentary on this occasion; with a special vote of thanks to Antony Marsh.

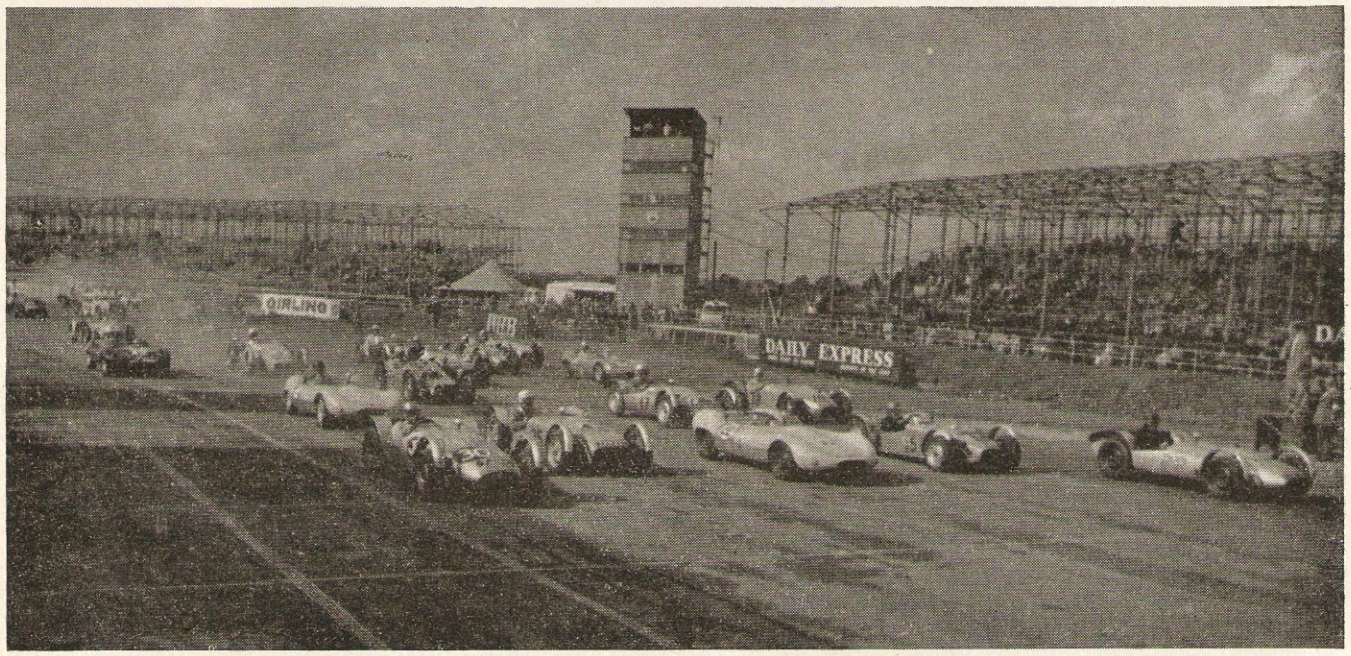
Bill Moss won the Junior and the *Formule Libre* races in fine style, having led, more or less, all the way in both events, showing that Gemini's recent successes are certainly no flash in the pan. Graham Warner gave two first class high-speed driving displays, one in the sports-racing car event when he finished fifth ahead of a lot of hairy sports-racers in his fantastic Elite. The other success being his incredible drive to win the G.T. race outright, despite the handful of "E"-types which were participating. This was certainly the Chequered Flag's day.

Gordon Lee, Peter Sargent, David Boorer and Tony Youlton all won their respective races despite the strong opposition they were faced with.

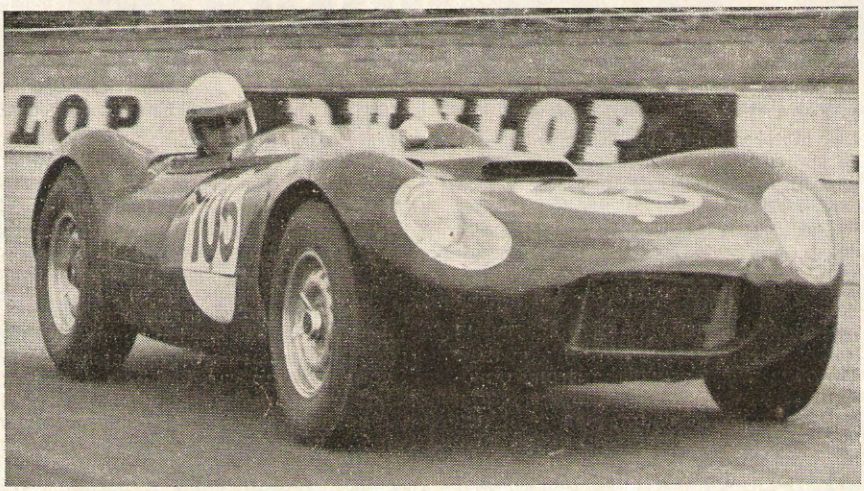
The meeting started with a combined 1172 and 750 formula race, which gave the meeting its authentic club mood. This produced no surprises with wins for David Boorer (DEB Mk. II) and Tony Youlton; both of these drivers have had very successful seasons and have dominated their respective classes. The start of this race was the usual scramble with Youlton swiftly pulling out a lead he held till the finish five laps later. Alan Wershat (Lolita) lay in second place until Rod Easterling (Rejo) succeeded in getting past on lap three, only to be retaken; but on the last lap he succeeded in passing Wershat as they went across the line in what appeared to be a dead heat. The Terriers of S. R. Godwin and J. Corfield crossed the line next just ahead of P. J. Chapman's Pegasus. Robin Aubrey (Goodwin) was unfortunate enough to go out at Copse with troubles.

CLUB CORNER: Protheroe's XK 120 leads Robin Sturgess's "E"-type to finish first and second in that order in their class.



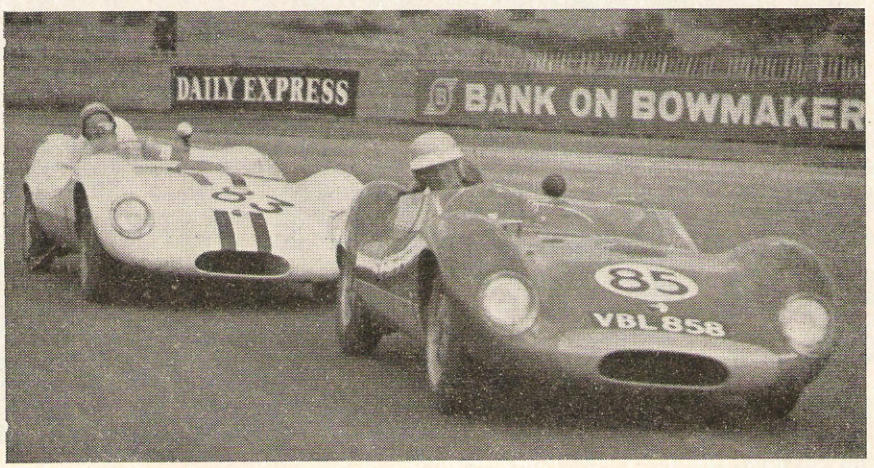


START of the 750/1172 Formulae race. S. R. Godwin's Terrier (right) leads off the grid from A. J. Youlten's Terrier (left) and R. E. Easterling's Rejo (centre).



GORDON LEE (above) won the sports-racing car event in fine style in his venerable Lister-Jaguar. He led throughout and won by some 12 secs. Here he swings the big car through Stowe.

STRUGGLING (below) for a place in the sports-racers event are the Lolas of John Bekaert and John Nicholson. Bekaert took third place and Nicholson sixth.



David Boorer led all the way in DEB Mk II, which was fitted with 600 tyres instead of 500 in order to make his car better geared for the larger circuit. Behind Boorer came A. R. Wontner with Mike Forrest (A7 saloon) working his way up after a bad start; by the second lap the fabulous saloon of Forrest lay in third place and two laps later was in a comfortable second ahead of Wontner and P. A. Cross, who had moved to third place. As they crossed the line Boorer was 12 secs. ahead of Forrest, with Cross and Wontner finishing in third and fourth spots.

The Formula Junior race, which fol-

Results

750/1172 Formulae Race. 750 Class: 1, D. E. Boorer (DEB), 74.28 m.p.h.; 2, M. J. Forrest (Austin); 3, P. A. Cross (750 F). **1172 Class:** 1, A. J. Youlten (Terrier), 85.45 m.p.h.; 2, R. E. Easterling (Rejo); 3, A. R. Wershat (Lolita).

Formula Junior Race: 1, W. Moss (Gemini), 98.87 m.p.h.; 2, P. Procter (Alexis); 3, F. Gardner (Lotus); 4, S. Ouvaroff (Ausper); 5, W. Pinckney (Lotus); 6, A. Attwood (Cooper). **Fastest Lap:** Moss (Gemini), 100.54 m.p.h.

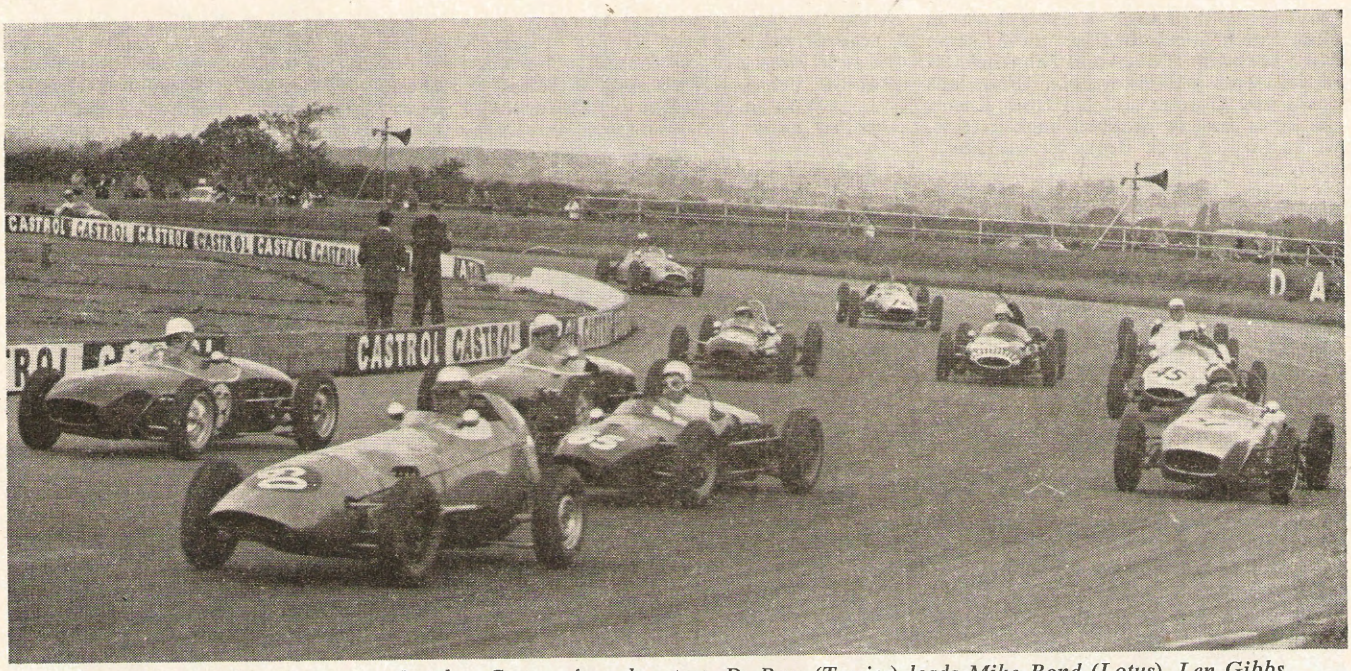
Sports Racing Cars: 1, G. Lee (Lister-Jaguar), 93.98 m.p.h.; 2, L. Keens (Lola); 3, J. Bekaert (Lola); 4, M. Beckwith (Lotus); 5, G. Warner (Lotus); 6, J. Nicholson (Lola). **Fastest Lap:** Lee, 95.62 m.p.h.

Saloon Cars. Class C: 1, P. Sargent (Jaguar 3.8), 84.37 m.p.h.; 2, G. Williams (Jaguar 3.8); 3, D. J. Dodd (Jaguar 3.8). **Fastest Lap:** Sargent, 85.53 m.p.h. **Class B:** 1, R. J. Bloor (A40), 81.63 m.p.h.; 2, M. H. Cave (A40); 3, D. P. Merfield (Anglia). **Fastest Lap:** Bloor, 83.23 m.p.h. **Class A:** 1, R. Embley (Austin 7), 72.32 m.p.h.; 2, P. Doughty (Austin 7); 3, N. J. Parker (Morris). **Fastest Lap:** Embley, 73.48 m.p.h.

G.T. and Production Sports Cars. Class A: 1, J. Marsh (Marcos), 81.54 m.p.h.; 2, W. H. Jones (Sprite); 3, A. Tester (Sprite). **Fastest Lap:** J. H. Gaston (Sprite), 86.94 m.p.h. **Class B:** 1, G. Warner (Lotus), 91.41 m.p.h.; 2, N. Hobbs (Lotus); 3, J. R. Olthoff (Twin Cam). **Fastest Lap:** Warner, 93.58 m.p.h. **Class C:** 1, D. Protheroe (XK 120), 89.30 m.p.h.; 2, R. P. Sturgess ("E"-type); 3, A. Davenport ("E"-type). **Joint Fastest Lap:** Protheroe and Sturgess, 90.84 m.p.h.

Vintage Sports Cars: 1, D. Elwell-Smith (Aston Martin), 77.67 m.p.h.; 2, B. J. Edwards (Lagonda); 3, G. C. Bishop (Aston Martin); 4, W. B. Fowler (Aston Martin); 5, A. E. Riseley (Aston Martin); 6, T. J. E. Binns (O.M.). **Fastest Lap:** G. H. G. Burton (Bentley), 82.84 m.p.h.

Clubman's Championship, Formule Libre: 1, W. Moss (Gemini), 98.72 m.p.h.; 2, S. J. Diggory (Lotus); 3, J. Rhodes (Cooper); 4, Count S. Ouvaroff (Ausper); 5, R. F. Pierpoint (Lotus); 6, M. Spence (Emeryson). **Fastest Lap:** Moss, 100.35 m.p.h.

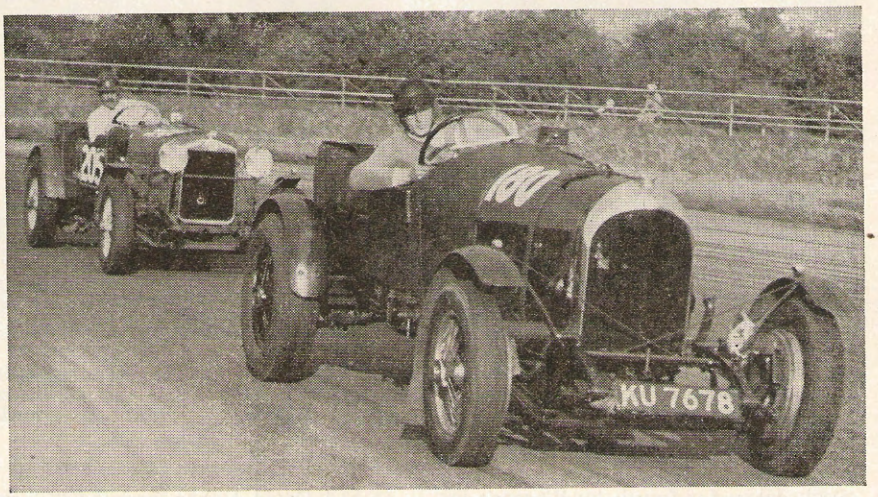


FORMULA JUNIOR: A bunch takes Copse after the start: D. Rees (Terrier) leads Mike Bond (Lotus), Len Gibbs (Lotus), R. D. Nathan (Elva) and K. Simmons (Lotus).

lowed, proved another fine victory to Bill Moss and the Chequered Flag's Gemini. Bill Moss led from the start with Peter Procter (Alexis), Frank Gardner (Lotus) and Steven Ouvaroff (Ausper) all hard on his heels. Chris Ashmore (Lotus) stalled on the grid and got off behind the field, but with a very determined look on his face. John Tilden came straight into the pits with C.M.B., with his usual trouble of oil all over his engine. John Rhodes (Cooper), who had made a bad start from the front row of the grid, pulled into the pits on this lap, but rejoined the race with a slightly sick-sounding motor.

Three laps gone and the order was still Moss, Procter and Gardner, with Ouvaroff dropping back just a fraction, but still way ahead of the rest of the field. David Prophet brought the Kieft into the pits to retire and two laps later Mike Ledbrook brought one of the Ron Harris Lotuses in, but was told to continue. Seven laps gone and the three leaders had drawn away a fraction from the rest, with Steve Ouvaroff being caught by Bill Pinckney (Lotus), while farther back Richard Attwood (Cooper) and John Fenning (Lotus) were chasing Pinckney hard. David Rees came past the pits with a trail of sparks coming from the underside of the Terrier to retire at Copse. Eric Harris went off at Becketts, rolling his Lotus, having trailed oil for several laps. On the last lap Procter's chances of catching Moss were ruined by his being in the middle of the back-markers. Mike Spence (Emeryson) finished just ahead of Peter Warr's white Lotus, the Lotus driver's vizor being covered in oil from Harris's car, which must have slowed him down a trifle. Len Gibbs (Lotus) finished with a slipping clutch and Mike Bond suffered low oil pressure with his Lotus.

Next out were the sports-racing cars with, to the surprise of a lot of people, Graham Warner's Elite in their midst. Gordon Lee streaked into the lead at



VINTAGE (above): Mike Bradley's 4½-litre Bentley leads Peter Binns's 2-litre O.M. through Becketts, the latter eventually getting through to take sixth place.

SALOON CARS: D. P. Merfield (below) gets his Ford Anglia through Club Corner in front of R. J. Bloor's Austin A40; Bloor finally won the class.

the start with Laurie Keens's Lola in close attendance; behind these came Mike Beckwith (Lotus) and John Bekaert in the Derek Wilkinson Lola. Four laps down and Gordon still led from Keens, the latter having dropped back a trifle, whilst farther back Beckwith was really going like the blazes in an effort to shake off Bekaert's tenacious Lola. At half-distance, with the two leaders more or less on their own, Bekaert succeeded in passing Beckwith at Club and went into third place, whilst Graham Warner (Elite) had passed J. Nicholson (Lola) into fifth place. One of the most fascinating dices was going on between Ian Baillie's Aston Martin and Mike Adlington's Ford-engined Lotus 7, the Lotus having it all its own way through the corners, while the Aston left it on the straight. B. L. Bennett left the course at Stowe when he arrived too fast, damaging his Lotus somewhat and sustaining slight injury. Meanwhile, the leaders had drawn well away from the rest of the pack, with Gordon approximately 12 secs. ahead of Keens as he took the flag. Beckwith had been unable to dislodge Bekaert for third place and was very nearly taken for fourth by Warner's incredible Elite with Nicholson's Lola only a fraction behind both of them. Mike Adlington finished a very commendable eighth, just behind Major Baillie's Aston and 4½ secs. ahead of Chris Kerrison's Lola.

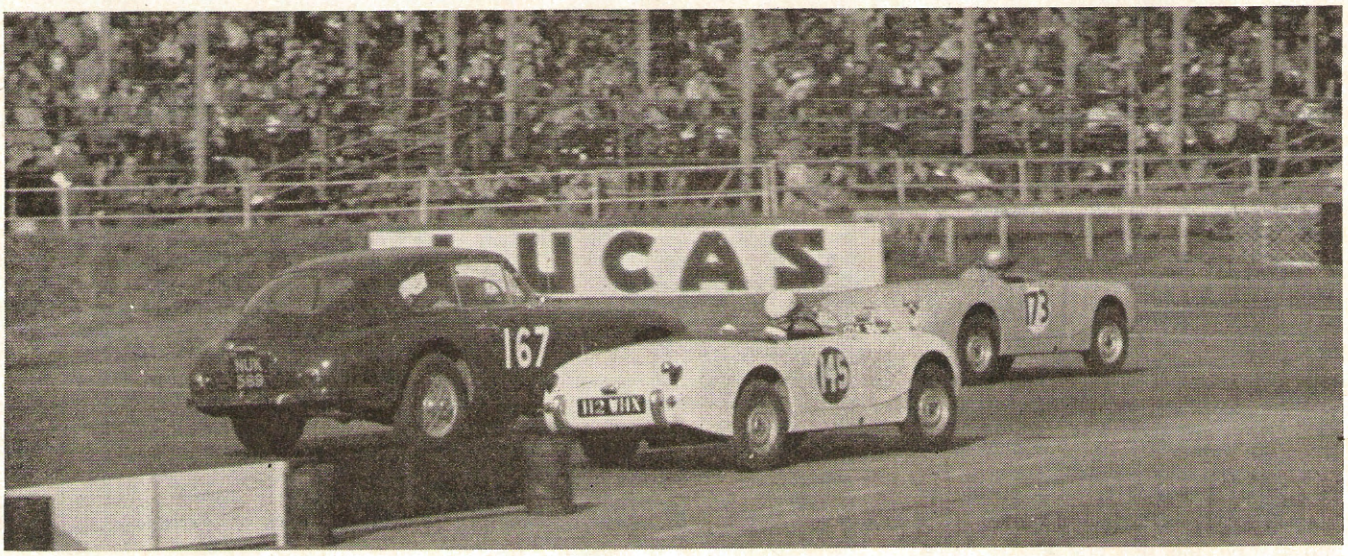
The saloon car race which followed saw little drama in the big car class, with Peter Sargent (Jaguar 3.4) leading from start to finish, but with the usual ding-dong battle in the middle class, with Rodney Bloor (A40) eventually taking the flag. Sargent led into Copse from G. Williams (Jaguar 3.8), P. J. Woodroffe (Jaguar 3.4) and P. J. Dodd, in the Bracknell Motors' 3.8. The order remained like this till half distance, when Woodroffe went out with troubles, leaving Dodd to move up to third spot in the big car class. Meanwhile an inevitable tear-up between D. P. Merfield (Anglia) and the A40s of Rodney Bloor and Mike Cave had already started, with Bloor taking Merfield on the inside at Stowe, only to be retaken on the next lap, with Mike Cave a length behind awaiting his moment. Behind, C. A. Croft (Anglia) retired at Stowe with a dead engine and R. Embley was leading the 750 class from Paul Doughty, who was driving Edward Lewis's Austin 7, Lewis himself lying fourth in the class above, behind Cave's A40, in his Riley 1.5. With only two laps to go Sargent had pulled away from Williams and Dodd, whilst farther back Merfield held a slight lead over Bloor; however, on the next lap Bloor got properly ahead and had pulled out a 75-yard lead over Merfield, who had lost yet another place to Mike Cave. The order remained unchanged in both classes, the unfortunate Merfield being down on power and unable to do anything about either Cave or Bloor.

Graham Warner drove faultlessly to win the G.T. race from Dickie Protheroe's incredible XK 120, a handful of "E" types and David Hobbs (Elite). Robin Sturgess made the best start in his red "E" to lead the bunch on their first lap, but his lead was short-lived, for by the second lap Warner had moved ahead, as had David Hobbs, and the "E" was now only in third place, ahead of Dickie Protheroe. Behind Protheroe came Davenport, who was being challenged by both Ian Walker, in the David Dixon Healey 3000, and Bob Olthoff (Twin Cam), whilst Paddy Gaston led the small car class. Five laps completed and Walker was ahead of Davenport, only to find himself taken by Bob Olthoff's extremely well driven M.G. Twin Cam. Meanwhile, Warner still led from Hobbs, but Protheroe had displaced Sturgess for third place when he slipped by at Stowe. David Hobbs, in his efforts to catch the fleeing Warner, was coming through Woodcote in huge slides—accentuated by the inefficiency of one of his front shockers. Dick Crosfield came into the pits with Twin Cam troubles and Isobel Robinson retired just before Stowe when the exhaust set fire to the floorboards of her L.M.B. Debonair. Ian Walker was a surprise caller at the pits on lap eight, to retire when he noticed some oil from the gearbox in the cockpit—which was rather a pity as there appeared to be nothing else wrong with the car. David Hobbs's car slowed down considerably when he lost the oil from his gearbox when the filler came undone, this letting Protheroe and Sturgess through to take second and third places behind Warner. Gaston was unlucky enough to cut out with mechanical troubles leaving the small class to Jem Marsh (Marcos).

No meeting is complete without the sight, sound and smell of vintage machinery and obviously the organizers had the same idea for they put on a handicap race for vintage sports cars. D. Elwell-Smith drove his Aston Martin to victory over B. J. Edwards's Lagonda and G. C. Bishop's Aston Martin. George Burton's Bentley was as rapid as ever, but he only managed 11th place as his handicap was a little hard, and despite the traffic still managed fastest lap of 82.84 m.p.h.

The last race of the day was a *formule libre* event which saw another victory go to Bill Moss in the red Gemini. At the start Jim Diggory, in the 2½-litre Lotus, had led after an excellent get-away, but Bill Moss was never far behind and by lap two was right on Jim's tail, slip-streaming down the straight. Lap four saw Moss take Diggory on the inside at Woodcote, only to be retaken again by Diggory on Hangar Straight. However, when they arrived round again Bill Moss was in front—a position he maintained till he took the flag five laps later. Steven Ouvaroff (Ausper) held third position at half distance with John Rhodes, in the overbored Cooper, and Roy Pierpoint (Lotus) hard on his tail. Two laps later Rhodes passed Ouvaroff at Copse, with Roy Pierpoint closing on both of them. Farther back Richard Attwood (Cooper) battled with Gordon Lee's Lister for sixth place, with Peter Warr (Lotus) and Mike Spence (Emerysson) in close attendance. Two laps to go and Rhodes was right on Diggory's tail, whilst Pierpoint lay just ahead of Spence, who had moved up to sixth place with Attwood dropping right back. There were no more changes before they took the flag, although John Bekaert (Lola) was very nearly taken by Mike Beckwith as they crossed the line.

The awards were made immediately after the last race which is rather a nice way of doing it—even if your name has to be engraved afterwards. So ended what I considered to be the best day's racing seen at Silverstone this year.

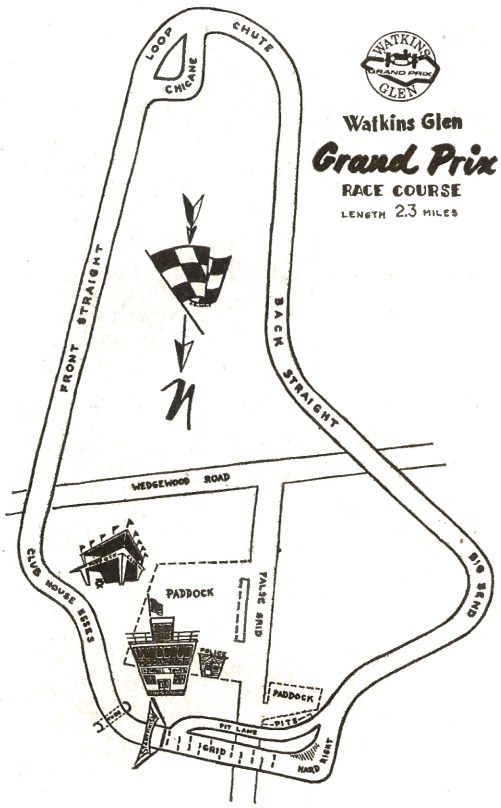


WOODCOTE: W. H. Jones (Sprite) leads A. Tester's Sprite and D. Baker's Aston Martin, in front of crowded stands.

AMERICAN GRAND PRIX

BY RUTH SANDS BENTLEY

Innes Ireland (Lotus) Wins Final Grande Epreuve of the 1961 Season—Stirling Moss (Lotus) Sets New Lap Record—Magnificent Drive by Roy Salvadori (Yeoman Credit Cooper)—No Opposition from Ferrari



★

The Watkins Glen Circuit, measuring 2.3 miles per lap, provides a fast and interesting course

★

JACK BRABHAM (Cooper V-8) was fastest in practice on Friday, being clocked at 1 min. 17.3 secs. Tied for second were Bruce McLaren (Cooper) and Stirling Moss (Lotus-Climax) at 1 min. 18.7 secs. each. Moss set the lap record in Watkins Glen's *Formule Libre* last year when he circled the 2.3-mile course in a very fast 1 min. 15.8 secs., at the wheel of Rob Walker's 2,500 c.c. Lotus during practice. In the race next day he made a lap at 1 min. 16 secs., the official lap record.

Friday was unseasonably warm and the sun was hot. There were 19 cars in the pits and all but two were British. The Porsche team from Stuttgart had entered the other two cars with Joakim Bonnier and Dan Gurney as drivers. Among the well-known personalities in the pits were Baron von Hanstein from the Porsche factory, Rob Walker of London, Alf Francis, the racing mechanic, John Cooper and Colin Chapman, Briggs Cunningham and Alfred Momo, Dunlop's Dick Jeffrey and Yeoman Credit's Reg Parnell.

Walt Hansgen's Cooper had many bothers during practice, Hansgen making only four laps. His new car came straight from the ship to Watkins Glen. Olivier Gendebien flipped when a tyre hit the sand as he was positioning the Lotus-Climax for a turn. A cut on his arm was Gendebien's only injury, but the car was badly pranged. Much work was needed on the body, the suspension and the front end before it could enter Saturday's qualifying runs.

The ball joint on the steering broke on Innes Ireland's Lotus while he was travelling at over 100 miles per hour. The car flew into the trees, bending the front suspension but not harming the driver. Colin Chapman promised to have the car back for practice next day.

It is fitting that the Grand Prix of the United States should be held at Watkins Glen, for it was there that road racing was reborn in America in 1948. Cameron Argetsinger, Race Director of this year's Grand Prix, found the original circuit and presented it to the Sports Car Club of America for their first major race. The 6.6-mile course was challenging to car and driver. It included the main street of town, a long uphill climb, an underpass, a narrow stone bridge high above the glen, a railroad crossing where sports cars literally had four wheels off the ground, and too many spectators all the way around. At the fourth annual race, some newspapers estimated the crowd as high as 250,000. Admissions were not charged in those days. Never have so many people attended sports car racing anywhere else in the United States. A fatal accident in 1952 cancelled racing through the town. Members of the Chamber of Commerce had become racing enthusiasts by that time. They appointed a committee to form the Watkins Glen Grand Prix Corporation and to find a new venue. By September of the following year the new 4.6-mile course, located several miles from town, was ready for the annual event and Walt Hansgen won in a Jaguar.

The second course was used for three years, but the organizers felt that the drivers did not like the course. So the third 2.3-mile circuit was built in 1956. Since 1948 the Glen has never failed to stage its annual race and enthusiasm amongst the organizers has never lagged. Naturally, they were thrilled to have Watkins Glen chosen for the Grand Prix of the United States. This was their reward for 14 years of hard work.

Elation was followed by disappointment. After hurriedly raising $90,000 to bring top drivers and cars to America, Ferrari announced they had withdrawn from racing for the rest of the year. Their driver and car had won the championship. For the first time in Grand Prix history an American had become the World Champion, but Americans would not have the pleasure of seeing Phil Hill in his red car. This was a blow to the organizers. But then they learned that John Cooper would be here with Jack Brabham, Bruce McLaren and Hap Sharp; that Colin Chapman would be on hand with drivers

Jim Clark, Innes Ireland, Peter Ryan and Jim Hall for Team Lotus; Yeoman Credit were sending John Surtees and Roy Salvadori; and U.D.T.-Laystall had chosen Olivier Gendebien and Masten Gregory; Owen Racing Organization had assigned Graham Hill and Tony Brooks for B.R.M.; Stirling Moss would be back for Rob Walker; Porsche would have Joakim Bonnier and Dan Gurney; and the well-known Indianapolis driver Lloyd Ruby, S.C.C.A. champion Walt Hansgen and Roger Penske would all be at the Glen. The field was excellent; the race held much promise. Phil Hill would be there too, but not as a driver. He had been named honorary chief steward.

Saturday's practice developed into a savage competition for the fastest lap between Brabham and Moss. Prize money for fastest lap would be $350. Brabham's Cooper was sounding healthy and going very fast, being clocked at 1 min. 17.1 secs. to better its time on Friday. Moss's V-8 Lotus was also travelling at great speed, turning a lap at 1 min. 17.2 secs., but it did not sound healthy. McLaren (Cooper) and Hill (B.R.M.) were also chopping seconds off their Friday lap times.

In mid-afternoon, the announcement came over the public address system that the Gendebien Lotus-Climax, so badly bent in Friday's practice, was back in the pits. Not all of the pieces had been reassembled and Gendebien waited until his team-mate, Gregory, completed his practice laps so he could borrow the nose of his car. The Lotus-Climax went out on the course with patches.

Moss changed to the four-cylinder Lotus, a car not quite as fast as the V-8 but much smoother. Moss seemed pleased with his mount, which made a very fast lap in 1 min. 18.2 secs. Clark and Brooks were having their own private battle for fifth place and wound up in a draw.

As time was running out for afternoon practice, Moss once more went out on the course. Stop watches started clicking away as everyone wondered if he could beat Brabham's 1 min. 17.1 secs. He was going blue blazes. And with less than 10 minutes left, Brabham hopped into his car and was followed by his team-mate McLaren. Acceleration was tremendous as the two took off as one. Brabham, making sure McLaren was in his slipstream, flew around the course at what looked to be his fastest lap. It was. He had circled in 1 min. 17 secs., ensuring his pole position and assisting McLaren in raising his lap time to 1 min. 18.2 secs. Graham Hill's B.R.M. was clocked about the same time, at 1 min. 18.1 secs. Moss, who would have been second had he elected to drive the V-8, settled for the four-cylinder Lotus and a tie with McLaren for third place.

Tex Hopkins from the Lavender Hill Mob, wearing his lavender suit, jumped high in the air as he dropped the flag. Phil Hill, on the sideline with camera, shot Brabham as the Cooper tore away to be first through the bend. But his lead was short. Moss passed him and they completed their first lap ahead of Ireland, Hill, Gurney and Gregory, in that order. Surtees's Cooper blew up before completing its first lap. Gendebien, in his freshly painted pea-green Lotus, came through last, the delay being caused by a spin in the last turn. McLaren was on the move.

Grid Positions

Graham Hill (B.R.M.)	Brabham (Cooper)
1 m. 18.1 s.	1 m. 17 s.
McLaren (Cooper)	Moss (Lotus)
1 m. 18.2 s.	1 m. 18.2 s.
Brooks (B.R.M.)	Clark (Lotus)
1 m. 18.3 s.	1 m. 18.3 s.
Ireland (Lotus)	Gurney (Porsche)
1 m. 18.8 s.	1 m. 18.6 s.
Bonnier (Porsche)	Surtees (Cooper)
1 m. 18.9 s.	1 m. 18.9 s.
Salvadori (Cooper)	Gregory (Lotus)
1 m. 19.2 s.	1 m. 19.1 s.
Hansgen (Cooper)	Ryan (Lotus)
1 m. 20.4 s.	1 m. 20 s.
Penske (Cooper)	Gendebien (Cooper)
1 m. 20.6 s.	1 m. 20.5 s.
Hall (Lotus)	Sharp (Cooper)
1 m. 21.8 s.	1 m. 21 s.
	Ruby (Lotus)
	1 m. 21.8 s.

Moss held the lead through four laps and was averaging 1 min. 20.5 secs. per lap. The two Porsches were running together mid-way back in the field. Brabham was narrowing Moss's lead and on lap five went into first spot while lapping at 1 min. 20 secs. McLaren had moved into third place and Gregory was fourth.

The Brabham-Moss battle was torrid, with less than a second separating the two cars. Clark was first to stop at the pits, gearbox trouble being the cause that brought him in on lap eight. Brabham and Moss were gaining a large lead as the duel went on. At times they were almost side by side, but they were never more than a few car lengths apart. The Brabham and Moss fans seemed to be evenly divided and when Moss overtook Brabham in their 15th lap a large applause was heard. Brabham repassed next lap and again there was much cheering.

On lap 16 Hansgen spun trying to avoid Gendebien. A wheel of the new Cooper broke and the car rolled. Hansgen received only minor abrasions but was out of the race. Bonnier made a pit stop when a stone lodged under his throttle pedal, and Sharp came in to change plugs.

The order for the first eight cars, after 20 laps, was: Brabham (Cooper), with an aggregate time of 26 mins. 41.9 secs.; Moss (Lotus), 26 mins. 42.4 secs.; McLaren (Cooper), 27 mins. 8.4 secs.; Ireland (Lotus), 27 mins. 9.5 secs.; Hill (B.R.M.), 27 mins. 11.6 secs.; Gurney (Porsche), 27 mins. 16.7 secs.; Gregory (Lotus), 27 mins. 16.9 secs.; Salvadori (Cooper), 27 mins. 23.4 secs. McLaren and Ireland were having the best battle in the race outside of the leaders.

The gear selector broke on Gregory's Lotus while he was in seventh place and he reached the pits *sans* second gear. He was told not to take off his helmet as he would take over Gendebien's Lotus.

On lap 22 Moss again passed Brabham as the two leaders continued to widen their margin over the rest of the field. McLaren was in third place and Ireland fourth. Ireland, Hill and Gurney had been running close for many laps and all succeeded in passing McLaren. Moss regained first place. By lap 40 the leaders were Moss, Brabham, Ireland, Hill and McLaren. Moss was going through the big bend at 147 m.p.h. He was 2 secs. ahead of Brabham.

Brabham drove into the pits on lap 45, returning to the race in seventh place. He was having trouble with water in the oil. On lap 58, after his sterling performance battling Stirling, Brabham retired. A great performance had come to an end. And two laps later, Moss, who always wins at Watkins Glen, brought in the Lotus with run engine bearings. Always a favourite with Americans, Moss's retirement brought much gloom to the spectators. They thought an exciting race had come to an end. But they were wrong. The order now was Ireland, Hill, McLaren, Salvadori, Gurney, Brooks and Bonnier. There were 14 cars left in the race.

The Ireland-Hill battle was as good as the Moss-Brabham had been. By lap 61 only two-tenths of a second separated the two cars. The man named Ireland (born in Scotland but living in Wales) was lapping in 1 min. 19.8 secs. and Hill was right with him. American driver Dan Gurney was on the move too, harrying McLaren.

The big helicopter flying above announced that the crowd around the course numbered 60,000. A fine tribute to the Watkins Glen people who had done a tremendous job planning the event.

Graham Hill, running second, came into the pits on lap 73 when a magneto got loose in the B.R.M. He had driven one of the finest races ever seen in America. His pit stop cost him three places. Salvadori, who had passed McLaren and Gurney, was now in second place. And Gurney went by McLaren to reach third place. By lap 80 the leaders were Ireland, Salvadori, Gurney, McLaren and Brooks. Lloyd Ruby was in the pits.

The cars were spreading out, Bonnier, challenging Ireland and seeming to be having a battle, was a lap behind. On lap 97 Salvadori failed to come through. His engine had blown in the big bend and he pushed the Cooper to the pits. And so the final and 100th lap approached, photographers crowded around the finish line, and Ireland crossed 7 secs. ahead of Gurney.

Results

1, Innes Ireland, 103.22 m.p.h.; 2, Dan Gurney; 3, Tony Brooks; 4, Bruce McLaren; 5, Graham Hill; 6, Joakim Bonnier; 7, Jim Clark; 8, Roger Penske; 9, Peter Ryan; 10, Hap Sharp; 11, Masten Gregory and Olivier Gendebien.

WORLD DRIVERS' CHAMPIONSHIP

Final Placings

(Best Five Results)

		Pts.
1.	Phil Hill (Ferrari)	34
2.	W. von Trips* (Ferrari)	33
3.	**Stirling Moss (Lotus)**	21
	Dan Gurney (Porsche)	21
5.	Richie Ginther (Ferrari)	16
6.	**Innes Ireland (Lotus)**	12
7.	**Jim Clark (Lotus)**	11
	Bruce McLaren (Cooper)	11
9.	Giancarlo Baghetti (Ferrari) ...	9
10.	**Tony Brooks (B.R.M.)**	6
11.	**John Surtees (Cooper)**	4
	Jack Brabham (Cooper)	4
13.	**Jack Lewis (Cooper)**	3
	Graham Hill (B.R.M.)	3
	Olivier Gendebien (Ferrari) ...	3
	Jo Bonnier (Porsche)	3
17.	**Roy Salvadori (Cooper)**	2

*Deceased

Scoring: 1, 9; 2, 6; 3, 4; 4, 3; 5, 2; 6, 1.

Championship of Constructors

Formula 1

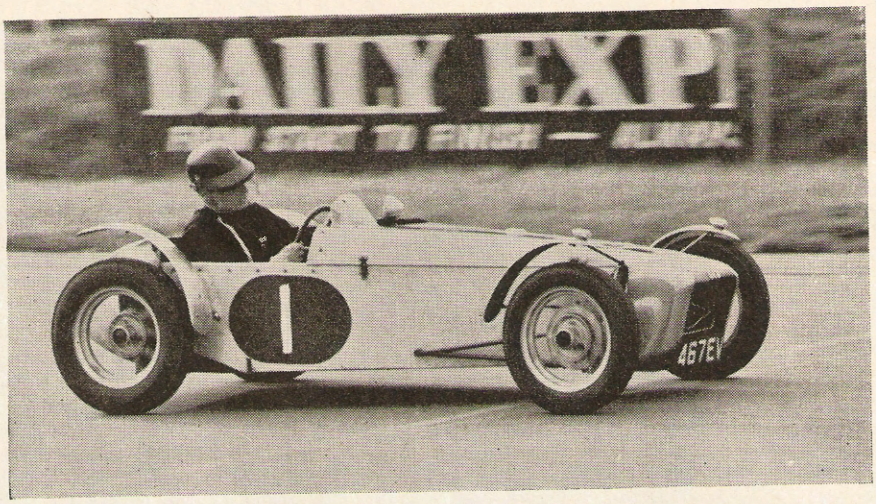
(Best of Five Results)

		Pts.
1.	Ferrari	40
2.	**Lotus-Climax**	32
3.	Porsche	18
4.	**Cooper-Climax**	14
5.	**B.R.M.**	7

Scoring: 1, 8; 2, 6; 3, 4, 4, 3; 5, 2; 6, 1.
(Cars took highest place in finishing order, scoring only for that position.)

DAVID BOORER'S 100 m.p.h. 750 FORMULA CAR

BY PATRICK McNALLY



THE most successful 750 Formula car raced in this year's club meetings has been David Boorer's Ulster-engined Special; for the car has won no fewer than eight events, as well as the Goodacre Trophy and the Ashley Trophy—no mean measure of success. In fact D.E.B. Mk. II, which is the name of the car, has never been beaten this year, for in the three other races in which it participated it had to retire. The first of these retirements was caused by fitting a petrol pipe instead of an oil pipe, the pipe bursting under the strain of the oil pressure. The second retirement was caused by an agricultural sight-seeing excursion at Oulton Park, for no better reason than going too quickly. And the third was caused by a very well-known firm which specialise in balancing (not from Surbiton either), machining too much off one of the big end caps, with the obvious disastrous results.

After David had blown his engine up at Snetterton, Mike Eyre's engine, which is tuned by Keith Dixon, was fitted in its stead, the engines of Boorer and Eyre being almost identical.

The specification of this car really needs a full description, for never have I heard of such enterprising methods of constructing such a highly successful racing car.

The engine used is a 1930 750 Ulster engine which is run, of course, in unblown form. A Brooklands camshaft (*circa* 1928) is fitted; an Ulster pressure crankshaft running in 1½ ins. journals saving the white metal; further to preserve the bearings the oil pump has been bored right out. The cylinder head is an L.R.M. (alloy) which is attached to the block by ten ⅜ in. studs, as opposed to the normal eight $\frac{5}{16}$ in. studs. Modified valve gear is incorporated which has been both lightened and balanced, and apparently this is not all—but the owner of the car was rather loath to divulge exactly what else had been done. The gear operates on 1¼ ins. inlet valves and 1 in. exhaust valves, the inlets being fed by twin 1¼ ins. SU carbs through a tuned inlet manifold. The exhaust valves allow the gases to blow through matched ports into a four-branch system, which then runs into two pipes and finally into one. It took David over two years to work out the resonant frequencies necessary to get absolute fluency.

Ignition is more or less standard except that the current comes from a 1924 horizontal Scintilla magneto, which should get all but the vintage boys thinking!

The cooling system is by conventional methods which have a Peter Pan type garden water pump to circulate the coolant, the oil being cooled by being passed through a brass tube which is exposed to the air stream.

The power from this unit is transmitted via the clutch which has normal friction lining (in a standard bell-housing) though David's own engine has a metal-lined clutch. The gearbox has four forward speeds with ultra close-ratios and drives through a full Hardy Spicer prop. shaft to 5.25 to 1 back axle. The axle came from a 1937 van which has a standard c.w.p.—none of this limited slip stuff!

The brakes are modified Morris 1000 which operate in 7 x 1¼ Alfins on the front (two leading shoes) and 7 x 1¼ cast iron drums on the rear. The hubs were lapped on hot, and one dot tolerance bearings are used throughout. The 15 ins. wheels are attached by West London hubs, the wire wheels having double butted spokes (*i.e.*, double tapered). Contintal Monza racing tyres are fitted on the 15 ins. rims, with 5.00 x 15 tyres on the rear, and 400 x 15 tyres on the front. A set of tyres lasts for nearly two seasons of racing, due to the light weight of the car.

Steering is through a modified Morris 1000 rack and pinion system which weighs too much, so the owner tells me: weight 18 lbs. There is a little story going with the purchase of this unit. David found that the garage had only charged half price as they thought it was part exchange—I wonder if some delighted Morris 1000 owner has an Austin 7 steering box—nicely reconditioned, of course!

The steering wheel is an ordinary Austin 7 wheel which is hinged to fold upwards to allow 6 ft. 2 ins. of David Boorer to enter.

The suspension could well make an article in itself—for all 750 cars seem to favour different systems. However, here is a brief description. The front is by transverse parallel leaf springs which are attached to flame-cut axle ends; radius arms; and Austin Ruby hubs; the bottom radius arm is manufactured from a Ford 10 track rod, the top one from 20 gauge steel tube. The rear suspension is by quarter elliptic springs (strength about 40 lbs.) which are mounted in drop arms which are made from 1932 Morris Minor con. rods, the big-end being welded to the axle and the spring-pin passing through the little end, which also makes the bottom mounting point for the shock absorbers. The shock absorbers are Newton & Bennett which are set at about 100 lbs. bump and 150 lbs. rebound. These are located transversely with a panhard rod and are mounted below the axle.

The chassis is basically that of a 1937 van which has been boxed-in, de-rimmed and strengthened by fitting tubular cross members, after the chassis had been opened out 18 inches. On top of the chassis is built a space frame which carries the light alloy body. The frame is made up from ½ in. 20 gauge and ¾ square 20 gauge.

The interior appointments of the car are few, but include a fibreglass seat, manufactured from glassfibre samples; one rev. counter to 7,000 r.p.m., an oil pressure gauge (to 100 p.s.i.) and a water temperature gauge. The fuel tank is a gallon oil can, so there is no necessity for a gauge.

The weight of the car is 6¼ cwt., the wheelbase 6 ft. 10 ins. and the track 4 ft. 6 ins.

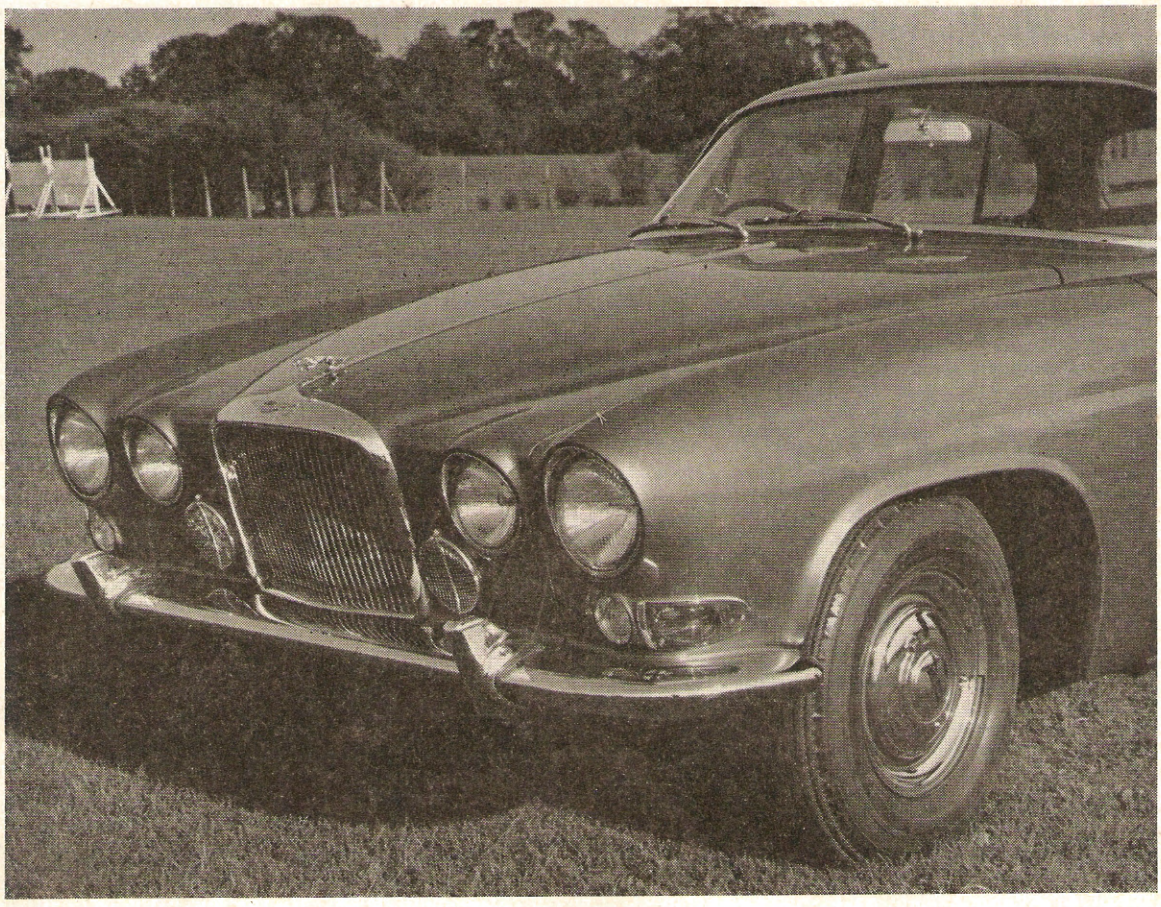
David did all his brazing and welding with coal gas and oxygen. The oxygen was obtained from the chemists who asked him whether he would like it under the National Health or not!

David Boorer, Mike Eyre and the writer spent a pleasant afternoon at Silverstone trying this delightful machine out, and it certainly was a revelation. The Club circuit can be negotiated in a time of 1 min. 21 secs. by David, which accounts for his extraordinary success.

The acceleration from this little car is very surprising and we found that 6,000 came up very quickly. The car would actually rev to 7,000 r.p.m. but for obvious reasons I wasn't encouraged to do so. David, when approaching Woodcote, was getting a flash reading of 7,000 in top, which represents 100 m.p.h., an incredible speed from a 750.

I found the car to handle as well as a lot of Formula Junior machines, the steering characteristics being very nearly neutral, with perhaps a slight tendency for understeer. Copse Corner may be taken absolutely flat, the only gear change necessary on this short circuit being at Beckett's, which requires third. Very interesting was the fact that it is possible to steer the car on the throttle through this slippery near-hairpin.

The brakes are simply fantastic by any standards, the weight of the car making light work for the Alfins. David's braking points (all two of them on the Club circuit) were frighteningly late, for he didn't brake until well after the 100 ft. marker board for Woodcote—and then only for a second while he engaged third and put his foot hard down again. However, for all this, I won't be risking my neck in 750 races next season!



THE MARK X JAGUAR

EARLIER this year the sensational Jaguar "E" made the headlines. Now it is the turn of the Jaguar Mark X, which replaces the big saloons which originated with the Mark VII series. This car is equally sensational in its own right, for it is the only British-built large-capacity saloon car to have independent springing to all wheels, a feature found on a Lagonda which went out of production several years ago.

The Mark X is an entirely new car, although many of its leading features stem from the successful Mark 2 and "E" models. It is a full five-seater, with immense luggage space, and, for a fairly large vehicle, has most graceful lines. Performance is there in plenty, for the power-unit is the 3.8-litre, 265 b.h.p. "six", found in the Grand Touring "E".

Either a manually operated four-speed gearbox (with or without overdrive) or a fully automatic transmission can be supplied. Servo-assisted Dunlop disc brakes are employed, with separate hydraulic systems to front and rear.

"E"-type principles are closely followed in the construction of the independent rear suspension. The wheels are located in a transverse plane by two links, the top one actually being the half-shaft, universally jointed at both ends. Pivoted at its outer end to the light-alloy wheel carrier, and the sub-frame beside the differential casing, is the lower tubular link. Double helical springs are used for each wheel, enclosing telescopic hydraulic dampers. The entire suspension assembly is carried in a fabricated steel sub-frame, which is readily detachable from the body structure. This sub-frame is contained in the body shell by four rubber blocks, and also by a rubber-bushed radius arm. Thus the suspension is not only insulated from the body, but transmission noises are almost completely eliminated.

The front suspension comprises semi-trailing wishbones and helical springs enclosing hydraulic dampers. Widely spaced steel ball joints are self-adjusting for wear, and carry stub axles and wheel carriers. Steering is by the recirculating ball system and is power-assisted, the unit itself being contained in the steering box. Hydraulic pressure is obtained from a pump driven from the dynamo; between pump and steering unit are oil cooler and reservoir. The system adopted on the Jaguar is remarkably free from that "dead" feeling often encountered in power-steered cars. Indeed, the reaction is one of normal mechanical steering, having extremely light control.

Monocoque body construction has been adopted, the main rigidity of the structure being obtained from the use of two large fabricated box-sections which run the entire length of the body. The designers have aimed at great strength without the need to add to stiffness by the inclusion of thick-section door-pillars. Thus the Mark X has slender pillars, with accompanying first-rate visibility. At the rear, excluding spare wheel and tools, the total luggage capacity is no less than 27 cubic feet.

Equipment is most lavish, and instrumentation extremely comprehensive. Figured walnut is featured both on the attractive facia panel and on the flush-fitting picnic tables behind the front seats. Seating is most comfortable, and both driver's and passengers' seats have maximum fore-and-aft adjustment. A folding armrest is fitted to the rear seats and high-quality leather is used throughout for the upholstery.

The new heating-cum-ventilating system is highly efficient, separately controlled systems supplying each side of the car and the rear compartment. Rapid demisting and defrosting is ensured by the use of ducts led direct from the centrifugal blowers.

All-in-all, this new Jaguar is a magnificent carriage and from all accounts has a performance to match its specification. With automatic transmission it is possible to accelerate from rest to 100 m.p.h. in under 30 secs., and to cover a

standing quarter-mile in just over 17 secs. Maximum speed is in the region of 120 m.p.h., and long-distance tests over all sorts of country and at different cruising speeds appear to indicate a fuel consumption of 16-18 m.p.g.

At a basic price of £1,640, the Mark X Jaguar is yet another example of the remarkable value for money which Sir William Lyons gives for his products. To this must be added P.T. of £684 9*s.* 2*d.*, and £68 8*s.* 11*d.* surcharge —but even a total of £2,392 18*s.* 1*d.* makes people wonder how Jaguars can possibly offer a 120 m.p.h. superbly equipped vehicle at such a figure!

SPECIFICATION

Engine: Six cylinders, 87 mm. x 106 mm. (3,781 c.c.), twin overhead camshafts in light alloy cylinder: 9 to 1 compression ratio (8 to 1 c.r. alternative): 265 b.h.p. at 5,500 r.p.m. Three SU HD8 carburetters: Lucas coil and distributor: pressurized cooling.

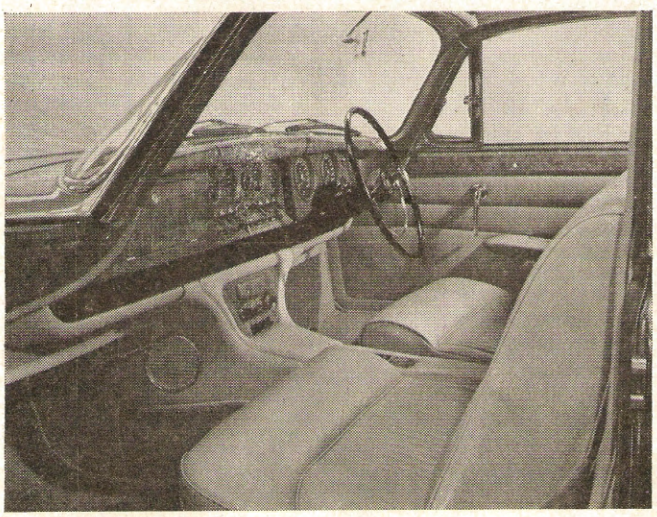
Transmission: Manual gearbox, ratios 11.95, 6.58, 4.54 and 3.54 to 1: with Laycock de Normanville overdrive, 12.73, 7.01, 4.84 and 3.77 to 1. Borg Warner Automatic, 17.6-8.16, 10.95-5.08 and 3.54 to 1 direct. Borg & Beck clutch. Hardy-Spicer transmission. Hypoid rear axle.

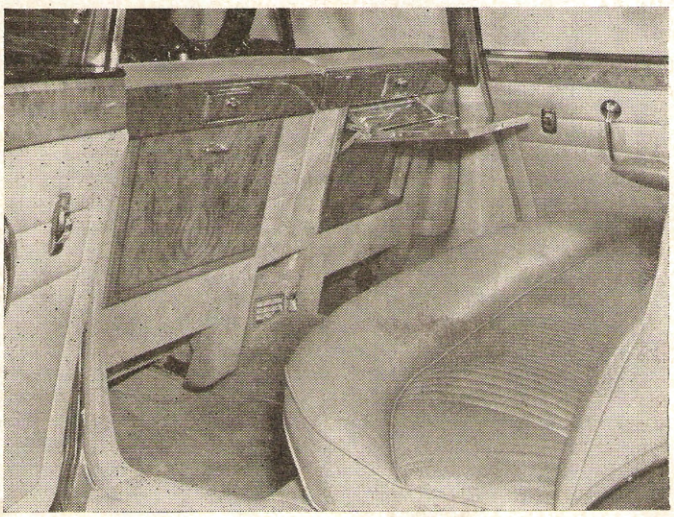
Chassis: Monocoque sheet-steel construction. Independent front suspension by wishbones and helical springs, with torsional anti-roll bar: re-circulating ball steering (power-assisted). Independent rear suspension by parallelogram, formed of articulated half-shafts and lower tubular wishbones with forward radius arms, anti-roll bar and dual helical springs. Rear unit rubber-insulated. Telescopic Armstrong dampers all round. Dunlop disc brakes, inboard at rear, with separate hydraulic systems front and rear. Bellows-type servo motor. Warning lights for disc and handbrake systems. Pressed-steel Dunlop wheels, with 7.50 x 14 ins. RS5 tyres.

Equipment: 12-volt lighting and starting: speedometer and electric r.p.m. counter: Ammeter, water, oil pressure and fuel gauges. High-temperature heating system: demister and defroster with booster fans: cold-air system. Cigar lighter: map, panel and interior lamps, etc. Twin wind-horns.

Dimensions: Wheelbase 10 ft.; track (front) 4 ft. 10 ins., (rear) 4 ft. 10 ins.; overall length, 16 ft. 10 ins.: width, 6 ft. 4 ins.: height (laden), 4 ft. 6½ ins.: ground clearance, 6½ ins. Turning circle, 37 ft.

Price: £1,640, plus £684 9*s.* 2*d.* P.T. and surcharge, £68 8*s.* 11*d.* Total, £2,392 18*s.* 1*d.*





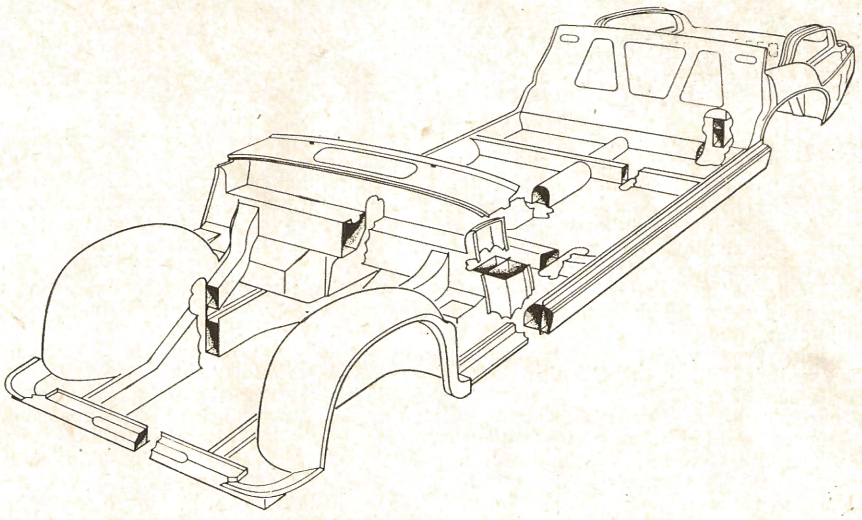
INTERIOR TRIM *is sumptuous to say the least. The facia is well laid out (above, left) and the seats are very comfortable. Folding tables are built into the back of the front seats (above, right). The heater for the rear passengers can be seen above the transmission tunnel.*

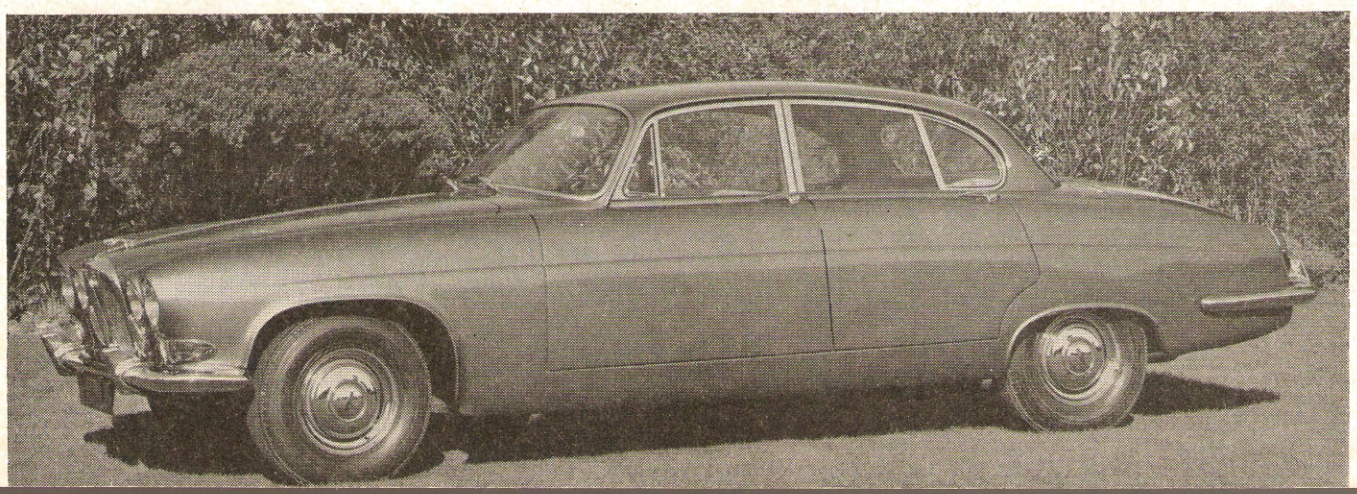
★

THE BODYSHELL *construction is well illustrated in this diagrammatic layout (right).*

★

LOWER AND LONGER *than its predecessor, the Mark IX, the new Jaguar is extremely good-looking, and its distinctive lines can be seen below.*





THE PARIS SALON

BY JOHN BOLSTER

A MOTORING journalist, to be efficient, should be rather a nasty man! At a motor show, he should accept the bounteous hospitality of the manufacturers and then pick holes in their products. He should go round seeking out the disadvantages of the new models, which he ought to reveal with a barely concealed sneer. This is the age of the debunker, and of the pen dipped in vitriol.

Yet, it is difficult to be critical in this most beautiful of all cities. The warm autumn sushine filters through the branches of the chestnut trees, and the Paris popsies walk with that special wiggle that only French girls can achieve. The environment induces one into a happy frame of mind, and it is hard indeed to be coldly critical. Even ignoring this natural bias, however, the 1961 Paris Salon is a good show.

AUTOSPORT is the magazine of high performance, but many of its readers use something less than an "E"-Type for everyday transport. Accordingly, there is no harm in starting our narrative with two popular cars. The "cars of the show" are, without doubt, the Renault 4 and the Simca 1000.

The Renault 4 is just as down-to-earth as the Citroën 2CV, but to the rugged indestructibility and cross-country performance of the latter vehicle the Régie Renault have added silent operation and a reasonably high cruising speed. No greasing is necessary throughout the life of the car, and the cooling system never requires replenishment. Front drive has been chosen because a five-door body of the station-wagon type cannot easily be married to a rear-engined chassis. For the man who regards his car as a transportation investment rather than a status symbol, this 750 c.c. utility model represents a real step forward. The first one to be delivered in England will be bought by the technical editor of AUTOSPORT.

The Simca breaks entirely new ground for that firm, since it is a rear-engined car. The 1000 is priced a little lower than the Renault Dauphine-Gordini, but it has so many expensive features in its specification that it is difficult to see how this can be done. The 944 c.c. engine is just over-square and its crankshaft runs in five bearings, an unheard-of refinement for so small a car. The oil is purified by a Vandervell rotary filter.

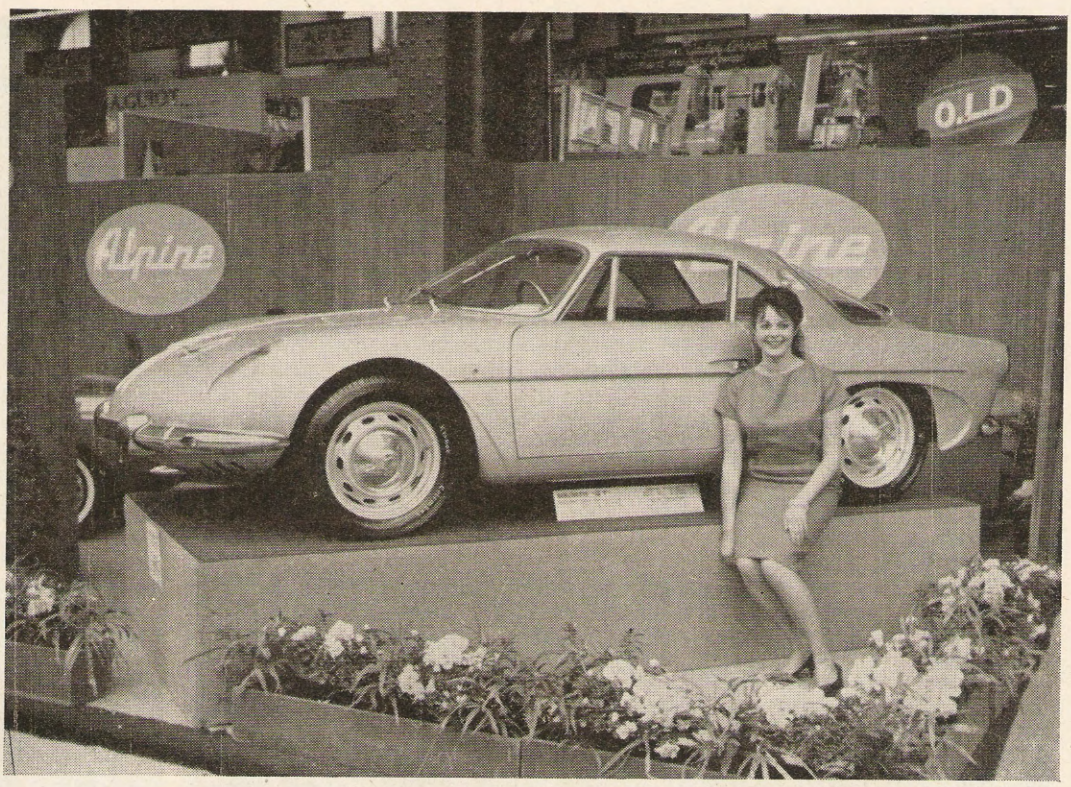
The light alloy head is of cross-flow type with eight separate ports, and the unit is inclined 15 degrees to the left for convenience in installation. The four-speed gearbox is synchronized on all gears and has well-staged ratios. The front suspension includes a transverse spring to act as an anti-roll bar, and the independent rear suspension has semi-trailing swing-axles, to coin a phrase. The engine is claimed to deliver 45 b.h.p., which would give a formidable speed potential to so small a vehicle, but the first cars do not appear to be endowed with as much power as this. The four-door body is somewhat square.

Competitive with this car, the Dauphine now has synchromesh on all gears in the three-speed models. Citroën show the Ami 6 for the first time in Paris, and this small car, though a good performer, has a somewhat outlandish appearance. The ID and DS 19 both have detail improvements, particularly to the instrument panels.

Peugeot show a really beautiful Farina drophead coupé on the 404, while Pininfarina have a black and white hardtop on this chassis. It is conservative in line, which is unusual for this master. Peugeot allow one to examine the 404 fuel-injection engine.

Facel Vega exhibit the Facel II, a restyled version of their big car, costing around £4,000. Long and very low, it is propelled by a 390 b.h.p. 6.2-litre Chrysler engine. The Facellia twin-cam engine is shown with Weber carburetters. Incidentally, the control of this firm has now passed to Pont-à-Mousson, the gearbox manufacturers. Panhard and D.B. show no change: but alas! the Vespa is no more. The little rear-engined Alpine is faster and prettier than ever, the standard of the fibreglass bodywork being superb. Competition engines are available of 747 c.c., 845 c.c. and 998 c.c. and the Berlinette G.T. has been timed

(*Continued on page* 511)



ABOVE: The rear-engined Alpine, faster and prettier than before, achieves a superb standard with its glassfibre body-work.

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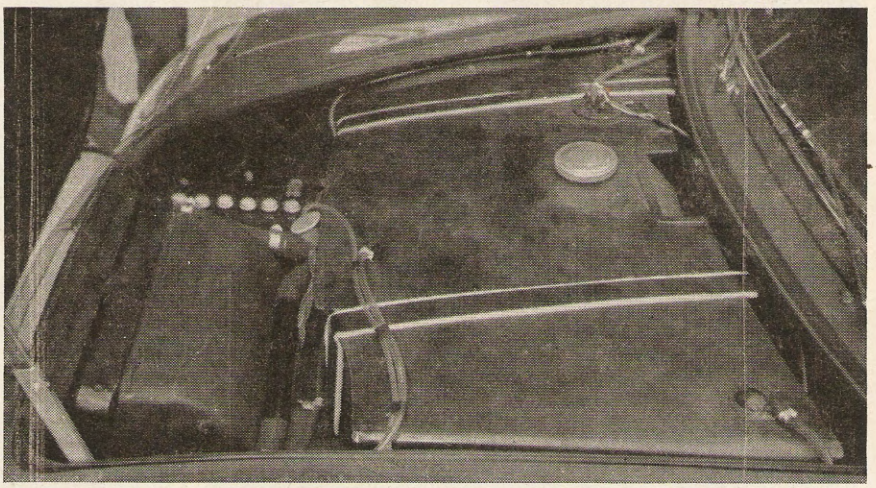
RIGHT: The new Fiat-Abarth 1000 now has its radiator at the front.



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BELOW (LEFT): The engine of the Fiat-Abarth 1000 remains at the back, the installation being extremely compact.

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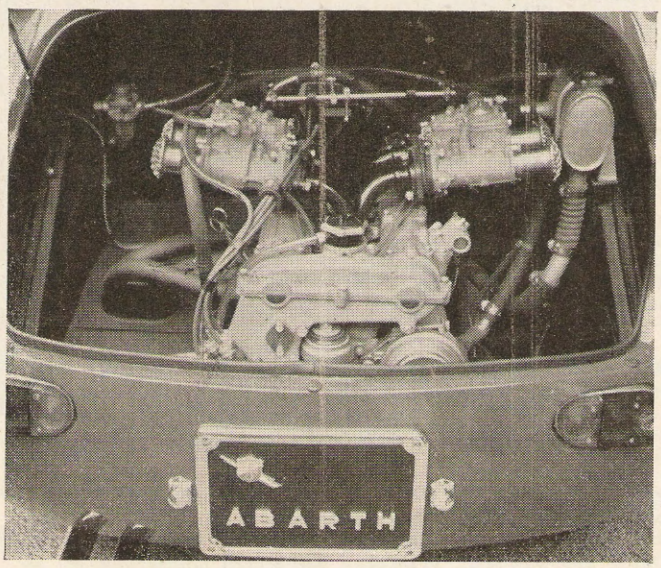
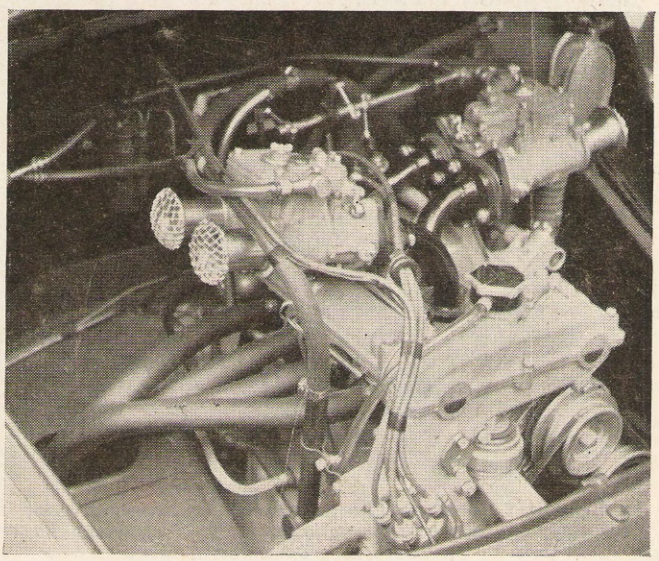
BELOW (RIGHT): Manifolding and carburetter layout of the 1000.





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NEW from Peugeot is the drophead version of the 404 saloon.

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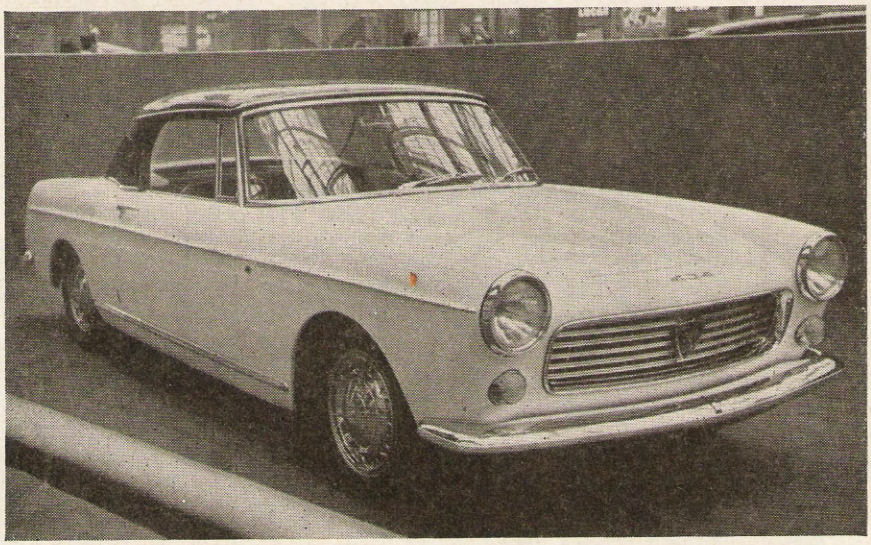
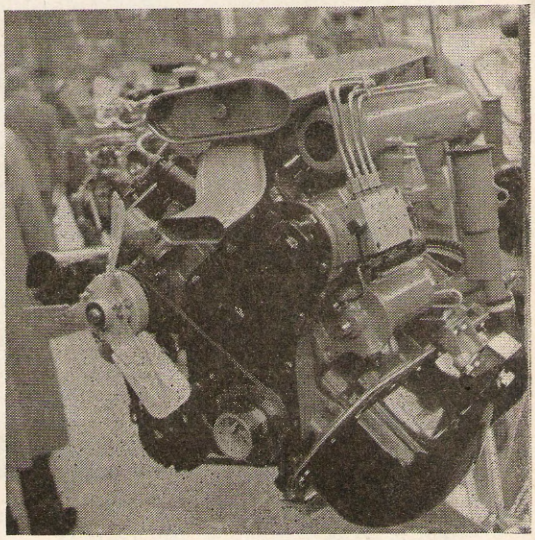


NOT a "busy" show for Pininfarina, but among his few exhibits is this especially beautiful, conservative fixed-head coupé on the Peugeot 404.



FUEL INJECTION for the engine of the Peugeot 404.

TWO PLUS TWO equals Alfa Romeo—the two-litre Sprint car now has two extra headlights, an exercise which has been very happily achieved.

GERMANY is well represented at the Show, and this smart little machine is the Neckar. The car is, in effect, a German-built Fiat using the 767 c.c. rear-engined chassis with open and closed bodies.

Paris Salon—*continued*

to lap Montlhéry at 112 m.p.h. with the latter unit.

Leaving the French industry and moving to Italy, we find that the Abarth 1000 now has its radiator in front, ducted and with an electric fan, though the engine is still at the rear. Two twin-choke Weber carburetters with ramming pipes feed into the head between the twin camshafts. Girling disc brakes are fitted to this incredibly fast little car, and Dunlop discs are found on the beautiful 2.4-litre Abarth drophead by Allemano, a 125 m.p.h. car.

Ferrari show the California, a light two-seater with detachable hard top by Scaglietti. The engine is midway in tune between the touring and competition versions. Perhaps the most interesting car of the exciting Maserati display is the 3500 with Lucas fuel injection. Note how these British components keep appearing on Italian cars.

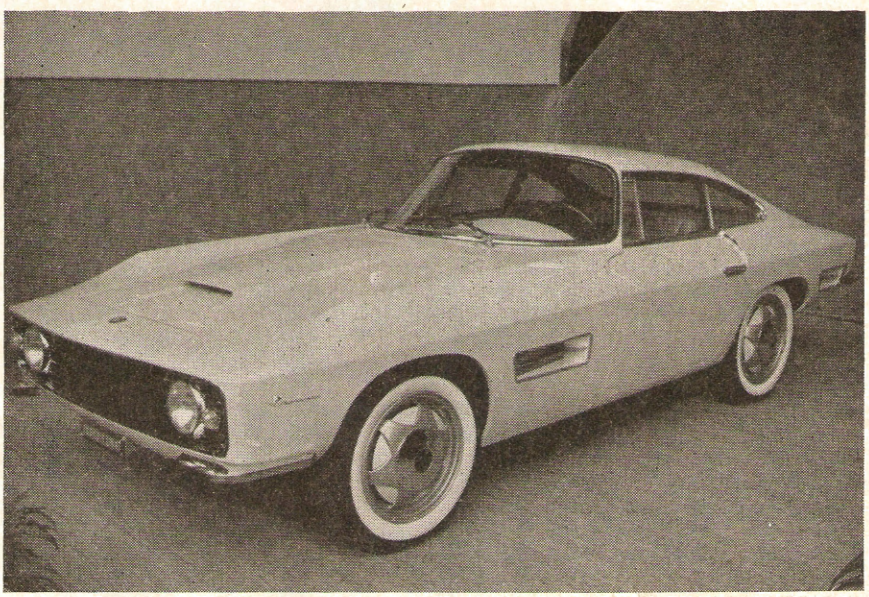
Fiat show the 1300/1500 engine partly sectional, so that one can try to work out why these cars are so fast. Innocenti have a special-bodied Sprite with wind-up windows, a very pretty little car. Alfa Romeo again rouse our desires with the Sprint Speciale by Bertone and a very pretty open 2000 Spyder.

Lancia exhibit a very beautiful Appia drophead coupé, but one cannot admire the lines of the front-wheel-drive Flavia with its very high windscreen. New and very interesting is a slightly angular coupé by Boneschi on the Osca. This chassis now has independent suspension front and rear by wishbones.

Germany is well represented. Mercedes-Benz show their new 3-litre with automatic transmission. They also have a drophead coupé on the 220SE, a very luxurious car. The Neckar is, in effect, a German-built Fiat, but the lines of the "Jagst" model are very pleasing both in drophead and fixed-head form. The 767 c.c. rear-engined chassis is used.

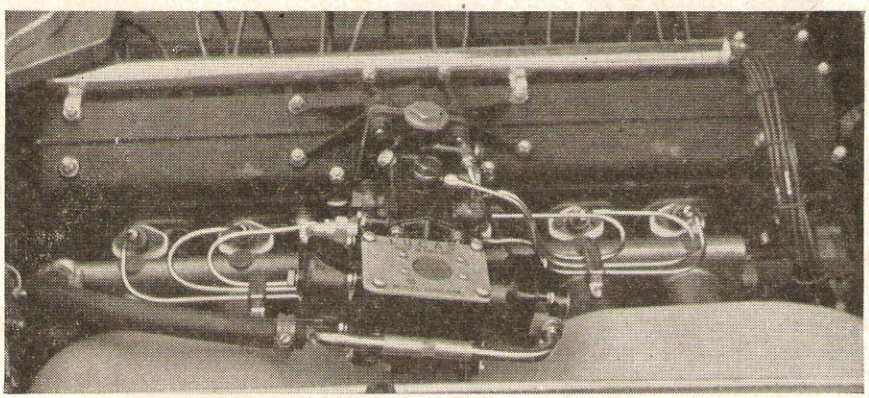
BMW show their new 1,500 c.c. four-cylinder engine. This is a high-efficiency design with an eight-port cross-flow head and ramming induction system. Auto Union have a new drophead coupé with attractive sweeping lines and long tail fins. The Volkswagen 1500 is not a good-looking car, but the compact installation of the engine is beautifully done, and the Karmann-Ghia version of this car is attractive to look upon, with an unusual nose treatment and louvred tail.

The brilliant but impracticable engineering novelties, which used to be a traditional Paris Show feature, are conspicuous by their absence. There is, however, one "car of the future". This is the "Turboflite" by Chrysler, a turbine-propelled vehicle. As the turbine is forward-mounted, it is not clear how the vast output of hot exhaust gases is led away. At the rear of the car there is an aerodynamic brake, pivoted between a pair of high fins. A useful improvement for conventional Chryslers is a starter motor with a two-stage gear reduction, which saves both weight and battery consumption.



UNORTHODOX in appearance is the Osca, with Boneschi body (above).

BELOW: Lucas fuel injection on the Maserati engine.



Chevrolet seem to have had second thoughts on design, for while the brilliantly unorthodox air-cooled Corvair is retained, the new Chevy II is conservative in the extreme. A medium-sized car —let's call it a semi-compact—this model has a 120 b.h.p. six-cylinder engine and a completely conventional specification.

An American design exercise which does not quite come off is the Corvette Gran Turismo by Gordon Kelly. This big red two-seater coupé with a bulging radiator grille has an unusual vertical instrument panel above the gearbox.

Incidentally, the Pontiac Tempest, with a 115 b.h.p. four-cylinder engine, is now called the "Le Mans", though one cannot quite imagine why.

Holland's only car, the DAF, now has a larger air-cooled flat-twin engine of 750 c.c. The unconventional automatic transmission, which employs belt drive, is retained, and a new model, the Daffodil, is quite normal in appearance. The Skoda, from behind the Iron Curtain, is a rugged car with a tubular backbone and swing-axle rear end. The growing demand for drophead bodies is met by the Felicia model, which is quite pleasing.

The British industry is well represented, but these cars will be dealt with in more detail when we review Earls Court. The "E"-Type Jaguar is greatly admired, but one regrets the absence of the Mark X. That splendid car, the Daimler Majestic, has a grey and silver colour scheme that does not look its best under the lights of the Salon. Rolls-Royce and Bentley are, of course, their usual dignified selves.

The new 4-litre Lagonda is revealed as a big four-door luxury car with a rather bulbous nose. The choice of a de Dion rear end seems rather odd these days, but no doubt Aston Martin racing experience has dictated the choice. The Aston Martin DB4 appears for the first time in drophead form.

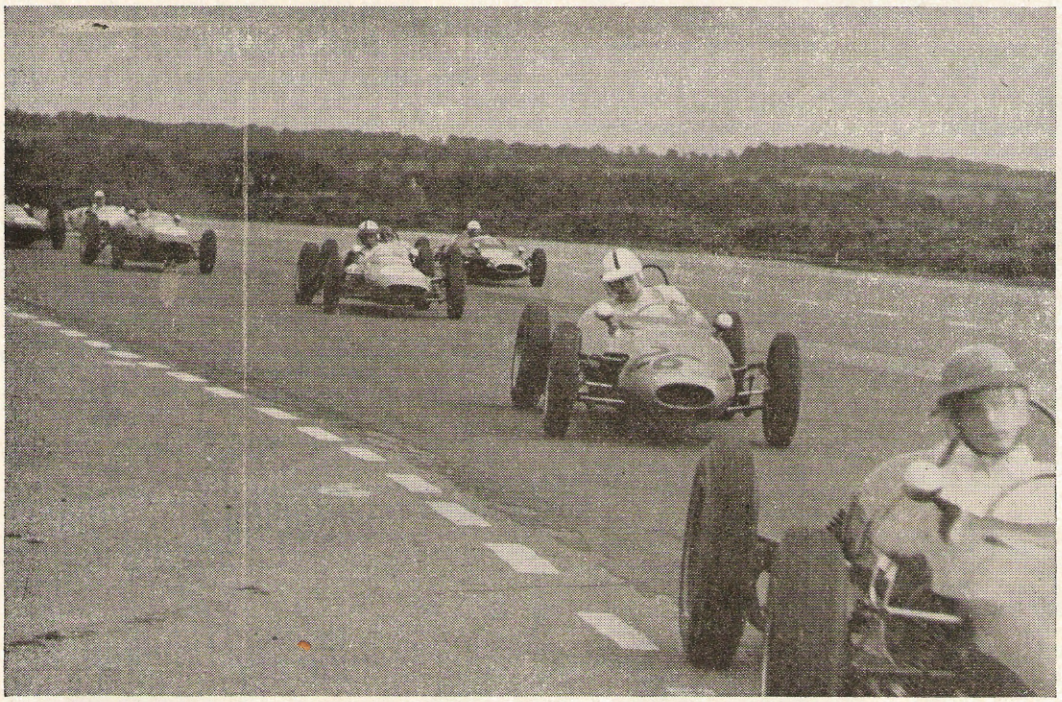
The new, bigger Hillman Minx is an attractive medium-sized car; and the Rootes exhibits are well presented as always. The vast B.M.C. range is on view, including the Austin-Healey and M.G. sports cars. The Lotus Elite attracts by reason of its competitive background, and the A.C. has quite a following in France. The new Bristol has an enormous American engine, which it certainly needs for there is a great deal of car to pull along. Attractive as always, the Triumph Herald holds its own among the Continentals but the TR4 rather lacks that "line" which sports cars are expected to possess. The new Ford Capri is a very pretty car in any company.

Well, that is Paris 1961. The show reveals a virile French industry, ready to take on all comers in the common market. Economy interests the Frenchman greatly, and the wonderful French sports cars of yesteryear have faded away, alas! Britain holds her own in this gathering, though some of her cars ride badly on French roads. The Paris Salon is as interesting as ever and, above all, it is held in . . . Paris!

Snetterton Finale

B.R.S.C.C. Close the 1961 Season

BY CHRISTOPHER NIXON



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FORMULA JUNIOR: Bill Moss (Gemini) leads Steve Ouvaroff (Ausper) and Frank Gardner, the eventual winner following Moss's retirement.

★

★

NOT the start—this is how they raced! Past the pits come A. D. Todd (114), G. A. Line (115), S. Thynne (116), M. J. Lawlor (120) and J. J. Williams.

★

THE British Racing and Sports Car Club's closed meeting at Snetterton provided a fine day's racing to round off the 1961 season. Although the skies threatened at one time to dampen the proceedings the rain held off and everyone remained dry, although a cold wind brought out the sweaters and coats.

First on the programme was an eight-lapper for 500 c.c. cars. Straight into the lead went M. J. Ledbrook (Cooper-Norton), followed by Jack Pitcher in a similar car. Then came D. M. Rogers, N. Rowland (Cooper-Nortons) and S. Antill (Staride). Pitcher got by Ledbrook on lap two but was repassed very soon after. On lap four Pitcher settled the issue and remained in the lead until the end.

Rogers retired on the same lap and Rowland moved up to third. Then Ledbrook was forced out two laps from the end, leaving Pitcher with an enormous lead. The order now became Pitcher, Rowland, A. C. Rodgie (Cooper-J.A.P.), P. S. Antill (Staride) and J. Hazleton (Cooper-Matchless), and this was how they finished.

Another eight-lapper followed, this time for sports cars up to 1,200 c.c. J. B. L. Brooke (Lotus-Ford) went straight into the lead followed by P. W. Deal, D. A. Soley, J. E. Manfield and G. Oliver (D.R.W.), who had started on the back row.

Oliver began to carve through the field in a very determined fashion and by lap three he was hard on the heels of Brooke, and, indeed, he passed him on lap four. Brooke's Lotus then gave up the ghost and he retired on the last lap, having gone slower and slower in the closing laps. This let P. W. Deal (Lotus) into second place with D. A. Soley third.

The first of the two Formula Junior races came next and a large part of the entry comprised the Jim Russell schoolboys. One cannot but marvel at the way Jim gets his boys racing almost every week-end, a very fine effort indeed.

Bill Moss howled into the lead with the Gemini, now painted red as it has been sold to New Zealand. Frank Gardner (Lotus) was hard on his heels and in turn was being hounded by Steve Ouvaroff (Ausper). On lap two John Fenning and M. J. Ledbrook (Lotuses) got involved at Ritches and retired. Poor Ouvaroff was forced to retire on lap five, letting Peter Ashdown (Lotus) into third place.

Moss extended his lead over Gardner who was now in a secure second place.

START of the saloon car race: David Haynes leads off the grid, followed closely by J. C. Merfield in "Doc" Merfield's Ford Anglia.

On lap seven, however, the Gemini came haring into the esses, Bill hit the brakes and nothing happened, so he went steaming down the escape road and retired.

Gardner was now first but he had Ashdown breathing down his neck. He held on until the end though and won by .8 sec. Peter Procter (Alexis) was third.

The unlimited sports car race was a walkover for Roy Pierpoint in his 2-litre Lotus. There was a fine scrap for second place between L. W. Keens and Ian Harrison-Hansley in Lolas. Keens managed to stave off his adversary for five laps but then spun at Sear, letting Harrison-Hansley get a clear lead. Behind this pair came N. Garbett (Lotus) and J. F. Morley (Lotus).

David Haynes won the saloon car race in his Zephyr after being challenged in the early stages by Julian Merfield (Anglia). A. Peer (Anglia) was third and behind these three came E. J. Roach (A35), R. Shun (Zephyr) and E. B. H. Wooley (A35S).

Tommy Weber, driving Nikki Byrne's D.K.W., went like a bomb from the back of the grid and by lap five was in sixth place and challenging Shun's Zephyr. At this point his gear lever broke off leaving him in fourth gear for the rest of the race. The Mini-battle was as close as ever and finally resolved itself in the order J. J. Williams, A. D. Rutt, P. Galliford and M. J. Lawlor.

Ken Lyon (Lotus 20) won the second F.J. race after a fine drive. D. Baker held second place until he was forced out on lap five. A battle now developed for third place between Jack Pitcher and Russell Cowles, the former winning by .2 sec. Another battle developed for fourth place between Malcolm Fruitnight, Rodney Banting and Miss Jean Fowell, who is no chicken when it comes to driving. Unfortunately a hub casting broke on lap nine and she disappeared into a turnip field. Fruitnight finally beat Banting by one second.

The last race of the day was yet another walkover, this time for John Whitmore in Chris Barber's Elite. John won by 27 seconds from Gordon Jones (Marcos) who was 15 secs. ahead of third man R. D. Nathan (Elite). The latter had to work hard for his place though, for Chris Hextall drove his Tornado very well indeed and was only passed by the Elite on lap four. He very nearly got by again on the last lap, being beaten by a matter of yards.

Results

500 c.c. Race: 1, J. Pitcher (Cooper-Norton), 79.19 m.p.h.; 2, N. Rowland (Cooper-Norton); 3, A. C. Rodgie (Cooper-J.A.P.). **Fastest lap:** Pitcher, 1 m. 57.6 s., 82.96 m.p.h.

Sports Cars up to 1,200 c.c.: 1, G. Oliver (D.R.W.-Ford), 83.52 m.p.h.; 2, P. W. Deal (Lotus-Ford); 3, D. A. Soley (Lotus-B.M.C.). **Fastest lap:** Oliver, 1 m. 52.8 s., 86.99 m.p.h.

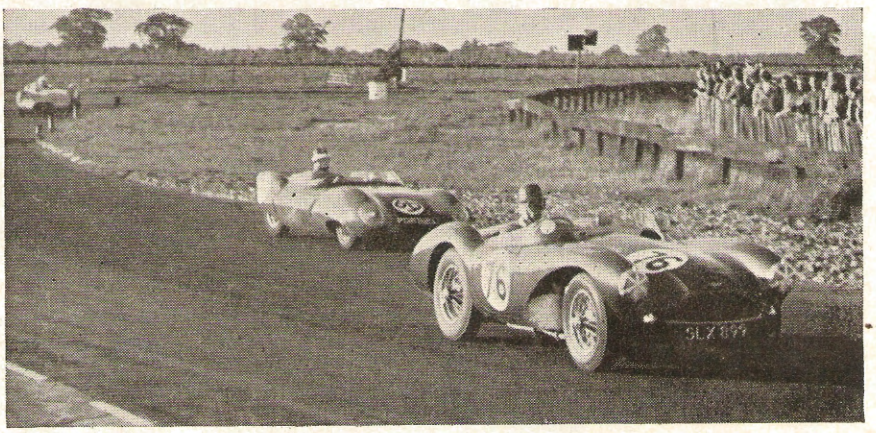
Formula Junior (A): 1, F. Gardner (Lotus), 93.27 m.p.h.; 2, P. Ashdown (Lotus); 3, P. Procter (Alexis). **Fastest lap:** Gardner, 1 m. 42.4 s., 95.27 m.p.h.

Unlimited Sports Cars (Over 1,100 c.c.): 1, R. F. Pierpoint (Lotus-Climax), 85.88 m.p.h.; 2, D. J. M. Ham (Aston Martin DB3S); 3, A. Pickering (Leco-M.G.). **Fastest lap:** Pierpoint, 1 m. 47.2 s. 91.01 m.p.h. **Up to 1,100 c.c.:** 1, I. G. E. Harrison-Hansley (Lola-Climax), 84.52 m.p.h.; 2, L. W. Keens (Lola-Climax); 3, N. Garbett (Lotus-Climax). **Fastest lap:** Keens, 1 m. 47.4 s., 90.84 m.p.h.

Saloon Cars (Over 1,000 c.c.): 1, D. B. Haynes (Ford Zephyr), 77.55 m.p.h.; 2, R. Shun (Ford Zephyr); 3, M. H. L. Bowler (Riley 1.5). **Fastest lap:** Haynes, 2 m. 4 s., 78.68 m.p.h. **Up to 1,000 c.c.:** 1, J. C. Merfield (Ford Anglia), 77.06 m.p.h.; 2, A. Peer (Ford Anglia); 3, E. J. Roach (A35). **Fastest lap:** Merfield, 2 m. 4.2 s., 78.55 m.p.h.

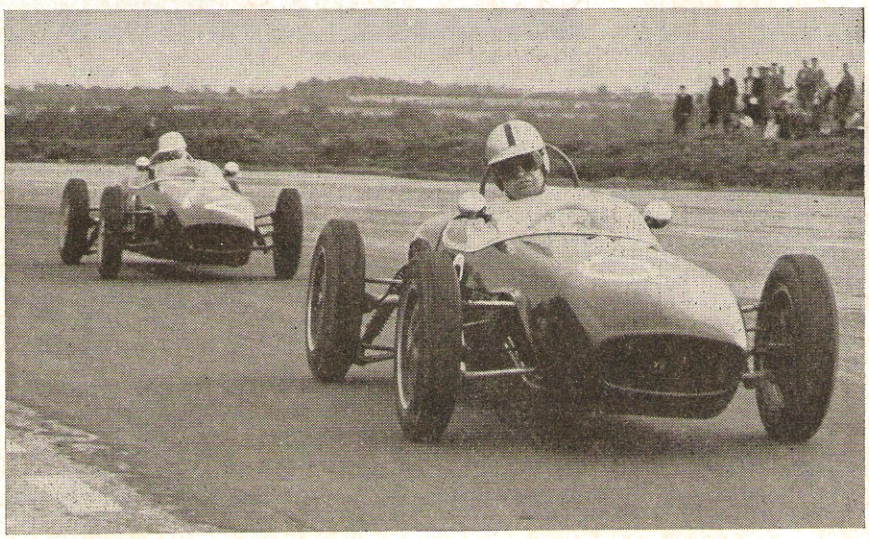
Formula Junior (B): 1, K. Lyon (Lotus), 89.35 m.p.h.; 2, J. Pitcher (Lotus); 3, R. Cowles (Lotus). **Fastest lap:** Pitcher, 1 m. 47.4 s., 90.84 m.p.h.

G.T. and Production Sports Cars (Over 2,000 c.c.): 1, D. Baker (Aston Martin), 77.06 m.p.h.; 2, The Earl of Wharncliffe (Austin-Healey 100 M); 3, B. W. Rees (Austin-Healey 100-6). **Fastest lap:** Baker, 2 m. 4.2 s., 78.55 m.p.h. **1,001-2,000 c.c.:** 1, J. Whitmore (Lotus Elite), 83.66 m.p.h.; 2, G. M. Jones (Marcos G.T.); 3, R. D. Nathan (Lotus Elite). **Fastest lap:** Jones, 1 m. 58.4 s., 82.40 m.p.h.



ABOVE: Ham's Aston Martin leads Hovenden's Lotus. BELOW: B. Glynn's Lotus Junior leads M. De-Udy's similar car—both were Jim Russell School entries.

End of Season thought: Help stamp out girl racing drivers, they're getting too good!



CORRESPONDENCE

Works Support

FLATTERED as I am by Mr. Marriott's rather bald statement that my car receives "works" support, I feel that I must correct him on this point. I am in the same impecunious state as most of the other ordinary club drivers, in that neither I nor my car have received any support at all from my tuners, Messrs. Downton Engineering, or anybody else. If Mr. Marriott would care to take his car to Downton, I am certain that Mr. Richmond would be very happy to make it go just as fast as mine, probably faster. If an estimate is required, I would gladly forward my bills!

I gather from Mr. Marriott's letter that he considers that Mr. Walker and I are too "professional" to take part in club meetings. I do not know if Mr. Walker has comment to make on this, but I have been looking forward to meeting Mr. Walker on all the circuits I have been to this season, and so far I have been out of luck. From my own point of view, I like safety as well as speed, so my Sprite conforms only to Appendix J, Group 4, which bars my entry to nearly all national and international meetings. If Mr. Marriott can fix the F.I.A., I will be very pleased to take part in races of greater status.

Finally, if anybody who reads this is prepared to offer me "works" support, I would be delighted if they would get in touch with me!

HARRY DIGBY.

EVERSHOT, DORSET.

Prescott Records

I THINK that it should be recorded that Tony Marsh's excellent ascents at Prescott were accomplished without trespassing on to the sand at the "esses". I spent much of the day at this corner and it was noticeable that many of the faster times were made without the drivers cutting the corner at this point.

PATRICK LINDSAY.

LONDON, S.W.3.

Wolseley Wasp Information Wanted

I HAVE been trying to obtain, so far without success, the instruction book for a 1934 Wolseley Wasp. I would be very grateful if you or one of your readers could help me.

D. COWEN.

68 LANSDOWNE PLACE,
HOVE, SUSSEX.

A Multiple Answer

I AM trying to answer several correspondents at once.

(a) Formula Junior. This is no longer of any interest to the amateur (for whom this was created to be at small cost), owing to the first selection of works teams. I agree with Mr. P. B. Watson on his list of grades in this country, but what about others from abroad? Angus Hislop (Abarth), 14th Le Mans, fourth on Index. What would he do in a works car?

(b) B.R.D.C. Having driven in many races, *e.g.*, Boreham, Goodwood, Silverstone, Le Mans, etc., I have for the last six years devoted my enthusiasm to offering drives to the younger drivers ranging in age from, for example, Alan Rippon, Cuff Miller, Peter Blond, Angus Hislop, Peter White and Keith Greene. I am not, however, technically qualified to apply for membership of the B.R.D.C. which quite rightly keeps membership to severe rules, *i.e.*, a large number of events of at least 100 miles each.

Nevertheless, it seems to me that such a small membership (except a few of our devoted Brooklands stalwarts) is insufficient to be responsible for any important international or national events compared with the B.A.R.C. This is a motor club with a huge membership, a technically experienced staff and great organizing ability. I hope many here will agree this is the finest motor racing club in the world.

J. I. HAMILTON.

ECURIE BRITANNIQUE,
BUSHEY HEATH, HERTS.

Delage Owners' Club

I AM anxious to obtain the address of the Delage Owners' Club which was formed about 12 months ago. I wonder if you can, through your columns, assist me, please.

T. RAWLINSON.

3 GRIFFIN STREET, BLACKBURN, LANCS.

Memories Wanted

I HAVE recently been commissioned to write a history of the Gordon Bennett Cup Races from 1900 to 1905. While this work will treat primarily the famous series of events for racing cars, I intend, in addition, to cover the events for balloons and motor boats.

May I appeal through your columns for any information that your readers may have of the circuits, the personalities and the vehicles that took part in these races? First hand information and personal memories are especially valuable.

LORD MONTAGU OF BEAULIEU.

BEAULIEU, HANTS.

But for the sign of good petrol

THERE'S NOTHING LIKE SUPER NATIONAL

Sounds ship-shape, yet this term for a large trailer-truck comes from the R.A.F.! The sign is at Deddington, Oxon. (N.B. Map Ref: I/B 32). Wherever you drive, fill up with your favourite National petrol at a friendly National station.

MS/1

Club News

By MICHAEL DURNIN

B.A.R.C. "N.W." CENTRE AUTUMN SPRINT AT AINTREE

USING a mile course on the Aintree club circuit, *i.e.*, starting some 50 yards before Country Corner, taking in Village, down Valentine's Way, round Becher's to finish half-way down Railway Straight, the B.A.R.C. "N.W." Centre Aintree Sprint, on Saturday, 7th October, under ideal weather conditions, attracted an entry of nearly a hundred.

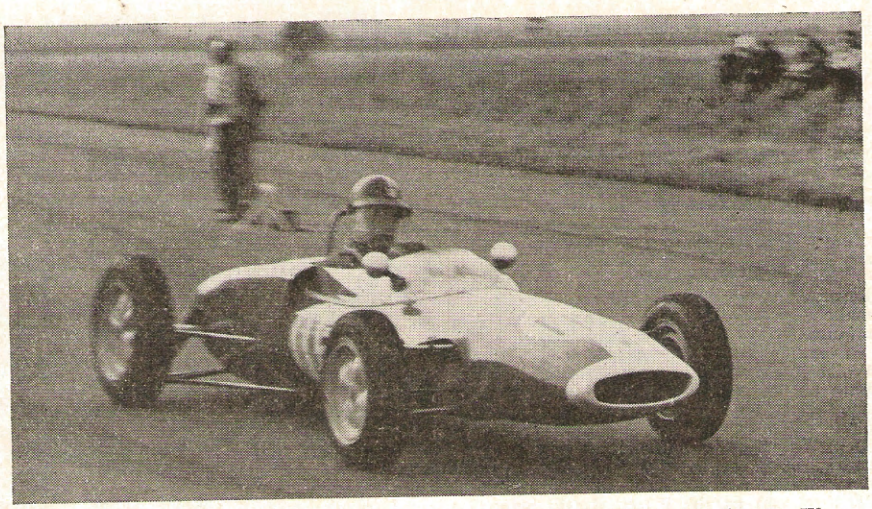
Starting with production saloon cars, unmodified up to 1,000 c.c., fine times were put up by the Mini brigade, 1 min. 4.6 secs. by J. F. Cookson (later transferred to the modified class by reason of his running without a passenger seat), 1 min. 5.6 secs. by D. Martland who now took the class and 1 min. 5.7 secs. by K. H. James.

The modified babies were headed by J. P. Hacking in 1 min. 2.3 secs. whilst Cookson's time was good enough for second place! Production saloons from 1,001-1,500 c.c. proved H. R. Crowther's Riley 1.5 time 1 min. 3.1 secs. superior to H. W. Bowman's Rapier, 1 min. 4.3 secs.

Class 4, production saloons 1,501-2,500 c.c., produced only two runners, J. P. Hacking (Porsche) 56.1 secs. and G. D. Hill (Jaguar 2.4) in 1 min. 10 secs. Production saloons over 2,500 c.c. showed H. S. Shepherd's Jaguar 3.8 the faster of the trio entered, his run in 55 secs. just beating G. H. Parkes's time of 56.8 secs.

Next came sports cars up to 1,000 c.c. which brought out a gaggle of Lotus 7, Turner, Fairthorpe and a Berkeley, this latter, in the hands of K. Jones, sporting quite the biggest anti-roll bar yet seen, obviously a part of its owner's central heating! The winner, D. Bridges (Lotus 7A), clocked 51.3 secs.; next best in a similar car was B. K. Crabtree in 54 secs.

Sports cars, 1,001-1,500 c.c., produced another big class which was taken by G. D. Hill (Elva), who twice broke the 50-second barrier, his best time being 49.7 secs., a fine effort! Next, after trying very hard, came H. E. O'Brien (Lola) with 50 secs. dead. TR-engined sports cars went to B. Stratton (TR3A) in 56.4 secs. with G. A. Weldon, similarly equipped, second with 57.9 secs.



BEST time of the day at the Aintree Sprint was recorded by F. W. Dodgson's Lotus 20.

Class 9, sports cars 1,501-2,500 c.c., first was the Hon. E. G. Greenall (Lotus Elite), time 52.1 secs., second D. S. Baldock (T.V.R.), time 55.3 secs. Greenall also took the next class, which was for unlimited sports cars, with a run in 51.9 secs. Second was R. Rose (Jaguar 150S), time 53.6 secs. Nearly the entire entry in this class, composed in the main of assorted Jags and Austin-Healeys, was sent back to the paddock to refit passenger seats, etc. Naughty!

Specials, sports-racing cars up to 1,500 c.c. went to G. D. Hill (Elva) and H. E. O'Brien (Lola), whose times were identical to their runs in Class 7, namely 49.7 secs. and 50 secs. dead! Class 12, for the bigger special and sports racing cars went to I. R. Entwistle (H.W.M.-Jaguar), 1 min. 0.08 sec., racing against himself only!

Last came *Formule Libre* and with it B.T.D. when F. W. Dodgson driving a Lotus 20 was timed at 49.3 secs., second being M. Peel (Lola F.J.) in 52.1 secs.

FRANCIS PENN.

B.T. & R.D.A. PLACINGS

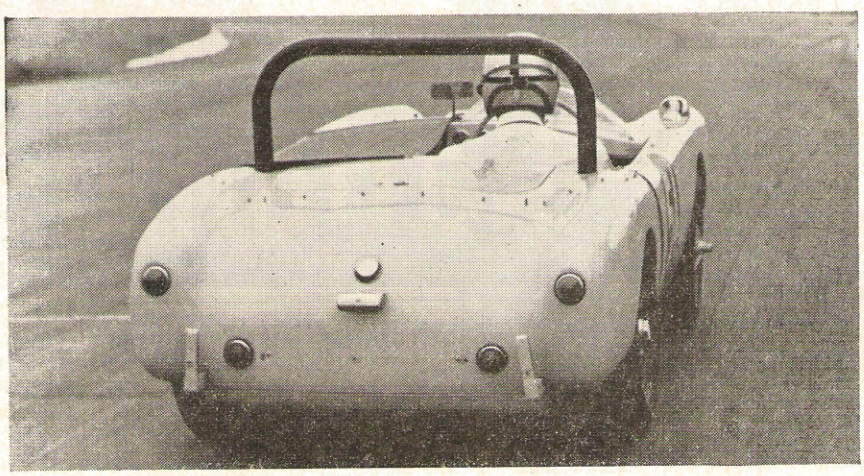
POSITIONS in the B.T. & R.D.A. Gold Star Competition: this takes in all trials for 1961 up to and including the Knott Trophy Trial and the results set out below are based on the highest marks gained in six of the above 12 trials:

R. Chappell 120; I. Portlock 102; C. W. Pollard 98; L. Hurt 98; G. Holdrup 96; P. Highwood 95; G. J. Newman 90; F. T. Lewis 89; E. Harrison 87; B. H. Dees 86; D. D. Render 82 and G. Langdon 60.

WESTON-SUPER-MARE SPEED TRIALS

THE Burnham-on-Sea Motor Club's Weston-super-Mare speed trials, held on the Marine Parade on 30th September, go annually from strength to strength, and proved this year to be the most successful of the series to date. A capacity entry of 150 cars, with 10 reserves, was easily achieved and, indeed, surpassed, the organizers having to return no fewer than 70 over-subscribed entries. Festivities commenced on the Friday evening, when the competitors were guests of the club and of Weston-super-Mare Borough Council (without whose enthusiastic co-operation the event would not be possible) at an informal get-together, some signs of which were still evident on Saturday morning!

The start of the optional practice was somewhat delayed by the obvious difficulties of scrutineering and marshalling this large entry in torrential rain; nonetheless, by mid-morning the rain had stopped and, as the course dried out, times began to improve. Horace Gould (Maserati 250F) unofficially broke the course record, a feat which he was unable to repeat during the actual runs, while the reappearance of George Keylock and Arthur Owen, both recovered from their recent accidents, was warmly welcomed by sprint enthusiasts. Keylock's Cooper, however, had a far from trouble-free day, and never really got under way; Owen, on the other hand, was eventually to get down to 20.33 secs. for a place award. B.T.D. and the Ken



BIGGEST anti-roll bar in the world? Seen on K. Jones's Berkeley at the B.A.R.C. Sprint.

Coming Attractions

14th October. *Wirral* 100 *M.C. Sprint, Rhydmwyn.*

14th-15th October. Riverside Races, U.S.A.

West Hants and Dorset M.C. National Rally.

15th October. *Maidstone and Mid-Kent M.C. Bossom Trophy Trial.* 10.30 *a.m.*

750 *M.C. Hill-Climb, Wiscombe, near Colyton, Devon.*

"Four Clubs" Sprint, Long Marston, near Tring.

Burgess Memorial Challenge Trophy went comfortably to Fred Tuck's Cooper-Maserati with 19.36 secs., six-tenths of a second inside Richardson's absolute course record of 19.9 secs., on Norton's E.R.A. in 1959. Fastest sports car, and winner of the Fred Tuck Challenge Trophy, was Josh Randles' Cooper-Monaco which, with 21.01 secs., knocked more than a second from Peter Farquharson's record of 1960, when his Allard covered the 880-yard course in 22.2 secs.

Proceedings opened with the production car groups which were, of course, sub-divided into standard and modified classes and, among the small saloons, Charles Russell-Scarr had little real opposition, winning the class with a time of 33.52 secs. in his DKW Junior. Keith Howells, having promised a stern challenge with his practice times, retired his Mini sans clutch, leaving the Mini of Harry Rose to carry the flag into second place with 34.32 secs., Fred Ferris doing 34.34 with the same DKW. Not surprisingly, the modified class turned out to be a Downton benefit, Daniel Richmond's extraordinary Austin Seven winning with 28.73 secs., and Mrs. Richmond doing 29.05 secs. in the same car for second place. Third came the Motoquip Austin Seven, driven by D. J. Robinson, with 30.20 secs.; next year it might be interesting to see a Group 3 DKW contesting this class!

One of the most remarkable results of the day was seen in the next larger group, when Tiny Lewis's standard Rapier took its class with 27.87 secs., as compared with Amie Lefevre's extensively modified Rapier, some two seconds slower, but, in its turn, winning the class with 29.85 secs.! The class for larger saloons was extremely closely fought, Overbury's scarlet Jaguar 3.4 eventually taking second place with 27.76 secs., conceding the class to Micky Owen's similar but sombre-hued car which, despite one run which was false-started, did 27.65 secs.—two-tenths of a second faster than the credited time of Lewis's Rapier.

The small standard sports cars were dominated by A. L. Young's Turner with 31.24 secs., challenged only by J. Williams's Alexander Turner with 32.20 secs., while the modified class went to Don Bishop who, breaking his own class record, did a spirited 28.32 secs. in his "Cream Cracker" type supercharged M.G. PB. Ashley Cleeve's venerable Morris was unable to break 30 secs. on this occasion, second place going to Cory's Morris with 28.66 secs., the new-type hybrid M.G. Midget of P. Dawson returning 28.90 secs. for third place, and doubtless feeling a little out of place in this distinguished, if rather elderly, company.

The next larger standard class was heavily subscribed, Austin Nurse's Elite winning with 25.17 secs., but being closely harried by the A.C.-Bristols of V. Hassell (25.25 secs.) and D. Duncan (25.26 secs.), Mrs. Hassell being the only other entrant to break 26 seconds, also with the A.C. The modified class went to Meredith's Morgan with 26.08 secs., while the heavy standard class produced some equally close results, Lambert's Jaguar "E"-type getting down to 22.47 secs. for first place, with Ron Fry's beautiful Aston Martin DB4GT a close second at 22.68 secs., while T. G. Cunane, driving a Rudd-entered Ace, could not better 24.23 secs. The corresponding modified class went to Jack Browning's Jaguar XK S.S. which, immaculate as ever, did 21.64 secs with little opposition.

The sports-racing classes were also well supported, the Lotus XI of M. Wetherill doing 24.18 secs. to take the up to 1,500 c.c. class, with Peter Bailey's Lotus XV, naked of paint, challenging with 25 secs. Eric Bradley's Seven Climax experienced clutch trouble and was withdrawn and, among the larger cars, Peter Farquharson's 5½-litre Allard won the class with 22.18 secs., since Randles had done B.T.D. in this group. Charles Sgonina, with his Aston Martin DB3S, had a rare opportunity to really open up, to good effect, with 22.66 secs. for second place. Peter Cottrell's Lotus Fifteen developed an elusive misfire which put it out of the running, while A. Parks's Tojeiro got down to 23.48 secs. for third place.

Finally came the racing cars, Chris Summers starting things off in his Cooper with a resounding 22.54 secs., which was never beaten in the 1½-litre class, though John Farley, driving the same car (the Farley Special being entered but not present), did 22.93 secs. and Wally Cuff's Cooper returned 23.58 secs. Richmond's Venom-Austin did a brisk 24.23 secs. for the Formula Junior award, while Jim Berry's E.R.A. won the large class with 20.09 secs., and Gordon Parker's Brighton-winning H.K. Jaguar Special, two-stage blown, with 20.39 secs., just conceded second place to Arthur Owen with 20.33 secs. Gordon March's supercharged Djinn managed a fairly smart 23.25 secs., which proved to be faster than a sizeable gaggle of blown Coopers and Tommy Norton's blown Lotus Special.

Eventually the day drew to a close with a class for vintage sports cars, won by Williamson's 1928 4½-litre Bentley (27.69 secs.) from Harry Rose's similar machine with 29.16 secs. The Burnham-on-Sea Motor Club has high hopes of a National Permit for this event in the future, and, indeed, 1961 was an admirable meeting; organizers of other speed trials are going to have to get down to it to ensure that their efforts are not eclipsed.

H. M. BILEY.

LIVERPOOL MOTOR CLUB'S RESTRICTED AUTOCROSS

Another Autocross Win for Pryor

BEST time of the day at the Liverpool M.C.'s Autocross last Sunday was put up by Frank Pryor in his well-known special, Iris Mk. II, thus justifying his long drive up from Cambridgeshire to compete. Although Howard Parkin's Lotus Seven achieved second B.T.D., the Southerners who were up for B.T. and R.D.A. Championship points had quite a field day and, apart from Pryor's win, the "Southern Nomads", comprising Pryor's Iris, Syd Davey's Lotus Seven and Ken Piper's Messerschmitt, took home the team prize.

The course was a new one of about 600 yards on grass and was completely smooth throughout its length apart from a gully near the start and finish line. The track was used anti-clockwise and was predominantly left-handed, two runs of three laps each being allowed. The start line was followed by a curving up-hill left-hander, a further left-hander on the brow of the hill leading to a fast downhill straight. A series of tight "S" bends then led back into the finishing straight and it was these Esses which caused most of the bother during the event.

Early-morning rain and showers during the first runs gave way to a bright sunny afternoon, and times, with the very notable exception of Pryor's, were greatly improved on the second runs.

At the end of the morning runs Pryor's 1 min. 18.2 secs. was the best time, and this, in fact, stood for the rest of the event, his nearest rival at this stage being Ken Piper's Messerschmitt with 1 min. 27.2 secs. During the second runs some very fast driving was seen and among those who got down to some good times were Howard Parkin (Lotus 7), 1 min. 18.6 secs., Syd Davey (Lotus 7), 1 min. 21 secs. (who had revolved on his first run), David Lomas (Ginetta Special), 1 min. 22.4 secs., and John Kennerley in a Lotus Eleven (of all things for an Autocross), with a time of 1 min. 25.4 secs.

Most of the classes saw furious rivalry and very good times were put up by some of the local drivers, such as Bill Waller's 1 min. 26.8 secs., with a Mark I Sprite, which gave him second place in class one to the redoubtable Piper.

Class two, open cars 1,001 c.c. to 1,600 c.c., saw the main battle for the ladies' prize, Mary Thompstone in the Ginetta Special eventually taking the honours from Doreen Reece in the just-completed Barwell Special. Doreen, in fact, was mistimed twice on her second run and had to do nine laps before getting her second place! The class itself was a battle between the Lotuses of Parkin and Davey, Parkin winning despite Davey's determined driving.

The unlimited sports cars class was a Pryor benefit and saw a resumption of the now-familiar Kennerley-Jim Hacking duel, again won by the former, this time in his Lotus XI, not the Elite, with 1 min. 25.4 secs. to the Porsche's 1 min. 26.2 secs.

The Mini class was the usual hard-fought affair, D. Martland eventually coming out on top with an excellent 1 min. 26.4 secs., a clear second ahead of Alan Minshaw. Both Bill Shipley and Doreen Reece in Austin Sevens caused excitement by pulling their off-side front tyres clean off the rims as a result of too low pressures.

Saloons from 850 c.c. to 1,200 c.c. was the best supported class of all with 20 entrants, and was a real trimph for local driver John Tavernor in a VW, whose time of 1 min. 26.2 secs. beat regular VW drivers Mike Hinde and Peter Crummack. Ken Piper's rapid DKW Junior was best in the class on the first runs but he was black-flagged on his second run, having forgotten to put on his crash hat!

The big saloons were not as impressive as usual, the Esses proving too tight for abandoned driving. As it was, the marker posts were flying in all directions and cars were pointing in all directions too! After the first runs S. G. Davey's Zodiac was leading from Mark Rylance's similar car with 1 min. 37.2 secs. compared to 1 min. 40 secs. On the second runs, however, Davey non-started and a tremendous battle was fought between Rylance and Keith Moore, both in the same Zodiac which is owned by Moore. This resulted in a tie in 1 min. 33.4 secs., the class win going therefore to Rylance as a result of his better time earlier.

All in all, a very successful afternoon watched by a large crowd. The only

ANOTHER win for Frank Pryor and his Iris Mk. III was recorded at the Liverpool M.C. Autocross.

untoward incident needing the attention of the ambulance was during practice when a passing motorist in a Magnette III ran into the back of a stationary Minor 1000—the Magnette's driver presumably being too concerned with looking over the hedge at the Autocross to notice that the traffic had stopped!

IAN HALL.

Results

B.T.D. (Burns Cup): F. B. E. Pryor (Iris Special), 1 m. 18.2 s. **Second B.T.D.:** J. H. Parkin (Lotus), 1 m. 18.6 s. **Class 1 (Open up to 1,000 c.c.):** 1, K. Piper (Messerschmitt), 1 m. 26.4 s.; 2, W. W. Waller (Sprite), 1 m. 26.8 s. **Class 2 (Open, 1,000 to 1,600 c.c.):** 1, S. G. Davey (Lotus), 1 m. 21 s.; 2, D. E. J. Lomas (Ginetta Special), 1 m. 22.4 s. **Class 3 (Open, over 1,600 c.c. and G.T.):** 1, J. R. Kennerley (Lotus XI), 1 m. 25.4 s.; 2, J. P. Hacking (Porsche), 1 m. 26.2 s. **Class 4 (Saloons up to 850 c.c.):** 1, D. Martland (Austin 7), 1 m. 26.4 s.; 2, A. R. Minshaw (Mini-Minor), 1 m. 27.4 s. **Class 5 (Saloons, 850 to 1,200 c.c.):** 1, J. Tavenor (VW), 1 m. 26.2 s.; 2, J. P. Hacking (Austin 7), 1 m. 26.4 s.; 3, B. Woods (VW), 1 m. 27.2 s.

Classes 6 and 7 combined, Unlimited Saloon: 1, M. Rylance (Zodiac), 1 m. 33.4 s.; 2, K. J. Moore (Zodiac), 1 m. 33.4 s. **B.T. & R.D.A. Award:** F. B. E. Pryor. **Best Liverpool M.C. Member:** J. R. Kennerley. **Ladies' Awards:** 1, Miss Mary Thompstone (Ginetta Special), 1 m. 28.4 s. 2, Mrs. Doreen Reece (Barwell Special), 1 m. 29.8 s. **Novice Award:** A. G. Cox (Herald), 1 m. 32.6 s. **Team Prize:** 1, Southern Nomads (Davey, Prior and Piper); 2, Lancs & Ches C.C.; 3, Wirral Racing Team.

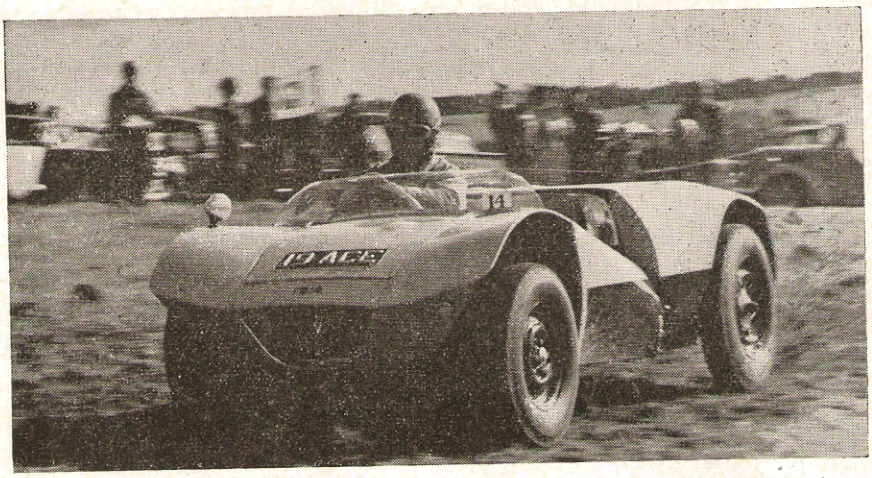
MIKE PARKES and Willy Mairesse will share a 250 GT Ferrari in the 1,000 Kilometres of Paris, at Montlhéry on 22nd October. Amongst many British entries are the Ogier Aston Martins.

ADMAN RALLY

7th and 8th October, 1961

WITH a fine entry of 91, many of the competitors were competing for the A.C.S.M.C. championship for which this was a qualifying event.

An innovation for Southern rallies was that the complete route was handed to the competitors one hour before their scheduled starting time. This proved most popular, especially as the standard of printing and explanations on the road book were of the highest quality. At 8.01 p.m. No. 1, a Porsche 1600 driven by R. Compton, left the vast car park of Gatwick Airport to commence a Tulip-type route card which led quietly through the Surrey countryside to a point just north of the downs near Poynings. After this came a short section containing two route checks near Devil's Dyke,



followed by the first tight section of the rally, consisting of a two-minute climb of Ditchling Beacon. This proved easier than at first thought by the organizers; the only thing that one could say is that there was a lot of baulking by non-competing cars. This was followed by an M/R information section with directional approaches, some of which were manned; this was considered a liaison section, yet J. R. Glover/G. Edwards motored their Anglia gaily into the scenery. At T.C.5 (183/625½076), competitors simply followed a very narrow and windy road on a four-minute section which was designed to sort out the entry. This section had approximately 30 right-angle corners, with three bridges to add interest; very few people did this clean. This was followed by another liaison stage to T.C.8, where a Tulip route card took competitors over another two-mile section again in four minutes, with slightly elastic mileage; this was another sort-out section. The pressure now was full on.

Next came a 14-minute section which was extremely tight over very wet and muddy roads, giving the effect of ice; many people lost time and motor cars on this section. At the end of it was the 90-minute half-way halt. One could hear many tales of woe, amongst which were R. Ambrose/J. King (Anglia), whose supercharger oil pipe fell off on the four-minute section. Major Wright/Lt. Brookes gaily motored their Standard Ensign into the scenery. The NSU Prinz driven by J. A. Rodgers was seen spinning like a top. Several people were held up at the level crossing which was closed at M/R 183/513076.

After the half-way stop, competitors had time to get their eye in again with a 60-minute route check section that led to T.C.11 (184/876186½).

Here came another tight section of four minutes on a loose gravel surface, numerous corners, one hairpin bend and a one-in-four climb.

From T.C.12 until T.C.14 competitors followed a Tulip route card that had a sting in the tail. Starting outside Rye at a leisurely pace and passing through a number of time controls, competitors eventually came under great pressure to the start of the rally's special feature. At T.C.14, near Appledore, which is on the edge of the marshes near Lydd, competitors were asked to follow luminous markers which indicated the correct route. A special marker would indicate when a turn was coming up. Competitors were allowed 19 minutes to get to the next time control, traversing several level crossings.

The organizers had found an impossible section of three miles on narrow, good-surfaced roads to finish the rally, again following luminous markers. This section of six minutes was over flat country yet with many right-angled bends. Unfortunately the timing on this section was suspect.

After this was a gentle run to Hastings and the finish at the Castle Hotel which provided an excellent breakfast at 4 a.m.

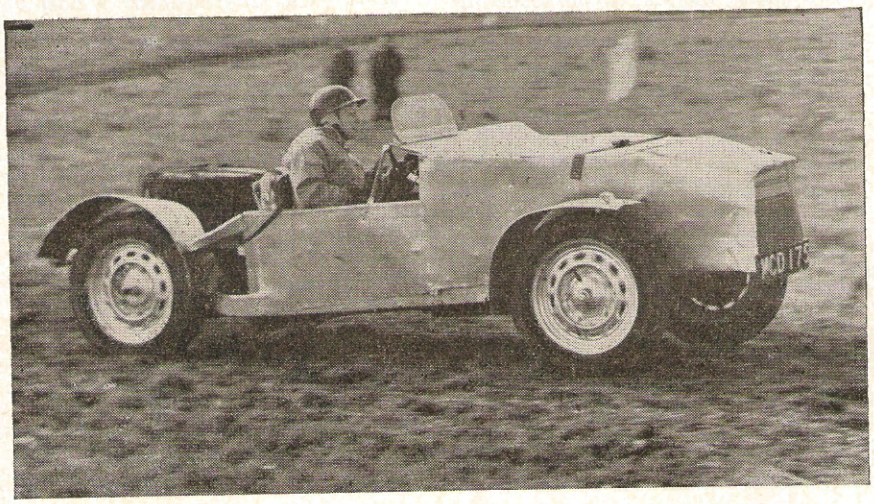
The organizers have attempted to create a rally which had a number of very difficult sections to sort out the experts and a number of easy liaison sections to add interest. The reason for this was to make it possible for the newest novice to complete the course within maximum lateness yet would still avoid clean sheets from the expert.

There were about six marshals specially devoted to noise and the Highway Code and, following the example set by the London M.C., a prize was awarded to the best marshalled point voted by competitors.

PAUL STEINER.

Results

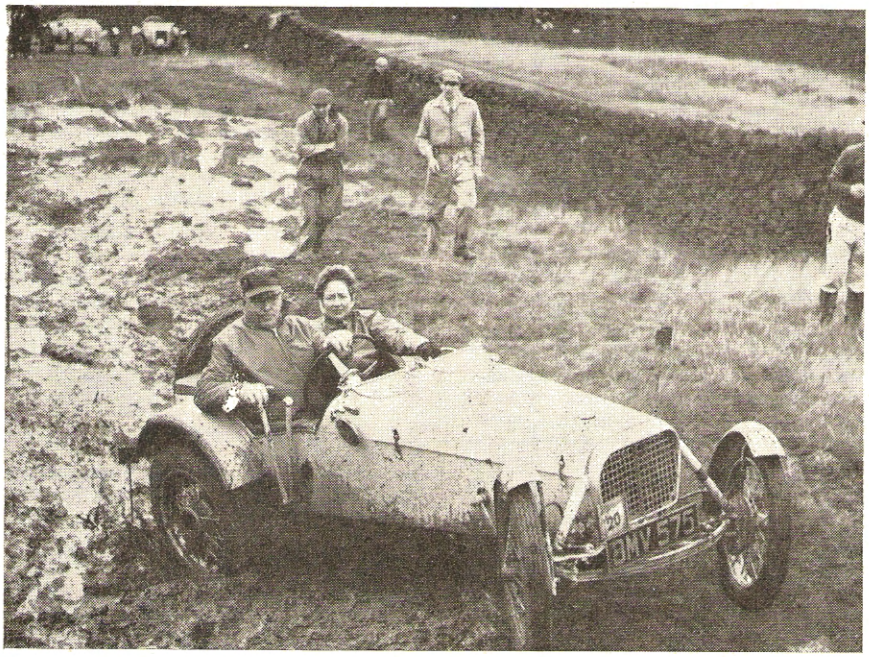
1, J. Huggins/J. Harding (Anglia), 30 marks; 2, M. Hasler/P. Hewitt (Sprite), 40. **Best Expert:** B. Russell/Miss A. Scott (Austin-Healey 3000), 50. **Best Novice:** A. Greig/D. Wood (Riley 1.5), 90. **Best Mixed Crew:** B. Russell/Miss A. Scott. **Team:** J. Brierly, J. Huson, M. Hasler.



HARD work! Doreen Reece (Ford Spl.) had to do nine laps before the time-keepers managed to record her run.

THE YORKSHIRE SPORTS CAR CLUB

Stone Trough Trial



THE North's first sporting trial of the year—the Yorkshire Sports Car Club's "Stone Trough" trial, held on Sunday, 1st October—was won by Northern expert Cuth Harrison in spite of determined opposition from the Southern trials enthusiasts.

The Southerners turned up in force and swelled the number of starters in the event to 27—the biggest number for years. Their long-travelled devotion to the sport did not go unrewarded and G. J. Newman took back the Thomas Ramsden trophy for the runner-up, while another member of the Harrison family was third—Cuth's younger son, John.

All the sections were among the abandoned lead mines at Yarnbury, above Grassington, and were basically similar to last year's popular layout.

Apart from four sections in sandy spoil heaps, all were on rough moorland, often very wet and rocky, on the slopes of a valley with a stream running down the middle which was often used to enliven the sections.

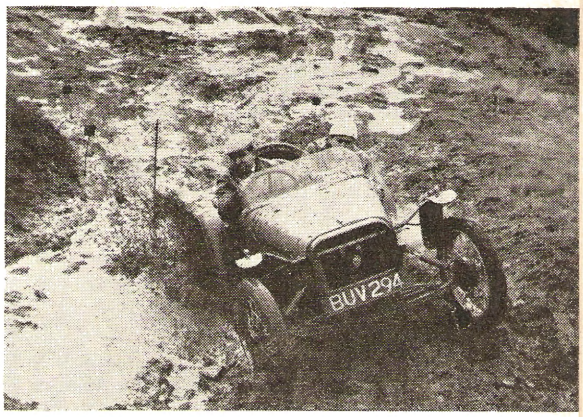
The 10 sections tackled before lunch did not hold many fears for the experts and Cuth Harrison cleaned nine of them. On the other, section seven, he dropped eight marks. Newman dropped only five marks on this, but on section nine he dropped another three, so that the pair tied for the lead at the lunch break.

Section seven did much of the sorting out in the morning and the best anyone could do was to lose five. Those who reached this point were Jackson, Hobson, Jenkins, Rhodes, Dees, Hurt and Pollard.

The first section after lunch was cleaned by seven drivers, but Harrison (T.C.) lost a mark here. However, he lost only 28 in the afternoon to Newman's 30 and won by two marks.

Each of the two leaders had 20 clean climbs during the trial, and the third and fourth place men, John Harrison and Eric Jackson, both had 18 clean climbs.

Two "old faithful" sections on the Stone Trough attracted a large proportion of the big crowd of spectators during the afternoon.



ABOVE: Charles Pollard—whose car is usually so immaculate—winces as the rear wheels slide into an evil-looking ditch.

LEFT: Fiddle-brakes on for Bernard Dees, winner of a first-class award, as he narrowly misses a marker to climb on to firmer ground.

These were a steep drop into a stream followed by a steep climb out again with a camber which threw cars on to a dry stone wall, which was climbed in fine style by Edward Harrison among the later numbers, and a very wet climb up a stream bed with big hidden holes in it. Most of the entry came to grief in one or other of the holes, but nearly all of those who dodged the holes failed to make the sharp right turn up the bank out of the section and hit the "five" marker.

Organizers Peter Clay and John and Ken Mitchell soon produced the results after the finish, and then entertained many of the competitors and spectators to a show of films taken at the club's trials last year.

PETER CRAVEN.

Results

Stone Trough Trophy (Best Performance): T. C. Harrison, 36 marks lost. **Thomas Ramsden Trophy (Runner-Up):** G. J. Newman, 38. **First-Class Awards:** J. F. Harrison, 48; E. Jackson, 53; and B. H. Dees, 53.

M.C.C. SEVENTH DERBYSHIRE SPORTING TRIAL

LACKING perhaps some of the glamour attributed to certain national events, the M.C.C.'s three classics still attract a good entry and the 1961 event had an

(*continued on page 520*)

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Derbyshire—*continued*

entry of 131 of which 64 were cars. Starting from Rootes, Ltd., at Ryton-on-Dunsmore, in rain as usual, competitors had an easy run to Buxton, there to breakfast and then on to the serious part of the trial.

The first observed section, Putwell 1, is usually thought of as an easy, warming-up hill, but a dip and a hump within a couple of feet of the start line soon had wheels spinning and chassis grounding in unsuccessful efforts to get off the line and many a chance of a premier award went right at the start. Putwell 2, a steady climb up a grassy track, was comparatively easy and caused little trouble. On to Litton Slack, notorious as a stopper and expected to be in its prime. Here was a disappointment for the Slack was so bad that the officials had to give it best and by-pass the hill. And so on to Highcliffe with its observed section plus stop and restart test. Two sharp bends with plenty of mud kept drivers busy but the restart—stop astride line then clear it within two seconds of the signal—caused little worry. Maybe the section finished a little too soon for there were plenty of stops between the end of the section and the road!

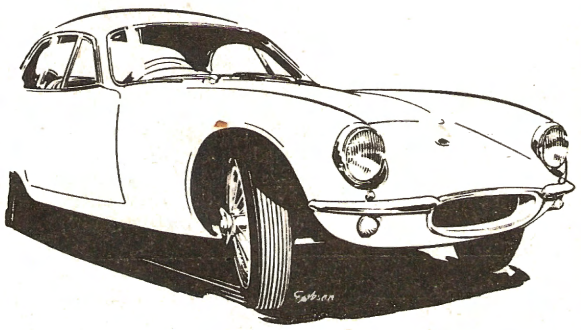
A nine-mile journey to Bamford Clough, despoiler of many a first-class award and destined to live up to its reputation. On four of the hills in the Derbyshire, class three (specials) were given a restart line, usually on the worse section of each hill. Bamford Clough was the first of these restarts with the stop line situated at the beginning of the one in two section. Leaving the start line with its macadam surface, competitors soon found themselves on a rough, bumpy track giving very little grip with the result that many an engine petered out through lack of urge when tackling the end hill. A few miles of main road driving brought drivers to Hagg Side, another of the Derbyshire stoppers. A good half-mile long, Hagg Side winds its way in a series of hairpin bends up a steep track, greasy and muddy from the rain and made more formidable for the specials by its restart.

Despite the sterling work put in by the Land-Rover recovery vehicles, a long delay built up at the foot of this hill as vehicle after vehicle came to a slithering stop, usually on one of the hairpins. Hagg Side was living up to its reputation. Again a short main road run to Old Lees with its special test, a timed section stopping astride lines B and C but not on a nice flat piece of tarmac. Plenty of mud to get wheels slipping put a premium on good "toe-manship" for the restarting. From Old Lees, a long, long journey along a muddy track across the dales to Winnatts Pass on to Section 7, a new, unknown hill at Tunstead. Originally a grass track, skirting the edge of a hill, Tunstead was now a morass of mud, churned up by the slipping and sliding of vehicles as they wound their way up the bank. Difficult enough to get to the start line, it was then easy for a few yards but after, the task was to point the vehicle in the forward direction and just hope to keep going. By now well behind schedule time, competitors made their way to Taxal with its "specials' restart". Here the sting was at the beginning of the hill with a sharp hairpin within a few yards of the start, muddy and narrow, with the alternative of creeping round the bend hoping for grip on opening up, or pressing on trusting that the back would come round. Once under way, the remainder of the hill was easy—even the restart—and crews pressed on to the time control near Old Longhill, then with an hour to tackle Old Longhill and check in at Buxton.

For money's worth Old Longhill gave you three for one—the observed climb, a special test and, for class three specials, a restart. Not having experienced the rain which covered most of the course, the hill was reasonably dry and little trouble was found on the climb—as a change from last year when it was nearly impossible. What mud there was came during the ABC test and many times will be a lot slower through lack of wheel grip. From this hill, a gentle run to Buxton to sign off, stake a claim for an award and remove some of the signs of travel. Peculiar to these M.C.C. classics the competitors compete not against themselves but against the club—a fault-free run ensuring every claimant a first-class award, with second and third class for certain failures. This entails a deal of checking so that results will not be known for some days but it is clear that not many first-class awards will be needed for the 1961 Derbyshire—but the satisfaction of competing in an event which is different will override even a non-award winner's disappointment. The usual ending to the M.C.C. Derbyshire is the club supper and film show when crews and marshals can natter over the 24 hours hard-driving trial and then to bed—perhaps to dream of how those sections should be tackled in 1962.

A. E. HAY.

Component Elite!



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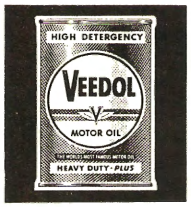

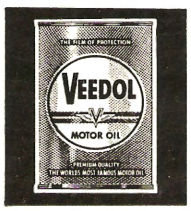

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