

BRUSSELS GRAND PRIX

# AUTOSPORT

APRIL 6, 1962

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Vol. 24 No. 14

BRITAIN'S MOTOR SPORTING WEEKLY

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

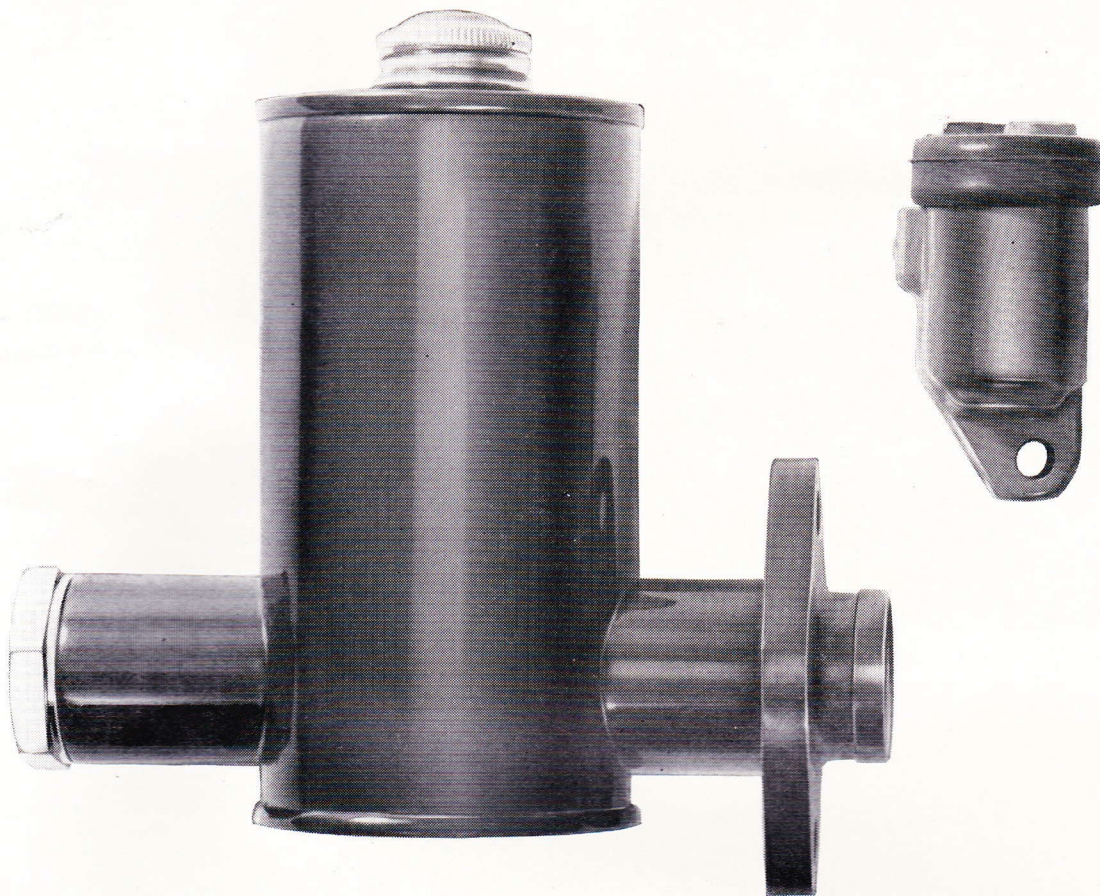


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## Your cylinders as new—your car back sooner



## Another Lockheed service for motorists

### Exchange units for master, wheel and clutch cylinders

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BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 24 No. 14

April 6, 1962

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## EDITORIAL

### PLAY FAIR WITH SPECTATORS!

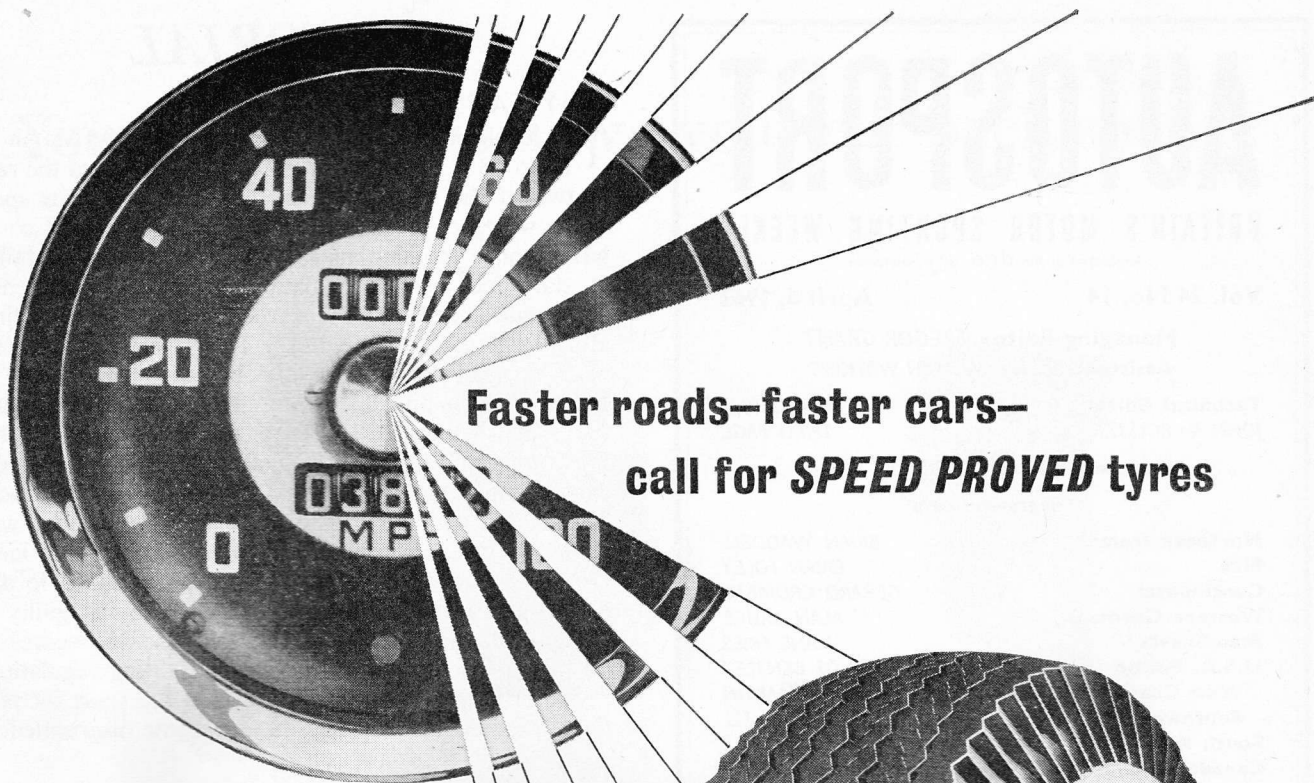
THE exclusion of Graham Hill and Tony Marsh in their V8 B.R.M.s at Brussels at once robbed the race of two of the most spectacular machines. Thus spectators were not given the opportunity to see what could have been a tremendous second heat. Both cars failed to start and, as the regulations in English apparently permitted, they were push-started behind the timing line, after the others had gone. They were immediately black-flagged; officials going by the regulations in French, which precluded this. By some strange freak, the English regulations were those applying to the previous year's race. Surely officials could have let the cars continue, particularly as they both had lost about 30 seconds, and their efforts to make this up may well have produced the kind of racing that brings large crowds. Oddly enough, the organizers refused to disqualify the eventual winner Mairesse, who was guilty of a highly dangerous manoeuvre, witnessed by scores of persons. There are far too many footling regulations in motor-racing, which not only spoil the sport for participants, but cause spectators to become disgruntled.

### NEW V8s O.K.

THIS country's V8 engines are going to be all right. The B.R.M.s especially showed immense promise, and Moss was equally pleased with the Coventry Climax unit installed in his Lotus, as witness a record lap 2.3 seconds below Surtees's 1961 figures. It was a pity that the new Lotus V8 driven by Jim Clark failed after one lap. He had made the best time in practice, and great things were expected of it. One cannot yet judge the Lola, for John Surtees only had a "cooking four" installed. Mairesse's Ferrari was the 60-degrees-engine machine, recently revealed at Modena. However, while the performance of the British V8 engines at Brussels was impressively satisfactory, it is important that no one should be lulled into a false sense of security. Last week-end's performance was a start to the season and nothing more: the green cars still have some way to go before they reach the degree of superiority in all departments over the Continental opposition that was the case a couple of seasons past. Many of the initial problems encountered in these power units certainly seem to have been ironed out, but the first real test—a full-length *Grand Epreuve*, against the toughest of opposition from abroad, has yet to be encountered. It is certain that the Porsche technicians are not idling away their time but are working flat out on the development of a suitable engine: the eight-cylinder unit may well put in an appearance before the end of the season. Let us, therefore, temper our congratulations with the wisdom of waiting to see what the Zandvoort race will bring.

### OUR COVER PICTURE

FIRST European Grand Prix victory of 1962 went to Willy Mairesse's Ferrari at Brussels last week-end. Here, this George Phillips photograph shows the Belgian driver leading Stirling Moss (Lotus-Climax V8) and John Surtees, in the new Grand Prix Lola which made its debut there, into the hairpin during the opening stages of heat two.



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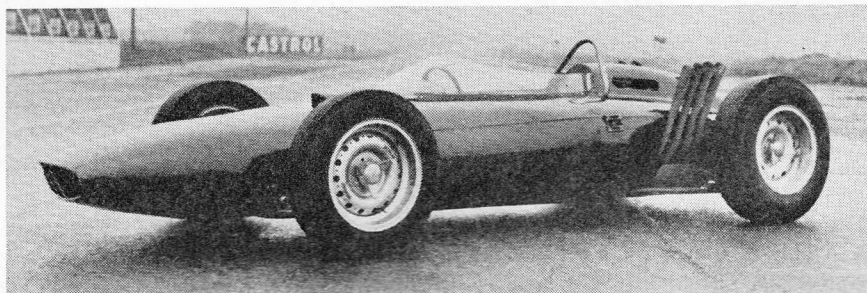
## PIT and PADDOCK

JOHN SPRINZEL is to co-drive a works Auto-Union with Wolfgang Levy on the Acropolis Rally.

REGS are available for the international Acropolis Rally, an event counting towards the European Championship. There will be starting points at Athens and Graz on 23rd May and the finish will be at Athens on 27th May. There will also be a race at Tatoi, near Athens. The entry fee of about £17 includes three days' stay at a first-class hotel and a 50 per cent. reduction in passenger fares and car freight is available to those who use steamers of Greek companies to reach the event. Details are available from the Automobile and Touring Club of Greece, 16 Avenue Venizelos, Athens, where the secretary of the rally is Paul R. Rallidis.



SKID CORRECTION is practised on a skid-pan during the B.S.M. "High Performance Course" at Brands Hatch.



THE NEW 1½-litre B.R.M. will be featured in an Anglia TV programme at 7 p.m. on 11th April.

TWO Ferraris, to be driven by Phil Hill and Giancarlo Baghetti, have been entered in the Aintree "200" on 28th April.

FOLLOWING an enormous amount of enquiries after their announcement in AUTOSPORT, the Motor Racing Register have decided to put their first annual edition on general sale.

ON 27th March, Pina Brooks gave birth to a son at Mount Alvernia Maternity Home, Guildford. Tony and Pina already have a two-year-old daughter, Caroline.

THE main race at Brands Hatch on Easter Monday will be an event for pre-1940 racing cars. There will also be races for Formula Junior cars, sports cars, touring cars and G.T. cars.

IT is rumoured that the following will be driving Cooper-Minis in the Tulip Rally: Rene Trautmann, Rauno Aaltonen, Tom Trana and either Pat Moss or David Seigle-Morris. Vic Elford will be taking his DKW Junior.

THE Monocoque Chassis and Body Co., Ltd., 33 Jubilee Street, Luton, Bedfordshire, the manufacturers of the Marcos, are now undertaking all sales and publicity. A works car is being raced this year by John Hine and Dick Prior who will drive a 1½-litre example at Le Mans.

### B.A.R.C. OULTON PARK

TOMORROW'S B.A.R.C. Oulton Park meeting, which starts at 1.30 p.m., is the first major British race meeting of the year. The main event is a 25-lapper for over 2-litre Grand Touring cars for the Oulton Park Trophy. Entries in-

clude Innes Ireland, Mike Parkes and David Piper (Ferrari), Graham Hill, Robin Sturgess, David Hobbs and Dick Protheroe (Jaguar), Bob Olthoff (Austin-Healey), Mike Salmon and an Essex Racing Team driver (Aston Martin), Dick Crosfield (Daimler) and the American Danny Collins (Chevrolet Corvette). The first Touring car to finish will receive an award—there are 3.8 Jaguars entered, to be driven by Jack Sears, Roy Salvadori, Sir Gwaine Baillie and Peter Dodd. The 2-litre G.T. race involves Les Leston, Trevor Taylor, Tom Threlfall and John Whitmore (Elites), Chris Summers (T.V.R.), Pat Fergusson (Turner), Dick Stoop (Porsche), Hugh Braithwaite and Philip Arnold (Morgan), Paddy Gaston (s/c Sprite) and many other well-known names. Turner, Austin-Healey, Marcos, G.S.M., Morgan, Ford and Morris will contest the 1,000 c.c. G.T. race. The sports car race sees the first major clash of the Lotus 23 and Elva Mark 6. Paul Hawkins and Rodney Bloor are in Lotuses, and Paddy Gaston, Chris Ashmore and Tony Lanfranchi in Elvas. Innes Ireland is a likely winner with the U.D.T.-Laystall Lotus 19. In the main Formula Junior race, all the major teams apart from Lotus and Gemini will be present. Tony Maggs and John Love will drive Tyrrell Coopers, John Rhodes and Jerry Cottrell M.R.P. Coopers, Dick Prior, John Hine and Dennis Taylor will conduct the very successful 1962 Lolas, and Frank Gardner is due to give the Brabham Junior its British debut. There will also be a second Formula Junior race which includes such names as David Piper, Peter Warr and Peter Ellis.

### CHALLENGE MONDIAL DE VITESSE

PLACINGS in the first round of the Challenge Mondial de Vitesse et d'Endurance, after the Sebring 12 Hours race, are as follows:—

- |                        |         |
|------------------------|---------|
| 1. Ferrari ... ..      | 10 pts. |
| 2. Porsche ... ..      | 8 "     |
| 3. Cooper-Maserati ... | 5 "     |
| 4. Chaparral ... ..    | 4 "     |

The following each have 1 point: Abarth, Alfa Romeo, Corvette, Jaguar.

Remaining events are Le Mans, Targa Florio and Nürburgring. Only the highest placed car of each marque can score, and points are awarded as follows: 1st, 10; 2nd, 9; 3rd, 8; 4th, 6; 5th, 5; 6th, 4; 7th, 3; 8th, 2. All other finishers, 1 pt.

THE DKW 800S which Ken Piper is currently using in autocross and rallies has been prepared by Frank Webb of Nerus Engineering, Rye, and will be known as the DKW-Nerus.

DRIVING his Formula Junior car, Jack Brabham recently lapped Goodwood in 1 min. 26.8 secs.—which is not far short of 100 m.p.h., a time which many 2½-litre Formula 1 cars failed to achieve. Recently, Dick Prior's Lola-Ford broke the F.J. lap record at Goodwood with a time of 1 min. 29 secs.—97.08 m.p.h.



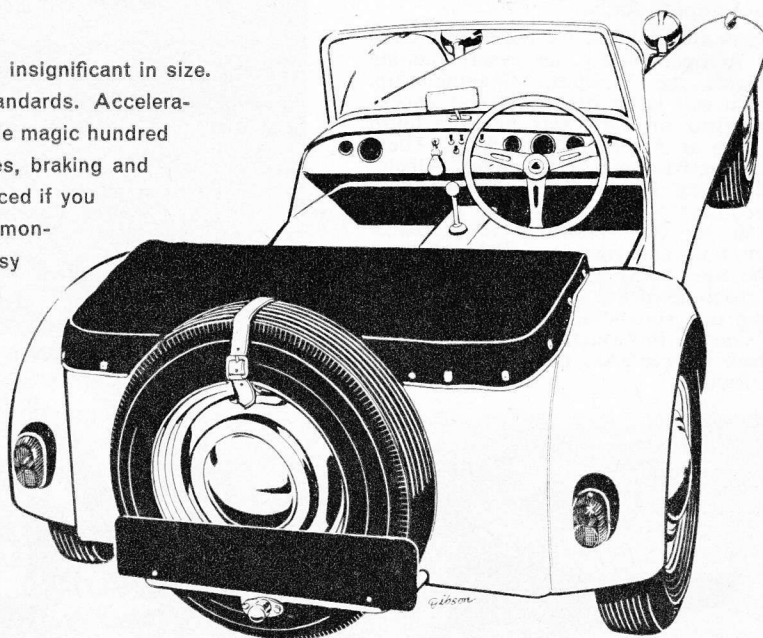
COLIN CHAPMAN receives "Mike's Mug" from Lord Brabazon at the Royal Aero Club.

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## INTERNATIONAL TROPHY

### RACING

The 'Peco' Trophy races seen on Television throughout last year were sponsored by Britain's largest Manufacturer of speed equipment.

Although 'Peco' market five phases of equipment ranging up to the Peco-Judson Supercharger installations, they are better known for Phase I 'Peco' Tuning Unit. This unit will be seen on numerous competition cars this year, and will of course be fitted to the Lola, Lotus Elite and Ford Anglia being raced this year by 'Peco'.

### RALLYING

Ewy Rosqvist, Rally Champion of Europe 1961, says: "At first I didn't believe it — now I know better. I have tried out the 'Peco' Tuning Unit and gained 10 kilometres per hour in second and third gear without losing m.p.g."

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The fact that the 'Peco' Tuning Unit can be seen on many sports and family cars throughout Great Britain, and indeed the World, is proof of its success and usefulness on all types of cars. It is fitted in minutes and there is a model available for every British and Continental type car. This unit has been favourably commented upon and road tested by virtually every Motoring Magazine, and these results have shown convincing increases in performance.



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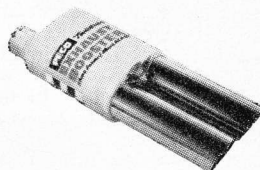
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### PECO TROPHY RACE



Les Leston receiving the Peco Trophy  
from Peco's Press Relations Officer  
Barry Eaglesfield.



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# 1963年 ホンダの計画

## HONDA PLANS FOR 1963

It is now definite that Honda of Japan are entering Formula 1 racing, with the view of eventually producing high-performance cars, particularly for the lucrative North American markets. The management has come to the conclusion that, as was the case with its motorcycles, racing offers the speediest form of development and the best method of achieving publicity.



Work is now proceeding on a 1,500 c.c. machine, which will be the prototype for a team of cars to be entered in all *grandes épreuves* in 1963. A base for operations will be established in Holland, and it is intended to make full use of Zandvoort circuit whilst the cars are

in Europe. Preliminary tests will, of course, be carried out in Japan, probably on the new Sukuma circuit, and the services of at least one experienced racing driver will be utilized. Mr. Honda has made no statement on the concern's policy in regard to drivers, but it is fairly safe to say that approaches will be made during the course of the present season. Japanese sporting newspapers go so far as to mention actual names, but this is more wishful thinking than anything else. There are no native-born drivers available capable of handling cars in modern Grands Prix, but Honda will commence a training scheme to pick out any likely candidates.

A Cooper was acquired for the technicians to study, and observers will be present at the majority of important F1 races this season. Their engine-designers are aiming for extremely high

up to 12,000 r.p.m. It seems logical to assume that the general specification will follow that of the incredibly powerful 250 c.c. "four", as used on the racing motor-cycles, but with water-cooling added. Provision is made for both carburettors or fuel injection.

The engine is placed behind the driver, and transmission will be via a six-speed, constant-mesh gearbox, with quick-change ratios and a limited-spin differential incorporated in the final drive. It is the intention to use British-pattern disc brakes, but in order to save unsprung weight, the discs will be located inboard, both front and rear. No details are available concerning the type of suspension to be adopted, but the Japanese are said to be more than interested in the development of air-strut units.

Enzo Ferrari has said that Honda will not be really serious challengers in 1963, but by 1964 the cars should have reached

The new Japanese Sukuma mountain circuit, which will be opened on 26th August.

outputs, and one source quotes figures of 220 b.h.p. for the unit at present being assembled. This is said to be a wide-angle V8, with four overhead camshafts and four valves per cylinder. Desmodromic operation for the valves is specified, as the power-unit will be run

such a state of development that they will constitute a very definite threat to European entrants.

The news from Honda should assist in persuading the British Government that speed is essential in defining Formula 1 machines, so that some arrangement for lifting the purchase tax on Grand Prix cars can be announced.

## STUDEBAKER TO ENTER GT MARKET

THE Studebaker-Packard Corporation of South Bend, Indiana, at the New York Show on 26th April, will exhibit a prototype GT car, scheduled for quantity-production by late summer. This is described as a "high-performance personal prestige car", and has a fibreglass body, to be made by the Molded Fiber Glass Products Co. of Ohio, which produces the bodies for Chevrolet Corvette—the only plastic-bodied car at present being made by a major U.S. manufacturer.

Code name of the new car is the RQ, and it has pronounced Italian styling with no radiator grille, and a long, slit-like air-intake on the driver's side of the bonnet. It is a coupé, with long, wide sloping rear window and curved windscreen. Bucket-seats are standardized and full sports-car instrumentation provided. It is also likely that disc brakes will be employed on production versions. No details of the engine and gearbox have been issued, but it is expected that the very efficient multi-carburettor V8, used on the Lark Daytona Special, will be used, in conjunction with the all-synchromesh, four-speed gearbox and "twin-traction" (limited-spin) differential which can be obtained as extras on the Lark itself.

As a prestige car, production would be limited to 400 units a month, even if the demand were to exceed this figure. Studebaker is not, by American standards, a large manufacturer, their present pro-

## SPORTS NEWS

duction running at the rate of about 10,000 cars per month, despite a recent sharp rise in sales of the restyled Hawk sports-coupé.

Stylists who have seen mock-up versions of the car describe it as comprising a series of compound curves in what they say gives a "Coke bottle" effect, whatever that may mean. Price is given as being above \$4,000.

AUTOSPORT recently tried one of the Daytona Specials in Florida, to which reference will be made in a forthcoming issue. This American-built machine has a remarkable performance, and handles as well as any of the top-class Europeans.

SYD HENSON, Ferodo's well-known Competition Manager, becomes Ford Competitions Manager as from 1st May.

CLIFF DAVIS is getting over his sudden attack of coronary thrombosis, but will have to remain at home for at least six weeks.

DOUGLAS WILSON-SPRATT has formed the Healey Centre for keen Austin-Healey owners at 17 Winchester Road, Swiss Cottage, London, N.W.3. Anything can be obtained from a grease job to a full competition modification. This centre, which has been officially appointed by the Donald Healey Motor Co. as agents for Healey Speed Equipment, opened last Monday.

NEW arrivals—both of the male sex—for Mr. and Mrs. Lewis Garrad (Mark Simon) and Mr. and Mrs. Bobbie Leapingwell.

IT now seems that John Cooper has withdrawn his entry for this year's Indy 500. The reason? There is no British engine capable of meeting the Offy units on a power basis.

THE wedding took place on 29th March of Major Ian Baillie and June Bellingham, at the Chapel of Savoy. Many guests, including the Duke and Duchess of Kent, attended the reception in the Savoy Hotel. The motor-sporting world was represented by Mr. and Mrs. George Jopp, Mr. and Mrs. Dick Jeffrey, Mr. and Mrs. Gregor Grant, Peter Jopp, Mrs. Jean Bloxam, David Davenport and Michael Salmon.

THE funeral of Jim Berry was held at St. Luke's Church, Heywood, Lancs, on 28th March. Mourners from motor-circles included Kenneth Neve, David Porter, David Good, H. J. Ridley, H. Clarke, Frank Wall, T. Robbins, Basil Davenport, Peter Stubberfield, K. Haworth (representing Roy Taylor, Bugatti O.C. Chairman), A. Holdsworth and F. W. Wilkinson (Ringway Motors, Ltd.), G. Dex (Half Acre Motor Co., Ltd.), T. Hind (Shell-Mex and B.P.), Johnny Broadhead, Francis Penn, R. Willis, Reg Phillips, D. Wolstenholme, W. A. McMillan, Mr. and Mrs. Brian Naylor, Jack Cordingley and C. S. Henderson.

# GRAND PRIX ENGINE CONSIDERATIONS, 1962

BY TOM PRITCHARD

ABOUT a year ago I discussed attitudes to Grand Prix car design and G.P. engines in particular. A graph showing the substantially linear relationship between b.h.p. per litre of swept volume and peak power engine speed was displayed and it could be seen that, irrespective of cylinder size or number, engine operating speed was almost the sole criterion for power.

To the engineer the law confirmed by the graph is anything but exceptional. One expects the power output of an internal combustion engine to vary as the weight of air consumed per minute, and if the displacement per revolution is fixed by the G.P. Formula, one must increase the engine speed in order to handle more air. The specific power output graph is now shown brought up to date, and amended where more authentic information has come to hand. May this squash once and for all the old stories about so many c.c.s being the optimum cylinder size, etc., and there is nothing exceptional in Ferrari's 135 b.h.p. per litre at 10,000 r.p.m., from a purely physical point of view. The same specific power at 9,000 r.p.m., however, would be a major break-through.

Previous dissertations on the power output theme have tended to assume some arbitrary maximum operating stress, and have then pointed to the need to increase the number of cylinders in order to permit higher r.p.m. for the same stress. For instance, a six-cylinder design considered to be extended at 9,200 r.p.m. would be equalled, on a stress basis, by an "eight" at 10,100 r.p.m., and a "twelve" at 11,700 r.p.m., assuming the same stroke/bore ratio for all three engines.

Due in the main to the entirely different approaches of the Ferrari and Climax camps, we now have a six-cylinder engine operating at 10,000 r.p.m. and an "eight" at, say, 8,800 r.p.m. The significance of these differences is not appreciated until it is realized that the inertia stresses in the Ferrari engine are in the order of 70 per cent. higher than those in the V8 Climax. The Ferrari engines were fairly reliable in 1961; this year's unit will not only operate at some 10 per cent. higher stresses, however, but it will in all probability be driven much harder than was the case in 1961. It could happen then that, hard-pressed by the British V8s this year, the 120 deg. V6 Ferrari engine proves to be too highly stressed. One wonders, is this thought behind the retention of the 65 deg. Ferrari engine? The basically 1960 design has now had its cylinder bore reduced by 6 mm., and its stroke increased by 11.2 mm. Running at the peak power speed of 9,500 r.p.m. this new version is some 20 per cent. less highly stressed than the 120 deg. unit at its 10,000 r.p.m. peak.

Ferrari have, of course, taken adequate precautions against valve gear failure on the 120 deg. engine, by adopting the

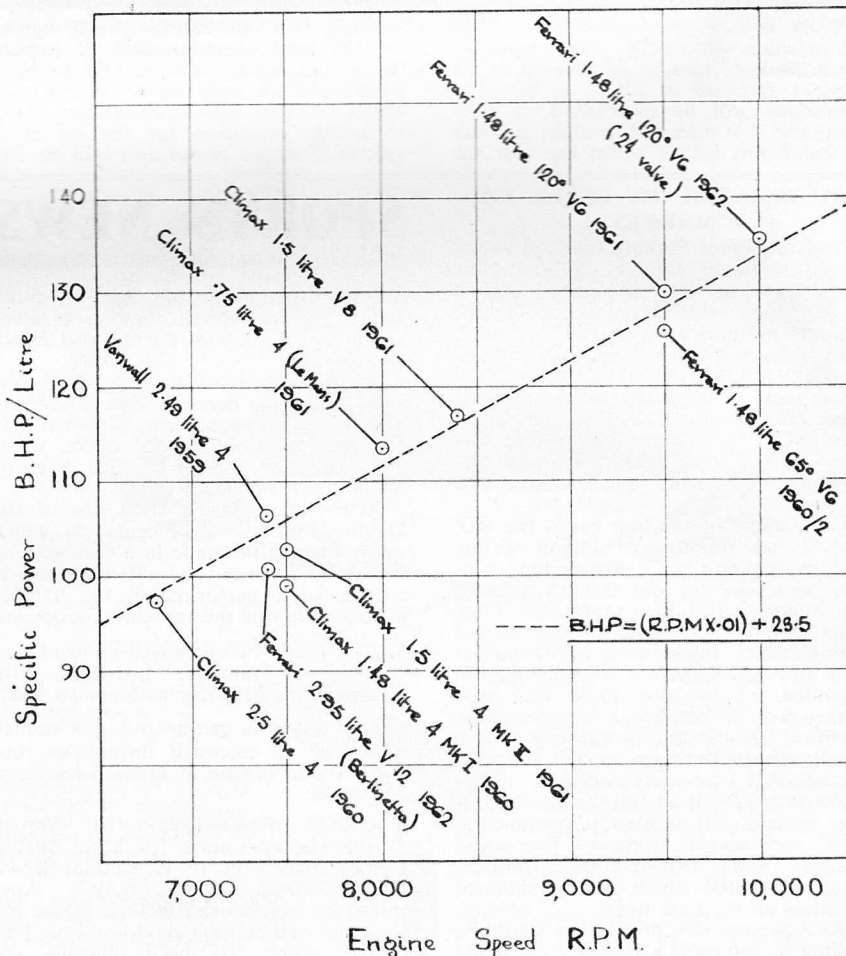
four-valve per cylinder layout; in fact, from this point of view the engine has all the advantages of a 12-cylinder unit. It is likely that this change also permits more safe r.p.m. above the peak power speed than hitherto. There is nothing new in using four valves to each cylinder on a racing engine, although the use of twin inlet valves and a bifurcated port has generally been rejected of late on the score of inferior airflow. The Ferrari design, though, appears to have overcome the earlier deficiencies by maintaining two separate inlet ports to within an inch or two of the carburettor barrel. The use of two exhaust valves per cylinder is advantageous irrespective of inertia considerations, and smaller valves will tend to operate at considerably lower temperatures due to the higher ratio of seat area to head mass. It is possible that a small improvement in volumetric efficiency is forthcoming from reduced heat input to the inlet tracts.

Whilst on the multi-valve theme, it is interesting to remember that the 2-litre

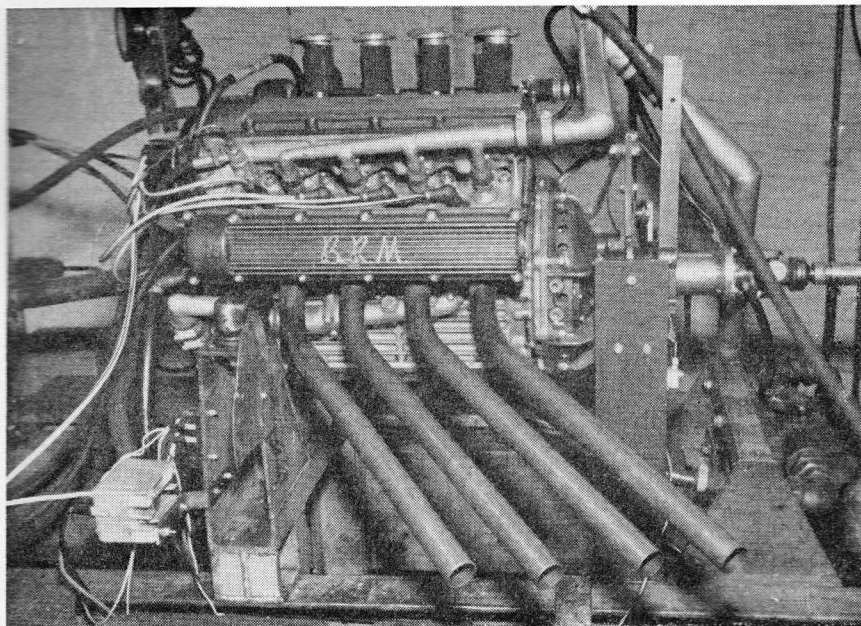
four-cylinder engine design which S. S. Tresilian produced for Connaught in 1950 employed four valves per cylinder, but when this unit appeared in the metal as the 2½-litre B.R.M. it had the conventional two-valve layout. Although the very large single inlet valves caused trouble initially they were retained, and this engine was exceptional on the basis of specific power with respect to operating speed.

The 2½-litre V8 Weston-Brooke engine had two inlet valves and one exhaust per cylinder, but that was in the methanol era of course, and exhaust valve temperatures were not a problem. Airflow tests were carried out on models of the twin inlet valve head layout, and results were said to be extremely good.

To get back to the 1962 Grand Prix scene, it would seem reasonable to expect 180-185 b.h.p. from the Climax engines, and perhaps 190 plus at something over 9,000 r.p.m. from the B.R.M. V8s. British engines are thus likely to be producing within 8 per cent. of the Ferrari's peak power this year, and it is quite possible that their flatter power curves will compensate for the peak deficiencies and result in virtually equal lap times. I have carefully avoided using the term "torque" up to now, as its significance with regard to racing engines seems to have become somewhat garbled of late. Nor is it within the scope of these notes to discuss the subject from first principles. All one can point out in a few lines is the fact that



The Specific Power Output/Engine Speed Relationship of Recent Racing Engines Running on Petrol.



## 1962 CONTENDERS

*LEFT: The 90 degree V8 B.R.M. engine which is to power many Grand Prix cars this year. Note the transistor ignition at the bottom left. Lucas fuel injection will be used in some cars.*

★

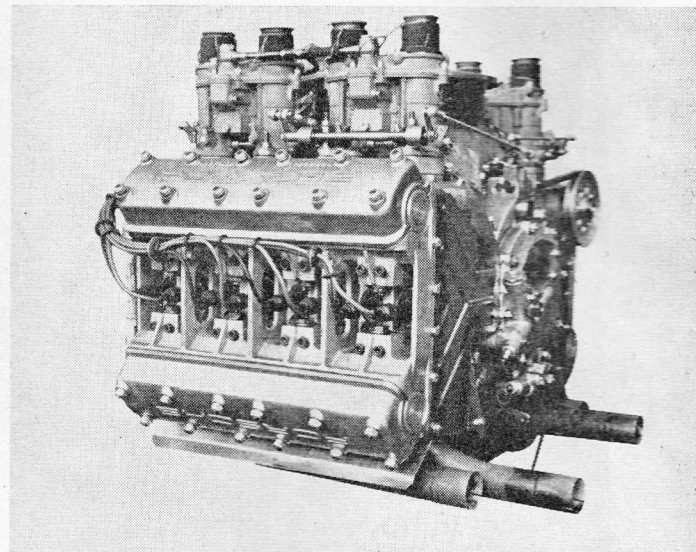
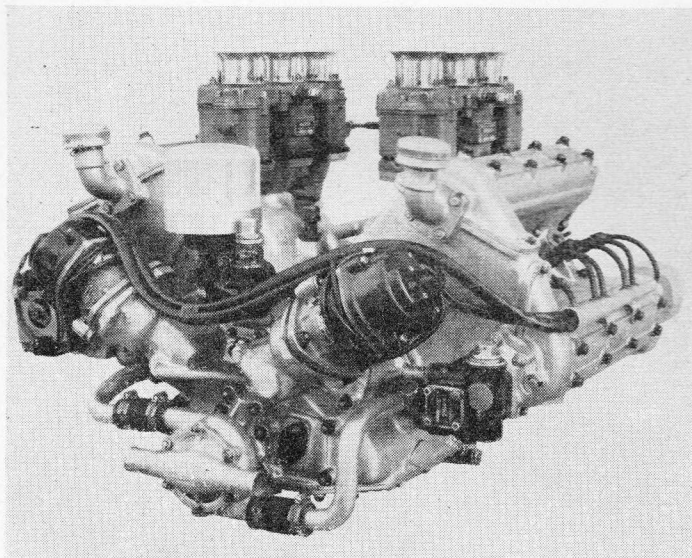
*BELOW, LEFT: Ferrari's contribution this year is a 120 degree V6 unit, very similar to last year's. It is reputed to develop 200 b.h.p. at 10,000 r.p.m.*

★

*BELOW, RIGHT: The eight-cylinder air-cooled Porsche engine, which might appear this year. If it does, fuel injection will probably be used.*

★

*BOTTOM: The V8 Coventry Climax on which British hopes are based equally with the V8 B.R.M. unit this year.*

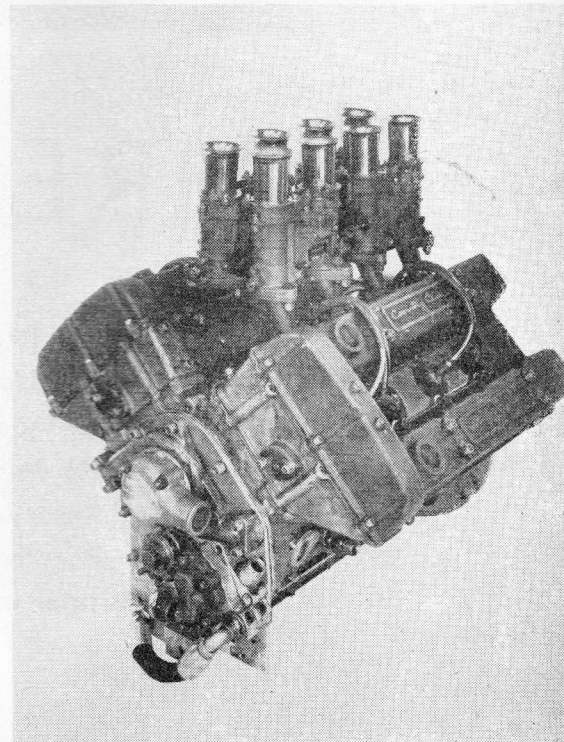


torque is the turning force produced on the crankshaft by the combustion pressure on the pistons, and that the horsepower required to propel a car at any speed is the product of torque and crankshaft speed. In this respect torque is quite unimportant as, for instance, one can get the same horsepower using half the torque and twice the crankshaft speed; for which reason it is pointless to compare torque (or B.M.E.P.) values from engines operating in different speed ranges.

In referring to "good torque", "good torque characteristics" or "good low-speed torque", the shape of torque curve producing useful acceleration over a wide band of engine speed is implied. As torque is proportional to b.h.p. divided by engine speed, however, it is perhaps simpler to consider a low rate of power fall-off with decreasing engine speed, or a large area under the power curve, as desirable characteristics. It has been written that a four-cylinder engine has better torque characteristics than an "eight", and that a 12-cylinder engine is a very doubtful proposition because its torque is so poor. If these statements

were true we could expect the 10,000 r.p.m. Ferrari "six" to require a four- or five-speed gearbox, with the V-8 Climax needing at least six gears. No, power curve shape is fairly closely tied to peak power speed, and as this is increased the useful power curve tends to become straighter and steeper, and to cover a narrower r.p.m. band. Naturally, higher and higher peak speeds necessitate more and more cylinders for a given total capacity, and then the torque characteristics on the "twelve", for instance, are poor because of its very high speed—not because of the number of cylinders.

With engines operating at the same speed, similar power curves are to be expected irrespective of the number of cylinders, otherwise engines like the Ferrari Berlinetta unit would be something more than an extravagance! The coming Grand Prix season should show whether it is worthwhile concentrating on the last 7 or 8 per cent. in peak power to the detriment of the lower two-thirds of the power curve, and the contest looks like being rich in technical interest.





WILLY MAIRESSE checks a slide with a little opposite lock as he motors on in the rain.

# MAIRESSE (FERRARI) WINS AT BRUSSELS

**Hill and Marsh (V8  
B.R.M.s) Disqualified for  
Push-starts—Moss  
(Lotus V8) Sets Up New  
Lap Record—  
Bonnier (Porsche)  
Runner-up**

BY GREGOR GRANT  
PHOTOGRAPHY BY GEORGE PHILLIPS

JO BONNIER (Porsche) and Roy Salvadori (Cooper-Climax) in close company at the hairpin.

A SERIES of unfortunate incidents more or less presented Willy Mairesse (Ferrari) with the Grand Prix de Bruxelles, on the Heysel circuit. Both Graham Hill and Tony Marsh (V8 B.R.M.s) were disqualified in the second heat for being push-started on the grid. Jim Clark dropped a valve on the first lap of the initial heat with his V8 Lotus, whilst Stirling Moss had to abandon with a broken timing wheel, after establishing a big lead in his V8 Lotus, during the second heat. Earlier, in the same heat, Mairesse spun off, hit a wall, and foolishly reversed back on to the circuit and collided with Trevor Taylor's Lotus, which had a wheel collapse.

Despite objections, Mairesse was permitted to start in a very dismal final, enlivened only by the spirited driving of Jo Bonnier (Porsche) and Innes Ireland (Lotus) in obsolescent machinery.

Best value was provided by Moss in the first heat. An excursion up an escape road, following locking front brakes, dropped him to the back of the field. Starting the second lap 27 secs. adrift from Graham Hill (B.R.M.), he was in second place by the 15th lap, but just could not catch the fleet B.R.M., which finished 5½ secs. in front.

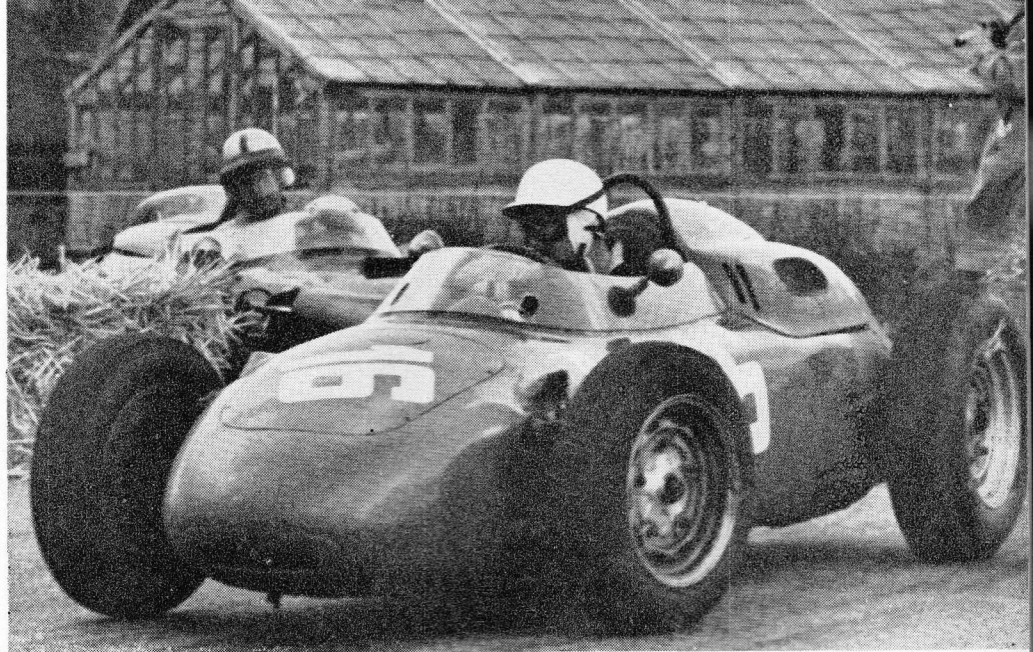
\* \* \*

RAIN pelted down for Friday's training, conditions being as miserable as were possible for motor racing. Stirling Moss, whose V8 Lotus-Climax was equipped with Dunlop D12 tyres, was quickest with 2 mins. 18.4 secs. Next best was Tony Marsh (V8 B.R.M.), with 2 mins. 19.6 secs.

John Surtees returned 2 mins. 21.8 secs. in his four-cylinder Lola-Climax. Jo Bonnier, in the red Porsche entered by Scuderia Venezia (Serenissima), did 2 mins. 24.3 secs. Jim Clark in the brand new V8 Team Lotus machine did not get an outing, as the engine stubbornly refused to start. Vaccarella was out in Moss's 1961 Lotus, looking most unfamiliar in the bright red of Venezia. His best was 2 mins. 30.2 secs.

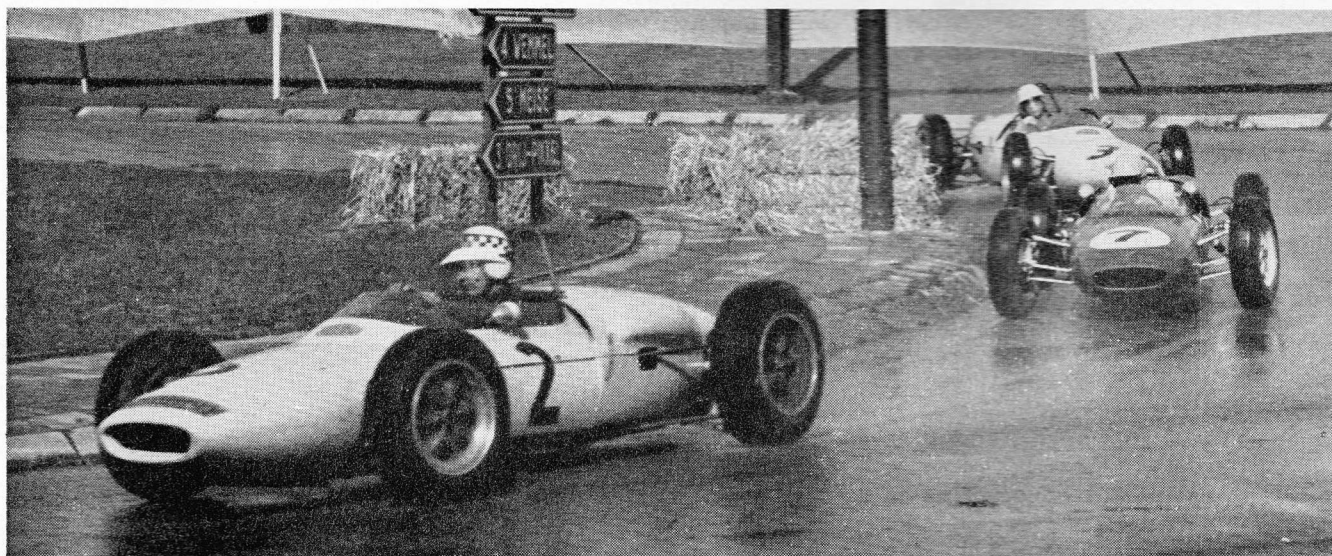
Obviously still suffering pain from his back injury, Graham Hill was content to trundle his V8 B.R.M. round in 2 mins.

(Continued on page 483)



ABOVE: Mechanics try to restart Trevor Taylor (Lotus-Climax) after his collision with Willy Mairesse.

BELOW: Innes Ireland (Lotus-Climax) leads Trevor Taylor and Masten Gregory (Lotus-Climax) round the first bend.

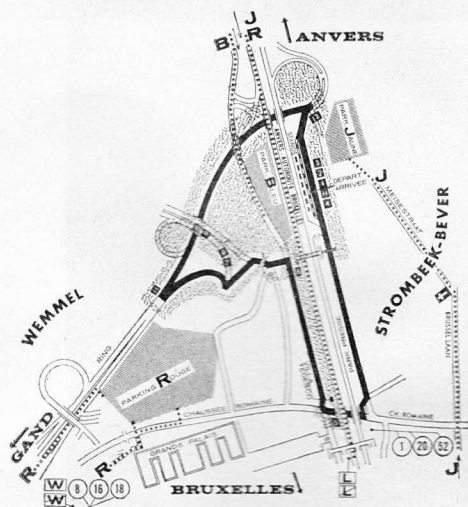




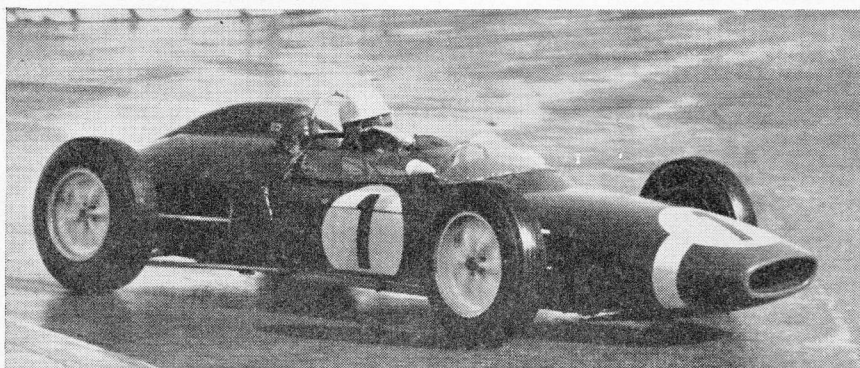
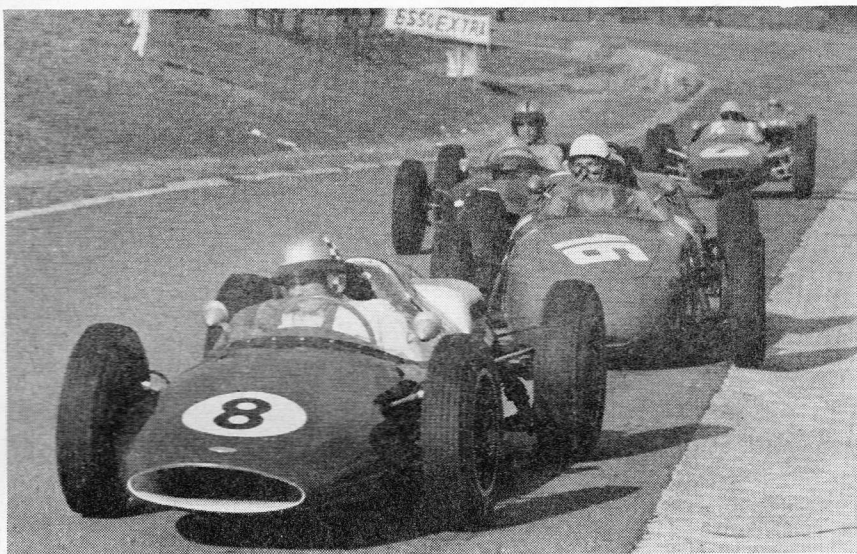
**LEFT:** A fine shot of Stirling Moss (Lotus-Climax V8) as he brakes to swing into a right-hander. Moss was forced out by mechanical trouble.



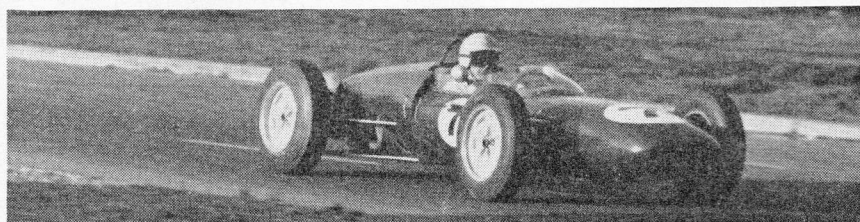
**BELOW:** Approaching the hairpin are John Campbell-Jones (8), Joe Bonnier (16), Roy Salvadori (5) and Trevor Taylor (7).



**ABOVE:** The Heysel circuit.  
**BELOW:** John Surtees checks his instruments as he passes John Campbell-Jones (Emerson-Climax).



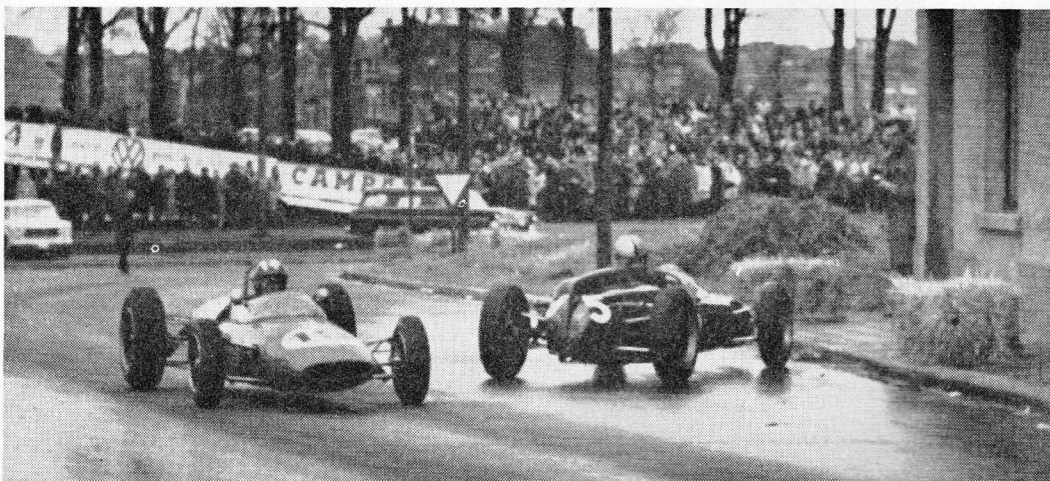
**ABOVE:** Moss clears his visor as he enters the back straight in the rain.  
**BELOW:** Trevor Taylor passes the stands on dry roads in the final heat in which he took fourth place.



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*NARROW MISS* for Siffert (Lotus) as he skims past the spinning Cooper of Roy Salvadori.

★



### Brussels—continued

37.5 secs. Willy Mairesse, in the 65 degrees Ferrari, recorded 2 mins. 28.9 secs.

On Saturday rain and sleet made it most uncomfortable for the drivers. Bernard Collomb (Cooper-Climax) crashed under the autoroute. The Frenchman was thrown clear, but his car caught fire and was completely destroyed. He was taken to hospital, but discharged the following day. Vaccarella wrapped his Lotus round a post, escaping with a few bruises.

As the circuit dried, times came down with a bang. Fastest of all was Jim Clark, with 2 mins. 03.1 secs. in his V8 Lotus. Next best was Moss with 2 mins. 03.3 secs., followed by the plucky Graham Hill (2 mins. 03.9 secs.). Mairesse eventually got down to 2 mins. 04.7 secs.

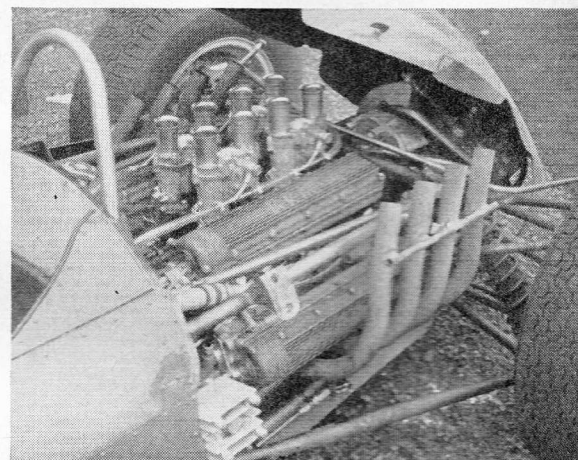
On the morning of race-day, a sudden squall blew down a restaurant attached to the main tribune, and one or two trade caravans were overturned. Thirty minutes before the start, a sudden hail-storm arrived causing everyone to run for shelter. However, the sun soon came out, although lowering skies had the promise of more rain—and it was bitterly cold.

### Starting Grid

G. Hill (B.R.M. V8) 2 m. 03.9 s.	Moss (Lotus-Climax V8) 2 m. 03.3 s.	Clark (Lotus-Climax V8) 2 m. 03.1 s.
Marsh (B.R.M. V8) 2 m. 06 s.	Mairesse (Ferrari V6) 2 m. 04.7 s.	
Salvadori (Cooper-Climax) 2 m. 09.2 s.	Ireland (Lotus-Climax) 2 m. 07.7 s.	Bonnier (Porsche) 2 m. 06.2 s.
Surtees (Lola-Climax) 2 m. 09.8 s.	Gregory (Lotus-Climax) 2 m. 09.6 s.	
Campbell-Jones (Emeryson-Climax) 2 m. 13 s.	T. Taylor (Lotus-Climax) 2 m. 12 s.	Greene (Gilby-Climax) 2 m. 10.9 s.
Burgess (Cooper-Climax) 2 m. 13.7 s.	Siffert (Lotus) 2 m. 13.3 s.	
Pilette (Emeryson-Climax) 2 m. 25.5 s.	Seidel (Porsche) 2 m. 19.5 s.	Schiller (Porsche) 2 m. 17.5 s.
	Bianchi (E.N.B.-Maserati) 2 m. 32.2 s.	

Both Moss and Marsh made tremendous starts, running neck and neck under the Martini bridge. The Lotus forged ahead, but at the Chaussee Romaine

BELOW: The V8 B.R.M. engine, with its distinctive upswept exhaust pipes.



corner, the front brakes locked and Stirling shot up the escape road. By the time he found reverse gear, the rest of the field had shot past. The unfortunate Clark may have missed a gear, for he dropped a valve, and retired after just one lap.

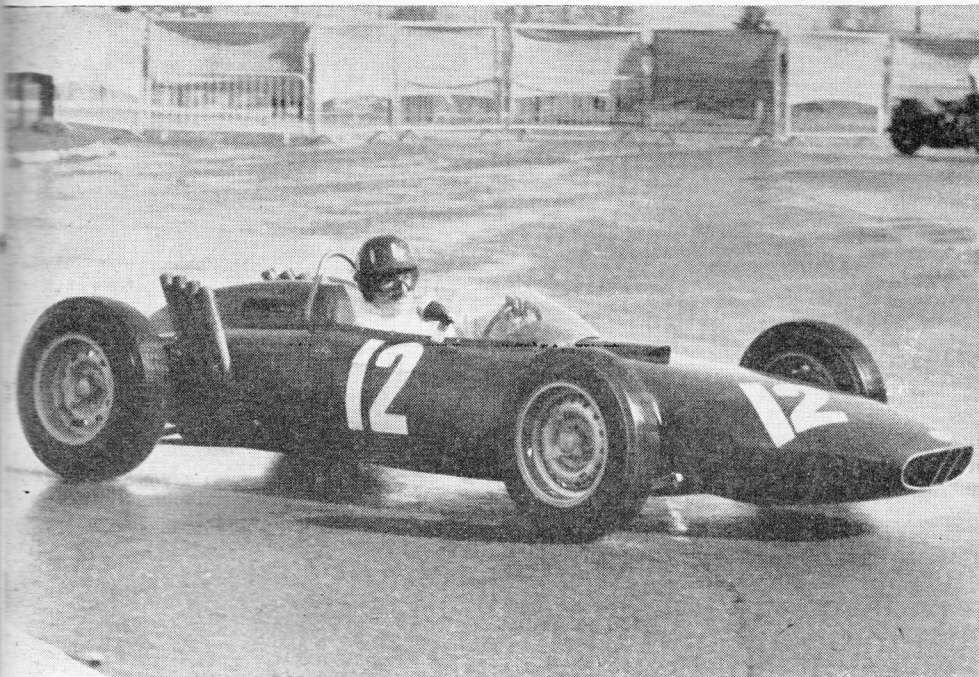
Graham Hill took the lead, chased by Marsh, Mairesse, Surtees, Bonnier and Ireland. The circuit began to dry out in places, and on lap four Mairesse had taken Marsh, and was four seconds behind Hill. Already the amazing Moss was in ninth place. Next time round he was seventh, behind Bonnier and Ireland. He overtook both for fifth place on the sixth tour.

Surtees closed right up on Marsh, but the V8 was miles an hour faster on the straights. Mairesse tried desperately to come to grips with Hill who, although in great pain, was driving like a master.

Relentlessly Moss closed on Surtees and Marsh, the dark blue Lotus displaying remarkable speed. Pilette was black-flagged for a loose bonnet, stopped and thereafter suffered from a sick motor. Taylor stopped at his pit, losing over four laps.

Moss was obviously out to catch the men in front. With 10 laps on the board, he had taken Surtees for fourth place, was only 3.2 secs. behind Marsh,

*GRAHAM HILL enters the back straight in the V8 B.R.M. in the first heat, in which he took first place.*



*IN FOR THE KILL: Moss moves up to overtake Mairesse's Ferrari in the first heat, in which he finished second to Graham Hill.*

had a wheel split in pieces. Bonnier and Ireland were both lucky to miss the cars.

This dropped the Ferrari to sixth place, 32 secs. behind Moss who was now over 12 secs. ahead of second man Jo Bonnier, who had Salvadori and Ireland right up with him.

Stirling, after increasing his lead to over 17 secs. and establishing a new circuit record of 2 mins. dead, had a timing wheel break and abandoned after 11 laps.

This left Bonnier in front, chased by Salvadori and Ireland, with Campbell-Jones in his Emeryson behind Mairesse. Salvadori's effort ended after 14 laps, when his engine cried "enough".

Mairesse streaked past Ireland to set off after Bonnier. Campbell-Jones was firmly in fourth place, followed by Greene, Burgess and Siffert in the amazingly fast Lotus. The Porsches of Schiller and Seidel had both been "doubled".

The Ferrari went in front on lap 17,

*(Continued on page 488)*

*FIRST TIME OUT: John Surtees swings the new Formula 1 Lola through the hairpin to take fifth place in the first heat.*

and 13.8 secs. behind Hill, who led Mairesse by 2.1 secs. By the 11th lap, Moss had passed Marsh, and Hill's lead was down to 11 secs.

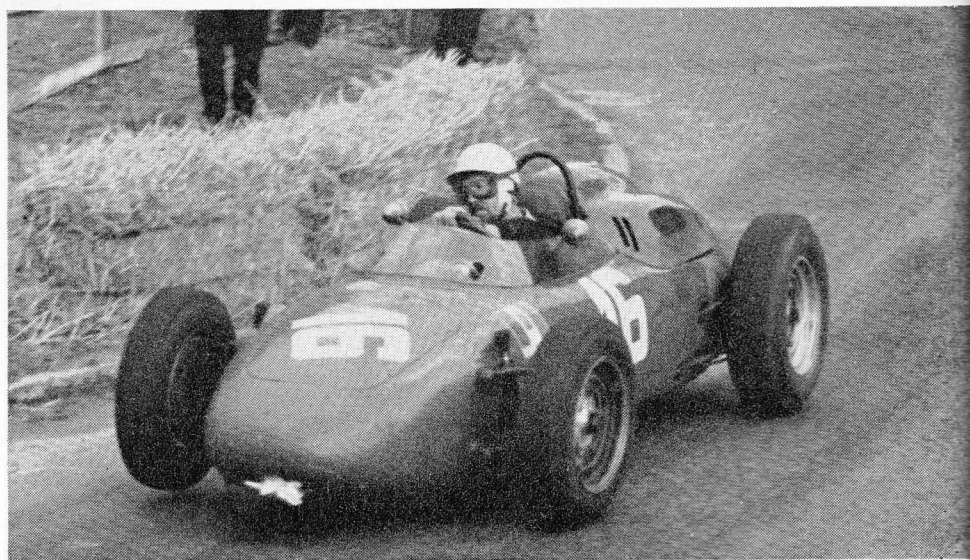
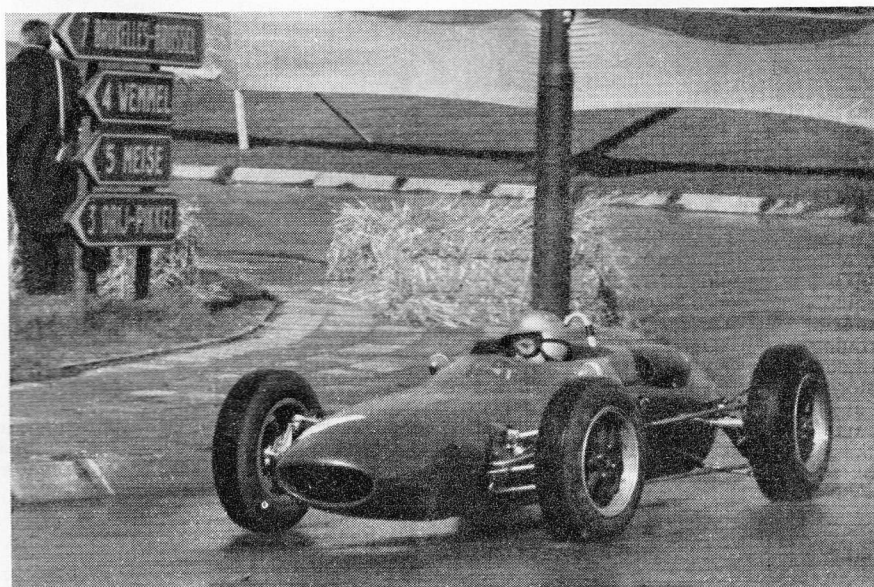
Behind Surtees, Ireland, Bonnier and Gregory were at it hammer-and-tongs, swopping places every lap. On lap 15 Moss was in second spot, six seconds behind Hill, pulling away from Mairesse all the way.

Closer and closer came the Lotus, but Hill was giving nothing away—knowing precisely where Stirling was on each tour. On lap 18 Gregory pushed ahead of Bonnier and Ireland, but next time round his front suspension came apart and a wheel flew off.

Both Hill and Moss drew well away from Mairesse, and Surtees had to be content with fifth place behind Marsh. Only Bonnier and Ireland remained of the field who had not been "doubled". Campbell-Jones, Greene, Salvadori and Burgess completed 21 laps. Moss set a new lap record of 2 mins. 02 secs. (134.323 k.p.h.).

In heat two, Moss, Ireland, Mairesse and Campbell-Jones took the lead. Both V8 B.R.M.s refused to start, were pushed off, and black-flagged at the end of the lap. Hill's car had a loose lead to the starter motor. Moss, believing he had a damaged valve, had fitted a higher axle ratio to avoid risk of over-revving. Mairesse swooped into second place, chased by Surtees and Ireland, with Salvadori on the tail of Bonnier's Porsche. Surtees coasted in to the pit with a dead engine on lap four. Two laps later Mairesse, trying like mad to keep a slender lead over Moss, did it all wrong at Villa Tedesco, and hit the wall. Despite warnings from two flag marshals, he reversed back on to the circuit, and struck Taylor's Lotus, which

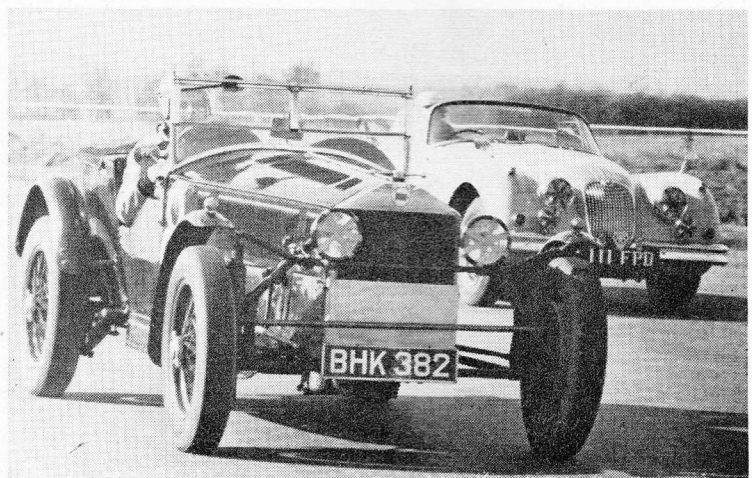
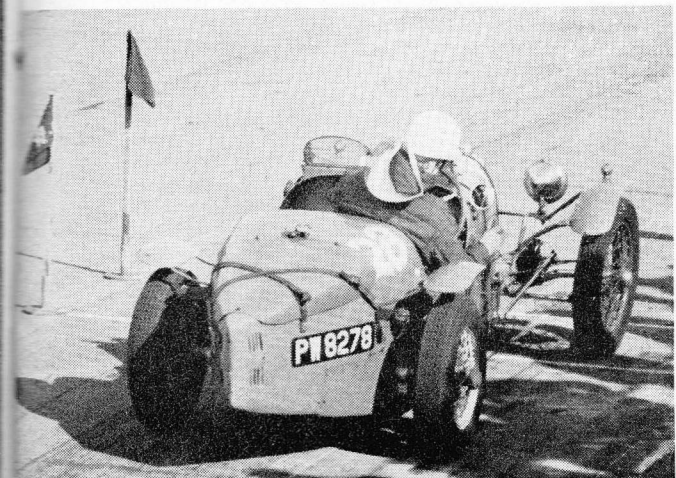
*ONE WHEEL off the ground and a leaf in the air intake—Jo Bonnier tries hard in the Porsche.*



# V.S.C.C. POMEROY TROPHY

PHOTOGRAPHY BY MICHAEL WARE

On 24th/25th March the Vintage Sports Car Club held its annual Pomeroy Memorial Trophy meeting at Silverstone. The Pomeroy Trophy went to Jack Williamson who drove his 1928 4½-litre Bentley. Bernard Harding's 1953 Lancia Aurelia G.T. was second and Barry Clarke's 1913 4½-litre Talbot third. The 2½-litre division was won by Ronald Barker's 1,088 c.c. Downton Austin-Cooper. **TOP, LEFT: MIGHTY MACHINERY:** G. A. Cuthell's 1912 3,622 c.c. Hispano-Suiza at Copse. **CENTRE, LEFT: MODERN DICE:** H. R. Slater's pretty 1961 Alfa Romeo Giulietta leads an M.G. Magnette. **CENTRE, RIGHT: MAGNIFICENT:** Arthur Jeddere Fisher's 1913 Lancia leaves the line for the half-mile sprint. **BOTTOM, LEFT: BEAUTIFUL BUGATTI:** B. B. D. Kain stops his Bugatti in exactly the right place during the braking test. **BOTTOM, RIGHT: ANCIENT AND MODERN:** Miss J. Neve's 1927 Lancia at Copse being overtaken by A. S. R. Charnock's Jaguar XK 150 during the high-speed trial.





## MIDLAND RACING PARTNERSHIP ONE-TWO IN THE COMMANDER YORKE

BY PATRICK McNALLY

THE Midland Racing Partnership got off to a good start, with their cars finishing first and second in the Commander Yorke Trophy meeting held last Saturday.

The race was run in terrible weather conditions—snow and rain—and only nine cars finished out of nearly 20 starters. Richard Attwood drove the Midland Racing Partnership Cooper, which appeared to be fitted with a Cosworth-Ford engine, not a B.M.C. engine as in the programme, to a fine victory from team-mate Bill Bradley, who was also in a Cooper-Ford. Another Cooper-Ford finished in third position, a lap behind, namely, the Bob Gerard entry driven by J. M. Taylor. As the whole race was run in rain and snow, this would seem to suggest that Coopers handle better in difficult conditions than other marques. Fastest lap was 1 min. 15.4 secs. by the winner, with an aggregate time of 1 hr. 24 mins. 30.2 secs. for the 63 laps.

Brian Hart, driving a Lotus, managed to finish fourth, after a very determined drive which saw him revolve on several occasions, and Ian Raby did very well to bring a very sick car home to fifth place after dropping back when his engine started running on three cylinders.

In the supporting races, which were all run in perfectly dry conditions, the racing was close and exciting. Peter Deal won the up to 1,200 c.c. class from Bill Morgans, both in Lotus 7s. These two had no competition, as David Cole (Lotus 7), who had made fastest practice time, went off at Becketts

after leading for the first couple of laps. David Soley (D.R.W.), another fast driver, also went out when he suffered from a slipping clutch on the line, and was later unable to get any power to the rear wheels.

Peter Dodd, driving the Bracknell Motors-entered 3.8 Jaguar, won the saloon car race fairly easily from Peter Sargent in a 3.4. However, most of the spectators' interest was concentrated on P. Sachs in a Chevrolet, who impressed everybody with his driving and the car's stability. M. A. Young won the up to 1,000 c.c. class in his Anglia, and John Aley won the 850 c.c. in his new white DKW.

David Hobbs walked away with the up to 1,300 c.c. G.T. race, when Gordon Jones non-started. Roger Nathan finished second, with Dick Fores in third spot—all three were driving Lotus Elites. In the up to 1,000 c.c. class Mike Cave won driving Harry Digby's Sprite from Jeff Oliver's Marcos. Roy Pierpoint (Lotus 2-litre) won the unlimited event from Dizzy Addicott (Lotus-Buick) and Phil Barak (Cooper-Ferrari).

Robin Sturgess (E-type) scored a hat-trick by winning the big G.T. event from Ken Baker (E-type). Robin won the other two G.T. races he entered at Snetterton earlier this season.

THE heavens opened up just before the start of the 100-mile F.J. race, and the field got away in an enormous cloud of spray. As they came past the pits on their first lap Richard Attwood (Cooper) was already in the lead from Bill Bradley (Cooper), with Peter Warr in his disc-braked Lotus 20 in third place. Behind these three was a small gap, then J. M. Taylor (Cooper), Bill Moss (Lotus 18), and Malcolm Fruinight (Merlyn). On the third lap Attwood spun and dropped right back to fifth position, Bradley moving up into the lead. Lap six saw further changes, with Bradley pulling away a little and Attwood displacing Moss for fourth spot in his efforts to regain the lead. Taylor, using the Cooper's wet-weather handling to the utmost, slipped past Warr's Lotus for second behind the other Cooper-Ford, and on the next lap Attwood displaced Warr too.

Malcolm Fruinight (Merlyn), who had been challenging Moss, retired on lap nine with shot bearings, with Ian Raby in the other Merlyn continuing the battle with Moss, and passing him on lap 14.



TOP OF PAGE: The flag is down and the big G.T. cars start off. The eventual winner, Robin Sturgess ("E"-type), is in pole position. On his left are Ken Baker ("E"-type), Jack Lambert ("E"-type) and R. Rose (XK 150).

CENTRE: The winner of the Commander Yorke Trophy Race, Richard Attwood (Cooper-Ford), at Copse.

BOTTOM: Peter Deal in his very quick Lotus 7 at Copse. He won the 1,200 c.c. sports car race.

The order with 15 laps gone was Bradley, J. M. Taylor, Attwood, Warr, Raby, Moss, Ken Lyon (Lotus) and Teddy Pilette (Lola).

With 20 laps gone, Attwood moved back into the lead and on lap 30 the order was Attwood, Bradley, Taylor, Warr, Raby and Moss. Peter Warr was unlucky to go off at Becketts, letting Raby move up one, then Raby's engine

## RESULTS

**Commander Yorke Trophy Race:** 1, R. Attwood (Cooper-Ford), 71.93 m.p.h.; 2, W. Bradley (Cooper-Ford); 3, J. M. Taylor (Cooper-Ford); 4, B. Hart (Lotus-Ford); 5, I. E. Raby (Merlyn-Ford); 6, E. Pilette (Lola-Ford). **Fastest lap:** Attwood, 76.77 m.p.h.

**Up to 1,200 c.c. Sports Cars:** 1, P. W. J. Deal (Lotus-Ford), 76.43 m.p.h.; 2, W. J. Morgans (Lotus-Ford); 3, T. G. Smallman (Lotus-Ford). **Fastest lap:** Deal, 78.44 m.p.h.

**Touring Cars—Over 3,000 c.c.:** 1, P. Dodd (Jaguar 3.8), 75 m.p.h.; 2, P. Sargent (Jaguar 3.4); 3, P. G. Sachs (Chevrolet). **Fastest lap:** Dodd, 76.17 m.p.h. **1,001 c.c. to 3,000 c.c.:** D. C. Isitt (Austin A40), 67.12 m.p.h. **851 c.c. to 1,000 c.c.:** 1, M. A. Young (Ford Anglia), 69.93 m.p.h.; 2, P. T. Middlehurst (Austin A40); 3, R. Bunting (Austin A40). **Fastest lap:** C. Carlisle (Cooper-Austin), 70.42 m.p.h. **Up to 850 c.c.:** 1, J. R. Aley (DKW Junior 800S), 64.51 m.p.h.; 2, P. Doughty (Austin Seven); 3, Mrs. J. R. Aley (Morris Mini-Minor). **Fastest lap:** Aley, 66.23 m.p.h.

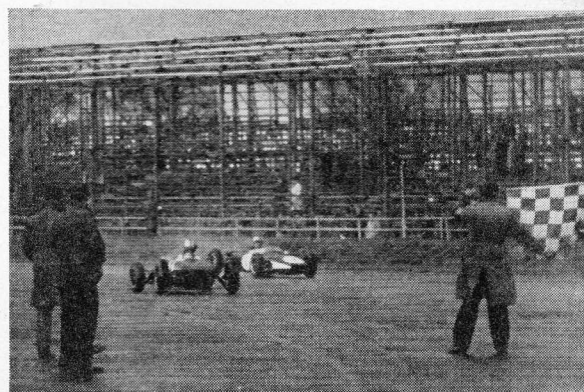
**Up to 1,300 c.c. G.T. and Production Sports Cars—1,001 c.c. to 1,300 c.c.:** 1, D. Hobbs (Lotus Elite), 77.56 m.p.h.; 2, R. D. Nathan (Lotus

Elite); 3, R. Fores (Lotus Elite). **Fastest lap:** Hobbs, 79.52 m.p.h. **Up to 1,000 c.c.:** 1, M. H. Cave (Austin-Healey Sprite), 73.37 m.p.h.; 2, J. Oliver (Marcos-Ford); 3, C. McLaren (Marcos-Ford). **Fastest lap:** Cave, 75.18 m.p.h.

**Unlimited Sports Cars—Over 1,500 c.c.:** 1, R. F. Pierpoint (Lotus-Climax), 84.78 m.p.h.; 2, D. G. Addicott (Lotus-Buick); 3, P. Barak (Cooper-Ferrari). **Fastest lap:** Addicott, 86.92 m.p.h. **Up to 1,500 c.c.:** 1, N. Ferrier (Lola-Climax), 81.17 m.p.h.; 2, A. Kilburn (Lotus); 3, Mrs. B. M. Dickinson (Lola-Climax). **Fastest lap:** Ferrier, 82.70 m.p.h.

**500 c.c. Racing Cars:** 1, D. M. Rogers (Cooper-Norton), 74.08 m.p.h.; 2, M. J. Ledbrook (Cooper-Norton); 3, N. Rowland (Cooper-Norton). **Fastest lap:** Rogers and Ledbrook, 75.18 m.p.h.

**Over 1,300 c.c. G.T. and Production Sports Cars—Over 2,000 c.c.:** 1, R. P. G. Sturges (Jaguar "E"-type), 78.90 m.p.h.; 2, K. Baker (Jaguar "E"-type); 3, A. J. Lambert (Jaguar "E"-type). **Fastest lap:** Baker, 81.30 m.p.h. **1,301 c.c. to 2,000 c.c.:** 1, A. F. Warnell (A.C.-Bristol), 79.05 m.p.h.; 2, G. Dempsey (A.C. Ace-Bristol); 3, D. Cunningham (Elva Courier). **Fastest lap:** Warnell, 73.84 m.p.h.



*J. M. Taylor in Bob Gerard's Cooper No. 1 meets a spinning Lotus 20 at Woodcote on the last lap.*

went sick and Moss moved up to fourth. On the 50th lap the leaders had lapped even the third man Taylor, the gap between first and second men being 28 secs. Brian Hart was driving his Lotus very well and, despite several gyrations early on, had moved up to fifth place as Raby dropped back with his engine sounding rougher than ever.

With 57 laps run and only six to go, Bill Bradley made a terrific effort to catch Attwood and spun at Woodcote after what appeared to be brake-locking troubles. However, Taylor was too far behind to take advantage and they finished with Attwood 28 secs. ahead of Bradley. Taylor finished third, Brian Hart fourth, and Ian Raby nursed his car home to fifth.

The first supporting race and, incidentally, the first race of the day was for sports cars up to 1,200 c.c. David Cole (Lotus 7) made the best start and led for the first lap with P. R. Arnold (Lotus) not too far behind. On the second lap, however, Arnold left his braking rather late at Becketts and collected Cole on an excursion through the drums—both cars retired, but cars and drivers seemed perfectly all right. This let Peter Deal (Lotus 7) into the lead from Bill Morgans (Lotus 7), these two drawing away from the rest to finish in that order.

David Soley who, together with Cole, had been joint favourite at the start, was unlucky to suffer a slipping clutch at the start and retired after only one lap.

D. W. Embley, with a B.M.C.-engined Lotus, really had a go but was unable to snatch third place from T. G. Smallman (Lotus-Ford).

Peter Dodd had things all his own way in the saloon car event. With a fastest lap of 1 min. 16 secs. he led from start to finish from Peter Sargent's 3.4. Sargent was unable to catch Dodd, who seemed to have extracted a lot of power from the 3.8 engine. Quite a lot of excitement was caused by P. Sachs's (Chevrolet) third place behind Sargent, which he held from J. M. Sparrow (Jaguar) in the early part of the race until the Jaguar lost its exhaust system. More excitement came on the last lap

*Peter Sachs in the Chevrolet leads Jaguars, Minis, A40s, an Anglia and an A35 through Cope in the Touring Car Race. The American driver and car finally finished third after an exciting drive.*

when Sachs arrived at Woodcote side by side with Wilfred Eades's 3.8 Jaguar. The Jaguar spun off and left the American with third place.

The smaller classes saw wins for M. A. Young (Anglia) after a race-long duel with P. T. Middlehurst (A40), the latter spinning at Woodcote and failing to catch Young near the finish. Christabel Carlisle made fastest lap with a tour of 1 min. 20.2 secs. in her Don Moore-entered Cooper-Mini. John Aley (DKW) won the 850 c.c. class yet again, holding off Tony Rutt (Cooper-Mini), who was, of course, in the 1,000 c.c. class, for the 15 laps. Paul Doughty finished second in Edward Lewis's Mini and Jean Aley third in her husband's old car, JRA 85. Quite a family affair!

David Hobbs went even faster than usual to win in the 1,300 c.c. G.T. event. His fastest lap was 1 min. 12.8 secs., an incredible speed!

Hobbs started from the rear of the grid but by the second lap was already in the lead, having taken Dick Fores (Elite) on the way through Woodcote. Hobbs continued to extend his lead whilst Roger Nathan slipped past Fores for second place on the seventh lap. Nathan's car appeared to be the most unstable of the three leading Elites. Gordon Jones (Marcos-Climax) might have made the race more interesting, but

he lost the gearbox sump plug, which made him a non-starter.

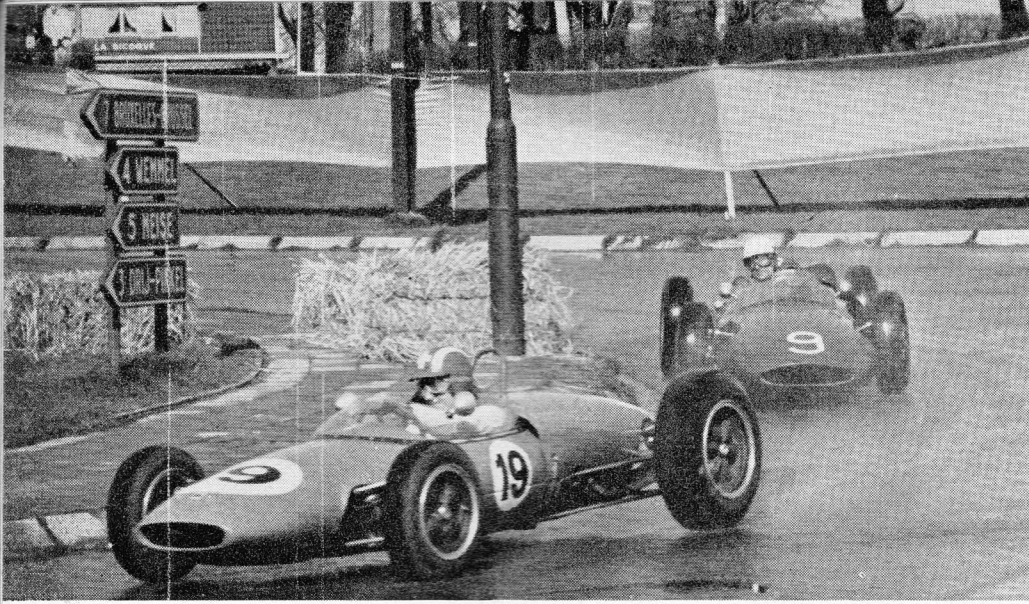
Mike Cave walked away with the up to 1,000 c.c. class, beating second man Jeff Oliver in the Marcos by 6.2 secs. Chris McLaren finished third in the Equipe Rouge Marcos. Stephen Minoprio was to compete, but the pinion bearing on his Marcos gave up in practice.

Roy Pierpoint's 2-litre Lotus Fifteen came up against some serious challenges in the unlimited race but still emerged the victor. Pierpoint led at the start, chased hard by Phil Barak's ex-Brian Naylor Cooper-Ferrari. Behind these, going like a ding-bat, came Dizzy Addicott in the Buick-engined Lotus. This car is fitted with the rear-mounted Lotus gearbox which has always given trouble, but Dizzy slowly seems to be sorting it out. Six laps gone and Barak closed up on Pierpoint, only to have to come into the pits to have the bodywork pulled away from his front wheels when he collected the rear end of Pierpoint's Lotus, which came adrift when the Ferrari-engined car was right behind. Dizzy then moved up behind Pierpoint and set fastest lap of 1 min. 6.6 secs. in his efforts to catch him.

The unscheduled pit-stop cost Barak a place, so he re-entered the fray determined to catch Peter Sutcliffe's D-type which had taken third place. On the

*(Continued on page 500)*





FIRST CORNER: Siffert (Lotus-Climax) leads Andre Pilette's Emeryson-Climax.

#### Brussels—continued

and Bonnier gallantly tried to slip-stream the very much faster Italian car, but Mairesse eventually shook him off. Towards the end, the Ferrari lapped Greene and Burgess.

Taylor's car had a wheel changed on the circuit to take its place on the grid for the final. Mairesse required repairs to steering and to the cooling system. This was a very dull affair, with only 10 starters. The unfortunate Campbell-Jones was left on the line with a jammed starter motor, the Emeryson losing its chance of fourth place overall.

Bonnier led initially, but from the second lap Mairesse led and the race became a dreary procession, with only Schiller and Seidel changing positions at the tail-end. Campbell-Jones re-started, some 10 laps adrift.

Mairesse won with ease from Bonnier and Ireland, followed by Taylor and Keith Greene who had driven a splendid race with the Gilby. Poor Burgess, set for fifth place overall, broke his gear lever three laps from the end.

The stewards refused to disqualify Mairesse for reversing on to the circuit, and so a Belgian won the second International race in succession, Bianchi having shared the victorious Ferrari at Sebring with Jo Bonnier.

The Hill-Marsh incident was unfortunate. Regulations in English definitely permitted a push-start within the grid area, but they were of 1961 vintage. The 1962 regulations in French barred push-starts as in *grandes épreuves*.

#### Results

##### Heat 1

1. G. Hill (B.R.M.), 47 m. 01.5 s., 127.775 k.p.h. (79.40 m.p.h.).
2. Moss (Lotus), 47 m. 07.0 s.
3. Mairesse (Ferrari), 47 m. 15.7 s.
4. Marsh (B.R.M.), 47 m. 32.6 s.
5. Surtees (Lola), 48 m. 00.6 s.
6. Bonnier (Porsche), 48 m. 30.4 s.
7. Ireland (Lotus), 48 m. 33.0 s.
- 21 laps: Jones (Emeryson), Greene (Gilby), Salvadori (Cooper), Burgess (Cooper).
- 20 laps: Schiller (Porsche), Siffert (Lotus), Seidel (Porsche).
- 19 laps: T. Taylor (Lotus).
- Fastest lap:** Moss, 2 m. 02.0 s., 134.321 k.p.h. (83.46 m.p.h.). New record.

##### Heat 2

1. Mairesse, 45 m. 39.2 s., 131.264 k.p.h.
2. Bonnier, 45 m. 46.5 s.
3. Ireland, 46 m. 13.5 s.
4. Campbell-Jones, 46 m. 56.8 s.
5. Greene, 47 m. 21.7 s.
- 21 laps: Burgess, Siffert, Schiller, Seidel.
- 13 laps: Salvadori.
- Fastest lap:** Moss, 2 m. 00 s., 136.560 k.p.h. (84.85 m.p.h.). New record.

##### Heat 3

1. Mairesse, 45 m. 42.2 s., 130.470 k.p.h.
2. Bonnier, 46 m. 10.4 s.
3. Ireland, 46 m. 31.2 s.
4. Taylor, 46 m. 47.2 s.
5. Greene, 46 m. 52.2 s.
- 21 laps: Siffert, Seidel, Schiller.
- 18 laps: Burgess.
- 12 laps: Campbell-Jones.
- Fastest lap:** Mairesse, 2 m. 02.1 s., 134.211 k.p.h. (83.39 m.p.h.).

#### Classification

1. Mairesse, 5 pts., 66 laps.
2. Bonnier, 10 pts., 66 laps.
3. Ireland, 13 pts., 66 laps.
4. Greene, 19 pts., 66 laps.
5. Campbell-Jones, 22 pts., 55 laps.
6. Siffert, 26 pts., 62 laps.
7. Burgess, 26 pts., 60 laps.
8. Schiller, 28 pts., 62 laps.
9. Seidel, 30 pts., 62 laps.
10. Taylor, 31 pts., 46 laps.

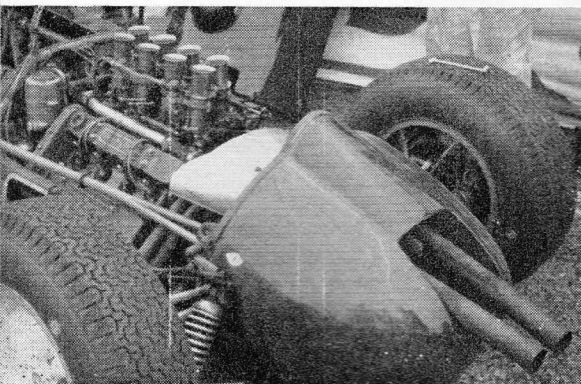


JIM CLARK and mechanics sort out the Lotus throttle linkage during Friday's practice.



ABOVE: Burnt-out wreck of Collomb's Cooper, which crashed during Saturday's practice without seriously injuring the driver.

BELOW: Keith Greene (Gilby-Climax) took fourth place overall in the Brussels Grand Prix.



THE COVENTRY CLIMAX V8 installation features a "double wasp-sting" exhaust layout.



TRAVELLING from Sebring to Tampa airport with Innes Ireland, Pedro Rodriguez and the Dunlop men Dick Jeffrey and Peter Smith, the 12 Hours Race was discussed in detail. Ireland, naturally, was still rankling after the unfortunate pit stop which led to his and Moss's disqualification. Rodriguez thought that the organization on the

# FLASH-BACK ON SEBRING

BY  
GREGOR  
GRANT



## VITAL PIT STOP

Stirling Moss chats to Dunlop's Vic Barlow, waiting to take over after Ireland has brought the Ferrari in for brake pads to be changed. The mechanic is seen doing the illegal refuelling which led to eventual disqualification.

whole was not in keeping with a race of International Championship status, but he was noticeably silent on the subject of the N.A.R.T. pit, apart from a remark that there seemed to be a lot of people doing nothing. As for the Dunlop representatives, they were shocked to learn that no lap chart was being kept, which made it impossible for technical experts Terry Hampton and Vic Barlow to estimate requirements for wheel-changes on the Ferraris, without keeping the score themselves—none too easy when many other entrants were also on the British equipment.

Later, at the B.M.C. Cooper-Mini demonstration at Marlborough, Washington, Stirling Moss made it quite clear that he would never race in the 12 Hours again, unless he was a member of a properly constituted and organized team.

However, one must make some allowance for officials of the Florida club. There never was any question that the Moss-Ireland car had not been refuelled under the specified 20 laps, and there was no alternative but to disqualify the entry. This does not excuse

the fact that more than three hours were allowed to elapse before the black flag was displayed, and I think that a full inquiry should be demanded as to the reasons behind this long delay. Also, if a protest was received, it would be interesting to know who actually lodged it, even though the club need not reveal the source.

It is interesting to note that all Ferrari sports-racing cars have right-hand drive and left-hand is favoured for the G.T. machinery. This must be a throw-back from the days when all high-performance Italian cars traditionally had r.h.d. The left-hand position obviously is adopted for G.T. cars to satisfy American customers.

The new, rear-engined V8 Ferrari was not nearly as fast as had been anticipated, consequently Moss and Ireland were quite pleased to be able to swop

over to the three-year-old, front-engined 3-litre. This ran like a train, the only trouble experienced being rather rapid wear of the front brake pads. The same type was, of course, driven to victory by Jo Bonnier and Lucien Bianchi, and also ran with notable reliability. The 2.4-litre V6 was more fragile than was expected and went out with a broken engine after being given a caning by the Rodriguez brothers. They took over the Grossmann/Connell 3-litre which had rather a suspect transmission, and eventually had to be abandoned with clutch failure.

Phil Hill and Olivier Gendebien had a no-trouble run with their 250GT Ferrari, but during the early stages the car was not so fast as the Serenissima machine driven by Colin Davis and Fernand Tavano, which eventually broke its gearbox.

The Type 64 Maserati V12 (not Type 63 as announced) was fast whilst it was going, but failure of the rear frame sub-assembly caused its elimination. One wonders whether or not these "knitted frames" are worth the complication.

(Continued on page 492)



ABOVE: Steve McQueen (Sprite) and George Avent (Fiat Abarth 750) pass the largest prop-powered aeroplane in the world whilst competing in the "Three Hours".



ABOVE: RACE CONTROL. (Left to right) Reg Smith (Race Secretary), Chester J. Flynn (Executive Vice-President) and Alfred M. Watton.



## The Scene

LEFT: HIGHWAY PATROL? Watch it mates, the cops have arrived! The police enter the circuit via the bridge.

BELOW: UTTER CHAOS. The scene at the end of the race when scores of photographers fought with U.S. Navy helpers and Sheriff's men. The winners, Jo Bonnier and Lucien Bianchi, are arrowed.



# SEBR

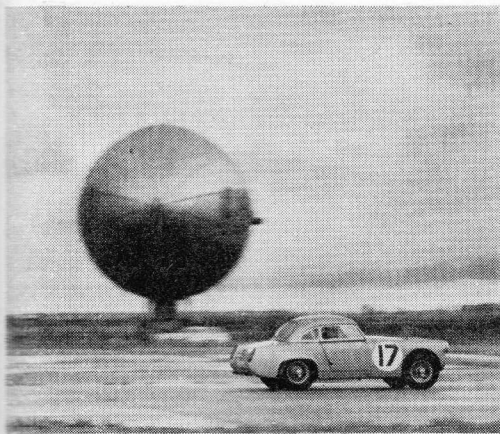
## A Pictorial Review



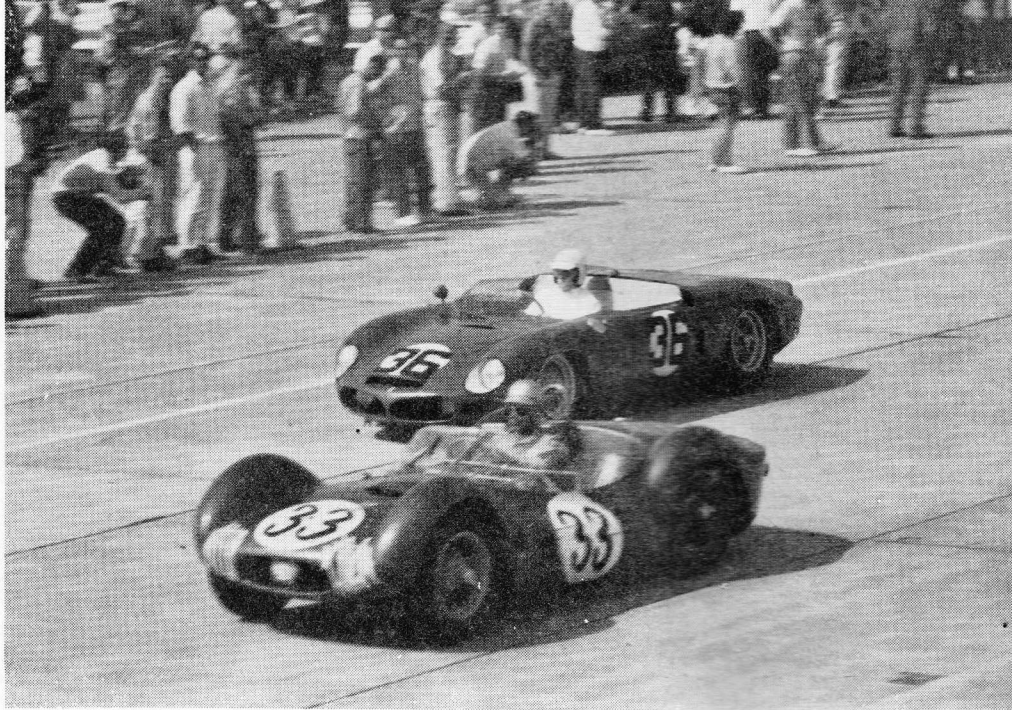
ABOVE: The gigantic Rosebud Team transporter. This team entered three Lotus in the Formula Junior race, one of which, that of Pat Pigott, won the race.

BELOW: SEBRING SOUNDS. The Sebring High School Band in full swing just before the start of the big race.





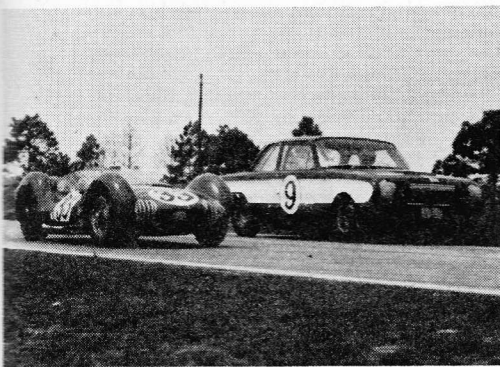
ABOVE: Innes Ireland, driving a works Sprite in the "Three Hours", passes the Goodyear airship.



ABOVE: The Bob Fulp/Peter Ryan Ferrari No. 36 passing Ernest Grimm's Maserati No. 33 in the pit area. The Ferrari eventually finished 13th and the Maserati caught fire.

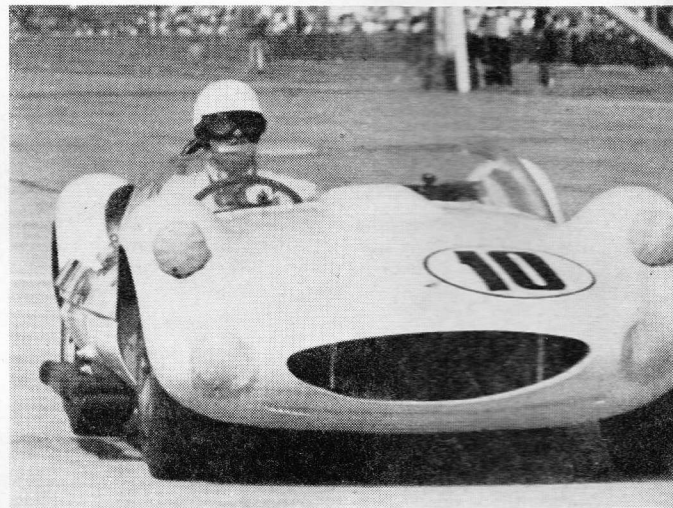
# RING

By GEORGE PHILLIPS



ABOVE: Ernest Grimm's Tipo 61 Maserati—which later caught alight! and the Ford Falcon of Jocko Maggiamo together at the Hairpin Turn.

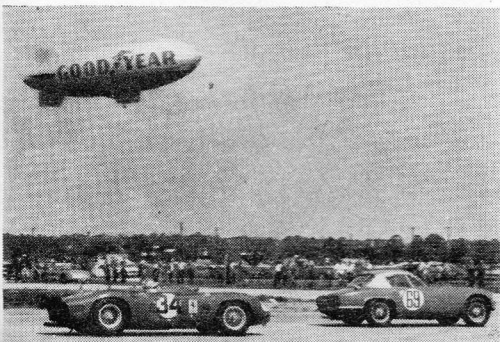
RIGHT: CHAPARRAL. The Chuck Daigh/Ronnie Hissom 4-litre Corvette-propelled Chaparral—one of the fastest sports-racing cars today. The other Chaparral of Hap Sharp and Jim Hall finished sixth.



## The Racing

BELOW: ACTIVITY. An early pit stop was made by this pretty little Osca coupé.

BELOW! The Don Hulette/Burk Wiedner Lotus Elite about to be overtaken by the Rodriguez brothers' Ferrari at the end of the back straight.





*THE GHIA-BUILT Chrysler, originally constructed for some oriental potentate.*

#### Sebring—continued

Briggs Cunningham's Cooper-Maserati went very well, but was delayed by brake troubles and also electrical bothers. It led the race for a brief period and appeared to handle better than did the V12 "Birdcage". Roger Penske backed up Bruce McLaren ably and is surely one of the better American road race drivers.

Dan Gurney's partner in the class-winning G.T. Porsche turned out to be none other than our old friend Bob Holbert and not Holbrook as it appeared in the official hand-outs. Unfortunately Dan will be unable to bring over the big Ford for Silverstone, but this may eventually arrive in this country. Also interested in having a go at the Jaguars in saloon car racing is Rodger Ward, who feels that a Pontiac might provide some opposition. Could be that the Indianapolis man will bring one over when he comes to Europe in June.

The Texan Chaparrals went better than was generally expected and someone obviously knows how to tune Chevy V8 engines. Although one had steering knuckle failure, the Hall/Sharp car finished sixth, despite delays for a leaking fuel tank, brake adjustments and lighting troubles during the darkness stint.

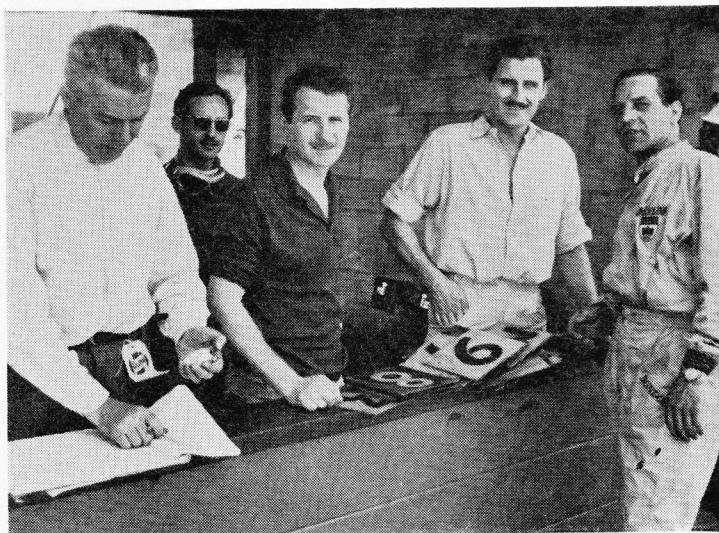
Four of the seven Corvettes were running at the end, but the highest-placed was down in 18th position. These big cars gobble up tyres at an alarming rate and seem to suffer from an absence of brakes when they are being hurried.

None of the three Elvas finished the race, but the sports-racers were extremely rapid whilst they were going. M.G. had a 100 per cent. finish record, but they did not seem to be as fast as were last year's cars. Honour of being first in the class behind the Porsches

went to Peter Harper and Peter Procter in their Le Mans-type Sunbeam. Only one survived of the T.V.R. trio, the Donohue/Signore car. At one time this was giving the Sunbeam trouble, but something happened in the steering dept., necessitating a long stop for repairs and eventually it finished in 25th place, with 163 laps completed, as against the 173 of the Sunbeam and the 172 of the Sears/Olthoff M.G.

The lone TR4 Triumph toured round to cover 154 laps, 11 more than the Morgan. The A.C.-Bristol went out with a fractured stub axle. The Alfa Romeos were completely outpaced by the astonishingly quick and reliable little Abarth 1000 of Thiele and Guichet, which completed 180 laps, two more than the highest-placed Zagato Alfa. The Bentley/Gordon Osca 750 was the sole survivor of the marque, winning the class and being third in "Index". One Elite finished, with 155 laps completed.

Briggs Cunningham ran the E-type more or less as an experiment, covering 176 laps, 20 fewer than the Hill/Gendebien 250GT, but 13 more than the best



*THE DRIVER that DID, Lucien Bianchi (centre), and the driver that DIDN'T, Graham Hill (on his left). Nello Ugolini, the team manager of Serenissima, is on the extreme left and other personalities present are Colin Davis (between Ugolini and Bianchi) and Innes Ireland (extreme right).*

Corvette. It was a pity that the Ford Falcon Challenger fractured a rocker, for it was going extremely well. The Warwick-Buick was an early casualty with a cracked block. Another journal reported that the Harper/Procter Alpine was the sole finisher of the quartette, which was not so, for the crippled Shephard/Payne car completed 151 laps and was running (just) at the end, whilst the privately entered Theodoli/Barette Harrington did 150 laps.

Porsche retirements included the high-placed Donner/Sessler RSK, the Cassel/Lane Carrera and one that never figured in either the list of starters or in the entry list, Corrigan's machine. However, the marque scooped the pool in both 1,600 c.c. classes, as well as being third overall and winners of the "Index".

The prize-giving took place after George Phillips and I had departed for New York and home, but we had pleasant memories of a nice party given by Fabrizio Serena, Alitalia's North American General Manager, who shared a G.T. Ferrari with Stirling Hamill.

I was most thrilled to watch the progress of the race from the cabin of the Goodyear airship, the only privately operated lighter-than-air machine in the U.S.A. Without the fuss and noise of a "chopper", this twin-engined cigar floated over Sebring, providing a superb view of the entire circuit and its environs. From the air, the tyre marks on each corner are most pronounced, and I marvelled at the immense number of cars in the various parks.



*ABOVE: CIRCLE BAR—a favourite rendezvous for Sebring race folk. Proprietor Alex Sabo changes hats frequently! LEFT: T.V.R. FOLK. Tom Clarke (Sales Director), Ken Richardson, Peter Bolton and Mike Rothschild (left to right) have an under-bonnet check. RIGHT: The Rodriguez brothers (Pedro, left, and Ricardo, right) wait whilst their car is worked on.*



# SEBRING "THREE HOURS"

**Bruce McLaren (Abarth) Wins from Walt Hansgen (Abarth) — Moss Third in Sprite After Running Low on Fuel when in the Lead**

THE Three Hours Race for G.T. cars of under 1,000 c.c. was a case of "might have been". Stirling Moss, with Dunlop SP tyres on his Sprite, simply left the much faster Abarths behind on a wet track. Even when the circuit dried, there was just a possibility that he would take the chequered flag, despite some inspired driving from Bruce McLaren and Walt Hansgen in the Abarths entered by Briggs Cunningham. Alas, with a lead of over 30 secs., the Sprite started spluttering on the bends, and on one or two occasions the engine cut out. The petrol level had dropped so low that internal surge was causing partial engine starvation. Thereafter Moss was caught and passed by the Italian cars, and had to stop for fuel.

Heavy rain was falling at flag-fall, and the track was sodden, with large puddles forming everywhere. Moss was first away in the Le Mans start, followed by Steve McQueen (Sprite) and Innes Ireland (Sprite). The unfortunate Gendebien, in the yellow E.N.B. Abarth, had to be push-started, and was virtually out of the race before it started.

The mastery of Moss in the wet was evident, when he came through on the first lap with over 7 secs. lead from Thiele (Abarth), with Hansgen (Abarth), Pedro Rodriguez (Sprite) and Richards (Abarth) close behind, and then McLaren (Abarth), McQueen (Sprite), Cunningham (Abarth) and Ireland (Sprite).

Lap 2, and Moss had added another three seconds to his lead, with the trio of Abarths behind, followed by Rodriguez. Paul Richards then forged ahead of the others, shadowed by Hans-

gen. McLaren moved smartly up into fourth place.

Faster and faster went Moss, increasing his lead relentlessly, till after two hours he had about a minute advantage over Hansgen and McLaren, Richards having packed up with clutch trouble. O'Neill of Miami inverted his Abarth, but climbed out unhurt.

The circuit began to dry out, and Hansgen and McLaren began to cut down Moss's lead. With less than half an hour to go, Stirling's engine began its ominous splutter, and eventually the

white-and-blue Italian cars shot past. McLaren, who had been slip-streaming his team-mate, suddenly decided to streak ahead. Moss refuelled, but had to be content with third place. Had he stopped with over a minute in hand, the result might have been a different story. It was sheer driving ability that gave him his early lead, for the Abarths were fully 15 m.p.h. faster than the Sprites on the straight.

After McLaren received the chequered flag for a very heady drive, there was a tremendous finish between Hansgen and Rodriguez, with both cars almost bonnet to bonnet as they flashed over the line. Unfortunately, the Mexican was one lap adrift, as were Innes Ireland and Steve McQueen who finished seventh and ninth respectively. McLaren's winning speed was quoted as 78.42 m.p.h.



"Mitch" Miller, top American Television personality with a local beauty and S. Moss.

## LOTUS WIN JUNIOR RACE

**An Easy Win for Pat Pigott**

THE 25-lap race for Formula Junior cars produced 29 starters, the front row of the grid being occupied by Homer Rader (Lotus 20), Mark Donohue (Elva) and Harry Carter (Elva). In the rear of the grid were such favourites as Charlie Kolb (Merlyn), Chuck Dietrich (Elva) and Walt Hansgen (Cooper-B.M.C.).

Into the lead went Pat Pigott (Lotus 20) of the Texan Rosebud team, followed by Pete Lovely (Lotus 22), Hansgen, Donohue and Dick Thompson in Cunningham's newly arrived Brabham-Ford. Both American B.M.C. entries were soon in trouble, Ellman's car spinning round, and Dunn's stalling. Kolb came into the pits for a brief looksee, and thereafter was never in the race at all.

Pigott went out on his own, chased by Hansgen. Chuck Parsons (Lotus), who had swapped cars with team-mate Pigott, shot into the sandbanks, managed to restart and next time round left the road on the straight leading to Webster's Corner. The Lotus shot high in

the air and overturned, the driver being catapulted out. He was flown to St. Petersburg with suspected spinal injuries.

Thompson stopped with the Brabham, and lost over a lap. Pigott soon began to double the rest of the field, pulling out an enormous lead. Flanery's Merlyn was also in trouble, and with spin-outs and mechanical failures the runners rapidly thinned out. Pennsylvania driver Tim Mayer (Cooper) ripped past Hansgen, and farther back, Briggs Cunningham (Cooper-Fiat) battled with Floyd Aaskov (Lotus). Thompson showed that the Brabham really could go, by returning the record lap of 3 mins. 23.6 secs. (92.00 m.p.h.), but his nearest rival, Chuck Dietrich (Elva), had too big a lead for the Washington man to get into the first half-dozen.

Pigott won with the greatest ease, having doubled everyone else except Mayer and Hansgen. Flanery finished in 10th place with the Merlyn, seven laps adrift, and four behind the only non-British machine to finish, Don Brady's Stanguellini.

General opinion was that the long course made the race uninteresting for F.J. machinery, resulting in something approaching a procession. The high mortality amongst the cars soon lost the race any attraction it might have had for spectators, and only 11 machines were running at the end.

Before the start of official practice, the coloured driver Frank Mabley crashed with his Speedwell Sprite on an approach road to the track. This stopped a threatened demonstration by a pro-negro organization, which had threatened to invade restaurants and cafés had Mabley been refused service in any of them which obey the unwritten law of "whites only". Prior to race-day, practically all the drive-ins and eating places round Sebring had notices posted "Service Restricted by Owners if Necessary". The unfortunate Mabley was taken to hospital with shoulder injuries, and then charged by the sheriff with reckless and dangerous driving.

## "TWELVE HOUR" RETIREMENTS

Robertson/Allen (Corvette), piston; Johnson/Ward (Corvette), con. rod; Pigott/Grant (Corvette), engine; Hall/Daigh/Hissom (Chaparral), steering arm; Todd/Kimb'e (Warwick-Buick), cracked block; Constantine/Andrey (Ferrari), transmission; Davis/Tavano (Ferrari GT), rear axle; Vaccarella/Abate (Maserati), broken gear lever; Hansgen/Thompson (Maserati), rear suspension; Grimm/Wilson (Maserati), engine seizure and fire; Rodriguez/Rodriguez (Ferrari), engine; Grossmann/Connell/Constantine/Rodriguez (Ferrari), clutch; Moss/Ireland (Ferrari), disqualified; Miles/Spencer (Sunbeam), con. rod; Donner/Sessler (Porsche), transmission; Smith/Whims (Elva Courier), crankshaft; Cassel/Lane (Porsche), engine; Bolton/Rothschild (T.V.R.), rear axle; Cuomo/Darling (T.V.R.), engine; Lund/Walsh (Porsche); Publicker/Lichtie (Osca 1600), head gasket; Rainville/Ballard (Alfa Romeo), engine; Huette/Wiedner (Lotus Elite), fire; McQueen/Ho'brook (A.-H. Sprite), con. rod; Tweedale/Ros (Elva), oil pump; Rosales/Merino (Elva), suspension; Gonstead/Schmidt (Osca 1000), suspension; McCluggage/Eager (Osca), accident; Kingham/Kingham (A.C.-Bristol), stub axle; Corrigan/Coleman (Porsche), valve timing.



# RACING A FAMILY SALOON

BY J. R. NORMANTON

So very few drivers can ever reach Grand Prix standards, yet so many, like myself, have tremendous fun in very minor club meetings. As a family man with three children, my wife and I decided in 1957 that Saloon Car racing was less likely to eliminate the daily breadwinner, so the hard-worked Healey "100" was sold and a new A35 acquired in January, 1958.

The car was tuned as far as possible with the limited speed equipment then available, mostly Alexander, and was pushed around Oulton Park, Mallory and such local circuits with very moderate success, but enormous fun. Oulton Park fastest lap for us in those days was about 2 mins. 42 secs. In August of 1958 a Speedwell anti-roll bar and competition shock absorbers were fitted and immediately Oulton lap times dropped to 2 mins. 34 secs. For the Lancashire and Cheshire October club meeting the car was further modified with a Speedwell head, high-compression pistons, twin  $1\frac{1}{4}$  ins. SUs and a CS4 camshaft. Lap times came down once more (to 2 mins. 28 secs.) and we really felt we were beginning to motor-race.

January, 1959, saw another brand new A35 arrive and work on the chassis commenced at once. Anti-roll bar, competition shock absorbers, hard brake linings, balanced propeller shaft, balanced wheels and so on, were all fitted as George Hulbert of Speedwell Conversions had promised a full Clubman "70" racing engine. A most excellent season followed and Oulton lap times came down to 2 mins. 21 secs. The car had a top speed of about 97 m.p.h. and handled remarkably well, until we both came unstuck at Rufforth in July. We were just trying to go round corners too fast and eventually collected a row of

straw bales while the Austin was merrily bouncing along on the passenger door handle at 85 m.p.h. Not much damage was done to the car or the driver (thanks to safety belts) and with hasty straightening we were racing the following Saturday at Oulton.

Nineteen-sixty saw the same car with a further special Speedwell engine, but from now on there was a better driver, Rodney Bloor of Sports Motors of Manchester. The Oulton lap record for 1,000 c.c. saloons was collected at the first meeting in March, with 2 mins. 16.2 secs. (73 m.p.h.) and the Austin scooped up three firsts in a row—Oulton, Mallory and Rufforth.

As we had ordered a Lotus 18 and were going to use the Speedwell engine in the Junior, the A35 was returned to my wife with a more controllable engine fitted and relegated to pottering and shopping. I am sure the car disliked it.



I can say I did, as I had at last decided to give up competition driving myself.

Christmas, 1960, arrived and at Sports Motors we were fortunate to have well-known racing mechanic Ted Howell join us and for the 1961 season Ted would naturally maintain our new Lotus 20. This gave me the opportunity I would have liked to have had many years ago. Rod Bloor's racing friend, Robin Gordon, who had maintained the Bloor brothers' Lotuses for many years (all spare-time work for the sheer love of it) took very little persuading to work with me to attempt to prepare a real winner for 1961.

I acquired one of my traveller's 1959 A40 saloons and Robin and I went to work with a vengeance. The car had already covered 59,000 miles and had been hard used. The whole of the suspension was removed, new front wishbones—suitably reinforced—front springs set down  $1\frac{1}{4}$  inches, a special anti-roll bar and front competition shock absorbers were fitted. All new hubs and bearings were fitted throughout and an 8 ins. rear brake assembly replaced the normal 7 ins. rear drums. Mintex "20" brake linings were added. The rear springs were retempered and set down  $3\frac{1}{2}$  ins. and Speedwell telescopic shock absorbers were finally persuaded into position. The rear end was completed with a 4.9 axle with ZF limited-slip differential. 5.25 x 13 R5s on Sprite competition wheels finished off the chassis. The only lightening was by replacing side and rear windows with  $\frac{3}{8}$  in. perspex; interior trim was removed, the boot panelled in 20 s.w.g. aluminium and two fibreglass seats fitted. Instruments comprised Speedwell rev. counter, oil/water gauge and engine oil temperature gauge. A Les Leston wood-rim steering wheel and a respray in Sports Motors Blue completed the body work.

The 1960 Speedwell engine was rebuilt by Robin Gordon with .060 pistons and fitted with the B.M.C. unbreakable F.J. crank. A new Speedwell cylinder head and  $1\frac{1}{8}$  ins. Amal carbs., a Speedwell CS5 camshaft and a Borg and Beck nine-spring clutch completed the engine. We coupled this lot to a rebuilt gearbox with Speedwell close-ratio gears, dropped it in the chassis, and we were ready for Oulton Park tests early in March. Even I could lap in 2 mins. 17 secs. The ride was beautifully smooth. The A40 could be driven in true racing style, the tail could be hung out at will on fast corners in third gear. The ZF differential gave the rear end such steadiness and the engine power, estimated at 80 b.h.p., enabled the driver to get out of trouble by correct use of the throttle.

The first meeting at Oulton in March with Rodney Bloor conducting chalked up our first win, with fastest lap of 2 mins. 13.8 secs. Throughout the season 14 meetings were attended and Rodney and the A40 collected 10 firsts, two seconds, with two retirements (one front wheel collapsed coming out of Lodge Corner at Oulton, and the centre main bearing cap split at Rufforth). I enjoyed myself enormously by qualifying three times at Oulton in half-hour high-speed trials and wins in a few sprints.

Class records were taken at Oulton (2 mins. 11.2 secs., 75.66 m.p.h.), Mal-

lory Park (1 min. 4 secs., 77.94 m.p.h.), Snetterton lap time (2 mins. 4 secs., 78.4 m.p.h.), with a grand finale at Silverstone B.R. and S.C.C. Club meeting on the full circuit on 7th October by winning the up to 3,000 c.c. saloon race: fastest lap 2 mins. 6 secs. (83.63 m.p.h.).

The engine was stripped and rebuilt three times during the season, more for safety than necessity, and, apart from the broken centre main cap, never missed a beat and held its tune perfectly; though it was never driven to meetings other than Oulton Park—some 20 miles from my house. It was always

famous A40 must be available. On the track the engine was regularly driven up to 8,000 r.p.m. which gave 45 m.p.h. in first, 70 in second, 94 in third, and 7,200 could be reached easily in top on most circuits (about 103 m.p.h.). At Silverstone Rodney was coming into Woodcote Corner with 7,600 r.p.m. in top gear (about 110 m.p.h.) holding his foot on the throttle right through the corner, and was coming out somewhere around 92-94 m.p.h.

All in all a most gratifying and enormously pleasurable season's racing. My thanks for such success are to Robin Gordon for his endless hours of patience



warmed up methodically before fitting 280 KLG plugs.

Performance figures have never been taken, but as the car weighs just over 13 cwt. on the line, similar figures to those obtained by Doc Shepherd's

and thoroughness and to Rodney Bloor for his excellent conducting.

For the 1962 season the car is being further developed principally engine-wise and we are hoping for further successes this year.

# Club News

By MICHAEL DURNIN

## WEST HANTS AND DORSET CAR CLUB HARTWELL CUP TRIAL

THE West Hants and Dorset Car Club have run their Hartwell Cup trial for many years under various formulae and over a wide variety of terrain, always in Dorset. The early years saw the use of many of the "hard road" type of hill, among them some of the famous "Exeter" favourites. Passage of time, resurfacing and improvement of car design have necessitated the use of the shorter, grassy sections. These have the advantage of being easy to group, but are largely dependent upon the vagaries of the weather.

This year, clerk of the course Peter Cooper (taking time off from his usual trophy winning!) had to contend with a long, dry spell, with a keen wind. It was all to his credit, therefore, that he was able to produce a variety of hills that sorted out everyone except the out-and-out specials (they are usually handicapped out of this production car event, anyway).

Starting at Doddings Farm, Bere Regis, some 60 or so cars went 100 yards to the first section, called "Fanny's Plot". The writer, deciding that even HE could climb it, spent no time here, but some six or seven miles farther half a dozen grassy sections were laid out at "Hedge End". Due to the dry state of the weather a few sharp twists were taped in, catching out the unwary. Also for the less cautious was a nice little hollow with a sharp step, just right for Mini sumps! The whole of the Mini entry provided fireworks, with drivers lining up at the top to watch, with ghoulish eye, those following! Quite the best take-off came from Amie Lefevre, while R. Boot had his head firmly pressed against the roof as he came over in his SAAB.

After Hedge End came the lunch stop, in the picturesque Dorset village of Piddletrenthide, through which meanders the interesting river of the same name!



*BUMP at Hedge End on the Hartwell Cup Trial was a real sump-basher. Here Denis Adamson's Mini raises the dust.*

After refreshment, it was a short trip to Southcombe Farm, where a whole gaggle of sections was laid out on the side of a magnificent valley, to be the scene of the club's next autocross meeting on 15th April. The actual floor of the valley, which will constitute the course, is remarkably smooth, and some very high speeds are probable.

The hills, however, were on grass, with a chalky subsoil base, and stopped quite a few folk. The Populars all climbed well, Ann Rose being particularly enterprising (though scaring the marshals by turning sideways on a very steep section). Dr. R. Woodside drove Tom Bryant's Morgan, with the owner as passenger, and, like Amie Lefevre, treated every climb as a sprint, as did W. B. Caldwell on his immaculate TR3. All the Renaults and VWs did well, while P. M. Mallinson's very innocent-looking Austin A35 van surprised everyone by touring up all but the most difficult sections. The usual family

atmosphere prevailed, with rear seats being occupied on many cars by enthusiastic children. To carry this a stage further, Mrs. Pauline Jesty drove a Mini with husband John as passenger, while son Nicholas followed close behind in the much "triered" Morris tourer, NEL 445. Final results of this family class are not to hand!

The difficulties of Southcombe were not continued at Sydling, for the grass was very dry and the surface too hard to cause trouble to anyone except a few who would rather remain unmentioned in this report! On then to the finish, where some excellent cooked meals were available and results were rapidly produced by Peter Cooper, Major Gray and their band of calculators, who pored over reams of paper in a caravan, while the more fortunate ones ate and drank. Congratulations to officials and competitors alike on a very good day's sport.

TONY HOLLISTER.

### Provisional Results

**Hartwell Cup:** A. F. Lefevre (Sprite), 5 marks.  
**Merchant Cup:** R. Knapman (Sunbeam), 24.  
**Novices' Cup:** T. C. Otton (M.G.), 9.  
**Ladies' Cup:** Miss A. Rose (Popular), 10.  
**Class Awards:** R. Knapman (Sunbeam), 24; J. Nichols (Austin), 36; W. Holland (Sunbeam), 44; A. F. Lefevre (Sprite), 5; T. C. Otton (M.G.), 9; Miss A. Rose (Popular), 10; D. Ward (Volkswagen), 11; D. Brooks (Volkswagen), 13; L. Atyeo (Volkswagen), 13; W. Caldwell (Triumph TR3), 5; Mrs. J. Bowles (Sprite), 13; H. J. Palmer (Cannon); B. J. Drake (R.M.S.).

**ON THE VENETIAN RALLY**, organized by the Advertising Motor Club, all control points were manned by experienced rally crews. On this occasion Control 33 was manned by Ian Grant, Sam Fisk, Leslie Taylor and Dougie Haig. Leslie Taylor, who is Client-Relations Manager at the May Fair Hotel, London, W.1, in conjunction with the management, arranged for a box of sandwiches and fruit to be handed to each crew as they hurtled into the control point. A great surprise was the fully uniformed and top-hatted "Linkman" from the May Fair who handed these boxes to the competitors on a silver salver. What a sight in the heart of the country!!!



### CHESTER MOTOR CLUB QUEENSFERRY SPRINT

POSSIBLY the oldest motoring event in the Northern calendar, the Chester Motor Club's sprint meeting, took place at the R.A.F. Station, Sealand, on Saturday, 31st March.

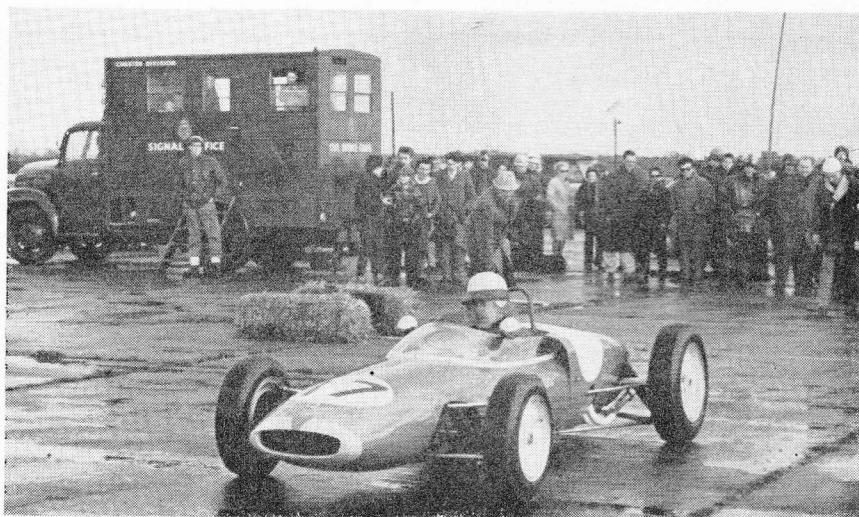
These days, a standing start quarter-mile is measured on the disused main runway there, as opposed to its old venue of Summers Road.

This year the Chester City Division Civil Defence Corps offered its services, provided two large office trailers, two ambulances and three manned telephone points. All this, together with a most elaborate electric timing system, ran the event off like clockwork, despite some of the most vile weather conditions yet seen!

Best time of the day went to Josh Randles (Cooper Monaco) with a run in 14.27 secs., closely followed by Keith Jones (Lotus 20) (pictured here) in 14.60 secs. It must be admitted that both these were somewhat overshadowed by the sight of one George Brown of Vincent works fame, proceeding down the course on two wheels to the tune of 12.2 secs.—this in the teeth of a hail-F.N.P.

#### Results

Class 1: 1, A. Eames (Austin), 22.13 s.; 2, E. A. McElroy (Austin), 23.37 s. Class 2: 1, K. D. Jones (Lotus 20), 14.60 s.; 2, D. S. Baldock (Lotus 7), 17.41 s. Class 4: 1, A. J. Welch (Lotus 7), 17.04 s.; 2, D. S. Baldock (Lotus 7), 17.09 s. Class 5: 1, J. Randles (Cooper Monaco), 14.27 s.; 2, J. Butterworth (Lotus 7), 16.91 s. Class 8: 1, J. Storrar (Cooper-Mini), 18.14 s.; 2, J. G. Finlay (T.V.R.), 19.20 s. Class 9: 1, W. Jackson (Aston Martin), 16.04 s.; 2, J. P. Gardner (Austin-Healey), 17.61 s. Class 10: 1, J. P. Gardner (Austin-Healey), 17.82 s.; 2, J. Storrar (Cooper-Mini), 18.12 s.



#### Coming Attractions

5th-7th April. Midland A.C. Birmingham Post Rally. Starts Civic Centre, Birmingham, at 8 p.m.

7th April. B.A.R.C. National Open Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts at 1.30 p.m.

Eastern Counties Nightlight Sprint, Snetterton, near Thetford, Norfolk. Starts at 4.30 p.m.

7th-8th April. M.G.C.C. (S.E.) April Rally. Starts Abingdon Service Station (M.R. 158/488968), at 10.30 p.m.

Newcastle and D.M.C. Edinburgh Run.

Circle C.C. Owl Rally. Starts Denham Service Station (M.R. 160/0374866) at 9.30 p.m.

Southsea M.C. Hunt Trophy Rally. Starts Portsmouth (M.R. 180/655044) at 8.30 p.m.

8th April. Allard O.C. and N.L.E.C.C. Sprint, Brands Hatch, near Farnham, Kent.

Lanes and Ches C.C. Derbyshire Trial. Starts from Rose and Crown, Allgreave, near Macclesfield, Cheshire, at 11 a.m.

14th April. S.M.R.C. International Race Meeting (F.I., F.I., T), Snetterton, near Thetford, Norfolk.

V.S.C.C. Race Meeting, Silverstone, near Towcester, Northants.

14th-15th April. Cenian M.C. Coronational Rally. Starts Queens Hotel, Farnborough, at 7 p.m.

Rochester, Chatham and D.M.C. Rally of the Downs. Starts Gillingham, Kent.

15th April. Darlington and D.M.C. Roderick Gray Trial, Gandale Moor, near Catterick. M.G.C.C. (N.W.) Driving Tests, R.A.F., Wilmslow, Cheshire.

B.A.R.C. (Surrey) Sprint, Biggin Hill, Kent. Liverpool M.C. Driving Tests, Dunlop Rubber Co., Ltd., Speke, near Liverpool.

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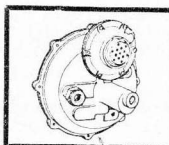


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# CORRESPONDENCE

## Sprinting

ON 25th March I competed in the Tunbridge Wells Motor Club's Sprint at Brands Hatch. Whilst appreciating the difficulties that small clubs may have in organizing speed events I feel that the following constructive criticisms, some general, some particular, might be of interest to these and other organizers:

Enough sprints have been run successfully at Brands by now for organizers to know that starting on the Bottom Straight makes for easier, quicker running and greater safety. (Asking drivers of faster cars to cause needless wear on brakes and engines, by slowing down between the finishing line and the paddock slip road, shows lack of consideration and safety consciousness on the part of the organizers and the R.A.C. steward.)

Compared to the superbly organized event of the M.G. Car Club on 11th March (where 20 per cent. more cars ran), on 25th March we had only three practice laps instead of five, and only one run in the event (admittedly of three laps instead of two) in the same period of time. This suggests to me that drastic reorganization is needed. The meeting started 40 minutes late.

The various classes should have specific times of arrival for scrutineering and practice. This eases congestion in the Paddock and cuts waiting time for competitors.

Supplying white paint only in the paddock is not much help to drivers of light-coloured cars, or to those who have bought some of Mr. Leston's white circles to protect their paintwork.

Some blame is also due to a scrutineer and an R.A.C. steward who were quite unacquainted with the rules of Appendix J, Groups 1, 2 and 3—and the R.A.C. steward had come to the meeting so ill-equipped that he had to borrow, and misinterpret, my copy of the R.A.C. Motor Sport Year Book, 1962!

I expect I shall be unpopular in certain quarters for making public these comments—which were echoed by several other competitors—but they are all intended to be for the good of "the world's greatest sport".

SOUTH STOKE, NEAR READING, BERKS.

SHERIDAN THYNNE.

## R.A.C. Recognition

MR. SMITH, the Secretary of the N.C.B. (East Ayr Area) C.C., said in the 23rd March issue that his club cannot afford to be recognized by the R.A.C. Surely any motoring club cannot afford *not* to be recognized by the governing body. I agree with Mr. Smith that a club can attract enthusiasts with low subscriptions and entry fees, but what can his club offer apart from the usual Treasure Hunts and Rallies without approval from the R.A.C.?

The annual subscription of the Weedon Enthusiasts' Car Club is 10s. for man and wife. Any more funds are raised by raffles and entry fees to events, and this club manages quite happily on a shoestring budget, offering its members Autocross, Sporting Trials, Driving Tests, Sprints and Rallies. This would not be possible without the guidance of the R.A.C. Surely, they have many years' experience in knowing what is best for the enthusiast.

If the enthusiast wants to take his motoring seriously, then he has to go about it in the proper way and join a club that has the approval of the R.A.C.

If Mr. Smith's club cannot afford the registration fees, then surely something is sadly amiss. If we can do it at 10s. for married couples, and the same subscription for a single person, with just over 130 members, so should he.

PETER RODDIS,  
HONORARY SECRETARY.

WEEDON ENTHUSIASTS' CAR CLUB, NORTHAMPTON.

## The Lancia Flavia

WE have read with interest the report on page 406 of your issue of the 23rd March, covering the Lancia Flavia.

As suppliers of the constant velocity universal joints for this model, we wish to advise that these are Birfield Constant Velocity Universal Joints and not Rzeppa as mentioned in your editorial.

HARDY SPICER, LTD.,  
BIRMINGHAM, 24.

A. R. PRESTIDGE,  
PUBLICITY OFFICER.

## No, I Didn't!

IN your issue of 16th February you reported that I bought last year an 1,100 c.c. Austin engine for my Formula Junior Cooper from Ken Tyrrell.

I would like to point out that, very much on the contrary, the 1,100 c.c. engine which I used in my car for the Coupe du Salon had been most sportingly lent to me by my friend Ken Tyrrell—and it was duly returned to him after the meeting.

I do hope to drive one of Ken's cars next season, but this would be only in the very few races where Tony Maggs would be prevented to drive it by the international regulations which do not allow a driver to take part in two events of the same meeting, when one of them counts for the World Championship.

However, I am most flattered that anybody would have thought that I was really going to take the place of such a driver as Tony!

JOSE ROSINSKI.

PARIS, 12ème, FRANCE.

## Sports Cars for the Family Man

MR. FRANK AMBLER rightly draws our attention to the current shortage of four-seater sports cars. With the possible exception of a few Series YB tourers, M.G. have not made an open four-seater since 1939.

Like Mr. Ambler, I cannot afford a DB4. My own solution was to purchase a Morgan Plus 4—the four-seater version. So far my 1953 model has given splendid service, with excellent performance, and my wife, dog and baby can all be happily accommodated. I heartily recommend the *marque* Morgan to your correspondent.

TONBRIDGE, KENT.

J. V. FOSTER.

## Pen Pal Wanted

HIDEHIKO MIKAMI of 52 Mukonosu 2-Chome, Amagasaki Hyogo-ken, Japan, a "Japanese motor-maniac and very much interested in foreign-made motor-cars", would like a British pen friend.

## Samaritan

WHILST driving to Biggin Hill to compete in the Lorraine Barrow driving trials (25.3.62), I blew a head gasket. I was towed in, assisted in stripping the engine while someone drove to Catford for a replacement gasket. With many assistants the car was ready to compete after two hours.

I would like to thank all concerned through your journal.

It is good to think that at least in our sport there is always a helping hand at times when it is needed.

EDWARE, MIDDLESEX.

DEREK DAVIS.

## A Tribute To Moss

CERTAIN people have written to your magazine recently, objecting to the title "Mr. Motor Racing" which you bestowed on Stirling Moss last season in recognition of his fantastic performances. One critic in particular has stated that he knows several drivers today who are Moss's equal. In reply to these outbursts, I would like to refer your readers to a certain article which was printed in some Dublin newspapers.

The article refers to a speech made by Enzo Ferrari at a Modena sports club dinner. Enzo said that he regarded Stirling as "One of the greatest of all time". He stated that Tazio Nuvolari, Italy's pre-war ace, was the only man who stood comparison with Moss. Moss could win a race in any type of car and emerged unscathed from accidents. He concluded by saying: "I think he is superior even to Manuel Fangio".

I think this is fantastic praise from a man who could not be called a great friend of Moss. I think this should be the answer to those who resent your title of "Mr. Motor Racing". I am afraid I will have to take Mr. Ferrari's opinion of Moss, rather than that of your more knowledgeable critics, who seem to see a Stirling Moss everywhere they look!

Long may you hail Stirling Moss as "Mr. Motor Racing"—the greatest of them all.

DUBLIN, EIRE.

DAVID C. MEANEY.

AS many others must have been, was staggered to read Mr. Fitch's letter in the correspondence column of your issue of 16th February.

If anyone, besides Mr. Fitch, thinks that there is another driver with the same qualities and capabilities as Stirling Moss he must be in a very small minority—one only has to look at his recent successes at Monaco, Nürburgring, in Australia and New Zealand and Florida to see how great he is.

This man has struggled for about 14 years to earn, and I mean earn, his title "Mr. Motor Racing", delighting millions of spectators with his skill and prowess, and I, for one, think he more than deserves it.

I hope AUTOSPORT can find a space for these few words of defence and praise for the world's greatest driver and that they may continue to publish such an excellent magazine.

CRAWLEY, SUSSEX.

MALCOLM GUTHRIE.

## Racing Numbers

THE daily press has made Stirling Moss the man who is now probably the biggest crowd puller motor sport has ever known. As such, organizers mostly allocate him the number seven. It would suggest that this is not only because he likes it, but as he is generally known to like it, and now to get it, it is also to make him more easily recognized by the crowd.

This seems to be a success as a way to make him recognizable to the non-expert public. Why not, therefore, extend this and allocate all the major drivers (say those of Grade "A" or perhaps a few more) a number which will be used for all international Formula 1 events and suitable other events (such as last year's T.T. or races organized without an attached Formula 1 event)? These numbers should be used for the whole time a driver competes regularly in this category of racing, not just for one year as in the case of the American track racers. They should not be allocated to others when only some of these drivers are competing at a meeting.

EPSOM, SURREY.

ADRIAN MORELL.

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

*LOOK of shock on navigator Ron Brown's face as AUTOSPORT'S Martyn Watkins takes notes from Anglia driver S. King may indicate the line of questioning!*

FROM the start at Brands Hatch the cars proceeded at a leisurely pace to a point east of Detling where the Rally proper started.

Crews were thrown straight into a series of tight sections which traversed the maze of tiny yellow roads around Queens Down Warren.

By the time control 8 was reached, things were already starting to warm up, since this control lay at the northern end of the white road from 873579 to 893587 which was covered in a slimy skin of mud about an eighth of an inch thick and many drivers reported contact with the surrounding landscape even though most were travelling very slowly.

From Control 11 to Control 12 the white road from 909567 to 914563 was used and proved very uncomfortable for the "Mini" brigade, since it consisted of two slippery, muddy channels with a high, and hard, grass ridge between them. After Control 12 the route wended its way eastward to Control No. 18 at 098463 and the start of Special Stage 1.



## VIC ELFORD/MIKE BUTLER (DKW) WIN THE MAIDSTONE AND MID-KENT "HOPPER"

At the start of the special stage, the navigator was handed a supplementary route card giving the location of four route checks in the form of codeboards and the finish control of the stage. Bogey time of 4 mins. 48 secs. on this first stage was achieved by only two crews, Tony Fisher/Brian Melia (Austin-Cooper) and D. Keen/Vaughan (Sprite), with Pat Moss/David Stone (SAAB) 11 seconds adrift and then a long gap to fourth fastest, Martin Mobsby/Straker (Austin 7) who were 40 seconds late.

Many crews suffered here from over-enthusiasm and in their efforts to remain clean found themselves flying past codeboards at high speed and then finding it necessary to reverse in order to read what the codeboard said!

Special Stage 2 followed almost immediately at Control 25, and this time the navigator's job was even harder, as he had to plot the positions of seven codeboards and the finish control and direct his driver over a section lasting 7 mins. 24 secs.

Once again bogey time was achieved

by only two crews, Vic Elford/Mike Butler (DKW Junior) and Brian Culcheth/Peter Noad (Sebring Sprite) whilst J. Gibbon/Dave Skeffington (VW) were seven seconds adrift in third place, and Ron Ambrose/Reg Exon (Allardette) lost nine seconds to be in fourth place.

Pat Moss/David Stone (SAAB) and John La Trobe/Julian Chitty (Rapier) will not easily forget the second Special Stage, for within 200 yards of the start competitors should have turned left. However, Pat went straight on and up a steep hill for some way before realizing her mistake, and having turned round, she was going down the hill at great speed when, surprise, surprise, there was John La Trobe coming up the hill towards her, having made the same mistake. Stopping for either of them was out of the question but, fortunately, at the precise moment when their cars met, the single-track road widened into a passing bay and they escaped with damage to nothing more than their nerves.

The route now zig-zagged towards the

Romney marshes, via a particularly nasty downhill right-hand bend at 156428 which saw the retirement of David Gray/Les Needham when their Austin 7 came to an abrupt halt upside-down in the middle of the road.

Although many people consider that looking for codeboards has no place in a rally of national status and the first two special stages had received a certain amount of criticism on this score, the third special stage along the track from 035271 to 020262, with a bogey time of 2 mins. 14 secs. and no codeboards to be recorded, proved to be more to most people's liking. Despite the rough going no fewer than five crews, Vic Elford/Mike Butler (DKW Junior), Tiny Lewis/John Brown (Herald coupé), Harvey/Cardell (Austin-Cooper), Pat Moss/David Stone (SAAB) and Brian Culcheth/Peter Noad (Sebring Sprite), were clean.

This was virtually the end of the first half of the rally, since the scheduled special stage from 918387 to 895390 was cancelled due to the dangerous condition of the road, and from control 53 competitors were directed straight to Control 56, at St. Michael's Garage, Tenterden, where there was a 30-minute break for coffee, hot dogs and petrol.

(Continued on page 501)



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## THE HAGLEY & DISTRICT L.C.C. TERRY WINS AT WELLESBOURNE First Appearance of Tony Marsh's New Hill-Climb Special

ON Saturday, 17th March, brilliant warm sunshine greeted the 54 competitors who took part in the Hagley & District Light Car Club's third annual closed speed trial at Wellesbourne Airfield, near Stratford-on-Avon.

The major award went to John Terry (Morgan Plus 4), who beat last year's winner, Frank Livingston (TR3), by a narrow margin, leaving the latter as class winner.

Terry's win was creditable indeed, especially in view of the fact that the engine was out of the car the day before and also steering troubles developed, so that he arrived only just in time for practice.

In this event, grand touring, modified and sports racing cars cannot qualify for the Hagley Trophy even if they record a faster time, and so it was actually Ray Meredith in his rapid Weber-carburetted Morgan Plus 4 who made b.t.d. and took the special G.T. award. Ray did this after a great struggle with the XK 150S of R. Rose and Malcolm Delingpole's ex-Sopwith Jaguar "E", all of whom recorded 58 seconds plus on their first runs. Next time Ray made sure of it with a time of 57 seconds. Rose thus won the class by 0.4 sec. from Delingpole, a truly remarkable perfor-

mance by the former driver, who handled the large 150S with great determination to beat the more recent Coventry product.

Malcolm Delingpole, however, made up for this by a win in the Sports Racing Class with his Lotus VII (58.47 secs.).

Another notable performance was put up by John Handley (Mini), who covered the one-mile course in 68.06 secs., easily winning the class for saloons up to 1,200 c.c. This would have been sufficient to take the 1,000 c.c. Sports Class as well, but the award went to J. Morris (M.G. Midget), after a battle with three Sprites.

Steve Neal in his lightweight cross-flow head Mini recorded 66.56 secs., thereby taking the up to 1,600 c.c. G.T. class.

In the afternoon, between the two series of competition runs, Tony Marsh made a surprise appearance with his new 2½-litre B.R.M.-engined hill-climb car. Tony did two electrifying demonstration runs on this, the car's first public showing. Tremendous power was evident as the beautifully engineered car stormed round the circuit in a blaze of sound to record a time of 48.2 seconds, almost 10 seconds quicker than any competitor! The car, which Tony has built himself, should be a formidable contender for the Hill-Climb Championship, always providing Marsh can find time amongst his full circuit-racing programme to do sufficient hill events. MAX TRIMBLE.

## FERODO COMPETITIONS BOYS GET A TASTE OF THE OTHER SIDE

IN the M.G. Car Club's (N.W. and N.E. Centres) Cockshoot Rally recently, notable amongst the entries were six teams from the Ferodo Motor Club, three of which were from the competitions department of this well-known brake lining company. Sydney Henson (competitions manager) and his son Peter, driving their Morris Mini-Minor; Alan Campbell, well known to all who have ever required brake service on the major rallies (he was at the wheel of his newly acquired Cooper-Mini, and was assisted in the navigation by Peter I. Anson). Third member of the competition department's team was John Smithurst, better known at the other end of the telephone when brake linings are wanted "yesterday". He handles the office side at Chapel-en-le-Frith.

Unfortunately none of them figured in the high-up names on the results sheet, the highest-placed crew being Syd and his son who managed a seventh place in general class and a first-class award (incidentally, they were assisted in the navigation by Phil Crabtree, the well-known northern enthusiast, who went along to give Peter the "gen" on rally navigating).

Ironically, John Smithurst, who was driving Arthur Hobson's Classic-engined Anglia and navigated by two Ferodo research workers, Ken Trees and Jack Nall, had to retire with, of all things, lack of stoppers due, they hastened to add, to a fractured brake pipe caused by a flying rock.

Anyway, this tough little 260-mile event in Lancashire, Yorkshire and Derbyshire convinced the Ferodo boys that the modern British night rally gives the brake linings a real caning, and all

are now able to talk the same language as the regular dicers when brakes are the topic of conversation.

Syd Henson also informs us that he is an old Cockshoot Cup competitor, but the last time he competed in this well-known northern classic was in 1938, when it was a trial. His mount then? An M.G., of course.

### Results

**Cockshoot Cup:** F. E. Grange/S. R. Gray (Anglia), 0 marks lost, test time 20.2 s. **Two-Two Cup:** D. Sisson/T. Rowland (TR3A), 0, 22 s. **Third:** J. Anderton/K. Barraclough (Anglia), 0, 23 s.

**First-Class Awards:** Daniels/Davies (Triumph Herald), 1, 23.6 s.; Edmondson/Middleton (Volkswagen), 6, 16.6 s.; Mellor/Simpson (Austin A40), 6, 21 s.; Henson/Henson (Morris Mini-Minor), 8, 19.6 s.; Parkinson/Barritt (Sunbeam Rapier), 8, 24.4 s.; Austin/Bentley (M.G. Magnette), 10, 25 s.

**Graham Cup (Best team):** Stockport Motor Club. **Novice Award:** Dawson/Hurst (Morris Mini-Minor).

## THAMES ESTUARY A.C. "ANNIVERSARY RALLY"

AN unpenalized run on the road and impeccable performances in the five driving tests *en route* gave R. A. Carter (Victor) a well-earned win in the Thames Estuary A.C.'s "Anniversary Rally" last Sunday.

Armed with marked maps—introduced for the first time on this event—38 crews left the start near Witham to tour 12 time controls and 21 route checks on Sheet 149. Despite the generous time allowance many cars were penalized on the road sections. As part of the course went over some devious bits of the "Cats' Eyes" route, there may be some excuse!

Secret noise checks throughout the event reported exemplary road manners from competitors, who were most careful to avoid any disturbance to the public.

### Results

**Overall Winner:** R. A. Carter (Victor). **Up to 1,300 c.c.:** D. Lintott (Austin 7). **1,300-2,000 c.c.:** D. A. Brown (Riley 1.5). **Sports Cars:** E. K. Gould (TR3).

## Commander Yorke—continued

penultimate lap Barak succeeded in passing the D-type, but was too far behind the leaders to challenge them. Addicott finally finished just 3.6 secs. behind Pierpoint.

Ken Baker and Robin Sturgess had another of their fantastic dices in their E-types, Robin finally taking the flag by a nose. Baker led at the start and it was not until lap nine when he went wide at Becketts that Sturgess got into the lead. Baker tried everything to get past Sturgess, finally trying the grass on the outside of Woodcote on the last lap. For consolation Baker made fastest lap, 1 min. 11.2 secs. Fred Warnell won the 1,301-2,000 c.c. class from the Motor Racing Register secretary Geoff Dempsey—they both drove A.C.-Bristols.

Despite the unpleasant weather conditions which upset the final race of the day, the Commander Yorke, everybody seemed to enjoy the day's racing.

THE Snetterton Motor Racing Club's International meeting on 14th April has received a first-class entry. The entries for the 136-mile Lombank Trophy Race for Formula 1 cars includes Stirling Moss, Innes Ireland and Masten Gregory (U.D.T.-Laystall Lotuses), Graham Hill and Richie Ginther (B.R.M.s), Jim Clark, Trevor Taylor and Peter Arundell (works Lotuses) and Jack Brabham's privately owned Lotus. The New Zealanders Tony Shelly and Ross Greenville have entered a Lotus and a Cooper respectively, and John Surtees and Roy Salvadori will drive Bowmaker-Yeoman Lolas or Coopers. Other entrants include Ian Burgess (Cooper), Keith Greene (Gilby), Chris Ashmore (Cooper), Wolfgang Seidel (Porsche), Graham Eden (Emeryson or Lotus) and Tim Parnell (Lotus). In addition, Jo Bonnier will drive the Venezia Porsche. The Formula 1 lap record, set up in March, 1961, stands to the credit of Roy Salvadori (Cooper) at 99.8 m.p.h. This year cars could well beat the old 2½-litre Formula 1 record of 105 m.p.h. recorded by Jim Clark (Lotus) in 1960.

The 54-mile Formula Junior event has attracted Hugh Dibley and Dennis Taylor (Lolas), Denis Hulme, Bill McCowen, Tony Maggs and John Love (Coopers), Chris Ashmore (Elva), John Fenning, Peter Ashdown, Peter Warr and Mike Spence (Lotuses), Bill Moss and Peter Procter (Geminis), Frank Gardner (Brabham) and many others.

The final race of the day, the 68-mile Touring Car event, sees Mike Parkes, Jack Sears, Graham Hill, Roy Salvadori, David Hobbs and Sir Gawnie Baillie in 3.8 Jaguars, John Sutton's Vauxhall Cresta and Nicky Byrne's Mercedes-Benz in the over 2,000 c.c. class, examples of Vauxhall, Borgward and Riley in the 2,000 c.c. class, and no fewer than sixteen Cooper-Minis (including reserves) in the 1,000 c.c. class. Amongst their pilots are Christabel Carlisle, Doc Shepherd, Tony Maggs, John Love, John Whitmore and Mick Clare. The 850 c.c. class sees John Alev's DKW Junior oppose Frank Hamlin's Mini, Neil Dangerfield's SAAB and another DKW Junior, that of the son of the man who tunes Alev's car!

"All-in" car tickets are available from Oliver Sear, S.M.R.C., Old Buckingham Hall, Attleborough, Norfolk. A few stand seats in the Esses at 10s. and the Hairpin at 7s. 6d. are still available.

**Hopper Rally—continued**

Within a few minutes of leaving the refuelling point, Tiny Lewis/John Brown (Herald coupé) turned left across a grass triangle instead of round it and were astonished to find their front wheels vanish into a hidden ditch. Fortunately two following cars were able to spare a minute or two and the Herald was, with a good deal of verbal assistance from Tiny from inside the car, man-handled vigorously back on to the road.

From Control 61 the route ran generally westward through a long series of both manned and unmanned route checks to Control 80 at 626112 and the start of the fifth and final special stage. This was a 4 mins. 30 secs. section running south across Pevensey Marshes, with steep-sided dykes waiting on either side of the road to claim any driver who was rash enough to run out of road—though fortunately none did. Here the SAAB of Pat Moss/David Stone was able to demonstrate its roadholding to the full and was the only car clean, with John La Trobe/Julian Chitty (Rapier) two seconds adrift and Vic Elford/Mike Butler (DKW Junior) and Tiny Lewis/John Brown (Herald coupé) tying for third place, at six seconds adrift.

There followed two sections of two minutes each, finishing just north of Pevensey, and a 40-mile run back to the finish at Tudor House, Bearstead. First cars started arriving from 4.30 a.m. and by 8.30 competitors had breakfasted, results were announced and prizes distributed.

It is interesting to note that, despite the apparent simplicity of the route and the roads, only four crews completed the road section clean, namely,

John Sprinzel/Graham Robson (TR3), John La Trobe/Julian Chitty (Rapier), Tony Fisher/Brian Melia (Austin-Cooper) and Vic Elford/Mike Butler (DKW Junior).

**Results**

1. Vic Elford/Mike Butler (DKW Junior), 147;
2. Tony Fisher/Brian Melia (Austin-Cooper), 303;
3. Tiny Lewis/John Brown (Triumph Herald coupé), 354;
4. B. Culcheth/P. Noad (Sebring Sprite), 380;
5. John La Trobe/Julian Chitty (Rapier), 427;
6. H. Hatchett/R. Britt (Triumph Herald), 516;
7. B. C. Russell/Miss A. Scott, 524;
8. R. McBride/D. Barrow, 530;
9. Ken Jury/D. Darrell, 531;
10. Pat Moss/David Stone, 558.

**"AUTOSPORT" CHAMPIONSHIP, 1962**

No entry forms are required by individual competitors in the 1962 AUTOSPORT Championship, but teams must be nominated by Monday, 30th April. These may comprise any three makes of car, sports-racing or G.T., or combined.

First event to count towards Championship points will be on 23rd April, i.e., Mallory Park National (G.T.) and Goodwood International (G.T. and Sports). Next will be the Maidstone and Mid-Kent M.C. Silverstone Meeting (G.T. and Sports). Full regulations and list of events will be published in next week's issue.

JOHN COOPER managed to visit Sebring before going to Marlborough, near Washington, for the Cooper-Mini junket.

DEAN DELAMONT is convalescing in the Royal Northern Hospital (Private Wing), Holloway Road, and would welcome visitors.

INNES IRELAND has acquired a radar-equipped Bonanza light aircraft, which will be flown to England by the Jim O'Connor organization of Texas.

**PAU ENTRIES**

A FAIRLY representative entry has been received for the Pau G.P. on Easter Monday. Sig. Dragoni has confirmed that two Ferraris will be competing; two Team Lotus machines will also start, with Clark in the V8 if it can be repaired in time.

Entry list: Ricardo Rodriguez (Ferrari), Lorenzo Bandini (Ferrari), Jack Brabham (Lotus), Maurice Trintignant (Lotus/Walker), Jim Clark (Lotus V8), Peter Arundell (Lotus), Nino Vaccarella (Lotus/Venezia), Jo Bonnier (Porsche/Venezia), Heinz Schiller (Porsche), Joseph Siffert (Lotus), Ian Burgess (Cooper), Tony Settember (Emeryson), Jo Schlesser (Emeryson), Bernard Colomb (Cooper), Kurt Kuhnke (Lotus/Borgward), Tony Marsh (B.R.M. V8), Jackie Lewis (B.R.M. V8), Ludwig Heimrath (Porsche).

STIRLING MOSS will drive an Abarth 1000 in the Circuit of Garda race for up to 1,000 c.c. G.T. cars on 1st May.

VIC ELFORD will be driving David Dixon's Cooper-Mini in various saloon car events.

TUNEX CONVERSIONS, LTD., have now moved to larger premises at Oak Grove Service Station, Penge, London, S.E.20. Castrol high-pressure lubrication, petrol and repair services are available and facilities also include a small foundry and reboring and crankshaft grinding. Race preparation and general tuning is available, while a dynamometer and full electric testing equipment will soon be installed. "Ted" Parkin has now been joined by Don Sim as a director.

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**JAGUAR XK140. 1955.** Fixed head, finished in dark green with overdrive, radio, heater, twin spots, washers. **£495**

**TRIUMPH TR2. 1955.** Two-seater, finished in B.R.G. with tan interior, with X tyres, heater, washers, luggage rack, spotlight. Choice of two from **£325**

**SUNBEAM ALPINE. 1959.** Finished in red with matching hard top and black interior. Modified engine, wire wheels, heater, screen washers. **£695**

**TR3A. 1961.** Two-seater. One owner, 7,000 miles only, superlative condition throughout, in pale blue with black hard top, fitted discs, wire wheels, overdrive, radio, heater, tonneau, washers. **£865**

**AUSTIN-HEALEY 100/4. 1954.** Two-seater. Exceptional, in red, with black hard top, with Le Mans modifications, wire wheels, heater, overdrive, X tyres, etc. Choice of two from **£365**

**M.G.A. 1958.** Fixed head coupe, finished in red with silver top, with radio, heater, twin spots, luggage rack, screen washers. **£565**

**JAGUAR XK150. 1959 series, drophead coupe.** One owner only, finished in dark grey and equipped with servo disc brakes, wire wheels, radio, heater, twin spots, washers. **£865**

**TR3. 1956.** Two-seater, just re-cellulosed in red with tan interior, with radio, heater, twin spots, washers, tonneau cover, X tyres. **£465**

**AUSTIN-HEALEY 3000. 1960 series.** One owner only from new, finished in turquoise green with grey interior, with disc brakes, heater, overdrive, screen washers, etc. **£695**

**M.G.A. 1957.** Two-seater, finished in Old English white with black upholstery, with radio, X tyres, luggage rack, etc. **£495**

**LOTUS XI. 1956 series.** Le Mans, just re-cellulosed in red with 1100 Climax unit, disc brakes, de Dion, wire wheels, close ratio gears, etc. **£445**

**RELIANT SABRE.** As distributors in the Midlands and the North of England we have an example of this new sports car on show now and we can offer earliest delivery. Demonstrations by appointment. Please write or call for further details.

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**H.R.G. 1500. 1948.** Two-seater. Full history available on this superbly maintained example finished in French grey, with spotlight, tonneau, etc. **£245**

**JAGUAR XK140. 1956.** Fixed head coupe, finished in green, with overdrive, radio, heater, X tyres, twin spots, washers, two owners only. **£495**

**AUSTIN-HEALEY SPRITE. 1958.** Two-seater, finished in Old English white with red interior, fitted all works extras including radio, heater, tonneau cover, etc. **£425**

**AUSTIN-HEALEY SPRITE Mk. II. 1961.** Two-seater, one owner, 4,000 miles only. As new throughout, in white with black upholstery, with heater, tonneau cover, screen washers, etc. **£625**

**ASHLEY. 1961.** Two-seater, one owner, 8,000 miles only. Superbly built, with all new parts (costing £720), with 100E unit with stage IV Aquaplane modifications, close ratio gears, X tyres, full weather equipment, tonneau, wing mirrors, wood-rim steering wheel, rear seat, etc. **£495**

**LOTUS ELITE. 1958.** A well-maintained example in white with black interior, modified engine, twin carbs, radio, Pirellis, etc. **£895**

**M.G.A. 1958.** Two-seater. One owner from new, finished very attractively in white with black interior, with luggage rack, radio, spotlight, etc. **£562**

**TR2. 1955 model.** Two-seater, in black with matching hard top and red upholstery, fitted X tyres, luggage rack, etc. Choice of two from **£345**

**JAGUAR XK140. 1955.** Drophead coupe. A specimen example in pale grey with red upholstery, with heater, twin spots, washers, etc. **£495**

**M.G. TF. 1954.** Two-seater. A very attractive car finished in pale metallic green with red upholstery, with full length tonneau cover, wing mirrors, etc. **£375**

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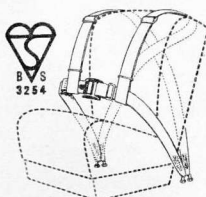
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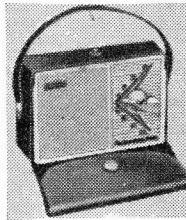
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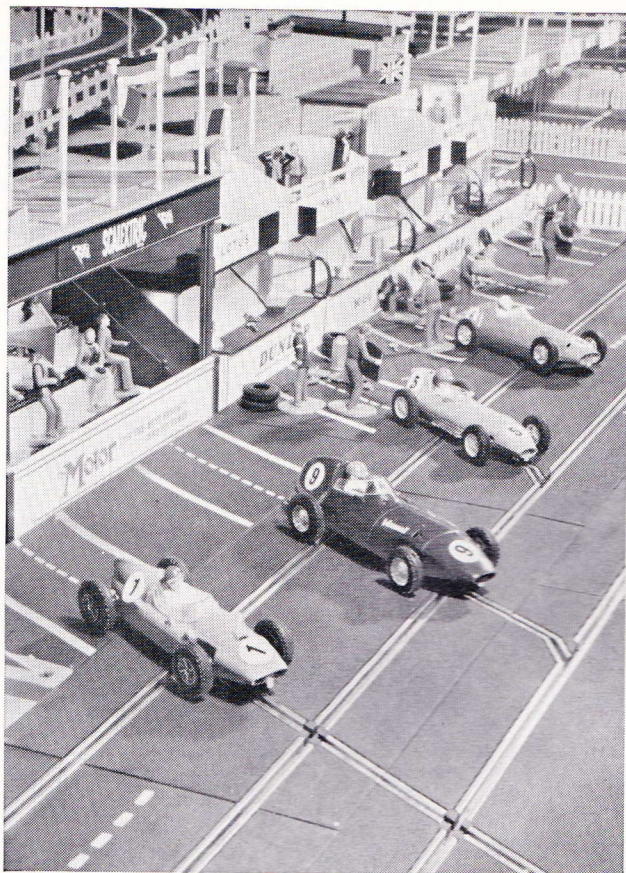
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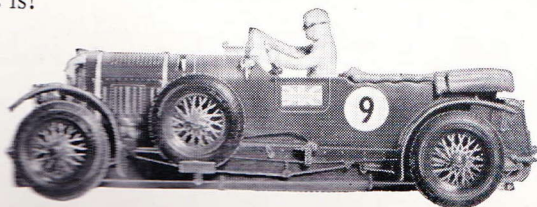
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