

SNETTERTON INTERNATIONAL

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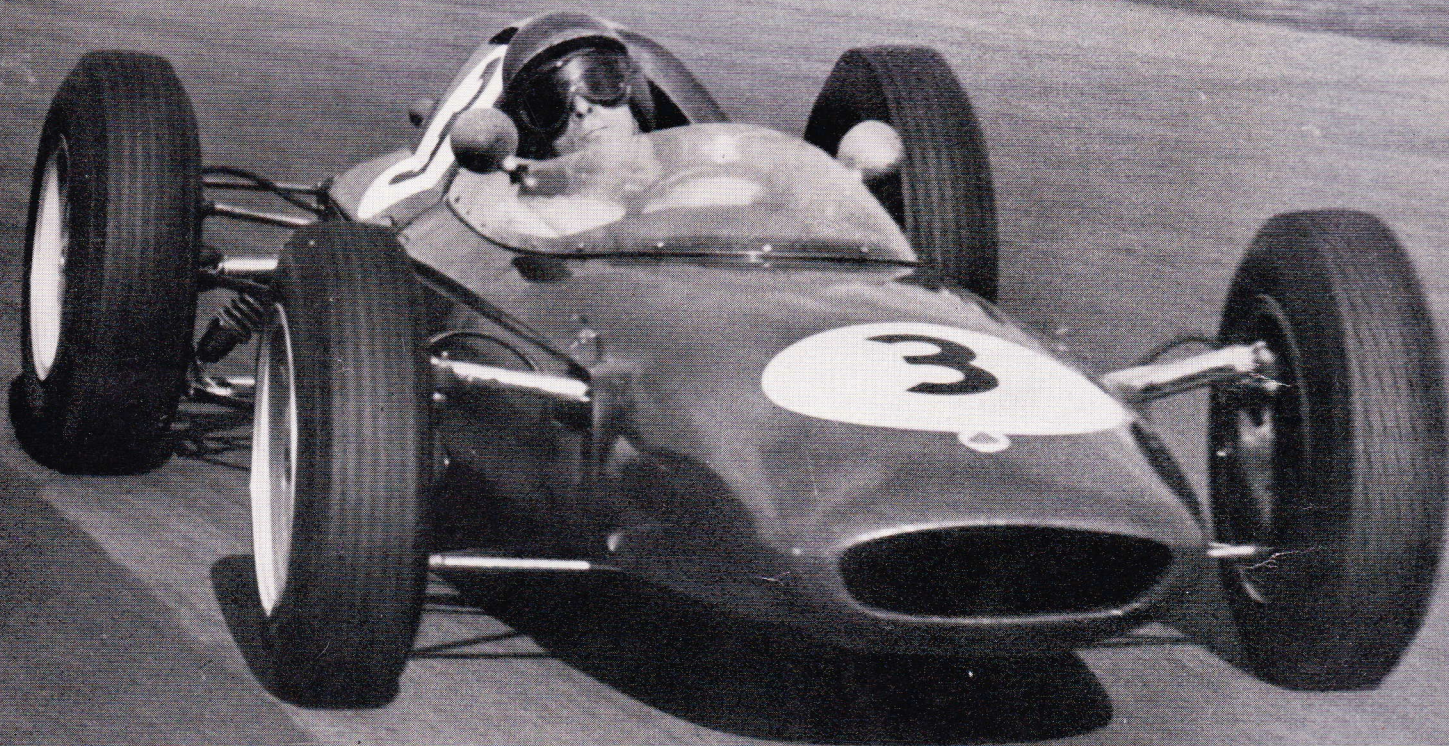
BRITAIN'S MOTOR SPORTING WEEKLY

APRIL 20, 1962

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EVERY FRIDAY
Vol. 24 No. 16

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



IN THIS ISSUE

FERRARI—THE MAN AND HIS MACHINES

STUDEBAKER LARK ROAD TEST : EASTER PREVIEW



Do Lancia carry comfort too far?

Even with six up, it's not too close for comfort in a Lancia Flavia. Because the Flavia has enough comfort to satisfy a maharaja. Someone dubbed it the observation car. (It's so light inside). You don't sit in it, you recline. (Full length if you want a good night's rest). The boot is like a loft. And if you don't have a chauffeur to watch over you, the Flavia has the next best thing: a night warning light fitted into the trailing edge of the doors.

Is this much comfort good for you? You only have to drive a Flavia to clear away any doubts. People who do have a chauffeur don't give him the chance to drive their Lancia Flavia.

Here's why.

The Flavia packs as much performance as

a car built half as high – and half as comfortable. Admittedly there's no noise. But don't be fooled. When you turn the key in a Flavia you forget you're in an opulent limousine. The highly advanced Italian 1½ litre flat-four engine – driving through an all-synchro gearbox to the *front* wheels – saves all the Flavia's power for going forward. Even at 90 m.p.h. the Flavia isn't fully extended. It's an exhilarating car. It manoeuvres like a figure skater. And it's safe. Power operated discs are fitted to all four wheels. The Flavia stops just as soon as you think about it.



Didn't grandpa once say something about service difficulties? The Flavia is Italian; and it costs £1,998 17s. 9d. Obviously you don't want to leave this kind of car to look after itself. So please note: you don't have to. The fact that only 400 Flavias are imported each year is an advantage. Flavia agents are hand picked. They not only know Flavias intimately. They don't see so many of them in a week that they won't take a special interest in yours!

If motoring can be this easy – and still be this exciting – is there any further need to go on behaving like a Spartan? Think it over. Or better still talk it over at Lancia, 16 Albemarle Street, W.1.

LANCIA OF ITALY

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Vol. 24 No. 16

April 20, 1962

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EDITORIAL

SORTING THEM OUT

IN about a month, more or less, the *Grande Epreuve* season gets under way, starting this time with the Dutch Grand Prix (also the European Grand Prix) at Zandvoort. It is being strongly rumoured in Continental racing circles that the new Porsche Formula 1 car, with the new eight-cylinder engine, is to make its first racing appearance there, and, of course, the Ferrari works team will be there in strength. It is, therefore, of vital importance that the new British V8 engines should be sorted out, for it can be safely assumed that the red and silver cars will be all out to establish early supremacy in the championship table. The Ferrari, of course, has proved itself with a scintillating series of successes in the 1961 season, and this year, in addition to its now excellent road-holding, will be powered by an even lustier engine. The eight-cylinder Porsche unit has been undergoing exhaustive testing for some long time now, and will be as good as it can be without actual competition experience before the German experts let it run. There is, of course, no substitute for the testing conditions of real racing, and it may well be found that there remain a few "bugs" to be eliminated. Notwithstanding this, British engineers must carry on with the all-important tasks which face them, for the V8s from Bourne and Coventry would appear to need still more work before they can be regarded as ready to win a World Championship Grand Prix. Throttle-linkage trouble delayed Stirling Moss's Lotus at Snetterton on Saturday, and Graham Hill's B.R.M. was beset by a chronic misfire. Even Jim Clark's winning Lotus was troubled by an engine that was distinctly off-song. We can be encouraged by the astonishing performance put up by Stirling Moss, in unfavourable weather conditions, once the throttle-linkage trouble had been rectified, but the bother had already cost him five laps and even the maestro himself found it impossible to make up a deficit of this kind.

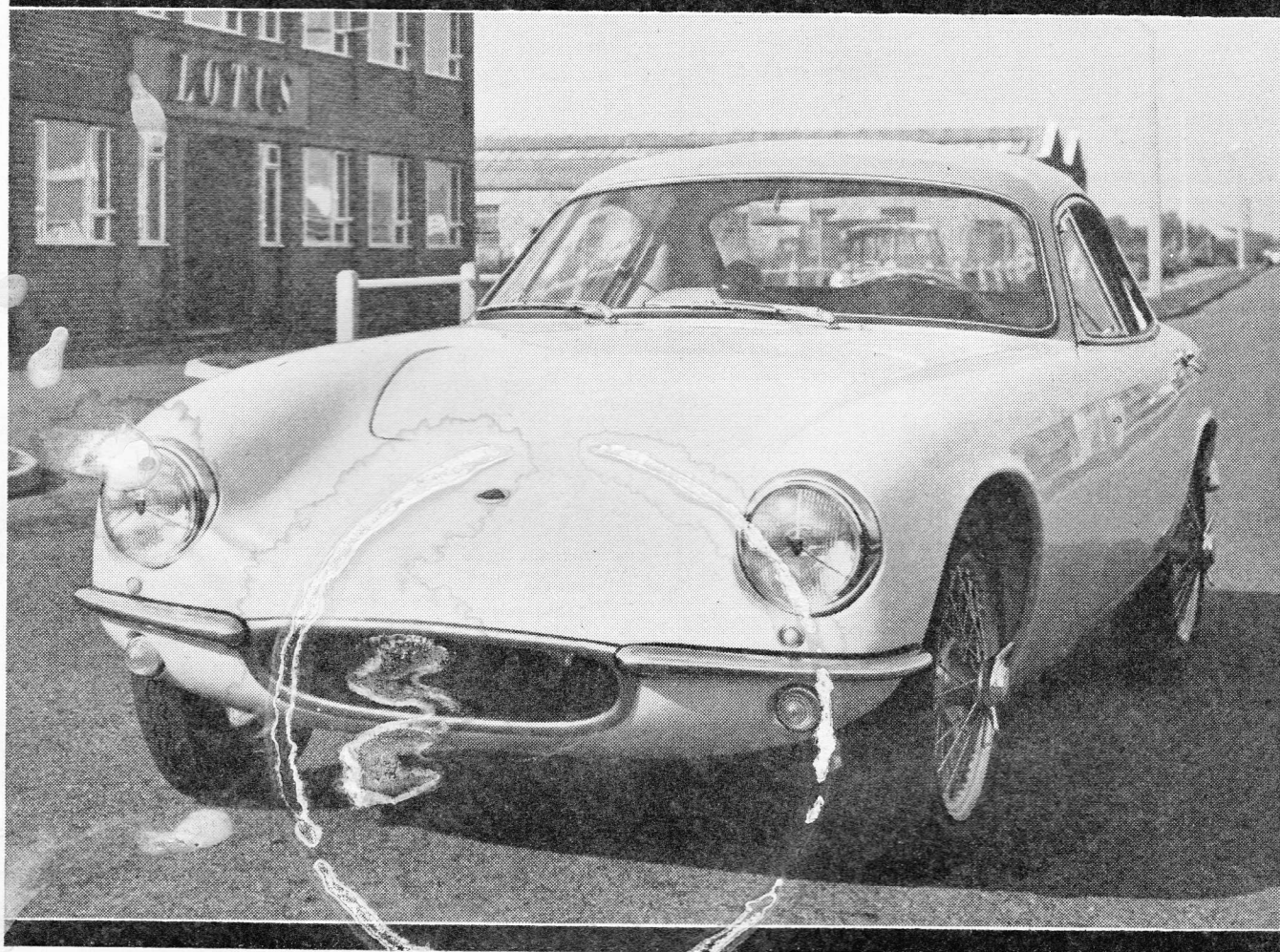
EASTER WEEK-END

IT will be a bumper Easter week-end for the enthusiastic motor sportsman. Always one of the busiest periods of the year, this year the holiday is unusually rich in top-class sporting fixtures. An international rally, an international race meeting—the traditional Easter Monday Goodwood event—and a Continental Grand Prix are the highlights of a week-end which has an event to interest just about everyone. And apart from the spectators, more people than ever seem to be competing this time: the B.R.S.C.C. has the largest-ever Easter Monday entry for Brands Hatch, with more than 190 cars—and this is just one of half-a-dozen race meetings!

OUR COVER PICTURE

FIRST WIN FOR BRITISH V8: Last Saturday the British public was able to see the new British V8 engines performing for the first time—these engines having previously been raced only abroad. Jim Clark, in the Grand Prix Lotus 24, won the Lombank Trophy Race at Snetterton after a fight with Stirling Moss in a U.D.T.-Laystall V8 Lotus and Graham Hill's V8 B.R.M. which finished second.

SUPER 95



The latest expression of the Lotus theme, the SUPER 95 is specifically designed for peak road performance. More power with the 95 b.h.p. Coventry Climax O.H.C. engine, even more stopping power from the new 4-wheel servo assisted disc brakes and greater flexibility from the all synchromesh close ratio gearbox. These and many other new refinements combine to present the finest and fastest light G.T. car in the world. When purchased in component form, the SUPER 95 can be assembled for £1,595. Why not telephone the Factory Sales Department, at Waltham Cross 26181, and arrange a demonstration run.



RON FLOCKHART

THE death of Ron Flockhart last week has shocked and saddened the motor racing world. He was killed when the Mustang aircraft he was testing before making a second attempt on the Sydney-London air record crashed into wooded countryside in the Dandenong Range, near Melbourne, Australia.

Ron began his motoring career in 1948 with a souped-up M.G. He later graduated to an F3 Cooper powered by a Vincent Black Lightning 1,000 c.c. engine. At the end of 1951 he purchased the original E.R.A., R.1.A. This was followed by the ex-Raymond Mays car R4D. After a splendid season in 1953 the Owen Organization asked him to drive B.R.M.s in 1954. Apart from racing, Ron put in many hours testing B.R.M.s and one cannot help feeling that he never received enough recognition for the tenacity with which he stuck to the car when others fell back.

In 1956 he joined Ecurie Ecosse and went on to win the two greatest victories of his career at Le Mans in 1956 and 1957.

A soft-spoken, extremely likeable Scot, Ron was the kind of man all too often scoffed at in this day and age—a man who loved a challenge. Flying was his great love, perhaps even more than racing, and he passed on his tremendous knowledge to many others, including Jack Brabham. The Sydney-London record attempt was just the challenge for Ron and we all had high hopes that this time he would succeed.

To his business associates and to his wife, Gillian, whom he married only a year ago, AUTOSPORT offers its deepest sympathy. He was a fine man.

The funeral was held last Tuesday at the Presbyterian Church, Melbourne. The body was cremated and the ashes are being flown home to Edinburgh where they will be scattered from an aeroplane over the Pentland Hills, south of Edinburgh. A memorial service will be held in London when Mrs. Flockhart returns from Australia.

JACK BRABHAM'S Formula 1 Lotus was completely destroyed by a fire last week. The fire started when the battery shorted and ignited some petrol lying in the undertray, the car having just been washed down. The car did not have the V8 engine installed, but a Mk. II four-cylinder Climax. Jack will not now be able to race until he has taken delivery of a new Lotus chassis and his V8 Climax engine.

PIT and PADDOCK

THE touring car race at the International B.R.D.C. Silverstone meeting on 12th May looks like being a most interesting event. In addition to the usual Jaguars, Minis and things, three works Ford Zodiac Mk. 3s have been entered for Stirling Moss, Innes Ireland and Jeff Uren. Two Chevrolets, two BMW 700s, four Vauxhall VX4/90s and a Vauxhall Velox will also be there.

SAFARI RALLY

THINGS are warming up for the Safari Rally which starts from Nairobi on 19th April, with the record number of 107 entries. The draw for the starting order has been made; Eric Jackson and I have discovered that our Mark III Zodiac will leave last of all, over 5 hrs. behind the first car. Crews are dispatched at 3-min. intervals.

All crews are occupied with recce. work. Soon after our arrival the rains came and there are reports of very adverse conditions in Tanganyika. Ronnie Adams had some trouble with one of the Rover recce. cars, and had to thumb a lift to civilization. Anne Hall and Lucille Cardwell are trying to do the entire 3,150 miles in a practice Zephyr and have been away for several days. Our Ford team has split up for recce. For example, experienced Safari driver David Martin is taking me round the northern leg and this will take three days or more. Edward Harrison, Eric Jackson, Gerry Burgess and Tom Wisdom are going south. Burgess is taking the new Mark III, which has been kept hidden till the official release date.

Eric Carlsson/Karl Svensson and Pat Moss/Ann Riley are already here with their SAABs, and other arrivals include the Mercedes-Benz drivers Baron de Korf and Hans Eger. Also here are Syd Henson (Ferodo), Jimmy Hill (Castrol) and Jack Welch (Ford), who will be joined by other technical folk. Bill Bengry and J. J. Feeney have been putting in hundreds of miles in a Peugeot "404".

GREGOR GRANT.

RELIANT SABRE has been entered for the Tulip Rally, to be driven by Peter Easton, the company's public relations consultant, and Arthur Rusling, the trade sales manager. A new G.T. version of the car will be used and Reliants have entered the car to gain valuable experience.

TONY RUDD has been appointed chief engineer of B.R.M.s in place of Peter Berthon. Rudd will control the racing side while Berthon will look after the sale of engines and development.

STEVE OUVAROFF will be driving the new works Alexis this year and the two 1961 cars will be entered by Team Alexis for Eric Harris and David Prophet. The new car is powered by an 1,100 c.c. Holbay-Ford engine and uses a five-speed Volkswagen gearbox. Its first outing should be Silverstone on 12th May.

DAVE RILEY and Pete Sissons have come all the way from Rhodesia for a full season's Continental motor racing. Riley will be driving a 1962 F.J. Cooper-B.M.C. and Sissons is to help with the preparation, etc.

MINTEX WITHDRAW

AFTER 12 years, during which time their racing experience has proved to be of great assistance in the development of Mintex materials, Mintex have decided to withdraw from Grand Prix and Sports Car racing. They state that there is now a great divergence between the needs of lightweight Grand Prix cars running in comparatively short races and those of current production cars. Nevertheless, the Mintex Competition Services will continue to cover International rallies.

JIMMY CLARK and Trevor Taylor will be driving a 1,500 c.c. Lotus 23 at the Nürburgring 1,000 kms. race.

PETER JOPP will be driving a fully modified Sunbeam Rapier in all major events this year. The car is entered and prepared by Mountain's Garage, Hildenborough, Kent, the proprietor of which is rally and racing driver Alan Fraser.

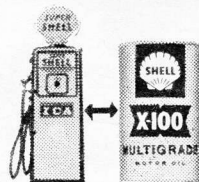
THE H.R.G. Association have entered three H.R.G. "1500s" in the Land's End Trial which starts on Good Friday (today). Ted Dennis, driving a 1949 car, is starting from Launceston while Brian Symes and Ian Dussek, in a 1949 and a 1948 car respectively, are starting from London.

THERE will be a National Open race meeting at the Roskilde Ring, Denmark, on 27th May. There are events for Formula Junior, Sports, G.T. and Touring cars. Entry forms are available from the Roskilde Ring's Sekretariat, 26 Nydrogade, Copenhagen K, Denmark.



EDWARD LEWIS, the well-known Riley 1.5 driver and Northampton shoe manufacturer, has produced a new line in driving shoes. Westover Driving Shoes have been designed to give maximum comfort and safety, with extremely good wearing properties, for all types of driving, particularly racing and rallying. They are made of real leather throughout and the sole is stitched so that there is a minimum amount of edge to catch on the pedals. The heels are protected to safeguard both the shoes and the car's interior floor covers. These top quality shoes are excellent value at £3 5s. per pair and are available from either Edward Lewis or Paul Doughty (B.R.S.C.C.) at most major race meetings or by post from Westover Engineering and Trading, 65 St. James Road, Northampton.

Shell's-eye view of the new Lola



JOHN SURTEES



Will history repeat itself for John Surtees at Goodwood next Monday, 383 days after his fine victory in the 1961 round of the Glover Trophy series?

Last Easter John drove Yeoman Credit's Formula 1 Cooper-Climax (on Shell) at a winning speed of 95.76 mph. This was not only Goodwood's fastest but the fastest anywhere in Europe over Easter. Surtees (seven-titled motorcycle champion of the world) drives for the same team this year, now re-titled Bowmaker-Yeoman Racing Team.

However, his mount will now be the all-new Formula 1 Lola, latest limb of a family tree which has already sprouted brilliant sports cars and formidable Juniors.

From its shark snout to the jutting tail of its 5-speed gearbox, this Lola has out-and-out racing breeding. The V8 Coventry Climax engine sits low in

a multi-tube space frame, just behind the cockpit. It breathes in through four two-choke Weber carburettors and out through an eel-pie of pipework coupling opposite banks of cylinders.

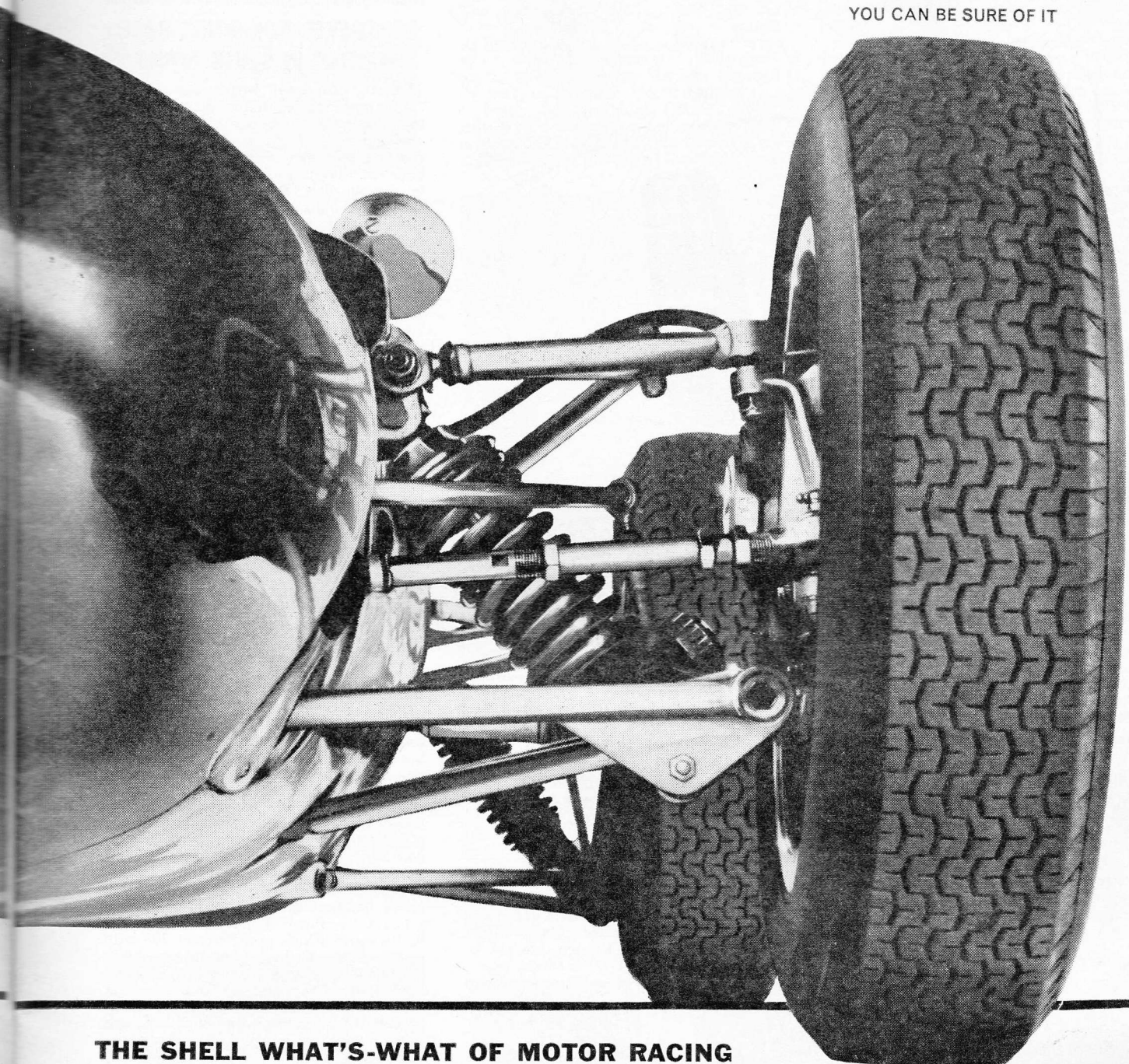
Coil-spring independent suspension on all wheels, magnesium alloy wheels, disc brakes all round, rack and pinion steering and fibreglass body panels complete the portrait of a Lola.

With about 190 BHP under his foot pushing an all-up weight of 990 lb., Surtees has over three times the power and half the weight of a Ford Classic—itsself a lively performer.

John's team-mate, also on a Lola, will be Roy Salvadori who finished third in the 1961 Glover Trophy. These partners have more than cars in common. Like many other top racing drivers, they both go well—on Shell.

GO WELL- GO SHELL

YOU CAN BE SURE OF IT



THE SHELL WHAT'S-WHAT OF MOTOR RACING

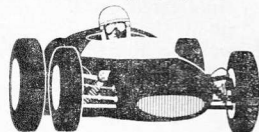
Just for the record, Shell summarise the main classes for you. There's one formula common to every class—Super Shell in the tank, Shell X-100 in the sump. The world's top racing drivers win on it.

FORMULA 1. Motor racing's First Division. F1 cars contest the Grand Prix events. The F1 prescription: single-seat bodies, exposed wheels; engine limit 1500cc, no supercharger; commercially obtainable fuel; minimum car weight 990 lb.; roll-bars compulsory.

FORMULA Junior. Nursery for Grand Prix talent. FJ cars look like scaled-down Grand Prix machines, but the 'fundamental elements' must be 'derived from a touring car.' Fundamental elements often include Ford and BMC production engines. Engine size is limited to 1100cc.

SPORTS CARS. Everybody knows a sports car when he sees one, but the FIA takes nine printed pages to define it. It boils down to: 2 seats minimum; open or closed body. There are 15 engine displacement classes but no ceiling and no base-ment; silencers are compulsory.

GT CARS. GT is linguistically international—Grand Touring. Gran Turismo, Grand Tourisme. Akin to sports cars, though generally more habitable. At least 100 Grand Touring cars of a given type must have been built before it qualifies for racing.



The new Formula 1 Lola



The Formula Junior Cooper



Ferrari, sports car par excellence



Sunbeam Alpine, in the GT tradition



IN last Sunday's Coupe de Bruxelles meeting, Billy Blydenstein and Lucien Bianchi (Cooper-Minis) were first and second in the 1,000 c.c. touring car event. Les Leston won the 851 c.c.-1,300 c.c. G.T. race in his familiar Elite "Dadio", and Ben Pon (Porsche) and Pierre Noblet (Ferrari) won the 2,500 c.c. and over 2,500 c.c. categories respectively.

JIMMY CLARK is having a Hobbs Mechanical gearbox fitted to his Elite.

THE British Motorsport Association will be holding film shows at Lambeth Town Hall on 30th April, 28th May and 14th June. Further details are available from S. J. N. Wright, 35 Kings Road, Westcliff-on-Sea, Essex.

JIMMY MCMANUS, who was in charge of the London branch of the Donald Healey Motor Co. for several years, is now in charge of Douglas Wilson-Spratt's new Healey Centre.

EASTER SPORT ON THE AIR

B.B.C. Light Programme,

Easter Monday

GOODWOOD

During the afternoon's sporting broadcast between 2.31 p.m. and 5 p.m., there are reports at 2.31 p.m., 3.15 p.m. and 3.40 p.m.

Independent Television,

Easter Monday

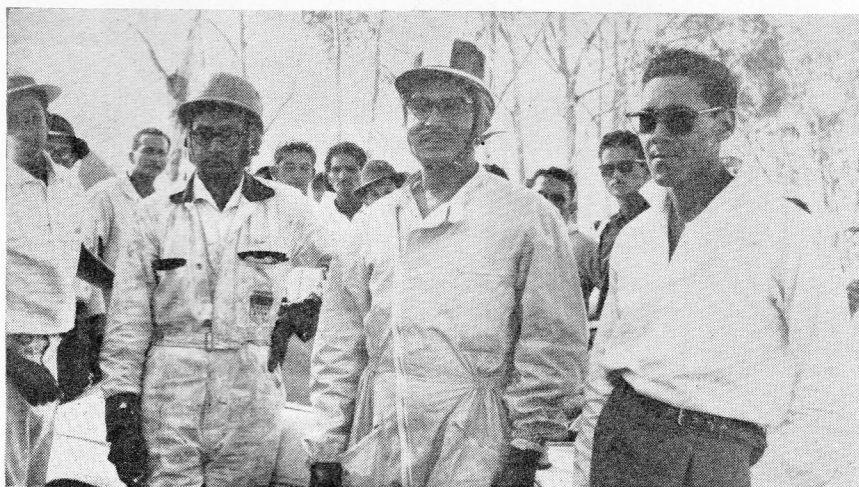
GOODWOOD

1.15 p.m. — 1.30 p.m.

3.35 p.m. — 4.00 p.m.

4.30 p.m. — 5.00 p.m.

HISTORIC PHOTOGRAPH: The leaders in the first-ever non-White race in South Africa pictured together. (L. to r.) A. "Bunny" Floris, third, Manie Fakir, first, and Willy Wilsnagh, second.



SPORTS NEWS

FIRST-EVER NON-WHITE RACE MEETING IN SOUTH AFRICA

FRIDAY, 6th April, was a day of great importance to motor racing fans in the Republic of South Africa. What was certainly the first non-White race meeting was staged and it is generally believed that it was the first such event in the world! It was fitting that this race took place on Van Riebeeck Day, as this public holiday commemorates the discovery of South Africa.

This race was one of 10 events in a meeting staged by the Metropolitan Motor-cycle and Car Club, who, incidentally, own the Killarney Circuit, and comprised a five-lap production car event. It was originally decided to cancel this event as a letter had been received from the Minister of the Interior, Senator J. de Klerk, stating that the Government "could not give its blessing to this event and would rather it was removed from the programme." In a statement, the Chairman of the club, Mr. A. MacDonald, said that "while it was far from his, or the club's intention to counter the advice of the Minister, whose sincere and fair letter was much appreciated, the event was being reinstated in view of the strong public demand. We feel that by doing so we will be contributing materially to the goodwill between White and non-White races and the Government."

The race took place on the City's hottest autumn day since 1933 (temperature in the sun was well over 100 deg. F!) and several spectators fainted during the day. Out of the 12 cars entered for this event it was disappointing to see only seven on the grid, but these certainly gave a fine display of "no-nonsense" motoring. There was certainly a variety of cars entered, ranging from a Fiat 1100 to an Opel Kapitän and a Porsche Speedster! The latter was clearly the fastest (not surprisingly!) and was driven well by Manie Fakir, although the next man home, Willy Wilsnagh, in a three gear Volvo 544 was easily the best driver, but suffered from a heavy handicap. Third man home was A. "Bunny" Floris in a Peugeot 203 with a 403 motor, followed by Johnny Hendricks in the Fiat 1100. The two leaders both had a few anxious moments on Malmesbury Sweep, but good correction brought them back on line and these two well-prepared cars continued down the straight.

Manie Fakir's average lap time was 2 mins. 13 secs., very creditable indeed when compared with the winner of the European production car race, whose average lap time was 2 mins. 12.3 secs., and who was driving a very hot Anglia 109E (hot enough to stay on the tail of an Alfa-Romeo Sprint Speciale!).

In retrospect it is felt that this will be remembered as the birth of non-White motor racing, and the extremely widespread press coverage which this race received certainly proves that the country is very interested in this new class of event, albeit that the different races may not compete together in the same event.

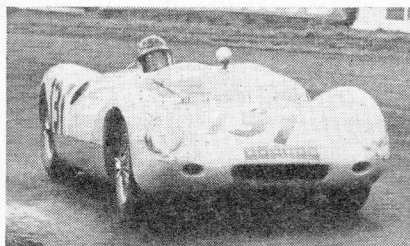
DALE GORDON.

A Preview of one of the busiest motor sporting programmes of the year by MICHAEL KETTLEWELL



THE Easter Holiday programme is always one of the busiest of the year in the motor sporting world and this year is no exception. Although the British motor racing season started about a month ago, one never feels that it is in "full swing" until Easter has passed.

On Good Friday (today) the Motor Cycle Club two-day Land's End Trial starts, and, across the Irish Sea, the International Circuit of Ireland rally, organized by the Ulster Automobile Club, gets under way. A very respectable entry has been received, including Sydney Allard (Ford), Bobby Parkes (Jaguar), Hugh O'Connor Rourke (TR4) and many Irish experts including, in fact, last year's winner, Paddy Hopkirk, who will drive a Sunbeam Rapier.



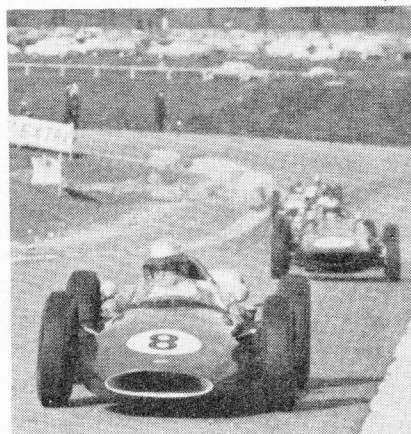
The Northern Centre of the British Racing and Sports Car Club are holding a race meeting at Rufforth on Saturday and, as usual, all the regular northern competitors will be there. Rufforth is five miles west of York. On Sunday, we have two sprints, the Swansea Motor Club's Pembrey event and the Romford Enthusiasts' Car Club's Witchford sprint. Pembrey is seven miles west of Llanelli and Witchford one and a half miles from Ely.



Monday, of course, is the day. As usual, the British Automobile Racing Club have their International meeting at Goodwood which starts at 1.30 p.m. with an event for saloon cars, the St. Mary's Trophy Race. The battle between the Equipe Endeavour and the John Coombs Organization, fought with 3.8 Jaguars, should be extremely exciting as Mike Parkes and Jack Sears are in the Tommy Sopwith machines and Graham Hill and Roy Salvadori in John Coombs's. However, Sir Gawaine Baillie and David

THE EASTER HOLIDAY

Hobbs, who will drive the Peter Berry car, will not let them get too far away. The class for 3,000 c.c. saloon cars has been cancelled due to the lack of entries so next we come to the 1,600 c.c. class which sees Peter Harper and Peter Procter in works Sunbeam Rapiers opposed by the similar, Alan Fraser-entered cars of Peter Jopp and Alan Fraser himself. Ellis Cuff Miller pilots yet another Sunbeam, Alan Hutcheson, Peter Pilsworth and Edward Lewis are in Rileys and



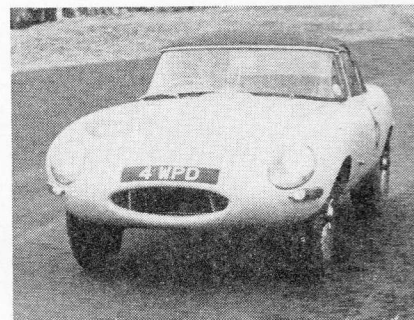
"Laurie" Lawrence drives a Borgward. Poor John Aley, with his little DKW, is in the 1,000 c.c. class this time. It will be interesting to see how many of the eight Cooper-Minis he can conquer. Amongst their drivers are John Whitmore, John Love and Billy Blydenstein in John Cooper-entered machines and Doc Shepherd and Christabel Carlisle in Don Moore cars.

The Chichester Cup, for Formula Junior cars, should be most interesting. John Hine, Dick Prior and Dennis Taylor (Lolas), two un-named drivers in works Lotus 22s—possibly Alan Rees and Bob Anderson—Tony Maggs and John Love (Tyrrell-Coopers), Bill Moss and Peter Procter (Geminis) and Frank Gardner (Brabham), are the people to watch. But John Rhodes (Ausper), Bob Hicks (Caravelle), Richard Attwood, Bill Bradley and Bill McCowen (Coopers), Peter Ashdown, Mike Spence and Brian Whitehouse (Lotuses) will be with them too!

The combined G.T. and sports car race looks good too. Either Stirling Moss or Innes Ireland will drive the U.D.T.-Laystall Lotus 19, and Listers, a Jaguar, an Aston Martin, a Cooper Monaco, a Lola and three Lotus 23s are also entered in the sports car class. The G.T. class abounds in hairy heavy metal in the shape of either Moss or Ireland in the U.D.T.-Laystall Ferrari Berlinetta, Mike Parkes, David Piper, Chris Kerrison and G. Lohstrater in further Berlinettas—the latter in Wolfgang Seidel's car—Roy Salvadori in either a Ferrari or an Aston of John Coombs, Graham Hill in the John Coombs Jaguar E-type and more E-types for David Hobbs and Peter Sargent. Dan Collins drives the Armoured Car Co.'s Chevrolet Corvette—what an armoured car!—and Mike Salmon and Graham Warner drive Aston Martins—the latter in a John Ogier entry. Dickie Stoop (Porsche), Les Leston, Peter Jopp, Richard Melville, Jon Derisley, John

Whitmore and Ian Harrison-Hansley (Lotus Elites) and Simon Minoprio (Marcos) further augment the talented field.

And now for the big stuff. The Goodwood International "100" for Formula 1 cars unfortunately clashes with the Pau Grand Prix once more and therefore there is very little International material as regards cars—it comprises Wolfgang Seidel's Porsche. However, in addition to the British contenders, there are drivers from America, New Zealand, Germany and Belgium. Graham Hill and Richie Ginther will drive V8 B.R.M.s, Trevor Taylor will probably drive the works Lotus, Bruce McLaren is due to give the 1962 Formula 1 Cooper its début and John Surtees and Roy Salvadori form the Bowmaker-Yeoman challenge, driving either Lolas or Coopers or



any combination of the two. Stirling Moss drives a U.D.T.-Laystall Lotus, probably a V8, and Innes Ireland and Masten Gregory back him up in similarly entered machines. A works Emeryson is promised, though its driver has not been nominated, and Gerry Ashmore has entered both a Lotus and an Emeryson—he will drive the former and "X" will drive the Emeryson. Wolfgang Seidel has entered his Porsche and a Lotus for fellow-German Gunther Siefert. Two more Lotuses are due to be driven by the American Jay Chamberlain and the New Zealander Tony Shelly and André Pilette's Emeryson-Climax and Keith Greene's Gilby-Climax



complete the field. Most of the entrants in the 100-mile race will be taking part in the 50-mile Lavant Cup race which is restricted to four-cylinder machines. This keeps out the B.R.M.s and probably Moss's Lotus, amongst others.

The British Racing and Sports Car Club have received their largest-ever Easter Monday entry—190 cars—for their meeting at Brands Hatch which is scheduled to start at 12.30 p.m. Two

(Continued on page 552)

Now that the racing season has started, many newcomers will be officiating for the first time and I would recommend them to read my first article on motor race marshalling. I now propose to bring to light some of the expectations of what a pit marshal's job entails.

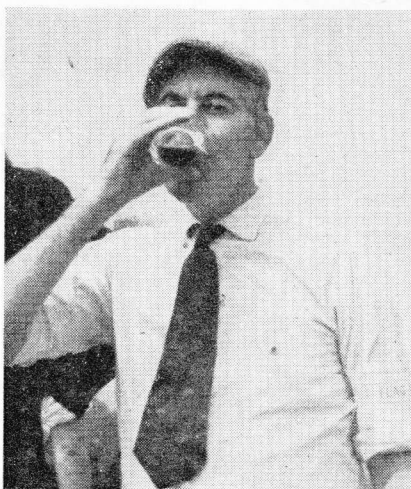
As with other officials, the pit marshal, having received and understood his instructions, and having signed-on at the circuit, will collect his arm-band and report to his chief pit marshal who is usually situated in the pit area.

The chief pit marshal briefs the pit marshals and, if this has not already been done, he will allocate them positions. They will then synchronize their watches, collect their programmes and proceed to their positions. On taking up their positions, they will familiarize themselves with the fire equipment to hand and see that it is correctly positioned.

The pit marshals must check on the possibility of fuel stores in their area and they must ensure that nobody smokes. Even though fire marshals may be to hand, the pit marshal must know how to operate the fire equipment, just in case the fire marshals may be dealing with another fire hazard.

As in most prohibited areas, one will always find unauthorized persons appearing on the scene and the pit marshals must ensure that they are kept out of the area. This rule also applies to other officials, other than chief marshals, whose duties are not in the pit area. Overcrowding of the pit area can cause chaos and may hinder others who have an important job to do.

This also applies to the mechanics, and the pit marshal must take steps to see that only the authorized number of mechanics per car are in the area. Any mechanics or other officials using the pit area as a grandstand must be politely asked to leave. At all times be courteous and firm in your handling of all con-



The Author having time off for a noggin.

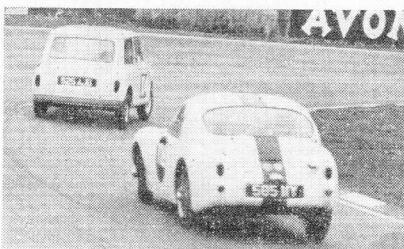
Individual Functions of Motor Racing Officials

PIT MARSHALS

BY PETER FULKE-GREVILLE

cerned as, should there be an accident involving those in the pit area and unauthorized persons are on hand, the pit marshal in that particular area will be held responsible. If any difficulties arise, the thing to do is to contact your chief pit marshal, the chief marshal or the clerk of the course depending on who is available.

tion from John Mew, Len Gibbs, Martin Gould, Marcus Niven and John Fenning (Lotuses), Teddy Pilette (Lola) and the American, Roy Pike, who will handle an Ausper. Cars entered for the various G.T. races include Kenny Baker (Jaguar "E"), Elizabeth Jones (Austin-Healey 3000), Roy North (TR3), Ken Mackenzie (Turner-Climax), Gordon



Jones (Marcos-Climax) and six Elites including one to be driven by AUTOSPORT's Patrick McNally. A 1,500 c.c. G.T. Maserati is also promised.

Midland enthusiasts will not miss the Nottingham Sports Car Club's National British meeting at Mallory Park which starts at 1.30 p.m. There are races for *Formule Libre*, *Formula Junior*, G.T. cars and Minis. An excellent entry has been received which includes Jack Fairman (Cooper-Maserati), Tim Parnell (Lotus F1), Jimmy Blumer (Cooper Monaco), Chris Summers (Cooper-Chevrolet and T.V.R.), Chris Ashmore (Cooper F1 and Elva Junior) and Brian

It is important to see that no dogs come into the area and do not carry a camera as this is one of the golden rules for officials!

The pit marshal must see that people do not sit on top of the pit counter—and it is especially dangerous to have one's legs dangling over the side as, should a car pull in rather suddenly, some unwanted and unnecessary surgery might take place! The front of the pits should be kept absolutely clear of all persons excepting the pit marshals, fire marshals, course marshals and any other person who is officially allowed into the area. Also allowed into the area are the official photographers. However, if one is not satisfied that any person is an official photographer, it is advisable to ask him to show his official pass or press card.

The pit marshals must not congregate in groups or stand with their backs to oncoming cars, and they must keep in contact with those officials in adjoining pits. During the racing, they report on the reasons of pit stops—and, if possible, in which lap the stop was made. In the event of a car being unable to continue in a race, the pit marshal should see that facilities are available for the car to be pushed back into the paddock—without using the circuit—and help should be given to the competitor and his mechanics.

Prior to the practice or the race, the pit marshal's job is very hazardous as he will find all sorts of people flocking into his area, especially after the starting flag has dropped, and it is most essential that he sees the area in front of the pits is cleared immediately.

As a pit marshal's hours of duty may be very extended, and knowing the unpredictable British weather, he must come prepared for all eventualities. Be armed against the weather, therefore, and bring plenty of food!

Easter Preview—continued

additional races, bringing the total up to 12, have therefore been arranged.

The main event is for Pre-War Racing Cars and in the true B.R.S.C.C. tradition, an excellent representative entry has been received for this race. Dudley Gahagan, Syd Day and Peter Waller are down to drive E.R.A.s. Scuderia Rossa have entered a 4½-litre Invicta, an Alfa Romeo and a 6C Maserati, Dan Margulies will drive his 3-litre 8CM Maserati, Bergel a Type 35 Bugatti, Tozer an Amilcar and there is also the ex-Cuff Miller Lago-Talbot and the ex-Guy Gale 4-litre Lago-Darracq.

There are three saloon car events for up to 850 c.c., 1,000 c.c. and over 1,000 c.c. cars. The "big" race sees Peter Sachs's massive Chevrolet opposed by the 3.4 Jaguars of Peter Woodroffe and Dimitrios Hadoulis, Doc Merfield's Classic-engined Anglia, no fewer than three Tornado Talismans to be driven by Bill Woodhouse, Colin Hextall and Roy North, and others.

The unlimited sports car race for the Grovewood Trophy sees Roy Pierpoint and Douglas Graham (Lotus Fifteens) oppose Ian Raby's 1½-litre Climax-propelled Merlyn sports car and a host of "1100s".

There are two heats and a final for Formula Junior cars. The Belgian driver, Al Stappers, is appearing with a Mark 3A Gemini, Ken Simmons has an A.avis and Ian Raby his familiar Merlyn. They will have plenty of compe-

Hart (Lotus 20). All this sounds pretty exciting and if Jack Fairman and Tim Parnell race the way they did in last year's Whit Monday Mallory Park meeting the spectators should be more than satisfied.

The Middlesbrough and District Motor Club are also holding a race meeting at Thornaby, the South Wales Automobile Club have a Castel Farm hill-climb and the West Cornwall Motor Club their Trengwainton hill-climb. Castel Farm is 7½ miles north-west of Bridgend and Trengwainton 2½ miles north-east of Penzance. Also, the Cheltenham Motor Club have a sprint at Little Rissington Aerodrome, Gloucestershire.

The Pau Grand Prix, also on Easter Monday, sees most of the Continental Grand Prix drivers in action and even a few entries from Britain have been received. Heading the list are two works Ferraris which will probably be driven by Ricardo Rodriguez and Lorenzo Bandini. Jim Clark and Peter Arundell will drive works Lotuses, Maurice Trintignant pilots the Rob Walker Lotus and Joseph Siffert and Nino Vaccarella will also drive Cheshunt machines. Jo Bonnier will drive the ex-works Porsche of the Scuderia S.S.S. Repubblica Venezia, Ian Burgess a Cooper, John Campbell-Jones an Emeryson and Jack Brabham also has an entry. Tony Marsh and Jack Lewis must be considered strong contenders with their V8 B.R.M.s.

Wherever you live, there should be some form of motoring sport going on.

Tom Ellis (left) and J. V. B. (right)
look pleased with the new Renault
Floride.

WE have already given details in AUTOSPORT of the new Renault Floride. Briefly, an entirely new five-bearing engine of 956 c.c. is used, developing 51 b.h.p. at 5,500 r.p.m. on a compression ratio of 9.5 to 1. It has the patent Renault permanently sealed cooling system, and the radiator is right at the very back of the car. The air enters the top of the tail and is expelled underneath.

Moving the radiator has allowed the rear seats to be moved back, and it has also permitted the petrol tank to be raised. This allows room for extremely strong tubular arms to be attached to the rear hubs and carried to forward anchorage points. The front suspension is entirely new, the steering is higher geared, and, most important of all, the brakes are discs all round.

I was able to drive the new car hard over a considerable mileage in France. It is fast, being able to reach almost 90 m.p.h. on level roads and rather more than this under favourable conditions. The new engine does not protest when driven flat out continuously. The gear-change is more precise than before but the lever is still rather far away.

The roadholding is an enormous advance and one can corner very fast in a controlled slide with perfect safety.

JOHN BOLSTER TRIES

THE RENAULT FLORIDE . . .

The new steering is "quick" and is always master of the situation, a great improvement on previous Renaults. The disc brakes are very powerful and do not fade. They have not the "dead" feeling at low speeds that afflicts some disc installations and the hand brake is quite powerful, which is indeed rare. One must congratulate the Régie Renault on the great advances they have made in the fields of roadholding, steering and braking.

Renault cars have always been well

sprung. The new Floride is remarkably comfortable, both in its suspension and its seats. The driving position is excellent, and the pedals are arranged for "heel and toe". The saloon model—called Caravelle 1962 on most markets—has quite a practical rear seat even for long journeys.

Driving fast on French roads, I averaged about 34 m.p.g. The new engine is smooth and revs, freely and the gear ratios are well chosen, though personally I would like third to be even closer to

top. Only first speed, which is a "plain" gear, makes any appreciable noise. The handling seems quite unaffected by the number of passengers carried or the amount of luggage in the capacious front boot.

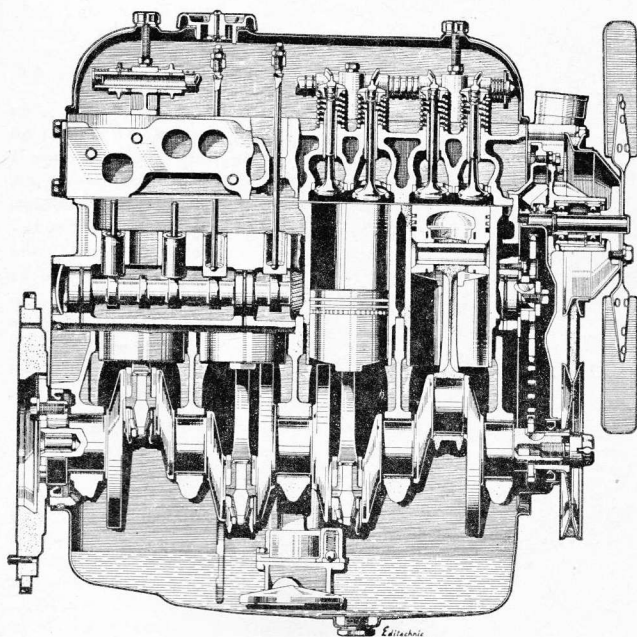
The new Renault is a thoroughly practical car, capable of standing up to continuous fast driving. Both versions of the body are most attractive in appearance and the machine will appeal equally as a town car or as a much more sporting conveyance. Price of the Floride Spéciale drophead coupé is £1,168 7s. 9d., and for the Floride Caravelle £1,231 12s. 9d. (inc. P.T.).

. . . and the RENAULT 1093

I WAS able to make a brief test of the new Renault 1093 in France. This car is a rally and competition model, having the same body as the normal Dauphine. It can be identified by two blue lines running down the top of the car from nose to tail.

This model has the original three-bearing Dauphine engine of 845 c.c. but it is tuned to develop 49 b.h.p. at 5,600 r.p.m. The most obvious addition is a twin-choke Solex compound carburettor of which the second throttle opens automatically by depression. A rev-counter is fitted as standard.

I found the 1093 to be a very lively car. It will achieve 6,000 r.p.m. in top gear and is certainly good for 90 m.p.h. The test car was on Michelin "X" tyres, which did not encourage me to drift corners, but it could be flung through the sharper bends without breaking away. This is a light, "nervous" little car which feels rather skittish at first but can in fact be driven with considerable verve. The carburation is excellent, the tuned engine being remarkably well mannered. This Renault should make a fine sparing partner for the Minis in international rallies.



A cutaway drawing of the Renault Floride engine, an entirely new five-bearing engine of 956 c.c. which develops 51 b.h.p. at 5,500 r.p.m.



The Editor corners the compact and exceedingly manoeuvrable Daytona Lark.

A LARK THAT REALLY FLIES

Studebaker's V8
Daytona Hard Top
Special a
Compact Bombshell

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS

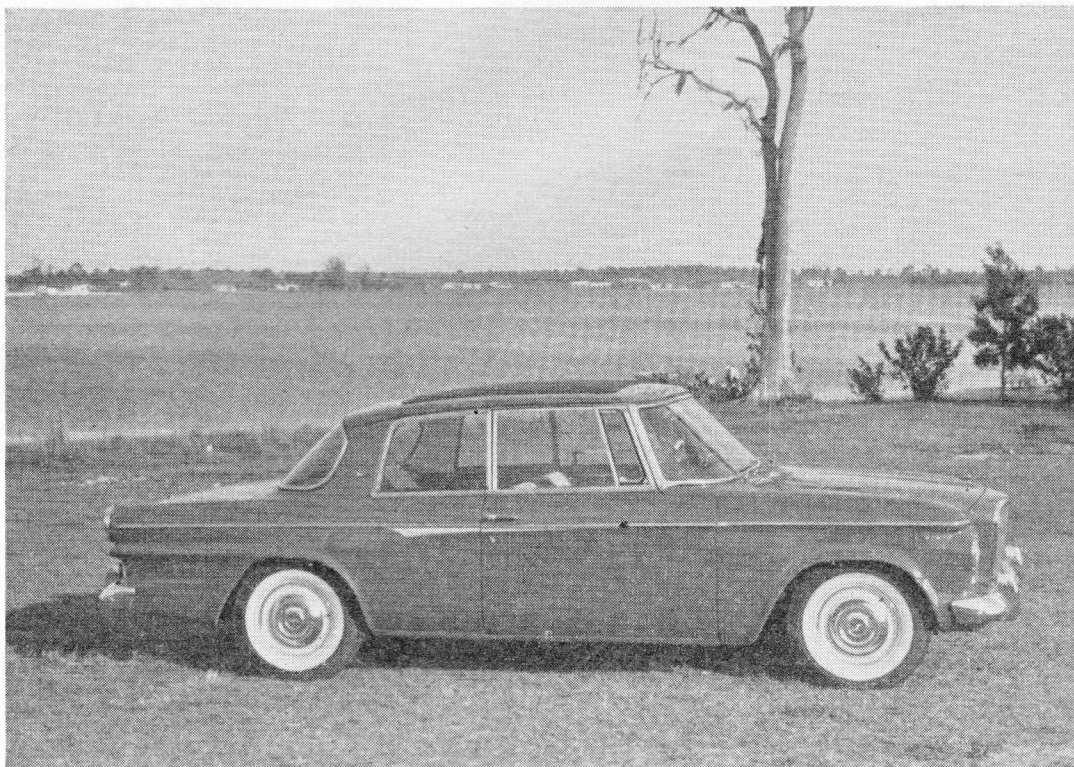
INsofar as the average Detroit-built car goes it is ideal for North American conditions. It is roomy, comfortable, silent and possesses a performance far in excess of the requirement of Mr. and Mrs. John Doe. Strictly controlled limits on state highways, freeways and turnpikes make anything over 70 m.p.h. cruising a chancey and somewhat expensive business. Consequently the only performance factor which counts is the ability to accelerate from standstill up to the safe cruising speed as quickly as possible. With their big motors, even the lowest-priced U.S. automobile has a fairly useful getaway, but on wet roads only the provision of "twin-traction", or limited spin differential as we say in Europe, can provide the necessary grip to spinning rear wheels.

There are, of course, places where maximum speed can be used; such as certain trans-desert routes where patrol cars are few and far between and radar-timing non-existent. However, the large percentage of motor cars in America spend their time cruising between 55 and 65 m.p.h. and it is usually the owners of imported machines who take to the by-roads where, early on, they discovered that the products of Detroit were not exactly suited to sports car-style cornering—nor were brakes effective in mountainous regions unless one drove very moderately indeed.

Perhaps it is because South Bend, Indiana, is not in Detroit, Michigan, that the Studebaker-Packard concern have tended to break away from the normal conception of an American automobile.

Several years ago their Raymond Loewy-designed closed car was in direct contrast to the chromium-festooned gin-palaces of rival manufacturers. It took time, but others realized that Studebaker had something and this led to an outbreak of pseudo-Italian-styled vehicles which looked as though they had been conceived by the least able of Paris Left Bank impressionists. Sad to relate, the slinky Studebaker came in for "treatment", which spoiled the pure line and it became just another American automobile.

However, during the past year or so the stylish Hawk has once more put the Studebaker concern on the map, where good-looking motor cars are concerned, and the two-door Gran Turismo model has all the appeal of the original Loewy-automobile.



BY LAKE PLACID. The two-door Daytona Hard Top looks more a European than an American production. The fusion of Studebaker-Packard and Mercedes-Benz interests in the U.S.A. has caused a certain resemblance between the Daytona Lark and a Mercedes-Benz 220S.



With the Lark the corporation was one of the earliest in the compact field. As originally presented, this was a sensible saloon, without frills and not exactly an eye-catcher as regards appearance. Nevertheless, it did have individuality and with the V8 engine installed, it out-performed everything else in the compact field. Recently the Lark has been the subject of considerable modification, as well as the introduction of several body styles, including convertible, station wagon and hard top editions. To European eyes one of the most attractive versions is the Daytona Hard Top, an extremely comfortable and well-finished product which is also available in special form, with a host of extra equipment.

Due to the good offices of my friend John Norwood in New York, the public relations branch of Studebaker-Packard arranged to lend George Phillips and me one of the latest Daytona machines, equipped with everything bar the kitchen stove. Stirling Moss also had a Lark, but his had automatic transmission, not fitted to any of the really hot versions.

"Our" car was brought, appropriately enough, from Daytona Beach, by local dealer Fred Chase, and delivered to Sebring race H.Q. It was finished in Alfa Romeo red, with black-and-white upholstery. Fred pointed out that it was not exactly a stock model, as it had four-speed, all synchromesh gearbox with "stick-shift", extra large turbo brakes with vacuum-servo operation to the twin master cylinders, powered steering, twin-traction drive, full air-conditioning, sunshine roof, extra-comfort Reutter-pattern front seats, dual exhaust system and stiffened rear suspension. As regards the power unit, this was a tuned version of the 4.2-litre V8, with "four-barrel" carburetter. He mentioned, in passing, that one could also have the 4.7-litre engine from the Hawk, but added that the "small motor" was every bit as good.

Quite candidly this was a surprising car in every way, and if it had any vices, neither Phil nor I discovered them. Also very impressed was racing driver Peter Bolton, who said that it was streets ahead of any American car that he had ever tried. There are many twisty roads around Sebring and also several with switchback characteristics which soon find out roadability, or rather the lack of it. The Daytona Lark was perfectly at home; there were no signs of pitching and tossing or tail-happiness, even when the car was being driven like a sports model. Potential performance was immense, and it was only the thought of languishing in the sheriff's caboose, or forking out plenty of iron men, that prevented us from discovering the ultimate performance.

Nevertheless, on one or two occasions we rushed up to 110 m.p.h. with the big V8 engine turning over like a turbine, and apparently asking for more. Engine silence was uncanny, although there was quite a healthy boom from the tail-pipes.

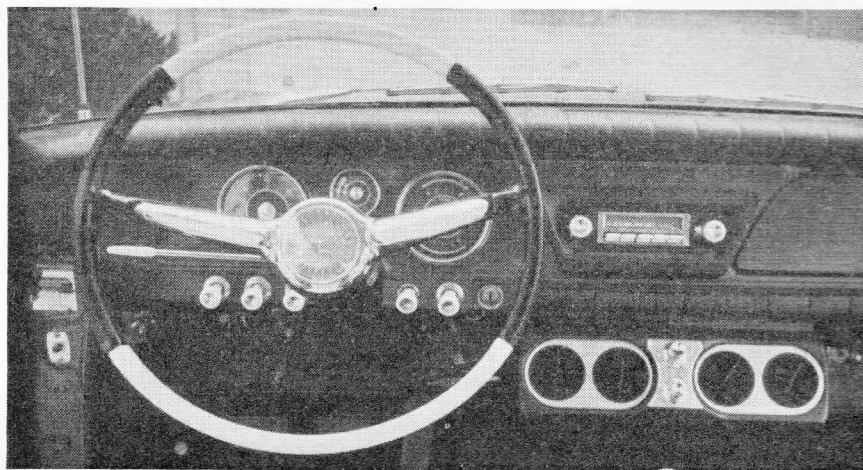
It was difficult to realize that powered steering was fitted, for the car had none of the "deadness" often found with assisted direction. In fact, the steering was first-class, although both of us would have preferred a lower ratio. Braking was remarkably good and there is little doubt that the outsize drums,

with their heavy finning, are well up to the car's performance. Discs are talked about, of course, and I believe that it is only a matter of time before Studebaker introduce them on their passenger cars.

We had nothing but praise for the gearbox, which, to give it the highest possible praise, is as efficient as anything produced by Porsche or Volvo. The ratios are well chosen, which encourages one to use the box to its fullest extent, despite the fact that the top-gear performance is most impressive. It is possible to tool along at about 10 m.p.h. in top, without the slightest sign of

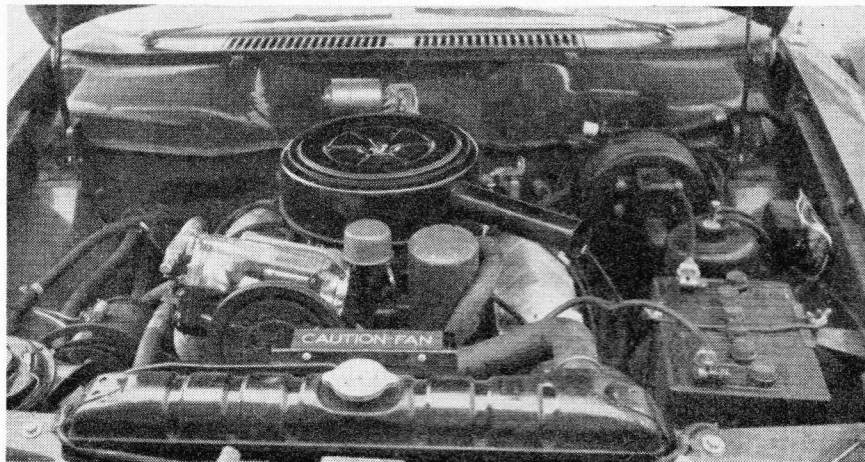
ride at all times was good. Another excellent point was the absolute impossibility to provoke rear-wheel tramp, not always absent on American cars fitted with lusty V8 power units.

Whilst the general finish is of a high standard, I deplored the imitation walnut-finish on the fascia. It tends to spoil what is otherwise a handsome panel and ought to be replaced. The rear boot lid does not remain in an open position and one is apt to receive a nasty crack on the head unless one is exceptionally careful. Again, it is necessary to lock the lid otherwise it will not



ABOVE: OFFICE: Simple and effective treatment of the fascia panel on the Daytona Lark. Lever for the four-speed gearbox is below the air-conditioning control unit. Anti-crash padding is featured.

BELOW: POWER-PACKED: The V8 engine occupies practically the entire bonnet space. Instrument on left is not a supercharger, but the air-conditioning and refrigerating motor.



snatch and then bang down the pedal to the floorboards, when the car immediately responds.

Gear ratios were 7.28, 5.49, 4.34 and 3.31 to 1, the box being almost identical to that used on G.M.'s Corvette. Maximum speeds in gears were: 1st, 55 m.p.h.; 2nd, 75 m.p.h.; and 3rd, 90 m.p.h. At none of these speeds was valve-crash evident: the engine just ran out of revs. No tachometer was fitted, but calculation shows that at 55 m.p.h. in low gear the V8 was turning over at above 5,000 r.p.m.

The suspension was not stiffened up as much as were the modified Larks which ran in a saloon car race at Sebring a couple of years back and therefore the

close. These are just two items that might annoy potential buyers.

The car did not appear to be unduly heavy on petrol and I would put consumption at around 20 m.p. U.S. gallon, driving rather harder than one ought to with so many coppers about. Starting was always instantaneous, but there was a tendency for the engine to stall in traffic.

We handed back the Daytona with great reluctance. It had shown both of us that American automobile engineers can turn out a vehicle which is equally suited to the give-and-take roads of Europe, as well as the effortless cruising which makes motoring with large-engined cars such a delight.



JIM CLARK WINS THE LOMBANK TROPHY

LAST Saturday's programme at Snetterton in the Lombank Trophy International meeting was the most ambitious ever staged by the S.M.R.C., and gave the British public its first sight of the new V8 Grand Prix cars. Despite a cruel north-east wind, a huge crowd estimated at some 45,000 turned out to see the top-line drivers give our 1962 hopes their first airing on home soil, and stayed to the bitter end although circumstances beyond the control of the organizers robbed the racing of some of its sting. The fine field of 20 cars for the main 135-mile Formula 1 race was reduced to 15 before the grid assembled, and retirements and an unfortunate shunt soon cut this to eight, but the sight and sound of the new V8s, and the efforts of Stirling Moss to recover from early throttle-linkage bothers, kept the spectators from getting restive, despite the bitter cold. Even though some of the less rabid enthusiasts must surely have felt some slight disappointment at the outcome of the principal event, the fact that they refused to leave until the saloons had brought the programme to a close showed that the three-course menu (Juniors, F1, and saloons) was well chosen for popular appeal.

Jim Clark's win with the 1962 V8 F1 Lotus was a fine achievement with a car which, in the opening laps, would just not do anything right. The engine was not on song, the brakes showed a marked tendency to lock, and he was having great trouble selecting fourth gear, and Jim said afterwards that he doubted at the time if he would complete five laps but, suddenly, everything somehow sorted itself out and he went on to win by 48 seconds from Graham Hill in the fuel-injected V8 B.R.M. The roadholding of this car is superb but the engine developed a chronic misfire and, after making the running in the early stages, Graham steadily lost ground and just failed to lap Jo Bonnier's Republica Venezia Porsche. Stirling Moss was driving an old Lotus in the U.D.T.-Laystall colours which had the V8 Climax installed. After taking the lead from Graham Hill and holding it for a dozen laps in apparent comfort, he was plagued with throttle-linkage trouble and had to make three pit stops, which cost him something over

V8 Lotus Wins the First International Race of the British Season. Graham Hill Second with V8 B.R.M. New F1 Lap Record by Stirling Moss

BY DAVID PRITCHARD
PHOTOGRAPHY BY GEORGE PHILLIPS



ABOVE: Jim Clark receives the Lombank Trophy from G. C. E. Sabine, a director of Lombank.

TOP OF PAGE: The Start. Left to right: Masten Gregory (Lotus), Stirling Moss (Lotus), Graham Hill (B.R.M.), Jim Clark (Lotus), Jo Bonnier (Porsche)—behind Clark, Tim Parnell (Lotus—14), Trevor Taylor (Lotus—4) with Innes Ireland (Lotus) behind him, and John Surtees (Lola—12).

five laps. When the trouble was finally rectified he went motor racing in the grand manner and gave the great crowd what it had come to see, the master in a hurry. With the engine sounding really glorious, he equalled the new lap record which Jim Clark had established at half distance and then proceeded to carve fifths of a second off it, leaving the figure finally at a magnificent 104.23 m.p.h. This represents an improvement over Roy Salvadori's previous best F1 lap time of no less than 4.4 seconds, despite the half gale which was blowing down the Norwich straight. It also compares favourably with Jim Clark's best-ever

speed, with the 2½-litre Lotus, of 105.68 m.p.h.

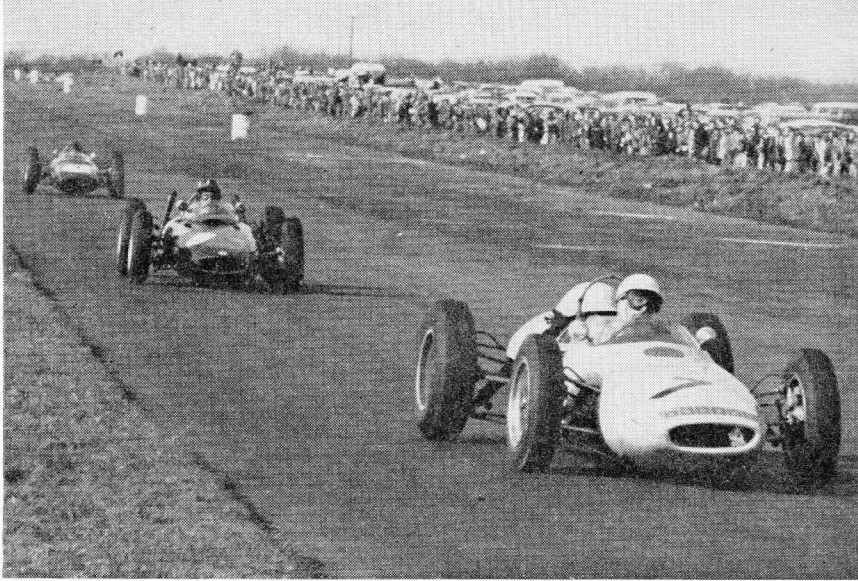
John Surtees brought out the new Lola but, as at Brussels, this car had the old four-cylinder engine. Nevertheless, thanks to excellent handling properties, it stayed with the three V8 cars remarkably well until eliminated, ironically, by the type of cooling trouble which plagued the V8 engine in its first appearances last season.

It was definitely not Jack Brabham's day. After the disastrous fire which destroyed his Lotus a few days before the race, he was even denied the pleasure of seeing his Formula Junior creation defending his honour when the engine blew up in practice. He had therefore to content himself with some light-hearted motoring in the hilarious Mini demonstration which opened the proceedings.

U.D.T.-Laystall and Bowmaker Yeoman were both out of luck. With Stirling's car robbed of its chances by throttle trouble, the former team lost its other two cars in one blow when Masten Gregory skidded on some oil and was forcibly rammed by team-mate Innes Ireland who was right on his tail. The latter team lost the services of Roy Salvadori after only two laps, when the engine gave up the ghost completely, and the Lola of John Surtees lasted no more than 12. Trevor Taylor fared no better with the second Team Lotus car, and Peter Arundell had no mount. Graham Hill, too, was fighting a lone battle, as Richie Ginther is still suffering from a burnt hand, and contractual problems prevented Jack Brabham from taking over the second B.R.M.

Keith Greene drove an excellent race in the Gilby, which appears to handle impeccably, and, as at Brussels, was rewarded with a well-deserved fourth place. The young New Zealander, Tony Shelly, made his first appearance over here with an immaculately turned-out Lotus, and seemed to be enjoying his race, but the other independents were having a less happy time, and only Wolfgang Seidel (Porsche) and Chris Ashmore (Cooper) managed to struggle to the finish.

As aforesaid, the three-lap "demonstration" by the Grand Prix drivers in a



again for a further 45 seconds, rejoining the fray two laps to the bad. Things already looked pretty hopeless for him, as Jim Clark rubbed salt in the wound by doing two consecutive laps at a new record speed of well over 103 m.p.h., but Stirling never gives up easily, and he started off once more with grim determination written all over him. Just as he seemed to be getting well into the groove, he came in for the third and last time, and stayed there for over four minutes while some drastic surgery was performed on the offending linkage.

By the time Moss got going again, Jim Clark led him by well over five laps and

LEFT: Stirling Moss (U.D.T.-Laystall V8 Lotus), Graham Hill (V8 B.R.M.) and Jim Clark (V8 Lotus) coming down the straight towards the Esses.

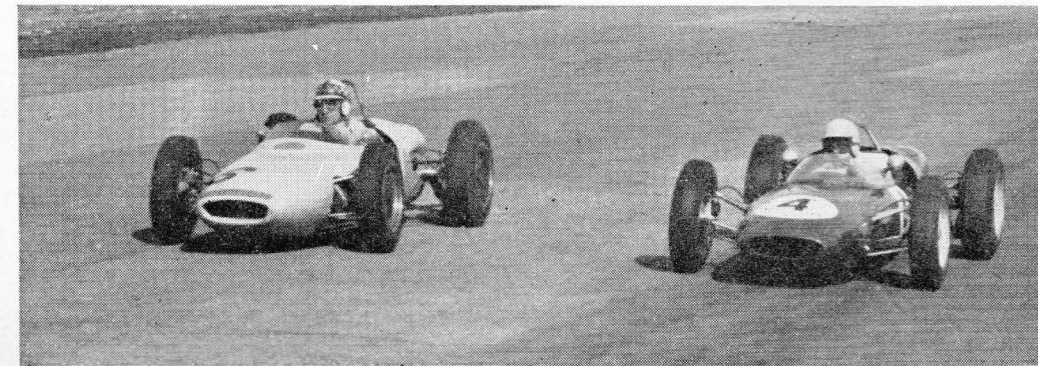
BELOW: Innes Ireland and Trevor Taylor (Lotuses).

fleet of Minis was absolutely hilarious. We might have suspected that something was afoot when the drivers got into a huddle on the grid and broke out in huge grins, apparently under the chairmanship of Stirling Moss and Innes Ireland. When the flag was raised they all blew their horns madly and, as it swept down to send them on their way, the 10 tightly packed cars shot off backwards for about 20 yards. They then changed direction and thoroughly enjoyed themselves for three relatively normal laps of the circuit, albeit indulging in a certain amount of horseplay on the corners. At the end of the "cooling down" lap, however, when everyone expected them to file quietly into the paddock, they tore up to the grid at a great rate and, one after the other, came to a screaming halt broadside on in a succession of hand-brake spins. Before we had time to recover from the shock of this performance, they were chasing one another around like dodgem cars for about 15 seconds before finally darting into the paddock mouth like rabbits bolting into the warren. The whole impromptu affair was carried out with the precision of a military tournament, and was wonderful value.

THE FORMULA 1 RACE

THE practice times of the first two rows of the grid were all well inside the existing Formula 1 lap record. The three V8-engined cars of Stirling Moss, Jim Clark and Graham Hill shared the front row with the Lola of John Surtees, and the second row was made up of Masten Gregory, Innes Ireland and Trevor Taylor, all Lotus-mounted. Jo Bonnier's red Porsche was the fastest of the rest. The field got away to a wonderful start and Graham Hill hurled the B.R.M. into the first corner a couple of lengths clear of Stirling Moss, the engine sounding really glorious. By the end of the opening lap Hill had a useful lead over Moss, and the pair were well clear of an unhappy-looking Jim Clark, who was being menaced by John Surtees. Masten Gregory, Trevor Taylor and Innes Ireland were next up, followed by Jo Bonnier and Keith Greene.

On the third lap Ireland came up behind his team-mate Gregory and Moss began to put on the pressure as the keen edge already went off the nose of Hill's B.R.M. Roy Salvadori brought the Cooper in, complaining of a rough and impotent engine, and the car was sadly pushed away. By the sixth lap Moss



was through into the lead and, a lap later, the field was further depleted when Ireland unavoidably shunted his sliding team-mate and Taylor's engine gave up on the home straight. Clark's car, however, recovered its temper and he began to close rapidly on the leading pair, while Tim Parnell abandoned his duel with Tony Shelly and came in for water.

The next car to show signs of distress was the Lola. A feather of clear fluid was seen streaming from the tail and, after 12 laps, Surtees brought it into the pits overheating badly, just as Hill's B.R.M. made another bid for the lead. Surtees tried again to get the Lola into the hunt, but the car was very sick and his race was nearly run. A sealing ring had let go, and water was going everywhere but where it should.

Four laps later Clark was right up on the tail of the B.R.M., and Graham Eden's Emeryson was out with clutch failure. Moss was firmly in the lead again after losing it briefly to Hill, but Clark's Lotus was gaining ground rapidly and he swept past Hill and set his sights on the older car. At 20 laps Clark led the race from Moss, Hill, and Bonnier, with Keith Greene next up, but already a lap adrift.

On the 23rd lap Moss brought the Lotus into the pits for the first time and, when he left again 58 seconds later, he was a lap down on Clark and Hill. He set off at a furious pace and we had the prospect of some real motor racing as he fought to carve away his adversaries' lead. A lap later, however, he was in

RIGHT: Graham Hill and Stirling Moss pass the helicopter ambulance that was provided by the Grand Prix Drivers' Association.

Graham Hill was in close company, also five laps to the good. Clark's car now seemed perfectly happy, and the B.R.M., though missing every so often, showed no signs of demise. Jo Bonnier and Keith Greene were circulating regularly, and the only thing left for Stirling was the lap record. This he set out to gain and, on his 34th lap, he equalled Jim Clark's time. Five laps later he reduced it by two-fifths of a second. With Jim lapping with clockwork precision well within the capabilities of his car, and Graham matching his speed with the B.R.M., Stirling made a final effort just before the flag fell and took off a further fifth of a second, leaving the Formula 1 lap time at 1 min. 33.6 secs.



TWO BY TWO

... George Phillips's magic camera catches the Touring Car drivers racing in "Noah's Ark" fashion

The John Coombs Jaguars. Graham Hill and Roy Salvadori at speed in their 3.8 Jaguars BUY 1 and BUY 12.

From the fall of the flag the two Equipe Endeavour Jaguars led from the two John Coombs Jaguars, Jack Sears leading team-mate Michael Parkes and Roy Salvadori leading team-mate Graham Hill. For the rest of the race, these four cars stayed at the front, but each pair swapped round within the first four laps. The other two Jaguars, driven

THE FORMULA JUNIOR RACE

THE 20-lap Formula Junior race which started the serious proceedings was also a triumph for Team Lotus, Peter Arundell winning comfortably after Mike Spence, who led initially with the Ian Walker Lotus 22, spun his chances away on the fourth lap. The struggle for the places, however, provided one of the best scraps we have yet seen, even in this highly competitive class. Those chiefly involved were the Ken Tyrrell Coopers of John Love and Tony Maggs, the M.R.P. Coopers of Richard Attwood and Bill Bradley, the Lolas of Dennis Taylor and John Hine, and the Lotus of John Fenning. These cars were changing places not every lap, but almost every yard for the entire distance, although Hine did not get deeply implicated until near the end. Chris Ashmore, with the



The Equipe Endeavour 3.8 Jaguars of Mike Parkes and Jack Sears beat the John Coombs entries. Mike Parkes, with headlamps blazing, is depicted on his way to victory above.

new Elva, was also well up with the leaders in the early stages, but he was eventually forced out by an overheating engine; the marque Alexis was also out of luck on this occasion, Eric Harris going out with engine trouble, and David Prophet with a broken wishbone mounting.

At the end of a race which was far too full of incident to describe in detail, it was John Fenning who snatched second place with the Lotus from Dennis Taylor's Lola and John Love's Cooper. Tony Maggs, who, three laps from the end, appeared to have the edge over his adversaries and to have a sound chance of second place, apparently got involved with a spinning car and dropped to fifth. In the course of this exciting race, Dick Prior's three-week-old lap record took a thorough bashing, and his speed of 96.79 m.p.h. has now been raised to 97.37 m.p.h., which stands to the credit of Richard Attwood's Cooper. Bearing in mind the fearsome wind which was blowing at the time, it seems that Snetterton is yet another circuit where the Juniors are liable to be sniffing at the magic "ton" before long.

THE SALOON CAR RACE

THE 25-lap saloon car race which brought the day to a close was as much of a favourite as ever with the crowd, as witness the fact that hardly a soul left the circuit until it was over. The first two rows of the grid were filled by six 3.8 Jaguars and Peter Harper's Rapier, and next fastest in practice were Alan Hutcheson's Riley 1.5 and John Whitmore's Austin Mini-Cooper.

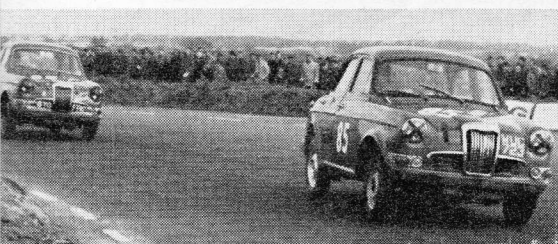
by David Hobbs and Gawaine Baillie, remained in pursuit until Hobbs spent some time at rest somewhere, rejoining the race to finish three laps in arrears. Parkes, Sears and Hill achieved a race average well above the previous lap record.

The 2-litre class was led from start to finish by Alan Hutcheson's Riley. For seven laps Peter Harper closed up on him remorselessly, but then the Rapier was suddenly shrouded in a dense cloud of smoke as it swept into the finishing straight, and seldom have we seen anyone so anxious to divorce himself from a motor car as Peter appeared to be. Something indescribably awful must have happened to his engine, as it was reported that liquid oil was pouring out of the exhaust pipe. This let Peter Jopp's Rapier up into second place in the class, and the battle for third place was finally resolved when Edward Lewis got clear of Peter Pilsworth, both driving Rileys.

The 1-litre class was completely dominated by the works Cooper-Minis of John Whitmore and John Love, which tore round for 15 laps with seldom more than a few feet between them, and never more than a car's length. Then it seems that Whitmore's engine got tired of pulling two cars round, and he fell back, leaving team-mate Love to have fun and games with Jopp's Rapier. Third place

ABOVE: Peter Pilsworth and Edward Lewis press on in their Riley 1.5s during their battle for third place in the 2-litre class which Lewis won.

BELOW: John Whitmore and John Love battled merrily for first place in the Cooper-Mini class.

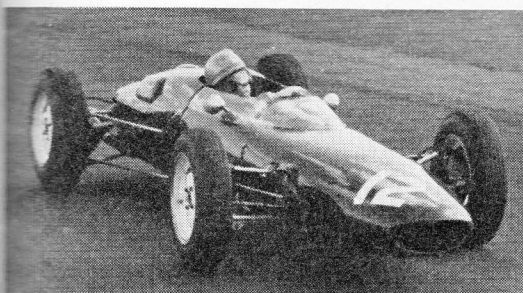


JUNIORS AT RICHES

The Formula Junior cars provided much entertainment to the spectators as usual, scrapping relentlessly in their familiar way. Prominent here are Bill Bradley (M.R.P. Cooper—59), Mike Spence (Lotus 22—53) and Dennis Taylor (Lola—48).

in the class became a question of the survival of the least unfit, Christabel Carlisle being unable to bring her ailing car to grips with John Whitmore but just keeping it going long enough to reach the chequered flag before surrendering her place to Tony Rutt. The entire class consisted of Cooper-Minis of one sort or the other.

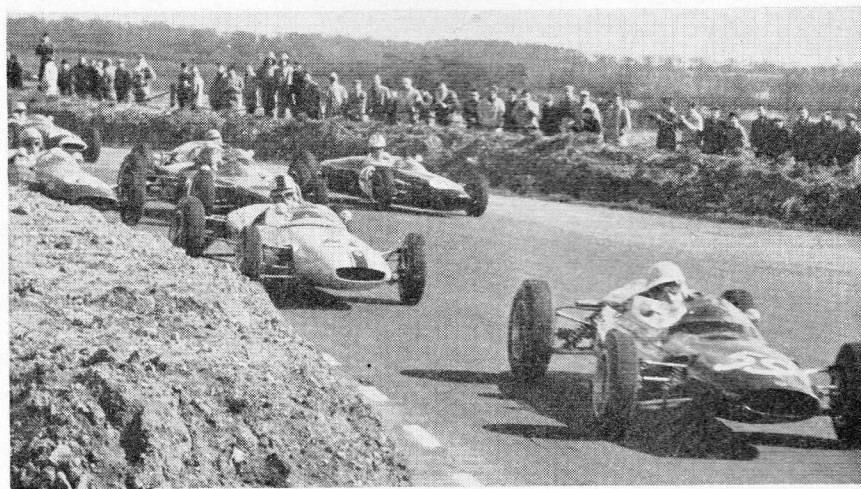
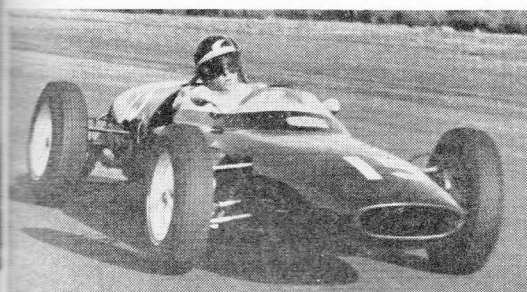
The 850 c.c. class fell to John Richard Aley by default, which gave him the best laugh of his career. He had been instrumental in getting two German drivers over to contest the class, and then his own Deek fell ill and he drove what is now wife Jean's fully derated shopping car JRA 85, complete with straw for horses in the boot, just for fun. The German Mantzel led the class and blew up after breaking the class lap record, and the other German, Ruby, was disqualified for receiving a push start, so the now completely cooking Mini inherited the lolly. This seemed somehow to be a fitting end to a day which had started with some light-hearted Mini motoring, gone through some really serious and stern motor racing in the best tradition, and then swung full circle to another touch of Mini humour.



ABOVE: John Surtees drove the Bowmaker-Yeoman Racing Team's Lola-Climax. A four-cylinder engine was used as at Brussels. It failed to finish.

★

BELOW: All the way from New Zealand to compete in Formula 1 races this year, Tony Shelly drove his rebodied Lotus 18 well to take fifth place after a consistent drive.



GILBY-CLIMAX: Keith Greene finished fourth in the Lombank Trophy Race after another well-judged drive in the Gilby-Climax. Following a rather disappointing season last year, it is good to see that the Gilby has been "sorted out" and it is to be hoped that Keith Greene will continue to finish high up in many more International Formula 1 races.

Results

Event 1. International Formula Junior: 1. P. Arundell (Lotus F.J.), 33 m. 59.4 s., 95.68 m.p.h.; 2. J. E. Fenning (Lotus 20); 3. D. Taylor (Lola F.J.62); 4. J. Love (Cooper-Morris F.J.). Fastest Lap: Attwood (Cooper), 1 m. 40.2 s., 97.37 m.p.h. New record. Event 2. International Formula 1. "The Lombank Trophy" Race: 1. J. Clark (Lotus V8), 1 h. 20 m. 25.6 s., 101.09 m.p.h.; 2. G. Hill (B.R.M. V8); 3 (49 laps only), J. Bonnier (Porsche); 4 (49 laps only), K. Greene (Gilby). Fastest lap: Stirling Moss (Lotus V8), 1 m. 33.6 s., 104.23 m.p.h. New record. Event 3. Touring Cars Complying With Appendix J. Group 2. Overall Winner: M. Parkes (Jaguar 3.8), 46 m. 32.6 s., 87.34 m.p.h.; 2. J. Sears (Jaguar 3.8); 3. G. Hill (Jaguar 3.8); 4. R. Salvadori (Jaguar 3.8). Fastest Lap: M. Parkes and J. Sears, 1 m. 50.0 s., 88.69 m.p.h. New record. Class "A": 1. R. Aley (Mini-Minor), 48 m. 09.6 s. (20 laps), 67.53 m.p.h. Fastest Lap: D. Mantzel (DKW 800), 2 m. 09.4 s., 75.39 m.p.h. New record. Class "B": 1. J. Love (Morris Mini-Cooper) (22 laps), 46 m., 43.4 s., 76.56 m.p.h.; 2. J. Whitmore (Austin Mini-Cooper); 3. C. Carlisle (Austin Mini-Cooper). Fastest Lap: J. Love, 2 m. 04.4 s., 78.42 m.p.h. Class "C": 1. A. Hutcheson (Riley 1.5) (22 laps), 46 m. 35.6 s., 76.77 m.p.h.; 2. P. Jopp (Sunbeam Rapier); 3. E. Lewis (Riley 1.5). Fastest Lap: Peter Harper (Sunbeam Rapier), 2 m., 02.4 s., 79.71 m.p.h. Class "D": 1. M. Parkes (Jaguar 3.8), 46 m. 32.6 s., 87.34 m.p.h.; 2. J. Sears (3.8 Jaguar); 3. G. Hill (3.8 Jaguar). Fastest Lap: M. Parkes and J. Sears, 1 m. 50.0 s., 88.69 m.p.h. New record.

MOSS BUYS A FERRARI

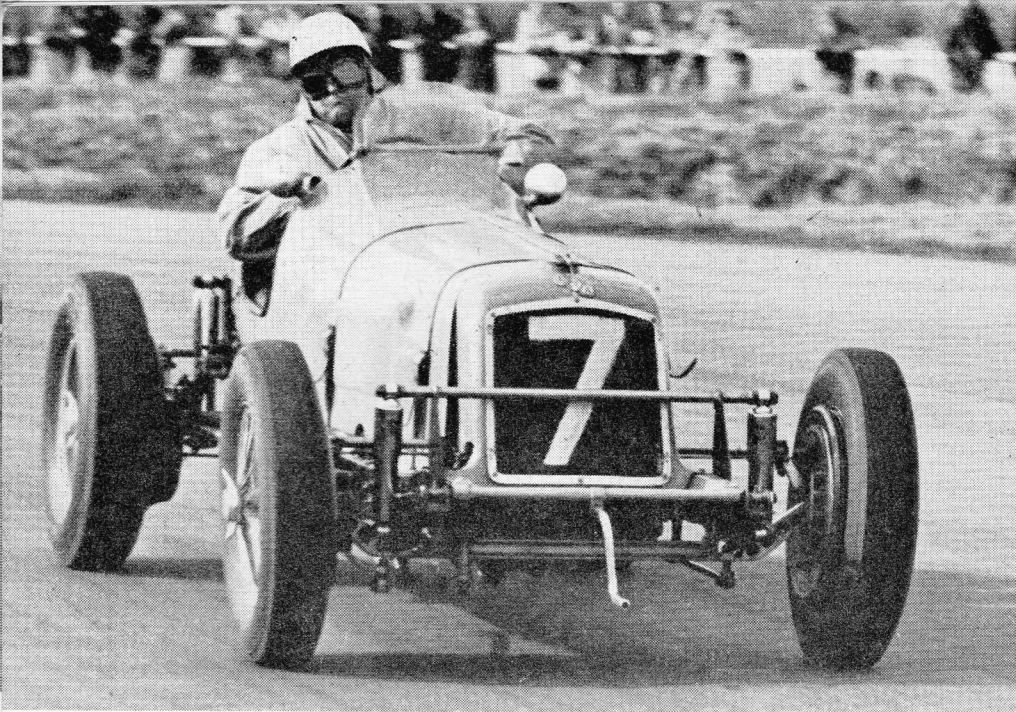
As a mark of their appreciation for his performance and ability as a driver Ferrari have sold to Stirling Moss, through their English agents Marenello Concessionaires, Ltd., a 2.4-litre V6 rear-engined sports Ferrari. It is the only one in private ownership and is one of the fastest sports cars in the world today. Moss has loaned the car to the U.D.T.-Laystall Racing Team, who will prepare and run it in their pale green colours. The car will make its first appearance in the Targa Florio in Sicily on 6th May, when it will be driven by Moss and Innes Ireland. It will also be entered for the Nürburgring 1,000 kilometres in May, again to be driven by Moss and Ireland.



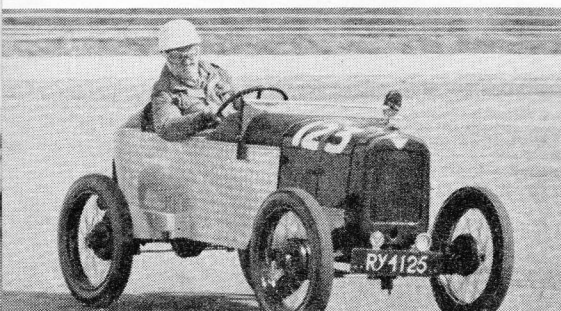
GOOD BOY! Colin Chapman congratulates Jim Clark after his victory in the Lombank Trophy race.

A VINTAGE SILVERSTONE

BY CHRISTOPHER NIXON



ABOVE: "Sandy" Murray went fantastically fast in his E.R.A. to win the All-Comers scratch race. LEFT: H. Moffatt at Copse with his Brescia Bugatti. BELOW, LEFT: M. J. C. McElligott in a non-standard(!) 1927 Austin 7.



ON the way up to the circuit we passed a goodly number of vintage machines all wending their way at diverse speeds towards Silverstone. When we arrived the day's sport had already begun and the first event, a one-hour "blind", or rather "high speed trial", had been in progress for about 10 mins. A large crowd was already present and still the cars were pouring in.

There is no doubt that vintage racing is becoming more and more popular each year and the reasons are not hard to find. On the starting grid there is no trace of the sameness that is found on a Formula Junior or even Formula 1 grid. The machines offer a diversity of shapes, sizes and colours, and, equally important, noises that are delightful to see and hear. These basic ingredients, mixed with fine organization and a friendly atmosphere, produce the sort of racing that the V.S.C.C. put on for us last Saturday. The club has a pleasantly relaxed attitude to the spectators, whose number seems to grow each meeting.

The first race was a five-lapper for vintage sports cars and brought out a fine array of machinery. R. P. Bradley had this one all his own way in his 4½-litre Bentley and notched up the first of the two wins he was to have during the day. Second and third respectively for the entire distance were R. W. Ashley (Frazer-Nash 1½-litre) and G. S. St. John in a 2-litre car of the same make.

A five-lap handicap followed, which was won by A. E. Riseley, whose Aston Martin was first away. Riseley led the whole way, but R. A. Hutchings, in a beautiful 2-litre BMW, drove splendidly to come through to second place from the 25-sec. mark. J. Morley (4½ Bentley) was third from the 20-sec. mark, after trying very hard indeed and carving through the field in fine style.

The Spero and Voiturette Trophies race was a walkover for E. J. Mayhew, who drove his very fast 1,100 c.c. Riley beautifully. He led for the entire 10 laps and was never bothered. H. R. Heap (Riley) lay second early on, but P. J. E. Binns (Riley) passed him on lap three and held his position to the end. Heap stayed in third place, making it a clean sweep for the marque.

Event five was a five-lap handicap race and produced another victory for an Aston Martin, this time that of J. A. Retter, who started on the 65-sec. mark. H. J. Beavis (Riley) was second and T. Goodman (Lea-Francis) third.

There followed a further five-lap handicap for Edwardian cars and although this produced a field of only six cars it was of great interest. B. M. Clarke's 4½-litre 1913 Talbot was the winner ahead of Lord Montagu's 1912 3-litre Sunbeam. Behind these two raged a stern battle between Kenneth Neve (1914 Humber) and Sir Francis Samuelson (1914 Sunbeam). The two drivers, enjoying themselves hugely, urged their steeds round in great style, victory (and third place) finally going to the Humber by a few feet. Cecil Clutton's 12-litre Itala was fifth.

The 10-lap, all-comers race was wonderful, with the superb E.R.A.s of Lindsay, Day, Waller, Murray and Chapman going like bombs. Murray emerged the winner after Lindsay retired on the last lap when in second place. There was some very fast and furious motoring in this race, which was much appreciated by the spectators.

C. P. Marsh (Austin 7) won the next five-lap handicap event after some extremely fast motoring. Second was W. S. May and third B. M. Clarke (Talbot).

The 1908 G.P. Itala Trophy race provided R. P. Bradley with his second win of the day. Once again he led from start to finish and won by quite a margin. R. Bergel drove his Bugatti very smoothly, moving through the field to second place on lap seven. D. C. Ridley in the Semmence Special held second spot for five laps before retiring. J. C. Tozer (Amilcar) moved into second for one lap before being passed by Bergel.

Last but one on the programme was yet another five-lap handicap, this one being won by J. Morley (3-litre Bentley). Morley came through very fast indeed from the 45-sec. mark and took the lead on lap three. G. S. St. John (Frazer-Nash) was second and A. S. Cottam (E.R.A.) third. Day, Waller and Hyslop (E.R.A.s) and Dan Margulies (Maserati) were unable to get to grips with the leaders, who had too many seconds in their favour.

To finish up with we had a five-lap handicap which was won by A. L. Ashew (Alfa Romeo) who went into the lead on lap two. R. W. Ashley (Frazer-Nash) went like a rocket from the 10-sec. mark to gain a fine second place. Third was H. J. Beavis (Riley).

Results

Five-lap Scratch Race for Vintage Sports Cars: 1, R. P. Bradley (Bentley), 69.46 m.p.h.; 2, R. W. Ashley (Frazer-Nash); 3, G. S. St. John (Frazer-Nash). **Fastest lap:** Bradley, 70.95 m.p.h. **Five-lap Handicap Race:** 1, A. E. Riseley (Aston Martin), 60.29 m.p.h.; 2, R. A. Hutchings (BMW); 3, J. Morley (Bentley). **Fastest lap:** J. Freeman (Aston Martin). **The Spero and Voiturette Trophies Race:** 1, E. J. Mayhew (Riley), 64.83 m.p.h.; 2, P. J. E. Binns (Riley); 3, H. R. Heap (Riley). **Fastest lap:** Mayhew, 65.93 m.p.h. **Five-lap Handicap Race:** 1, J. A. Retter (Aston Martin), 63.06 m.p.h.; 2, H. J. Beavis (Riley); 3, T. Goodman (Lea-Francis). **Fastest lap:** R. P. Cook (Riley), 67 m.p.h. **Five-lap Handicap for Edwardian Cars:** 1, B. M. Clarke (Talbot), 57.85 m.p.h.; 2, Lord Montagu (Sunbeam); 3, K. Neve (Humber). **Fastest lap:** C. Clutton (Itala), 60.18 m.p.h. **10-lap All-comers Scratch Race:** 1, A. G. Murray (E.R.A.), 78.96 m.p.h.; 2, S. I. Day (E.R.A.); 3, P. Waller (E.R.A.). **Fastest lap:** Murray, 82.93 m.p.h. **Five-lap Handicap Race:** 1, C. P. Marsh (Austin), 59.66 m.p.h.; 2, W. S. May (Humber Spl.); 3, B. M. Clarke (Talbot). **Fastest lap:** Marsh, 61.47 m.p.h. **1908 G.P. Itala Trophy Race:** 1, R. P. Bradley (Bentley), 70.12 m.p.h.; 2, R. Bergel (Bugatti); 3, J. C. Tozer (Amilcar). **Fastest lap:** Bradley, 72.19 m.p.h. **Five-lap Handicap Race:** 1, J. Morley (Bentley), 67.92 m.p.h.; 2, G. S. St. John (Frazer-Nash); 3, A. S. Cottam (E.R.A.). **Fastest lap:** D. Margulies (Maserati), 74.03 m.p.h. **Five-lap Handicap Race:** 1, A. L. Ashew (Alfa Romeo), 58.37 m.p.h.; 2, R. W. Ashley (Frazer-Nash); 3, H. J. Beavis (Riley). **Fastest lap:** Ashley, 69.26 m.p.h.



Ferrari

THE MAN AND HIS MACHINES

ENZO FERRARI is a man in love with cars. He has been absorbed with them for almost all his adult life and he will doubtless continue to be so for the rest of his days.

When a man becomes so totally immersed in a subject he is likely to become a dreamer or a doer. Ferrari very definitely fell into the latter category; so much so that his name, as common in Italy as is Smith or Jones in England, has now become synonymous with superb automobile engineering, and the very mention of it is enough to quicken the pulse of anyone with the slightest interest in cars.

The rise of the marque Ferrari into the ranks of the automobile world's elite has been staggeringly fast, for although Enzo Ferrari had been famous in the motoring world for many years before World War Two it was only in 1947 that he began producing cars bearing his own name. It must be recorded, though, that in the 1940 Mille Miglia two cars were entered as Ferraris, but the war effectively put a stop to any further development of these machines. So it can be said that the Ferrari car really began in 1947. Therefore it will be realized that the Ferrari has achieved its success in the astonishingly short space of 15 years, and is now generally accepted as the finest sports car in the world.

Now any man who can lay claim to such a success story is a remarkable man indeed. Enzo Ferrari is no exception.

He is a true son of Modena, for it was there that he was born in February, 1898, and it is there that he still lives. The time of his birth virtually sealed his destiny, for he grew up with what was to become his life's companion—the internal combustion engine.

His father, Alfredo Ferrari, had a small shop where he specialized in metal- and wood-working. With the advent of the motor car the shop



By CHRISTOPHER NIXON

became a garage, and it was here that young Enzo began to learn the rudiments of the i.c.e.

The First World War began when he was 16. He was called up and sent to join the Alpine artillery, where he announced himself as being a mechanic. With true military efficiency he was put to work shoeing mules.

After the war he worked for a while as a mechanic in Turin, but he then obtained a job with Alfa Romeo and moved to Milan. He was a hard worker and took pride in all he did, and this did not go unnoticed by his seniors. He was also a very capable driver and it was not long before he was asked to join the racing team.

He was a successful driver, at times showing flashes of brilliance which enabled him to beat the accepted greats of the era. It was on one such occasion that an event happened which touched

Ferrari deeply, and is now regarded as one of the major events of his life.

After a truly masterful drive at Ravenna on 17th June, 1923, Ferrari won the race outright on a works 3-litre Alfa Romeo. He was mobbed by the excited crowd, but amid the hubbub two people managed to attract his attention. They were the parents of Francesco Baracca, one of the greatest fighter pilots of the first war, who had been killed in action after a heroic career in the air.

Into Ferrari's hands Baracca's parents pressed a small badge, which had been recovered from the wreckage of their son's aircraft. On the badge was an emblem of a prancing horse. Deeply impressed by young Ferrari's victory, the couple asked him if he would carry the badge on all his racing cars, in the same way that their son had done on his aircraft.

Ferrari, of course, was delighted to do as the couple asked, and so the badge that had almost become part of a legend with Baracca began a new life, and today the badge that was a symbol of one man's courage and skill in the air is a fitting tribute to the men who race Ferraris.

Enzo was now becoming more and more involved in the preparation and control of the Alfa Romeo racing team, but he still found time to race on occasion and won the Pescara race and the Gargano hill-climb. He won the event at Ravenna for the second year running and then went on to beat Nuvolari at Padua.

Over the next few years he continued to race when he could find the time but he concentrated mainly on organization. In 1929 Alfa Romeo decided to ease up on their racing programme and concentrate more on selling cars. However, they still realized the value of racing and so they handed over their entire competition department to Ferrari, who took the whole lot to Modena and founded Scuderia Ferrari.

For eight years the Alfa Romeos,
(Continued on page 564)

FER

THE FOUR-LITRE SUPERAMERICA: The fastest and finest of the Ferrari range, this superb machine with body by Pininfarina. The 4,000 c.c., 60 deg. V12 (bore and stroke 77 × 71 mm.) produces 400 b.h.p. Compression ratio is 8.6 to 1. The silumin crankcase incorporates forced-in liners and a seven-bearing crankshaft is used. Carburation is by three double-choke Weber 46DCF3 carbs. The gearbox comprises four speeds—all synchromesh—and a fifth with automatic overdrive is employed. Disc brakes are used on all four wheels. The dry weight of the car is 2,750 lb. The maximum speed of the Superamerica is 186 m.p.h. on overdrive fifth at 7,000 r.p.m. Price is circa £10,000.

Back Axle Ratio	1st m.p.h.	2nd m.p.h.	3rd m.p.h.	4th m.p.h.	5th Overdrive m.p.h.	In 5th Overdrive 1000 revs. m.p.h.
4.8:1	43	61	85	105	135	2.08
4.6:1	46	65	90	112	144	2.22
4.25:1	49	70	97	121	155	2.38
3.73:1	55	79	109	135	174	2.67

Speeds attainable at 6,560 r.p.m. with tyres size 6.50/6.70 x 15



THE 250 G.T. BERLINETTA: Probably the most successful G.T. car of all time. The Berlinetta can be had with either a steel or aluminium body designed by Pininfarina and executed by Scaglietti. The 60 deg. V12, 2,953 c.c. (bore and stroke 73 × 58.8 mm.) engine produces 280 b.h.p. at 7,000 r.p.m. Compression ratio is 9.2 to 1. This car is the type with which one can drive to a race meeting, with the wife and possibly children, race with a good chance of success, and drive home again. Price: £6,272 17s. 9d.

Back Axle Ratio	1st m.p.h.	2nd m.p.h.	3rd m.p.h.	4th m.p.h.	In 4th 1000 revs. m.p.h.
4.6:1	46	69	93	117	17
4.25:1	49	74	100	126	18
4:1	52	79	106	134	19
3.73:1	56	83	112	141	20
3.64:1	57	85	116	146	21
3.55:1	59	88	119	150	21.5
3.44:1	61	91	123	155	22

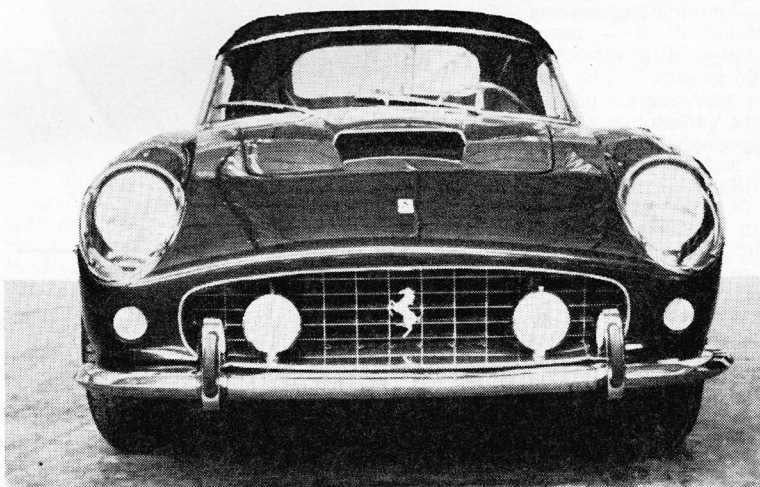
Speeds attainable at 7,000 r.p.m. with tyres size 185 x 15.



THE 250 G.T. SPYDER CALIFORNIA is technically exactly the same as the Berlinetta, but with the coupé body it weighs some 600 lb. more. This body, again by Pininfarina, is to my mind, the most purposeful of all; even standing still this one seems to be doing 100 m.p.h. In America this model has proved very popular and has also achieved some fine racing successes, as it has in Europe, too, finishing fifth overall at Le Mans. Price: £6,272 17s. 9d.

Back Axle Ratio	1st m.p.h.	2nd m.p.h.	3rd m.p.h.	4th m.p.h.	In 4th 1000 revs. m.p.h.
4.6:1	46	69	93	117	17
4.25:1	49	74	100	126	18
4:1	52	79	106	134	19
3.73:1	56	83	112	141	20
3.64:1	57	85	116	146	21
3.55:1	59	88	119	150	21.5
3.44:1	61	91	123	155	22

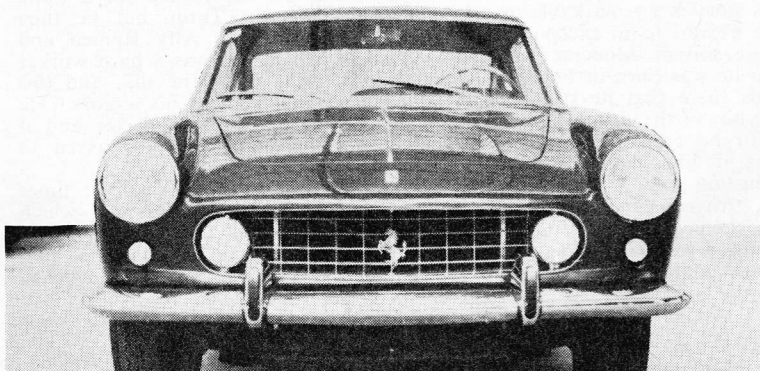
Speeds attainable at 7,000 r.p.m. with tyres size 185 x 15.



THE 250 G.T. COUPE PININFARINA 2+2 is Ferrari's answer to the Aston Martin DB4 and the Maserati 3500 G.T., a four-seater with the performance of a sports car. The 2+2 is based on the 250 G.T. series but has the engine moved forward in the chassis to accommodate the two extra seats. The engine is again the 3-litre V12, producing 240 b.h.p. at 7,000 r.p.m. Pininfarina created a truly elegant body for this car and the shape is the result of extended wind-tunnel testing. The rear seats really are comfortable and the boot will carry a large amount of luggage. The dry weight of the car is 2,816 lb. Price: £6,272 17s. 9d.

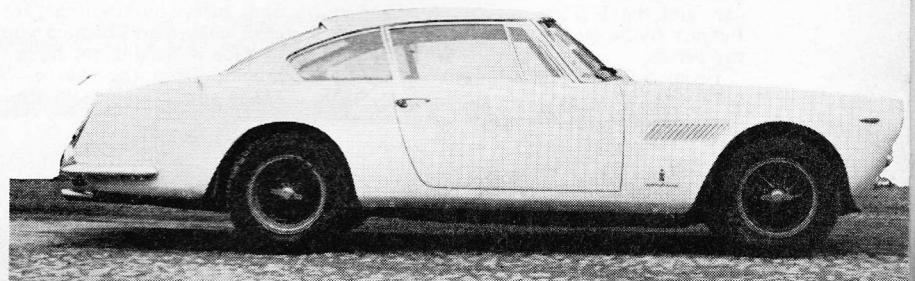
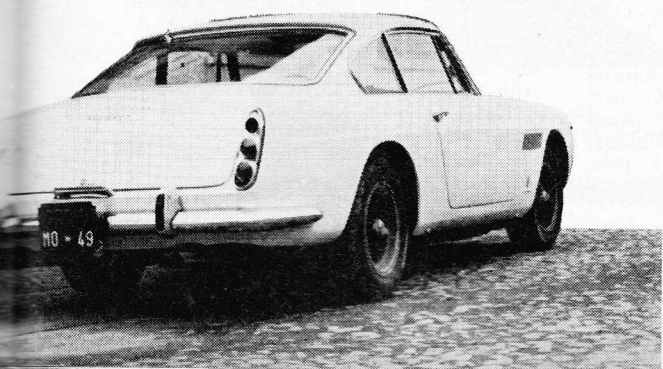
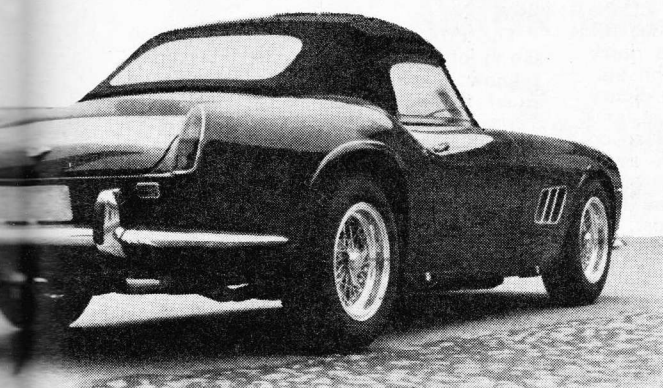
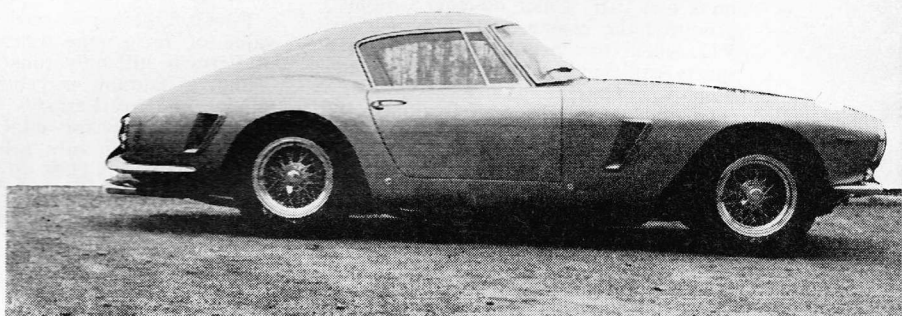
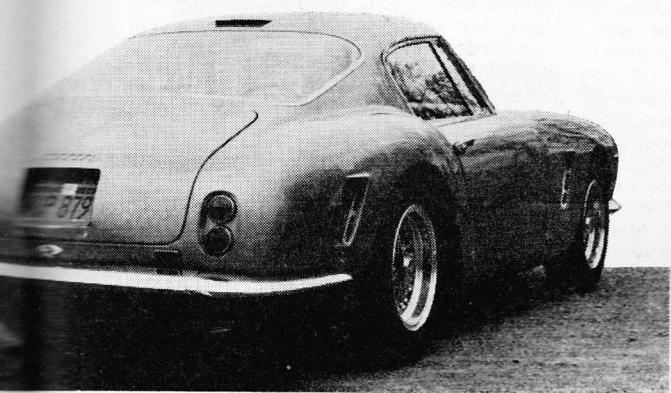
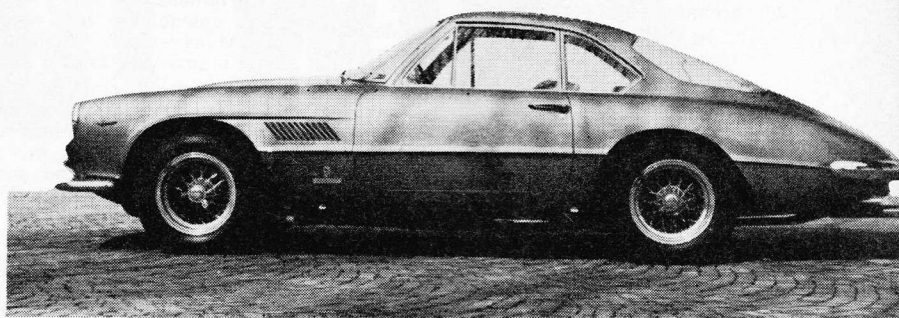
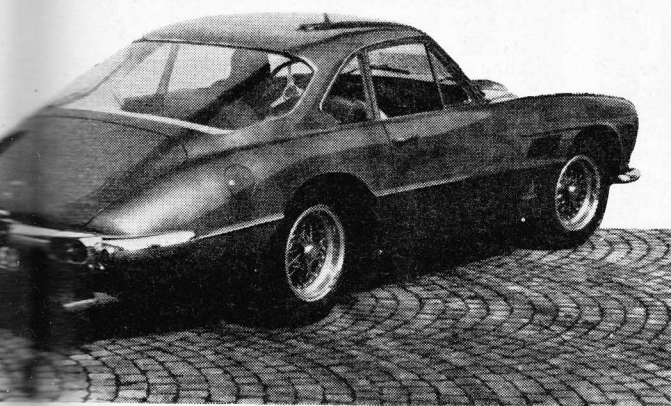
Back Axle Ratio	1st m.p.h.	2nd m.p.h.	3rd m.p.h.	4th m.p.h.	In 4th 1000 revs. m.p.h.
4.6:1	54	76	102	126	18
4.25:1	58	82	110	135	20

The 5th automatic (overdrive) increases by 22% the speed of the direct



ERRARI'S FABULOUS FAST FOUR

By CHRISTOPHER NIXON



Ferrari—continued

under the banner of Scuderia Ferrari, continued to rack up an enormous number of victories in the hands of most of the greatest drivers of the time; Nuvolari, Campari, Varzi, Borzacchini, Carraciola, Fagioli, Chiron, Moll and Trossi, to name but a few.

In 1938, however, Alfa Romeo decided that they should once again enter racing officially and so they formed Alfa Corsa, and all the cars and equipment were transferred from Modena to Milan. Ferrari went back, too, as team manager, but he left in 1939, determined to build cars of his own. This he did and two eight-cylinder 1½-litre cars ran in the Mille Miglia of 1940. One of the cars was driven by Rangoni, the other by a young man named Alberto Ascari.

All further activities ceased, of course, at the outbreak of war. At this time Ferrari had a small building at Maranello which was used as a spares department. When war began this place was used as a factory for producing machine tools, etc. In 1944 it was bombed and ruined.

Undaunted, Ferrari began to rebuild his factory as soon as peace was declared and in next to no time he was at work on a new car. Chief designer Colombo produced the engine, a 1½-litre, 60 deg. V12, which was installed in a very small sports car, having a seven-foot wheel-base.

In practice for the car's first race, the Piacenza G.P., Farina crashed and effectively put the car out of commission; Cortese, however, on the second Ferrari, led for three-quarters of the race before being forced to retire with fuel starvation. However, in the Turin G.P. Sommer finished third after a splendid drive and Farina and Bira came in fourth and fifth. Thus began the fantastic racing career of the Ferrari.

Today the factory at Maranello is in full production with Grand Touring cars, but for many years Ferrari regarded the G.T. car as a necessary evil, a car that had to be built every now and then to satisfy a few select customers. The success of his racing cars naturally brought about a demand for a Ferrari road car, and so in 1949 the first Touring Ferrari was produced.

Designated the 166 Inter the car was powered by the now classic V12 engine. This had a capacity of two litres and produced 110 b.h.p. This was succeeded by the 195 Inter, which was a 2.3-litre car giving 130 b.h.p. Next came the 212 Inter and 212 Export, these two cars using the same 2.6-litre, 170 b.h.p. engine but the export model had a short wheel-base. These two led up to the first of the 250 models, the Export.

This was a three litre, 220 b.h.p. car and was virtually the forerunner of the fantastically successful 250 G.T. cars that we know so well today. This engine was a smaller version of the 4.1-litre V12 Ferrari had used in his sports cars. Following hard on the heels of the Export came the Europa which used exactly the same engine but had a lower power output, producing only 200 b.h.p.

By now Ferrari had realized that there was scope for a series production G.T. car, and the Europa was really the first Ferrari to be produced as a production car *per se*.

From 3 litres Ferrari went up to 4.1 with the introduction of the type 342

America. This engine was based on the old 1½-litre type 125 unit and produced a modest 200 b.h.p. This car was almost immediately followed by the 375 America which had the capacity upped to 4½ litres and the power to 300 b.h.p.

This in turn was succeeded by the 410 Superamerica, which used the huge 4.9-litre engine that had powered the 1954 Le Mans winner. A lightweight version of this car was known as the Superfast.

After this Ferrari decided to make all his cars on one basic design, that of the 250 G.T. For this purpose the type 125 based V12 three-litre was reinstated and the cars now became genuine production machines. The 250 G.T. line continues to this day.

You pay an awful lot of money for a Ferrari. A 250GT Berlinetta will cost you approximately £6,300. The most expensive British car comparable to the Ferrari, the DB4GT Aston Martin, is £2,000 cheaper. A 3500GT Maserati costs about £5,700, a 300SL coupé around £5,500 and an E-type a mere £2,000-odd. You could almost buy three Jaguars for the price of a Ferrari! Why, then, are people prepared to spend a very large sum of money and wait maybe three or four (and sometimes more) months for such a car?

First of all the Ferrari has the snob value of rarity—the annual production of Ferraris still only runs into hundreds—and a certain percentage, albeit a minute one, of Ferrari's clientele buys his cars simply for effect. (Once, in Rome, I saw an oily gentleman arrive outside a night club in a chauffeur-driven Cabriolet.)

Then you get those members of the affluent society who have a high standard of living and are prepared to pay a lot of money to obtain the best there is, whether it be a car or a mink coat. They are impressed by the fact that the Ferrari is hand-made, and regard it not just as a means of transport, but as something to be treasured and respected, which indeed it is.

Performance-wise, most of the cars mentioned above will equal that of the Ferrari. (Here I am talking about the ordinary Ferraris—if you want a quick one you should get the lightweight, aluminium-bodied Berlinetta. The ordinary ones are, of course, steel bodied and slower.) It is only in the upper speed ranges that the Ferrari will get away from the others.

As far as roadholding goes, the Ferrari is probably better than most but not by much, and the interior, although beautifully done, can be matched for quality by many other makes. What, then, makes the Ferrari a great car where others are merely excellent? In one word—breeding.

In the same way that a thoroughbred racehorse is judged by its ancestors, the Ferrari can be judged by its lineage. Any Ferrari today is the end-product of 15 years of racing Ferraris and many more years of racing experience. But, oddly enough, Ferrari does not build and race cars in order to make G.T. cars, rather he builds and sells G.T. cars to enable him to continue racing, for in spite of the enormous sum of starting and prize money that his racing cars earn each year, Ferrari could not afford to race if he did not have the additional income from the sale of his G.T. cars. He is surely unique in this respect.

This unusual situation is probably a very good thing, for in order to keep on racing Ferrari has to sell cars, and having established a reputation for them they have to be good. And they are.

To sit in a new Ferrari is to have a feeling of opulence. The seats are delightfully comfortable and beautifully made. The faint aroma of new leather pervades the air, and the overall impression is of quality and excellence. The wood-rimmed steering wheel with the Prancing Horse on the boss has a firm sureness about it. Just under the fascia panel is a little switch which one flicks over to fill the three twin-choke Weber carburettors before starting (Ferraris do not have chokes). A loud ticking noise indicates that the fuel is being pumped through. When the noise stops one flicks back the switch, turns the key and the magnificent V12 rumbles into life with that metallic "whumm" that is peculiar to Ferraris.

Now she's ready to go, although its best to let the engine warm for a minute or so. The clutch goes in smoothly and without a trace of grab. One could take grandma shopping in this car and never give her any indication of its potential, so docile it is.

But the Ferrari is not built for pottering, its *raison d'être* is speed, but speed with safety. It needs experienced hands, however, for it hurls one into the upper speed ranges with such a complete absence of fuss that a glance at the speedometer will show that it is doing 100 m.p.h., rather than the 75 m.p.h. one estimated.

The road flashes by, and the car clings to the surface like a long-lost brother. Bends disappear, or so it seems, for the Ferrari shows hardly a trace of roll and a slight movement of the wrists is enough to guide the car through most bends. The tremendous acceleration and the 150-plus m.p.h. maximum of the car necessitates good stopping power, and the Ferrari has this, in the form of Dunlop discs, which haul the speed down as if one had run into a huge elastic band stretched across the road.

The driver has the indescribable sensation of utter supremacy and security. I know of no other machine that could equal the sensation one gets driving a Ferrari other than a racing car. It is truly a fabulous machine.

Behind the production of this car is, of course, Enzo Ferrari himself. A large, tall man, with white hair, a Roman nose and eyes almost permanently hidden behind a pair of dark glasses, he rules over his factory with power absolute.

He lives in Modena (where he owns quite a bit of property, including one of the best restaurants in town) and at around 11 a.m. each day drives out to Maranello to attend to his business. He drives any of his cars that takes his fancy, and should he find fault in it you can be sure he will have something to say about it.

The company's policy is dictated solely by Ferrari and changes in design are only made when he thinks fit. As a general rule he is not quick to follow new developments. He was late to start with rear-engined G.P. cars, and disc brakes. Only in the past year has he really paid any attention to streamlining on his racing cars. Then suddenly he

(Continued on page 573)

CASTROL WINS

AT
SNETTERTON
TOURING CAR RACE Class B — 851-1000c.c.

1st JOHN LOVE
MORRIS MINI-COOPER (Entered by Cooper Car Co. Ltd.)

2nd JOHN WHITMORE
AUSTIN MINI-COOPER (Entered by Cooper Car Co. Ltd.)

3rd CHRISTABEL CARLISLE
AUSTIN MINI-COOPER

(Subject to
official confirmation)



*Follow the experts — always ask for **CASTROL** by name!*

The Tyre. Today many cars have performance capabilities that can put conventional tyres under dangerous stress. And tyre distortion at speed poses new and important problems. The Cintura is an answer to these problems. The essence of the Cintura solution is this: a special textile belt runs right round the circumference of the tyre under the tread. This belt—think of it as a safety belt—prevents any uncontrolled distortion of the tyre. It holds the tyre profile virtually unchanged even at high speeds, so that the road holding is unimpaired whether braking or accelerating or cornering.

The test. The many advantages of driving on Cinturas are quite remarkable. So remarkable, the most convincing way of presenting them seemed to be to ask professional motorists to test them objectively; and then to base Cintura advertisements on direct quotations from their reports. Our first test driver is Ken Rudd: a man with a highly successful career as a competi-

tions driver (including a class win at Le Mans)—and with a wide experience of high performance cars. Rudd fits Cinturas to Rudd-speed Volvos and A.C. Aces. And, for this occasion, we asked him to do a personal 1000 mile test of Cinturas on an Aston-Martin DB4. Here are extracts from his longtape-recorded report.

● **My average speeds went up.** My experience with the DB4 is this: after you have been driving for a distance with Cinturas, it must be 5/600 miles, you find that your average speeds are going up. When you go back to another tyre on the same sort of motor car, you suddenly realise that the Cinturas have given you a better slip angle, and higher cornering speeds...

● **A set of Cinturas is as good as an engine tune.** The thing you notice immediately with Cinturas is this: the car feels it's upon its tyres, it's rolling freely, and it's just less effort. It's as good as an engine tune, you know. I worked out, from your rolling resistance chart, how much

benefit I got from this—it's something of the order of an additional 17 h.p. That's quite a lot of horse power. For one thing, it must result in lower fuel consumption.

● **Cinturas cut our standing quarter-mile time by 10%.** In sporting events with the A.C. Ace, the Cinturas have given us so much better road-holding that we can take a lower gear ratio and more torque. We can get away so much more quickly that we have dropped our standing quarter of a mile time by around 10%.

● **Talking quietly at 100 m.p.h.** Compared with other tyres, the car is much more comfortable on Cinturas. Take just one example: when you're motoring briskly, the noise of cat's eyes and divisions in the road becomes quite a confusing thing, and your attention gets diverted. With Cinturas this is subdued, you cease to worry about it, and there's no hard feel with the car. Even at 100 m.p.h. with Cinturas you can sit there, talking quietly...

RUDD TALKS CINTURA

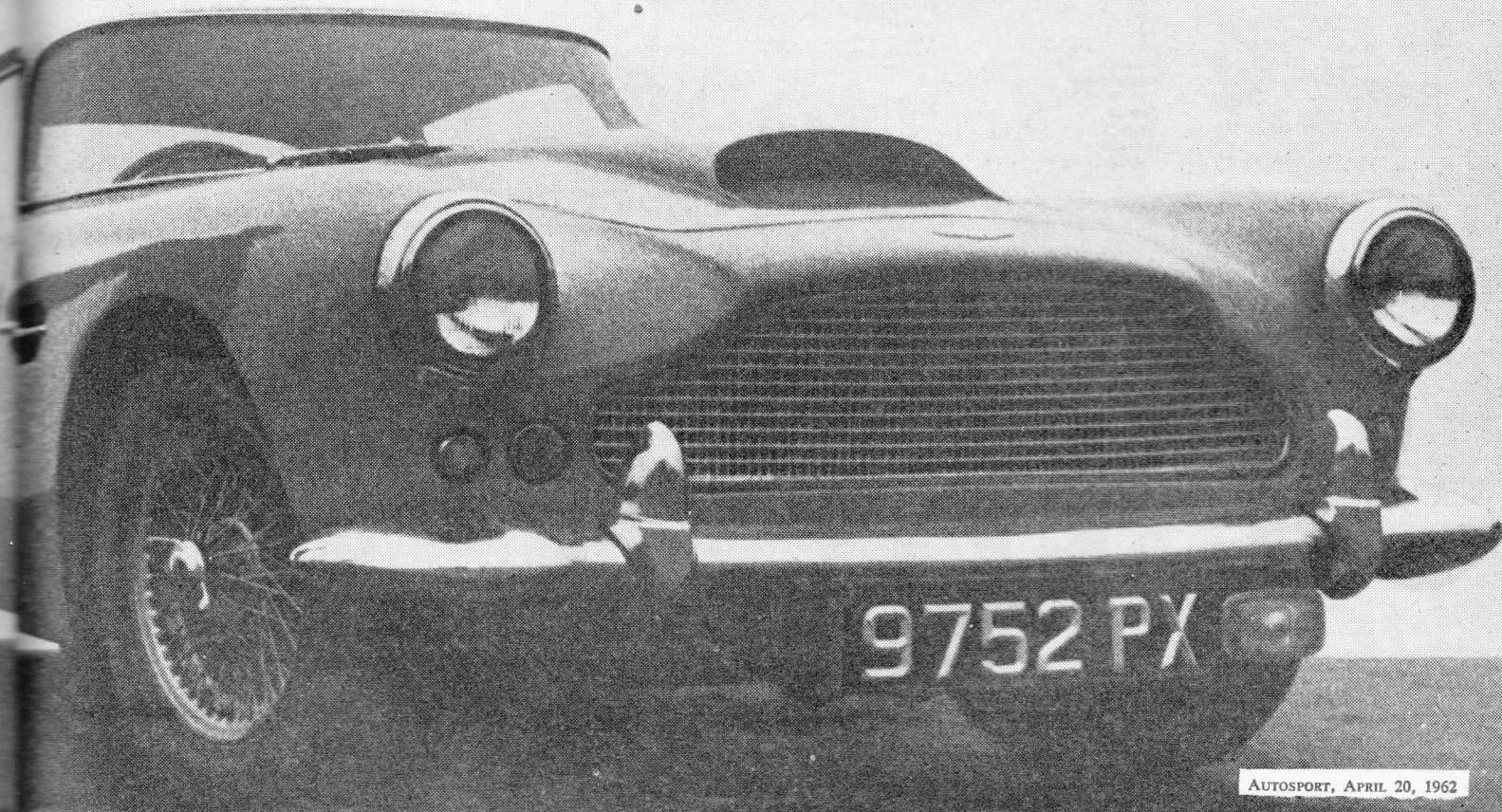
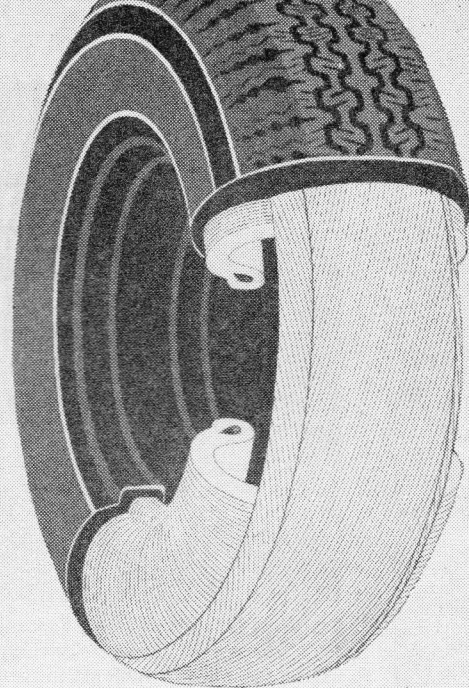


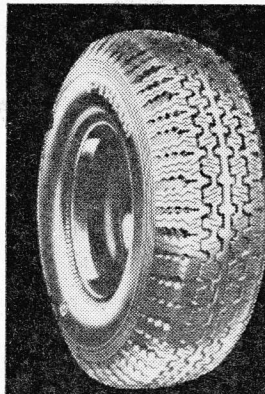
speeds can be a serious thing. But if you run Cinturas at ordinary road pressures for cruising speeds up to 100 m.p.h., they don't heat up and yet they're still very comfortable. In fact, it isn't until you get down to ridiculously low pressures, something like 25% below the best road-holding figures, that they *begin* to get hot; and they don't seem to heat up very rapidly then. ● **We haven't found anybody that has worn them out yet.** This is going to shake you: we've been using Cinturas on the Rudd-speed Volvo for about a year now, and we haven't found anybody that has worn them out yet. I don't know how many miles they are going to do, but we have examples of them being driven briskly that have reached 20,000 miles. ● **An extra margin of safety.** I think the Cintura is ideal for the man who drives briskly in a sporting sort of motorcar. The adhesion is so much better, the line is so

cular. It gives you an extra margin of safety. ● **Cinturas and you.** On another page you will find a list of the exciting cars for which Cintura tyres are available. Motoring of this class needs and deserves a new kind of tyre. If you drive one of these cars you will find it immensely worth while to change to Cinturas.

PIRELLI CINTURA

**The fabulous tyre with
the built-in safety belt**





THE FABULOUS TYRE WITH THE BUILT-IN SAFETY BELT

Earlier in this magazine you can read Ken Rudd's remarkable test report on the Cintura. And here is a complete list of the cars to which Cinturas can be fitted. If your car is on this list, why not fill in the coupon below? The Pirelli booklet will give you the full story on how the Cintura solves some major problems of high-performance motoring:—

Alvis All models Alfa Romeo 1300 Giulietta 1300 Giulietta T.I. Sprint & Veloce Giulietta Giardinetta Armstrong Siddeley Sapphire 234, 236 Sapphire 346 Star Aston Martin D.B.2/4 Mk.III Austin A.40 & A.50 (Cambridge) A.90 & A.95, A.105 A.125 Shearline, Princess Auto Union 1000 Bentley R type Saloon Continental B.M.W. 501-502 (8 cyl.) Bristol 407 Daimler Conquest Roadster 3½ litre Regency 104 Majestic & Major S.P. 250 D.K.W. Three Six Fairthorpe Electron Fiat (England) 1500 Convertible Hillman Minx after June 1958	Humber Hawk VI & New Hawk, Series I Jaguar 2.4, 3.4, 3.8 Mark VII, VIII, IX XK 120, XK 140, XK 150 Jensen 541 R & De Luxe Lancia Appia Ia, Appia 2a Lotus Elite M.G. MGA & 1600 Z.B. Magnette T.F., T.D. Morgan 4/4 Series 2 Plus 4 Morris Cowley 1500 Oxford Series III Isis Series II Six Panhard Dyna & Conv. 1959 & P.L. 17 Peerless G.T. 2 litre Peugeot 203, 403 & 404 Porsche 1300, 1300 S 1600, 1600 S Reliant Sabre Renault Fregate & Caravan	Riley Pathfinder 2.6 Rolls-Royce Silver Dawn Rover 60, 75 & 90 105S & R 80 & 100 (pre 1960) 80 & 100 (1960 onwards) 3 litre Saab 93, G.T. 750 & 96 Singer Gazelle Saloon Standard Ensign Vanguard: 4-cyl. Saloon 6-cyl. Saloon Sportsman Sunbeam Rapiere Series I, II & III Triumph TR2, TR3, TR4 T.V.R. 2-seat Coupe Vauxhall Wyvern 1956/7 Velox 1956/7 Cresta 1956/7 Volkswagen Standard & De Luxe Karmann Ghia Coupe 1500 Volvo P.1800 122S & 122SB18 Wolseley 4/44, 15/50, 6/90
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The Pirelli Performance Bureau, 343/5 Euston Road, London, N.W.1.
Please send me a copy of the illustrated Cintura Booklet.

NAME _____

ADDRESS _____

USUAL GARAGE _____

ADDRESS _____

F/O

PIRELLI CINTURA

CORRESPONDENCE

Brands Hatch Sprinting

I, too, competed at the Tunbridge Wells Motor Club's sprint at Brands Hatch on 25th March but, contrary to Mr. Thynne, I found no delay in scrutineering and practice. You see, I arrived soon after the time the organizers requested competitors to sign on and I did notice that there was quite a queue for scrutineering and practice around 10 a.m. when most competitors seemed to arrive. Allotted times would help, but early arrival would solve Mr. Thynne's problem for the moment.

As for his complaint re white paint only—do organizers have to supply this or is it a service that they provide out of their generosity? Anyway, why does he not take his own?

I do agree that using "top straight" for the start/finish line is very dangerous—in fact, on 8th April at the N.L.E.C.C. event, using the same layout, a red flag marshal only just escaped unscathed when a competitor had difficulty in stopping.

The least said about the scrutineers the better, but after many arguments my Morris Minor 1000, fitted with a Weber carb. and fibreglass bonnet, ended up in a class for "other cars", won by Trevor Taylor in a F.J. Lotus 7/20 hybrid—I thought this was a club meeting!

I would like to congratulate the club for producing the best set of results I have ever come across—not only did they produce this in class order but they also gave the time for the individual laps, the total time for the three laps and the speed of the fastest lap for each competitor. I wish other clubs would go to as much trouble.

One more thing—thank you for AUTOSPORT, the finest motoring weekly ever—but would you please guarantee that George Phillips—the finest motor racing photographer ever—will remain with you for ever!

LEATHERHEAD, SURREY.

CLIVE YOUNG.

He Doesn't Like the New B.R.M.

WHILE designers are doing all they can to reduce frontal area and wind resistance by introducing "inboard" springs, shock absorbers, brakes, etc., it is a pity B.R.M. can't do away with all those "chimney stacks" on their latest cars. Let's hope this is only a temporary measure as they seem to have a potential winner—at last!

CODICOTE, HERTS.

A. C. S. IRWIN.

Queensferry Sprint, 1962

MAY I offer a few words of explanation about the "most elaborate electric timing system" mentioned by your contributor "F.N.P." in the report of the above event.

The equipment, belonging to this association is the Paton-type using light rays to start and stop the timing mechanism. The device used at the start is to ensure that all vehicles, whatever their frontal shape may be, stand a specified distance behind the light beam which is directly above the start line. The chock placed behind the vehicles is to ensure that this position is held. In short-distance sprints or hill-climbs a skilled driver on two or four wheels can gain an advantage from even a few inches and we use form laid down in the R.A.C. General Competitions Rules relating to standard start record attempts to overcome this. (Part VI, paragraph 100 is the reference.) "The automobile must be stationary with the part which operates the timing apparatus behind but within 10 centimetres (approx. 4 inches) of the starting line".

At a number of events we have found this procedure entirely satisfactory. Neither the Chester Club nor any of the car competitors had previously used the system yet we had no snags or queries during the course of the meeting. It seems logical that the highest laid-down standard, being quite workable, should be that used in this highly specialized branch of the sport.

With the West Essex Club introducing a Dragster Class at their National Speed Trials it might interest people to know the official definition of such cars. This is as follows: "The Dragster Section is reserved for cars capable of all-out competition. . . . Driver may be in any location. . . . The total combined displacement of the engine(s) may not exceed 850 cubic inches. Any modifications may be made to the engine(s). Engine(s) may be in any location. . . ." This information was supplied by the National Hot Rod Association of America and is included in the official 1962 Drag Rules.

THORNTON HEATH,
SURREY.LEONARD COLE, Hon. Secretary,
NATIONAL SPRINT ASSOCIATION.

Production Engines at Indianapolis

WITH reference to Gordon H. Martin's article on the prospects of this year's Indianapolis race, he is in error when he says that the 1927 winner was equipped with a production engine. The Duesenberg in question had a 1,500 c.c. twin overhead camshaft racing engine with a centrifugal supercharger and bore no resemblance to the Duesenberg production cars of that period or any other.

The only production type engines fitted to winning cars in the "500" were those in the Marmon of 1911 and the National of 1912.

GALAMARES, SINTRA, PORTUGAL.

T. A. S. O. MATHIESON.

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



Esso EXTRA MOTOR OIL

INTERNATIONAL LOMBANK TROPHY MEETING

SNETTERTON—14th APRIL

LOMBANK TROPHY RACE
FORMULA 1

1st JIM CLARK (LOTUS-CLIMAX V8)

FORMULA JUNIOR RACE

1st PETER ARUNDELL (LOTUS-FORD)

TOURING CAR RACE (1,001—2,000 CC CLASS)

1st ALAN HUTCHESON (RILEY)

TOURING CAR RACE (UP TO 850 CC CLASS)

1st J. RICHARD ALEY (MORRIS MINI-MINOR)

(Subject to official confirmation)

Using ESSO EXTRA MOTOR OIL

*the same superb mineral oil you can buy from your local Esso Dealer . . .
and ESSO GOLDEN Petrol, of course !*

Club News

By MICHAEL DURNIN

THE SHILLING TROPHY

DURING the season Craven Motor Club specializes in organizing, under closed permits, training rallies suitable for the average club members. The Shilling Trophy Rally on 7th/8th April, co-promoted with Farnborough District Motor Club, was a typical example which served its purpose admirably for the 39 entries. A few of the entries were quite expert crews and, no doubt, they also benefited by the exercise.

A late start near Basingstoke eliminating the need of "run in" sections, it was down to business from the beginning! Destination of the first 40-mile stage was a filling station near Salisbury and this location served as the central control for the remaining stages. In all, the route of 180 miles embraced exactly 100 map-referenced check points on Winchester, Salisbury and Bournemouth maps; the points which were manned automatically became time controls.

The second stage in the form of a broad sweep around Salisbury failed to command the start of the D. Street/K. Coombs refractory DKW Junior which had developed an obscure malady and failed to respond to frantic attention. Between controls 28 and 29 a sharp right-hand bend near Downton caused "a few moments" and a mud-spattered grille for the James/Ballard disc-braked Consul.

Seven "clean sheets" prevailed at the start of the third and final 90-mile stages; all except one succumbed to the exactness of tightly placed time controls and the Bill Homewood Consul, navigated by Dennis Hayes, emerged the winner with the only sustained "clean sheet".

LLOYD ROBERTS.

Results

1, W. Homewood/D. Hayes (Ford Consul); 2, P. Church/N. Church (Ford Zephyr); 3, N. Thorne/D. Pratt (Ford Zephyr); 4, J. Harding/Mrs. M. Goodman (Triumph Herald 1200); 5, E. Goodman/B. Harvey (Austin Seven-Cooper); 6, Dr. I. Pattison/Mrs. C. Pattison (Austin Seven-Alexander).

EASTERN COUNTIES MOTOR CLUB SECOND NIGHTLIGHT SPRINT

TWICE in every motoring year the pit lights are used at Snetterton: one occasion is the AUTOSPORT "Three Hours" Meeting, the other is the Eastern Counties Motor Club's Nightlight Sprint. The second of these was held recently in ideal conditions, the only unpleasantness being a typical Snetterton wind and a little rain which began to fall as the last three cars were preparing to make their night record runs.

The course for this year's Nightlight ran from the pits, through Riches Corner, up towards Sear Corner, round a marker and back to the pits. Competitors made a total of five runs: two practice and one record by day and one practice and one record by night. Class A for Production Touring Cars under 1,200 c.c. consisted entirely of variations on the ubiquitous B.M.C. Mini, whilst Class B for Touring Cars, 1,201-1,600 c.c., had but three entries. Of these M. W. Winch's much-modified Simca was far

and away the fastest. Class D for Touring Cars over 2,700 c.c. had a sole entry, R. L. Cordes' massive Pontiac Catalina. Although the organizers had reserved the right to amalgamate under-subscribed classes, it was decided to allow Cordes to run in his own class and receive a class award simply because he handled the mammoth Catalina so splendidly, providing spectators with a memorable spectacle. The Pontiac had automatic transmission and, therefore, very little engine braking, so in order to slow for the marker Cordes simply selected reverse! The sight of the Pontiac's nose rising two or three inches and leaving 17-yard tyre marks on the grid on take-off will be long remembered by those who witnessed the spectacle.

Classes E and F were run as one for Sports and Grand Touring cars up to 1,000 c.c. and 1,001-1,500 c.c. The big surprise here was provided by the M.G. TF driven by Taylor and Blain who finished first and second with Noble's Sprite third. And this against a Group III Mini! Class H brought forth the big Sports and G.T. cars over 2,000 c.c. A further surprise was in store here with J. F. Gambol's Morgan Plus 4 winning from Paul Moyes' Austin-Healey 3000 and the Hon. Basil Feilding's Daimler SP 250.

Class J for sports-racing cars up to 1,500 c.c. promised real fireworks with three Lotus Sevens, a Terrier and a Cooper-Gemini. Last year's outright winner, Roy Millbank, was back with his Climax-powered Lotus 7 which he calls "Yuri". When one sees this car in action one appreciates how fitting the name is. T. J. McClement's Holbay-Classic-engined Lotus 7 was producing 90 b.h.p.: on his night practice run McClement must have been looking for birds' nests, for his headlights were probing the sky. On his night record run he returned 59.8 secs. causing members of the organizing club to conjecture upon the likelihood of a "home win", then Millbank went out and returned a shattering 58 seconds. And so Millbank won outright for the second year in succession; perhaps he will return next year to make it a hat-trick.

P.W.S.

Results

Outright Winner: Roy Millbank (Lotus 7-Climax 1098). **B.T.D.:** Roy Millbank, 57.5 s. **B.T.N.:** Roy Millbank, 58 s. **Production Touring Cars under 1,200 c.c.:** 1, Sheridan Thynne (Morris Mini-Cooper); 2, Scott Morgans (Austin 7 Countryman); 3, D. Wynn-Williams (Austin Mini). **Production Touring Cars, 1,201-1,600 c.c.:** 1, M. W. Winch (Simca); 2, H. P. Deschamps (Volvo 122S); 3, P. Griffin (Hillman Minx). **Production Touring Cars over 2,700 c.c.:** 1, R. L. Cordes (Pontiac Catalina). **Sports and G.T. Cars up to 1,000 c.c. and 1,001-1,500 c.c.:** 1, A. Taylor (M.G. TF); 2, G. D. Blain (M.G. TF); 3, M. Noble (Austin-Healey Sprite Mk. 1). **Sports and G.T. Cars over 2,000 c.c.:** 1, J. F. Gambol (Morgan Plus 4); 2, Paul Moyes (Austin-Healey 3000); 3, Hon. Basil Feilding (Daimler SP 250). **Sports-Racing Cars up to 1,500 c.c.:** 1, Roy Millbank (Lotus 7-Climax); 2, T. J. McClement (Lotus 7 Holbay-Classic); 3, S. J. Digby (Cooper-Gemini).

CATTERICK HILL-CLIMB

ON the very last run of the day and on a track still wet from a very heavy rain shower, Josh Randles set a new record and B.T.D. in the National British hill-climb held by the Darlington and District M.C. at Catterick on Sunday, 8th April.

Rain and occasional snow spoil the morning practising but the weather cleared up before the due time of start and enough paying customers to ensure

the financial success of the meeting packed the 1,000 yard climb.

Half the first timed runs were accomplished in sunny conditions and with a dry track, but just as the faster machinery started their climbs a heavy shower swept in and soon the track was streaming. Just before the downpour the hill record-holder, Allan Ensoll, who set the record with a D-type Jaguar last June in 41.48 secs., went up in 41.65 secs. to record the fastest up to that time in his XK 120. Then, with the rain, Randles' first climb in his Cooper Monaco was not as fast as his practice times on either of his runs.

Fortunately Randles was entered in two classes, the sports-racing cars over 1,600 c.c. and racing and sports-racing unlimited. This gave him an extra run at the end of the field when the track was rapidly drying. He got off the line beautifully and the Climax engine sounded fine as the silver car accelerated towards the hairpins. He swept through the tight bends in style and shot under the finish banner in a time of 40.95 secs.—and became the new record holder for the Catterick hill.

The unpromising weather during the morning cut down on the number of starters and of the entry of over 100 only 84 took part. Several new class records were set during the day and the meeting was devoid of incidents in spite of the poor conditions apart from an NSU Sport Prinz, which was inverted—fortunately with more damage to the car than the driver, who escaped with a cut hand.

The first car to ascend the hill was G. Holden's very modified Mini which knocked a second and a half off the class record and won the class with that run, his second being much slower in the rain. Second to him, and only a tenth of a second behind in 50.6 secs., was F. H. Crosby in his Downton-modified Cooper-Mini.

Phil Walton drove very well to win the next class (saloons over 1,600 c.c.) in his 3.8 Jaguar. In the dry he clocked 48.59 secs. but when the track was still wet he made a tremendous run in 48.48 secs. with the big car on full understeer on the hairpins.

The small sports car class was won by J. T. Butterworth (Lotus 7) with Peter Smith (Sprite) second, and the next class (Sports, up to 1,600 c.c.) was won by Mike Wheatley on his outing with his

Coming Attractions

20th-21st April: M.C.C. Land's End Trial.
20th-23rd April: Scottish Sporting C.C. Highland Rally.
20th-24th April: Ulster A.C. International Circuit of Ireland Rally.
21st April: B.R.S.C.C. Race Meeting, Rufforth, near York.
22nd April: Swansea M.C. Sprint, Pembrey, near Llanelly, Carmarthenshire.
Romford E.C.C. Sprint, Witchford, Isle of Ely.
23rd April: Pau Grand Prix (F1).
B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex (F1, F.J., G.T., S., T.). Starts 1.30 p.m.
B.R.S.C.C. Race Meeting, Brands Hatch, near Farnham, Kent. Starts 12.30 p.m.
N.S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics. Starts 1.30 p.m.
Middlesbrough and D.M.C. Race Meeting, Thornaby, Yorks.
Cheltenham M.C. Sprint, Little Rissington Aerodrome, Glos.
West Cornwall M.C. Hill-Climb, Trengwainton, near Penzance, Cornwall. Starts 1 p.m.
South Wales A.C. Hill-Climb, Castel Farm, near Bridgend.

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FALKIRK & DISTRICT MOTOR CLUB Bairns Trophy Rally

THE fourth event of the *Motor World* Rally Championship in Scotland was the Bairns Trophy Rally held on 7th-8th April and organized by the Falkirk and District Motor Club. The event attracted 41 entries who included the cream of Scottish rally crews and resulted in a convincing win for Logan Morrison (M.G.A.), last year's Scottish rally champion, navigated by Ross Finlay. This leaves the championship wide open, with Frank Inglis, Tom Paton and B. C. Coyle all possible champions, as well as Logan Morrison and David Black.

Of the competing crews, almost one-third favoured Mini-variants, but Ted Paterson arrived from Aberdeen in a brand new Herald which he collected that morning, so it is little wonder that he retired in the event.

The start, at Morrison's Garage, Camelon, near Falkirk, found Tom Paton (Mini-Cooper) first off, on a two-minute section at 30 m.p.h. However, only Jim McInnes (VX 4/90) lost marks on this one-mile section. There was no hanging about to the first control with seven short sections and two code words to be covered; most of the entry lost vast numbers of points on this stretch. By now the entry was on the twisting roads in the Kilsyth Hills, with a special nine-mile long timed section over a rough road on the Cringate bounded by Forestry Commission land.

No one made this stretch on time, best being Logan Morrison (M.G.A.) with Tom Paton (Mini-Cooper) next. On past Loch Coulter, then west and downhill to the outskirts of Kilsyth, by which time the rain was lashing down, but competitors were now getting their breaths back on the main roads and only B. C. Coyle (Austin 7) collected penalties.

There was, however, no time to relax, with a reversed route card leading south through Dullatur, followed by straight line navigation into the Slamannan area where Logan Morrison missed a code board. By now John McIntyre had retired his Consul with a recurrence of electrical trouble which he thought had been rectified prior to the start.

The route continued along the high ridge to around Avonbridge, where D. C. Black (Dauphine) missed his first code board, while on the side roads around Bo'ness, Miss Cynthia Bickers (Riley 1.5), the only woman driver competing, began to get the hang of things, D. S. Blackwood (Herald) appeared to scorn the use of roads with code boards and amassed huge penalties.

The final section of the first half of the rally led by Letham and on by-roads on the south bank of the River Forth before turning back to Camelon and the start for a welcome 30-minute break.

By now about half the crews had been retired through lateness, but the remainder set off again from 4 a.m., on sections in the Shieldhill, Bonnybridge and the Bauknock areas. Most crews remaining were covering this half of the event with fewer marks lost compared with the huge totals of the earlier sections.

Now the route took in the north side of the Forth where Frank Inglis (Austin-Cooper) lost maximum points on two succeeding sections, in company with Charlie Kerr (Dauphine), R. T. Kelso (Austin 7), Jim McInnes (VX 4/90) and

John Brown (Herald). Whereas W. Duff (Wolseley 1500) lost 1,800 marks in six consecutive controls.

In the final sections through Powmill, Blairingone to Kincadine few penalty points were collected and of the 19 crews remaining in the event the Syer brothers did extremely well in the second half of the event, but like seven other

crews had their total penalties boosted through opening an envelope with the control location.

W.K.H.

Provisional Results

Bairns Trophy: 1, W. Logan Morrison/Ross Finlay (M.G.A.), 575; 2, D. C. Black (Dauphine), 862; 3, B. C. Coyle (Austin 7), 1,699. **Best Falkirk & District M.C. Member:** C. F. Kerr (Dauphine), 2,715. **Team Award:** D. C. Coyle/C. F. Black (Dauphine).

BOLTON-LE-MOORS INTER-CLUB DRIVING TEST MEETING

THIRTY-SEVEN clubs responded to Bolton-le-Moors' invitation to send teams of two cars to Blackpool on 8th April for what turned out to be a first-class event comprising six well-conceived tests, designed very successfully by the organizers to place emphasis on skill rather than to give any particular type of car an advantage. True, there was an equalizing index of performance, based on previous results, and calculated to four places of decimals, but the outcome of the individual championship which preceded the team event and which was timed on a scratch basis made rather a nonsense of this, since several cars normally considered unsuitable for driving tests put up better performances than the ubiquitous Sprites and Minis, and D. Paterson went so far as to make B.T.D. with his M.G.A., coming all the way from Scotland to do so. But then perhaps all those red faces were due to the bright sunshine which made a welcome appearance during the day!

Test one was the most spectacular, and utilized the swimming pool car park. It was set on an appreciable gradient, a refreshing change from the usual flat airfield layout. There were other differences, too. Bolton-le-Moors did not use pylons. There was no need with all those solid rocks, brick walls and concrete posts about, not to mention a parked traction engine waiting to be collected by anyone unwise enough to overshoot his line.

There were four changes of direction, two descents, one ascent and a tight hairpin round the end of a brick wall which called for the simultaneous use of handbrake and power if the right line was to be followed. Paterson showed the way here in 51.6 secs, closely followed by R. Richards (Richards-Sprite) and I. Mantle (Morris-Cooper).

Test two was transferred at the last moment from the beach itself to a site less exposed to the angry looking sea and, in consequence, the three garages into which it was necessary to reverse were rather tighter than the club had intended. It was not surprising that a special put up best time here, namely R. Fletcher in his C.C.S. closely pursued by the Mini brigade, headed by I. Mantle. This was the only test to show favour to a particular size of car.

The next four tests were laid out on the lower promenade and Robin Richards proceeded to make fastest time in all four, with Paterson and his fellow Scots, D. McGlynn (Morris-Cooper) and A. Tunnock (Austin-Cooper) in close attendance. Outstanding in this series was A. Gorst in his Volkswagen. Not only did he win his class but he did so in such fine style that he returned better times than most of the Minis. Test three was a double figure of eight with a garage thrown in for good measure. And if you over-measured it only the railings stood between you and a 20-foot drop into the sea. Tactics varied here between those

who took a tight line and used the hand-brake and those who preferred to sacrifice space in the interests of keeping speed up. The really brilliant boys seemed able to do both and it was on this basis of sheer test ability that the final outcome was decided.

The fourth test was a sprint round two pylons with a couple of reverses between markers set midway, whilst the fifth comprised four garages to be entered in sequence, two forward and two in reverse. Apart from those who were already well ahead in their classes, good performances were put up by Len Gibson (Mini), Mike Sutcliffe with a handful of Zephyr and Phil Crabtree, whose Anglia was losing oil after the sump plug had been disturbed during test one.

Finally, there was a straight dice up the prom. ending with a braking test with baulk lines set nine inches apart at two seconds penalty per line. The gentle approach paid off best, and times over the whole field varied very little except for those of the few exuberant types who, relieved, no doubt at being allowed to overshoot without damage, were determined to have their money's worth.

So ended the morning's sport. Provisional results were speedily posted and competitors set out to repeat the six tests, this time with the index of performance applied and in teams of two. The index penalized the Mini drivers most heavily and they were expected to make up on the Sprites by as much as four seconds in 200. Mantle managed to do this and with Richards won the premier award for the London Motor Club less than three seconds from the Scottish Sporting Car Club team of Tunnock and Sword, whilst Kilmarnock Car Club, headed by the flying Paterson, ably supported by McGlynn, were a close third, Paterson, of course, was more leniently treated by the index, but he disdained this advantage with his superior performance on a scratch basis. It was only noticeable that, of the class winners, Mantle's Mini and Baguley's Sprite, both in standard trim, were quicker than their modified counterparts in the hands of Pratt and Harris.

A feature of the day's sport was the very high standards achieved generally and all the awards were most worthily won.

RON AMBROSE.

Results

Best performance by a standard car: D. Paterson (M.G.A.), 246.4 s. **Best performance by a modified car:** R. Richards (Sprite), 250 s. **Best Bolton-le-Moors:** J. Denton (Sprite), 266.4 s. **Class Winners:** I. Mantle (Morris-Cooper), 249.2 s.; A. Gorst (Volkswagen), 258 s.; R. Dando (Rapier), 287 s.; N. Baguley (Sprite), 251.6 s.; K. Kent (TR2), 272 s.; S. Pratt (Mini), 258.8 s.; D. Harris (Sprite), 254.6 s. **Team Results:** 1, London M.C. (I. Mantle and R. Richards), 483 s.; 2, Scottish Sporting C.C. (A. Tunnock and J. Sword), 486 s.; 3, Kilmarnock C.C. (D. Paterson and D. McGlynn), 488 s.

STIRLING MOSS recently took delivery of a Lotus Elite.

LITTLE RALLY

LONDON Motor Club is always experimenting and nearly always succeeding with new ideas, but this event rather destroyed the social atmosphere with which members have hitherto associated "The Little". In fact, one member was heard to remark "that the event should be renamed The little London Rally".

This year only 74 cars started from the Elstree Way Hotel on a half-night event designed to give practical experience to novices who had attended Les Needham's Navigation Lectures, and also some serious practice for the experts. Serious enough indeed for seasoned rallyist P---l St---r (who prefers to remain anonymous), to wrong-slot and lose 3 mins. and a class award.

A route card run-in to the Chequers Inn at Whipsnade set things very gently into motion—23.7 miles of main road with a secret time control at 22 miles to catch the lead-footed brigade. After a supper stop of one hour a Tulip Card on maps 147, 146, 159 and back to 146 kept navigators really busy if they followed the route on their maps. Control 5 saw the first of 20 map references, nine of which were time controls with directional approaches, the others being route checks.

Controls 6 to 10 presented no problems with very easy timing, but control 11 in a slip road caught out Mary Forest/Diane Willis who were defending the Coupe des Dames Trophy in their Riley. Control 12-13 was an easy 2-min. section, but control 14 slightly off reference and in total darkness was awkward to find since it was on Finmere Airfield.

Here the driving tests took place—easy in daylight and on a hard surface, but decidedly exciting at night on the loose surface with pylons lit with what appeared to be glow-worms. No less than six competitors were observed going round pylons the wrong way, while others enjoyed it sufficiently to go round too many times! If it were not dark enough already, night fell with an almighty bump for the Mockridge/De Mesa Daimler SP 250 when the boot lid flew open while "full chat" in reverse—total eclipse! Ian Mantle put up fastest times on all tests in Paul Steiner's Austin-Cooper.

Control 15-16 presented something of a shock with two gates on a very innocent-looking yellow road and control 18 was tricky since it was necessary to take practically the only white road to make the correct approach. Further easy sections followed to time control 25, when a route card was issued to take competitors the last 10 miles to the motorway restaurant at Newport Pagnell—two miles from the finish, however, the secret control reminded everyone that this was still a rally.

Just a thought—is the owner of the Mini-Minor with the registration No. MA 22 a French ballet dancer?

Provisional Results

London Challenge Trophy: P. Easter/K. Stubbs, 84.28 marks. Club Trophy: R. K. White, 85.40. Lawson Challenge Trophy: D. B. Eastall/D. Bignell, 92.20. James Trophy: M. H. Serjeant/Miss V. M. Higgins, 97.97. Class Awards: Dr. A. J. Martin/P. Hubbard, 94.75; Lt. W. C. Metcalf/J. Gray, 93.69. Novice Trophy: M. Abrahams/Dr. R. Franklin, 119.49. American Trophy: R. K. White, 85.40. Best Control voted by Competitors: Control 15.

Ferrari—continued

started using a wind-tunnel, albeit with models, and with the aid of Pininfarina he evolved the sleek and efficient bodies we first saw last year.

Ferrari seems at times to be a lonely man. The loss of his son, Dino, hit him very hard indeed, and he surrounds himself with mementoes of the one he hoped would one day take his place. Dino's office remains as it was the day he left it for the last time; his little Fiat is on blocks in the garage, with a tarpaulin over it; in Enzo's office, on the wall on the Commendatore's right, is a photograph of his beloved son, and underneath, three plastic roses, each with a lighted bulb inside.

He is moody and given to what can only be described as petty-mindedness at times. For instance, Richie Ginther, having told Ferrari at the end of last season that he was leaving to join B.R.M., was forbidden to enter the factory to say goodbye to his friends! This is a little hard to understand coming from a man like Enzo Ferrari, but all great men have their weaknesses like anybody else.

Now 64 years old, Ferrari shows no sign of retiring. He is seemingly in good health and should be able to continue to run the factory that bears his name for many years to come. Certainly there are two things he is very keen to do. One is to see one of his cars win at Indianapolis and the other is to get his own personal creation, the Ferrari Mille, into production.

Meanwhile he will continue to turn out his fantastically successful racing cars and his superb G.T. machines.

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FAIRTHORPE ELECTRON MINOR. 1961. Two-seater. Very low mileage only, unmarked royal blue with dark blue interior. One owner only. £375

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. £795

TR3. 1956. Two-seater, just recellulosed in red with tan interior, with radio, heater, twin spots, washers, tonneau cover, X tyres, hard and soft tops. £465

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

AUSTIN-HEALEY SPRITE. 1960. Two-seater. One owner from new, unmarked in white with black interior, every extra including heater, tonneau cover, etc. £485

AUSTIN-HEALEY 100/6. 1959. Two-seater finished in ice blue and ivory with hard top, disc brakes, overdrive, radio, luggage rack, two owners only. £675

TRIUMPH TR3A. 1960 series, two owners only, unblemished in B.R.G. with matching hard top, with X tyres, disc brakes, heater, etc. £995

LOTUS SEVEN. 1960. Two-seater, finished in alloy with red cockpit, wood-rim steering wheel, full weather equipment, B.M.C. A series engine. £435

TR3 1957. Two-seater, finished in red with black hard top, with disc brakes, overdrive, spot lamps, heater, X tyres. £495

AUSTIN-HEALEY 3000. 1960 series. One owner only, unmarked green with pale grey interior, fitted disc brakes, overdrive, heater. £735

M.G.A. 1959. Two-seater, finished in silver with black cockpit and radio, heater, X tyres, twin spots, wood-rim steering wheel. £565

E TYPE JAGUAR. 1961. Roadster, quite unmarked in dark metallic green with pale green upholstery, with heater, screen washers, etc. £1,895

TR4. 1962. A few days' old only, as new throughout in red with black interior, 175 miles only. We would be interested in a low mileage TR3A in part exchange. £1,045

DAIMLER SP 250. 1961. Two-seater, one owner, low mileage only, as new throughout in ivory with matching hard top and red interior, fitted disc brakes, heater, etc. £1,195

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AUSTIN-HEALEY SPRITE. 1958. Two-seater, finished in Old English white with red interior, fitted all works extras including radio, heater, tonneau cover, etc. £395

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. £595

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

TR2. 1954-55 model. Two-seater, in black with matching hard top and red upholstery, fitted X tyres, luggage rack, etc. Choice of two from £295

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. Choice two at £345

JAGUAR XK150. 1958. Fixed head coupe in dual red and grey with red interior, with overdrive, wire wheels, radio, heater, twin spots, X tyres, disc brakes. £795

TR3A. 1958. Two-seater in green with off-white hard top overdrive, radio, heater, disc brakes. £575

TR3. 1957. Two-seater. A most exceptional example in B.R.G. with tan upholstery, with disc brakes, heater, spot lamp, etc. £475

AUSTIN-HEALEY 100/6. 1957. Two/four-seater finished in ice blue with radio, heater, twin spots, X tyres. £555

LOTUS SEVEN. 1960. Two-seater in red with B.M.C. A series modified engine, wire wheels, wood-rim steering wheel. £395

M.G.A. 1956. Two-seater finished in red with black upholstery with radio, tonneau cover, X tyres, new hood, etc. £475

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Catterick—continued

new Classic-engined Lotus Super Seven. His was one of the best times of the day in 43.92 secs.

Allan Ensoll won the next class, for big sports cars, in his XK 120. T. R. Clapham was next in his Climax-powered Lotus 7 in 44.79 secs. Local driver Campbell Dawson, making what he claimed to be one of his last appearances at speed events for some time, won the small sports-racing class in his Lotus in 43.3 secs. with R. G. Hirst second in 46 secs.

Josh Randles won both the big sports-racing and unlimited racing and sports-racing classes in the Cooper. Second in the former was J. Nicholson in his E.R.A.-Jaguar with smart special bodywork. Also in this class was David Harrison's new Lotus special powered by a supercharged Zephyr engine. In the second class Phil Chapman had all his work cut out controlling the power of his V8 Chapman-Mercury special, running without the front bodywork, but he still managed to take second place among the big cars.

Randles' record-breaking last run brought to an end a meeting which had run very promptly and with a minimum of delay.

It seemed a pity that the well-informed commentary by Jimmy Blumer and Allan Stephenson could be heard only in snatches by the majority of the large crowd present who stood near the hairpins. Once again the classification of entries puzzled the writer. Why a 1,100 Climax-powered Lotus Seven should run in the over 1,600 c.c. sports car class while a Classic-powered version of the same car ran in the under 1,600 c.c. sports car class and proved faster is mystifying, as is a Triumph Herald powered by a 1,200 c.c. Climax engine also in the large sports car class!

PETER CRAVEN.

Results

B.T.D.: J. Randles (Cooper Monaco), 40.95 s. **Touring cars, up to 1,000 c.c.:** G. Holden (Mini), 50.5 s.; 2. F. H. Crosby (Downton Cooper-Mini), 50.6 s. **Over 1,600 c.c.:** P. G. Walton (Jaguar 3.8), 48.48 s. **Sports cars, up to 1,000 c.c.:** J. T. Butterworth (Lotus 7), 44.9 s.; 2. P. J. Smith (Sprite), 48.10 s. **1,000 c.c.-1,600 c.c.:** J. M. Wheatley (Lotus Super 7), 43.92 s.; 2. F. P. Kaye (Elva Courier), 45.86 s. **Over 1,600 c.c.:** 1. A. Ensoll (Jaguar XK 120), 41.65 s.; 2. T. R. Clapham (Lotus 7-Climax), 44.79 s. **Sports-racing cars, up to 1,600 c.c.:** C. B. Dawson (Lotus XI), 43.30 s. **Over 1,600 c.c.:** J. Randles. **Racing and sports-racing cars unlimited:** J. Randles.

AS we go to press we learn that Jack Brabham will almost certainly be driving a Lotus at Pau. Colin Chapman is very sportingly lending him a car for the race.

THE ALLARD OWNERS' CLUB AND NORTH LONDON ENTHUSIASTS' CAR CLUB HIGH SPEED TRIAL

THE heavens opened and provided a very slippery and greasy Brands Hatch for the Allard Owners' Club and North London Enthusiasts' Car Club sprint on 8th April. Between two rainstorms, C. Lacey, however, managed to return a time of 2 mins. 8.8 secs. and put up best time of the day in his independent rear-end Lotus 7/20, while Wendy Hamblin took the ladies' award in the other 7/20 Lotus with a time of 2 mins. 31.8 secs.

Two contenders managed to spin their mounts in the morning practice session. After the first April shower of the day, David Howard drove his 3.4 Jaguar down to Pilgrim's Rise at right angles to the track and Brian Bull managed a smart pirouette after hitting a wet patch coming out of Druids.

In the afternoon class 1 started on time with a host of Minis and was won by J. Maas (2 mins. 27.6 secs.) in his Mini-Cooper. The next home, Saunders in his Cooper, was 14 secs. behind Maas, with a time of 2 mins. 41.2 secs.

The next four classes had very small entries. The class 2 award went to Haywood in his Volkswagen, class 3 to Windebanks in his very rapid Sunbeam Rapier (2 mins. 34.2 secs.) and class 4 was won by Davies in his Zephyr (3 mins. 0.5 sec.), while David Howard drove round with his usual verve in his 3.4 Jaguar with a time of 2 mins. 27.4 secs.

C. Saunders, driving his very rapid T.V.R.-Climax, won class 6 from K. L. Grant's nippy little Sprite, clocking 2 mins. 23.4 secs.

By now the rain had really set in for good and out came the M.G.s on to a very wet circuit for class 7. Peter Tomei and Vernon Clark once more had a tremendous battle for first place. This time Tomei beat Clark with 2 mins. 28.6 secs. and 2 mins. 30.6 secs. respectively.

Neil Dangerfield drove his newly acquired TR4 round very fast indeed with a time of 2 mins. 21.6 secs. to win class 8. This car has obviously still got suspension troubles judging by the way the car was pitching violently on the twists. De Meza was second in this class after circulating very rapidly in his Daimler SP250.

Classes 9 and 10 were unfortunately cancelled through lack of entrants.

In class 11 Lacey was first, but as he was also B.T.D. he was not given the

award for this class. Lacey's car was very interesting indeed, in fact it was a Junior in disguise, both the suspension and engine being of Lotus 20 origin. Neville (Lotus Super Seven) and Porter in the other Lotus 7/20 were equal first and Pearce Courage, making his first appearance, drove extremely well to take third place (2 mins. 19.2 secs.).

Bell, Rye and Osgood were all very close in class 12. Bell just managed to pip it, however, in his speedy 1172 Lotus Seven.

Bob Burnard brought his A.C.-Bristol to the grid to win class 13. In spite of driving cross-country for a while he still put up an excellent time of 2 mins. 22.4 secs. He was followed by the M.G.s of Holt and Fernando, 2 mins. 25.8 secs. and 2 mins. 27.4 secs. respectively.

Some really big monsters appeared in class 14, but Neil Dangerfield, out again with his TR4, beat them all, and his first time, by 0.4 sec. Gordon Viola was second in his great big Manta-Jaguar, having worked on it most of the afternoon after an excursion in his first run (2 mins. 31 secs.).

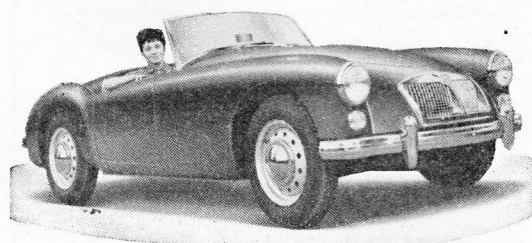
The racing cars brought the meeting to a close with four 500s and one enormous Monoposto Jaguar, the Jaguar driven by R. C. Rye. Unfortunately this car had too much power for a wet circuit and came off at Druids first time round, luckily with only little damage to this fine car. Bukett won the class with a time of 2 mins. 38.2 secs.

The organizers had put a lot of work into the meeting, including rigging up a public address system temporarily for the day. Having increased the entry from 75 to 101 cars, they were very disappointed to have to turn down as many as another 50 entrants. This surely gives some indication as to how popular this particular sprint is.

MICHAEL TICEHURST.

Provisional Results

B.T.D.: C. Lacey (Lotus 7/20), 2 m. 8.8 s. **Ladies' Award:** Miss W. Hamblin (Lotus 7/20), 2 m. 31.8 s. **Class 1:** J. Maas (Cooper-Mini), 2 m. 27.6 s. **Class 2:** M. V. J. Haywood (Volkswagen), 2 m. 52.2 s. **Class 3:** M. J. Windebanks (Sunbeam Rapier), 2 m. 34.2 s. **Class 4:** C. F. Davies (Ford Zephyr), 3 m. 0.5 s. **Class 5:** D. Howard (3.4 Jaguar), 2 m. 27.4 s. **Class 6:** C. Saunders (T.V.R.), 2 m. 23.4 s. **Class 7:** K. P. Tomei (M.G.A. Twin-Cam), 2 m. 28.6 s. **Class 8:** N. Dangerfield (TR4), 2 m. 21.6 s. **Class 11:** R. C. Neville (Lotus Super Seven) and D. B. Porter (Lotus 7/20), 2 m. 18.8 s. **Class 12:** R. M. Bell (Lotus Seven), 2 m. 26.6 s. **Class 13:** R. Burnard (A.C.-Bristol), 2 m. 22.4 s. **Class 14:** N. Dangerfield (TR4), 2 m. 21.2 s. **Class 15:** D. F. Bukett (Cooper 500), 2 m. 38.2 s.



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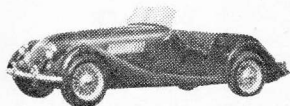
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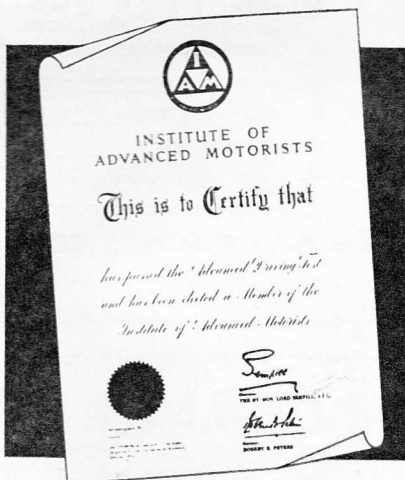
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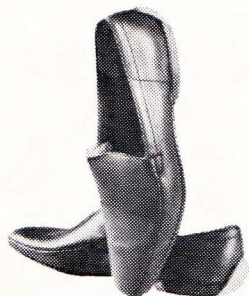
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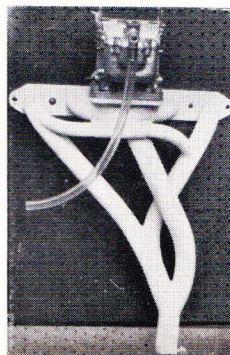
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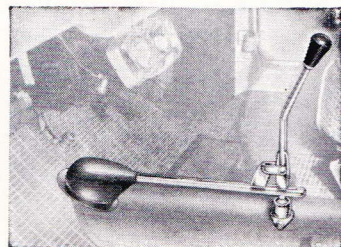
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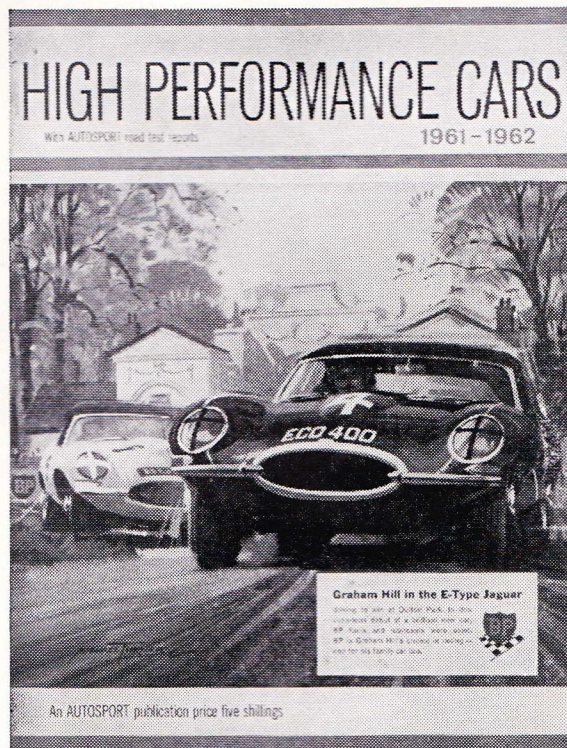
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