

SILVERSTONE PREVIEW

AUTOSPORT

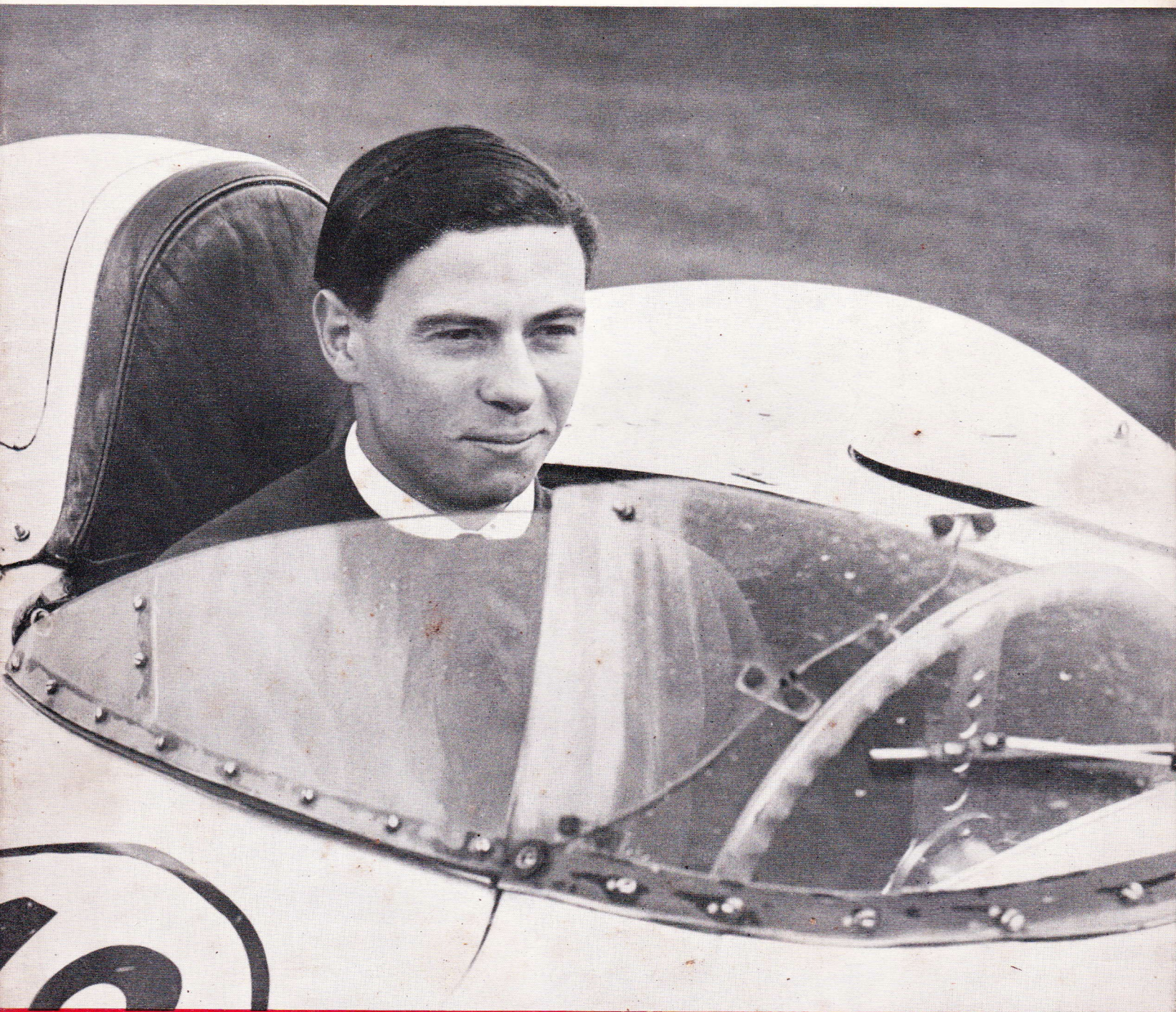
MAY 11, 1962

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EVERY FRIDAY
Vol. 24 No. 19

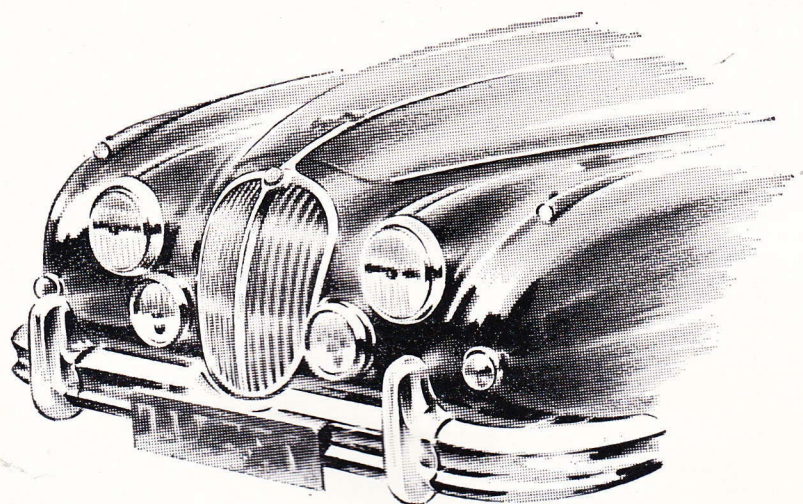
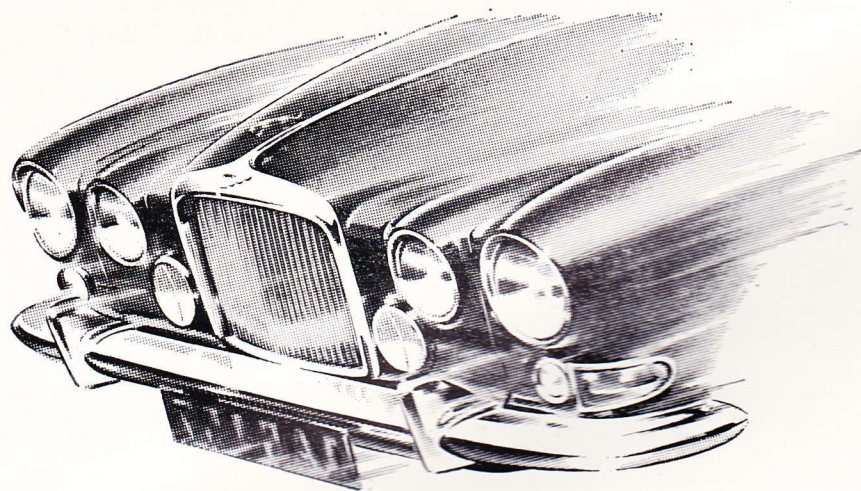
BRITAIN'S MOTOR SPORTING WEEKLY

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

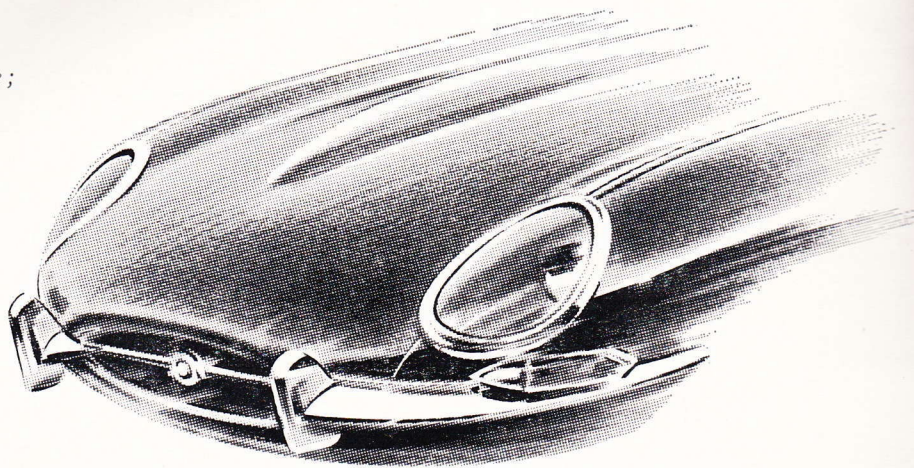


IN THIS ISSUE

THE WORLD'S TOUGHEST TEST : A RACING JAGUAR
CLUB RACING AT SILVERSTONE, SNETTERTON AND BRANDS HATCH

*grace...**space...**pace*

Three basic models constitute the Jaguar range ;
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which no other car in the world can offer.



JAGUAR

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 24 No. 19

May 11, 1962

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EDITORIAL

STIRLING MOSS

THE temporary loss of "Mister Motor Racing" to the Sport is a blow to race organizers. At the present time, Stirling Moss is easily the Number One attraction, and his presence in a Formula 1 event may make a difference of several thousands to the gate. It is logical to assume that with Moss in action the crowd at the recent Aintree "200" would have been much larger than it was. His unfortunate accident may mean good-bye to his hopes of winning the elusive World Championship. The reason for his crash may never properly be explained, and underlying the flood of words that has been written, one can only feel that everything is a matter of conjecture. Whether or not it was due to a mechanical failure, a driving error or the lack of power as compared with the earlier 2½-litre machines (a point which Moss has openly criticized in respect of 1,500 c.c. racing), the fact remains that such an incident can occur to even the most skilful driver. This is the major risk that all racing drivers must face—the possibility of an accident. It is one that they all accept as part of the game, and that is why the rewards of success must necessarily be high. Since the accident, the popularity of Moss has never been more evident. From all over the world have come countless messages of goodwill, and hopes that he will recover from his injuries as speedily as is humanly possible. Naturally when he is once more fit and able to drive, the question of his possible retirement will come up. Friends and relatives believe that now is the time for him to abandon the sport in which he has scintillated for several years. That decision will surely rest with Moss himself, for it is a matter of continuance in a profession which he himself has chosen, and in which he is acknowledged as a master.

RALLIES IN GREAT BRITAIN

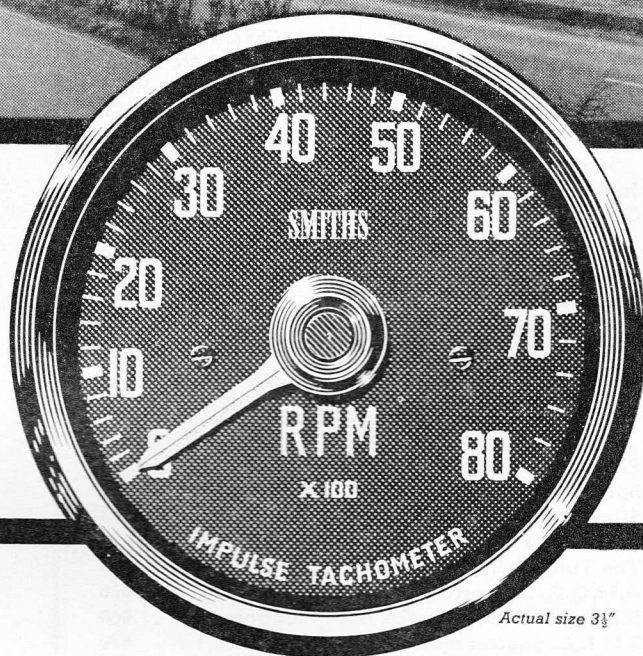
THERE is, at the moment, considerable antipathy on the part of certain members of the public towards rallies, particularly those which pass through residential areas during the hours of darkness. Whilst the ordinary competitive club member takes great care to avoid offence, unhappily there is a definite minority which adopts a "couldn't care less" attitude. It would appear that the main objection is to noise, and the presence of "souped-up" machines with non-standard exhaust systems obviously must cause the most annoyance. In the hands of irresponsible persons, these cars can, and do, cause motoring sport to fall into disrepute, and it is essential that stern measures are adopted to weed them out. There should be no such thing as penalty marks for inefficient silencing. Offenders should immediately be disqualified from taking any further part in the event.

OUR COVER PICTURE

Following his recent convincing victories at Snetterton and Aintree with the V8 Lotus, Jim Clark must be considered the favourite for tomorrow's Silverstone Trophy Race



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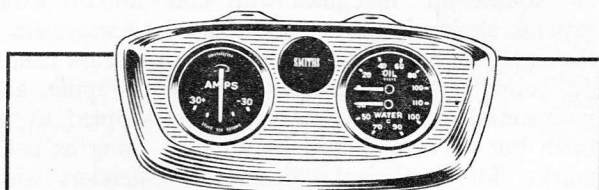
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The motoring enthusiast of today likes to have as much information as possible: he relies a lot on his speedometer and tachometer. Here, from SMITHS, is an absolutely new, **electronic impulse** tachometer—superbly accurate, astonishingly inexpensive, and easily fitted as a supplementary instrument to your present car!

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the new precision of your gear-changes will be a constant delight. For the outlay of a mere £9.15, you'll buy yourself a surprising lot of extra motoring pleasure.

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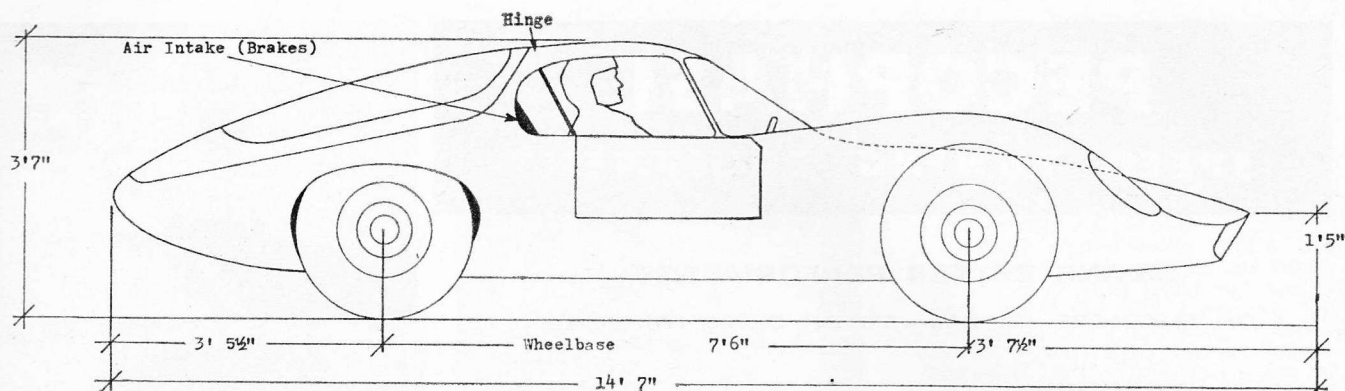
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TARGA FLORIO

Mairesse-Rodriguez-Gendebien (Ferrari) win 1962 Targa Florio. Scarlatti-Ferraro (Ferrari G.T.O.) win G.T. class

DRIVING a V6, 2.4-litre Ferrari, Willy Mairesse, Ricardo Rodriguez and Olivier Gendebien won the Targa Florio last Sunday. In practice Phil Hill crashed the V8 car heavily when the throttle stuck open and the car went off the road and down a 60 ft drop. Phil was very shaken but miraculously unhurt; the car was a write-off. As a result of this Hill did not start in the race and his co-driver Gendebien joined forces with Mairesse and Rodriguez.

Mairesse broke the lap record twice in the first three laps, recording 40 mins. 32.2 secs., 40 mins. 2.3 secs. and 40 mins. 0.3 sec. He would undoubtedly have beaten the last time had he not been called in at the end of the third lap by mistake. Rodriguez took over with a lead of 5 mins. 50 secs. and when he handed over to Gendebien the car was 19 mins. 18 secs. ahead of the second machine! Gendebien toured round to win by about 12 minutes.

The works Porsches, running with disc brakes, were troubled by them all along and had to use their gearboxes as braking mediums a lot of the time. Nonetheless Jo Bonnier and Nino Vaccarella came third, behind the Baghetti/Bandini Ferrari. Dan Gurney's similar 2-litre experimental Porsche was forced to retire.

Fourth overall was the Scarlatti/Ferraro G.T.O. Ferrari, which naturally won the G.T. class.

Results

1, Mairesse/Gendebien/Rodriguez (V6 2.4 Ferrari); 2, Baghetti/Bandini (V6 2-litre Ferrari); 3, Bonnier/Vaccarella (2-litre Porsche); 4, Scarlatti/Ferraro (Ferrari G.T.O.); 5, De Lageneste/Rolland (Ferrari); 6, Herrmann/Linge (Porsche); 7, Lo Coco/Arena (Alfa Romeo); 8, Frescobaldi/Federico (Lancia); 9, Thiele/Guichet (Alfa Romeo); 10, Pucci/Barth (Porsche). **Fastest Lap:** Mairesse, 40 m. 0.3 s. (new record).

AFTER the West Essex Car Club's National Speed Trial on 15th April, the leading contenders for the AUTOSPORT National Sprint Trophy are: S. H. Allard (Allard Dragster), 9 points; A. Marsh (Marsh Sprint Spl.), 6; Miss P. Burt (Cooper), 4; J. Randles (Cooper Monaco), 2½; G. Parker (H.K. Jaguar), 2½.

THREE 4-litre Maserati G.T. cars will be running at Le Mans.

ESSO are providing fuel for the 3-litre supercharged Mercedes which will be driven by Reg Parnell at Silverstone tomorrow. The fuel contains methanol, nitro-benzene and other additives.

PIT and PADDOCK



OF INTEREST to car owners is Vitalyte, a replacement battery fluid for all types of acid batteries. Information may be obtained from the Electrolyte Co., Ltd., 2 Lowndes Street, S.W.1.

A MEMORIAL service to Ron Flockhart was held at St. Michael's Church, Chester Square, last Tuesday. Among those attending the service, in addition to members of both families, were: David Murray, Ninian Sanderson, Wilkie Wilkinson, Mr. and Mrs. Gibson Jarvie, Mr. and Mrs. Alan Brown, John Coombs, Dennis Druit, Mr. and Mrs. Dick Jeffrey, John Gooding, Graham Hill, Mr. and Mrs. Bruce McLaren, Colin Chapman, Jack Brabham, Mr. and Mrs. Phil Kerr, Ronnie Hoare, Hugh Langrishe, Mr. and Mrs. Rivers Fletcher, Mrs. Molly Wheeler, John Morgan, John Eason Gibson, Nick Syrett, Tommy Sopwith, Reg Parnell, Bob Berry, Jabby Crombac, Innes Ireland, Henry Taylor and Stanley Sedgwick.

A DKW 1000 recently made an attempt to win the Commander's Trophy at Snetterton. This trophy, donated by Commander Philip Haseltine, is for the standard family saloon car costing less than £1,000 (including tax) and with an engine of less than 1,500 c.c. travelling farthest round the track in 24 hours. It is at present held by a Mini-Minor entered by a team of Mann Egerton employees in 1960.

The DKW was well on the way to passing the Mini's total of 550 laps (1,489 miles) when after 22½ hours Vic Elford overdid it at the Hairpin, striking the bank and damaging the cooling system beyond repair. The car had then done 514 laps (1,387.8 miles). The DKW attempt was, however, R.A.C. observed and the Mann Egerton effort was not, so a claim is being put forward for the

THIS DRAWING of the rear-engined 2½-litre Climax-engined Tojeiro G.T. car shows the smooth lines. Two cars have been entered by Ecurie Ecosse at Le Mans.

shorter distance to be recognized as a new record for the course.

The drivers were: Tony Atkinson, Vic Elford, Roger Enoch, Erik Johnson, Charles Russell Scarr and Charles Horsfall who also acted as team manager.

"AUTOSPORT" CHAMPIONSHIP

THE Aintree results are now to hand and the full placings prior to this Saturday's Silverstone meeting are given below. The classes are: A, G.T. cars up to 1,000 c.c.; B, 1,001-1,300 c.c.; C, 1,301-2,500 c.c.; D, over 2,500 c.c.; E, sports-racing up to 1,600 c.c.; and F, over 1,600 c.c. The last column denotes the number of races in which competitors have scored.

1. Graham John (Marcos-Ford) ...	18	A	2
Dick Protheroe (Jaguar E) ...	18	D	2
Innes Ireland (Lotus-Climax 19) ...	18	F	2
4. Robin Sturgess (Jaguar E) ...	12	D	2
5. John Nicholson (Lola-Climax) ...	10	F	2
6. John Whitmore (Lotus Elite) ...	9	B	1
John Wagstaff (Lotus Elite) ...	9	B	1
Mike Johnson (Lotus Elite) ...	9	B	1
Chris Summers (T.V.R. Grantura) ...	9	C	1
Mike Parkes (Ferrari 250 G.T.O.) ...	9	D	1
Paul Hawkins (Lotus-Ford 23) ...	9	E	1
John Spender (Lotus-Climax 11) ...	9	E	1
Doug Graham (Lotus-Climax 15) ...	9	E	1
Roy Pierpoint (Lotus-Climax 15) ...	9	F	1
15. John Coudley (Lister-Jaguar) ...	8	F	2
16. E. B. H. Woolley (Turner-B.M.C.) ...	6	A	1
David Rees (Marcos-Ford) ...	6	A	1
Peter Jopp (Lotus Elite) ...	6	B	1
Clive Hunt (Lotus Elite) ...	6	B	1
Chris Lawrence (Morgan Plus 4) ...	6	C	1
Bob Duggan (Morgan Plus 4) ...	6	C	1
Chris Kerrison (Ferrari 250 G.T.) ...	6	D	1
Brenda Dickinson (Lola-Climax) ...	6	E	1
Paddy Gaston (Elva-Climax Mk. 6) ...	6	E	1
Bill de Selincourt (Lister-Jaguar) ...	6	F	1
Jimmy Blumer (Cooper-C. Monaco) ...	6	F	1
26. J. McKechnie (Morgan 4/4) ...	4	A	1
M. J. Reid (A.-H. Sebring Sprite) ...	4	A	1
Ian Harrison-Hansley (Lotus Elite) ...	4	B	1
Pat Fergusson (Turner-Climax) ...	4	B	1
Philip Arnold (Morgan Plus 4) ...	4	C	1
David Hobbs (Jaguar E) ...	4	D	1
John Mitchell (Jaguar E) ...	4	D	1
R. B. Beck (Jaguar XK) ...	4	D	1
R. W. Waters (Lola-Climax) ...	4	E	1
Peter Sutcliffe (Jaguar D) ...	4	F	2
37. B. J. Smallthwaite (Lotus Elite) ...	2	B	1
Hugh Braithwaite (Morgan Plus 4) ...	2	C	1
Graham Warner (Aston M. DB4GT) ...	2	D	1
Dick Crossfield (Daimler SP250) ...	2	D	1
Peter Dickinson (Lola-Climax) ...	2	E	1
Nick Garbett (Lotus-Climax 17) ...	2	E	1

NEW GUIDE TO BRITISH MOTOR RACING CIRCUITS

A USEFUL new folder of maps of British racing circuits has just been published for Shell-Mex and BP Limited by Newman Neame Limited of London, Birmingham and Manchester. The folder is designed by Infodex Limited. It contains maps of Goodwood, Aintree, Silverstone, Brands Hatch, Crystal Palace and Oulton Park racing circuits.

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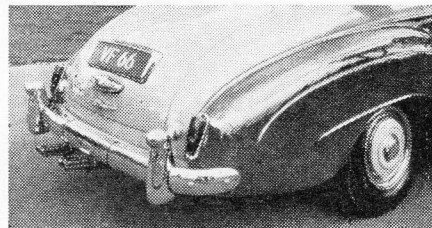
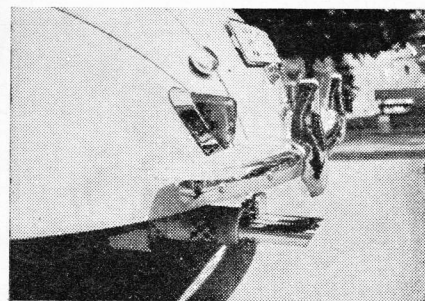
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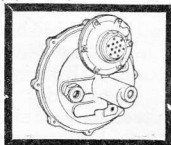
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And the price is now only **£12.10.** (approx. fitting charge £3). You ought to get one.

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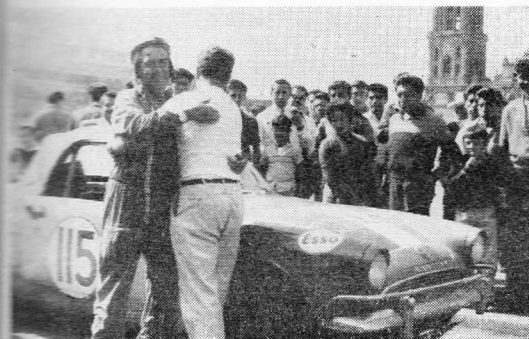
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LAKE GARDA 300 KILOMETRES

ORIGINALLY scheduled as a 12-hour event, the Italian Lake Garda 300 kilometres race, held on Tuesday, 1st May, for 1,000 c.c. G.T. cars, proved to be a clean sweep for the rapid machinery of Carlo Abarth. Lodovico Scarfiotti, Innes Ireland and Jean Guichet were first, second and third in works Abarth-Fiat 1000s, and more Abarths filled the remaining eight places. Innes Ireland had been in the lead, pressed hard by Scarfiotti, but the Scotsman spun on the 18th of the 19 laps; nevertheless, he made the fastest lap of 7 mins. 59.1 secs., 76.60 m.p.h. Scarfiotti covered the 190 miles in a time of 2 hrs. 35 mins. 45.7 secs., which represents a speed of 74.46 m.p.h. This event was the second round of the 1,000 c.c. G.T. Championship and Abarth have now further substantiated their lead, having 18 points to Austin-Healey's 4.

The eight-lap Formula Junior race was won by David Hitches in a new Lola from Norinder's Lotus and Stanga's Osca. He won at an average speed of 79.71 m.p.h. and made the fastest lap in 7 mins. 26.9 secs., 82.09 m.p.h.



A Sunbeam Alpine, driven by the Mexican brothers Raul and Alfonso Romero, recently won the Central America-Mexico Rally which lasted for seven days and was 2,000 miles long.

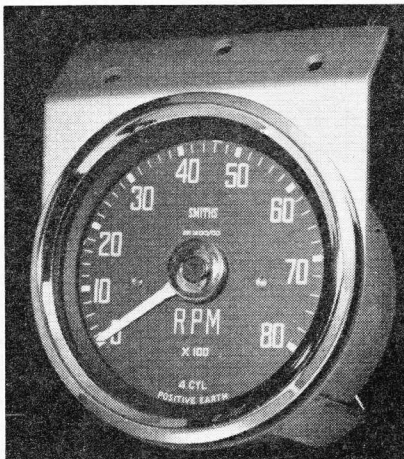
THE main event at the B.R.S.C.C.

National Brands Hatch race meeting on 27th May will be the 25-lap, 76-mile Grovewood Trophy race for sports cars. Already several well-known drivers have entered, including Maurice Charles and Peter Sutcliffe (D-type Jaguars), Bill de Selincourt, John Coundley and Mike Pendleton (Lister-Jaguars), Peter Jopp (Aston Martin DBR1-300), Roy Pierpoint (Lotus 15), Jimmy Blumer (Cooper Monaco) and Laurie Keens and Mike Beckwith (Lotus 23s). There are supporting races for Formula Junior, Touring and G.T. cars and the meeting starts at 12.30 p.m.

IN addition to World Championship events, the Bowmaker-Yeoman Racing Team will be competing at Silverstone on 12th May, Mallory Park and Crystal Palace on 11th June, Rheims on 1st July, Zeltweg (Austria) on 12th August, Modena on 9th September and at the Mexican Grand Prix on 29th October.

TEAM SPRINGBOK is the name of a new racing organization formed by South Africans Bob Olthoff and Bill Ferguson. They will race a Brabham-B.M.C. F.J. car, and a sports-racing Lola-Climax in National and International events.

SPORTS NEWS



THE new Smith's Electric Impulse Tachometer, introduced at the Motor Show last year, is now generally available, retailing at £9 15s. There are two instruments available—both for 12-volt positive-earth ignition systems—one for four-cylinder engines and the other for six-cylinder engines. In both cases the calibration of the dial is from 0-8,000 r.p.m. The pointer and the figures are white, the dial is black, there is a chrome bezel and internal illumination is provided. The instrument is supplied, with a mounting bracket, $3\frac{1}{8}$ ins. in diameter and with the requisite leads for fitting. The existing lead from the ignition switch to the coil is disconnected at the coil and connected to one end of the white lead supplied with the tachometer. The other end is connected to the coil and the black lead goes to the A4 terminal or to a switched fused circuit. The instrument is earthed and the lead from the bulb-holder connected to the existing circuit. There are also available, on special request, export models for eight-cylinder engines and for coil-ignition two- and three-cylinder two-stroke engines.

BUCKLEY'S BREWERY have placed a plaque on the wall of the Beach Hotel, Pendine, to commemorate the late Parry Thomas and the late Jules Foresti. It was unveiled on 2nd May by George Eyston.

Transmitting messages proverbially produces the occasional howler! This telegram recently received by Ferodo from Team Lotus conjures up visions of great developments with water injection, not to mention the prospect of the N.C.B. forming a competitions department!

THE S.M.R.C. race meeting scheduled for 3rd June is to be known as the George Catt Memorial Trophy meeting, dedicated to the well-known Berkeley driver who received fatal injuries at a Snetterton meeting last year. A race for the George Catt Memorial Trophy will be held for sports cars in the following classes: (a) Bristol-engined Frazer-Nash, Lister-Bristol, A.C. Ace-Bristol, Healey Silverstone, Austin-Healey 100/4 and 100S; (b) Aston Martin DB3 and DB3S, Mercedes-Benz 300SL (gull-wing), Austin-Healey 100/6 and 3000, Jaguar XK 120 (3.4-litre) and (c) Lister-Jaguar, Cooper-Jaguar, Tojeiro-Jaguar, Aston Martin DBR1 and DBR2, Jaguar C-type and D-type and 3.8-litre XKs.

THE Veteran Car Club of South Africa will be holding a rally for Veteran and Vintage cars on 15th-19th October. The rally will start from Johannesburg, Colesberg and Durban, all routes will converge and eventually proceed to Durban where a *Concours d'Elegance* follows on 20th October.

STEVE MCQUEEN, the American film star who raced a Mini at Brands Hatch once last year, recently won the Pacific West Coast Championship Formula Junior race at Delmar, California, driving his new Cooper-B.M.C. Junior. Steve is coming to Britain again for some more filming and may participate in a few races while he is here.

THE Accessory and Component Manufacturing members of the S.M.T. have agreed to give support to the 1963 Racing Car Show by authorizing the display of their products. The manufacturers themselves will not be exhibiting, however, but car manufacturers have agreed that they may display their component kit cars for home assembly.

THE Goodwood Members' Meeting on 26th May will be the B.A.R.C.'s fiftieth.

BRITISH cars were victorious in three Formula Junior races held abroad on 29th April. The Swiss driver Joseph Siffert won at Cesenatico (Italy) in his Lotus 22, beating David Hitches (Lola) and Odoardo Govoni (Cooper); Jo Schlesler and Jean Moench scored a one-two for the marque Brabham at Monthéry (France); while Francis Francis was third in a Caravelle; Peter Warr's Lotus 20 won the *Eifelrennen* in Germany at the Nürburgring and he led home Kurt Ahrens, Jr. (Cooper), Robert Küderli (Cooper) and John Harwood (U.2).

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something?***

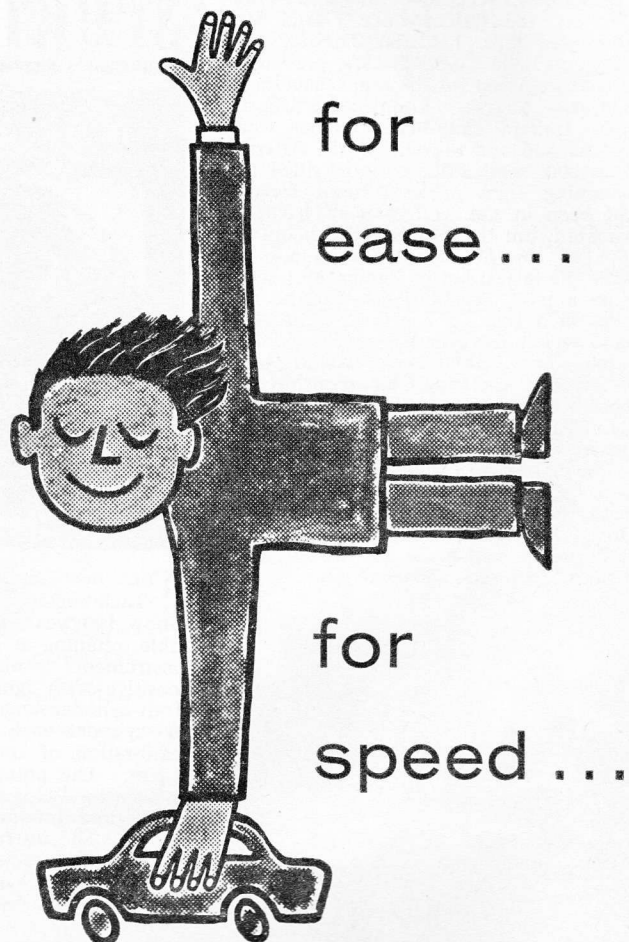


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QUICKEST, MOST FREQUENT FERRY TO THE CONTINENT

STARTING at 10.15 a.m., the 14th International Trophy meeting at Silverstone, organized by the B.R.D.C., has attracted strong entries for all events. Star feature is, of course, the International Trophy race of 52 laps (150 miles), in which the V8s of Lotus, Cooper, Lola and B.R.M. will do battle with a V6 Ferrari driven by Innes Ireland (on loan to U.D.T.-Laystall), and sundry four-cylinder Coopers, Lotuses, a Lola, a Porsche, the Gilby and a pair of Emerysons. It is hoped that Rob Walker's V8 Lotus will be available for Maurice Trintignant (replacing Stirling Moss), and that Bruce McLaren might appear in the latest V8 Cooper. If not, the New Zealander will doubtless turn out in the astonishingly rapid four-cylinder Atkins Cooper-Climax.

Independent V8 B.R.M.s will be driven by Tony Marsh, Jack Lewis and Gerry Ashmore. They are identical to the works cars, with the exception of carburettors in place of Lucas fuel injection. The Ferrari on loan to U.D.T.-Laystall is said to be the 1962 machine, with the latest high-output, 120 degrees engine.

On form, Jim Clark and his V8 Lotus must be regarded as the favourite to win the Trophy. The Scot is equipped with the very latest Team Lotus car, the road-holding of which is exceptional. His team-mate, Trevor Taylor, may still have to wait a week or so for his V8.

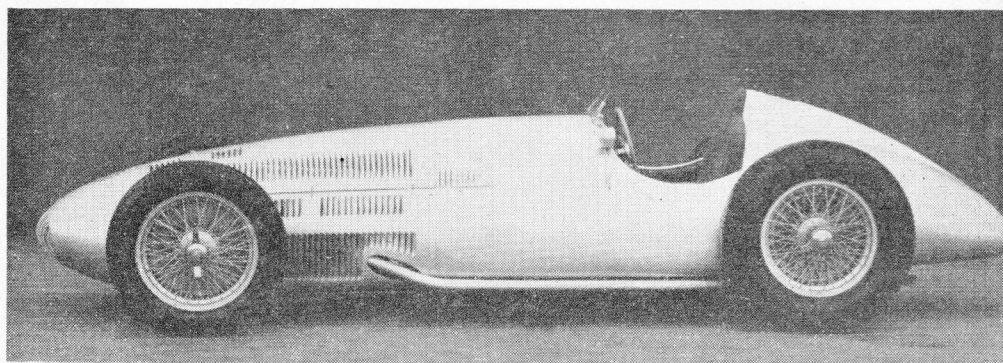
Chief rivals to Clark will doubtless be the B.R.M.s of Graham Hill and Richie Ginther. If anything, the Owen cars may have slightly more power than the Climax-engined cars, which may possibly turn the scales in their favour on the very fast Silverstone circuit. John Surtees in the V8 Lola could quite easily put the cat amongst the pigeons, for this car already shows signs of being a formidable Formula 1 contender. Salvadori will be in the four-cylinder edition.

With Ireland booked for the Ferrari, Masten Gregory will have the choice of the Lotuses, but it is too much to hope that U.D.T.-Laystall will have one of the

SILVERSTONE SATURDAY

International Trophy for Formula 1 Cars Heads
Attractive Programme at B.R.D.C. Meeting

BY
GREGOR
GRANT



The Mercedes-Benz W163 which will be demonstrated by Reg Parnell.

Campbell-Jones (Emerysons) and Keith Greene (Gilby-Climax).

Given fine weather, the lap record of 1 min. 34.2 secs., held by Innes Ireland (2.5 Lotus), could quite well take a beating. It must be remembered that Clark, in his 1.5 V8 Lotus, has already shattered the out-and-out Aintree record.

The 12-lap sports car race has classes for up to 2,000 c.c. and over 2,000 c.c., and enthusiasts will welcome the sight and sound of the bigger machinery such as Cooper-Ferrari, Lister-Jaguar, Cooper-Jaguar and Jaguar. Nevertheless, this section should be something of a cake-walk for Masten Gregory, in the ridiculously fast U.D.T.-Laystall Lotus with 2.7-litre engine. In the smaller category, one must favour Jimmy Blumer in his Cooper Monaco, with the issue to be disputed by Pierpoint (Lotus), Graham (Cooper), and the Lotus-Fords from the Walker stable to be driven by Hobbs and Hawkins. This section is made up of various Lolas, Lotuses, an Elva-Ford and an Attila.

These sports car races count towards this year's AUTOSPORT Championship, as also does the Grand Touring race which is split into three classes. For scoring purposes, the 1,001-2,000 c.c. category will be regarded as up to 1,300 c.c. and up to 2,000 c.c. (no 2½-litre cars are entered).

In the over 2-litre class, three Ferrari 250GTs do battle with a quartet of Aston Martins, and a nap-hand of E-type Jaguars. Ireland and Parkes are in Ferraris, as is Kerrison. Graham Hill drives Coombs's DB4GT, Jim Clark is in the Essex Racing Stable Zagato, and Mike Salmon and Edward Portman are also in Feltham cars. The Jaguar quintet comprises Lumsden, Hobbs, Salvadori, Protheroe and Sturgess. Seven Elites are in the intermediate category, prominent being those of Whitmore, Leston and Jopp, with Trevor Taylor in the team entry. Dick Stoop is in his Porsche, Chris Summers in a T.V.R., whilst Hugh Braithwaite and Chris Lawrence are in the LawrenceTune Morgans. Turner, Sebring Sprite and Marcos dispute the 1,000 c.c. class, with Prior's works Marcos probably the fleetest of all.

Beloved of all Silverstone fans, the saloon car race this year should provide plenty of excitement. John Richard Aley's Deek and Anita Taylor's Anglia

provide the sole opposition to a flock of Cooper-Minis in the 1,000 c.c. class, driven by Whitmore, Love, Maggs, Clare, Doc Shepherd, Elizabeth Jones and "Music Maestress" Christabel Carlisle. Three Rileys, three Vauxhall VX4/90s and three Rapiers comprise the 2-litre class, with Peter Harper in the works Sunbeam. Fords have the 3-litre class to themselves, with Jeff Uren in a Zephyr, and Haynes, Trintignant and Ireland in the Mark III Zodiacs. All four are official Dagenham entries, the first under new competitions manager Syd Henson.

Six 3.8 Jaguars will face a pair of Chevrolet Chevy IIs in the big-car section. Hobbs, Sears, Parkes, Graham Hill, Salvadori and Sir Gawaine Baillie are in the Coventry machines, whilst the Detroit giants will be driven by Sachs and Kelsey.

No fewer than 30 cars will start in the 25-lap Formula Junior event, with half a dozen hopeful reserves. All the names in British F.J. racing are present and, with the exception of the Tyrrell Coopers of Maggs and Love, and Baker's Cooper, the entire list have Ford engines. The marques comprise Lotus, Alexis, Ausper, Gemini, Caravelle and Lola, and it will be anybody's race, with the odds probably in favour of Peter Arundell and his works Lotus, who has struck winning form since the opening of the season.

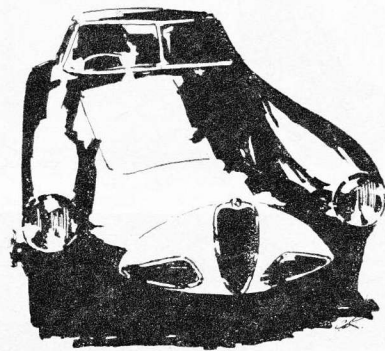
Reg Parnell has been chosen to do a demonstration run at 12.30 p.m., with the W163 Mercedes-Benz. G.P. drivers will be let loose in a flock of Mini-Minors at 1.55 p.m.



PROGRAMME

10.15 a.m.	G.T. Race.
11.30 a.m.	Formula Junior.
12.30 p.m.	Mercedes-Benz Demonstration.
1.15 p.m.	Touring Cars.
1.55 p.m.	Mini-Minor Demonstration.
3.05 p.m.	International Trophy.
5.00 p.m.	Sports Cars.

On TV and on the air.



V8s they have ordered. Jack Brabham has not exactly had happy experiences with Lotuses, so far, but maybe a spot of Australian-style preparation will make all the difference. Trintignant displayed top form at Pau, and might be regarded as something in the nature of a dark horse for the Silverstone race. This could also apply to Jo Bonnier, although the Scuderia Venezia ex-factory Porsche "four" may not have the necessary speed.

The remainder of the entry comprises Tim Parnell, Nino Vaccarella, David Piper, Tony Shelly and Jay Chamberlain (Lotuses), Ian Burgess and John Rhodes (Coopers), Tony Settember and John

OZZIE LYONS AT THE

NEW YORK SHOW

OPTIONAL EXTRA? (Right) Unfortunately neither Ozzie Lyons nor Rootes could supply us with any information relating to this model. The former simply states: "cheeseecake on the Sunbeam Alpine Harrington Le Mans".

GENERAL VIEW (Centre, Left) This shows part of the big display of cars at the recent New York Show. Two new 2600 Alfa Romeos can be seen in the centre.

GERMAN CRAFTSMANSHIP (Centre, Right) This beautiful car, built on traditional lines, is the new four-seater BMW.

BRITISH MASTERPIECE (Bottom, Left) The new Rover Turbine car. Gordon Munro, the president of the American company, and Spencer King, the chief designer, examine the engine of this revolutionary car.

LUXURY AND SPEED (Bottom, Right) The Jaguar Mk. 10 was very much admired by the Americans and no doubt many cars will be sold in the U.S.A.



Peter Easton and Arthur Rusling start in their Reliant Sabre. Unfortunately the competition début of the Midlands firm ended in an early retirement.

At midnight on 6th May, the Morley brothers in their Austin-Healey 3000 Mk. 2 headed the cavalcade of 140 cars comprising the entry for the 14th International Tulip Rally, which started from the Hotel Huis ter Duin, Noordwijk.

First eliminating test was over 8.2 kilometres on the Nürburgring circuit, one of the 22 special sections totalling 172 kilometres. Before the overnight halt at Monte Carlo, there were tests also on the Col de la Charbonnière, Ballon d'Alsace, Mont Salère, Chamrousse, Col St. Jean, Mont Ventoux, Col des Lèques, La Roquette and Col de Turini.

A last-minute entry was an Ogle, driven by Ken Brierley/J. G. Fairer. Sons of racing fathers were Peter Lang (Mercedes 220SE) and Adolf Kling (DKW). Finnish driver, Aaltonen, was having his first B.M.C. drive in an M.G. "1600".

The British International Rallies Club team was Anne Hall/Val Domleo (T.V.R.), Eric Brinkman/D. Skeffington

TRIUMPHS: The Mike Sutcliffe/Roy Fidler TR4 followed by the John Sprinzel/Graham Robson TR4, another TR4 and a TR3 at the start of the rally.



(3.8 Jaguar) and John Wallwork/G. Emery (Volvo).

Fairly early on the Mercedes-Benz team's chances went when the Kuhne/Wencher 220SE broke its rear axle at the Nürburgring. Also eliminated, with transmission trouble, was the rally favourite, Hans Walter in his Porsche. Another retirement was Peter Easton in the Reliant Sabre.

At Champagnoles, René Trautmann abandoned, as did Martini (SAAB) and

The pretty P1800 Volvo of Jhr. F. V. Beelaerts van Blokland and P. H. de Koster at the start.



ON THEIR WAY

**First Stages
of the
Tulip Rally**

Moss/Ann Riley (Cooper-Mini), Carlsson (SAAB), Blokland (Volvo P1800), van Zijl (Convair Monza), Peterman (SAAB), Linschoten (Volvo 544), Daker (Taunus), Heidendahl (Alfa Romeo), and Flinterman (DKW).

A fully illustrated report of this European Rally Championship event will appear in next week's issue.

The TR4 of Jean-Jacques Thuner and Jean Gretener at the start.



the White/Wells M.G.A. Another retirement was the Grimshaw/Ralphs Alpine. Retired at Covenc were Sherwood's Sunbeam, van Arnin (Volvo) and van Meeren (Auto Union).

The retirements at Chamrousse early on Tuesday morning were David Seigle-Morris/Tony Ambrose (Austin 7), the VW 1500 of the Koks father and son, the McAlister Cooper-Austin and the McKechnie/Thompson Austin Countryman.

The Col de Granier caused over 19 penalized crews when they reached Champagnoles after a 336 km. section.

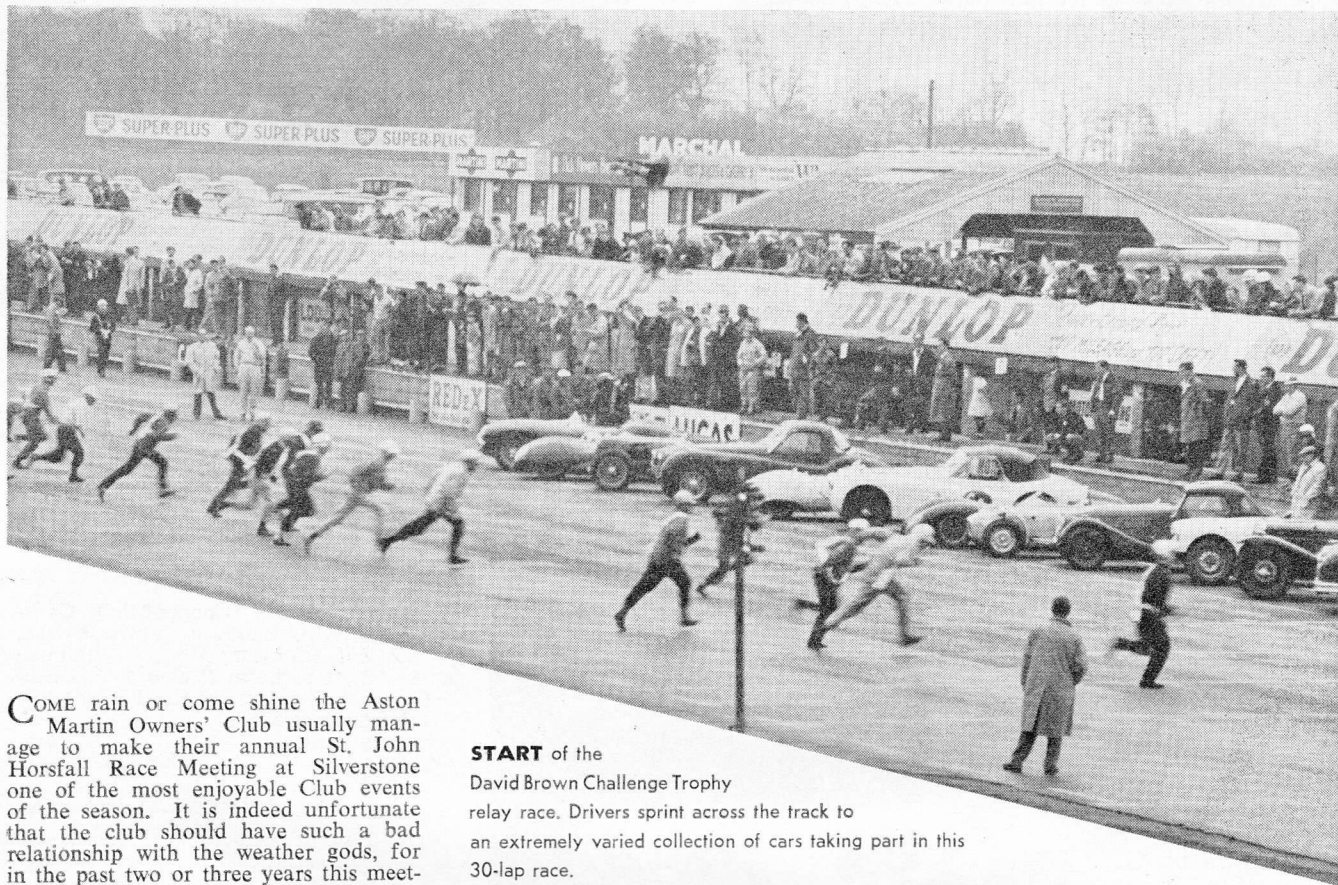
Still unpenalized were the manufacturers' teams of T.V.R. and TR4, SAAB, Auto Union, Cooper-Morris and Austin-Healey. With 855 miles of the rally covered before even reaching Monte Carlo, 20 crews had been eliminated.

Among the unlucky 13 penalized at Bedoin were Ronald (Porsche), Perkins (Zodiac) and Hazel Hand/Pat Fisher (Mini-Minor). With 10 eliminating tests completed, provisional class leaders at Monte Carlo on Tuesday evening were: Morley/Morley (Austin-Healey), Steunebrink ("E"-type), Ben Pon (Porsche), Bohringer (Mercedes), Ruby (DKW), Andersson (Volvo), Jetten (Vauxhall VX4/90), Nielsen (Alfa Romeo), Pat

A.M.O.C. SILVERSTONE

Bad Weather, Good Racing at "Aston Martin Special"

BY CHRISTOPHER NIXON



COME rain or come shine the Aston Martin Owners' Club usually manage to make their annual St. John Horsfall Race Meeting at Silverstone one of the most enjoyable Club events of the season. It is indeed unfortunate that the club should have such a bad relationship with the weather gods, for in the past two or three years this meeting has perforce been run under what can be described as less than ideal conditions.

Rain does not daunt the genuine clubman, however, and so it was no surprise to find a cold and rather damp Silverstone chock-a-block with machinery of many shapes and sizes last Saturday. A total of 218 entries was received by the club and only 29 of these actually failed to come to the line during the day, which was just one of the more pleasing aspects of the meeting.

The paddock was a veritable feast for the Aston lover, ranging from J. B. Emmott's 1922 1½-litre G.P. car to the DB4GT Zagatos of Mike Salmon and Edward Portman. Also in the paddock, but not as a competitor, was a DB4 drophead which John Wyer had brought along.

Before the actual racing there were two half-hour regularity trials, cursed by some as a waste of time, praised by others as a splendid opportunity to have a go for more than just five or 10 laps. Racing proper was started by a 10-lap handicap race for Vintage and Venerable sports cars built prior to 1940. Some cars being built more "prior to" than others, about half the field had over a lap credit and it was J. F. Holford in his 1935 1-litre Singer T.T. who came home the winner, averaging a deceptively fast 62.80 m.p.h. Eleven seconds behind came H. J. Beavis (Riley) and third was A. E. Riseley (Aston

START of the

David Brown Challenge Trophy

relay race. Drivers sprint across the track to an extremely varied collection of cars taking part in this 30-lap race.

Inter). Run concurrently with this race was the Elwell-Smith Trophy race for Astons up to 1,500 c.c., and this was won by Riseley.

Two five-lap scratch races followed, the first being for cars up to 1,300 c.c. and 750 Formula. This was rather a dull affair, the order of the first seven cars virtually establishing itself on the first lap and not much else going on at the back of the field. J. Payne led initially in Peter Dickinson's 1,100 c.c. Lotus, but was passed on lap two by Mrs. Brenda Dickinson, driving her husband's Lola. Third, just to make it a family affair, came Peter Dickinson himself in a similar Lola. Mrs. D. won comfortably by two seconds from Payne, who was six seconds ahead of Mr. D.

A. Wontner (Austin-ARW) won the 750 Formula race from A. Butcher (Austin Spl.) and G. O. Thomas (750 Formula Car), Wontner averaging a very creditable 64.32 m.p.h.

Mr. and Mrs. Dickinson and Mr. Payne returned to the paddock after their one-two-three, had a brief chat and drove smartly on to the track again for the next race which was for cars up to 1,500 c.c. and 1172 Formula.

This time it was Payne who led all the way. Unfortunately there wasn't a third race for Mr. D. to win, but he held second place until he spun at Becketts on lap four, losing three places which he was unable to recoup. This

let his lady wife up to second spot, followed by J. Gould (Lotus XI) and J. A. Mortimer (Lotus XI). H. W. Cooper (Terrier Mk. II) won the 1172 race from G. V. Stewart (Goodwin) and H. A. Cook in a Wavendon Wombat (I kid you not!).

The 10-lap handicap race for over 1,500 c.c. sports cars which followed provided a fine win for scratch man Mike Salmon in his DB4GT Zagato. These cars may not be terribly competitive in International G.T. racing, but they look and sound wonderful. P. I. B. MacDonald (XK 140) led at the end of the first lap from E. D. Brailley (M.G.A.) and Maurice Baring in his brand new Ferrari Berlinetta. MacDonald spun at Becketts on lap two, letting the beautiful blood red Ferrari into the lead. With only 600 miles on the clock Maurice was in no hurry, but he held his lead for three laps before a spin at Copse put him out of the running.

Meanwhile the two scratch men, Salmon and Major Ian Baillie, were thundering through the field with great gusto. The Zagato with its megaphone exhausts was incredibly noisy, much more so than the DBR1, which is hardly quiet. Salmon was driving with all his usual verve and by lap four had worked his way up to 10th place.

On lap five Baring spun, letting

J. Harris (Austin-Healey 100-6) into the lead, ahead of Brailey (M.G.A.), R. B. Beck (XK 120) and Salmon, who in one lap had gained six places. By lap six Mike was second, behind the Healey, which he very soon caught, and swept into the lead. Major Baillie was now near the head of the field and looked as though he might well get second place.

On lap seven the order became Sal-



ZAGATO ASTONS: Eddie Portman leads Michael Salmon into Copse during the over 1,500 c.c. sports car race.

mon, Beck, D. Smith (XK 150), Harris, Brailey, Baillie, W. H. Jones (Morgan Plus 4), J. S. Gamble (Morgan) and Pat Coundley, driving her husband John's D-type, which she was handling very well on a damp track.

At the beginning of the final lap Salmon had a good lead, but the next three cars came through very close together, with Beck just leading from Smith and Baillie. The DBR1's power told, however, and it was Major Baillie who led the trio home, seven seconds behind the winner.

The St. John Horsfall Trophy race was another 10-lap handicap, this time, of course, as always, for Astons made prior to 1940. This brought to the grid a splendid array of pre-war Astons, ranging from the afore-mentioned 1922 G.P. car (driven by J. B. Moore) to the 2-litre 1936 cars of Freeman and Chamberlain.

A. G. Thimidis (Mk. II) led from the second lap and was never really bothered. Derek Edwards (G.P. 1925) clung grimly to second place until lap nine when he was passed by W. B. Fowler (Le Mans). J. B. Moore in the 1922 G.P. car (what a splendid machine it is too), moved up to third place on lap three but was displaced on the penultimate tour when Fowler got by him and went on to pass Edwards.

A five-lap scratch race followed, for cars up to 1,300 c.c. and 750 Formula. Alan Wershat had this one all his own way in Lolita after the opening lap, and led to the end. He was followed by P. L. Beamish, who led initially, and M. H. Douglas (Ginetta). Arthur Mallock (Simplicity) led the 750 Formula boys all the way, his car's wheelbase seemingly not much greater than its track! Second was E. V. Starr (Austin 750) and third T. Warren (Austin 750).

The Arthur Bryant Memorial Trophy Race, for David Brown Astons, was a good one and could have been even better had the whole entry list started, for due to compete were two Zagatos, a DBR1, a DB4GT, five DB3Ss, a DB3, a DB2/4 and two DB2s. All that was needed really was a DB1. Unfortunately three of the DB3Ss and the DB4GT

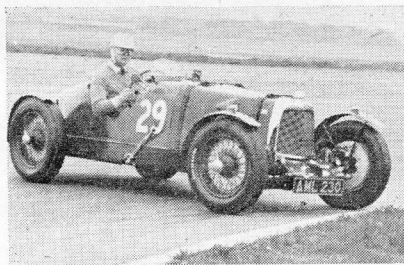
failed to come to the line, but nonetheless it was a varied and interesting field.

With one lap and 50 seconds credit, J. M. Rutter (DB2) managed to hold the lead for no less than eight laps, when he was passed by Edward Portman, the eventual winner. Brian Joscelyne in his DB3 with a 3S-ish body held second place for some time, until the two fast boys, Portman and Baillie (DBR1) caught up. Jean Bloxam, driving Mike Salmon's Zagato for the first time, drove a restrained and sensible race on a very slippery track and seemed to enjoy herself, finishing a creditable fifth.

On lap nine Portman, driving the Zagato very smoothly, took the lead and the order became Portman, Rutter, Baillie (catching up fast), Joscelyne, Bloxam, M. Ward (DB3S 62 EMU) and J. Patrick DB2/4.

Major Baillie thundered past the galling Rutter on the last lap but couldn't do anything about Portman, who won by five seconds. Fourth was Joscelyne's DB3 (which was understeering to an unbelievable degree through Woodcote) and fifth Jean Bloxam.

The penultimate race of the day was a five-lap scratch race for cars up to 1,500 c.c. and 1172 Formula. This, unfortunately, turned out to be a procession from start to finish, Len Gibbs (Lola) leading from the word "go". He was followed all the way by P. L. Hovenden (Lotus XI), Alan Wershat (Lolita), A. D. T. Fletcher (Lotus VII) and S. A. Osgood (Lotus VII). The only change in the order of the first six came



SURPRISED EXPRESSION is worn by P. E. L. Carmichael after spinning his Aston Ulster at Becketts.

on the last lap when M. H. Douglas (Ginetta G.4) got past Osgood.

The day's big event was the David Brown Challenge Cup relay race and this was won comfortably by some 30 seconds by Lotus Team No. 4, which started with five credit laps.

Early leaders on the road were the No. 2 Jaguar team, which led for the first nine laps, at which point their first driver, R. B. Beck (XK 120), handed over the sash to A. J. Lambert, thus relinquishing the lead to Lotus Team No. 2, who, in turn, relinquished it to Lotus Team No. 1. The actual leaders on handicap at this time were teams 17 (Lotus No. 4) and 16 (Aston No. 4). Going great guns, however, were A.M.O.C. Team No. 2, comprising John Freeman's 2-litre and the Zagatos of Edward Portman and Mike Salmon. Also creeping up well were the M.G. boys and they finally finished third behind the Astons.

Lotus Team No. 4 (C. Drake (VII), M. Johnson (VII) and P. Neal (VII)) romped home the winner by half a minute from the A.M.O.C. Team No. 2, who had gone really well to get up to that position.

A final half-hour regularity trial brought the day's proceedings to a close. The meeting had run behind time somewhat, but no one seemed to mind.

Results

Vintage and Venerable Sports Cars Built Prior to 1940 Handicap (10 laps): 1, J. F. Holford (Singer), 62.80 m.p.h.; 2, H. J. Beavis (Riley); 3, A. E. Riseley (Aston Martin). **Fastest Lap:** D. Elwell-Smith (Aston Martin), 64.90 m.p.h.

Elwell-Smith Trophy Class: 1, A. E. Riseley (Aston Martin), 61.50 m.p.h.; 2, C. W. Minchin (Aston Martin); 3, W. Fowler (Aston Martin). **Fastest Lap:** Elwell-Smith, 64.90 m.p.h.

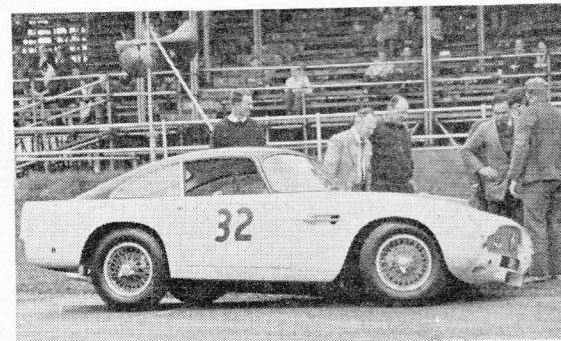
Cars up to 1,300 c.c. and 750 Formula (five laps): 1, Mrs. B. M. Dickinson (Lola-Climax), 77.23 m.p.h.; 2, J. Payne (Lotus-Climax 11); 3, P. R. Dickinson (Lola-Climax). **Fastest Lap:** Mrs. B. M. Dickinson and Payne, 78.87 m.p.h.

750 Formula Class: 1, A. Wenter (A.R.W.), 64.32 m.p.h.; 2, A. Butcher (Special); 3, G. O. Thomas (Special). **Fastest Lap:** Wenter, 66.23 m.p.h.

Cars up to 1,500 c.c. and 1172 Formula (five laps): 1, J. Payne (Lotus-Climax 11), 76.45 m.p.h.; 2, Mrs. B. M. Dickinson (Lola-Climax); 3, J. Gould (Lotus-Climax 11). **Fastest Lap:** Payne, 78.44 m.p.h.

1172 Formula Class: 1, H. W. Cooper (Terrier Mk. 2), 71.89 m.p.h.; 2, G. V. Stewart (Goodwin); 3, H. A. Cook (Wavendon Wombat). **Fastest Lap:** Cooper, 74.60 m.p.h.

Sports Cars over 1,500 c.c. Handicap (10 laps): 1, M. Salmon (Aston Martin DB4GT Zagato), 74.22 m.p.h.; 2, I. B. Baillie (Aston Martin DBR1-300); 3, R. B. Beck (Jaguar XK 120). **Fastest Lap:** Salmon 77.39 m.p.h.



THREE-WHEELED DB4GT belongs to N. Cussons, who suffered the mishap in a half-hour speed trial.

St. John Horsfall Trophy Handicap (10 laps): 1, A. G. Thimidis (Aston Martin Mk. 2), 58.24 m.p.h.; 2, W. B. Fowler (Aston Martin Le Mans); 3, D. Edwards (Aston Martin G.P.). **Fastest Lap:** J. Freeman (Aston Martin), 66.54 m.p.h., South, 99 points; North, 94 points.

Cars up to 1,300 c.c. and 750 Formula (five laps): 1, A. R. Wershat (Lolita-Ford), 65.78 m.p.h.; 2, P. L. Beamish (Lotus 7A); 3, M. H. Douglas (Ginetta). **Fastest Lap:** Wershat, 67.47 m.p.h.

750 Formula Class: 1, A. Mallock (Simplicity), 59.07 m.p.h.; 2, E. V. Starr (Special); 3, T. Warren (Special). **Fastest Lap:** M. G. N. Huggall (Hariton), 63.20 m.p.h.

Arthur Bryant Memorial Trophy Handicap (10 laps): 1, E. H. B. Portman (Aston Martin DB4GT Zagato), 72.09 m.p.h.; 2, I. B. Baillie (Aston Martin DBR1-300); 3, J. M. Rutter (Aston Martin DB2). **Fastest Lap:** Baillie, 74.22 m.p.h.

Cars up to 1,500 c.c. and 1172 Formula (five laps): 1, L. Gibbs (Lola-Climax), 67.72 m.p.h.; 2, P. L. Hovenden (Lotus-Climax 11); 3, A. R. Wershat (Lolita-Ford). **Fastest Lap:** Gibbs, 69.41 m.p.h.

1172 Formula Class: 1, A. R. Wershat (Lolita), 66.82 m.p.h.; 2, S. A. Osgood (Lotus 7); 3, S. R. Godwin (Terrier Mk. 2). **Fastest Lap:** Wershat, 68.75 m.p.h.

David Brown Challenge Cup Relay Race (30 laps): 1, Lotus Team No. 4 (C. Drake (Lotus 7), M. Johnson (Lotus 7), P. Neal (Lotus 7)), 59.46 m.p.h.; 2, A.M.O.C. Team No. 2.



WINNER of the St. John Horsfall Trophy, A. G. Thimidis leads C. W. Minchin at Copse.

FAST LAPPERY AT BRANDS

The Lap Record Broken Once Again

BY MICHAEL KETTLEWELL

LEFT: REALLY TRYING. Martin Ryan drove in a very spirited fashion during the 1,600-3,000 c.c. G.T. race and finished fourth, behind an A.C. Ace-Bristol and two TRs. **BELOW:** Gerry Amato was sixth in the 1,000-1,600 c.c. G.T. race—but it seems as though he was not hanging about! Here he executes a delicate movement before a critical crowd.

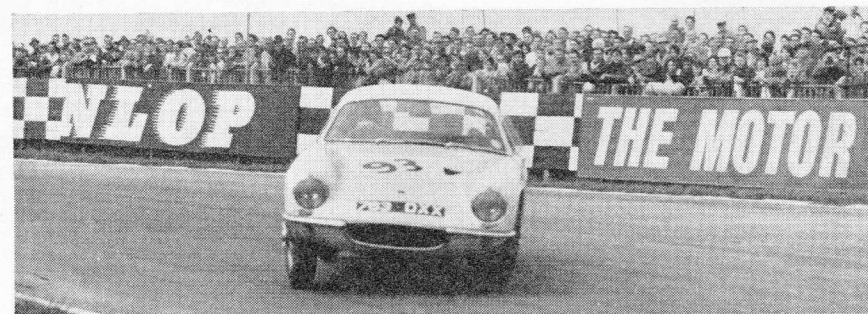
at this meeting, for he gave the chequered flag to Gordon Jones after nine laps! He realized his blunder and walked away cursing himself while Jopp and Co. flashed past obviously thinking that there was one more lap to complete, and they rapidly closed on Jones who was performing his lap of honour! Of course, when the chequered flag is given the race is officially over, so out came the flag again for the rest of the field! Jopp was placed second, Johnson third and Nathan fourth, while Bill Shaw had worked his way back through the field and finished fifth.

The next race was the fastest ever to be held on the 1.24-mile Brands Hatch circuit. It was the John Davy Trophy

BEFORE Easter Monday the outright Brands Hatch circuit record was 56.4 secs., 79.15 m.p.h., held by Tony Marsh (Lotus-Climax) and Mike Parkes (Gemini). At the Easter meeting John Fenning broke this, his 1,100 c.c. Lotus 20 recording an outstanding 55.6 secs., 80.29 m.p.h. This was the first time that the circuit had been lapped at over 80 m.p.h. At last Sunday's B.R.S.C.C. club meeting Fenning's 13-day record was smashed by Brian Berrow-Johnson who circulated in an incredibly short space of time—54.8 secs., a speed of 81.46 m.p.h. This he did during an exciting Formula Junior race in which he finished second. Luckily the promised rain non-started and the track was in perfect condition for some fast lappery, and a new 2,000 c.c. saloon car class lap record was also established, Chris Craft's "Formula 1" Ford Anglia bettering another 13-day record.

The 1,000 c.c. saloon cars took to the track first and Robert Lamplough's Cooper-Mini led the field up to Druids following the rather messy start caused when Mike Ghazala's Ford Anglia hesitated on the line. Joe Hicks's Anglia acquired the lead at Druids and from then onwards never looked back. Hicks steadily increased his lead and eventually finished 6 secs. ahead of the rest of the field. Mike Ghazala, after his poor start, had been carving his way up through the field, using all the track and even the grass in his attempts to get to the front. On the sixth lap, whilst challenging Lamplough for second place, he tried to take the Mini on the outside at Paddock. This proved to be a very unwise manoeuvre because his Anglia became unstuck and rolled over three times. This naturally modified his Anglia further and Mike Ghazala was very lucky indeed to escape completely unharmed. Robert Lamplough finished second with the Cooper-Minis of Alastair Crawford, Tony Rutt, John Maas and John Wingfield right on his tail in a typical Mini-mass.

The second race was for "second-league" Juniors and 500 c.c. "bangers". The Californian Roy Pike completely dominated this race in his 1961-type Ausper-Ford and rapidly drew away from his pursuers to the tune of about 4 secs. per lap. After an initial spurt in second position, Ron Krochumas (Saxon-



DKW) dropped back to be lapped by the flying Pike and the only people not to be lapped were David Rogers (Cooper-Norton) and Albert Rodgie (Cooper-J.A.P.).

A race for 1172 Ford-engined cars followed which was won easily by Tony Goodwin (Pegasus) from Bob Bell (Lotus 7) and Bernard Barker (Rejo)—these two practically dead-heating.

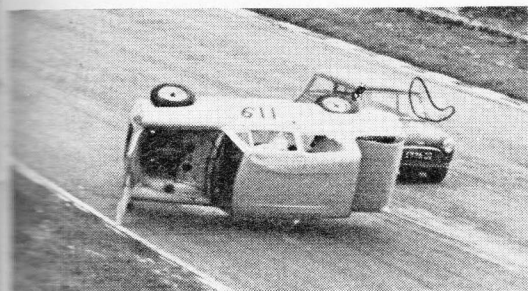
The supposedly 10-lap 1,600 c.c. G.T. race came next, this being one of the most exciting events on the day's programme. Bill Shaw led from the line, his red Lotus Elite leading the tightly packed field up to Druids. At the end of the first lap the order was Shaw, Peter Jopp (Elite), Gordon Jones (Marcos), Chris Barber (Elite), Mike Johnson (Elite) and Roger Nathan (Elite). Then, on the second lap, Bill Shaw went ploughing at Clearways and the Marcos passed Jopp after a brief wood v. plastic dice and took the lead. Chris Barber had certainly received the message and challenged Jopp at every opportunity, while Nathan was similarly attacking Johnson for fourth place. This was really exciting, the two Elite duels keeping the crowd on their toes. On the fifth lap Barber took Jopp on the outside at Paddock but was retaken again going up to Druids, then, a lap later, the jazzman went on to the grass at Clearways and nearly lost it; he put his foot down too soon and nearly lost it again. Eventually he stopped opposite the pits and got out to see if he had swiped the bank at all. He hadn't, so the trombone-green Lotus Elite rejoined the race, albeit two laps down on the leaders. This was all too exciting for Nick Syrett, who was acting as starter

race for Formula Junior cars and Brian Berrow-Johnson's white and pink 1,100 c.c. Lotus 20 streaked into the lead followed by John Fenning (Lotus 20), Brian Whitehouse (Lotus 20), Ken Simmons (Alexis) and Roger Nathan (Elva). The first four soon pulled away from the rest, setting a scorching pace. Nathan held on to fifth place while young Alan Rollinson was going very well in sixth place in a brand new Cooper of the Motor Racing Stables. Whitehouse displaced Fenning for second position on the third lap and, in his efforts to repass, John Fenning broke his lap record of 55.6 secs. on several occasions. He lapped in 55.4 secs., 55.2 secs. and then 55 secs. and eventually won back second position on lap six. He then went after Berrow-Johnson and passed him on lap nine. These three Lotus 20s were racing nose-to-tail and the Alexis, which had been right with them in the opening rounds, died along the top straight, thus letting Nathan up to fourth position. John Mew, driving his Lotus 20 as well as ever, was in fifth place, leading the battling Bill Heathcote (Lotus 18) and Roy Pike (Ausper). Fenning held off Berrow-Johnson and Whitehouse to win, but on the ninth lap Berrow-Johnson had lapped in 54.8 secs., 81.46 m.p.h., which is now the new Brands Hatch circuit record.

The 1,000 c.c. G.T. race was notable for the performances of the Marcoses of Jack Oliver and Stephen Minoprio. John Miles's Sprite took the lead at first and appeared all set for victory—that is until Jack Oliver started motoring his ex-Jem Marsh Marcos in earnest, lapping in 64.4 secs.—only one-fifth of a second outside Keith Holland's G.S.M.



OH! MR. GHAZALA! This is what happens if you attempt to pass a Cooper-Mini on the outside at Paddock.



OVER SHE GOES. The rear window flies out as Robert Lamplough's Mini passes by.



record, and scuttled by the Sprite on the top straight on the very last lap. Minoprio (1962 Marcos) was busily carving his way up through the field after a poor start when, whilst in third position, his car suddenly acquired independent rear suspension! The back axle was moving from side to side under the car in a most alarming fashion—yet this did not affect the speed of the car for some while, though he did retire eventually. Was this woodworm at work?

Chris Craft made up for his Easter Monday bad luck by winning the over 1,000 c.c. saloon car race with the greatest of ease. His Anglia has what can only be described as a Formula 1 Ford engine. It is a Weber-carburetted, fully Cosworthized 1½-litre unit which takes an awful lot of controlling! He made a poor start, the mighty power doing horrible things to the back axle, but he soon acquired the lead and absolutely enjoyed himself for the rest of the race, lapping in 65 secs., 68.68 m.p.h., which is a new 2,000 c.c. class record. The well-driven Tornado Talismans of Colin Hextall, Roy North and Bill Woodhouse easily outdistanced the rest of the field—which included a hot 3.4 Jaguar—and came home second, third and fourth after a magnificent demonstration.

Tony Hegbourne's Lola ran away with the sports car race—which unfortunately did not contain any heavy metal—and he easily outdistanced Keith Holland's rapid Lotus 11 and the works rear-engined Elva Mk. 6 of Roy Veness. Tom Hart's Lola, which had made fastest practice time, elected to run on three cylinders throughout the race and Hegbourne's only possible challenger was therefore eliminated right from the start.

After a magnificent drive which took him from the rear of the grid to the front of the field on the fourth lap, Pip Arnold's LawrenceTune Morgan retired two laps from the end of the 3,000 c.c. G.T. race with engine calamities. This let Bob Burnard's A.C. Ace-Bristol—which also started from the back—win the race from the fast TRs of Don Selway-Jones and Robin Stelfox. Martin Ryan finished fourth in an Austin-Healey 100S after a very determined drive.

The race for 850 c.c. cars was the expected Mini benefit, the only non-ADO 15 being our friend from Easter Monday, the little NSU Prinz, which retired after seven brave laps. Richard Gibbings (Austin) won from Barry Hall (Austin) but the result could have been reversed if there had been just one more lap. Terry Hunter's Morris was third and then there was a gap before the

This wound up the day's entertainment which was, perhaps, only marred by the premature curtailment of a most exciting G.T. race.

Results

Saloon Cars 851-1,000 c.c. (10 laps): 1, C. J. Hicks (Ford Anglia), 63.27 m.p.h.; 2, R. J. Lamplough (Austin Mini-Cooper); 3, T. A. Crawford (Austin Mini-Cooper). **Fastest lap:** Hicks, 66.63 m.p.h.

Formula Junior and 500 c.c. Racing Cars (10 laps): Overall Winner: R. G. Pike (Auspur-Ford), 70.67 m.p.h. **Formula Junior Class:** 1, R. G. Pike (Auspur-Ford), 70.67 m.p.h.; 2, R. Krochmas (Saxon-DKW); 3, P. W. Marten (Deep Sanderson-Ford). **Fastest lap:** Pike, 73.18 m.p.h.

500 c.c. Class: 1, D. M. Rogers (Cooper-Norton), 66.27 m.p.h.; 2, A. C. Rodgie (Cooper-J.A.P.); 3, M. Trackman (Martin-J.A.P.). **Fastest lap:** Rogers, 67.64 m.p.h.

1172 Sports Cars (10 laps): 1, A. Goodwin (Pegasus), 66.59 m.p.h.; 2, R. H. Bell (Lotus 7); 3, B. J. Parker (Rejo). **Fastest lap:** Bell, 68.05 m.p.h.

G.T. Cars 1,001-1,600 c.c. (9 laps): 1, G. M. Jones (Marcos-Climax), 70.48 m.p.h.; 2, P. M. Jopp (Lotus Elite); 3, M. B. Johnson (Lotus Elite). **Fastest lap:** Jones, 72 m.p.h.

Formula Junior (10 laps): 1, J. E. Fenning (Lotus-Ford 20), 79.15 m.p.h.; 2, B. E. Berrow-Johnson (Lotus-Ford 20); 3, B. Whitehouse (Lotus-Ford 20); 4, R. D. Nathan (Elva-Ford); 5, J. R. C. Mew (Lotus-Ford 20); 6, R. G. Pike (Auspur-Ford). **Fastest lap:** Berrow-Johnson, 81.46 m.p.h.

G.T. Cars up to 1,000 c.c. (10 laps): 1, J. Oliver (Marcos-Ford), 67.33 m.p.h.; 2, J. E. Miles (Austin-Healey Sprite); 3, J. R. Bloomfield (G.S.M. Delta). **Fastest lap:** Oliver, 69.32 m.p.h.

Saloon Cars over 1,000 c.c. (10 laps): 1, C. A. Craft (Ford Anglia), 67.25 m.p.h.; 2, C. D. Hextall (Tornado Talisman); 3, R. F. North (Tornado Talisman). **Fastest lap:** Craft, 68.68 m.p.h.

Sports Cars over 1,000 c.c. (10 laps): 1, A. V. Hegbourne (Lola-Climax), 74.95 m.p.h.; 2, K. G. Holland (Lotus-Climax 11); 3, R. Veness (Elva-Climax Mk. 6). **Fastest lap:** Hegbourne, 76.44 m.p.h.

G.T. Cars 1,601-3,000 c.c. (10 laps): 1, R. Burnard (A.C. Ace-Bristol), 66.63 m.p.h.; 2, D. A. Selway-Jones (Triumph TR3A); 3, R. Stelfox (Triumph TR3). **Fastest lap:** P. H. Arnold (Morgan Plus 4), 69.32 m.p.h.

Saloon Cars up to 850 c.c. (10 laps): 1, R. J. D. Gibbings (Austin-Mini), 62.41 m.p.h.; 2, B. W. F. Hall (Austin-Mini); 3, T. W. Hunter (Morris-Mini). **Fastest lap:** Hall, 64.32 m.p.h.

Sports Cars up to 1,000 c.c. (10 laps): 1, C. L. Lacey (Lotus-Ford 7), 70.19 m.p.h.; 2, D. W. Embley (Lotus-B.M.C. 7); 3, W. J. Morgans (Lotus-Ford 7). **Fastest lap:** Lacey, 72 m.p.h.

LEFT: AND AGAIN. The most spectacular roll lasted a good 100 yards. Lamplough still passes while Tony Rutt (No. 125) finds a hole for his Cooper-Mini.



next trio of Minis appeared—this comprising John Oakley, Jennifer Tudor-Owen and David Watson.

The last race was for 1,000 c.c. sports cars and Peter Gethin's Cosworth-Ford-engined Lotus 7 managed to hold off most of the regular boys of this class of racing for two laps. He spun whilst in second place on the fifth lap after a most spirited drive. Clive Lacey's i.r.s. Lotus 7 won from David Embley (Lotus-B.M.C. 7), Bill Morgans (Lotus-Ford 7), Bob Deverall (Lotus-Ford 7) and David Soley's D.R.W.-Ford, which once again did not go as fast as expected.

ABOVE: Alastair Crawford uses the grass while John Maas prefers the inside. BELOW: After emerging from the wreck completely unscathed, Mike Ghazala helps the others to push the "Australian" Ford off the track.



THE seventh Stanley Sears Trophy meeting at Snetterton last Sunday provided a grand day's sport in surprisingly pleasant weather. Apart from the undoubted attraction of the splendid cars of yesteryear, the rest of the programme, consisting of races for Grand Touring, Sports, Saloon, Formula Junior and *Formule Libre* cars, must surely have included something for all tastes, yet for some unknown reason there were very few spectators. Perhaps they feared an anti-climax after the International meeting last month; perhaps the heavy rain in the morning decided them against going out that day whatever happened; whatever the reason, an awful lot of regular Snetterton supporters must have stayed away, and they can now kick themselves for having missed a thoroughly enjoyable meeting.

Stanley Sears and his son Jack usually have a particularly desirable vehicle to show off on this occasion, and this year their offering was none other than the magnificent 8-litre Bentley which belonged to the late Forrest Lycett. The engine of this car, which three years ago at the age of 28 recorded a mean speed over the flying mile of 141.6 m.p.h., has been completely overhauled by Don McKenzie, the son of the man who originally coaxed from it a 75 per cent.

hill past the pits at a completely effortless "ton".

The first of the six 10-lap races was for G.T. cars in four classes, and it produced another duel between the E-type Jaguars of Robin Sturgess and Ken Baker. Once again it was Baker who got the initial advantage and Sturgess who swept through on the second lap to lead till the end. These battles have become quite a feature of the '62 season and, mostly, they seem to follow this pattern. Neil Dangerfield's TR4 and Simon Scrimgeour's Alpine started off in fine style, but Dangerfield lost the Triumph at Coram first time round, dropping to eighth place in the process, and it was Paddy Gaston's amazing blown Sprite which appeared in third place at the end of the opening lap, having missed official practice and started from the back of the grid of two dozen cars. The Alpine continued to go well, but steadily gave place to heavier metal, and it was the Aces of Warwick Banks and John Rodgers which came up to do battle with the Sprite. Meanwhile, on the second lap, Barry Wood in Paddy Gaston's unblown Sprite miraculously appeared in fifth place not all that far behind the blown car, but he tried to stay with it, blew up the engine and threw away an easy class



UNDISPUTED VICTOR in the *Formule Libre* race was Mike Costin, in Brian Hart's 1½-litre Lotus-Ford.

P. Clarke's Sprite from K. A. Price's Turner.

After the demonstration by the 8-litre Bentley, the Sears Trophy contestants formed up to do battle in three classes, Vintage, P.V.T., and Historic Racing cars. Largely as a result of a wet track during practice, the front row of the grid was strangely assorted. Bill Moss was back at the wheel of Remus in pole position, and Peter Waller's E.R.A. was next to him; then came Bob Ashley's Frazer-Nash and, finally, Keith Schellenberg in the Whale, but Keith had already announced that it was a sick Whale as a result of unsuccessful carburation mods., and this fine old car was doomed to retirement. When the flag fell it was the Frazer-Nash that got its nose in front for a moment, but it was soon swamped by the racing machines, and Bill Moss, Sid Day from the third row, and Keith Schellenberg led the opening lap, followed by three more E.R.A.s in the hands of Brown, Hyslop and Waller. Then came John Morley's Bentley and Ashley's Frazer, these two being destined to fight a race-long battle which was splendidly won by Ashley on the last lap.

After two laps the Whale expired and Moss had a handsome lead over Day, who was threatened by Brown and Waller. The fast cars at the front of the field were going wonderfully well, but there was an outcrop of mechanical casualties farther back, some of them unfortunately rather grave. Then, as the race progressed, the ubiquitous plug trouble reared its ugly head, and many of the exhaust notes lost their crispness. Among the victims was Bill Moss, who came in for a plug change three laps from home. By now Day and Brown were battling furiously, and they inherited the lead when Remus dropped back, swapping positions all round the circuit until, with a sizzling last lap, Sid Day stormed up to the chequered flag and the Stanley Sears Trophy.

The third race, for sports cars in two classes, was much easier to follow, and there was little change of order although it was far from dull. Roy Pierpoint's Lotus XV established a healthy lead, Mike Beckwith's Lotus 23 finally got away from D. G. R. Wansbrough's D-type Jaguar, and Flg./Off. Clydesdale's Lola succeeded in shaking off W. Hill's Lotus XI but just failed to catch John Spender's similar car with 1,220 c.c. engine. K. C. Keegan's Lotus Seven

STANLEY SEARS MEETING

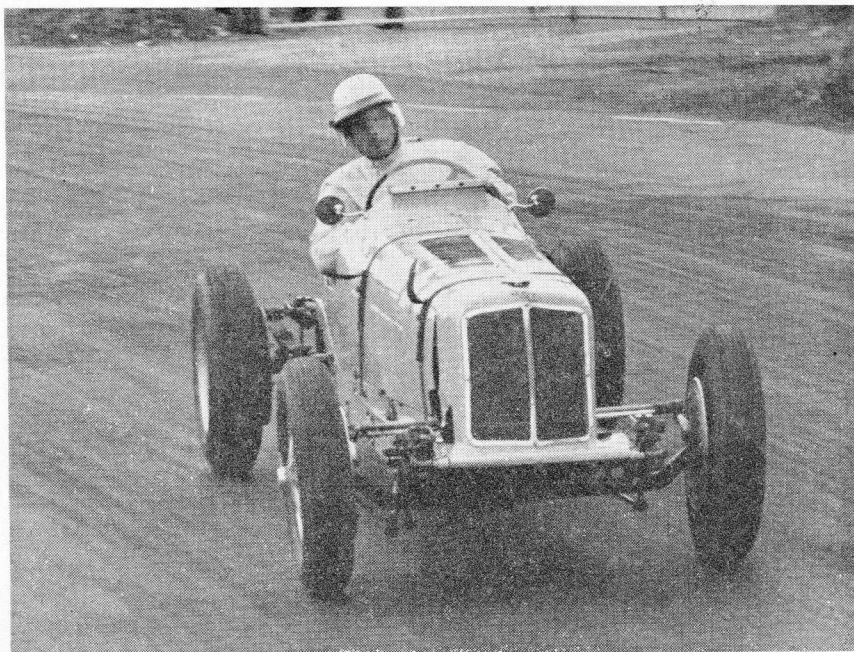
A Grand Day's Sport at Snetterton



TWO "E"-TYPES: Robin Sturgess, in the fixed-head coupé, accelerates inside Ken Baker's soft top version to take the lead as they come out of Riches.

increase in power, and it is an absolute picture in metal. As evidence of the painstaking care with which it has been assembled, you could see to shave in it even after a hard week-end's motoring up and down the country. It also performs! The car did two demonstration laps without fireworks, father and son up, before the Trophy race, in the course of which it was burbling up the

win. Banks's Ace then overheated and he stopped for a while, Gaston lost the use of top gear for a spell, and it was Rodgers in third place, but not for long. The Sprite suddenly recovered from its selector troubles, tore past the Ace, and led the field in behind the two E-types to win Class B. Dangerfield had no opposition in his class and, with the defection of Wood, Class A was won by



A PICTURE FROM THE FILES? No—Bill Moss climbed back into the cockpit of "Remus" on Sunday, leading the vintage, p.v.t. and historic car event until plug trouble intervened.

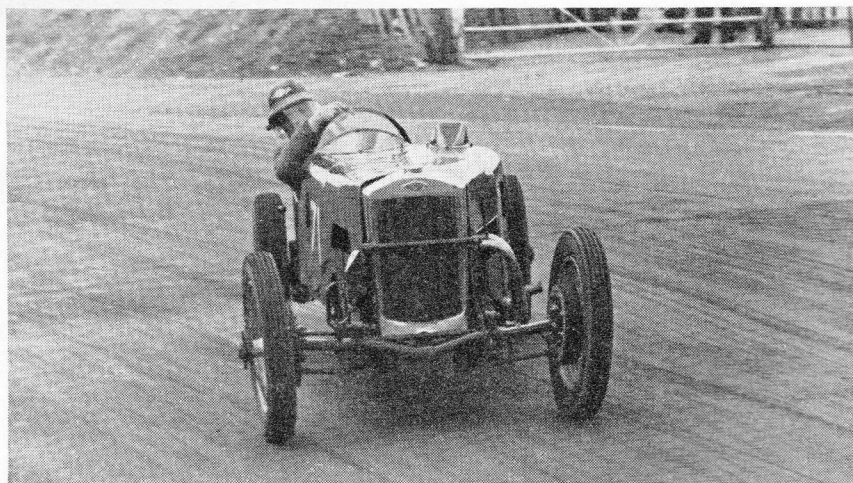
went astonishingly fast with full road equipment, touring windscreen and side-screens erect.

The Formula Junior race was fast and furious, but again with little change of order. Without endangering his own new lap record, Richard Attwood in the Cooper won from John Hine's Lola, the pair of them gaining an enormous lead over Jack Pearce's Lotus, which sounded crisp enough but surely can't have been giving of its best. Next up came David Baker's Cooper and Henry Morrogh's Lotus. The best battle featured the next four cars, J. Mastin of the Jim Russell School and B. H. Griffin in a Lotus, Malcolm Fruitnight with a Merlyn, and D. E. Fletcher in another Lotus.

The Saloon race was run in two classes and, in bringing his Anglia to victory, Doc Merfield broke Peter Harper's 1600 c.c. record by nearly 3 m.p.h. John Young's car gave up after four laps, and the Anglias of Alan Peer and R. N. Allen took the places, followed in by Mike Cave's A40. In the 850 c.c. class, John Richard-Aley's Deek was an unchallenged winner but, just when wife Jean was on the point of taking second place from J. C. Thurston's Mini with JRA 85, the crankshaft broke. Admittedly this car has had a long racing life, but it has certainly had its share of misfortune.

Stepping straight out of his VX 4/90, Warwick Banks was given a drive in the *Formule Libre* race in a Cooper Junior of the Midland Racing Partnership. He had never driven the car until the warming-up lap, and a stone shattered his goggles on the first lap of the race, but he nevertheless enjoyed the experience immensely. The undisputed victor was Mike Costin, making one of his rare appearances at the wheel of the Lotus-Ford 1½-litre which Brian Hart drove so brilliantly at Mallory Park on Easter Monday. Mike put in the fastest lap of the race in 1 min. 38 secs., which was the Formula 1 record until last

month's International. The equivalent speed, which Roy Salvadori established last year in the Cooper, is no less than 99.55 m.p.h. Formidable!



A SPORTS CAR! R. W. Ashley, in his vintage Frazer-Nash, twitches some opposite lock to hold a slide at the Esses.

Behind, but well behind, Mike Costin's orange projectile, Roy Pierpoint had to work tremendously hard to hold off Richard Attwood's Cooper Junior, while Graham Eden's 1½-litre Cooper-Climax eventually succumbed to Jack Pearce's Lotus 22. An excellent race to bring down the curtain on a very enjoyable day.

DAVID PRITCHARD.

Results

G.T. Cars. Overall Winner: R. P. G. Sturgess (Jaguar "E"), 18 m. 59.6 s., 85.60 m.p.h.; 2, K. Baker (Jaguar "E"), 19 m. 28.6 s., 83.49 m.p.h.; 3, Paddy Gaston (Gaston Sprite), 20 m. 22.0 s., 79.84 m.p.h.; 4, J. B. Rodgers (1956 A.C. Ace), 20 m. 27.4 s., 79.48 m.p.h. **Fastest lap:** Sturgess, 1 m. 51.6 s., 87.41 m.p.h.

Class A: 1, P. Clarke (Sprite), 20 m. 10 s., 72.57 m.p.h.; 2, K. A. Price (Turner); 3, M. E. Garton (Sprite). **Fastest lap:** B. A. Wood (Sprite), 2 m. 2.6 s., 79.58 m.p.h.

Class B: 1, Paddy Gaston (Sprite s/c), 20 m. 22.0 s., 79.84 m.p.h.; 2, J. B. Rodgers (Ace-Bristol); 3, S. J. Scrimgeour (Alpine). **Fastest lap:** Gaston, 1 m. 57.0 s., 83.38 m.p.h.

Class C: 1, N. Dangerfield (TR4), 19 m. 1.8 s., 76.90 m.p.h.; 2, B. H. Withers (TR). **Fastest lap:** Dangerfield, 2 m. 3.2 s., 79.19 m.p.h.

Class D: 1, R. P. Sturgess (Jaguar "E"), 18 m. 59.6 s., 85.60 m.p.h.; 2, K. Baker (Jaguar "E"); 3, K. T. Wilson (XK 120). **Fastest lap:** Sturgess, 1 m. 51.6 s., 87.41 m.p.h.

Vintage, Post-Vintage Thoroughbred and Historic Racing Cars. Overall Winner: S. I. Day (E.R.A.), 19 m. 51.6 s., 81.87 m.p.h.; 2, B. E. Brown (E.R.A. "C"); 3, P. Waller (E.R.A.); 4, W. Hyslop (E.R.A. R1A). **Fastest lap:** Day, 1 m. 53.8 s., 85.73 m.p.h.

Class A: 1, R. W. Ashley (Frazer-Nash), 21 m. 55.0 s., 74.19 m.p.h.; 2, J. Morley (Bentley 3/4); 3, S. J. Lawrence (Bentley 4½). **Fastest lap:** K. Schellenberg (Bentley 8-litre), 2 m. 4.8 s., 78.17 m.p.h.

Class B: 1, J. Freeman (Aston Martin Speed Model), 20 m. 2.2 s., 73.04 m.p.h.; 2, A. Archdale (Frazer-Nash Special); 3, A. S. Charnock (Alvis Special 4.3-litre). **Fastest lap:** Freeman, 2 m. 9.8 s., 75.16 m.p.h.

Class C: 1, S. I. Day (E.R.A.), 19 m. 51.6 s., 81.87 m.p.h.; 2, B. E. Brown (E.R.A. "C"); 3, P. Waller (E.R.A.). **Fastest lap:** Day, 1 m. 53.8 s., 85.73 m.p.h.

Sports Cars. Overall Winner: R. F. Pierpoint (Lotus XV), 18 m. 7.4 s., 89.72 m.p.h.; 2, M. Beckwith (Lotus 23); 3, D. G. R. Wansbrough (Jaguar "D"); 4, J. C. Spender (Lotus XI Ser. II). **Fastest lap:** Pierpoint, 1 m. 47.0 s., 91.18 m.p.h.

Class A: 1, M. Beckwith (Lotus 23), 18 m. 19.6 s., 88.73 m.p.h.; 2, F. O. Clydesdale (Lola Sports); 3, W. Hill (Lotus XI). **Fastest lap:** Beckwith, 1 m. 48.2 s., 90.16 m.p.h.

Class B: 1, R. F. Pierpoint (Lotus XV), 18 m. 7.4 s., 89.72 m.p.h.; 2, D. G. Wansbrough (Jaguar "D"); 3, J. C. Spender (Lotus XI Ser. II). **Fastest lap:** Pierpoint, 1 m. 47.0 s., 91.18 m.p.h.

Formula Junior: 1, R. Attwood (Cooper F.J.), 17 m. 9.8 s., 94.74 m.p.h.; 2, E. L. Hine (Lola F.J.), 17 m. 14.4 s., 94.31 m.p.h.; 3, J. Pearce (Lotus 22), 17 m. 56.4 s., 90.64 m.p.h.; 4, D. Baker (Cooper F.J. Mk. 2), 18 m. 11.2 s., 89.41 m.p.h. **Fastest lap:** Attwood, 1 m. 41.2 s., 96.40 m.p.h.

Saloon Cars. Overall Winner: D. P. Merfield (Willment Ford Anglia), 20 m. 2.0 s., 81.16 m.p.h.; 2, A. Peer (Ford Anglia), 20 m. 23.4 s., 79.74 m.p.h.; 3, R. N. Allen (Ford Anglia), 20 m. 56.2 s., 77.66 m.p.h.; 4, M. H. Cave (Austin A40), 21 m. 12.8 s. **Fastest lap:** Merfield, 1 m. 58.0 s., 82.68 m.p.h.

Class A: 1, J. Richard-Aley (DKW), 20 m. 26.6 s., 71.58 m.p.h.; 2, J. C. Thurston (Mini-Minor); 3, C. Ashford (Austin A.D.O.15). **Fastest lap:** Richard-Aley, 2 m. 14.0 s., 72.81 m.p.h.

Class B: 1, D. P. Merfield (Willment Ford Anglia), 20 m. 2.0 s., 81.16 m.p.h.; 2, A. Peer (Ford Anglia); 3, R. N. Allen (Ford Anglia). **Fastest lap:** Merfield, 1 m. 58.0 s., 82.68 m.p.h. (New record.)

Formule Libre: 1, M. C. Costin (Lotus Mk. 20), 16 m. 40.8 s., 97.48 m.p.h.; 2, R. F. Pierpoint (Lotus XV), 17 m. 29.4 s., 92.97 m.p.h.; 3, R. Attwood (Cooper F.J. Mk. 3), 17 m. 30.2 s., 92.9 m.p.h.; 4, J. Pearce (Lotus 22), 17 m. 31.4 s., 92.79 m.p.h. **Fastest lap:** Costin, 1 m. 38.0 s., 99.55 m.p.h.



To say that a successful competition car cannot also be a pleasant road car is a fairly sweeping generalization. However, one particular and highly successful racing car which is a delight to drive on both road and track is A.C. le Fort's 3.4 Jaguar with which Peter Sargent has collected so many awards.

This car is the last Group 3 car produced by Jaguars. It started off its life in John Coombs's stable where it was driven by Roy Salvadori. Amongst other awards since then, Peter Sargent has gained 10 first places and four second places—including winning the 1961 Clubman's Championship—in the car's last 14 races. The car is prepared

PATRICK McNALLY TESTS

A RACING JAGUAR

entirely for racing although it is always driven to and from the circuits.

The specification of this car is very non-standard. The engine is still 3,442 c.c. but the compression ratio has been raised to 10:1. Flat-topped Brico pistons with chrome-plated taper top rings and oxydized taper second rings are fitted. The con. rods and crankshaft are all crack-tested and polished. Needless to say, the cylinder head has seen a lot of work and $1\frac{1}{8}$ in. exhaust and $1\frac{1}{4}$ in. inlet valves with Terry valve springs have been fitted. The camshaft gives $\frac{1}{8}$ in. lift and valve timing makes the inlets open 30° B.T.D.C. and close at 60° A.B.D.C., and the exhausts open at 60° B.T.D.C. and close at 30° A.B.D.C. Tappet clearances are .007 in. and .011 in. inlet and exhaust respectively. Three SU HD8 30° downdraught carbs. feed into an XK 30° inlet manifold; these SUs are fitted with XE30 needles. Static timing is 8° B.T.D.C. and a Lucas L.T.16373 distributor is used. The oil sump has been increased to 14 pints and a Hoborn Eaton oil pump circulates the Castrol XL to the lead indium main big and small end bearings.

The clutch is of XK150S origin, a Borg and Beck B.B.45696/99 unit which has a $15\frac{1}{2}$ ins. dia. cemented and riveted driven plate. The gearbox has four speeds and reverse, the ratios being: 1st, 2.98:1; 2nd, 1.75:1; 3rd, 1.21:1;



A.C. le Fort's 3.4 Jaguar Mk. 1

top, direct drive. Overdrive is fitted, this giving 22 per cent. increase in ratio with a booster operating the oil pressure. The rear axle has a 3.77:1 ratio and is fitted with a Powr-Lok differential.

The front suspension is fitted with high-rate "purple" coil springs and has modified suspension blocks to lower the roll centre further, and to increase the castor angle to $2\frac{1}{2}$ degrees positive. A $1\frac{1}{8}$ in. diameter roll bar is attached to the front suspension; the hubs have been adjusted to give $\frac{1}{8}$ positive camber and $\frac{1}{16}$ in. toe-in. The rear suspension is also fitted with high-rate springs. The track has been widened considerably at the rear to give more adhesion when cornering and to reduce the understeering tendency. Both front and rear suspensions are fitted with Koni shock-absorbers with modified valves.

The brakes are Dunlop discs fitted with Mintex linings. Wheels are also Dunlop, 5K, 72-spoke centre lock hubs being employed. The rear wheels are specially built to accept the 6.40 x 15 tyres. The front wheels are 600 x 15 tyres and the tyre pressures 45 p.s.i. front, 42 p.s.i. rear.

Other less radical alterations include 2 ins. twin tail pipes fitted with Burgess straight-through silencers, bucket seats, which are fully adjustable, Delaney

Gallay safety harnesses, and wood-rimmed steering wheel.

The body has been considerably lightened, with aluminium doors and bonnet—though a steel driver's door is retained. The car is fully equipped with interior trim and front and rear seats, ashtrays, etc., and still has standard bumpers front and rear.

The electrics are standard except that the battery has been removed to the boot. No lightening has been done—or indeed any other modifications made to either the dynamo or starter. The car is in magnificent condition, the paintwork being like new. Actually this car won its class during the Jaguar Silver Jubilee at Beaulieu in the *Concours d'Elégance*.

The tremendous acceleration is very nearly as fast as an "E"-type. The most startling times were the 0-100

REALLY MOTORING! Patrick McNally track-testing A.C. le Fort's 3.4 Jaguar at Silverstone recently.

m.p.h. and back again to 0, the car performing this manoeuvre in under 23 secs. on three consecutive occasions—with no sideways drama at all. The 0-30 m.p.h. time was three seconds; the 60 time 6.9 secs.; the 80 time 11.6 secs.; and the 100 was reached in a mere 16.5 secs. These times were so good it was pleasant to confirm them with a quarter-mile time of 15 secs. dead. The speeds in the gears which contributed to these times were: 1st 40 m.p.h., 2nd 70 m.p.h., 3rd 100 m.p.h., 4th 120 m.p.h., with a timed maximum of 144.3 m.p.h. in overdrive top. The speedometer was a full 5 per cent. slow at 100 m.p.h. The engine is extremely smooth and power is available throughout the rev. range; however, for optimum results it is best to keep the revs. between 3,500 r.p.m. and 5,500 r.p.m.

The back axle is extremely well located and the rear suspension so well set up that it doesn't take a real expert to achieve really quick getaways. However, careless use of the throttle will cause snaking and excessive wheelspin. In the wet the car would spin its wheels, shod as they were with half-worn R5s, in any of the first three gears, and although the car was at all times extremely predictable, concentration was needed to keep the car in a straight line in slippery conditions.

At low speed the steering, which is a high-ratio Burman re-circulating ball type, was heavy, but at high speed the car was as steady as a rock. In fact, the car would maintain a chosen direction at over 130 m.p.h. without any correction at all.

(Continued on page 684)

THE WORLD'S TOUGHEST TEST



With a Ford Zodiac Mark III in the Safari Rally

BY GREGOR GRANT

THE East Africans thought that the directors of the Ford Motor Co., Ltd., were crazy. To enter brand-new and virtually untried motor cars in the world's most difficult motoring event seemed to them to be asking for trouble. Bets were freely made that not only would none of the half-dozen complete the rally, but that all would be eliminated before the end of the Northern leg.

Admittedly it was a courageous thing to do, showing complete confidence in the ability of the new product to take all the battering and thumping which the 3,100 miles would produce. True, the cars had been thoroughly tested in Europe, but none had been sent to East

can be made from crankshafts to modern bearing shells. First-class machine tools have been constructed from various Ford spares, and the concern also undertakes the preparation of racing engines.

During our trip, we stuck firmly in the mud on Mount Elgon, and had to be dragged out by local tribesmen. We ran through tropical storms on dreadfully slippery muram and black-cotton "roads", and broke the transmission at a place called Kapsabet. District Commissioner Symes-Thompson came to the rescue. He was giving a party that particular evening, and both David and I had to take part in a game of charades. By a strange coincidence, it was to his house that John Harrison was taken,

came to their aid on several occasions, the standard fee working out at a "boba-nob".

Whilst we were out learning all we could about East African routes, Jack Welch and Norman Masters from Dagenham were supervising the preparation of the six cars, aided by a team of fitters from Hughes. Other arrangements were being made by Competitions Manager Edgie Fabris, who was here, there and everywhere attending to service arrangements, petrol, equipment, filming sessions and so on. A considerable amount of extra equipment had to be acquired locally, for one cannot set off on a 3,100 miles rally without every possible aid to mobility.

Carlsson's SAAB had already been away for five hours when Eric and I, as No. 107—Tail-end Charlie—set off at 11.23 p.m. on 19th April. The crowds outside the City Hall, Nairobi, and on the outskirts of the city, were as large as they had been all evening. The first 45 miles were on tarmac, and I cruised at a steady 80-85 m.p.h. Then we hit rough and dusty muram, but it was possible to hold the same speed. However, the last 20 miles or so to the Kandongi control were very rough, and gullies and washaways abounded. It was on one of these that the hopes of Anne Hall/Lucille Cardwell and Edward Harrison/David Markham ended. The "road" had subsided for about three feet, and both Mark III Zodiacs hit the resulting gully at speed, smashing the radiators beyond quick repair. We saw the two cars at the roadside, but were not signalled for assistance. Anyway, seeing two Zodiacs stationary, we naturally thought that one had stopped to aid the crew of the other. As it so happened, there was little we could have done other than pass out a can of water.

For some extraordinary reason, the organizers staged a compression test at Kandongi control. This caused an unnecessary hold-up, our car being delayed by over 45 minutes. Eric took over for the following classification test, over an incredibly bumpy, rock-strewn section of 19 miles, to be covered at an average of 50 m.p.h., the first 5.5 miles being against the clock. The speed rose to 56 m.p.h. for the 20.5-mile Kanburu-Musonoke stretch, also dreadfully rough in the later stages, with a few pools of deep water. Owing to the bog, very familiar to me, the average dropped to 46 m.p.h. to Ena Bridge. Fortunately this had partially dried up, and we had no trouble getting through.

There was a short cut to Chuka, 26.5 miles farther on, on this 52 m.p.h. section, but only about a dozen crews took it. This was bad luck on them, for the organizers had strategically placed a passage control at Mtumu, near Mount Kenya, and missing this cost 50 minutes



ERIC JACKSON and the author, who shared "Tail End Charlie", Zodiac III No. 107, in the Safari, seen at Athi Bridge, near Nairobi.

Africa prior to the release date of the new model, which was just a day or two before the start of the rally. In point of fact, only one car was made available for vital reconnaissance work, and the team used Mark II Zephyrs supplied by Ford distributors, Hughes, Ltd., of Nairobi.

My first reconce. was done with experienced competitor David Markham, using a traded-in Zephyr II, the "preparation" comprising the fitting of a Halda and the addition of a couple of spare wheels fitted with cross-country tyres. This was done over the Northern leg into Uganda, and was to prove of immense value in the actual Safari. We had some trouble with the high-mileage trade-in, and at Nakuru, Doug Osborne of Hughes, Ltd., replaced defective steering units. He is the man responsible for the fine little motor-racing circuit nearby, which was constructed from funds supplied by the town council. He maintains a splendidly equipped workshop, in which anything

after being injured in the 1961 event after colliding with a truck. I was put up by District Officer John Barlow, and in the morning the broken parts were welded up by an enterprising Asian engineer.

On our return, we were lent the practice Mark III, which had already been round the Southern leg with other members of the Ford team. Edward Harrison accompanied us, and we stuck firmly in a glutinous bog from which the Mark II had had to be dragged out by a truck a few days earlier. This particular road was closed to traffic, and it was a piece of luck that the District Commissioner for Embu was on his rounds with a Land-Rover, otherwise we might have been there for many more hours.

My co-driver Eric Jackson had already tried the Southern leg with the Mark III, and his party had been stuck for hours in the mud of the notorious Magara-Mbulu escarpment. Tribesmen



(50 penalty points). It was between Chuka and Igoji that we experienced the stone-throwing and illegal road barriers. Hooligans lined the banks above the road, and some crews experienced a proper fusillade of rocks and stones. Eric had to nip out and remove a tree-trunk and some boulders before we could carry on. As we restarted, several stones clattered off the roof and the sides, but neither of us was injured.

The value of the red triangles was never better demonstrated than on this section. On blind corners, we had ample warning of the presence of the immobilized Fritschy/Mandeville Mercedes 220SE (broken wishbone), and the Henning/Phillips Zodiac II (burst tyre). I feel that these should be made compulsory all over the world!

Despite its 50 m.p.h. average, the 61.2 miles from Meru to Nanyuki was covered with ample time to spare, and a chance to secure the boot lid, the lock of which we had had to force off to get at our jerry cans during the night. The run to Thomson's Falls took us through big game country, and we saw plenty of giraffe, ostrich, hyena and several tribes of baboon. To Nakuru it was easy going for 44.2 miles, and also for the next 40 miles to Londiani. On the straight, the magnificent Mark III tore along at 100 m.p.h., but overtaking was dodgy owing to the enormous dust clouds set up by cars in front.

The 10.2 miles to Lumbwa had to be covered at 51 m.p.h. on very rough muram, and the first 10 miles or so of the Lumbwa-Kipsiwa section was terribly bumpy, and we occasionally saw evidence of encounters with rocks in the shape of cast-off headlamp rims and bumper over-riders. After Twin Bridges the road became rougher and rougher, and only 10 minutes were allowed for the 8.2 miles of the climb up the Nandi Hills escarpment (49.2 m.p.h.). Owing to partial fuel starvation caused by vaporization at the high altitude, Eric dropped about a minute—proving how fast he had gone at the start. At the Eldoret control we nearly collided with a Volkswagen, coming into the control the wrong way. It was later disqualified owing to lateness. To Kitale, 44 miles from the pleasant township of Eldoret, was easy going, and hereabouts we saw Edgie Fabris's aeroplane circling overhead, looking after his charges. We had learned that the

HIGH UP IN THE WORLD: *The Editor on the equator line, over 9,000 ft. up in the Aberdare mountains. A fine tarmac road has replaced the earlier dirt road. This point is near a village named Equator.*

rest of the team. Gerry Burgess/Beau Younghusband, Tommy Wisdom/Peter Walker and Vic Preston/Leon Baillon, had passed through O.K., but all had experienced vapour locks on the escarpment.

At Suam Bridge, Uganda, the average was 51.8 m.p.h. for the 6.9 miles to Bukwa, a section consisting of a series of holes and rocks joined together by yard-long muram "straights". Vic Preston had the misfortune to puncture a tyre and did the last three miles on the rim.

Now came the 19 miles over the heights of Mount Elgon, as rough a road as any to be found in the world. The average speed of 49.5 m.p.h. was, of course, impossible, and it was a case of losing as little time as possible without attempting to do anything like the 23 minutes imposed. Eric drove skilfully, avoiding the major obstacles. A pool of oil and a red triangle were evidence of some disaster; sure enough, the unfortunate Manussis was immobilized, his Volkswagen having holed its sump. Again we experienced petrol locks, costing us many minutes.

With a maximum speed limit of 55 m.p.h. throughout Uganda, the organizers had stated that speed controls would be set up. This meant that one could not loiter coming down the mountain road from Kapchorwa, otherwise over 55 m.p.h. would have to be maintained to get to the Lumino control 101 miles farther on, including a considerable stretch of new tarmac surface into Mbale. It was on this stretch that we were overtaken by Stanley Schofield and his ciné-camera crew, who took the opportunity to take some shots whilst we were tooling along at an incredibly boring 55 m.p.h. Deep ruts and slippery patches were features of the lane-like route through banana plantations to Magamaga, the 49 miles having to be covered at 48 m.p.h. It was then main-road stuff for 64 miles to Kampala, where we were supposed to have a two-hour rest. This was cut to 25 minutes, owing to the earlier delays, through no fault of our own, causing a scramble for food, a shave and a shower.

The rough stuff restarted at Najembe, with a fantastic chassis-breaker of 3.2 miles, with an average of 48 m.p.h. Eric did this on time, and also the 38.7 m.p.h. for 7.1 miles to Naja. We dropped just one minute on the even worse 40.8 m.p.h., 3.4 miles to Nyenga, the Zodiac behaving impeccably on a devilish surface consisting mainly of enormous bumps. Between Nyenga and Busia, another 55 m.p.h. control was set up, but after the last-named we were back in Kenya, and good-bye to limits other than in built-up areas. At this control, the officials had to counter a plague of giant flying ants which, I was told, the natives regard as delicacies. After finding the tricky road to Bungoma, Jackson had some real trials stuff to negotiate—over 25 miles of slippery black-cotton, with really deep trenches of mud every few hundred yards. A Rover in front of us slid into a ditch and broke a wheel. The crew did well

to replace this, with only about seven minutes lost.

From here it was non-stop to Ngotse (51.5 m.p.h. for 22.3 miles), and then to Rondo (20 miles at 47 m.p.h.)—all on twisty and very bumpy roads. Rondo to Kapsabet was 20.3 miles at an average of 57 m.p.h. Anyone who tried to do this on time must have had a hole in his head, for not only were there countless twists and sharp turns, but the surface was appalling.

It should be explained that on arrival at a control, three minutes' dead time was permitted. No repairs could be done, but it was allowable to clean windscreens and lamp glasses. However, even if one passed another car in a section, arrival at the control within one minute meant that the overtaken car restarted in front again—a decided handicap to faster cars. Also, at several controls, there were queues of cars, causing even longer delays for the backmarkers. Our greatest fear was that communications might break down, and we, as last car, might find a control closed on the ruling that it was exclusion to clock in over seven hours behind the first car to arrive. Despite the considerable dead time already awarded, it made for anxiety and distinctly penalized the late-starting cars.

Anyway, our Zodiac was going like a bomb, the engine sounding as sweet as when we had left Nairobi. From Egerton the bumps and crashes began again. At Njoro, the much-travelled Doug Osborne gave our car a quick look-see, and tightened up a loose damper bracket and exhaust pipe mounting. One of the *pièce de résistance* sections was the 51 m.p.h. 6.7 miles between Mau Narok and Elmenteita, a real chassis-breaker if ever there was one. Aaltonen/Goode in their 220SE were the only people to do it on time, but they must surely have risked shattering the suspension on the enormous bumps and boulders!

Following another 5.5-mile time test, it was a case of high speed over loose surfaces to regain the main road to Nairobi. The last stages over the 9,000 ft. high mountain road were desperately fatiguing, and once or twice I nearly dozed off at the wheel. However, we arrived at the city fairly well-placed, and with a car which had given not the slightest sign of mechanical bothers, nor used scarcely a drop of Castrol XL or water. We had a rousing welcome, and put the car into the *parc fermé* till re-start time, a few hours later.

Fed, rested and completely wide awake, we were ready for the Southern leg. A 20-minute repairs halt was allowed immediately following the start, and this produced incredible scenes of chaos, as mechanics sought to get their charges away in the minimum time, to

EDWARD HARRISON gingerly tests an alternative route to a bog. It was worse than the normal crossing and the car became stuck for two hours!



avoid the one-point-per-one-minute penalty for overstaying the allotted time. We had the boot-lid fixed, battery topped up, an efficient check-over, re-fuelled and four wheels changed by Jack Welch's crew—with six minutes in hand. Also assisting were Edward Harrison and David Markham.

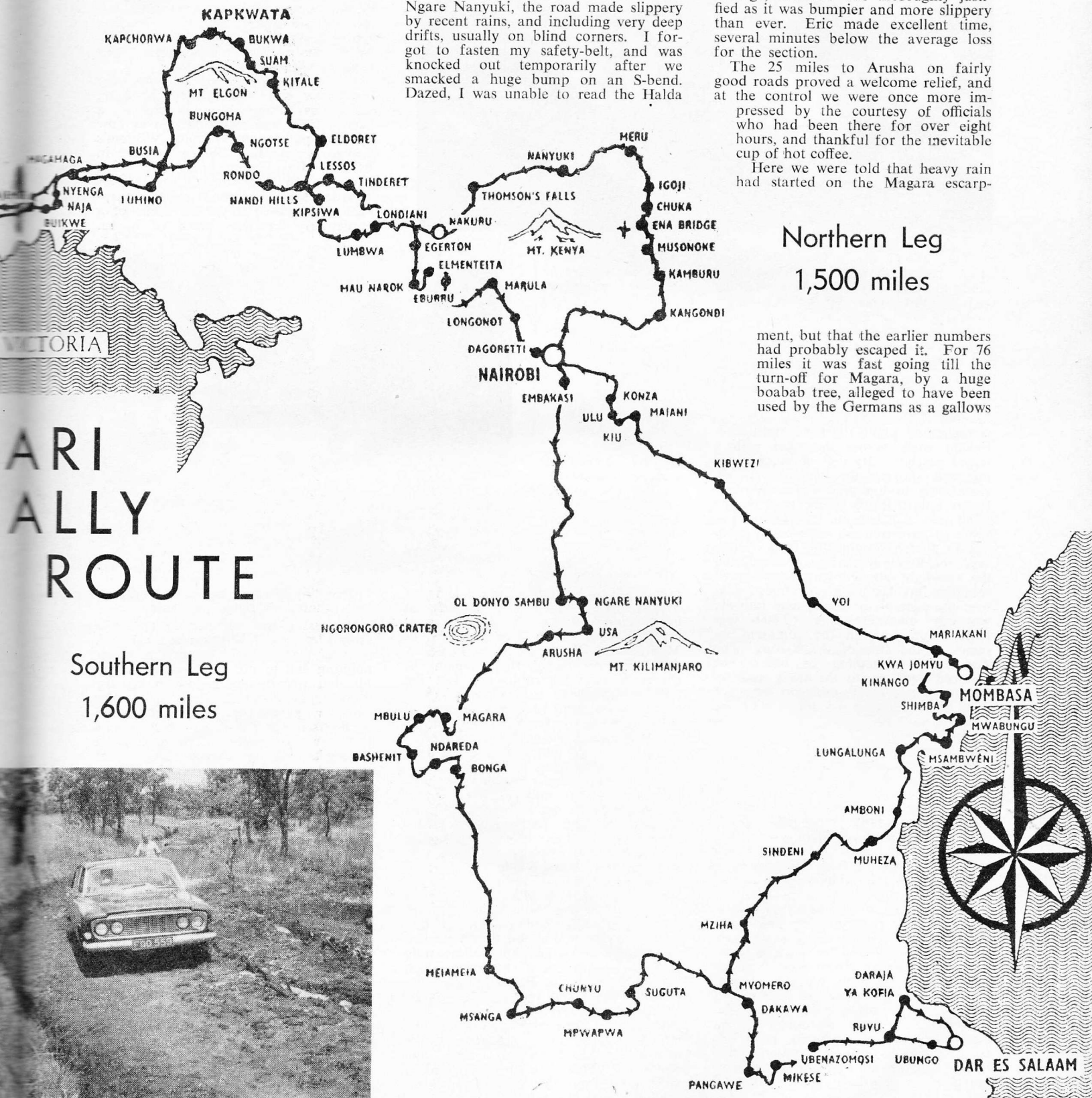
I drove for over 120 miles on dirt

roads, the speedometer seldom dropping below 80 m.p.h., with clouds of dust being raised by cars ahead. Curious green lights in the sky turned out to be a herd of giraffe, ambling nonchalantly across the road. Here and there hyena and jackal slunk to the roadsides. Then came the turn-off at Dutch Corner for Mount Kilimanjaro. Eric took over for the shocking 15.5 miles "autocross" to Ngare Nanyuki, the road made slippery by recent rains, and including very deep drifts, usually on blind corners. I forgot to fasten my safety-belt, and was knocked out temporarily after we smacked a huge bump on an S-bend. Dazed, I was unable to read the Halda

accurately, and Jackson therefore had to guess where the biggest bumps were. It says much for his exceptional driving ability that he dropped only five minutes for a 58.2 m.p.h. average for 15.5 miles on a section which stopped several cars, and caused the Choda/Anwar Zephyr to break a stub-axle. The 16.5 miles to Usa River were reduced to a 43.1 m.p.h. average, and this was thoroughly justified as it was bumpier and more slippery than ever. Eric made excellent time, several minutes below the average loss for the section.

The 25 miles to Arusha on fairly good roads proved a welcome relief, and at the control we were once more impressed by the courtesy of officials who had been there for over eight hours, and thankful for the inevitable cup of hot coffee.

Here we were told that heavy rain had started on the Magara escarp-





ABOVE: Bogged. A lorry pulls out the Mark II Zephyr near Ena Bridge during a race.

in the 1914-18 war. The deep water-splash had disappeared, but it was hard going to Magara control. It was raining heavily, and lights on the escarpment looked to be ominously stationary.

This muddy and unbelievably difficult climb was Jackson's delight. Twiddling the wheel, and choosing his path by the light of the headlights, he made excellent progress. Fog patches and rain cut down visibility, but the Zodiac never faltered—that is until we came on a red triangle, and found the Ellis/McPherson Falcon stuck across the mud with a seized gearbox. By dint of much pushing and shoving we managed to get clear, only to find the Vincent/Vincent Rover lodged firmly in the mud on the blind side of a hairpin. There was just room to pass, and we were going fairly fast to plough through the mud. However, the Rover was being reversed, and the rear-light blinded Eric, who slewed round at the last moment, almost went over the edge of the escarpment into the yawning blackness over 3,000 feet below, but kept on the continent by smacking the side of the Rover. The Zodiac hit something or other, but bounced back on to the track and we were through—a magnificent piece of quick-witted driving on the part of the man Jackson!

Quite candidly, I would rather have been twirling the wheel than sitting in the passenger's seat, but it is nice to be in the hands of a top-class competition driver. Just as we were congratulating ourselves on getting near the top of the escarpment, we came across half a dozen cars firmly bogged down, with the Heather/Hayes/Savage Mercedes completely blocking the way, the occupants saying hard things about another crew whom they had helped to re-start, but who had failed to return as promised. Then followed more heaving and shoving, and after a long delay it was our turn. Alas, that bump we had felt when squeezing past the Rover had damaged the clutch mechanism, and the Zodiac remained a few hundred yards from the summit, with no drive to the rear wheels.

It was eerie to be marooned on the top of a strange mountain, with unfamiliar noises echoing around. We both slept for an hour or so, then I heard a car approaching; this was the Aaltonen/Goode Mercedes, which was

many hours behind schedule (starting over 1½ hours ahead of us), and had been thoroughly stuck in the mud farther down. I hitched a ride to Mbulu, but the control was closed. Aaltonen persuaded the woman in charge to sign his route-card, but she was most abusive for being disturbed from her rest, and for her husband and children being awakened. This was the sole example of rudeness encountered at any control, and fatigue must have been the cause underlying her resentment.

Eventually a farmer named Tom, who was manning the rally radio communications, came to my assistance. Unfortunately the D.C. had gone to Easter Mass, and could not rescue the Zodiac till after 8 a.m.—two hours later. He had the only Land-Rover in the area which could be utilized. Just as he arrived in his black Mercedes, complete with wife and five children, Jackson appeared with the Zodiac. On cooling down completely, the clutch had gripped sufficiently to restart, but unfortunately he had failed to see a vast gully which had eliminated the Frizel/D'Unienville Renault 4RL, and the fan had penetrated the radiator.

He told of tribesmen peering into the immobilized car on the mountain, armed with spears and bows and arrows. On muttering "Jambo", their lips parted in huge grins, and they moved off after acknowledging the salutation.



RIGHT: Asians and natives invariably inspected competing cars with great interest. This picture of "No. 107" was taken during a filming sequence.

The radiator was patched up with tins of Loy and "Rad-weld", and District Commissioner Bill Osborne and his wife gave us breakfast, also the despondent Renault crew who were returning to Nairobi on a lorry with their wrecked car. We spent three hours searching for the stranded Falcon crew, but they must have managed to get it going again and to have returned the way they came. Coming back over the escarpment, we met Ronnie Adams and Peter Riviere, getting a lift to Nairobi from officials. Their Rover was abandoned near Bashenit with broken steering.

The Osbornes insisted that we stay for Easter lunch, all the neighbouring Europeans having been invited to a party. D.O. John Melville told us how he had pulled out Tommy Wisdom's Zodiac from the "biggest hole in Africa", after Tommy had tramped five miles to Mbulu for help. The natives regarded him with awe, for the escarpment is supposed to be the home of a particularly ferocious breed of hyena.

Fortunately Wisdom had been unable to understand what they were saying.

Eventually we managed to coax the crippled car to Arusha, where a car took us back to Nairobi. It was a disappointing end to our first Safari, but up till that unfortunate encounter on the grim slopes of the Magara, the Zodiac had run like clockwork. No praise can be high enough for a car which, on its first-ever competitions appearance, had shown its ability to cope with the worst possible road conditions that East Africa can offer. It was more than gratifying, therefore, to learn that Gerry Burgess and Beau Younghusband had carried off the class, with the Preston/Baillon car in second place.

I was given the opportunity to criticize the seven hours rule, and the overtaking regulation, in a 30-minute broadcast on the Kenya network. Compèred by Mike Type, the round-table comprised Jack Emsoll (S.M.M. & T.), Arthur Burton (Safari organizer), Gordon Wilkins, Courtenay Edwards, Tommy Wisdom, rally winner Tommy Fjastad, Barry Gill, Harry Firth (Australia) and your chronicler.

In closing, I would like to congratulate Mrs. Diana Howard-Williams for a first-class press service, and some ideas for ensuring that every pressman obtains information that other organizers could well adopt.

BUGATTI
OWNERS'
CLUB

PRESCOTT HILL-CLIMB

6th May

PHOTOGRAPHY BY
PATRICK BENJAFIELD

RESULTS

B.T.D.: Tony Marsh (Marsh-B.R.M. Special), 48.84 s. (New hill record.)

Second B.T.D.: Tony Marsh (B.R.M.-Climax), 51.00 s.

B.T.D. Sports Car: Phil Scragg (Lister-Jaguar), 52.87 s.

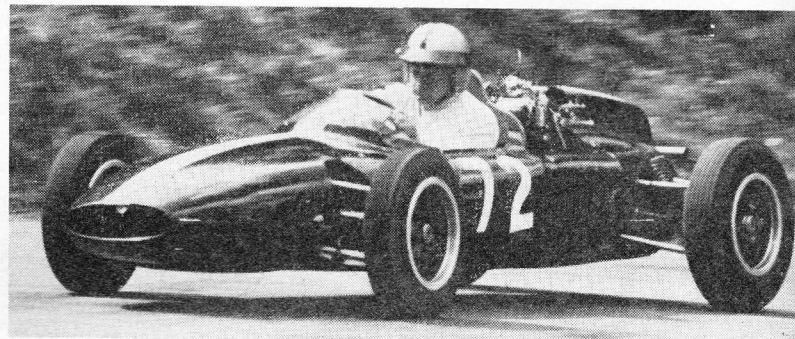
B.T.D. Lady (Racing): Patsy Burt (Cooper-Climax), 55.82 s.

B.T.D. Lady (Sports): Jill Hutchinson (Terrier), 61.45 s.

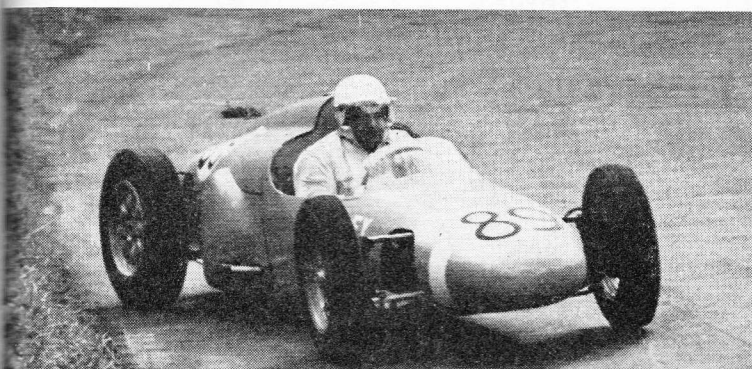
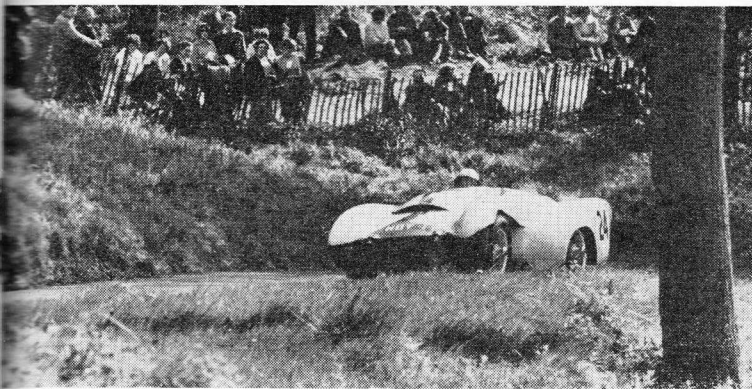
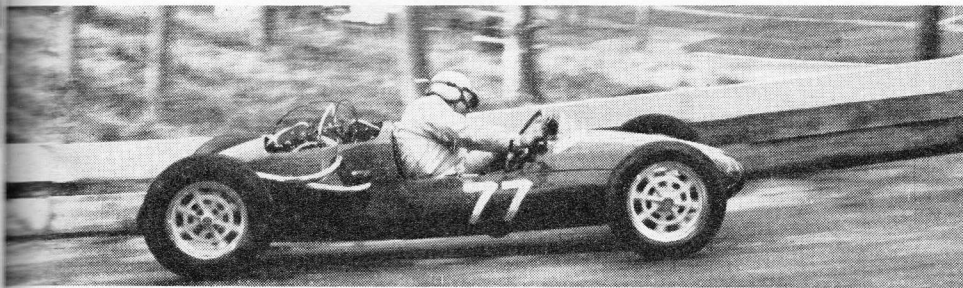
Classes

Sports-Racing: Up to 1,600 c.c.: 1, J. J. Richards (Lotus 7), 54.83 s.; 2, G. Tyack (Emeryson), 55.40 s. **Over 1,600 c.c.:** 1, P. Scragg (Lister-Jaguar), 52.87 s.; 2, J. Randles (Cooper Monaco), 54.18 s. **Touring, Sports-Touring and Grand Touring: Up to 1,000 c.c.:** 1, C. Thomas (Austin-Healey), 62.67 s.; 2, N. Porter (Austin-Cooper), 62.86 s. **1,001-1,600 c.c.:** 1, W. A. Cleave (Morris), 62.55 s.; 2, J. Lepp (Lotus), 63.22 s. **Over 1,600 c.c.:** 1, P. Scragg (Jaguar E), 56.78 s.; 2, E. R. Protheroe (Jaguar E), 57.33 s. **Formule Libre:** 1, I. B. McLaughlin (Cooper-J.A.P.), 53.20 s.; 2, D. R. Good (Cooper-J.A.P.), 53.77 s. **Racing Cars: Up to 1,500 c.c. (4-cyl.):** 1, A. E. Marsh (B.R.M.-Climax), 51.00 s.; 2, R. Phillips (Fairley-Climax), 55.28 s. **Over 1,500 c.c.:** 1, A. E. Marsh (Marsh-B.R.M. Special), 51.38 s.; 2, R. Fielding (B.R.M.), 53.10 s. **Formula Junior:** 1, W. M. C. Bradley (Cooper-Ford), 51.57 s.; 2, E. G. Willmott (Elva-Ford), 54.62 s. **Bugatti Handicap:** 1, T. A. Roberts, 57.95 s.; 2, B. Kain, 58.42 s.

R.A.C. Hill-Climb Championship: 1, Tony Marsh (Marsh-B.R.M. Special), 48.84 s.; 2, Ray Fielding (B.R.M.), 51.58 s.; 3, Reg Phillips (Fairley), 53.26 s.



TOP LEFT: The new record holder, Tony Marsh, who demolished the 50 seconds barrier well and truly with a climb of 48.84 secs. He is seen here going through the last bend of the esses on his way to the top. **ABOVE:** David Good's engine misbehaved so one was not able to see his J.A.P.-engined 1961-type Cooper Junior perform as it should. **LEFT:** Peter Gaskell in the last bend of the esses with his Cooper-J.A.P. 1100. It now looks as though the days of the Cooper-J.A.P. are over. **BELOW LEFT:** The people in the sunshine watch Fred Sloman on his way to the top in his supercharged Mark 10 Lotus-Bristol. **BOTTOM LEFT:** Reg Phillips wearing a look of stern concentration as he corrects a slide while taking the Fairley out of the esses. **BELOW:** Ray Fielding in his ex-works 1960 2½-litre B.R.M. coming out of the last bend of the esses. He was second in his class to Tony Marsh—but who can do anything about Tony these days?





WINFIELD JOINT COMMITTEE

CHARTERHALL

REPORT AND PHOTOGRAPHY BY W. K. HENDERSON

THE first meeting of the 1962 season at Charterhall was held on Sunday, 29th April, and organized by the Winfield Joint Committee. Delightful weather prevailed, the heat of the brilliant sun being tempered by a fine breeze which was greatly appreciated by the large attendance of spectators.

The only unfortunate thing about the meeting was that the start was delayed until 3.30 p.m., due to practising difficulties, but once under way the crowd had their money's worth with some over-enthusiastic and hair-raising driving from the many new "names" on the programme.

The first car event was a 10-lap affair for sports cars up to 1,600 c.c. and produced a crop of B.M.C. and Ford-powered vehicles with two Porsches to battle against various Lotuses, Sprites, Mini-Coopers and two Marcoses. This resulted in a fine win for Jackie Stewart who led all the way in the dark blue Marcos. W. J. Stein (Lotus 7F) pushed G. Durham's Porsche Carrera along and eventually overtook him on lap three, though lack of gears on lap eight forced him to retire. Durham took over second spot and this let T. D. Simpson, in the ex-Bill Moss Marcos, into third place with Jill Hutchinson driving steadily in fourth place in a racy-looking Terrier.

Some motoring right on the ragged edge was produced in the following Grand Touring car event. R. F. Morrison in a beautiful red "E"-type Jaguar rushed into the lead, but in approaching Paddock Bend at a phenomenal rate of knots he had to overrun the outside of the corner and almost lost the car in a big way when he slid sideways on the adverse camber of the banking. However, after demolishing several markers he recovered unabashed and continued, grinning broadly, still ahead of Julian Sutton's fleet Elite, with Jackie Stewart (Marcos) and Bill Thompson (Elite) already locked in battle. They, in turn, were followed by the second placeman in the over 1,300 c.c. category, A. Palmer in a Jaguar "C"-type, then J. B. Rodgers (A.C. Ace).

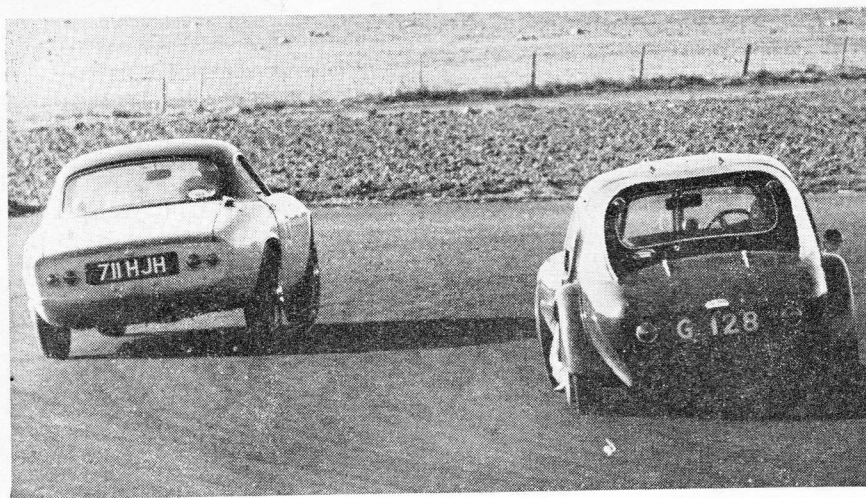
With Sutton well ahead in the up to 1,300 c.c. class interest centred on the Thompson/Stewart dice, in which the latter's Marcos was neater through the swerves but was overtaken on the straights, until Thompson just made it by a car's length over the finish line. Farther back W. Forbes drove a steady race in the second "E"-type behind Durham's Porsche and Simpson's Marcos, while

LEFT: Ronnie Morrison presses on (grinning broadly) after almost losing his E-type Jaguar a few seconds earlier at Paddock Bend. RIGHT: He demolished several markers, but nothing could stop him winning the Grand Touring Car race.

W. A. Borrowman (Austin-Cooper) harried J. Cotts's sparkling Porsche Super and A. A. Burton cornered his Morris 1000 on its door handles after a stop at Paddock Bend for engine adjustments. The fair sex was represented by Miss A. Taylor, sister of Trevor, in a healthy-sounding Anglia while Mrs. M. B. Greig, in her first race, found time to adjust her helmet by taking both hands off the wheel of her Karmann Ghia VW on the back leg of the course.

Racing cars next took the field for 10 laps, with Malcolm Templeton from Northern Ireland well in the lead in a Lotus 20 over John Romanes' similar car followed by Nairn Ferrier (Lola-Climax), H. Dibley (Lola F.J.) and P. Barak (Cooper Monaco-Ferrari). At the end of lap one J. Robinson (Britannia) pulled into the pits but resumed after losing four laps. Romanes pulled off at Tofts on lap three as Bill Turnbull with the front-engined L.W.J. Junior was challenging J. S. Slater (Lotus 23) for fifth place and W. Morrison (Renault F.J.) scrapped with Jill Hutchinson (Terrier), as did J. Nicholson (E.R.A.-Jaguar) and S. Gleave (Elva Mk. 3). On lap eight, P. Barak's rare-sounding Cooper Monaco-Ferrari passed Templeton to lead at Tofts but Templeton was back in front on the next lap. Bill Turnbull squeezed past J. S. Slater on the outside entering the same corner on the penultimate lap, but Slater wasn't having any, and reversed the positions before the finish. Behind this scrap J. H. Blades (BBK-Climax) drove

BELOW: Jackie Stewart (Marcos) cuts inside Bill Thompson (Lotus Elite) at Tofts Turn. Jackie won the race for Sports Cars up to 1,600 c.c.



RESULTS

Sports Cars up to 1,600 c.c.: 1, J. Stewart (Marcos), 76.17 m.p.h.; 2, G. Durham (Porsche Carrera); 3, T. D. Simpson (Marcos). **Fastest lap:** Stewart, 77.40 m.p.h.

Grand Touring Cars. Up to 1,300 c.c.: 1, J. Sutton (Lotus Elite); 2, W. A. Thompson (Lotus Elite); 3, J. Stewart (Marcos). **Over 1,300 c.c.:** 1, R. F. Morrison (Jaguar "E"); 2, A. Palmer (Jaguar "C"); 3, J. B. Rodgers (A.C. Ace). **Fastest lap:** Morrison, 80.20 m.p.h.

Racing Cars. Up to 1,100 c.c.: 1, M. Templeton

(Lotus 20), 84.66 m.p.h.; 2, N. Ferrier (Lola-Climax); 3, J. S. Slater (Lotus 23). **Over 1,100 c.c.:** 1, P. Barak (Cooper Monaco-Ferrari); 2, B. K. Crabtree (Cooper-Jaguar); 3, Miss J. Hutchinson (Terrier). **Fastest lap:** Templeton, 86.70 m.p.h.

Sports Cars. Up to 1,300 c.c. Climax Engines: 1, N. Ferrier (Lola-Climax); 2, J. S. Slater (Lotus 23); 3, Marquis of Clydesdale (Lola). **Over 1,600 c.c.:** 1, P. Barak (Cooper Monaco-Ferrari); 2, B. K. Crabtree (Cooper-Jaguar); 3, A. Palmer (Jaguar "C"). **Fastest lap:** Ferrier, 84.50 m.p.h.



a steady race ahead of Crabtree's 3.8 Cooper-Jaguar.

The final car event of the day, was for sports cars with classes for Climax-engined cars up to 1,300 c.c. and over 1,600 c.c. It seemed that B. K. Crabtree (Cooper-Jaguar) had resolved to do well, as he arrived at the first corner well in the lead, only to leave last, as he spun right in front of the pack, which somehow managed to avoid his car. However, he gave the crowd a display of spirited driving, which got him into 11th place by the end of lap two and up to sixth by the finish and second in the over 1,600 c.c. class.

However, he could do nothing about the leaders, with Nairn Ferrier (Lola) in command ahead of Slater's Lotus 23. P. Barak was going well despite the Ferrari engine of his car sounding rough on the overrun—however, after throwing out his fire extinguisher at Lodge he moved up ahead of Slater into second spot on lap four, with the Marquis of Clydesdale (Lola) and Julian Sutton (Elite) following behind and all holding station to the end.

Poor G. B. Dean had to retire his Austin-Healey 100 on lap six when a stone neatly removed the glass from his goggles on the straight, and A. C. Goodfellow, becoming bolder near the end of the race, lost his XK 140 at Lodge and did a fair bit of unintentional ploughing!

Club News

By MICHAEL DURNIN

ISLE OF WIGHT CAR RALLY

CO-PROMOTED by the Isle of Wight Saro Car Club, this rally was full of the unexpected—especially the missiles hurled by some disapproving natives of Hampshire, which damaged two cars and might well have caused a serious incident.

Two hundred miles of metalled roads over maps 166, 167, 176, 177 and 178 gave navigators no respite since they had to plot 131 route checks and 58 time controls, the majority of which had directional approach by map reference,

Coming Attractions

11th-12th May: Lanes A.C. Morecambe Rally, Starts Morecambe.

12th May: B.R.D.C. Race Meeting, Silverstone, near Towcester, Northants (F.I., F.J., S., G.T., T.). Starts 10.15 a.m.

Bristol M.C. and L.C.C. Hill-Climb, Dyrham Park, on A46 Bath/Stroud road (M.R. 156/749758). Starts 2 p.m.

Sunbac Hill-Climb, Ragley Park, near Alcester, Warwick.

Brighton and Hove M.C. Driving Tests, Madeira Drive, Brighton. Starts 2 p.m.

12th-13th May: Porsche C.G.B., Tests, etc., Balmer Lawn Hotel, Brockenhurst, Hants.

13th May: Berlin Grand Prix (G.T. Class 1, F.I.).

750 M.C. Hill-Climb, Blandford Camp, Blandford, Dorset.

Coventry and Warwick M.C. Hill-Climb, Mancetter, near Atherstone, Warwick.

Malden and D.M.C. Driving Tests, Bordon Camp, Bordon, Hants. Starts 11 a.m.

B.A.R.C. (Yorks), Y.S.C.C. and E.Y.C.C. Autocross.

19th May: Aintree Circuit C. Race Meeting, Aintree, near Liverpool.

Bristol M.C. and L.C.C. Sprint, Castle Combe, near Chippenham, Wills. Starts 2.30 p.m.

19th-20th May: B.A.R.C. and East Surrey M.C. Rally, Starts Parklangley Garage (M.R. 171/379585).

20th May: Grand Prix d'Europe (Zandvoort) (F.I.).

Naples Grand Prix (F.I.).

Spa Grand Prix (G.T., T.).

Prix de Paris (F.I., G.T., T.).

B.R.S.C.C. Race Meeting, Cadwell Park, near Horncastle, Lincs.

West Hants and Dorset C.C. Hill-Climb, Wiscombe, near Honiton, Devon. Starts 12.30 p.m.

West Essex C.C. Hill-Climb, Stapleford, near Abridge, Essex. Starts 2.30 p.m.

Eastern Counties M.C. Driving Tests, Felixstowe sea front. Starts 11.45 a.m.

CANCELLED: Catterick Six Hour Relay Race.

making a grand total of 333 plots. All praise is due therefore to S. C. Gray, who navigated the outright winner L. V. Cruttenden in his DKW to finish clean on the road section.

Starting from the Jack O'Lantern near Southampton, 44 cars started on the route which wound westwards with short sharp sections over the first four route cards and things really warming up in the Semley area. All sections were "on" and this was in no small measure due to really efficient marshalling met all the way through the rally.

Route card 6 was Tulip style, headed "Consider and use coloured roads only", and since no final map reference was given anyone who made a mistake "had it" in a big way.

After the supper stop it was "mixture as before" with two plots per control, but route card 9 started with three one-minute sections—fortunately these had

Ron Ambrose and T. H. Hazlem have written to "AUTOSPORT" to express their views on the topical point—the future of Rallies

As a regular competitor, might I be permitted the hospitality of your columns to comment on the problem discussed in "Club News" in your issue of 27th April?

Rallying in this country falls broadly into two categories—events which are organized in accordance with principles laid down by the R.A.C. Competitions Department and events which are not, and there is no doubt in anyone's mind, least of all in Mr. Marples's, that the latter so-called rallies are very largely to blame for the present state of affairs.

Some measure of control, therefore, already exists, and it is vested in a responsible and experienced body of men who understand the problem and who, given the necessary powers, could, I am sure, resolve the matter once and for all, to the satisfaction of the general public and competitors alike. At this moment, I believe, the Competitions Department is giving attention to the routing of rallies in an endeavour to avoid undue use of the same territory within a specified period, whilst their system of "black spots", when honoured by organizers, does much to allay inconvenience to the public. It is when these sensible and reasonable rulings are ignored that trouble is caused and invariably this happens with rallies organized by clubs outside the jurisdiction of the R.A.C. I do not necessarily say that these clubs are irresponsible. Quite simply, they have no knowledge of "black spots".

To a man, those of us who rally regularly under the auspices of clubs already affiliated to the R.A.C. would welcome such extensions to the existing powers as are needed to restore universal goodwill, and foremost among these extensions I would put the absolute necessity of ensuring that every rally run is organized with the knowledge and approval of the R.A.C. This would, of course, put a very considerable additional burden on the Competitions Department, but would be a much better solution than the alternatives of vesting control in the police, who have enough to do elsewhere, or in local authorities, who cannot possibly be expected to have the required knowledge.

As to why we rally at all, we do so because, like any other sportsmen, we enjoy our sport, and in so doing we make an abnormally large circle of friends. More important, and quite sincerely and seriously, we become better and therefore safer drivers. If you see a car ignoring a "Halt" sign, for example, you can be quite sure that it is not being driven by an experienced rallyist. And as for those black and white stripes down the length of a car, it would be well if the public at large could realize that such a vehicle does not, repeat not, belong to our fraternity.

Finally, I do not think it untimely to point out that rallying is a means of "improving the breed". A hackneyed phrase, maybe, but who, studying our car export figures in conjunction with British rallying successes, can possibly refute it?

RON AMBROSE.

As a competitor in the forthcoming Moss Trophy Rally, and an organizer of rallies, I am fully in agreement with Alan Harmer's "Do's and Don'ts for Rally Organizers" in your issue of 4th May.

While rallies are organized for the enjoyment of competitors, it must be accepted by all concerned that the safety and peace of the general public are paramount. Country-folk are entitled to enjoy an untroubled night's sleep, and it is possible to stage a good rally without violating this. What is required is a responsible attitude by the Clerk of the Course and his team and the willingness to take pains. Alan's article sets out what should be done, and I should like to amplify this by mentioning what has been done.

In the recent M.G. Car Club's April Rally, in which incidentally, Alan Harmer navigated Maurice Sokel to win a major award, we went to great lengths to study the convenience of the general public, yet, nevertheless, every competitor lost time on the road. In the course of selecting the route we many times abandoned first class short sections because at the strategic point where the time control was required there was some kind of habitation. We used some gated roads because in Northampton most of the worthwhile roads, from a rally point of view, are gated, but we provided marshals at each gate to open and shut them for competitors and to safeguard farmers' animals. We made a point of seeing the farmers whose land the roads passed through and found them willing and co-operative once they knew that the gates were being looked after. We kept in close touch with the police during our route finding and provided exact details of our proposed route on 1 in. Ordnance maps, with all controls and times marked, and were rewarded with helpful information and co-operation.

As noise is obviously the most disturbing element of a night rally, we hired, through the R.A.C., a noise meter, and entrusted this to a well-known editor of a motor sport journal with the idea that competitors would know that it was in the hands of someone whose word on "fact" they could trust. We provided him with a team and all cars were tested at scrutineering, and each competitor was given his reading in writing and therefore knew his noise potential. Each was warned that the team would be operating at several secret checks on the route and that one infringement would cost 300 marks, sufficient to eliminate any chance of an award, and two—exclusion. We actually operated three such secret checks and the result was that no offence was given and no competitors exceeded the permitted maximum of 95 decibels. It was interesting to note at scrutineering that some very fast sports cars were well within the limit, and it goes to show that you don't have to be noisy to be fast.

There are schools for advanced driving and courses for navigators—who will start a school for organizers?—with headmaster John Gott?

T. H. HAZLEM.

reasonably obvious directions and were on good roads, but few navigators were more than one plot ahead of the route at this stage.

Barnes and Brierly in their Rapier-engined Husky (it don't 'arf go!), who had struggled to the finish of the road section with a barbed wire-secured exhaust system, were then treated to an all-too-real example of real service. A telephone call to the A.A. at six in the morning alerted the Rootes Agent in Southampton who fixed it in 17 minutes flat, to enable them to join all the other competitors on the ferry to the Isle of Wight.

After a driving test in Cowes two

special sections were timed on Forestry Commission land.

Two more driving tests, one at Ventnor up a 1 in 4 gradient with two hairpin bends and the other at Sandown through chicanes, both in pouring rain, concluded the proceedings.

KEN PACEY.

Results

"Daily Telegraph" Challenge Trophy, Replica and £25: L. V. Cruttenden. Cowes Professional and Business Association Trophy: S. C. Gray. Red Funnel Steamers Challenge Trophy: D. de Souza. Trouville Hotel Challenge Trophy: P. Sakar. Grand Hotel Challenge Trophy: Mrs. V. Harper. Hedley Simpson Challenge Trophy: P. P. Roberts. B.S.M. Challenge Plaque: D. de Souza.

CHESTER MOTOR CLUB

NEW BERNIE RALLY

SELDOM can a good, straightforward rally, attracting a high quality entry, have been so convincingly won as was the 11th Chester Bernie. Arthur Hobson and Brian Melia streaked round the exacting 200-mile route in their Ford Anglia with a loss of only three minutes, no less than 19 minutes ahead of the field, comprising 32 experts, 43 semi-experts and 20 novices.

The route was handed out 60 minutes before starting time (90 minutes for novices), giving just sufficient time to plot the 72 controls as well as the out-of-bounds areas and noise zones. Just sufficient, that is, if one allows for the additional labour involved by last minute alterations which were thrust through windows during the actual plotting period. Little time, therefore, remained for settling down before the Bernie was well and truly "on", with an opening section of 22 minutes, and anybody who considered this to be a warm-up had a rude shock, particularly as the road disagreed with the map within 200 yards of the start. The road from Control 1 to Control 2, just north of Bwlchgwyn, was marked on O.S.108 but not on 109 and by Control 3 only six crews were still unpenalized, whilst only Mr. and Mrs. Taylor (Austin-Cooper) were still clean at Control 5. All this in 37 minutes!

The pace continued hot over the Esclusham and Eglwyseg Mountains, followed by Horseshoe Pass, originally scheduled for four minutes but eased to five at the last moment. Hobson did not receive the revised timing, and proceeded to "clean" it in four, emulating Carlsson on the R.A.C. The slate quarry which following claimed the King/Brown Anglia and the Russell/Scott Healey, both crews losing time finding the correct slot. Then came the first special stage, a fur-

long in a boggy time of 25 seconds—18 m.p.h.! Nobody made it, the Gorst/Roberts VW being fastest with 26.2 seconds. The stage, loosely surfaced, steep, and with four hairpins, was taken from a standing start presided over by one J. Easten—welcome back, Julian.

The track running south-west over the railway out of Gwyddelwern appears as a non-goer on many distinguished maps, including that of Barry Hughes, who is far from squeamish over these things, and here the first sumps began to crack. In all no fewer than seven cars were eliminated with exposed engine oil, and at least two of these were wearing sump-shields. This use of over-rough roads here and there was one of the few criticisms of an otherwise first-class rally.

Nine minutes were allowed for the Hirnant, broken down into four sections from B.4391 to Lake Vyrnwy, whilst Eunan and Pennant were even tighter, and all but Hobson and Culcheth/Noad (Sprite) were steadily losing time. One unfortunate novice wrong-approached Control 15, reappeared there five minutes later from the right direction, only to visit the same control, again facing the wrong way, 10 minutes later. It was still Control 15, whichever way you looked at it!

A long stint along A.458 afforded some relief before some tricky navigational sections around Manafon led to the petrol halt, where crews were grateful for the opportunity of resuming on scheduled time.

Precision navigation and some degree of local knowledge was required to the north-east of Dolanog, where a positive maze of non-goers seemed to present an impenetrable barrier. Sections hereabouts were not particularly short, but they had been well-chosen, calling for every last ounce of power and concentration. Retirements began to mount. The Simister/Barrow Anglia 109E threw a rod when going extremely well and Allen and Hughes suffered an unusual delay when

the jack of their Austin-Cooper came adrift and shorted-out the battery. They secured another but at the cost of 16 fails.

From Llanfyllin the route ran generally north-east in a series of loops and the Culcheth/Noad Sprite was delayed with driver (repeat driver) sickness, when only a minute or so behind Hobson and Melia.

The second special stage, an anti-clockwise loop starting and finishing at 24313611, was marked with a large "R" on our map. It was not too rough for the Mathew/Mylchris Sprite, however, which whistled round in 5 mins. 44 secs. Astbury and Roberts also did well with their Morgan Plus 4 in 6 mins. 1 sec., some 30 seconds faster than anybody else. There was quite a sting in the tail of the Bernie, with sections of four, two, two, four, three and three minutes consecutively. Unfortunately, even the early numbers were required to take these in full daylight and Hobson, for one, eased up to the extent of dropping two of his three minutes hereabouts. This was relative, of course, and most folk, even those right on their time limit, chose discretion at the expense of several minutes lost. Daylight dicing is so universally disliked that it is a pity that such an otherwise fine event should have been marred by going on just that little bit too long.

Results

1. A. Hobson/B. Melia (Anglia), 0/30; 2. A. Taylor/Mrs. S. Taylor (Austin-Cooper), 0/220; 3. C. Twigdon/L. Chilvers (Sprite), 0/240; 4. R. Wilson/J. Hopwood (Austin-Cooper), 0/240; 5. B. Culcheth/P. Noad (Sprite), 0/280; 6. D. Pollard/J. Baines (Alpine), 0/280; 7. P. Astbury/P. Roberts (Morgan), 0/300; 8. F. Grange/S. Gray (Anglia), 0/340; 9. R. Martin-Hurst/J. Brown (Land Rover), 0/400; 10. A. Matthew/M. Mylchris (Sprite), 0/430; 11. J. Whitehead/T. Rowland (Volvo), 0/480; 12. D. Mustard/N. Nelder (Austin Seven), 0/490. **Best Semi-expert:** R. Walker/P. Walker (Herald), 5/600. **Best Novice:** M. George/S. Clayton (Anglia), 17/1,250. **Team Award:** Wilson/Hopwood, Hobson/Melia, Hammond/Simpson. **Inter-Club Team Award:** East Surrey Motor Club: B. Russell/Miss A. Scott, K. Wilson/T. Roden, R. McCoy/W. Gunn.

B.A.R.C. (WEST MIDLANDS)

WELLESBOURNE SPRINT

ON Saturday, 28th April, fine but chilly weather set the scene for the second annual sprint organized by the B.A.R.C. (West Midlands Centre) at Wellesbourne Airfield, near Stratford-on-Avon, the venue having been made available by kind permission of Group-Captain E. Earnshaw, O.B.E. Over 50 competitors took part and B.T.D. over the one mile plus course (which consists of a straight and a right-hand curve, followed by a tight right-hander and a finishing straight incorporating an artificial chicane) went to Geoff Richardson's Connaught-powered Cooper-R.R.A., with a shattering run of 42.4 secs.

The most heavily subscribed class was that for small saloons, the class award going eventually to Herbert Shepherd's modified Austin-Cooper with 58 secs., the same car also taking second place, driven by Harry Shepherd, in 58.3 secs. Since Appendix J was not invoked for this event, some most interesting comparisons could be made; for example, Tony Blore's much-rallied Group 2 Austin Seven got down to 58.5 secs. for third place, challenged by the Austin-Mini of D. Brougham, which complies with Group 3, but was unable to better

58.9 secs., while the only other car in the class to break 60 secs. was the standard Morris-Cooper of Randy Vaughan, which did 59 secs.

However, none of these times was within striking distance of the 55.6 secs. returned by the remarkable supercharged Mini-Minor of E. Von Hartmann which ran, perforce, in the next larger class and met with only the opposition offered by W. L. Clifton's Rapier, with 58.4 secs., and T. B. Keegan's agricultural-sounding Rapier, which eventually got down to 59 secs. The heavy saloon class proved to be a Jaguar benefit, Herbert Shepherd's 3.8 Mk. 2, with 50.1 secs., taking the class from Claud Birch's similar car, which did 52.7 secs.

The small G.T. class was annexed by David Driver's Lotus Seven 105E with a run in 50.3 secs., while Dennis Firkin's Lotus Seven A did 52.6 secs. for second place; B. W. Boardman (Downton Herald 1200) found that his car went much more quickly with the handbrake off, and improved his first time by some 2 secs. in the course of his second run, without featuring in the results, while Ray Terry's Lotus Seven Mk. 2 got down to 55.3 secs. for third place. In the larger class Digby Martland's very potent Lotus Super Seven, with 48.9 secs., had an easy win from the XK 150 of H. Elwes. The interesting Riley 1.5 of Paul Perrott, which boasts a

modified 1,588 c.c. engine and appears to be very quick indeed, was unfortunately classified out of any hope of a place.

Among the production sports cars John Terry, who took a major award at Wellesbourne a few weeks ago, had an extremely comfortable class win, his Morgan Plus 4 doing 51.4 secs. to the 57.7 secs. returned by A. P. Athos's Austin-Healey 3000. In the 1½-litre class, Budd's M.G.A did 57.5 secs., his nearest challenger, N. E. Langstone, with a similar machine, being unable to get below 62.6 secs., and scraping into second place one-tenth of a second ahead of Morris's Sunbeam Alpine, while both of these times were bettered by the winner of the small class, G. A. Day (Austin-Healey Sprite), who did 57.6 secs., and by the Spridget of second place man B. Pearsall, with 60.3 secs.

Finally came the open class for all-comers, the Cooper-R.R.A. setting up B.T.D. and winning the class, and also taking second place when driven by Claud Birch, with 46.9 secs. Next fastest in the class came, as it were, from the same stable, Geoff Richardson getting his R.R.A.-Jaguar round in 48.8 secs., while the supercharged M.H.S. Mk I of J. Turner, after a promising start, had a disappointing first run and was subsequently withdrawn.

HOWARD BILEY.

SEVENOAKS AND DISTRICT M.C. GUYS AND DOLLS RALLY

THIS event, an outstanding success, was a model of what a closed-to-club event should be. The experts were given a route just sufficient for all to lose a certain amount of time and the beginners were issued a marked map, so enabling everybody to finish within the stipulated time allowance.

From the Mountains Garage at Hildenborough, the rally proceeded on map 171 and then on 183, and it was here that an eight-minute section, involving several route checks, made most cars late. The Reeves/Chorley TR3A was well on time here, although booking in at the controls with all wheels locked on a very loose and slippery surface, the only other cars on time being the P. Ward/F. Herwin VW and the Mini of T. Hunter/R. Irwin. It was also on this section that a particular right-hand bend claimed the Morris Minor 1000 of B. Ball, and a quarter-mile farther on the Austin-Healey Midget of M. Amos slid straight on into a ditch, although they managed to finish the rally. Farther on came an "any order" section which was "on" although accuracy and speed was expected of the navigator. At this point many crews had been excluded through wrong approaches to various time controls, although only losing a few minutes on the road.

The finish was at the café at Badger's Mount and here it was unanimously agreed that an interesting route and good organization had contributed to an excellent rally.

Results

Experts: 1, S. Clipston/J. King (VW); 2, M. W. Reeves/B. Chorley (TR3A); 3, P. Ward/F. Herwin (VW). **Novices:** 1, M. Cockle/M. Willgoss (Mini-Minor).

ABERDARE MOTOR CLUB NUTCRACKER RALLY

THE Nutcracker Rally, first ever restricted-status event organized by the Aberdare Motor Club, was a considerable disappointment to both organizers and competitors, in that the minimum entry of 20 was barely reached, even though the rally was included as a qualifier for the 1962 Welsh Rally Championship. The host club itself was able to muster only three entries, while the strongest representation came from the Steel Company of Wales Motor Club, which sent nine cars.

However, the poor entry did not deter those competitors who had turned out from enjoying an interesting and well-conceived rally. The 270-mile route, in four main sections, started from Bank Top, at Rhigos, proceeding to Hirwaun and thence to Pont-Nedd-Fechan, where it swung north towards Trecastell. By the half-way halt eventual winners David Davies and Dennis Cardell had established a firm lead, and the Eric Bradley/Frank Rutter TR3A was out of the running with transmission troubles. The route concluded with a navigation section looping west towards Newcastle Emlyn before a final run-in, by Tulip card, to the finish at Aberdare.

HOWARD BILEY.

Results

W. Davies Trophy (Outright Winner): David Davies/Dennis Cardell (Austin-Cooper). **Class Awards:** Jerry Dodd/D. Evans (Wolseley 1500); M. Gibbs/D. R. P. Jenkins (Anglia 105E); Des Tilley/John Griffiths (Austin-Cooper); J. D. Jenkins/J. Webber (Morris-Cooper). **Team Award:** Norman Harvey/Viv Corbin (Austin-Cooper). David Davies/Dennis Cardell (Austin-Cooper), Des Tilley/John Griffiths (Austin-Cooper).

TYRWHITT DRAKE

PRODUCTION CAR TRIAL

THE Maidstone and Mid-Kent Club's Tyrwhitt Drake Production Car Trial, held recently, heralded the club's summer season or, more correctly perhaps, the end of the winter programme, because the trial had been postponed from 4th February because of impossible weather conditions.

Three serpentine sections on the chalk of Boxley Downs were tricky enough to give an early indication that outright victory would lie between the VWs of John la Trobe and the TR3s driven by Alan Firmin and Brian Chambers. Surprisingly, Des Chappell's SAAB was also being coaxed to great heights, its front-wheel drive obviously gaining useful traction from the large lumps of lead fitted into every possible and impossible space under the bonnet.

A timed climb up a woodland track was greeted enthusiastically by the rally brigade, but clerks of the course Rod Hulks and John Ashwell had set too easy a bogey time and all 33 entries cleaned

the section. Similarly, two following climbs that took the competitors towards Doddington, and lunch, gave little trouble.

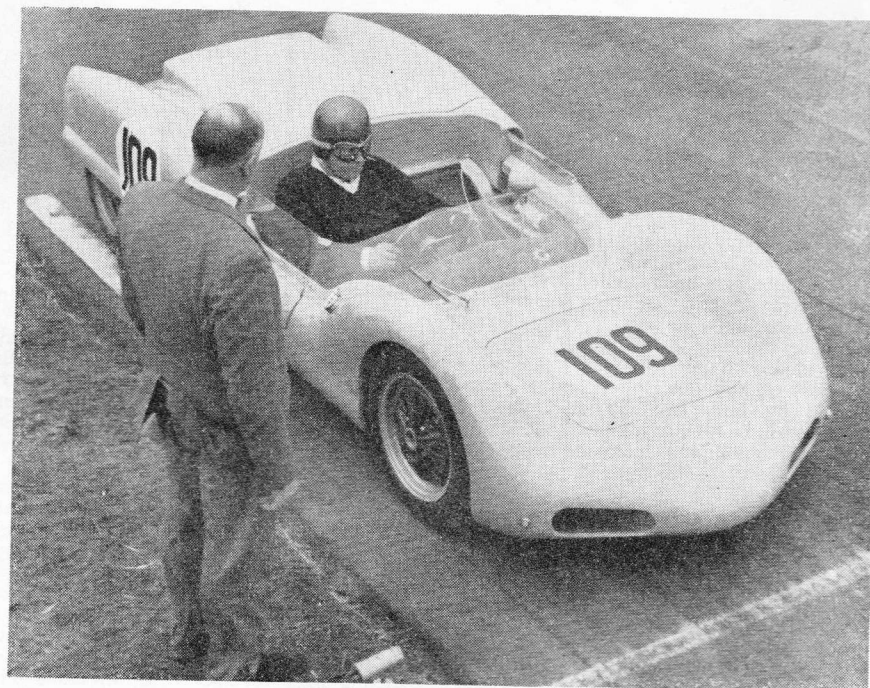
The real meat of the event followed in the woods at Wormshill, made available by Harold Gordon Webb, a keen supporter of the sport who used to race at Brooklands in the great days.

Here the organizers had made maximum use of the gradients, trees and deep leaf-mould to lay out a series of sections giving the maximum variety, and it was interesting to see how Sid Seeley's trial's technique, more usually applied with a Cannon, carried his staid Volvo nearly as far as the more versatile VWs.

W. Durling's "Gamecock" brought a touch of nostalgia to those old enough to remember pre-war events, but in spite of an enthusiastic driver equally deserving of the car's name, the Riley had insufficient power to feature very highly in the results.

Results

Outright Winner: J. H. La Trobe (VW), 28 marks. **Cars up to 1,300 c.c.:** 1, J. Henley (Mini-Minor), 33.4; 2, D. Chappell (SAAB), 38. **Cars over 1,300 c.c.:** A. Firmin (TR3A), 31.4. **Rear-Engined Cars:** H. Deacon (VW), 31.8.



F. R. Blease in Donald Hill's Mark 6 Elva which made B.T.D.

B.A.R.C. AINTREE SPRINT

ON Saturday, 5th May, the B.A.R.C. (N.W. Centre) held their first members' sprint of 1962. Using a mile course carved out of the club circuit at Aintree, i.e., starting some 50 yards before Country Corner, going down through Village Corner, along Valentine's Way, round Beechers Bend and finishing half way down Railway Straight.

The meeting started in fine weather which allowed G. D. Hill (Elva Mk. 6), to hand the existing sports car record a nasty knock when he recorded a run in 48.9 secs., which, considering the all-time record stands at 47.2 secs., is some going for a sports car!

Dead unlucky was the record holder himself, as on the arrival of K. D. Jones (Lotus F.J.) to the start line down came the rain!

FRANCIS PENN.

Results

Production Saloon Cars, up to 1,000 c.c., Unmodified: 1, B. D. Lever (Austin 7), 67.4 s.; 2, N. S. Bennett (Ford Anglia), 68.5 s.; 3, D. A. Gould (Mini-Minor), 68.9 s. **Up to 1,000 c.c. Modified:** 1, J. E. Pemberton (Austin-Cooper), 61.1 s.; 2, J. Normanton (A40), 62.4 s. **1,001-1,500 c.c.:** 1, A. Stanforth (Mini-Minor), 61.8 s.; 2, J. N. Keegan (Rapier), 62.0 s. **Over 2,500 c.c.:** 1, G. H. F. Parkes (Jaguar 3.8), 54.9 s.; 2, H. S. Shepherd (Jaguar 3.8), 55.0 s. **Sports Cars up to 1,000 c.c.:** 1, J. T. Butterworth (Lotus 7), 52.0 s.; 2, D. Bridges (Lotus 7A), 54.5 s.; 3, M. P. Harrison (Lotus 7), 59.1 s. **1,001-1,500 c.c.:** 1, D. Martland (Lotus Super 7), 53.3 s.; 2, R. Vincent (Lotus Elite), 56.1 s. **Standard 1,991 c.c. TR Engines:** 1, J. A. McEwan (Morgan), 55.7 s.; 2, A. Lambe (TR2), 56.8 s.; 3, G. Hoyle (Morgan), 57.4 s. **1,501-2,500 c.c.:** 1, J. Barker (T.V.R.), 54.3 s.; 2, G. S. Morewood (Frazer-Nash), 55.1 s.; 3, C. B. Court (TR3), 55.3 s. **Over 2,500 c.c.:** 1, J. Carden (Austin-Healey), 53.5 s.; 2, C. A. Chrimes (Austin-Healey), 60.3 s. **Specials and Sports Racing Cars up to 1,500 c.c.:** 1, G. D. Hill (Elva Mk. 6), 48.9 s.; 2, F. R. Blease (Elva Mk. 6), 54.5 s. **Specials and Sports-Racing Cars over 1,500 c.c.:** 1, G. D. Hill (Elva Mk. 6), 51.3 s.; 2, F. R. Blease (Elva Mk. 6), 52.7 s. **Formula Libre Racing Cars:** 1, K. D. Jones (Lotus 20), 47.5 s.; 2, F. W. Dodgson (Lotus 20), 50.0 s.



JUDGMENT DAY, 1962

Farnborough and District M.C.'s Annual Restricted Driving Test Meeting

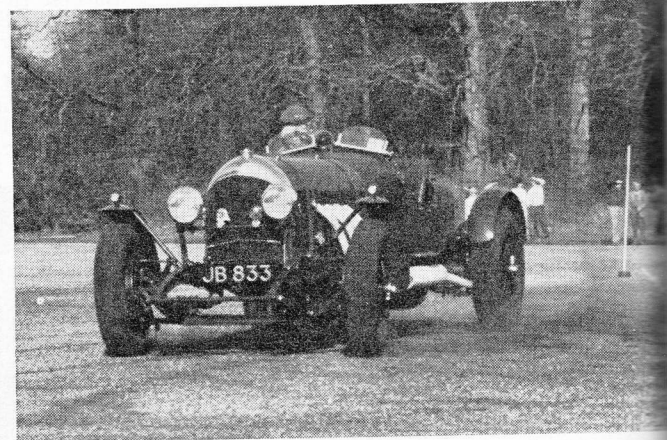
WHAT a well-chosen name for a driving test meeting, for in this form of motoring competition it is surely judgment that counts above all else. After last year's bumper entry which was, in fact, oversubscribed, it was a little disappointing as well as perplexing to discover that only 45 people were down to compete. Perplexing because this is always an enjoyable and well-run event. However, smaller numbers mean less waiting, so it's an ill wind. . . .

Ten clubs had been invited and classes were arranged to cater for front-drive cars of up to 1-litre capacity, then three separate capacity classes for both open and closed cars. Also a class for Specials of any description, poorly supported by only two entries, those of M. Cannon in his driving-test Special and N. Tyler making a welcome reappearance in the Chandler Special. A strange anomaly was the clause in the regulations stating that modified open cars would be entered in the next *higher* open class. This is surely unfair to the owner of say, a TR, who might (and did) find a blown Sprite in his class. After all, in driving tests size and weight matter far more than power, as the writer was forced to admit some years ago when the advent of the Sprite began to make itself felt to the extent that a much-loved TR3 was reluctantly exchanged for one of the little 'uns on the

principle "if you can't beat 'em, join 'em".

ABOVE: N. Thorne's efforts with this cumbersome Ford Zephyr Estate Car were unrewarded but nevertheless extremely creditable. He threw the great car about with controlled abandon.

RIGHT: The sound and the fury of John Brogden's beautiful 3-litre Bentley was impressive. He was, particularly to start with, perhaps a little too "hairy" for success but improved with each test.



principle "if you can't beat 'em, join 'em".

The surface at St. Lucia Barracks parade ground, Bordon, Hants, is smooth macadam sprinkled generously with small pebbles and grit; a good leveller of differently powered cars, for the faster ones cannot use their full acceleration and everyone has the same problem when trying to stop. There were six tests with one run only, so that it was fortunate that all were of the easy-to-remember variety. Test 1 was an any order affair of three garages, then a reverse to stop with rear wheels in a "box", and forward to finish with front wheels in another "box". Test 2 had a full circle round a pylon, into a garage, then a long reverse which included encircling another pylon. Tricky! Test 3 had two long forward-direction swerves between pylons and a long straight

reverse into a garage, while Test 4 was a wiggle-woggle, first forwards and then in reverse. Tests 5 and 6 were both in forward direction only and consisted of long straights with sharp turns at the ends; a benefit for handbrake manipulators, especially on this loose surface.

A welcome feature of the Farnborough club's events is the presence of a number of vintage cars. These run in the ordinary classes, but compete for a special award donated by the V.S.C.C. Indeed, this event had a good deal of vintage flavour about it, for presiding as clerk of the course was well-known E.R.A. driver Dudley Gahagan, while "Sammy" Davis officiated as a Steward and the vintage entry ranged in horsepower from a 1921 G.N. Cyclecar to a Blue Label Bentley, and from a brace

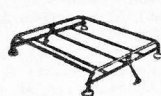
of early Austin Sevens to a huge Invicta. In the various classes good performances were put up by B. Greaves in his Cooper-Austin, J. Adams in a change of steed, a Vauxhall VX4/90 replacing his customary TR, Messrs. Searle and White in Sprites, N. Thorne in his well-known Zephyr Estate car, and all of the vintage-car drivers, who really pulled out the stops. Brian Greaves was unlucky not to take the major award, being robbed of this by one line penalty, a fate suffered by several other less well-placed contenders.

SAM ACTMAN.

Provisional Results

Best Overall Performance: S. Actman, 2.9 pts.
Best Performance F.D.M.C.: C. Kinnerley, 13.2
Best Performance V.S.C.C.: J. Miles, 26.71
Best Invited Member: P. J. Mann, 7.91
Class Awards:
B. Greaves, 10.1; J. Adams, 29.85; G. Harris, 15.75; C. Page, 11.35; N. Tyler, 11.39.
Team Award: S. Actman, M. Cannon, N. Tyler.

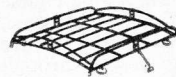
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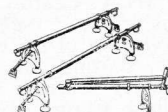
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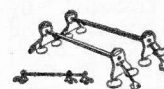
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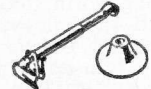
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B.R.M. Exhausts

I THINK it is about time that Mr. Irwin realized that it is not the exhaust layout that wins races; if I remember correctly the Vanwall's exhaust was not all that pretty but the car didn't do too badly. The latest creation from Bourne is the best piece of Grand Prix machinery to stem from British workshops since the famous Vanwall, and after all this shouting about similarity of design in Formula 1, now it's here nobody seems to like it!

So, now let us see the 1962 Grands Prix ending with the cars crossing the line with the cars from Bourne leading the rest, after "MR. MOTOR RACING" has taken the chequered flag.

CADISHEAD, MANCHESTER.

C. J. GUSCOTT.

MAY I reply to Mr. A. Irwin's letter. Perhaps if he wrote to Raymond Mays he could get the colour changed. I never did like it that dark.

Is he not aware that there could be a sub pressure around the exhaust pipes due to turbulence from the front wheels and wind-screen, which is extracting the exhaust gases, with relatively small drag?

As for his last snide remark, the cars have always been potential winners.

SOUTHAMPTON.

CLIFFORD TOMS.

FANCY comparing the new B.R.M.'s exhaust pipes to chimney stacks! To my mind they just happen to make the latest Bourne product the most potent looking machine on the circuits. Anyway, at least it differs from the rest of the "flock" of Grand Prix cars from this country.

I do, however, agree with Mr. Irwin on one point—they seem to have a potential winner—at last (with "chimney stacks" I hope!).

EYNSFORD, KENT.

TREVOR MANN.

The Marcos

WHAT a pity that Mr. Marriott's letter in the 27th April issue was so ill-informed. Flattering though it is to be credited with faster practice times than the Elites, it should be pointed out that according to information sheet No. 5 issued by the B.A.R.C. at Oulton Park, Trevor Taylor is credited with a fastest lap of 1 min. 59.4 secs., and John Whitmore with a lap of 2 mins. 2 secs. The works Marcos would therefore have been third fastest in this class.

Of the other two Marcos's at this event, one had persistent engine trouble and could therefore be discounted. The other car driven by Graham John suffered from a slipping clutch in practice. This was changed over Friday night, but unfortunately it began to slip once more after the first few laps of the race. In addition, John was using a full Cosworth engine and a gearbox with standard Ford ratios! This could hardly be called suitable for any circuit—least of all Oulton Park! Yet despite this handicap, he finished third in the race.

As it happens, we were quite expecting our engine capacity to be checked after the race and were all ready to remove the cylinder head and prove beyond all doubt that our engine was under 1,000 c.c. That we were not called upon to do so reflects the acceptance of our integrity by other competitors and we should like to take this opportunity of thanking them for their confidence in us.

C. C. J. NICHOLSON,

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Juniors and Vintage Cars

IN reply to Mr. Doodes's letter (AUTOSPORT, 27th April), I think I should first of all clarify the point that my letter was prompted by John Bolster's article in AUTOSPORT of 23rd February. And both these literary (if I may make so bold) pieces were concerned with the popularity of vintage racing cars compared with "Juniors".

I do fully appreciate a good club meeting, but my letter made no reference whatsoever to this aspect of F.J. racing. And I can assure Mr. Doodes that drivers who race F.J. cars are not doing it for the "sheer hell of the thing". F.J. drivers know it is the bottom rung of the ladder to Formula 1, and are looking for possible recognition. Besides, it's pricey!

It's only natural that one should point out all the favourable aspects of one's pet type of motor racing. But it's a bit much when I am accused of running down F.J. Club racing, when I never even mentioned it. I can only assume that in Mr. Doodes's enthusiasm to set pen to paper he lost the gist of the argument.

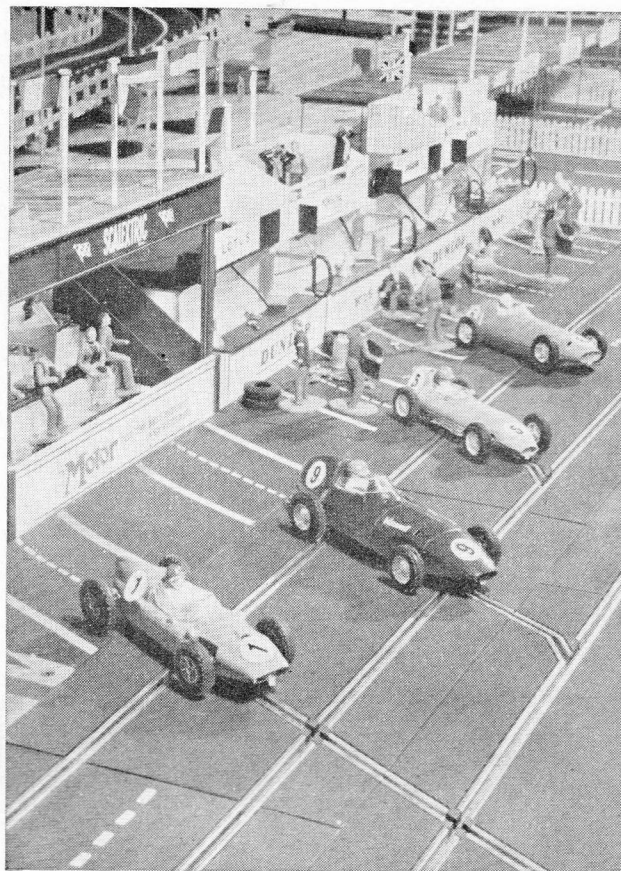
I don't mind in the slightest Mr. Doodes "supposing" that I have never been to a good club meeting. Neither do I mind him "suggesting" that I drop down "the Hatch". But I quite honestly cannot believe that Mr. Doodes has ever been to a vintage meeting in his life.

Perhaps he would care to attend a V.S.C.C. meeting at Silverstone, while I drop down "the Hatch"! And bottoms-up, Mr. Doodes!

PINNER, MIDDX.

R. J. CRUMP.

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



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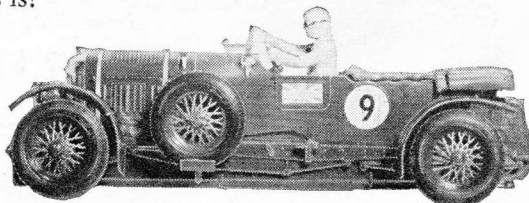
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EASTBOURNE AND D.M.C.

DOWNS DRIVING TEST

PART of Eastbourne's seafront was closed for the Eastbourne and District Motor Club's annual Downs Driving Test Meeting, the second qualifying event in the Association of Central-Southern Motor Clubs driving test championship. This meeting is gaining in popularity and there was an entry of over 40 cars of various makes and sizes, Class G being the largest with 14 Midgets or Sprites. Four tests were attempted and each car, having been thoroughly scrutinised in the morning, did all four tests, had a short break and then had a second run at the same tests, the fastest time on each test to count in the results.

The first test consisted of stopping astride a line, reversing off it, forward astride a line adjacent to the first one, reversing, etc., four times, into a garage and astride the finish. On the first run Bryan Greaves, in his Austin-Cooper, soon set up a fast time of 35 secs., which wasn't bettered until the "Specials" class, not eligible for the main award, came along at the end of the field and Malcolm Knights in his T.M.S. recorded 31.6 secs. On this test in both runs many faults were made as cars either weren't properly astride or they touched the boundary kerbs. Test 2 consisted of the traditional "wobble wobble" with a couple of garages thrown in for good measure. Leo Cruttenden in his DKW 800S did a fantastic time of 50.2 secs, which wasn't bettered on that test on either run. Times varied a lot but there were surprisingly few faults. Of these faults, however, two on the second run were to affect the final results. Test 3 was probably the most straightforward and consisted of entering four garages in a forward direction. Graham Hutchings, going very well, beat all the Minis here in his Anglia to record 45.2 secs. and R. W. Gee did best of the Sprites in 44 secs. Test 4 was the most interesting and spectacular of the tests. From the startline cars had a 50-yard dash to a chicane, then another 50 yards to two garages, back through the chicane to two more garages, followed by 70 yards to stop in a box, reverse astride a line and forward to the finish. Norman Pocock in his Mini-Cooper did a fast 69 secs. and Doc McGhie in his Sprite was fastest of the sports cars in 67.2 secs.

So with the first run completed it was seen from the huge blackboard showing all the times that Leo Cruttenden was doing extremely well among the saloons,

while Pocock and Greaves were going to be close in the Mini class. Doc McGhie was leading all cars for the Eastbourne Trophy, the main award, but was obviously going to be pressed by Messrs Worgan and Gee, both in Sprites.

So, back to Test 1, and everybody anxious to improve their times. Bryan Greaves took a half second off his first run and Worgan did the same time. McGhie, anxious to keep his lead, got down to 33.6 secs. On to the "wobble-wobble" and here the faults became important. McGhie once again improved his time, as did most people, by 2.4 secs. but hit a bollard—this cost him the trophy. Also Horace Appleby in his Lotus, had a fault which ruined his chances of B.T.D., as he had done the same thing in the first run. Worgan improved his chances here, equalling Cruttenden's first run of 50.2 secs. Test 3 saw times very much the same as in the first run and Gee was again fastest in 44 secs. So, on to the final test and the first person to watch for was Greaves, to see if he could pull up on Pocock, but he was nearly 5 secs. slower. Cruttenden did a fast time in his DKW, whining through the chicanes in 69.4 secs. which gave him a better total time than the winner of the Mini-Cooper class, Pocock—some going! McGhie was next to look for and he was going really well when finally in the braking box his half-shaft went, together with his chance of winning, and he was unable to complete the test. Seven cars later Worgan came along and did a fast 66.6 secs. which gave him a win by 1.4 secs. Right at the end of the day Appleby did 62 secs. in his Lotus, in spite of suddenly finding his gear knob missing from the lever.

So ended a very pleasant afternoon's sport, in just about ideal driving conditions. Congratulations to D. H. Worgan on his win, which should help him in his bid for the championship. J.M.

Results

Eastbourne Trophy: D. H. Worgan (A./H. Sprite). Class Winners: P. Jones (Austin Seven); N. Pocock (Mini-Cooper); L. Cruttenden (DKW 800S); R. Harding (VW); P. Musgrave (Porsche 1600); R. McGhie (A./H. Sprite); R. Forster (Triumph TR4); M. Knights (T.M.S.). Novice Award: D. Beare (A./H. Sprite). Private Team Award: M. Knights and R. Forster. Club Team Award: Eastbourne "A". B.T.D.: M. Knights.

SEVENTEEN years old Frederick Rodgers of Westbank Farm, Coal Aston, Sheffield, is offering his services to any racing team or private owner at home or abroad from the end of July to the beginning of September.

A Racing Jaguar—continued

The speed of the car is misleading and it is fortunate that the servo-assisted Dunlop discs are so efficient (in fact, capable of stopping the car from 100 m.p.h. in under seven seconds).

The suspension is excellent, as is the steering: the car can really be pushed through the twists and any small deviations can be easily corrected with the positive steering. Despite the harder springing the ride is not at all uncomfortable, in fact it suited the average passenger better for excessive body roll can be rather sickening.

Oil consumption was approximately a quart per 100 road miles and petrol was consumed at the rate of eight gallons for the same distance.

Oil pressure was always constant, and no oil surge was noticed on corners. The water temperature was constant at 50° C. on the road and went up to 70° C. when driven really hard. During the whole of the test the car only oiled two plugs (N58Rs) and as this included some trips during the Easter week-end when the car was stuck in traffic it was extremely good behaviour.

The exhaust note is worthy of Chaliapin and is never embarrassing.

Having completed the road test and having become thoroughly conversant with the car, I took it up to Silverstone and spent a morning circulating the G.P. circuit.

Here the car demonstrated its controllability, however it was bullied through the bends; and once set up for a corner it would drift through with amazingly little drama. Under really heavy braking the car weaved slightly but never felt dangerous, though towards the end of the morning the fluid seemed to have become aerated and the soft pedal which resulted distributed an uneven pressure therefore causing rear-end brake tramp. The car revels in really high-speed corners like Maggots and Abbey.

This is one of the few test cars that I actually bothered to drive on the road just for enjoyment. The only other cars which have been in that category this past year were the Aston Martin DB4GT and Daniel Richmond's 1,088 c.c. Mini-Cooper.

Acceleration Times: 0-30 m.p.h., 3 secs.; 0-60 m.p.h., 6.9 secs.; 0-80 m.p.h., 11.5 secs.; 0-100 m.p.h., 16.5 secs. Quarter-mile, 15 secs.

Maximum speed: 144.3 m.p.h. 0-100-0, 23 secs.

Speeds in the Gears: 1st, 40 m.p.h.; 2nd, 70 m.p.h.; 3rd, 100 m.p.h.; 4th, 120 m.p.h.

Petrol Consumption: 12.5 m.p.g. driven hard.

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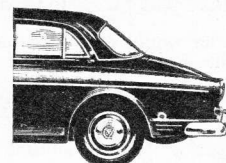


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JAGUAR XK140. 1955. Fixed head, finished in dark green with overdrive, radio, heater, twin spots, washers. **£495**

AUSTIN-HEALEY 100/4. 1954. Two-seater. Exceptional, in red, with black hard top, with Le Mans modifications, wire wheels, heater, overdrive, X tyres. Choice two at **£345**

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**

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. **£465**

TRIUMPH TR3A. 1960 series, two owners only, unblemished in B.R.G. with matching hard top, with X tyres, disc brakes, heater, etc. **£695**

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**

AUSTIN-HEALEY 100/6. 1957. Two/four-seater, finished in ice blue with dark blue interior, fitted wire wheels, radio, heater, overdrive, tonneau cover. **£645**

SUNBEAM ALPINE. 1960. Finished in grey with black hard top and red interior, fitted discs, heater, screen washers. **£735**

AUSTIN-HEALEY SPRITE. 1960. Two-seater, one owner from new, immaculate condition in white with black interior, with heater, tonneau, rev. counter, etc. **£495**

TR3A. 1960. Two-seater, off white with red interior, 3 speed overdrive, disc brakes, X tyres, heater. **£725**

M.G.A. 1958. Two-seater, finished in blue, with black hard top, heater, luggage rack, wing mirrors. **£545**

TR2. 1955. Two-seater, finished in dark metallic blue with tan interior, with X tyres, screen washers. **£325**

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**

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Signed

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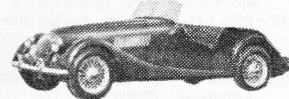
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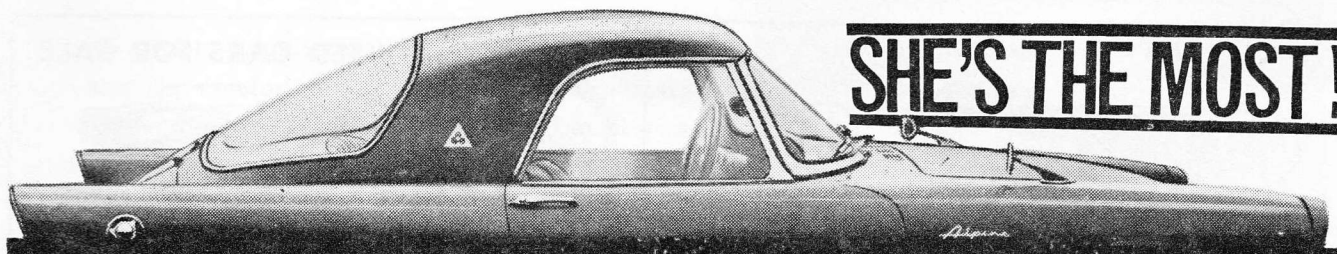
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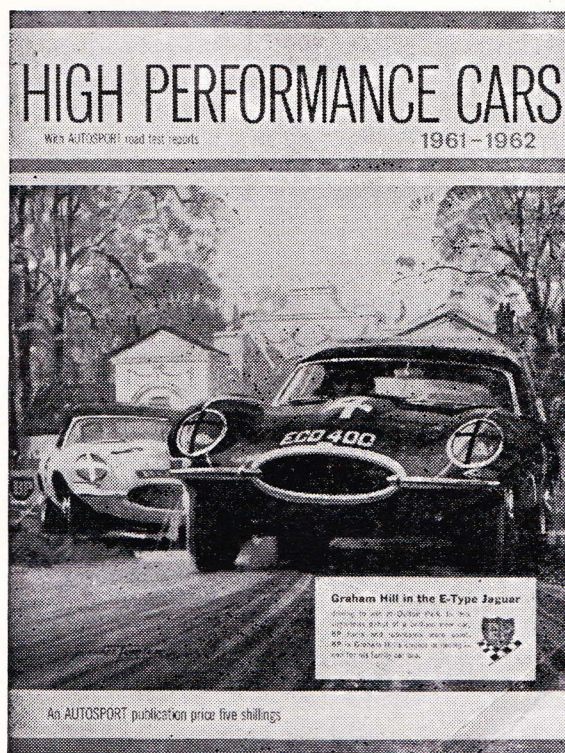
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