

SEBRING 12 HOURS

AUTOSPORT

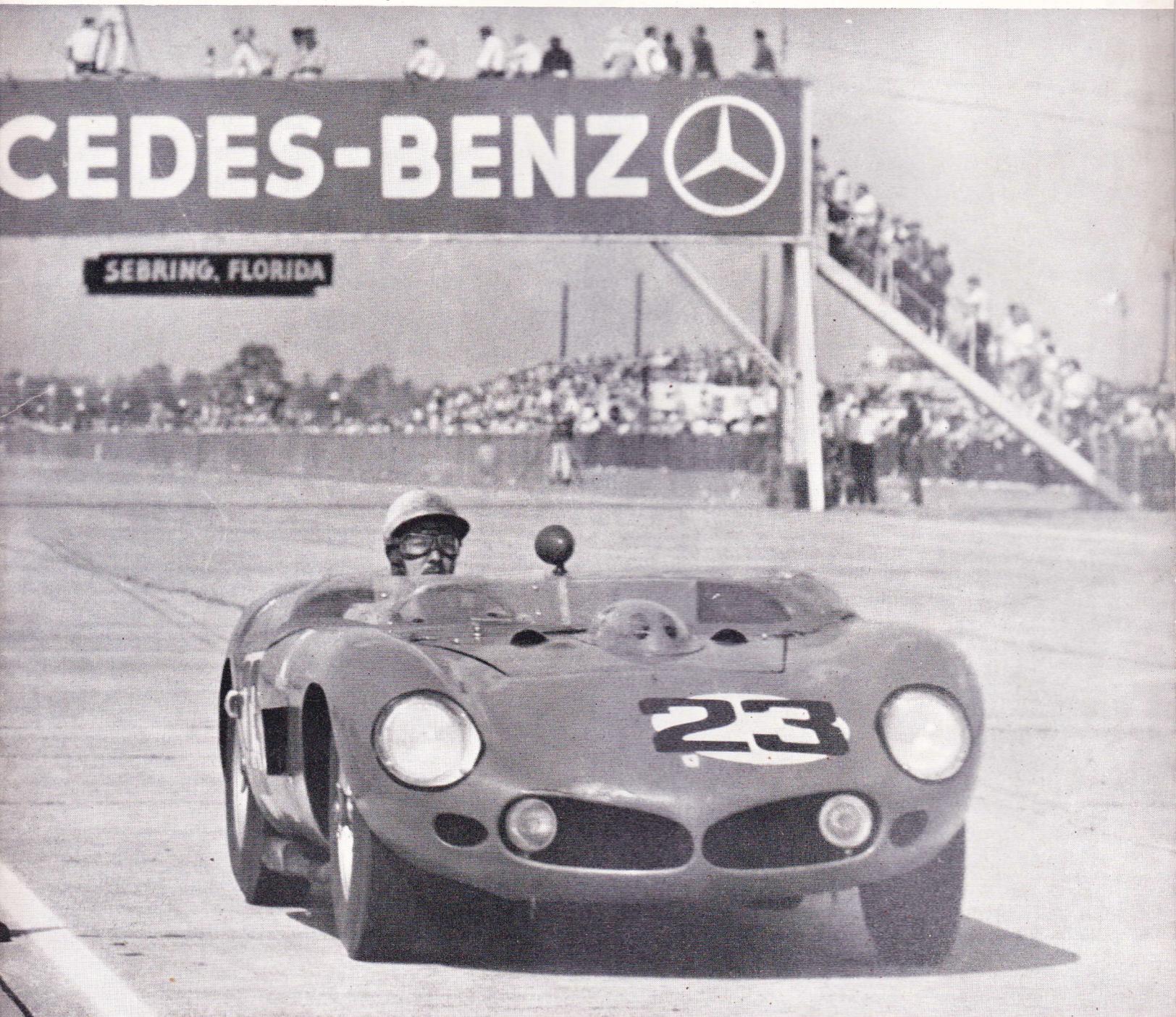
MARCH 30, 1962

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EVERY FRIDAY
Vol. 24 No. 13

BRITAIN'S MOTOR SPORTING WEEKLY

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



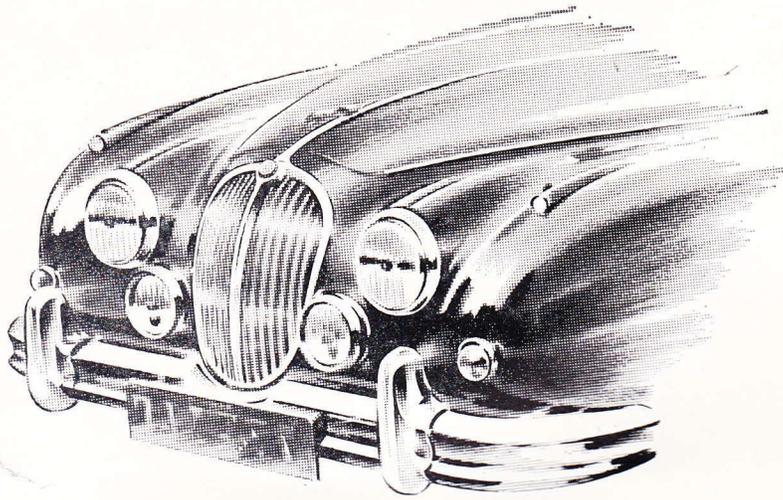
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SEBRING TWELVE HOURS RACE—FULL REPORT AND PICTURES

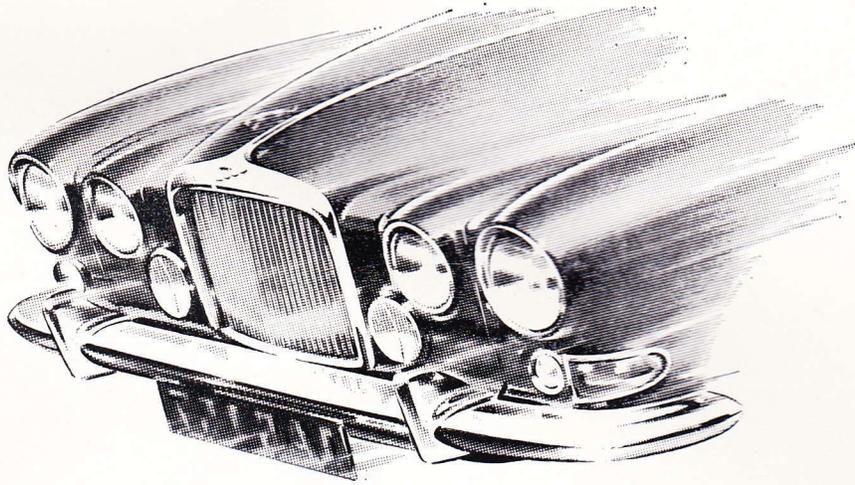
CLUB RACING AT SNETTERTON AND GOODWOOD

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THE HEWLAND FIVE-SPEED GEARBOX



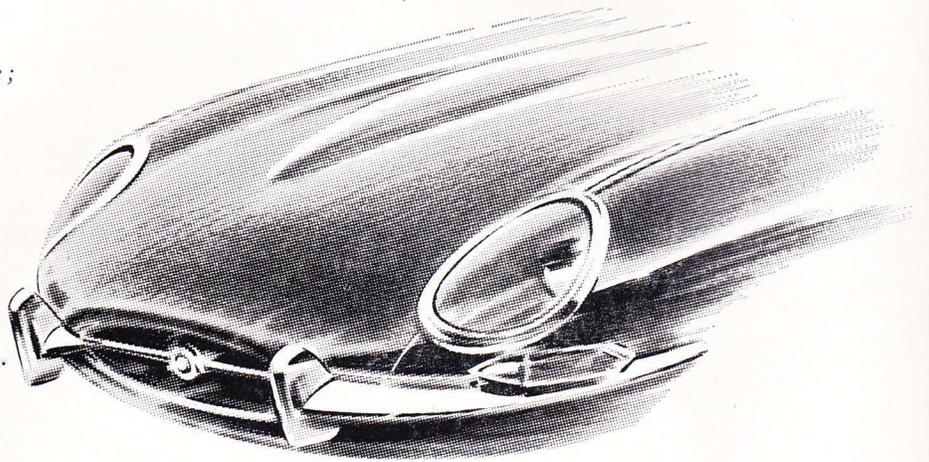
grace...



space...

pace

*Three basic models constitute the Jaguar range ;
the Mark 2, the Mark 10 and the "E" Type.
Each is endowed with its own individuality, each is
outstanding in its performance and, together,
they satisfy every requirement of those motorists
who, however diverse their needs, have a common
aspiration—to enjoy a special kind of motoring
which no other car in the world can offer.*



JAGUAR

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 24 No. 13

March 30, 1962

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JOHN V. BOLSTER

Art Editor
THEO PAGE

Northern Editor FRANCIS N. PENN

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EDITORIAL

THE ANGRY YOUNG MEN

BOTH Stirling Moss and Innes Ireland had every right to be furious with their treatment at Sebring. Unauthorized interference with their Ferrari by a club-appointed "plombeur", and the indiscipline action of an N.A.R.T. mechanic provoked an involuntary breach of the regulations which, when it was revealed, left the stewards with no other course but to disqualify them. To make matters worse, it was not until three hours had elapsed after the incident took place that the black flag was displayed. The facts are these: Shortly after 2 p.m. Ireland came into the pits to have his brake pads changed. No one in the N.A.R.T. pit was keeping a lap chart, and as Moss had handed over about an hour earlier, it was *presumed* that the car was due to be refuelled, the specified 20 laps having been completed. Without waiting for instructions, the "plombeur" immediately cut the filler-cap seals. A mechanic, seeing the cap open, took it upon himself to top up with petrol. Moss and Ireland then went motor-racing to such purpose that they had established a lead of about two laps three hours later. Meanwhile it was discovered that the Ferrari had been on its 18th lap between replenishments, and a protest was entered and eventually upheld. Why it should have taken over three hours to reach this decision makes the whole thing ridiculous, and both the Automobile Racing Club of Florida and Louis Chinetti's so-called N.A.R.T. organization must accept the blame for the fiasco. AUTOSPORT is inclined to place the onus on N.A.R.T. A properly organized pit staff would have seen at once that the car was making an unscheduled stop, and the appointed team manager would automatically have prevented anyone from interfering with the filler-cap seals. Not only did Moss and Ireland suffer from this Fred Karno disorganization: team-mates Bob Fulp and Peter Ryan had their V8 Ferrari run out of fuel, no one having pointed out that the car had a reserve tank arrangement, and the Rodriguez brothers were also subjected to slipshod pit methods which would have disgraced the most amateur of amateur entrants. Anyway, Jo Bonnier and Lucien Bianchi took full advantage of all this, and both drove a well-judged race in the Serenissima-entered Ferrari which resulted in a clear-cut victory over the 250GT car driven by 1961 winners Phil Hill and Olivier Gendebien. Porsche had a good outing, with third place overall, the Index of Performance and two class victories. The marque was also runner-up to Ferrari in the first round of the "Challenge Mondial de Vitesse et d'Endurance". After Daytona and Sebring, leaders in the three G.T. Championship sections are Ferrari, Porsche and Abarth.

OUR COVER PICTURE

SEBRING: Joakim Bonnier flashes down the finishing straight to win the Twelve Hours' Endurance race in Florida in the Ferrari he shared with Lucien Bianchi, crossing the line 10 laps ahead of the G.T. Ferrari driven by Phil Hill and Olivier Gendebien, last year's winners, who this year took second place. Another Ferrari was fourth.



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year by year help Dunlop
build better, safer tyres for you!

International motor racing provides the fiercest of all tests for tyres. *Every* top-class Grand Prix for three years has been won on Dunlop. Today Dunlop tyre quality leads the world — and leads not only in racing tyres. The flow of vital data from the track is used also to produce the finest tyres for ordinary motoring. *In fitting Dunlop you fit the safest and best.*

LATEST DUNLOP SUCCESS
SEBRING 12 HOURS RACE

1 J. BONNIER/L. BIANCHI **1st**
FERRARI
1* 2* 3rd INDEX OF PERFORMANCE
1st · 2nd · 3rd G.T. CHAMPIONSHIP
AND SPORTS CAR RACE

*Also fitted with Dunlop Disc Brakes

(Subject to official confirmation)



DUNLOP

FOR TOP MILEAGE—TOP SAFETY

PIT and PADDOCK

BRUSSELS GRAND PRIX

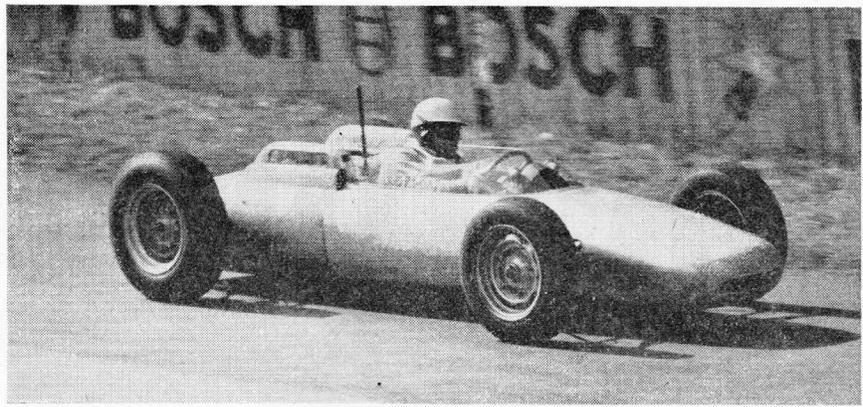
There are 22 entries for this Sunday's Brussels Grand Prix, which is to be run, as before, in three heats, the winner being decided on a points basis. It is hoped that a Ferrari will start, and if one appears it is likely that Willy Mairesse will drive it. Jim Clark, Trevor Taylor and Peter Arundell will drive works Lotuses, while Stirling Moss will drive Rob Walker's Lotus, Innes Ireland and Masten Gregory the U.D.T.-Laystall machines, Joseph Siffert the Swiss Ecurie Filipinetti car and André Pilette, Lucky Casner and Nino Vaccarella will race their Lotuses. Vaccarella's belongs to Count Volpi's Venice team (ex-Serenissima) who have also entered a Porsche for Jo Bonnier to pilot. Wolfgang Seidel and Heinz Schiller will also drive privately entered Porsches. Works V8 B.R.M.s will be driven by Graham Hill and Richie Ginther and Tony Marsh is down to conduct his own machine. The Formula 1 Lolos of the Bowmaker-Yeoman will make their debut—John Surtees and Roy Salvadori are driving them. The field is completed by Keith Greene (Gilby), Ian Burgess (Cooper or Lotus) and Lucien Bianchi (E.N.B.-Maserati). Nineteen cars will start, 12 of which are assured a place on the starting grid and the remaining seven will qualify in practice.

After discussions between Luigi Chinetti of the North American Racing Team and Ken Gregory of U.D.T.-Laystall, it has been decided that the teams will jointly enter Stirling Moss and Innes Ireland in certain sports car and G.T. races.



JIM BERRY

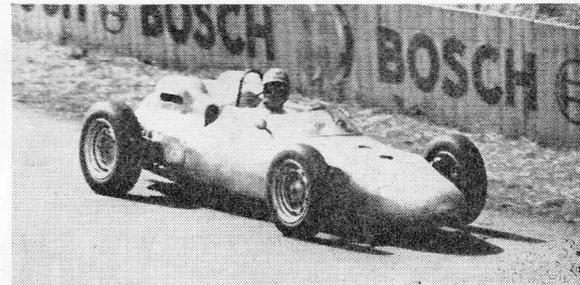
It is with much regret that we announce the death of that well-liked northern enthusiast Jim Berry, who was killed while testing his newly acquired J.B.W.-Maserati at Oulton Park last Saturday. Jim Berry started racing in 1950 with the ex-Nicky Embiricos Type 55 sports Bugatti and during the next two years two more Bugattis were obtained. Jim competed with these in sprints and hill-climbs with much success. In 1953 Berry purchased the ex-Bertie Bradnack Formula 2 car into which he fitted a 1½-litre E.R.A. engine. With this device, known as the E.R.A. Special, he was very successful and in 1955 a 2-litre engine



1962 FORMULA 1 PORSCHE

The 1962 Formula 1 Porsche appeared for the first time at Hockenheim recently, where it was tested. It was powered by the horizontally opposed eight-cylinder engine, though it is thought that when the car first appears it will use a new version of the four-cylinder engine with four overhead camshafts and direct fuel injection. The new car is slightly lower and has a smaller frontal area. Our German spy reports that it has a new chassis and the roadholding seems to be good. The new car is pictured ABOVE. Also on test was the new four-cylinder engine which was fitted into last year's chassis, pictured on the RIGHT with Michael May driving. May has greatly improved the four-cylinder engine, which now develops a lot of hairy horses.

was put in. Other machines included the ex-Tommy Sopwith Jaguar-powered Sphinx, a 2-litre A6GCS Maserati sports car and the ex-Bob Gerard Cooper-Bristol which was fitted with an E.R.A. engine. He raced regularly in vintage events with his Bugatti and held the car record at Brighton with his E.R.A. Special. Last year, Jim Berry finished fifth in the Hill-Climb Championship, using the ex-Rob Walker Connaught "Syracuse" and R4D, the ex-Raymond Mays 2-litre E.R.A. He was to have tried for the championship again this year with the E.R.A. and the 2.8-litre J.B.W.-Maserati. It was especially tragic that he should have been killed at what was his favourite circuit on his silver wedding anniversary. He leaves his wife, Vera, and his two sons, Peter, 19, and Jim, 22.



This year's 100-mile Commander Yorke Trophy race at Silverstone, again for Formula Junior cars, has been changed from its normal mid-summer date to tomorrow (31st March). Entries include Jack Pearce, Peter Warr, Ken Lyon and Martin Gould (Lotuses), Bill Bradley, David Baker and Richard Attwood (Coopers), Ian Raby (Merlyn), Hugh Dibley (Lola) and John Rhodes (Auser). There are also supporting races for "lesser" Juniors which fail to qualify for the 100-mile race, 500 c.c. cars, saloon cars, G.T. cars, unlimited sports cars and 1,200 c.c. sports cars. The meeting starts at 2 p.m.

On 23rd March, David Hiam's Plough Garage opened in Minworth, Sutton Coldfield, Warwickshire. It serves both motorists and watermen, as it stands between the road and the canal on the site of the old Plough Inn. A Bowmaker-Yeoman Formula 1 Cooper was on display at the opening together with the M.G.A coupé which won its class in the Monte Carlo Rally driven by the Morley brothers. Many well-known rallying personalities were present.



CASTROL WINS

AT SEBRING 12-HOUR ENDURANCE RACE

INDEX OF PERFORMANCE

1st PORSCHE

(3rd overall)

CLASS S 8/9

1st PORSCHE

B. Jennings, F. Rand, W. Wuestoff

G.T. CLASS 7/8

1st 2nd 3rd ALFA-ROMEO

(subject to
official confirmation)



Follow the experts – always ask for CASTROL by name!

SHEEP AND CHAMPAGNE

By MAURICE BUCKMASTER

AT least 100,000 spectators are expected at Rheims for the Grand Prix and Formula Junior races on 1st July. They come from all over the world; after the French, the British contingent is generally the most numerous and most vocal, if not the most affluent.

Parking and security present no small problems to the authorities. Bridges and tunnels have been rebuilt to facilitate arrivals and departures by road; trains and "auto-rails" can cope with 3,000 passengers an hour.

Protective walls 7 ft. high have been erected as an additional safety measure. Parking space has been increased, notably behind the three big covered stands, where there is room for 15,000 cars.

Maintenance of the car parks has been entrusted to the Champagne Province's famous herds of sheep. There is nothing to beat sheep, we are told, for "mowing the lawns", although personally I prefer a motor-mower for mine. Sheep, however, offer the advantage of consuming the grass and hardening the surface. The circuit officials have therefore decided to breed their own animals—not on a diet of champagne, however. The latter is, as ever, the traditional beverage of the onlookers, and new restaurants and bars have been installed in the Pavilion Central dominating the circuit, in the stands, on the lawns and at the entrances to the enclosures. Poulet au Vin de Champagne will sustain the hardy visitor, washed down by the king of wines, to which the Province has given its name. People can, of course, obtain soft drinks and French beer, but I think it is sacrilege to drink anything other than a "coupe" at Rheims.

"Toto" Roche will, of course, also be responsible for the French Grand Prix at Rouen-Essarts a week later. The Rheims race will attract the same big names and cars, and the Junior event will undoubtedly be the fastest so far run for this class of vehicle.

ONCE again, the John Davy group of car hire and car sales companies will sponsor Formula Junior racing at Brands Hatch meetings throughout 1962. The winner of every Formula Junior race to be held at Brands will receive a John Davy Trophy, while four of them (Easter Monday, 27th May, August Bank Holiday Monday and Boxing Day) will be points-scoring events for the John Davy Championship. The first prize is £100, there is £75 for the second place man and £25 for the third. The winner of each round will receive eight points, six points will be awarded to the second finisher, four to the third and two to the fourth, while one point will be given to the driver making fastest lap. It will be remembered that Jim Clark won the Championship in 1960 and Bill Moss last year. It is noticed that, unlike the previous two Championships, this year's does not take into account every Junior race at Brands. One remembers that last year, in order to make sure of the Championship, the works Geminis of Mike Parkes and Bill Moss were forced to take part in a B.R.S.C.C. club meeting.

FOUR V8 B.R.M.s have been entered for the Silverstone Trophy Race on 12th May to be driven by Graham Hill, Richie Ginther, Jack Lewis and Tony Marsh, the first two in works cars.

SPORTS NEWS

THE Dutch Grand Prix on 20th May will be this year's European Grand Prix.

JOHN MORGAN, the General Secretary of the B.A.R.C., will retire at the end of the year.

A NEW Lombank Trophy will be awarded to the winner of the Circuit of Ireland International Rally this Easter.

PAT MOSS will drive a SAAB in the East African Safari and she will be partnered, as always, by Ann Wisdom.

THE Modena Grand Prix, scheduled for 9th September as an International race for Formula 1 cars, has been degraded to a National Open Junior race.

THE Mille Miglia, which was to be run as a rally on 9th-10th June, has been cancelled.

THE Monza Lottery Grand Prix on 29th June will not now count for the G.T. Constructors' Championship as originally stated.

FRANCIS JONES, well-known writer on motor and motor-cycling matters, recommends Studley Priory, Horton-cum-Studley, near Oxford, as a possible base for Silverstone meetings.

BUGATTI "hard-top" GU7, recently featured in AUTOSPORT, now belongs to Mr. A. E. Goldsmid of New York.

FOLLOWING their success in the Snow and Ice Rally in February, Citroën have now won the Norwegian Winter Rally. Toivonen/Kallia, in a DS, beat Skogh's SAAB and another Citroën driven by Paulsen.

BOTH the 1962-type "flat" Formula Junior Elva and the Mark 6 sports-racing Elva are currently achieving much success in the United States.

PADDY GASTON will be driving a works Elva Mark 6 in sports car races this year. He will prepare the Coventry Climax engine himself.

THE results of the Sandown Park race meeting in Australia on 11th-12th March are as follows:

Heat One: 1, John Surtees (Cooper-Climax), 17 m. 41.9 s.; 2, Bruce McLaren (Cooper-Climax); 3, Jack Brabham (Cooper-Climax). Heat Two: 1, Stirling Moss (Lotus-Climax), 18 m. 6.8 s.; 2, Jim Clark (Lotus-Climax); 3, Angus Hyslop (Cooper-Climax). Final, 60 laps—120 miles: 1, Jack Brabham (Cooper-Climax), 1 h. 10 m. 8.6 s., 102.65 m.p.h.; 2, John Surtees (Cooper-Climax), 60 laps; 3, Bruce McLaren (Cooper-Climax), 60 laps; 4, Chuck Daigh (Scarab); 5, Stirling Moss (Lotus-Climax); 6, Jim Clark (Lotus-Climax).

AT a handing-over ceremony at the Jaguar factory on 6th March, when the first Mark 10s were released for the home market, Sir William Lyons appealed to all distributors and dealers to make every effort to ensure that deliveries of Mark 10s were made only to bona fide customers who were purchasing for their own use and not for profit-making purposes. This follows a considerable number of "black market" transactions that have been taking place involving "E"-types.

TAX-FREE GRAND PRIX CARS?

IN the House of Commons on 22nd March, Anthony Barber, the Economic Secretary to the Treasury, stated that it is possible that Formula 1 Grand Prix cars could be defined in such a way that they would be exempt of purchase tax. This follows strong protests by both the R.A.C. and S.M.M.T. to the Board of Trade following the announcement that all racing cars would be taxed as from April. This purchase tax would have only benefited the Government to the tune of £48,000 a year and this situation could have meant that British racing teams would have had to be registered abroad.

ALAN BROWN and Patrick Benjafield tell us that Sir Richard Nugent, Bt., M.P., is one of the Members of Parliament who have taken up the matter of P.T. on Formula 1 cars with the Chancellor of the Exchequer.

LONDON'S first motel, the Master Robert, was opened on 22nd March. It is situated on the Great West Road at Hounslow, Middlesex, one mile west of Osterley tube station and two and a half miles from London Airport. Free transport is supplied to and from these, therefore visitors need not drive their own cars to the airport. Every unit has a garage, is air-conditioned and has a private bathroom, radio or television, while two single beds or a double and single bed are available. The Grill and Griddle is open from early morning, the Aintree Room is available for luncheon and dinner (both are open to non-residents) and there are four main bars, the most luxurious being the Aintree Bar which adjoins the Aintree Room.

THE Triumph TR3A is to be reintroduced following a North American demand for a cheaper sports car than the TR4. It is not known whether any will be available in Britain.

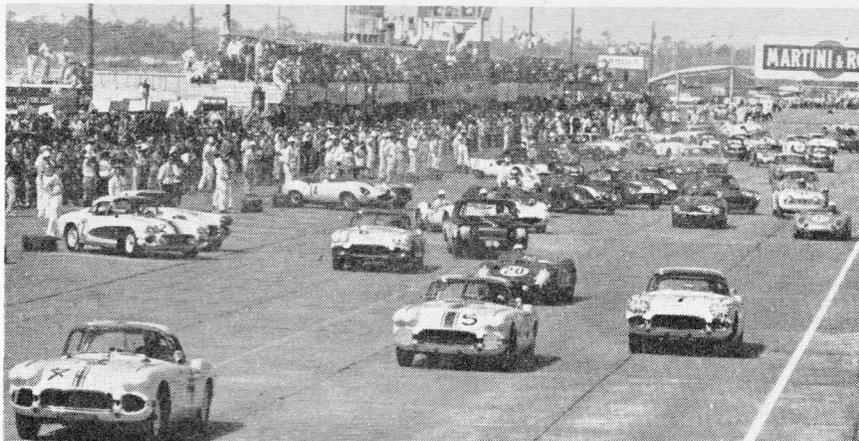
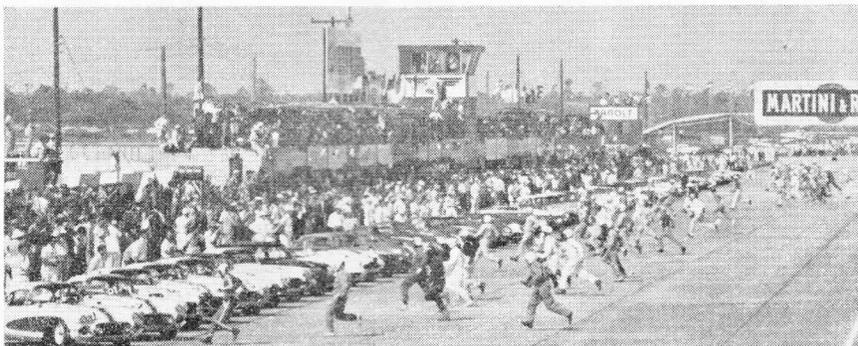
THE Grand Prix Box Office, 29 Windsor Street, Uxbridge, Middlesex, have arranged a series of Charterspace Air Tours to a number of Continental race meetings, by latest jet aircraft. Bookings can be made for "long weekend" visits or just a "day return" excursion, depending on the spare time available to the enthusiast. Spectator tickets are also available in advance for grandstands and enclosures. Their schedule of flights includes the Dutch Grand Prix, the Monaco Grand Prix, Le Mans, the French Grand Prix at Rouen and the Rheims Grand Prix.

LONDON FIAT AGENCY

JACK BARCLAY, of Berkeley Square, is an ex-racing driver who has for many years had a fine reputation as a supplier of Rolls-Royce and Bentley cars. He has now increased his scope by taking up the London agency for Fiats. At a recent party at his showrooms, the new 2300 S model, road impressions of which appeared last week, was shown. Also shown was one of the Fiat service vans, containing special tools and equipment worth £7,000!

THE new Avon Turbospeed Mark 3 tyre has an improved high-hysteresis tread rubber similar to that used in their H.M. Safety Tyre. The price remains the same.

SEBRING "12 HOURS"



THE START: Four stages in the opening of the 12 hours sports car race in Florida sunshine.



Victory for Jo Bonnier/Lucien Bianchi (Ferrari); Phil Hill/Olivier Gendebien Take Second Place with G.T. Ferrari; Rodriguez Brothers Have Mechanical Troubles in Two Cars After Spirited Bid; Confused Pit Stop Leads to Disqualification of Stirling Moss/Innes Ireland When Leading Race; Porsche Win "Index"

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS

SWEDEN'S Jo Bonnier and Belgium's Lucien Bianchi took their 2.9-litre Ferrari to an almost runaway victory in the Sebring 12 Hours Race, after the Stirling Moss/Innes Ireland car had been refuelled in error before completing the stipulated minimum 20 laps, the Rodriguez Brothers had managed to have two cars pack up in succession, and the Bruce McLaren/Roger Penske Cooper-Maserati was delayed by serious brake maladies.

With the sports and prototype cars in trouble, Phil Hill and Olivier Gendebien not only took second place, but easily led the G.T. category with their Berlinetta. To Porsche went the Index of Performance, and a splendid third overall by the trio Bruce Jennings/Frank Rand/Bill Wuesthoff. Another fine performance was the 10th place, and second in the "Index" by the Abarth "1000" of Thiele and Guichet.

The American-built Chevy-powered Chaparral of Jim Hall and Hap Sharp was sixth. Highest-placed British car, apart from the Cooper-Maserati, was the E-type Jaguar of Briggs Cunningham/John Fitch, in 14th place, three laps ahead of the Sunbeam Alpine of Peter Harper/Peter Procter, and four in front of the M.G.A of Jack Sears/Andrew Hedges.

No distance records were broken, as the winning Ferrari covered four laps fewer than the 1961 winners, Phil Hill and Gendebien. Pedro Rodriguez (Ferrari) was credited with a lap in 3 mins. 13.02 secs., just one-fifth second under Moss's record with the Maserati.

Of the 65 starters, only 28 were running at the finish, including all three M.G.s which finished in the "Top 20".

* * *

STIRLING MOSS and Innes Ireland were originally down to drive the new rear-engined V8 Ferrari, but decided to switch to the three-year-old front-engined V12 3-litre, last year's Sebring and Le Mans victor. Bob Fulp and Pete Ryan took over the V8, and the Rodriguez Brothers the SP 246, rear-engined machine.

There were also changes in the Briggs Cunningham entry, Bruce McLaren and Roger Penske being in the Cooper-Maserati, whilst Walt Hansen and Dick Thompson were scheduled to drive the Type 63 V12 Maserati "Birdcage". Phil Hill and Olivier Gendebien were in the



WEBSTER'S TURN
(right): Innes Ireland's Ferrari leads a gaggle through a slow "Esse". **BELOW:** George Constantine (Ferrari) does it wrong at the same bend.



weather, a typical Florida sun shone in a bright blue sky on race morning. From first light, hundreds of cars closed on the circuit, and an hour before flag-fall, well over 25,000 people were present. Jaguars must have been running some sort of unofficial rally, for practically every E-type delivered in U.S.A. seemed to be there.

There was the usual pageant before the start, with the Sebring High School Band doing its stuff in smart blue and white uniforms, led by an energetic drum majorette, and a front-line chorus that wouldn't have disgraced a Broadway show. Also present was the impressive coupé version of the Mercedes-Benz 300 SLR, in which Stirling Moss thundered his way round the track in a demonstration run. An interested spectator was Louise Collins, who, as Louise King, is one of the leading lights on the TV show "To-day".

(Continued on page 445)

latest 250GTO Ferrari, and Moss's Daytona-winning car was in the hands of Ed Hugus and George Reed.

Serenissima had a problem, for Graham Hill had to be taken to a hospital in Miami, with a suspected slipped disc after lugging around some heavy spare parts. He was released on Friday, with his back in a plaster cast. Thus Lucien Bianchi joined Jo Bonnier in the 3-litre sports-racer, the 250GT car was taken over by Colin Davis and Fernand Tavano, and the "Birdcage" by Carlo Mario and Nino Vacarella.

The new rear-engined Elvas were in trouble with the scrutineers through lack of ground clearance, but eventually the suspension system was raised sufficiently to get past. Alfa Romeo managed to produce last-hour evidence that the Giulietta Zagato SV is homologated with disc brakes. This required a telegram from the F.I.A. in Paris.

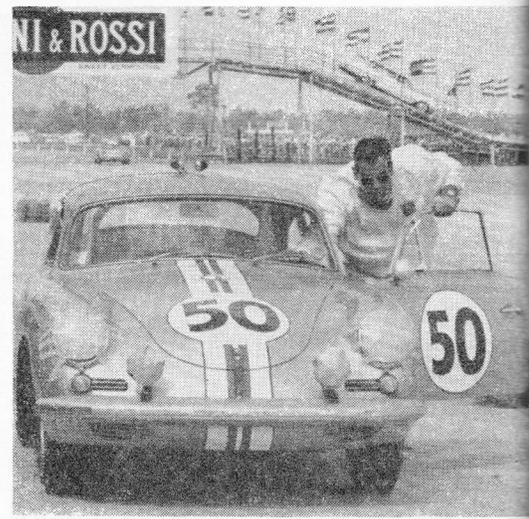
After a day of rain and cloudy

BREATHING DOWN THE NECK
of Fulp (Ferrari) is the Campbell/Grant Corvette as they dash down the straight past the pits.





SUNBEAM: The Harper/Procter Alpine (above), damaged after a first-lap collision with a Corvette.



EARLY RETIREMENT: The Chuck Cassel/David Lane Porsche is pushed home in the first 15 mins. (above).

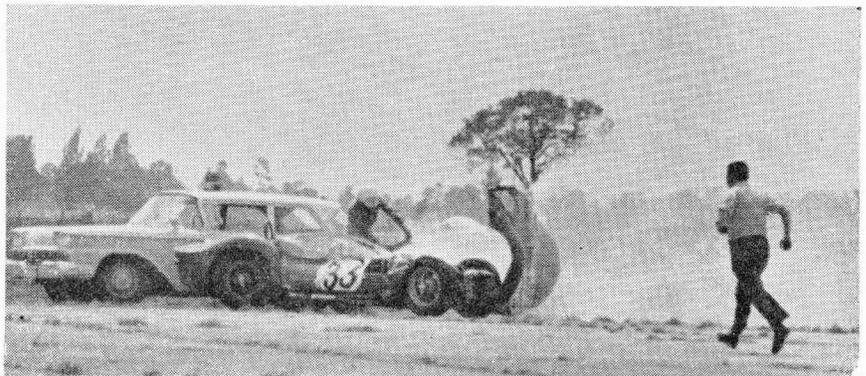


PASSING the spinning Serena Hamile Ferrari is the Whitmore/Olthoff M.G.A (above).

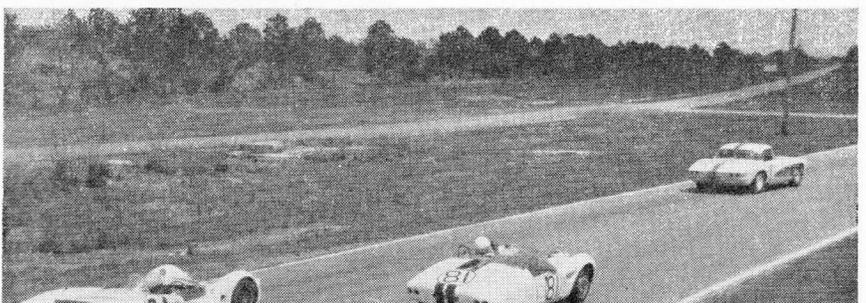


NO COMMENT!

RIGHT: Ernest Grimm attempts to extinguish the flames on his purple Maserati, which caught fire on the back straight. BELOW: Night pit-stop for the Duncan Black/Doc Wyllie Corvette.



BELOW: A trio goes down to Webster's Turn. Middle of the three is Eitom Newcomer's D.B.-Panhard.



The preambles over, the business of getting a motor-race under way was begun. After officials had managed to clear away the multitude in front of the pits, starter Jesse Coleman mounted his rostrum, Joe Lane got ready to start the count-down. A last-minute panic let in the reserve Ferrari of Dietrich/Haas. Sy Kaback's Lotus Twenty-Three did not appear, having been prevented from entering the circuit by the police, after some sort of argument at the gate. Thus the anticipated Elva-Lotus duel was off. As drivers lined up opposite the 65 cars, it was seen that Innes Ireland was in the ranks. I cannot, for the life of me, recall another occasion when Moss has not been number one in a Le Mans-type start.

Down went the flag, with Senator Smathers as honorary starter and the scramble began. First on the move was Donner's Porsche, but it was soon overwhelmed by a bunch of bigger cars out of the Mercedes bridge. Left behind, trying desperately to start, were Gonstead (de Tomaso), Thiele (Abarth) and Denise McCluggage (Osca), the last-named getting away over half-a-lap adrift.

Coming down the back straight behind the pits, there was a tremendous amount of weaving and charging. George Constantine (Ferrari) tried to outrake Innes Ireland (Ferrari), and both hurtled on to the grass of the outfield closely followed by several others. Ireland recovered first, broadsided the 3-litre back on the tarmac and, as they streamed past the pits, the order was Ireland (Ferrari), Hansgen (Maserati), Hall (Chaparall), Constantine (Ferrari), Vacarella (Maserati), Pedro Rodriguez (Ferrari), Sharp (Chaparall) and Delmo Johnson (Corvette). Yenko (Corvette) swiped Peter Harper's Sunbeam and the British car appeared with a sadly dented nearside.

Rodriguez had the bit between his teeth, squeezing past car after car. Also going like a bomb was Bruce McLaren in the finned Cooper-Maserati, who had flashed up to eighth place by the end of lap 2. Ireland, in an unfamiliar car, nevertheless began to pull away from Hansgen's V12 Maserati, which was being threatened by the ebullient Rodriguez, and Vacarella whistled past Jim Hall's Chaparall. British rivalry in the 1600 G.T. category was slightly in favour of Jim Parkinson's M.G.A., tailed by Ray Cuomo's T.V.R., another T.V.R. was mixed up with a line of Alpines led by Harper, who had overtaken Ken Miles following his shunt with the big Corvette. Most impressive were the two low Elvas, busy scrapping with Porsches.

With four laps on the board, Ireland led Hansgen by some 10 secs., but next time round Rodriguez had displaced the American. Leading the G.T. contingent was Colin Davis, who was fast outpacing the nearest Corvette challenger, the rather too-enterprising Mr. Yenko. Gendebien, biding his time, was content to sit behind a couple of the unwieldy V8s.

The pits were not long unoccupied, for Fuller's Corvette had a coil replaced, Todd's Warwick-Buick came in for water and Publicker's Osca was boiling merrily. Cassel's Porsche chugged to a standstill on the circuit, and mechanics hurried over to shout advice to the driver. Eventually the car was pushed into the pits.

Ireland's 12 secs. lead over Rodriguez on the fifth lap was down to 6 secs. on the eighth. Behind came the white cars

of Hansgen and McLaren, with Hall's Chaparall holding on to Vacarella's Maserati and Constantine's Ferrari. Nearer and nearer came Rodriguez to Ireland, but the unlucky Vacarella was having gearbox troubles, and stopped to have a loose lever fixed. Cuomo's T.V.R. passed Parkinson's M.G.A., and Peter Bolton's T.V.R. was mixed up with the remaining Abingdon cars and the Sunbeams.

On the 11th lap, Rodriguez was leading the race and beginning to draw away from Ireland. Bob Johnson had the cruel luck to blow a tyre, and this had to be changed on the circuit. The Corvette returned to the pits, where Rödger Ward helped to change two more wheels. Out in front, Pedro was hitting 3 mins. 14 secs., averaging over 96 m.p.h. and noticeably getting away from Ireland.

By the 12th lap, only 11 cars were still on the same tour, Rodriguez and Ireland having doubled even Grimm's peculiarly painted Birdcage Maserati of vivid heliotrope hue and Gendebien's 250GT. The V12 Maserati came in to the pits after 14 laps, two wheels were changed, and Dick Thompson took over. Farther back, Harper had managed to become sandwiched between the T.V.R.s of Cuomo and Bolton.

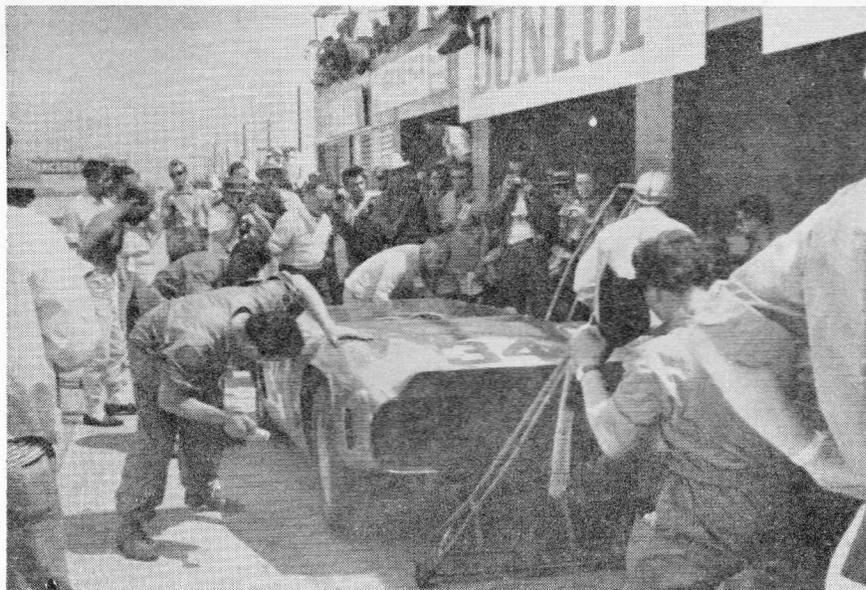
Denise McCluggage had her Osca die on her, and she had to push it into the pits, where an ignition fault was rectified. Co-driver Alan Eager took over, but his race did not last long, for the Italian car was side-swiped by Ken Miles's Alpine, and had to be withdrawn from the race. Vacarella finally gave up the struggle to change gear on his Maserati, and the

the long push to the pits. When Pedro handed over to Ricardo, McLaren shot into the lead, with the Mexicans second and Moss third. Connell, who had been going magnificently, relinquished the wheel to cheery George Reed. No one in N.A.R.T. seemed to know the position of their cars, as no lap chart was being kept, nor was information being passed to the drivers. This was in direct contrast to Serenissima, in whose pit Ugolini was quietly in control. At midday, Phil Hill climbed into the 250GT, and later took the lead in the category, when Davis had difficulty restarting his engine when Tavano came in.

McLaren changed over with Roger Penske, letting the Rodriguez car back into the lead. Then there was a rush to the back straight, when Grimm's Maserati suddenly burst into flames. It was driven on to the grass, and the driver tried to put out the blaze with a hand-extinguisher. Firemen were soon on the scene, and the car was saved from destruction. Grimm was flown to St. Petersburg Hospital to have painful burns treated.

Constantine's Ferrari, which had been going well in fifth place, broke its transmission and had to be abandoned. Yenko's Corvette was sadly tattered at the front, most of the nearside wing having vanished.

Around this time it was announced that Ireland had been penalized 15 secs. for allegedly coming too fast into the pits area. The Hansgen/Thompson Maserati went out of the race when the rear suspension fell apart. The Robertson/Aleen Corvette ended up in a cloud of



HUGE CROWD surrounds the Rodriguez brothers' Ferrari in the pits.

de Tomaso was abandoned with collapsed suspension. The Warwick was still overheating and losing gallons of water, so it was decided to remove one of the heads.

With 26 laps completed, Rodriguez had doubled Hall, leaving only six cars on the same tour. He had pulled out nearly 40 secs. on Ireland, but the leaders were now due for pit stops. At 11.37, Moss took over from Ireland. Bob Fulp ran out of fuel with his Ferrari and started

smoke when a piston broke. Miles's Alpine had a con rod break, and the M.G.s were none too happy in the engine temperature dept. Procter had taken over from Harper; trouble began to stalk the T.V.R.s, and Cuomo's fast machine came to a halt with irreparable engine afflictions. Chuck Daigh had taken over Chaparall No. 11. A broken crankshaft eliminated the Smith/Whims Elva Courier. The Ford Falcon was circulating merrily, emitting a most non-

standard exhaust note. Briggs Cunningham's Jaguar "E" was going steadily, but not particularly rapidly.

Ricardo Rodriguez had to stop to have a loose filler-cap replaced, and after a more or less Fred Karno performance by N.A.R.T., he eventually got away again, a few seconds in front of the surprisingly swift Cooper-Maserati. Prior to this, the Mexican was reported as having lapped

the bends, the Ferrari having loosened its filler cap. Parkinson's M.G.A had its clutch adjusted; Tweedale's Elva was in trouble with gear linkage, and came in to the pits after being circulated with only the lower ratios operating. The A.C.-Bristol of the Kingham brothers was abandoned out on the circuit, but later pushed to the pits.

More brake problems dropped the

GT 8: 1, Swanson/Durant (Alfa Romeo), 74; 2, M. de Prioli/Spychinger (Alfa Romeo), 74; 3, D. de Prioli/Sala (Alfa Romeo), 72.

SPORTS 6/7: 1, Thiele/Guichet (Abarth), 75; 2, McQueen/Colgate (Sprite), 71.

5: 1, Bentley/Gordon (Osca), 69; 2, Hanna/Hagan (DB), 68; 3, Manley/Shaw (DB), 63.

8/9: 1, Donner/Sessler (Porsche), 84; 2, Jennings/Woesthoff (Porsche), 81; 3, Heimrath/Polivka (Porsche), 64.

11/12: 1, Rodriguez/Rodriguez (Ferrari), 89; 2, Moss/Ireland (Ferrari), 88; 3, Bonnier/Bianchi (Ferrari), 87.



in 3 mins, 13.4 secs. Coming into the picture now was the fast Donner-Sessler Porsche, which was grimly holding on to the big Chaparall of Hall and Hissom.

The official order at quarter distance (three hours) was:—

1. Rodriguez/Rodriguez (Ferrari), 54 laps.
2. Moss/Ireland (Ferrari), 54.
3. McLaren/Penske (Cooper-Maserati), 52.
4. Bonnier/Bianchi (Ferrari), 52.
5. Grossman/Connell (Ferrari), 51.

Rodriguez was leading the "Index", followed by Moss and Sessler. Fuller's Corvette was having a major overhaul in the pits, and the Warwick defied all attempts to restart it, so it was retired with a cracked head or block. The McLaren/Penske car had lost a lot of time having brakes repaired. Just after 1 p.m., Moss handed back to Ireland. When the Rodriguez boys changed partners Moss took the lead, and after four hours the three leaders, Ireland, Rodriguez and Penske, each had covered 71 laps. Two laps behind came Bonnier, then Phil Hill, Davis and George Reed in that order. McQueen's little Sprite was being given the stick, for it hung on to Barth's Porsche for several laps. Highest-placed Alfa Romeo was the de Prioli/Spychiger machine with 59 laps covered.

Shortly after 2 p.m., Ireland came in to have brake pads replaced. An over-enthusiastic "plombeur" quickly released the filler-cap seals, possibly thinking it was also a refuelling job. Seeing the cap off, a mechanic slung in 10 gallons of petrol, and off went Moss.

At the hairpin, Rodger Ward's Corvette broke a fuel line, which was repaired by fellow speedway man Bob Johnson. Ed Hugus was spilling fuel on

LOOKING AWAY from the Hairpin Turn as a bunch goes down towards Webster's.

McLaren/Penske Cooper from third to sixth place. Steve McQueen and John Colgate had their meteoric drive come to an end when a rod holed the crankcase; the Warren/Tweedale Elva was retired, and was immediately robbed of a front suspension bolt by Merino, whose sister car had the front springing come adrift. The A.C.-Bristol was finally abandoned with a broken stub axle.

Out in front went the Rodriguez car, and after five hours it had completed 89 laps to the 88 of the Moss/Ireland machine. Bonnier/Bianchi were firmly in third place, and the extremely well driven and quick Porsche of Donner/Sessler was fourth. Hill/Gendebien had moved up to seventh spot, behind McLaren and Grossmann.

The Richards/Kolb Alfa Romeo lost its clutch, and pits chief John Norwood decided that the unit would be changed on the Martini-Rossi entry—a job which might take till the end of the race. Who says "Never give in"?

It was now possible to see what was happening in the various classes. The GT leaders were:—

- CLASS 14/15:** 1, Johnson/Morgan (Corvette), 80 laps; 2, Black/Wyllie (Corvette), 78; 3, Yenko/Lowther (Corvette).
- Prototype:** 1, Hall/Hisson (Chaparall), 76; 2, Sharp/Da'gh (Chaparall), 74; 3, Panch/Maggiacomo (Falcon), 68.
- GT 13:** Cunningham/Fitch (Jaguar "E"), 76.
- GT 11/12:** 1, Hill/Gendebien (Ferrari), 83; 2, Davis/Tavano (Ferrari), 82; 3, Connell/Reed (Ferrari), 80.
- GT 10:** Rogers/Bailey (Morgan), 67.
- GT 9:** Gurney/Holbrook (Porsche), 78; 2, Straehle/Barth (Porsche), 75; 3, Harper/Procter (Sunbeam), 72.

Getting on for 3.30 p.m., Pedro Rodriguez came to a grinding halt at the right-hander leading on to the pits straight. He started to push the car, tinkered with it for some time, and eventually abandoned it with engine trouble. This put the Moss/Ireland car in front with a lead of over one lap from Bonnier and Bianchi. Weidner's Lotus Elite caught fire at the hairpin, but the driver was unhurt and the car little damaged.

Half-distance came up with the scoreboard as follows:—

1. Moss/Ireland (Ferrari), 106 laps.
2. Bonnier/Bianchi (Ferrari), 104.
3. Grossmann/Connell (Ferrari), 100.
4. Hill/Gendebien (Ferrari), 100.
5. Donner/Sessler (Porsche), 98.
6. Jennings/Woesthoff (Porsche), 98.
7. McLaren/Penske (Cooper), 98.
8. Davis/Tavano (Ferrari), 97.
9. Hamil/Serena (Ferrari), 96.
10. Johnson/Morgan (Corvette), 96.

Not long afterwards the fine run of Donner and Sessler finished when the Porsche broke its transmission after covering 108 laps. The Grossmann/Connell Ferrari, which had also been driven by Constantine, was taken over by Ricardo Rodriguez.

Then came a real bombshell. The stewards ordered out the black flag for the Moss/Ireland car, upholding a protest that the Ferrari had been refuelled before the specified 20 laps. This had happened over three hours earlier, and the unfortunate Moss and Ireland had been bashing their pans in to hold a useful lead in a veteran car which seemed as if it would run for ever. Such Keystone Cops organization in a major motor race was unbelievable, and should require an official inquiry as to why the club-appointed man in charge should have cut the filler-cap seals in the first

place. Some choice language from Innes Ireland was to no avail, and the car was withdrawn.

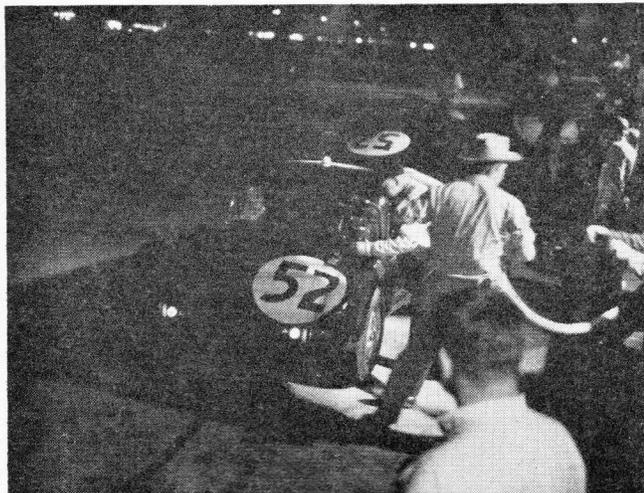
This left Bonnier and Bianchi with the huge lead of five laps over the Rodriguez ex-Grossmann car. After eight hours, the score was 139 laps to 135, with Hill/Gendebien on 131, McLaren/Penske on 130, Jennings/Rand/Woesthoff (129), Fulp/Ryan (128), Johnson/Morgan (127) and Hamile/Serena (126).

Payne/Shepard and the M.G.A of Sears/Hedges, Bolton's T.V.R. had been withdrawn with axle breakage. Yenko's Corvette was in an even more battered state, but had been forced up to seventh place, despite several phenomenal avoidances owing to dodgy and sometimes non-existent brakes.

A broken steering knuckle brought the efforts of Sharp and Daigh to an end with their Chaparral, but the sister car

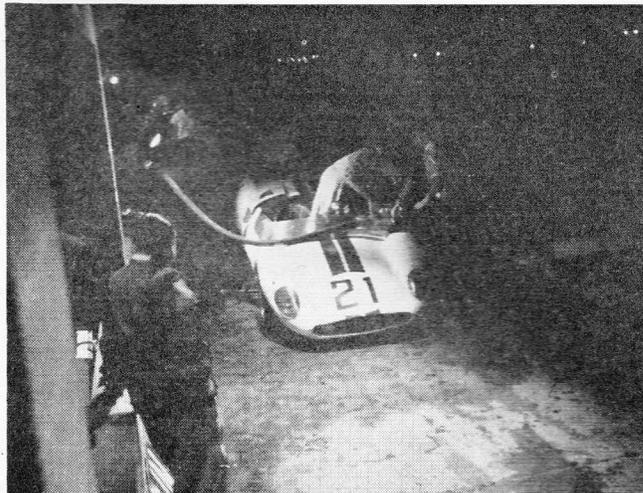
the Dietrich/Hass GT Ferrari with loud clanks from the back axle. Joe Shephard's Sunbeam had developed a metallic clatter in the engine dept., and came to rest in the pits. The leading Ferrari came in to refuel, having all four wheels changed, and Bianchi took over for the final stint.

Both Rodriguez brothers were back in the pits, the second Ferrari having broken the clutch, with no possibility of



ABOVE: Refuelling stop for the Jack Sears/Andrew Hodges M.G.A, fastest of the three.

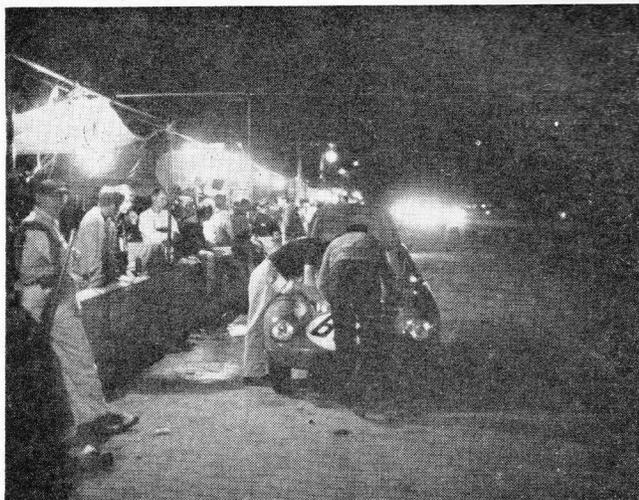
BELOW: Underbonnet attention on the Pulver/Carter Elite.



ABOVE: Bruce McLaren's Cooper-Maserati takes on fuel.

BELOW: A night-time pit signal for Bruce McLaren: fifth position, and a 3 mins. 18 secs. lap.

THE HOURS OF DARKNESS



Hill/Gendebien appeared to have the GT category in the bag when the Davis/Tavano car packed up with gearbox troubles. Publicker's 1.6 Osca was abandoned with a blown head gasket.

Darkness was now approaching, and a very clever and effective scoreboard was electronically recorded and illuminated on the sides of the Goodyear airship, sailing serenely above the circuit. Allen's Corvette stopped on the backfield with a flat battery. Several cars suffered from defective lights, and the pits were kept busy repairing them. The Kolb-Richards Alfa Romeo was once more circulating after its clutch repair, and a switch of batteries from another vehicle. Harper's Sunbeam and Donohue's T.V.R. were travelling in close company, a lap ahead of the Alpine of

was running well in sixth spot. With a couple of hours to go, the Rodriguez boys had cut down the lead of Bonnier/Bianchi to under four laps, but there was little hope of catching them unless something untoward occurred. The Falcon was in the pits for a long, long period, having a fractured rocker replaced, which meant considerable dismantling at the front end. Donohue's effort to displace the Sunbeam came to naught when a steering arm came adrift. This was repaired by Ken Richardson's men, but many laps were lost before the car restarted.

Waltman's Triumph TR4 was still trundling round, but was delayed when the throttle came apart. To applause from spectators, the Falcon Challenger once again re-entered the race. Out went

restarting. This meant that Hill and Gendebien had moved up to second place, 10 laps behind the 3-litre sports-racer. The Porsche of Jennings and Co. was on the same lap as the almost brakeless Cooper-Maserati, which was also being threatened by the Hamile/Serena GT Ferrari.

Near the end, the Shephard Sunbeam's noises were found to be due to a large hole in the crankcase. Jim Ashworth said for Joe to carry on and finish, for nothing much worse could happen. There were quite a few crocks struggling round, and several cars had somewhat jury-rigged lamps.

Co-driver Jo Bonnier did some sort of Swedish Twist as Lucien Bianchi took the chequered flag. Also present was a





TWO FERRARIS: Stirling Moss and Ricardo Rodriguez form a comparison at the Hairpin Turn.

rather woebegone Graham Hill who should, by right, have shared the winning car. Gendebien waited to greet World Champion Phil Hill, who had shared victory with him in 1961.

Scenes at the finish were incredible, with the victorious Ferrari mobbed by an enormous crowd. Miss Florida had to elbow her way through, and somehow or other the winners were presented with the impressive Alitalia Cup. I thought Le Mans was pretty grim when it came to after-race jostling, but Sebring definitely has the honour. As dozens of photographers fought like wildcats to get their pictures, George Phillips nonchalantly sat at an open window in the press box, overlooking the milling multitude. Commentator Art Peck came away with the understatement of the year when he remarked "They seem to be having quite a time with the folks in

Victory Lane". Free fights broke out in all directions, helpers from the U.S. Navy were just elbowed out of the way. Some Sheriff's men arrived with long batons, but no skulls were cracked.

When it was all over, that efficient press officer Fred Kingsbury more or less collapsed under an avalanche of bulletins, that had issued from the teleprinters practically non-stop for over 12 hours. It was a fine effort altogether, although it was a pity that some of the information was born in extremely imaginative minds.

Dunlops had a good day, with the first five cars on their products, as well as the "Index" winners. It took a long time to clear the circuit, but by midnight Sebring circuit rapidly reverted to its usual state of semi-desolation. Anyway, Alec and Mary Ulmann were pleased: attendance was over 30 per cent. up on last year, so plenty of ackers must have rolled in.



Provisional Results

1. Jo Bonnier/Lucien Bianchi (2.9 Ferrari), 206 laps (1), 89.142 m.p.h.
2. Phil Hill/Olivier Gendebien (250GT Ferrari), 196 (1).
3. Bruce Jennings/Frank Rand/Bill Woesthoff (1.5 Porsche), 195 (1).
4. Hamile/Serena (250GT Ferrari), 190 (2).
5. Bruce McLaren/Roger Penske (Cooper-Maserati), 190 (2).
6. Jim Hall/Hap Sharp (Chaparral), 189 (1).
7. Dan Gurney/Holbrook (Porsche GT), 188 (1).
8. Ed Hugus/George Reed (250GT Ferrari), 187 (3).
9. Paul Strachle/Edgar Barth (Porsche GT), 182 (2).
10. Alfonso Thiele/Jean Guichet (Abarth), 180 (1).
11. Art Swanson/Ross Durant (Alfa Romeo GT), 178 (1).
12. M. di Prioli/Carlo Facetti (Alfa Romeo GT), 178 (2).
13. Bob Fulp/Peter Ryan (Ferrari V8), 176 (3).

14. Briggs Cunningham/John Fitch (Jaguar "E" GT), 176 (1).
 15. Peter Harper/Peter Procter (Sunbeam Alpine), 173 (3).
 16. Jack Sears/Andrew Hedges (M.G.A.), 172 (4).
 17. Jim Parkinson/Jack Flaherty (M.G.A.), 171 (5).
 18. M. R. J. Wylie/Jeff Stevens (Corvette), 171 (1).
 19. Don Yenko/Ed Lowther (Corvette), 169 (2).
 20. John Whitmore/Bob Olthoff (M.G.A.), 169 (6).
- (Figures in parentheses denote class position)

Other Class Results

- GT 2,000 c.c.:** Rogers/Miles (Morgan), 143.
Sports 751-850 c.c.: 1, Bentley/Gordon (Osca), 169; 2, Hanna/Tolland (DB), 157.

Index of Performance

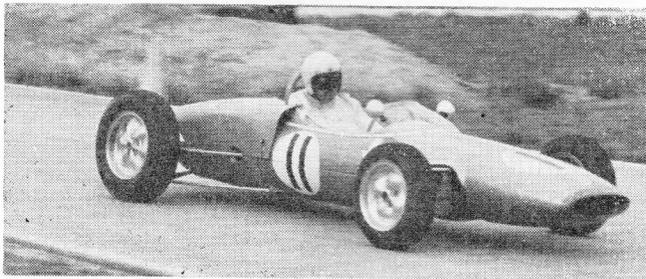
1. Jennings/Rand/Woesthoff (Porsche).
2. Thiele/Guichet (Alfa Romeo).
3. Bonnier/Bianchi (Ferrari).
4. Bentley/Gordon (Osca).

The "Three Hours" (No speeds issued)

1. Bruce McLaren (Abarth "1000").
2. Walt Hansgen (Abarth "1000").
3. Stirling Moss (Austin-Healey Sprite).
4. Alfonso Thiele (Abarth "1000").
5. B. Mauro (Abarth).
6. Pedro Rodriguez (Sprite).
7. Innes Ireland (Sprite).

Formula Junior (25 laps)

1. Pat Pigott (Lotus-Ford), 1 h. 26 m. 23.4 s., 90.15 m.p.h.
 2. Tim Mayer (Cooper).
 3. Walt Hansgen (Cooper-Fiat).
 4. Floyd Askor (Lotus), 24 laps.
 5. Briggs Cunningham (Brabham), 24.
 6. Chuck Dietrich (Eva), 23.
 7. Dick Thompson (Cooper), 23.
 8. Don Brady (Stanguelim), 23.
 9. E. Flanery (Merlyn), 19.
 10. Sy Kaback (Lotus), 18.
- Fastest lap:** Thompson, 3 m. 23.6 s., 92 m.p.h.



ABOVE: Pat Pigott (Lotus), winner of the 25-lap Formula Junior race from Tim Mayer's Cooper.

RIGHT: Bruce McLaren (Fiat-Abarth 1000) won the "Three Hours" race from Walt Hansgen's similar car and Stirling Moss's Sprite.



S.M.R.C. SPRING MEETING

New Formula Junior Lap Record

BY DAVID PRITCHARD

ON the fifth day of Spring, and the first day of British Summer Time, the Snetterton Motor Racing Club held their first meeting of the 1962 season in wintry weather which unfortunately kept all but a handful of real enthusiasts away from the circuit. Those who did brave the elements were rewarded with some very fine racing, in the course of which Michael McKee, who has announced his retirement from the lists, saw his Formula Junior lap record take a severe beating. Apart from the weather, the only thing which marred the day was the disastrous accident which befell Allen Gibson on his second outing with LOV 1, the famous Elite which Graham Warner drove with such success for several seasons.

within just over two seconds after a grand scrap. Meanwhile, Bill Moss kept his fifth place with his old Lotus 18, the new Geminis being unfortunately not ready for the fray, and young Martin Gould got the better of a race-long tussle with John Gee-Turner. Sharing the fastest lap, the Dennises Hulme and Taylor became joint record holders, with a time of 1 min. 41.2 secs. Their speed of 96.4 m.p.h. was 1.2 m.p.h. faster than Mike McKee's long-standing figure, which he himself frankly never believed! These new 1,100 c.c. jobs certainly move.

The second race was a similar event which was not quite so closely fought. At the end of the opening lap Dick Prior (Lola), Richard Attwood (Cooper) and Peter Warr (Lotus) were close together

Gibson. Close in attendance came Pat Fergusson in the famous Tatty Turner, the engine of which has now been enlarged to 1,220 c.c. By the fourth lap Sturgess, driving beautifully, had taken the lead he was to hold to the end, and Gibson was trying all he knew to get ahead of Baker. The engine of the Hobbs Elite began to sound slightly rough and Dick Protheroe got his trotter down in his brand-new E-type, passing the sister car of Tony Davenport. David Seigle-Morris led his class happily in David Dixon's big Healey, and one P. Clarke, driving a Sebring Sprite once piloted by Stirling Moss, got away from J. E. Miles in a Speedwell Sprite to lead the babies. On the seventh lap Allen Gibson had his horrifying accident, and no one who saw it could really enjoy the race from there on. David Hobbs was now in bad trouble and Pat Fergusson passed him into third place, only to have a half-shaft break at the hairpin on the last lap. This let Protheroe up,



Saloons at Snetterton: "Doc" Merfield's Classic-engined Anglia leads Sir Gawaine Baillie's 3.8 Jaguar, a host of other Anglias and the American Peter Sachs's Chevrolet.



Coming through Paddock Bend in hot pursuit of a pair of E-type Jaguars, the Elite got a rear wheel on to the grass on the outside, slewed across the track, turned over, and disintegrated against the opposite bank. It looked as though Allen Gibson must have suffered appalling injuries but, to our intense relief, the latest news as we left the circuit was that his condition was nowhere near so serious as we feared and that, although badly knocked about, he did not appear to have suffered any lasting damage.

The first race was a seven-lap Formula Junior heat in which Dennis Taylor, with the new Lola, led for the first three laps, while Dennis Hulme (Cooper), John Fenning (Lotus) and Peter Ashdown (Lotus) fought furiously for the places. At half-distance Taylor's car began to go slightly off song and he dropped steadily to fourth place. Fenning took the lead and held it to the end, and Hulme managed to keep Ashdown at bay, the three of them taking the flag

at the head of the field, with Henry Morrogh next up trying not to burst a new engine. By the third lap Prior was well clear, Warr had displaced Attwood, and Bill Bradley with another Cooper had deposed Morrogh. These five held their positions to the end, David Prophet's Alexis just failing to catch Morrogh, and John Muirhead's front-engined Lola taking seventh place. Although the race had not seemed as fast as the first, it was soon learned that Dick Prior had equalled the new record.

The grid was full to capacity for the next race, a 10-lap contest for G.T. cars in four classes, and Riches Corner quickly became very full of machinery as the pack surged away from the start. At Sear Corner Dickie Stoop's Porsche departed into the ploughed field for some undisclosed reason and was never seen again. At the end of the opening lap Ken Baker led Robin Sturgess, both in E-type Jaguars and hotly pursued by the Elites of David Hobbs and Allen

and Davenport took Hobbs right on the line for fourth place.

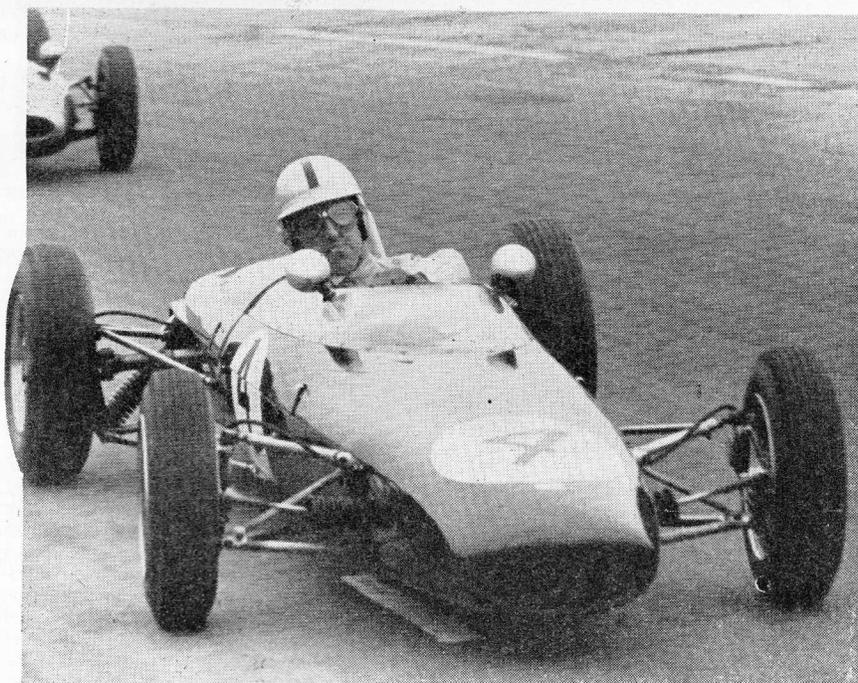
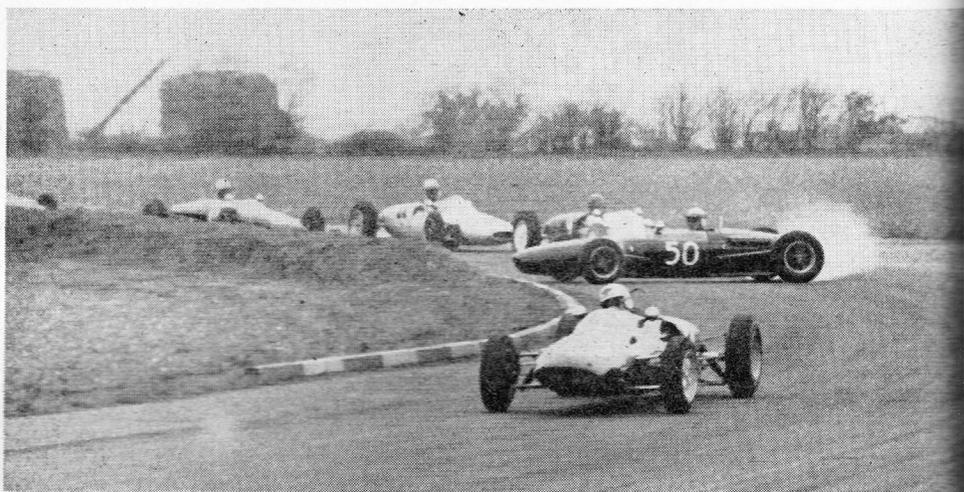
For the fourth race the grid was again full to capacity, this time with saloons in three classes. Apart from Gawaine Baillie's 3.8 Jaguar, in pole position, the first two rows consisted entirely of Ford Anglias, and it was Doc Merfield who led at the hairpin first time round. However, the threat of the Jaguar may have goaded him into asking too much from his engine for, as the big car swept past at the end of the lap, it was obvious to the ear that all was not well with the Ford. Next time round he was fourth, another very rapid Anglia excellently driven by A. Peer holding second place, and John Young lying third. Merfield became involved with yet another Anglia in the hands of R. N. Allen, but this car became even more ill at the end and Young's car lost steam also, with the result that Merfield's "bag of nails" finished triumphantly third overall. Christabel Carlisle and Mick Clare, in Cooper-



ABOVE: Robin Sturgess (E-type) at Riches en route to victory in the G.T. race. RIGHT: Peter Ashdown (Lotus 20) is safely through, but Dick Prior spins his Lola at Sear Corner in the F.J. final.

B.M.C.s, joined battle once more, but could not get past R. H. Longton's well-conducted Riley 1.5, or within smelling distance of Mike Cave's A40, admirably driven by Robert Glossop who was thoroughly enjoying the first race of his life. Having started from the back of the grid as a result of blowing a gasket on the way to the circuit and so missing official practice, John Richard Aley showed that it was not for nothing that he deserted the B.M.C. babies for a Deek, by beating the lot. His wife Jean, however, upheld the tradition by taking

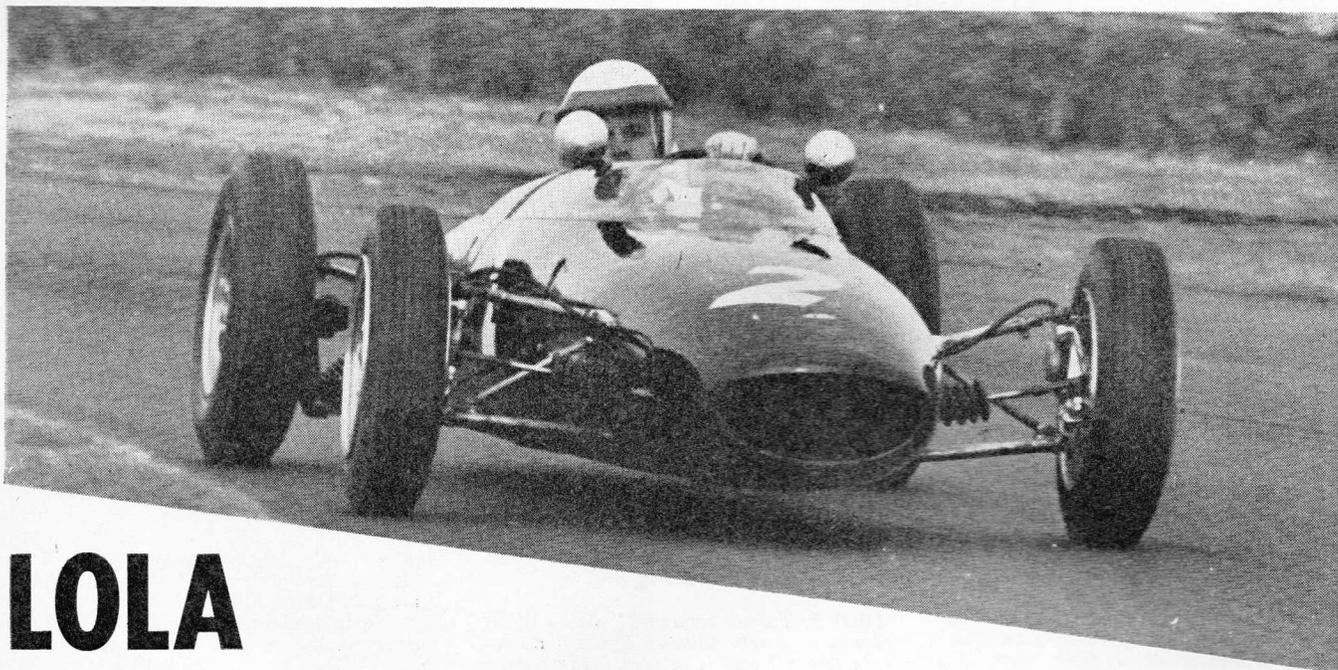
Dennis Taylor trying his hardest in his new Lola at Sear. Note front suspension, i.e., inboard coil springs.



knife through butter. His meteoric progress earned for him a final fourth place and yet another new record at the phenomenal speed of 96.79 m.p.h., which set the seal on an excellent day's sport.

Results

Formula Junior. Heat "A": 1, J. E. Fenning (Lotus), 94.40 m.p.h.; 2, D. C. Hulme (Cooper F.J.); 3, P. Ashdown (Lotus 20); 4, D. Taylor (Lola 1962). **Fastest Lap:** Hulme and Taylor, 96.4 m.p.h. **Formula Junior. Heat "B":** 1, R. Prior (Lola Mk. V), 94.27 m.p.h.; 2, P. E. Warr (Lotus 20); 3, R. Attwood (Cooper F.J. 1962); 4, W. Bradley (Cooper F.J. 1962). **Fastest Lap:** Prior, 96.4 m.p.h. **G.T. Cars. Overall Winner:** R. Sturgess (Jaguar "E"), 86.15 m.p.h.; 2, K. Baker (Jaguar "E"); 3, D. Protheroe (Jaguar "E"); 4, A. Davenport (Jaguar "E"). **Fastest Lap:** Sturgess, 88.21 m.p.h. **Class "A":** 1, P. Clarke (Sprite); 2, J. E. Miles (Sprite); 3, J. E. Roythorne (Sprite). **Class "B":** 1, D. Hobbs (Lotus Elite); 2, C. Hunt (Lotus Elite); 3, C. McLaren (Sunbeam Alpine). **Class "C":** 1, D. Seigle-Morris (Austin-Healey 3000); 2, Miss E. Jones (Austin-Healey 3000); 3, N. Dangerfield (Triumph TR4). **Class "D":** 1, R. Sturgess ("E"-type); 2, K. Baker ("E"-type); 3, D. Protheroe ("E"-type). **Saloon Cars. Overall Winner:** Sir G. Baillie (Jaguar 3.8), 81.10 m.p.h.; 2, A. Peer (Ford Anglia); 3, D. P. Merfield (Ford Anglia); 4, J. Young (Ford Anglia). **Fastest Lap:** Baillie, 81.98 m.p.h. **Class "A":** 1, J. R. Aley (DKW); 2, C. Williams (Austin 7); 3, Mrs. J. Aley (Mini-Minor). **Class "B":** 1, A. Peer (Ford Anglia); 2, D. P. Merfield (Ford Anglia); 3, J. Young (Ford Anglia). **Class "C":** 1, Sir G. Baillie (Jaguar); 2, P. G. Sachs (Chevrolet); 3, D. A. Byrne (Mercedes). **Formula Junior. Fina:** 1, P. Ashdown (Lotus 20), 94.33 m.p.h.; 2, D. Taylor (Lola 1962); 3, W. Bradley (Cooper 1962); 4, R. Prior (Lola Mk. V). **Fastest Lap:** Prior, 96.79 m.p.h.



LOLA

WINS AT GOODWOOD!

BY PATRICK McNALLY

DICK PRIOR, driving one of Eric Broadley's new Formula Junior cars, romped home an easy victor at Goodwood last Saturday. Prior led after one lap and was never really challenged throughout the rest of the race. Team mates Dennis Taylor and John Hine also drove extremely well to finish second and third respectively, this accounting for all three works cars. Unfortunately Dennis Taylor was dropped to fifth spot as he was penalized one minute for jumping the start. This made Lolas' actual score first, third and fifth. Fastest lap in this race was an incredible 1 min. 29 secs. to Prior—3.4 secs. faster than the record—this reflected the capabilities of both car and driver and, of course, the new surface at Goodwood.

The Veedol races saw their second round, with class wins for Bob Burnard (A.C.-Bristol); Mike White (Turner). David Soley (D.R.W.) found himself leading the competitions when he won his class again, this time by a narrow margin from J. B. Brooke (Lotus), with David Cole taking a very well deserved third place in his only recently completed Lotus 7. David Eva won a scratch race, but after a poor start in the actual Veedol race, only managed to climb to fourth place in his ex-Dick Jacobs/Mike Waterhouse Twin-Cam.

Bill de Selincourt drove his Lister-Jaguar beautifully, and on one or two occasions hairily, to a first place in the unlimited, and a fine second in the handicap event. James Manfield, who shares the D.R.W. with David Soley, showed that he too was capable of driving it fast and well by beating Clive Lacey in a fully independently suspended Lotus 7. Tony Hegbourne (Lola) continued his run of successes by leading the field from start to finish in the sports car race. Ray Meredith showed the speed of his LawrenceTune car and his own ability, by finishing second to Eva in a marque race, and by walking away with the only handicap event.

THIS was the first B.A.R.C. Members' Meeting of the 1962 season and some excellent racing was seen, but the whole meeting was spoilt by the B.A.R.C.'s unfortunate attitude to club racing.

Their rules concerning cars which spin, put four wheels on the grass, or creep at the start, were taken to extremes. Now, no one will disagree with regulations to make racing safer, but this is taking things too far. I refer to the penalization of four cars in the Formula Junior race for supposedly jumping the start, and established drivers also received penalties for spinning. One could almost tolerate this prefectorial attitude to racing if the organization had been blameless in other respects. However, due to delays in the scrutineering bay,

ABOVE: Dick Prior in the 1962 Lola Junior won the exciting F.J. race. One eagerly awaits the performance of the Grand Prix Lola following this excellent showing. BELOW: Mike Salmon corners his new mount, the ex-Moss Zagato Aston Martin, at Madgwick.

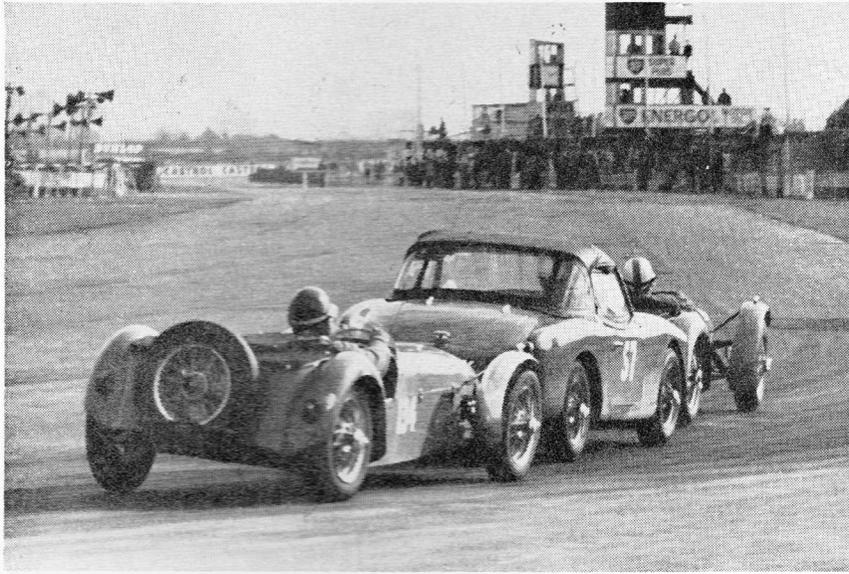


some competitors were unable to find time for more than the bare minimum of practice laps laid down by the R.A.C. The technical hitch responsible for the delays was particularly unfortunate when events as important as qualifiers for the Veedol competition were involved.

With works teams from Lotus and Lola, the Formula Junior race had to be considered the most important race of the day.

After a small shunt at the start involving Peter Arundell in a works Lotus and Ian Raby in a Merlyn-Ford the field got away to a relatively clean start. Peter Ashdown, driving a works Lotus, was first into Madgwick, with Dick Prior and Dennis Taylor, both in works Lolas, hard on his tail. Ashdown held the lead only briefly, as on lap two Prior pushed his Lola into the lead. Prior circulated for the next nine laps, always pulling away from the works Lotus; and Dennis Taylor, probably driving to orders, waited till the penultimate lap before he nipped ahead of Ashdown for second place. Prior's aggregate time for the 10 laps was 15 mins. 4.8 secs.—his fastest lap being a phenomenal 1 min. 29 secs., a new record. If Peter Arundell in the other Lotus works car had not been involved at the start, this race might have been more exciting. Of course, Taylor dropped to fifth place as he, along with three other drivers, was penalized a minute for jumping the start.

The Veedol race for big cars saw a fully representative field of marque sports cars. Bob Burnard (A.C.-Bristol) made the best start, but Warwick Banks (A.C.-Bristol) led for the first lap, until he blew a head gasket. This is the second time Banks has been unlucky—he blew a head gasket last week at Oulton Park. Burnard, before Banks retired, had already snatched a lead which he held till he took the flag at an average speed of 77.68 m.p.h. Bill Jones, who finished second to the A.C.-Bristol, was driving the ex-Peter Marten Morgan

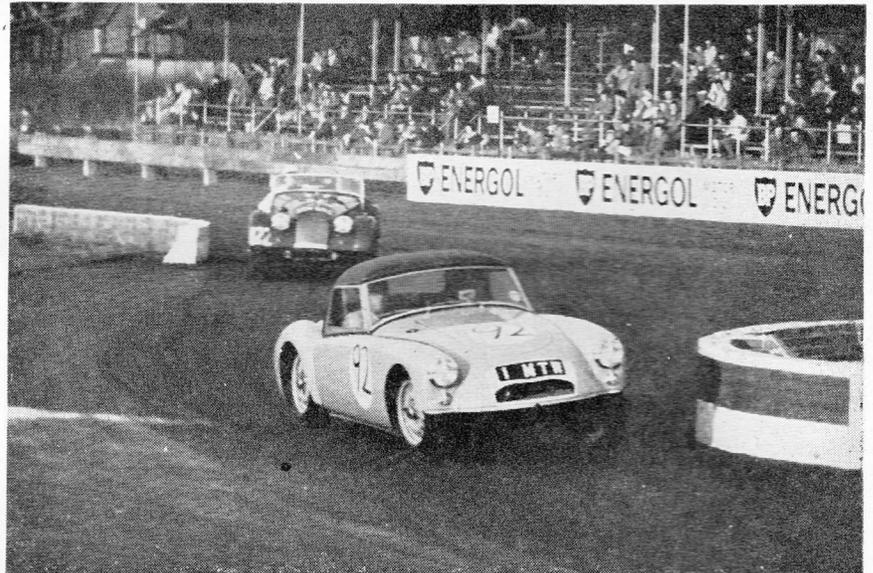


Plus 4 which is, of course, an extremely rapid machine, being fully Lawrence-tuned. Jones made a poor start, but worked his way through the field to fifth place by lap three, taking W. A. Bell's Elite for second place on the ninth lap. David Eva, who won his class last week, made the worst start of all, and despite making fastest lap of 1 min. 45 secs., was unable to do better than fourth behind an Elite. Jerry Hodgson, driving an extraordinarily quick Sunbeam Alpine, had been in fourth position until he had to avoid a spinning car and was unlucky enough to hit a bank at St. Mary's. The Alpine was badly damaged but the driver was unhurt.

The two other classes in the Veedol competition were run together. David Soley (D.R.W.) led from start to finish, setting up joint fastest lap with second man J. B. Brooke (Lotus 7). David Cole (Lotus 7) made the best start from the second row of the grid, but dropped back before Madgwick as Brooke and Soley shot ahead, with R. H. Barneby in his rebuilt Lotus (he shunted it at Oulton Park last week) lying in third spot. Mike White led the Turners and also was well amongst the Sevens, lying fourth overall for three laps.

At the front, Soley and Brooke were hard at it, the latter with no clutch, having got the car off the line with only half the linings. D. J. Lewis, in another D.R.W., had been going very well and was, in fact, up with the leading two cars when he went off at St. Mary's, bending his car on the bank. David Cole was sorting things out, and moved up to third place on lap three, but although he didn't lose ground to either Brooke or Soley, he was unable to catch them either. Soley took the flag just

above: Turner sandwich! Mike White (Turner) closely follows Richard Barneby's Lotus 7 and is in turn being pushed by K. Wiggins's Lotus 7. BELOW: David Eva (M.G. Twin-Cam) leads Ray Meredith (Morgan) through the chicane during their race-long duel in the marque race.



ahead of Brooke, with Cole some way behind. Mike White was an easy class winner, also finishing fifth overall, behind Barneby's Lotus 7.

The meeting had started with a sports car race, won pretty convincingly by Tony Hegbourne in a Lola. For the first

couple of laps, R. Veness, in a new Elva, looked as if he might have a go, finally finishing third by nipping past M. Jerham (Gilby) on the last lap. J. D. Hyslop took the second place some five seconds ahead of Veness.

Bill de Selincourt drove his blue Lister to an unchallenged victory in the unlimited race. This saw the first outing of Michael Salmon's Zagato Aston Martin which held third position throughout the event, finishing behind J. Nicholson's Lola. Salmon drove the big Aston just as well as he used to drive the "D"-Type, and I should think he will take quite a few awards with the car this season. Jon Derisley, who finished fourth behind the Aston, went like the wind in the ex-Peter Lumsden Elite; but despite doing laps in the region of 1 min. 40 secs., was unable to catch Salmon. Dizzy Addicott, after going as quickly as de Selincourt in practice, was unable to take the car off the line properly and retired his Lotus-Buick at Madgwick on his first lap, when the gearbox packed up.

James Manfield, driving the same car in which David Soley had won his Veedol race, brought it home to a second victory in the up to 1,200 c.c. sports car event. Clive Lacey had led for four of the five laps in his independently sprung Lotus 7 till Manfield succeeded in passing on the inside when back markers cluttered up the field. David Cole held third spot, closing on Manfield till the

end when Bill Morgan whipped past to steal the minor award.

David Eva, perhaps getting used to the tricky Goodwood circuit, took first place in the marque scratch race and made fastest lap, with a tour of 1 min. 44 secs. Ray Meredith went well in his Lawrence Morgan Plus 4 and led for three laps, very nearly winning when Eva was balked at the chicane by a slower car. Bob Burnard finished third.

The last race of the day was a handicap event, in fact, the only handicap race in the whole programme. Ray Meredith was presented with this race on a plate by the handicappers, who seemed to have underestimated the ability of this combination of car and driver. Bill de Selincourt took his Lister out for the second time and very nearly caught Meredith's Morgan, and Salmon's Zagato Aston was close behind him.

RESULTS

Sports Cars up to 1,100 c.c.: 1, A. V. Hegbourne (Lola-Climax), 85.48 m.p.h.; 2, J. D. Hyslop (Lola-Climax); 3, R. Veness (Elva-Climax). **Fastest Lap:** Hegbourne, 87.27 m.p.h. **"Veedol" Marque Scratch Race:** 1, R. Burnard (A.C.-Bristol), 77.68 m.p.h.; 2, W. H. Jones (Morgan Plus 4); 3, W. A. Bell (Lotus Elite). **Fastest Lap:** D. Eva (M.G. Twin-Cam), 82.29 m.p.h. **"Veedol" Class Scratch Race:** 1, D. A. Soley (D.R.W.-Ford), 83.21 m.p.h.; 2, J. B. L. Brooke (Lotus-Ford); 3, D. J. Cole (Lotus-Ford). **Fastest Lap:** J. B. L. Brooke and D. A. Soley, 84.71 m.p.h. **Class A:** 1, M. H. White (Turner-B.M.C.), 77.78 m.p.h.; 2, B. L. Bennett (Turner-B.M.C.); 3, R. J. Seabrook (Turner-B.M.C.). **Fastest Lap:** White, 80.00 m.p.h. **Formula Junior:** 1, R. N. Prior (Lola-Ford), 95.49 m.p.h.; 2, P. Ashdown

(Lotus-Ford); 3, E. L. Hine (Lola-Ford). **Record Fastest Lap:** Prior, 97.08 m.p.h. **Unlimited Sports Cars:** 1, R. W. de Selincourt (Lister-Jaguar), 89.11 m.p.h.; 2, J. Nicholson (Lola-Climax); 3, M. Salmon (Aston Martin Zagato). **Fastest Lap:** de Selincourt, 92.90 m.p.h. **Sports Cars up to 1,200 c.c.:** 1, J. E. Manfield (D.R.W.-Ford), 81.36 m.p.h.; 2, C. L. Lacey (Lotus-Ford); 3, W. J. Morgan (Lotus-Ford). **Fastest Lap:** Manfield, 83.56 m.p.h. **Marque Scratch Race:** 1, D. Eva (M.G.A Twin-Cam), 80.51 m.p.h.; 2, R. E. Meredith (Morgan Plus Four); 3, R. Burnard (A.C.-Bristol). **Fastest Lap:** Eva, 83.08 m.p.h. **Handicap Event:** 1, R. Meredith (Morgan Plus 4), 80.63 m.p.h.; 2, R. W. de Selincourt (Lister); 3, G. A. Naylor (Austin-Healey Sprite). **Fastest lap:** de Selincourt, 92.11 m.p.h.



PETER FULKE-GREVILLE

**deals with the Individual Functions of
Motor Racing Officials**

FIRE MARSHALS

★
*AT THE READY:
A fire extinguisher
on hand just in case
this pranged Austin-
Healey 100S decided
to ignite.*

★

the circuit, they will then, with the help of others, move the car off the circuit. The driver, having been got out and clear of the car, will be attended to by the doctor in the area and the St. John Ambulance men. It is always advisable to wear asbestos gloves, as it will save having one's hands burnt should one have to drag a driver from his burning car or handle hot metal following a fire.

There are numerous methods of attacking a fire and I feel that these technical points are best left to the technical experts to explain more fully, but for guidance, the types of fire extinguishers one is likely to come across are as follows (each has its individual merits): foam extinguishers—which are widely used at most race circuits, in combating petrol and oil fires; dry powder—which over the past few seasons has started to become more and more popular. The benefits of this type of extinguisher are to give a protective blanket in front of the operator to allow him to get closer to the fire—but he has to be careful of “flash-back”. Foam gives a much more positive blanketing of the fire; and then there is the C.T.C. extinguisher, which has been used over the past years in fire-fighting.

When handling a foam extinguisher great care must be taken to see that it is not knocked over, as it may discharge its contents and leave a slippery sludge, which, if this happened during a race, may go on to the track and cause a serious hazard to the competitors. So, as with all types of appliances, be careful in the way you handle them, and when tackling a fire hazard be certain that your handling of your equipment is correctly done.

In the event of oil on the track, on seeing the oil flag displayed by the Flag Marshal and having received instructions from the Observer in charge that it is in order for the Fire Marshal to enter the circuit, he will attempt to subdue the oil by the use of the cement powder he has at hand. He will spread the powder over the oil and preferably lay it a few feet from where the oil patch commences. The powder is then brushed into the oil, while passing cars will carry any surplus cement on to the oil patch, if it still remains.

Fire Marshals are not only placed around the circuit, but are stationed in such areas as there are likely to be fire hazards, and this includes the pit and paddock areas, as, with cars starting and refuelling, the risk is very high. It is worth while mentioning that the chief Pit Marshal and his officials should be well acquainted with the positions and the handling of all equipment in the area.

UP to date I have covered the duties of the Observers and the Flag Marshals and I now propose to bring to light some of the duties and hazards of the Fire Marshals at race meetings. Their job requires technical knowledge, especially of the types of fire appliances that they have to handle. Two circuits are never the same, in the manner of equipment put at their disposal.

Having duly received their instructions, and having reported at the circuit at the specified time, they will sign on and then report to their Chief Fire Marshal, who, if they have not already collected their armbands on signing on, will issue them, and will allocate the positions they are to take up. Some promoting clubs, however, allocate the positions on the instructions sent out to the officials.

The Fire Marshal will see that he is suitably dressed for the day, and it is always best to go prepared for all eventualities of our weather, but he is advised not to wear anything too heavy or too bulky, as he might find it encumbering if he has to start dashing around with a heavy extinguisher in his hands. Above all, he should fit himself out with a really tough pair of boots or shoes—gumboots are not recommended, as if there is oil on the circuit, or spilled petrol, he will find his feet sliding all over the place.

Having reported to his Chief Marshal, he will, if he has not already done so, collect the following equipment for his post: fire extinguishers, buckets of cement powder, shovels, brooms, asbestos or suitably impregnated fire blankets, and a grappling hook, if supplied. It is the usual practice at most circuits for these items to be already placed in position prior to the officials arriving, but it is up to the Observer, under whose jurisdiction the Fire Marshal comes, to check with him and ensure that all necessary

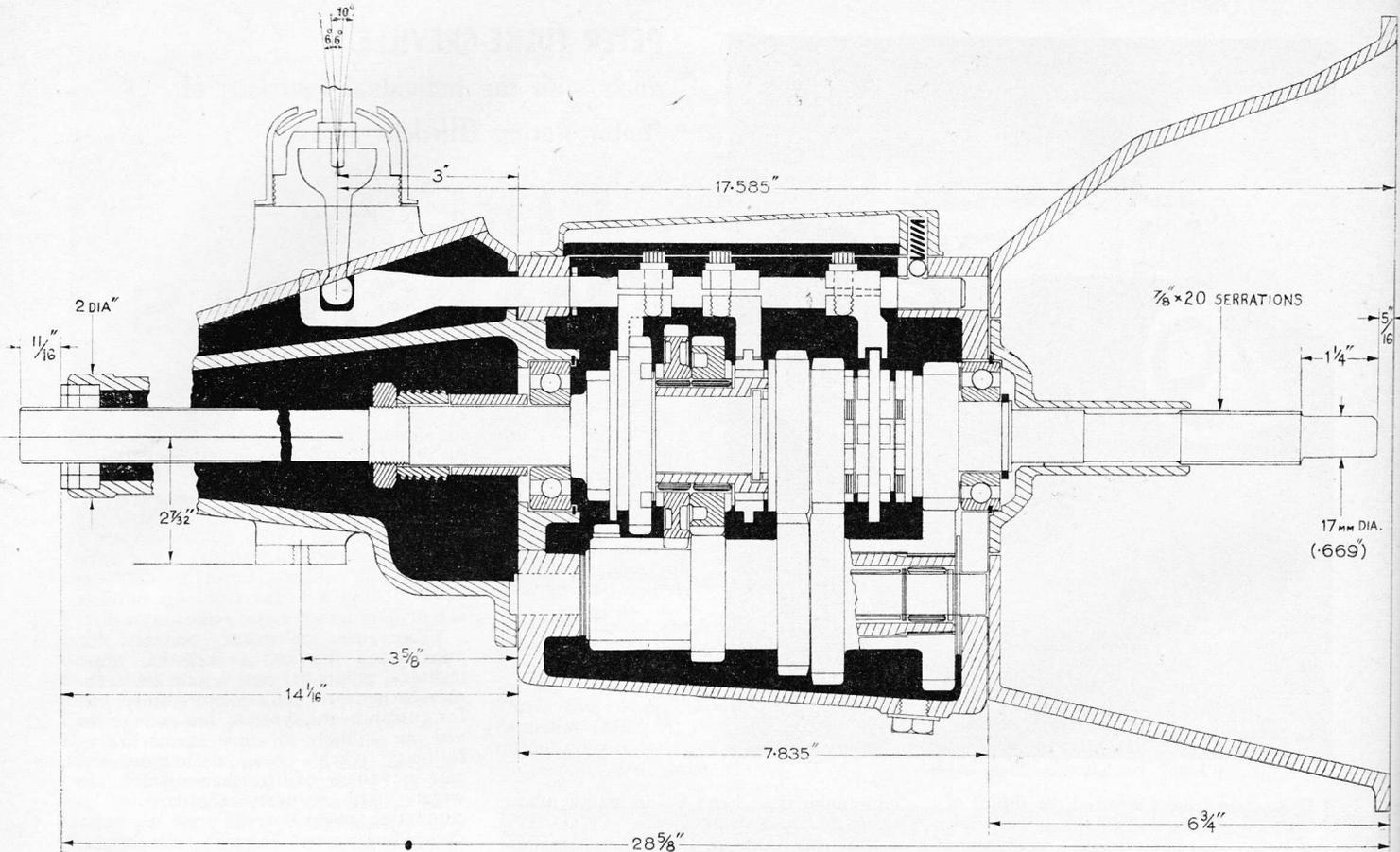
equipment is to hand before either practising or racing commences.

The first thing that the Fire Marshal must do is check his equipment, then check the fire extinguishers put at his disposal and read their instructions very carefully. As far as checking the workability of the equipment, the units are usually pre-checked, but if he is able to do so, all well and good!

At all circuits it will be found that there are in attendance official fire-fighting officials, and usually the Fire Marshals have had experience in fire-fighting themselves. Anyone considering taking up fire marshalling should arrange to undergo a series of lectures and courses, which can be had through the recognized fire-fighting services in the country. As it is a highly technical and dangerous occupation, especially when one realizes that a driver's life may be at stake—as well as their own—they must understand their job thoroughly.

The Fire Marshals should know, if possible, the layout of the different types of cars they are likely to meet at the circuit, especially bearing in mind if the car is front- or rear-engined, where the petrol tank is situated—or the petrol cock, if so fitted in the fuel system—and a host of other necessary technical information which will assist them when fighting a fire or when taking preventive action following a crash.

In the event of a crash, on the directions of the Observer, they will convey to the scene such equipment as is deemed necessary, and they must bear in mind that their first duty is to see that the driver is got out of the car. Having done this, they will then attend to putting out the fire with the equipment at their disposal. Or they must see that necessary action is taken to ensure that fire does not break out in the crashed car, and having ensured that this has been seen to, should the car be still on



THE HEWLAND FIVE-SPEED GEARBOX

THE 105E engine, with its particularly short stroke, has never been renowned for good torque figures at the bottom end of the rev. scale. With all the development being concentrated on it by Formula Junior exponents in efforts to get maximum power at high r.p.m., there tends to be little or no power in the lower rev. ranges in these engines.

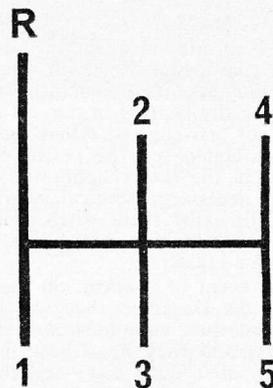
From the start, Formula Junior designers realized that, to be able to utilize these highly developed engines to the full, it would be necessary to have five-speed or even six-speed boxes. The manufacturers of rear-engined cars therefore modified their Renault, Citroën or Volkswagen gearboxes to fit five forward speeds. This enabled them, by altering the c.w.p. ratio for the various circuits, to keep the revs. up between 6,000 and 8,000 r.p.m. with consequential excellent performance.

However, although this was fine if one was using a rear-engined layout, the tight rev. band made it almost impossible to fit a full Formula Junior unit to a front-engined car with only four-speed c.r. boxes available. Accordingly, owners of Lotus Sevens, Anglias and the like, tended to plump for engines which gave power throughout the range rather than just at the very top end.

Mike Hewland, who has been making Volkswagen five-speed boxes for nearly every F.J. manufacturer at some time or other, decided it was time that someone brought out a five-speed box for the front-engined cars; so he designed one

BY PATRICK McNALLY

**AUTOSPORT gives
the first details of
a five-speed gearbox
for front-mounted
Ford 105E/109E engines**



GEAR SHIFT PATTERN

Lift for first and reverse.

which would be suitable to replace the ordinary 105E box and would also stand up to 150 b.h.p.—just in case people fitted it to bored-out Ford engines. Consequently, it is now possible, by fitting this box, to use the highest tuned 105E engines in Anglias or Lotus Sevens, or indeed in any other car which has a Ford 105E/109E engine fitted.

A standard 105E casing is used, but is modified to accept five forward speeds with constant mesh. There is no constant mesh on reverse, as this has a sliding engagement. All the gears are mounted on needle roller bearings, the rev. limit for these being about 11,000 r.p.m. The gear engagement is by undercut face dogs which are self-locking; this system being, of course, similar to the Manx Norton gearbox design.

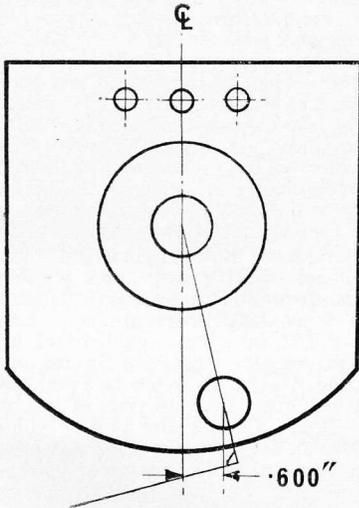
The Hewland gearbox is intended as a straight competition unit to enable the driver to hold the revs. between 6,000 and 8,000 r.p.m. where maximum power and torque are to be found with modified 105E/109E engines. This box will probably eventually have to cope with 120 b.h.p., when the new Ford engine is announced; accordingly the gearbox is designed to take 130 b.h.p. with ease. By using straight cut gears and needle roller bearings, it is possible to use the thinnest oil with a consequential gain in mechanical efficiency—hence more power at the rear wheels.

The selector forks are manufactured from alum-bronze, as this has been found the best material for the purpose due to

its excellent wearing properties. The selectors are particularly efficient at high r.p.m.

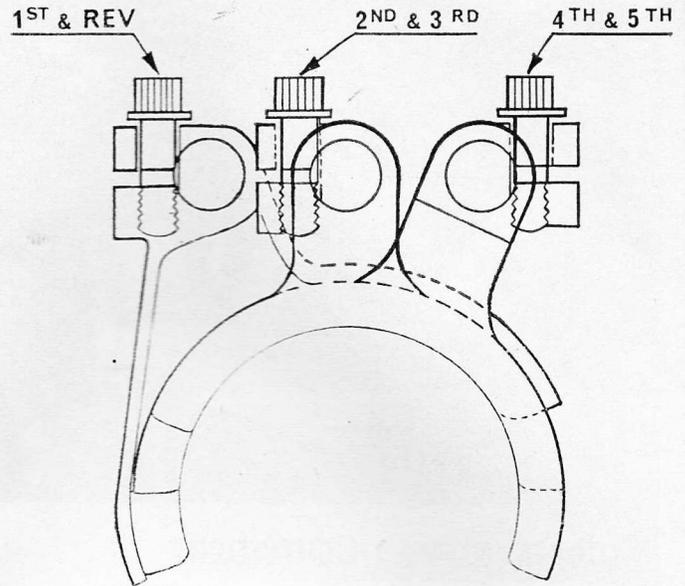
The oil level can be maintained at minimum, but as the tail casting of the 105E box is so long and houses sliding splines for the prop. shaft, it was found impossible to lower the oil level without cutting off the supply of oil for these splines.

As mentioned earlier, the original casing is used, the only modification to this being that the indent grooves in the selector rods are moved to the other end of the gearbox. The bell housing is



View of the selector fork arrangement from the front of the unit. The selector which normally serves for reverse now selects both first and reverse gears as they are both in the same longitudinal plane. This also has the advantage that there is little chance of selecting first instead of third when changing down as it is necessary to lift for reverse gear. Or in the case of Lotus 7 with its modified extension piece push down for these gears.

Gear train drawn at 30° to the shaft axis for clarity. Note:— The layshaft is off vertical by .600". This is a rear view of the case.



GEAR RATIOS

1st	2.967:1
2nd	1.8:1
3rd	1.472:1
4th	1.21:1
5th	1:1

standard, but, of course, there is nothing to prevent one from fitting an alloy housing with its approximate 8 lb. weight saving. The unit will be supplied complete and ready to fit. It will be possible just to remove the four-speed box and replace it with the Hewland box without any further modification.

All gears are 3 per cent. nickel-chrome, case-hardened steel. Tooth form is 10/12 stub with 20 deg. pressure angle. Gear teeth are: 1st, 16-23; 2nd, 22-29; 3rd, 25-27; 4th, 27-24; 5th, 22-30.

The original three selector rods are retained—the selector which normally serves for reverse now selecting first and reverse. The original gear-change pattern is used except that first and reverse are in the same longitudinal plane in the gate. The first motion shaft is retained,

the new gear being pressed on and retained by four keys. The layshaft is, however, completely new, being made up in three parts. The reason for this is pretty obvious, as sooner or later, with power curves altering every day, alternative gear ratios will be required. This now means that the gear changeover can be done without rebuilding the box simply by removing the gear in question. The layshaft assembly runs on needle rollers; however, the mainshaft and first-motion shaft use the original Ford bearings, which have proved adequate. The output, or mainshaft, is modified to take the hubs for the needle rollers to run on.

Surprisingly, the extra gear goes in without any apparent squeeze, the absence of baulking rings and synchro-mesh making room for the first gear.

ROAD TEST OF THE HEWLAND GEARBOX

HAVING watched the growth of Mike Hewland's five-speed gearbox from its conception, I had been getting steadily more and more impatient to actually try it. This impatience had been heightened when Dick Prior, using the first of these boxes in his Marcos, won so convincingly at Snetterton the week before last.

The test gearbox I tried was coupled to a full Cosworth Formula Junior 997 c.c. engine installed in a Lotus 7. I had previously tried a Lotus 7 with a full F.J. engine, but had found the gear ratios so bad that the extra power was useless with so little at the bottom end and as the close ratio gearbox dropped the revs well below 5,500 between changes, I hadn't been particularly enthralled. However, the test car was a completely different experience, being rather like taking a Formula Junior car on to the road.

First gear is engaged by pushing down the lever and pulling back to the left; this is a sliding engagement and goes in with a satisfactory noise. There is a slight

disadvantage here, as first and reverse are on the same plane, but this is to be modified so it will be impossible to select reverse accidentally on future boxes. Anyway, one would be quite unable actually to engage reverse after a take-off because the gears wouldn't mesh.

To select second, the lever is pulled out of first, up, and towards the driver, care being taken not to go right across into fourth. Third is straight back, fourth being up and towards one, and top being straight back again.

During the period of the test, I never once nicked reverse by mistake, but I did manage to take it from first to fourth! Mike Hewland, however, has decided to modify the selectors so that it will be impossible to make up changes in the wrong order, but it will still be possible to change down from fifth to third or from fifth to second direct, if one wishes to.

The gate is very close and gear changes can be made as fast as the hand will move. It was wonderful to have a

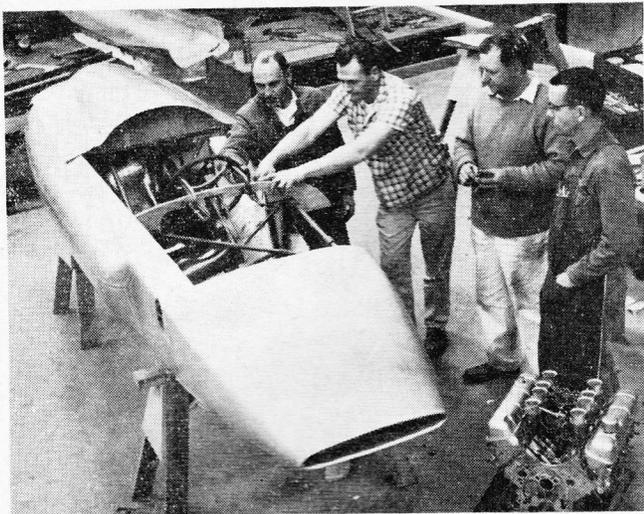
gearbox which would take the change as fast as one could make it. The movement between the gears was very small, and changes between second and third, and fourth and top, were so fast that the engine note hardly dropped. What really surprised me was the incredible change between third and fourth which was just as fast.

First gear took the car off the mark perfectly, and from then on it was possible to keep the revs up between 6,000 and 8,000 r.p.m. where the maximum power was to be found.

The straight cut gears were, of course, noisy, but this is of no consequence on the type of car on which this gearbox will be found.

The Hewland box is as near perfect as any gearbox can be, and the ratios are ideally chosen. It is difficult to express the speed of the changes without continual repetition—let it suffice to say that it is the best gearbox I have ever used. An interesting note: It is possible to strip this gearbox for inspection in about 20 mins.

Hewland Engineering, of Kings Street, Maidenhead, may well supply one of these gearboxes to a customer if he gets his order in soon enough! The price is £120, complete to the last nut and bolt; an allowance of £20 will be made on your old box however,



Since 1927 no one has had any success in the Indianapolis "500" with a car powered with a production U.S. engine. The Mickey Thompson organization have accepted the challenge. The men, left to right, with the lightweight, rear-engined, Buick V8-powered machine are Jack "Willy" Sutton, Glenn "Red" Rose, John Crosthwaite, and Don Borth. The 330 b.h.p. engine is below.

COOPER-INSPIRED LIGHTWEIGHT

BY GORDON H. MARTIN

NOTHING has so inspired the souls of those in the U.S. with the "Indianapolis Fever" as did Jack Brabham's startling ninth-place finish in last year's "500" in an under-powered, rear-engined Grand Prix-type Cooper-Climax.

Although there is little likelihood of a Cooper entry in this year's high-speed grind on 30th May, others have taken up the challenge of smashing the stranglehold that Meyer-Drake Offenhauser-powered cars have on this famous U.S. classic. Not the least of the inspired ones is one Mickey Thompson of Long Beach, California, holder of many U.S. and International speed records at Bonneville.

Since 1927 when a Duesenberg "production" engine powered the victor's car at the Indianapolis, Indiana, speedway, no racer with a "domestic" engine has had much success. The famous Novi cars with diminutive Ford V8 supercharged engines made a noble but unsuccessful try for years and finally gave up. Thompson will accept the challenge and try again.

Studying the Brabham-Cooper effort closely, Thompson decided that the answer lay in a drastic reduction of weight and in a smooth lightweight power-plant already in production. The last factor, of course, would eliminate thousands of dollars in designing and developing an original engine. The new all-aluminium, 3,524 c.c. V8 used in the Buick and Oldsmobile compact cars was the obvious answer.

Although the Buick V8 only develops 185 b.h.p. in stock production trim, Thompson's vast experience in increasing the performance of production engines would undoubtedly lead to finding a herd of new horses to stuff into the overhead-valve power plant. Besides building record-breaking drag racers he had designed and raced his Challenger I across the Bonneville salt flats one way for 406.6 m.p.h. in 1960. He did this with 3,000 b.h.p. from four highly modified Pontiac V8s.

More than a year in experimentation with the Buick V8 ensued. A special Buick engine block was obtained that incorporated strengthened aluminium

BUICK V8 FOR INDIANAPOLIS

webbing and bearing journals and a specially designed dry sump forging that took the place of the oil pan. A new and heavier crankshaft was built that accepted specially designed bearings and longer connecting-arm throws. Larger cylinder bore sleeves were designed, so that the combined increase in stroke and bore (stroke increased from 3.5 ins. dia. to 3.625, and bore increased from 2.8 ins. to 3.1) would fall just short of the Indianapolis limit of 4,196 c.c.

Then the compression ratio was increased from 11.0:1 to 14.5:1, a fuel-injection system was added, and the engine was set up to run on fuel instead of gasoline. Before long the docile little engine was developing 330 b.h.p. at 6,500 r.p.m. Further tests proved that the V8 could maintain between 6,500 and 7,200 r.p.m. for four to five hours. More than enough to survive the 500-mile race. Best of all, the complete engine weighs only 230 pounds!

With the firm financial support of the Harvey Aluminium Company to rely on, Thompson's next task was constructing a super-light car. At this point, Jim Kimberly, long-time Sports Car Club of

NEW AUSTRALIAN SPORTS CAR

THE greatest sensation of the International meeting held last February at the Lakeside circuit, Brisbane, Queensland, was the first appearance of the new Australian-made Centaur Waggott sports car.

A member of the Queensland Motor Sporting Club, Tim Harlock, designed the frame and the aerodynamic shape of the new car while Brisbane engineer Dave Evans and driver John French built the car at Aspley, a suburb of Brisbane.

The Centaur Waggott is powered by an engine developed after three years' research by Sydney's Mervyn Waggott. The engine is based on the Australian-made Holden engine, and uses the Holden block, crankshaft and connecting rods. The conversion features twin overhead cams, a 12-port hemispherical

America official and financial backer to the Brabham-Cooper entry in last year's Indy race, showed great interest in the project and ordered one car. Harvey Aluminium Co. wanted one and Thompson wanted to enter one car. So the project moved into the final stages with three cars to build.

With special aluminium forgings and castings from Harvey Aluminium, the weight savings derived from a rear-engined layout, and careful designing, the cars are taking shape with a total overall weight for each completed car estimated at between 1,080 and 1,100 pounds. This is a far cry from the average weight of 1,600 pounds for a typical Indianapolis Offenhauser-powered machine. Furthermore, there is little likelihood that the Offy-powered cars can be reduced much, due to the weight of the initial engine, the massive drive line to accommodate the brute torque of the Offy engine, and the corresponding ruggedness of the typical Indy chassis to withstand the pounding from the weight and torque of the big Offy four-cylinder power plant.

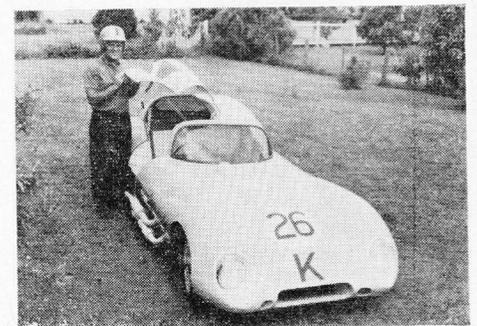
Thompson's Buick lightweight has a wheelbase of 96.75 ins.; track width of 52 ins., front and back; overall length of 12 ft. 9 ins.; height from ground to headrest of 28.5 ins.; body width of 42 ins.; and magnesium wheels of 16 ins. dia., utilizing 6.70 x 16 tyres in front (dia. 27.8 ins.) and 7.60 x 16 tyres at the rear (dia. 29.2). Girling disc brakes will be used at all four independently suspended wheels and a simple, Indy-type two-speed gearbox will be used in unit with the differential.

Two big problems still face the project. One, getting the cars completed and thoroughly tested before the Indianapolis qualification tests begin and, two, obtaining the services of three capable drivers for the cars. Thompson himself does not plan to drive his car.

Although his cars will give away 40 to 50 b.h.p. to the Offy machines, Thompson is certain that the weight factor will more than offset this disadvantage. With a power-to-weight factor of 3.33lb./b.h.p. for his Buick lightweights, as opposed to an average of 4.22 lb./b.h.p. for the opposition, Thompson is positive the three cars will at least win places on the 33-car starting grid by qualifying for the race. All in all, it's an interesting project that will bear watching.

head and inclined valves. It is rated at 200 b.h.p. and the car is capable of speeds in excess of 150 m.p.h.

John French, who is one of Queensland's best drivers, did not have to use full revs. to easily win the G.T. Scratch Race from some of the world's best G.T. cars which included Lotus Elite, Austin-Healey Sprite and Porsche Carrera.



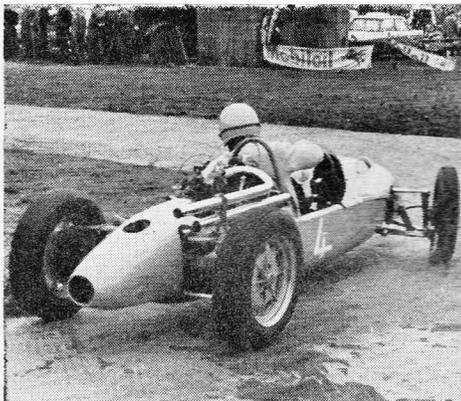


ABOVE: Phil Scragg, driving this immaculate "E"-type, won the over 2,000 c.c. sports car class.



ABOVE: N. Porter's 848 c.c. Mini-Minor was second in its class to a Cooper version.

BELOW: Ian McLaughlin made B.T.D. with his 1,100 c.c. Cooper-J.A.P., seen here negotiating a left-hand corner.



BELOW: Josh Randles, driving his 2-litre Cooper Monaco as well as ever, established a new class record for over 1,500 c.c. racing cars.

WIRRAL HUNDRED MOTOR CLUB

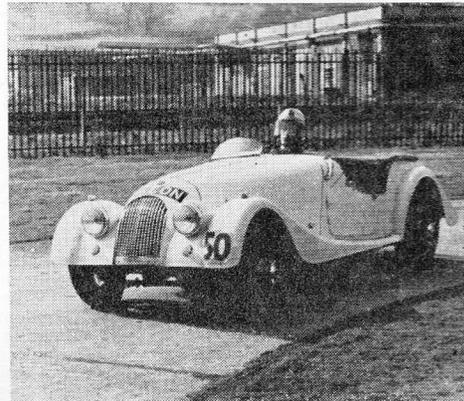
RHYDYMWYN SPRINT

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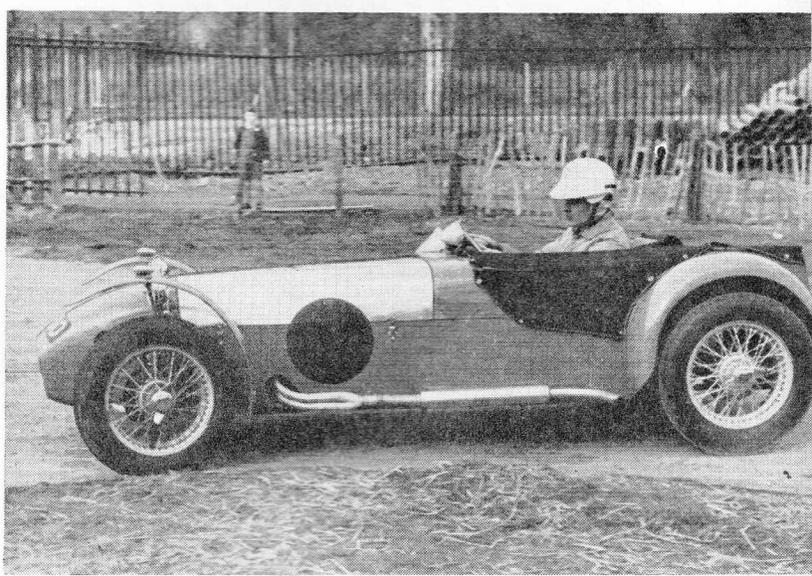
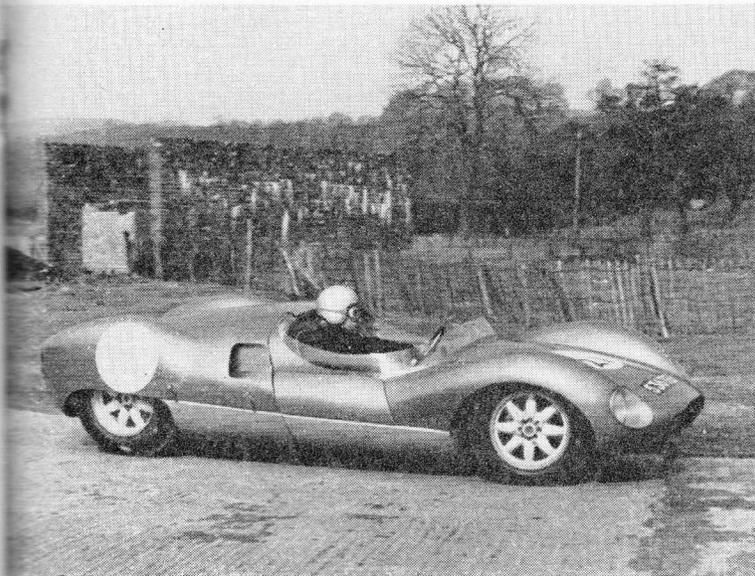
Sports Cars up to 1,250 c.c.: 1, G. Austin (Lotus), 1 m. 17.2 s.*; 2, J. T. Butterworth (Lotus), 1 m. 19.4 s. **Sports Cars, 1,251 c.c.-2,000 c.c.:** 1, J. Randles (Cooper Monaco), 1 m. 16 s.*; 2, D. Martland (Lotus), 1 m. 22 s. **Sports Cars Over 2,000 c.c.:** 1, E. P. Scragg (Jaguar "E"-Type), 1 m. 21.6 s.; 2, R. Rose (Jaguar XK 150), 1 m. 23.6 s. **Standard Production Saloon Cars up to 1,100 c.c.:** 1, R. D. Blackledge (Morris Mini-Cooper), 1 m. 27 s.; 2, N. Porter (Morris Mini-Minor), 1 m. 28.8 s. **Standard Production Saloon Cars, 1,101 c.c.-2,000 c.c.:** 1, H. W. Bowman (Sunbeam Rapier), 1 m. 33.6 s.; 2, M. Hinde (Volkswagen), 1 m. 34.6 s. **Formula Junior:** 1, G. Austin (Lotus), 1 m. 16.8 s.; 2, M. A. Peel (Lola-B.M.C.), 1 m. 19 s. **Racing Cars up to and over 1,500 c.c.:** 1, I. B. McLaughlin (Cooper-J.A.P.), 1 m. 14.8 s.; 2, J. Randles (Cooper Monaco), 1 m. 16.4 s.* **B.T.D.:** I. B. McLaughlin (Cooper-J.A.P.), 1 m. 14.8 s.

*Denotes new class record.

BELOW: J. V. Terry's Morgan Plus 4 was in the 2,000 c.c. sports car class but was unable to beat the more potent Cooper and Lotus opposition.



BELOW: Graeme Austin won the 1,250 c.c. sports car class with this Lotus Seven and he also won the Formula Junior class with ease.



CORRESPONDENCE

Brooklands' Last Race

LET'S get it right, shall we?

Christopher Nixon, in his excellent article about Rob Walker, says that Walker "drove in the last race ever to be held at Brooklands". Somewhere else, I think in an American paper, I read recently that the last race at Brooklands was won by an E.R.A.

The drivers entered for the last Brooklands' race were P. Nuttall, B. H. Talbot, C. G. H. Dunham, E. Winterbottom, Miss D. Stanley-Turner, R. M. Turner, R. G. Sutherland, Mrs. E. M. Thomas, J. H. R. Smith, G. L. Baker, B. Burton, D. Creed, R. F. Oats, R. C. K. Money and A. J. Welch. The race, which was the Third August Outer Circuit Handicap, was won by Baker's Graham-Paige, at 99.46 m.p.h., by a fifth of a second from Burton's Talbot. Walker drove Count Heyden's Delahaye in an earlier Campbell Circuit race but was unplaced.

FLEET, HANTS.

W. BODDY.

Cintura Tyres on an Elite

WE were interested to read your comments on Cintura tyres in the Lotus Elite feature in 2nd March issue of AUTOSPORT. Your writer was ill-advised in using a Pirelli Cintura tyre on the nearside rear wheel with another make of tyre on the offside rear.

The ideal arrangement is to fit Cintura tyres and tubes on all four wheels. On certain special fast sports cars four Cintura tyres are essential. On most other cars it is possible to fit two Cintura tyres on the rear wheels and two conventional tyres on the front. In all such cases, Cintura tyres should be fitted on both rear wheels. This is essential because of their slip-angle characteristics, Cintura tyres having a lower slip angle than normal tyres.

In the interest of safety, tyres should not be fitted to the rear axle of a car which have a higher slip angle than those on the front, as the consequent degree of oversteer can result in vicious rear wheel breakaway. A greater slip angle on the front wheels preserves an understeer characteristic which is not dangerous as any breakaway is progressive and easily controlled (usually subconsciously) by applying more "wheel".

PIRELLI, LTD., LONDON, W.1.

KEITH WILDEN,
Public Relations.

In Defence of John Aley

YOUR correspondent Mr. Alan Holms may well find himself sued for libel by Mr. John Aley for stating in his letter printed in your correspondence columns on 9th March that Mr. Aley—"confined his motoring to Group 2 events with very little success, and his attitude to club racing is the same as most drivers who race under that formula, namely, if there is no money in it, why bother".

I would be very pleased to give evidence on behalf of Mr. Aley to present the facts—i.e., his decision to drive a DKW this season in Saloon Car races has cost him many hundreds of pounds as, apart from the expense of having his engine tuned in Germany, it involved sending his mechanic to Germany for a whole week. Also, Mr. Aley has found his grants from British petrol companies, etc., greatly reduced. However, Mr. Aley has decided that the non-materialistic appeal of racing a DKW outweighs the cash benefits of racing a Mini. I believe that he has stated that, in his view, Mini-only races are tedious, and that the DKW will provide more stimulating competition with greater public appeal.

As regards Mr. Aley's record in the Mini, it appears that during 1951 he obtained 10 places in International meetings in his class, and also came second in his class in the British Saloon Car Championship.

Jealousy from those out of the money of those in the money is bound to produce sour grapes or letters such as Mr. Holms's, but it is indeed a great pity that you should find space in your columns to print what amounts to libellous allegations about one of the most generous, good-natured and successful Saloon Car racing drivers in the world.

WINKFIELD ROWE, BERKSHIRE.

D. C. BLACKBURN.

Overtaking on the Road

MAY I be permitted, through your columns, to draw attention to the increasing frequency with which drivers (yes, even some sports car drivers) are passing other vehicles going in the same direction without regard to any side-turning on their right-hand side of the road at the time of passing.

This must be causing unnecessary accidents since drivers wishing to turn left out of side-turnings look chiefly to their right and having ascertained that that part of the road is clear then proceed to turn left, as they should be fully entitled to do, and then sometimes find themselves face to face with an oncoming vehicle passing another where, often, there is only room for two lines of vehicles.

With the increasing density of traffic, drivers who want to keep out of this sort of trouble should always resist taking an opportunity of passing at any place where there is a side-turning on their right since otherwise, sooner or later, there is bound to be a vehicle coming out of that turning at precisely the wrong moment—with disastrous results to both parties.

THORNTON HEATH, SURREY.

M. H. LAWSON.

The Argentine "500"

AFTER reading your report on the Argentine 500 Miles, I found myself disappointed in that every attempt was made to find an excuse to cover the fact that while Jaguars finished first and fifth, the Alfa Giuliettas finished second, third and fourth. The Alfas' performances are played down as being due to lower tyre wear, smaller size and lightness but surely the fact remains that these 4/5-seaters ran with engines one-third the size of those in the Jaguars. Perhaps this attitude is because we are used to this sort of performance, but this is unlikely.

Finally, looking at the interesting results of this and other long-distance touring car races, isn't it about time we had similar ones in this country. At the moment our touring car races are confined to 10-lap sprints. I am sure the longer races would be very popular with the public, especially with all that wheel-changing going on.

OUNDELE, NORTANTS.

J. M. DOOLEY.

Bravo, Bolster!

WHAT a splendid article you published in AUTOSPORT, 23rd February. Bravo, Bolster!

While I feel that this article will provoke another "battle"—British Grand Prix, Aintree/Silverstone—I am quite sure that this sphere of motor racing should be gallantly supported.

Every time I journey to Silverstone, for a Vintage meeting, I am quite prepared to arrive at least two hours before the racing begins, just to wander around the paddock and marvel at the wonderful machinery of yesteryear. When I attended my first Vintage Silverstone, the paddock looked like one large overhaul department of a garage. Bonnets, lights, windscreens, mudguards, petrol cans, tools all lying amidst the beautiful machinery. And the owners frantically working to prepare their cars for the day's competition.

Everybody is so friendly, and the atmosphere so congenial, something I think you miss with the "juniors" (sorry, that dirty word), and I feel quite certain this all adds to the spirit of motor racing. No request is too large for the competitors, they are quite prepared to explain the basic fundamentals of their charges. They excitedly lift the bonnets, whether Bentley, Amilcar or Frazer-Nash, and proudly stand aside for you to marvel at the past wonders of engineering. And have you marvelled? Where does one begin with the 8-litre Bentley?

To see drivers like Hull, Day, Lindsay and Gahan wrestle with the steering wheels of their E.R.A.s must thrill more people more times than any junior driving round a corner.

As an enthusiast I am not really surprised at the surplus of £5,000, as announced by the V.S.C.C. Surely this figure alone must prove that motor racing, of this type, is drawing the crowds and paying its way.

I, for one, would much prefer to see the "big" and exciting racing cars again, and also keep the Vintage "alive". I would like to close now, but if any little "junior" wants to contradict this literary piece, let him fight through the columns of your magazine (if permissible), then once again I shall take pen to paper to support the magic of the past.

May I also take this opportunity to thank you for a wonderful weekly publication. I have been taking AUTOSPORT for over three years, and never have had any cause to complain.

By the way, I am not vintage. A young 'un—19 years of age.

PINNER, MIDDXX.

R. J. CRUMP.

Sports/G.T. Cars for the Family Man

A SERIOUS problem invariably arises whenever I begin to study the prospect of purchasing a new car, and I wonder how many readers of AUTOSPORT have a similar problem and how many, if any, have a solution.

Like thousands of other enthusiasts, I require a G.T. or sports car, but a two-seater is not practical for my family, nor is the type made with so-called "occasional rear seats" for legless children of pigmy parentage! I cannot afford a DB4 or a Ferrari 2+2.

I feel sure that there is a huge potential market for a G.T. or sports car which is designed to carry a driver and two adult passengers—all in comfort. Or even a compact four-seater. After all, most motoring of the type I have in mind is done either by the driver *tout seule* or with one—or at most two—adult passengers of average size. Luggage space is not really of importance.

Three- and four-seater sports cars used to be made in the good old days. Why not today? I wonder why no manufacturer, other than Ferrari and Aston Martin, makes such a car nowadays. Imagine an "E"-type redesigned to accommodate three adults in comfort: the market for such a car would be tremendous, I feel certain.

I would be extremely interested to read in your columns the views of other readers and, if possible, the views of some manufacturers too.

BURLEY-IN-WHARFEDALE, ILKLEY, YORKS.

FRANK AMBLER.

Refunding Entry Fees

HOORAY for the Eight Clubs!

On 17th March I, and 170-odd others, had the entry fees for the 1961 Eight Clubs meeting refunded in full. If they can do it, why can't others?

GAINSBOROUGH, Lincs.

M. J. FORREST.

The Editor is not bound to be in agreement with opinions expressed by readers.

THE Irish motor racing season got off to a promising start on 24th March with an excellent nine-event meeting organized by the 500 Motor Racing Club of Ireland at the popular Kirkistown circuit. Although a number of new cars being prepared during the winter months were not ready for the fray, there was, nevertheless, a well-subscribed entry list of 73 cars, with drivers taking part from Northern Ireland, Scotland and Eire.

The club is continuing this season with the controversial "five per cent." handicapping system which, although not popular in all circles, is still producing some exciting finishes for both competitors and spectators. To explain the system briefly, all competitors taking part in handicap events are given time allowance and credit laps based on performance during official practice. A driver who improves on his best practice lap by more than five per cent. during the actual race is disqualified, but now, for the first time, the competitors are allowed to have a go during the final lap without fear of being penalized.

The system may have its faults—it handicaps the driver as well as the car to mention only one—but it is producing results, for in the final of the handicap race at this meeting eight cars crossed the line within 10 secs., although three were disqualified for having exceeded the five per cent. margin on an early lap.

One of those disqualified was S. J. Sergeant, driving a Ford-engined Crossle, who was first across the line, but the honours were later given to Mike Smurfit from Blackrock driving an E-type Jaguar—this car making its first competition appearance at Kirkistown. Second place in the final of this event went to John L'Amie in a Turner, while Jack Slater from Creetown in Scotland, driving an Elite, and David Mitchell's Sprite both fell foul of the five per cent. law to give third place to Charles Eyre-Maunsell in his Alpine. Fastest lap in the final was recorded by Maurice Acheson with his Formula Junior Lotus, who returned a lap in 1 min. 8.8 secs., an average of 79.91 m.p.h.

A three-cornered struggle between Malcolm Templeton, Gerry Kinnane and Maurice Acheson, all driving Lotus cars, was the highlight of the Formula Junior scratch race, which suffered considerably because many of the cars were not ready in time for the meeting.

From the flag Templeton pushed into the lead in an effort to prove his supremacy in this class for yet another year, but he was closely followed by Acheson and Kinnane, whom he failed to shake off in the opening laps. Acheson was first to find the pace too hot and he was forced to drop back midway through the race. Then Templeton

KIRKISTOWN RACING

The Irish Motor Racing Season Opens

BY BRIAN WADDELL

lost his lead when he spun off in the Colonial Section, but quickly got back on the course again to set off in pursuit of Kinnane who had built up a 50 yards lead. Gradually Templeton managed to close the gap and, with a brilliant display of driving, snatched the lead again in the closing stages of the race to cross the finishing line only 2 secs. ahead of his rival. Third place went to Acheson 20 secs. behind the two leaders, while Brian McDowell brought yet another Lotus into fourth position.

Cars built by the up and coming young Ulster designer and constructor John Crossle took first three places in the 1,172 c.c. Ford scratch event which is still as popular as ever in Ireland. Driven by Sergeant, Ray Raymond and Jackie Davidson, these cars were lapping about 3 secs. faster than any other Fords on the course, including the winner of the 1961 1,172 c.c. Ford Championship of Ireland, H. G. Brown in his beautifully prepared H.G.B. Special.

Sports car racing seems to be coming back into its own at Kirkistown and for this meeting the organizers rearranged the classifications to include races for (1) Austin-Healey Sprites and M.G. Midgets; (2) M.G.As, Triumphs and Sunbeam Alpines; and (3) a new class for cars ineligible for either of the other two classes. This additional class brought quite a variety of makes and models to the Le Mans-type start, including Smurfit's E-type, a D-type in the hands of Bob Duncan, Templeton in an Elite, a 1,588 c.c. T.V.R. driven by Des Wylie and three Turners. It was originally planned to run this class separate from the other two but non-arrivals and mishaps during practice allowed all the cars to be set off at once.

From pole position on the grid Smurfit, who raced an M.G.A on the circuit

last year, got well away into the lead, followed by Billy Reid in his Triumph TR3 and Templeton's Lotus. Although the E-type was never really challenged for the lead, Duncan in the D-type had little difficulty in getting into second place, a position which he held right to the chequered flag, which he crossed ahead of Templeton in third place.

An interesting struggle developed in the M.G.A. Triumph, Alpine class between Reid and Charles Eyre-Maunsell in his Alpine for the honours. For the first six laps Reid held the advantage, but in the remaining stages of the 10-lap event the lead changed several times. It was only during the last lap that Eyre-Maunsell really got clear of the blue Triumph, but some breathtaking cornering on the final hairpin before the finish brought both cars to the line neck and neck, with Eyre-Maunsell recording victory by one-fifth of a sec.

When he seemed to have victory in his pocket Ronnie McMillen was unfortunate to throw a rod in his ex-Nelson Austin-Healey Sprite. Victory in this class finally went to J. Cooney, with A. Whyte second and R. Forbes third—all driving Sprites.

John Pringle with his 2,495 c.c. Cooper-Climax had little difficulty in winning the *Formule Libre* scratch, during which he returned the fastest lap of the day at 1 min. 8 secs., 80.86 m.p.h., considerably outside his lap record for the course, which stands at 85.64 m.p.h.

The only other race of the day was the closed car handicap which again provided spectators with an exciting finish. Victory here went to Brendan Devine driving a Volkswagen, followed home by Harry Kirkpatrick in a Morris-Cooper and R. S. Williamson in an Austin Seven, which managed to take on some rather unusual angles as it was forced through the Colonial Section right on the limit.

CIRCUIT OF IRELAND INTERNATIONAL RALLY

THE Ulster A.C. has announced that the Circuit of Ireland International Rally will, in fact, be held this Easter, after there was some doubt that not enough entries would be received this year because of the increased insurance costs to competitors.

At the closing date for entries at the ordinary rate—others will be taken up to 2nd April at additional fees—more than the required 80 cars had been entered.

Included in the list are Sydney Allard (Ford), Bobby Parkes (Jaguar) and Hugh O'Connor-Rourke (TR4) as well as last year's outright winner Paddy Hopkirk in a works Sunbeam Rapier.

Considerable interest has been aroused by the entry of two works-prepared Skodas to be driven by Dr. Thompson Glass, a former Ulster Rally Champion, and the current Irish Experts' Champion, Wilbert Todd. It is rumoured that these two competitors may have to fly to Prague and drive the cars to Ireland for the event.

While his father Ronnie is competing in the East African Safari in a Rover, Michael Adams will be taking part in the Circuit in a Sprite.

The rally starts from Belfast, Dublin and Omagh on 20th April, and will finish in Bangor on 24th April.

RESULTS

Open Handicap, Heat 1: 1, J. S. Slater (1,495 c.c. Lotus Elite), 66.21 m.p.h.; 2, S. J. Sergeant (1,172 c.c. Crossle-Ford); 3, G. J. C. L'Amie (1,220 c.c. Turner). **Heat 2:** 1, D. W. Mitchell (948 c.c. Austin-Healey Sprite), 50.93 m.p.h.; 2, C. W. Eyre-Maunsell (1,592 c.c. Sunbeam Alpine); 3, R. S. Williamson (948 c.c. Austin). **Heat 3:** 1, M. Templeton (1,100 c.c. Lotus), 76.96 m.p.h.; 2, M. Acheson (1,100 c.c. Lotus); 3, G. W. Drew (1,172 c.c. Crossle). **Final:** 1, M. W. Smurfit (3,800 c.c. Jaguar), 71.93 m.p.h.; 2, L'Amie; 3, Eyre-Maunsell. **Sports Car Race, Class A:** 1, J. Cooney (948 c.c. Austin-Healey Sprite), 62.70 m.p.h.; 2, A. Whyte (948 c.c. Austin-Healey Sprite); 3, R. Forbes (948 c.c. Austin-Healey Sprite). **Class B:** 1, C. W. Eyre-Maunsell (1,592 c.c. Sunbeam Alpine), 65.24 m.p.h.; 2, W. J.

Reid (1,991 c.c. Triumph); 3, W. J. O'Hara (1,592 c.c. Sunbeam Alpine). **Class C:** 1, M. W. Smurfit (3,800 c.c. Jaguar), 71.42 m.p.h.; 2, R. J. Duncan (3,442 c.c. Jaguar); 3, M. Templeton (1,495 c.c. Lotus Elite). **Formula Junior:** 1, M. Templeton (1,100 c.c. Lotus), 76.34 m.p.h.; 2, G. Kinnane (1,100 c.c. Lotus); 3, M. Acheson (1,100 c.c. Lotus). **1,172 c.c. Ford Scratch:** 1, S. J. Sergeant (Crossle), 68.42 m.p.h.; 2, R. Raymond (Crossle); 3, J. Davidson (Crossle). **Closed Car Handicap:** 1, B. Devine (1,192 c.c. Volkswagen), 54.57 m.p.h.; 2, H. G. Kirkpatrick (997 c.c. Morris-Cooper); 3, R. S. Williamson (848 c.c. Austin). **Formule Libre:** 1, J. R. Pringle (2,495 c.c. Cooper-Climax), 79.25 m.p.h.; 2, M. Acheson (1,100 c.c. Lotus); 3, M. Templeton (1,100 c.c. Lotus). **Fastest lap of the day:** Pringle, 1 m. 8 s., 80.86 m.p.h.

Club News

By MICHAEL DURNIN

THE North West Centre of the M.G.C.C. are to promote a driving test meeting, a Flather Star event, at R.A.F. Wilmslow, Cheshire, on 15th April. The event is open to B.T.R.D.A., B.A.R.C. (N.-W.), Calder Vale M.C., Glossop C.C., Lincs and Ches C.C. and Mid-Cheshire C.C. Regs are available from J. N. M. Johnson, Messrs. H. and J. Quick, Ltd., Hale Road, Altrincham, Cheshire, who should have all entries by 12th April. Incidentally, anyone who would like to marshal at this event should contact Sqd. Ldr. R. Cairns at R.A.F. Station, Wilmslow, Cheshire. . . . A colour film "Made by Hand", about the Porsche, can now be borrowed by recognised clubs by courtesy of A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middx. . . . Anyone interested in a club concerning itself with pre-1940 Triumphs is invited to contact A. C. Cook, 115 Mason Road, Headless Cross, Redditch, Wores. . . . B.A.R.C. (Surrey) are to run a sprint at Biggin Hill, Kent, on 15th April. The event is open to Central Southern Association clubs. Regs from J. K. Morris, 6 Church Close, Epsom, who must have all entries by 7th April. . . . The Taunton M.C. are to have a restricted "Star" driving test at Merryfield Airfield on 29th April. Details from F. E. Lea, 20 Fore Street, Taunton, Somerset. . . . Liverpool M.C. are to have a closed driving test meeting on the premises of the Dunlop Rubber Co., Ltd., Speke, near Liverpool, on 15th April. Details from H. Gadd, 74 Abbeystead Road, Liverpool 15. . . . The Southern Centre of the 750 M.C. are to revive their Blandford Camp hill-climb on 13th May. The event is to be open to B.A.R.C., B.R.S.C.C., Bentley D.C., Bournemouth M.C., Jaguar D.C., M.G.C.C.(S.-W.), Vickers-Armstrong (Hurn) C.C., Vintage S.C.C., W. Cornwall M.C. and W. Hants and Dorset M.C. Regs from Mrs. P. M. Hood, High Noon, Petersfinger, Salisbury, Wilts. . . . B.A.R.C. (West Midlands) are to have a closed sprint at Wellesbourne Mountford, near Stratford-on-Avon on 28th April. Regs from D. J. Andrews, 7 Franklyn Court, Edinburgh Place, Cheltenham, Glos. . . . Rotherham and D.M.C., Sheffield and Hallamshire M.C. and N. Midland M.C. are to promote their closed Hopkinson Rally on 14th-15th April. Regs for this 120-miler from J. G. Wise, 4 Rosemary Road, Wickesley, Rotherham. . . . Eastern Counties M.C.'s Nightlight Sprint will take place at Snetterton on 7th April. Each competitor will have five runs, three by day, two by dark. Invited clubs are B.R.S.C.C., W.E.C.C., Jaguar D.C., S.M.R.C., Romford E.C.C., London M.C. and B.A.R.C. There will be free soup for competitors and marshals! Regs from D. G. Wright, 86 Penzance Road, Kesgrave, Ipswich, Suffolk. . . . Cambridge C.C. are to run a closed autocross at Malton Farm, Meldreth, near Royston, Herts, on 8th April. Details from R. P. Bowyer, 141 Cherry Hinton Road, Cambridge. . . . B.R.S.C.C. are running a closed race meeting at Rufforth on 21st April. There will be

a full programme and regs are available from G. L. Johnson, 152 Birchwood Hill, Shadwell, Leeds 17. . . . Lothian C.C. are to run a driving test meeting open to all Scottish clubs at East Fortune airfield on 8th April. Details from R. A. Dickson, 2 Wemyss Road, Long-

niddy, East Lothian. . . . The Austin-Healey Club are to hold their annual practice day at Silverstone on 11th April when the circuit will be open for club members' private practice and testing. Details from P. Browning, 47 Brampton Grove, London, N.W.4.

THE THREE SPIRES RALLY

THE Coventry and Warwickshire M.C.'s principal night rally of the year, which derives its name from the newly erected cathedral in the club's home town, resulted in a decisive victory for H. H. Davies and David Skeffington in a VW. They lost only three minutes on the well-planned route, containing 60 time controls, which kept both driver and navigator hard at work all night.

Last Saturday evening the sleepy village of Coleford in the Forest of Dean was the centre of attraction for 54 rally enthusiasts. But the gay abandon of navigators soon subsided when, on signing in, they were given a list of 54 map references to plot. All but four of these were within a 20-mile radius of Brecon where the night halt was to be.

First car away, the Morgan of the "Two Peters" Messrs. Astbury and Roberts, was soon in trouble in company with many other cars. There was a choice of two equally straightforward-looking routes—both on "yellow" roads between Control 5 (M.R. 142/355179) and Control 6 (M.R. 348216, approach from east). Those, including the eventual winners, who took the more easterly route were surprised to find many other crews missing from the list at subsequent controls. It turned out that the "yellow" road through M.R. 353212 simply does not exist for half a mile and it is remarkable that even the most experienced local boys did not know this, although another "yellow" nongoner only four miles to the north is a well-known navigational hazard.

Two minutes 24 seconds was allowed for a tie-deciding special stage nominally 1½ miles long on the track from Felindre to Bwlch, north-east of Crickhowell. Timing to the nearest second was aided by a radio link between start and finish. However, even at this stage, with only a third of the rally completed, the chance of a tie seemed remote.

By the time the half-way halt at Bishops Meadow (which lately seems to have become the weekly midnight meeting place of the rally world) was reached all crews had incurred penalty. In the lead were the winners, one minute adrift, with Friswell, A.-H. 3000, second, eight minutes down, and the Hughes/Cooper SAAB, 15 minutes down.

Between controls 33 (M.R. 053369) and 34 (M.R. 073438½) there was a 10-mile regularity section at a 30 m.p.h. average. At the start of it navigators were given 13 map references and the mileages between each point. About half the points were manned. There was no attempt at trickery since competitors were timed by their own sealed watches and they could wait at controls if they wished. A twisting route in the maze of "white roads" between Crickadarn and Gwendwr was clearly defined by the map references but called for very accurate navigation. Friswell, in his ex-Pat Moss A.-H. 3000, lost the chance of second place here. Also during this stage Stan

Pateman's ex-works TR3, on its last outing before Stan collects his new T.V.R., had a big moment on a right-hand bend. Stan took a conveniently situated escape road and was closely followed by Hughes's SAAB which just managed to stop without incident. A Blore's Mini was not so successful and an interchange of paintwork took place between SAAB and Mini. The only crew unpunished on the regularity section was the "Two Peters". The winners and Stan Pateman/Val Domleo each dropped two minutes.

Another 20 sections of interesting motoring, including several series of two- and three-minute stages, brought the serious part of the rally to a close near Abergavenny at 5 a.m. G.M.T. for the

Coming Attractions

- 31st March. B.R.S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 2 p.m.
- 31st March-1st April. Maidstone and Mid-Kent National Hopper Rally. Starts Brands Hatch, near Farningham, Kent, at 9 p.m.
- S.W.A.C. and Barry A.C. Novex Spring Rally.
- 31st March-4th April. Mobilgas Economy Run.
- 1st April. Brussels G.P. (FI), Brussels, Belgium.
- 6th-7th April. M.A.C. Birmingham Post National Rally. Starts from Birmingham Civic Centre at 8 p.m.
- 7th-8th April. M.G.C.C. April Rally. Starts from Abingdon Service Station (158/488968).
- Newcastle and D.M.C. Edinburgh Run.
- Circle C.C. Owl Rally. Starts Denham Service Station (160/037½866½), 9.30 p.m.
- 7th April. Eastern Counties M.C. Nightlight Sprint, Snetterton, near Thetford, Norfolk. Starts 4 p.m.
- B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
- 8th April. Allard O.C. and N.L.E.C.C. Sprint, Brands Hatch.
- Lincs and Ches C.C. Derbyshire Trial. Starts from Rose and Crown, Allgreave, near Macclesfield, Cheshire, at 11 a.m.

first car. Crews then made their way to Ross-on-Wye where some people were rather surprised to find the 20-mile journey had apparently taken them 1½ hours. Then they remembered British summer time had arrived during the night!

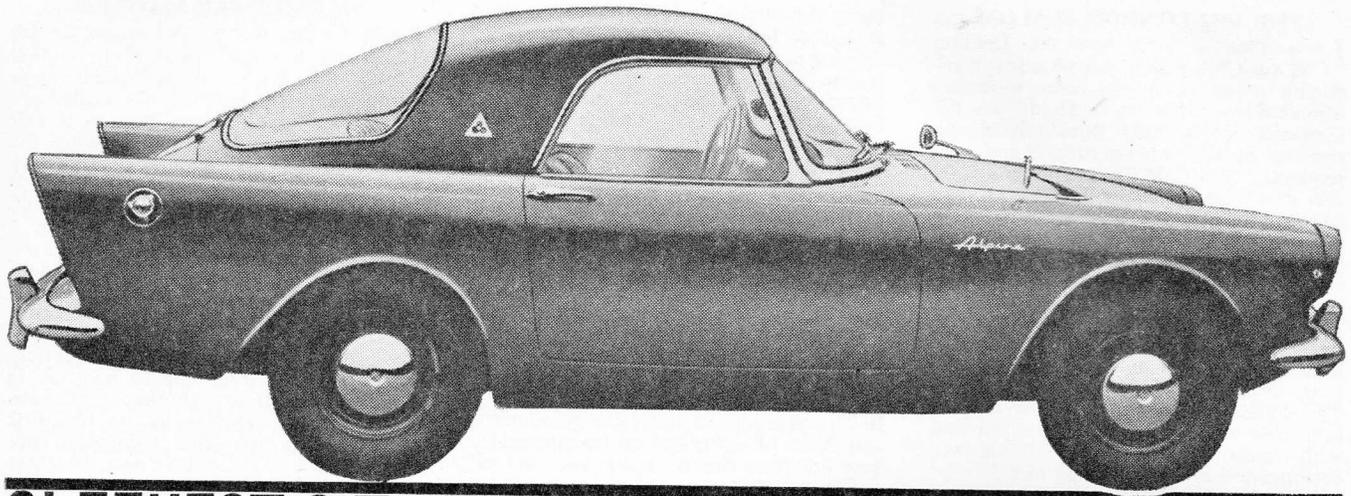
The rally was, on the whole, well organized. The route had been planned so that most marshals had to operate two controls and they did so with cheerful efficiency despite a bitterly cold night. Less experienced crews were placed in a separate class with their own awards and tackled a slightly less arduous route.

All praise to clerk of the course Brian Wilkinson and his team for a pleasant night's motoring—the Three Spires rally was "The Tops".

VALERIE DOMLEO.

Results

- 1, H. H. Davies/D. Skeffington (VW), 3 marks lost; 2, S. T. Pateman/Val Domleo (TR3), 26; 3, A. Hughes/G. Cooper (SAAB), 45; 4, R. D. Bromley/D. K. Meggitt (Mini), 63; 5, Friswell/A. N. Other (A.-H. 3000), 81; 6, E. Hunt/C. Malkin (Rapier), 105.



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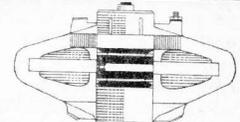
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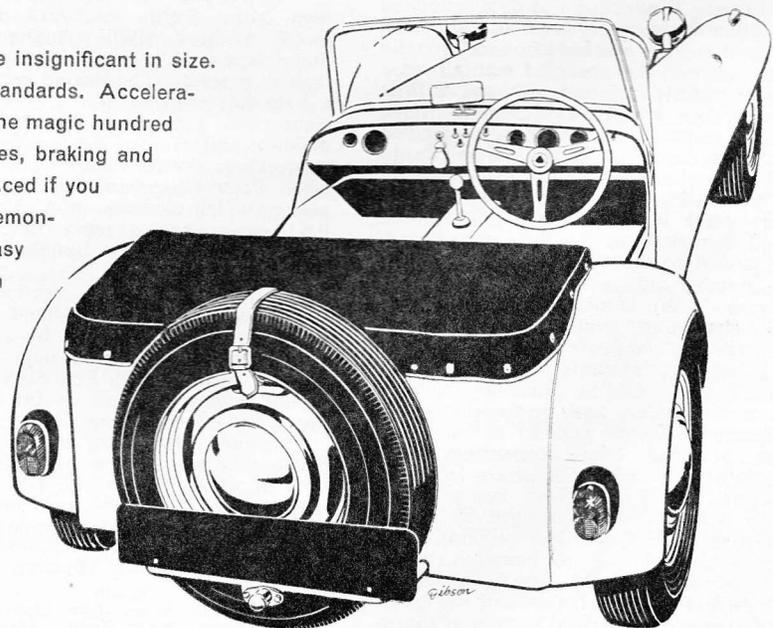
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THE 1962 LONDON SLALOM

LESS than a year ago the London Motor Club was responsible for introducing a new event into the motoring calendar—the Slalom. Held at the Finmere circuit, near Buckingham, the experiment was voted a success and consequently 42 L.M.C. members again descended on Finmere last Sunday in spite of the freezing weather.

In its concept, the Slalom falls somewhere between a driving test meeting and a sprint. The course is too long for a driving test under R.A.C. regulations, yet pylons are negotiated in true driving test style, with the important qualification that there is no reversing. However, one ingredient is added—speed! The course being 900 yds. long, opportunity exists for much acceleration and with classes for all types of car the proceedings are both interesting and novel.

The class for standard saloons up to 1,600 c.c. was contested by a Volvo 122S, two Sunbeam Rapiers, six assorted Minis and a Ford Anglia. Big saloons were represented by a Ford Capri, an Austin A95 and a Jaguar 3.4. Then the modified small saloons, with a good entry of Heralds, souped Minis and a Weber-carburetted A35 van. A Rover 3-litre and two Ford Zephyrs with lots of "goodies" made up the big modified saloon class. Six Sprite drivers had a class to themselves and sports cars below 2 litres consisted to two Alpines, a TR3, a fast but very noisy Ace-Bristol, a Morgan Plus 4 and an Alfa Romeo Giulietta Sprint. Big sports cars came next, with an Aston Martin DB4, a Jaguar XK 150, a brace of Healey 3000s and a Daimler SP250.

The course used was L-shaped, with a long straight before a tricky left-hand corner. Then a short straight to the electrically timed flying finish.

Test one consisted merely of a sprint

along the circuit and after everyone had practised, those emerging as leaders of their respective classes on this test proved to be Miss Hooper in her Rapier, Powell's 3.4 Jaguar, Brett's Anglia, Borthwick's Zephyr, Terry's Morgan, Perring's Aston DB4 and my Sprite.

For test two an S bend was introduced into the long straight, providing added interest especially for the faster cars. At the end of this test positions had not altered in most cases, excepting that my Sprite had spun and let Ann Hooper into the lead in this class too. Test three was complicated a little further by the addition of a simple chicane following the S bend and again, with few exceptions, the form remained much the same, excepting that my Sprite had behaved itself this time so that the fair Miss Hooper had to be content to lead only one class!

For test four the organizers erected a second chicane and removed the S bend. This was a decidedly hairy test to perform in view of the loose surface, which just happened to be situated exactly where the chicanes were. Much sliding and pylon-bashing resulted.

The seven class winners having been duly announced, all that remained was the dice for the best performance trophy, this being decided on the basis of improving on one's fast time on a certain test by the greatest margin. When the class winners had lined up at the start I was not displeased to learn that the test selected chanced to be test two, the one in which I had spun! Naturally this presented me with a fairly easy task. SAM ACTMAN.

Results

Best Performance: S. Actman (Sprite), 9.00.
Runner-up: Miss A. Hooper (Rapier), 1.29. **Class 1A:** Miss Hooper (Rapier), 215.84. **Class 1B:** J. Powell (Jaguar 3.4), 222.01. **Class 2C:** K. Pacey (Mini), 221.77. **Class 2D:** J. Borthwick (Zephyr), 213.20. **Class 3E:** S. Actman (Sprite), 220.84. **Class 3F:** J. Terry (Morgan), 195.40. **Class 3G:** D. Perring (DB4), 197.95.

WELSH COUNTIES CAR CLUB SPRING TRIAL

THIS year's Welsh Counties Car Club Spring Production Car Trial attracted a rather larger entry than in 1961 and, since the event was held in exceptionally fine weather, the observed sections were comparatively dry and, perhaps, a little easier than usual. The 30-mile route, which started near Barry, was specified by route-card and took competitors to the first observed section, Cuckoo Mill, at Penmark. This is a straight but slippery climb which defeated most of the field, though Tony Knowles did remarkably well to get his Wolseley 1500 up to number 12, while Dennis Parsons (Frazer-Nash), Duncan Atkinson (T.M.S. II), and Alan King (Volkswagen) all managed to complete clean climbs.

From here, entrants proceeded to the special test at Old St. Nicholas, included as a tie-decider, and necessarily so as subsequent events were to prove. This was a timed climb consisting of a straight followed by a steep left-hand hairpin, the Frazer-Nash being fastest with 18.0 seconds, challenged by Atkinson's car which did 19.9 seconds.

The route led on to Pentrych, where the second observed section, a muddy right-hand climb, defeated half the entry, and thence to the third section at Garth Hill.

Observed sections four and five, at Ysguborwen Farm, were run consecutively, and the first consisted of a straight

and steep climbing track. The surface was comparatively dry, and almost every car climbed clean; then, unexpectedly, one area broke up badly, and late numbers Mike Smith (Standard 10) and Geoff Walters (100E Anglia) found themselves unable to get in any further than number 8. The second section had a tight left-hand hairpin, followed by a right, and proved to be much more difficult; half of the field foundered, and proceedings were temporarily halted when Peter Chapman's elderly B.M.W. saloon, which conceals an Austin-Healey BN1 engine and a remarkable performance, grounded on a boulder and had to be extricated.

The final observed section, near Rudry, consisted of a left-hand bend on a gravel surface, followed by a straight climb on a grass slope; only six cars climbed clean, though Pete Silva (Austin Seven) managed to get as far as number 1 before conceding defeat.

Eventual calculations indicated a tie between Dennis Parsons and Alan King, both of whom had clean sheets, and the major award, therefore, went to Parsons by virtue of his best time in the tie-deciding special test.

HOWARD BILEY.

Results

A. E. Harris Spring Trial Challenge Bowl: Dennis Parsons (Frazer-Nash). **Class Awards:** Gordon Kitchell (Austin-Healey Sprite (S)), W. Smyth-James (Fairthorpe), Alan King (Volkswagen), George Turner (Ford Popular), Peter Silva (Austin Seven), Duncan Atkinson (T.M.S. II), Barry Evans (Gregory-Ford).

MARCH HARE MADNESS

LAST Sunday the South-Eastern Centre of the B.A.R.C. held their annual March Hare Rally. Alas, this rally was by no means the best that the centre has run, which was a great pity as a fair number of newcomers were having the first try at the "art" of rallying. Starting from the Sheffield Arms Hotel, Sheffield Park, the rally was divided into two sections totalling about 85 miles with a time of 85 mins. allowed for each section. Controls and route checks could be visited in any order on the first section, but after visiting the controls, and one route check between each, in the order decided on the first section, then the same order had to be used in the second section with the same times between each control as in the first section. Controls were recognized not by number but by colour and therefore the same colour sequence had to be followed in both sections. This method seemed a sound idea but the fact that the first section was in daylight meant that the inevitable dicing was, to say the least, rather dangerous. The method of the rally gave no set route, distances or times and as such competitors were travelling in all directions, often passing each other, and always tangled up with Sunday afternoon sightseers until about 6 p.m.

However, despite all these hazards, nobody was reported to have come to any harm, but a regrettably large number of competitors retired after the first section, having lost too much time plotting the route at the start. This was a great pity, because although only 25 competitors actually started quite a few were welcome newcomers and unless these beginners manage to finish their first rally, they are often put off from trying again.

Although criticism of the organization of the rally was very strong amongst competitors, it was generally agreed that the roads over which the majority travelled, were ideal for rallying. The only other sore point about organization was the placing of the route checks and the questions asked. These took the form of a glorified "Treasure Hunt" and it was necessary to leave the car on at least three occasions. This is so completely unnecessary and puts the users of safety belts—a commendably large number—at a disadvantage in regard to time. One route check was even changed after everyone had passed it! Apparently the idea was to catch out any competitors who were wise enough to note two close together between controls on the way out, the second to be written in later on the way home in the dark. It was the second that was changed! It certainly worked but is it really sporting?

It is a great pity to have to criticize in this way, but unless organizers are criticized they will merely continue the same mad methods. The same method was tried last year, so this year it was not even original, and it is certainly hoped that it is not tried again in daylight. The organizers must have had a touch of March Hare Madness when they planned this rally.

T. W. W.

Provisional Results

Overall Winner: J. Church (Austin-Healey Sprite), 0 penalties; 2. M. Knights (Fiat 600); 3. H. Appleby (Austin-Healey Sprite); 4. P. Hockey (Jaguar 2.4).

MARCH HARE TRIAL

OTHER than category awards in the Falcon Motor Club's annual Restricted "March Hare" trial which was held recently, 35 competitors won first class awards, as the regs stated that all competitors finishing the course without fault, complying with all requirements and instructions, would receive same. Perhaps so many such awards were won because of the high standard of the entry list and also the organizing club could only make best use of the hills available in the area.

From 12 noon onwards the 53 starters began to set off from Hemel Hempstead. The route cards took them to nine hills, or sections, in different parts of the Chilterns. Six of these hills were straightforward observed climbs, whereas a test was set out on each of the other three, one of which was a test for ties. Conditions were not too bad considering that it rained nearly all the day before; only the Minis and one or two of the Sprites had insufficient ground clearance.

A new hill, to the organizing club anyway, was "Boss Hill", which did not fail many competitors and could almost be called a "goer". Other of the better hills used were Tunnel, Hawridge, Hastoe and Bellingdon, which was used in each direction. During the late afternoon competitors began to arrive at the finish at Berkhamsted, where they all sat down to tea. R.H.H.

Provisional Results

Class Winners: B. Hobbs (Sprite); F. Manyweathers (Ford); N. Calvert (VW); P. Le Couteur (Dellow). **Team Award:** A. E. Hay (Lotus), P. Le Couteur (Dellow), R. Horsnell (A40).

**THE VENETIAN RALLY
(A Good Blind!)**

PAUL STEINER and Brian Cumbers were the brains behind this event, on behalf of the Advertising Motor Club, and with the promise of an excellent rally the entry list maximum of 100 was soon over-subscribed. The organizers promised us a tough, interesting 200-mile route, starting late and finishing early, with all references available 60 minutes before the start. Several "Northern" ideas such as the "failed section" marking system and "NO" boards to keep us out of private roads were incorporated, as well as the desirable policy of manned controls only, with no "information", and no any-order sections or the like.

Maps 168, 169, 181 and 182 contained the route of this rally, with the start at the Basingstoke By-Pass and the finish at Gatwick Airport. A most impressive

number of black spots were issued with the final instructions and left the maps looking exactly like crossword puzzles waiting to be filled in. With these black spots, Out of Bounds areas and Noise Control zones it can safely be said that everything possible was done to minimize annoyance to the public, even dipped headlights being compulsory in some places.

Arriving at the start we were handed the list of map references, which lacked only the approach and departure directions, these being given to us at our starting time. All points were to be manned time controls, and there were sufficient one- and two-minute sections to make life interesting. The road book contained all scheduled times for each competitor, in conjunction with which the excellent system of sealed watches reading one-minute difference for every number was employed, making it possible to see at a glance how you were running.

An 18-minute section led to the start of the "real" rally, just north of Deane, and was followed by a number of very short dices, using some most interesting white road. At Control 3, most of the rally (64 crews to be precise) left in the wrong direction, to the evident amusement of marshal Peter Noad. Across to Map 169 next, for several more white road sections, all fairly easily "on", at least for the more suitable machinery. Then came some comparatively lengthy sections which caused nobody any real difficulty and led eventually to some hairy stuff in the N.W. corner of 181, where an intricate network of tight sections over white and narrow yellow roads took place. Here many minutes were dropped by those with insufficient ground clearance for the necessary speed over rough surfaces, and by those who took one of the many possible wrong slots. Now came a 25-minute main-road run following the supper stop at Horndean and leading to the tie-decider—a special 2-mile stage over Army ground at Longmoor. This was most exciting stuff, timed to the second, with four minutes as bogey time and the terrain composed of ups and downs, gulleys and twists, tree-lined at times and with sheer drops at others, all over a "road" of loose earth. Here it was that King's sump plug was knocked out, and several people had trouble with sand and earth in the carburetters—including us, which caused our retirement.

After the special stage, a few tight sections and rather more easy ones led to the finish across 181 and 182, but

failed to alter the positions of the leading cars, by now well established.

This was a rally for those who relish tough motoring over poor to bad roads, with no gimmicks or catches. Many top people from the international rally circus had been recruited as marshals, including such notables as Pat Moss, John Sprinzel, the Morley brothers, Ian Walker, and others, and there is no doubt that the organizers had put a great deal of work into the event. To devise a testing route over this part of the country is not easy, but they managed to do so, and only one clean sheet resulted. That the rally was won by a four-door four-seater saloon car surely proves that it could not have been too rough, but all the same there were a few cars with underbody damage and more than a few which simply could not go fast enough over the white roads. This is not intended as criticism, however, for I believe that most of today's regular rallyists prefer a tough but straightforward rally which finds a winner on the road, even when it is not a very good road!

Provisional Results

Outright Winner: A. T. Lobb (Vauxhall VX 4/90), 0 marks; 2, A. W. Maslen (Austin A40), 1; 3, R. Ambrose (Allardette), 3. **Fastest Special Stage Time:** Sapper M. Brook (Austin Champ).

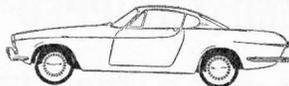
**CLASSES FOR PRESCOTT
HILL-CLIMBS, 1962**

THE Bugatti Owners' Club have revised completely the classes for their hill-climbs at Prescott for 1962.

Sports touring cars, e.g., Sprites, M.G., TR, Morgan, Alpine, Ace, etc., are now grouped in the same classes with G.T. and modified saloon cars; the latter comprising Minis, Jaguar Mk. 2, Riley, Borgward, Victor, etc. All cars in these classes must be driven to the event and every effort will be made by the organizers to enforce the rule. Sports-racing cars now have their own classes and comprise the following marques: Lotus, Lola, Cooper, Elva, Porsche RS., etc.

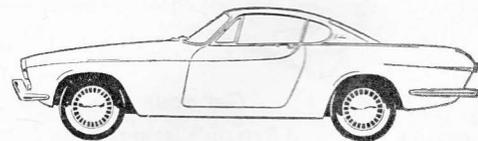
"Specials" are described as "one-offs" by non-recognized constructors and it is interesting to note that supercharging now carries no penalty.

Racing classes come in for revision; there being only one class for all racing cars having one, two or three cylinders, and those with four or more cylinders are divided as up to and over 1,500 c.c. There is also the Formula Junior class. Historic racing cars are catered for at both National meetings with awards for times taken from class runs and, as always, there is the Bugatti Handicap.

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THE LORRAINE BARROW MEMORIAL DRIVING TESTS

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BIGGIN HILL, famous home of war-time fighter aces, saw the Sevenoaks and District Motor Club start off the 1962 parade of big driving test meetings with no less than 118 starters. An entry this size necessitated slick work by the organizing team in order that everyone should be able to tackle all the tests in a reasonable time, and this was not lacking. There were eight tests, run in two series of four each, with two runs at each test, best time to count. Thirty-two entries in the small closed class and 36 in the small open class provided all the buzz and excitement one could wish for, and it was naturally these classes which produced the fastest performances. One unscheduled excitement was also provided, in the form of an emergency landing on the driving test arena by a charter aircraft suffering with undercarriage trouble, but the plane eventually landed satisfactorily and "normal service was soon resumed".

We had been promised a selection of enjoyable, fast and open tests, with hardly any reversing; and excepting for tests A2 and B3 this was certainly the case. A1 was a second-gear blind through two chicanes and round two strategically situated pylons, giving those drivers who could get back into bottom gear a decided edge. Trevor Cornish, the eventual winner, was particularly good here and was able to benefit from the good acceleration of his self-constructed blown Turner. Test A2 had

ABOVE: Sam Actman, the writer of this report, pressing on in his Sprite.

BELOW: Trevor Cornish, the overall winner, put up a very polished performance in his Turner 950.



most people using reverse cog, although a handbrake turn made this unnecessary for those who tried it. This test involved three very tight turns through small gaps

and the spin experts were in their element. A3 was tricky, in that one had to change direction and reverse round a pylon into a garage. Ron Gee, Sprite-mounted, managed to get a very good time here by arranging for his car to spin itself into the garage without the formality of using reverse gear! A4 was a straightforward wiggle-woggle.

In the second series, B1 gave the hand-brake manipulators some more work to do, with 180 deg. turns round five pylons, while B2 included one of the only two compulsory reverse movements of the day. B3 was an any order affair, which, like any order sections on rallies, probably has more opponents than devotees. The last test, B4, was a round-and-round job, clouds of rubber dust providing eloquent testimony of the spirited driving of most contestants.

With such a large entry it is difficult to single out many individuals for especial commendation, but apart from those already mentioned, Brian Greaves in his Cooper-Mini, D. Harris (Sprite), D. Worган (Sprite), Eric Davis in the alloy-

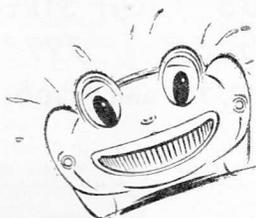
bodied Sebring Sprite, Dick Squire in his well-known Sprite, R. Exon in the Zephyr and A. Fraser in his noisy, fast Husky, were all worth watching.

The standard of marshalling was first-class, even to the provision of a number-removing service after the event. One marshal should also receive a medal for his sterling work in obtaining and fitting a head gasket to D. Davis's Mini during the lunch break.

Provisional Results

Overall Best Performance: T. Cornish (Turner).
Class A: A. Hilder (Morris-Cooper). **Class B:** R. Ambrose (Allardette). **Class C:** A. Fraser (Hillman Husky). **Class E:** R. Exon (Ford Zephyr). **Class F:** D. Harris (Sprite). **Class H:** J. Fenwick (Austin-Healey 3000).

SAM ACTMAN.



These new

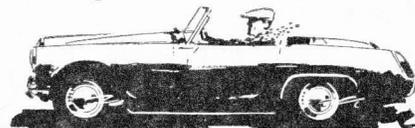
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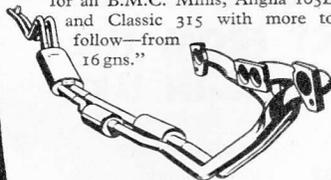
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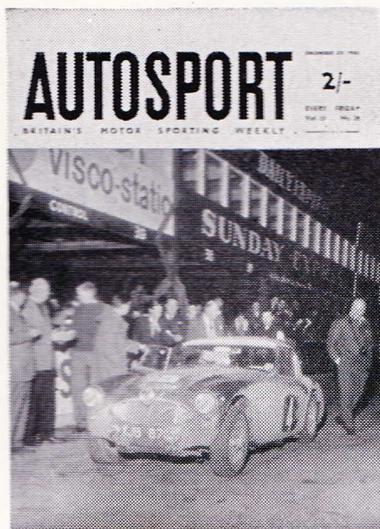
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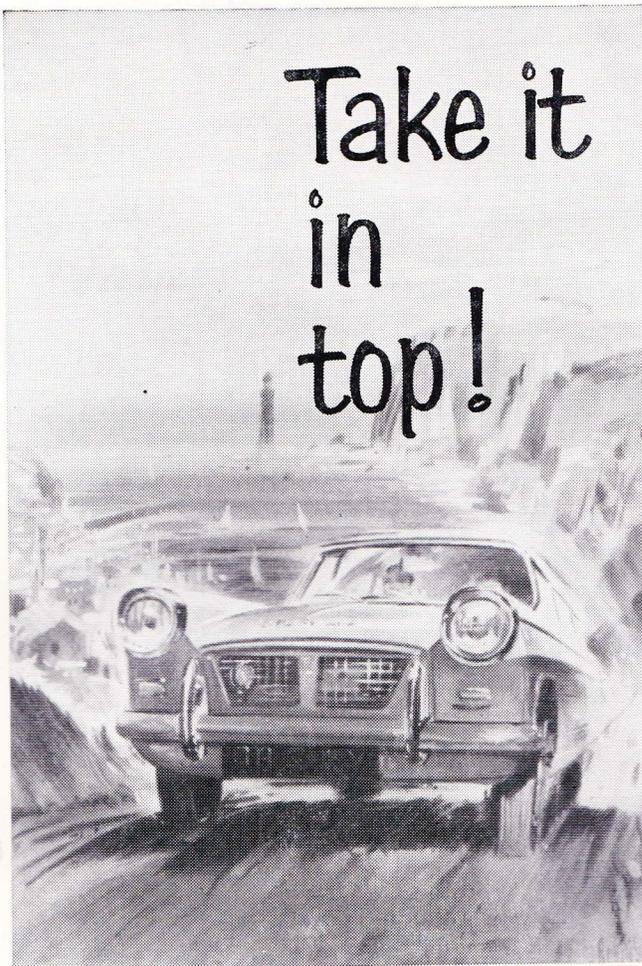
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