**NURBURGRING 1,000 KMS.** 

# AUTOSPORT

BRITAIN'S

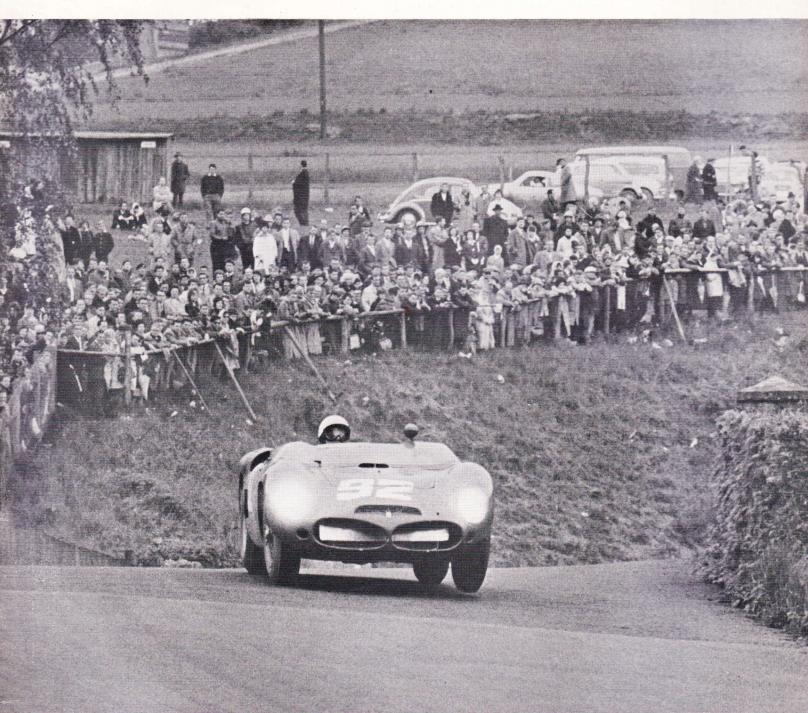
MOTOR SPORTING WEEKLY

JUNE 1, 1962

2/-

No. 22

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



#### IN THIS ISSUE

JOHN BOLSTER DESCRIBES THE NEW FORMULA I CARS THE ACROPOLIS INTERNATIONAL RALLY - FULL REPORT AND PICTURES

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# AUTOSPORT

#### BRITAIN'S MOTOR SPORTING WEEKLY

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

Vol. 24 No. 22

June 1, 1962

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#### EDITORIAL

THE GOVERNMENT AND RALLIES

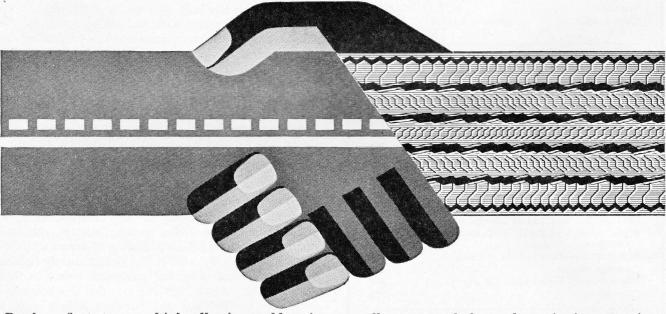
S UPPORTED by six Tory M.P.s, an amendment to the Road Traffic Bill was tabled in the House of Commons by Sir Godfrey Nicholson, Conservative member for Farnham, on 24th May. The proposal relates to motoring sport, and it is intended to seek powers for "the appropriate Minister" to formulate regulations applying to various forms of motor sporting activity, but excluding races and speed trials. This Minister would have, behind him, a motor sport advisory committee, and could therefore be able to delegate his duties relating to the authorization of motor sporting events, to "appropriate bodies". Furthermore, it is sought to bring legislation to the effect that any person who promotes, or takes part in, a motor sporting event on the public highway, shall, unless the event is authorized and is conducted in accordance with any conditions imposed by, or under regulations under this section of the Bill, be liable on summary conviction to a fine not exceeding £50. This is, of course, the outcome of recent questions in the House concerning the number of night rallies organized by clubs, which were stated to cause considerable annoyance to householders, particularly in districts where events were fairly numerous. It has been obvious for some time that the R.A.C., as the ruling body controlling motor sport in this country, is helpless when it comes to dealing with unauthorized competitions on public highways. The organization has no powers whatsoever to take action other than to withdraw competition licences of offenders who possess them. In point of fact, the majority of the events complained of are organized by non-affiliated clubs, with participation by entrants who do not come under any form of R.A.C. jurisdiction. The formation of a Motor Sport Advisory Committee, although it does savour of the practice of totalitarian countries, is not without merit. Nevertheless, the "appropriate Minister" (presumably the Minister of Transport) would do well to ensure that his advisers comprise men who are experienced in motor sporting matters, otherwise there could be a willy-nilly banning of events which do not cause any annoyance to the public, merely because members of that particular committee object to them on principle. AUTOSPORT suggests that this committee should be non-political, and that the members ought to be drawn from officials of established motor clubs, who have the necessary experience in these matters to assist the Minister in deciding the types and nature of events which will not provide any grounds for objections on the part of the general public. The R.A.C. Competitions Committee has plenty to do in the organization of motor sporting events in general, and therefore the proposed advisory committee should be an entirely separate body, consisting of properly elected representatives of the vast number of club members.

#### OUR COVER PICTURE

FERRARI VICTORY: Phil Hill, in the Ferrari with which he and Olivier Gendebien won Sunday's Nürburgring 1,000 kms. race, lifts the nearside front wheel as, with headlights blazing, he hurls the big car across the Ex-Muhle bridge. Photo: Francis Penn

a new high safety factor in today's motoring . . .

# A NEW TYRE WITH TOTALLY NEW ROAD GRAD



Dunlop, first to use high-adhesion rubber in tyre manufacture, now introduce a tyre for everyday motoring built in the latest **road-hug** rubber. This new 'Gold Seal C.41' also incorporates the unique Dunlop **safety shoulder** and **safety tread** to provide a

totally new and far safer grip in cornering, braking and emergency stopping, plus new steering control over raised white lines, cat's eyes, metal strips and the like. It is available in sizes for most popular modern cars—at no extra cost.



# DUNLOP GOLD SEAL C41

NURBURGRING

1000 K.M.

WON ON DUNLOP-

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St\* ALSO
\* ALSO DUNLOP DISC BRAKES

P. HILL & O. GENDEBIEN
FERRARI

ALSO 2nd\*& 3rd

(Subject to Official Confirmation)



#### **NEW TWIN-CAM LOTUS ENGINE**

IT is news indeed that Lotus have a new twin-cam light-alloy cylinder head for the Ford 105E/109E engine. Most important is the name of the designer—Harry Mundy, A.M.I.Mech.E., M.S.A.E., M.S.I.A. Harry was, of course, the designer of the Coventry Climax engine, and he was formerly a B.R.M. engineer, before becoming an important technical writer.

The head has inclined valves with inverted pistons over the valve springs. The old side camshaft is retained to drive the distributor, oil pump, and fuel pump, also carrying the driving sprockets for the chain which embraces the two camshafts. Two horizontal Weber twin-choke carburetters are employed, and the engine will normally be "stretched" to  $1\frac{1}{2}$  litres.

Production has not yet begun, but the first version (as raced at Nürburgring) has a 9.2 to 1 compression ratio and relatively "soft" camshafts, the output being around 100 b.h.p. in the 5,500-6,000 r.p.m. band. A really "hot" 997 c.c. engine is being prepared for Le Mans, and the possibilities of this Fordbased twin-cam unit, in its various sizes, must add interest to current and future models in the Lotus range. I.V.B.

MORE NEW FERRARIS?

In Modena it is being said that Enzo
Ferrari has produced a new Formula 1 engine, a 90 deg. V8 this time! On the test bed, apparently, this unit has given 220 b.h.p. A new chassis has been designed to take the engine, and the complete car will weigh 450 kg. It is also rumoured that Ferrari is building a V12 F1 engine, and that this may be ready in time for the Italian G.P.

PADDY GASTON, LTD.

LAURENCE S. WEBBER, formerly sales manager with the above firm, is no longer associated with the firm, and customers with outstanding orders should contact Paddy Gaston himself in the event of enquiries.

THE Rover Gas Turbine Prototype, T4, will officially open the Le Mans circuit on 23rd June. It will be displayed at the B.A.R.C. Festival of Motoring at Goodwood on 14th July.

#### 

# PIT and PADDO

#### A G.T. 3.8-LITRE JAGUAR

NEWLY introduced is a Grand Touring version of the 3.8 Jaguar, marketed by Coombs & Sons (Guildford), Ltd., of Portsmouth Road, Guildford. Modifica-tions to the "3.8" include 9.1 pistons, gas-flowed cylinder head, inlet ram pipes, manual choke control, long-range fuel tank, high-ratio (3 to 1) steering, straight-through exhaust system, balanced crankshaft, con rods and clutch assembly and lightened flywheel.

Acceleration figures compare very favourably with the "E"-type. With 2-in. carburetters and fully modified, 2-m. Carbureters and fully modified, Coombs' testers have obtained the following: 0-30 m.p.h., 2.8 secs.; 0-40 m.p.h., 4.4 secs.; 0-50 m.p.h., 5.6 secs.; 0-60 m.p.h., 6.9 secs.; 0-70 m.p.h., 8.5 secs.; 0-80 m.p.h., 11.1 secs.; 0-90 m.p.h. 13.2 secs.; 0-100 m.p.h., 16.2 secs.; 0-110 m.p.h., 19.2 secs. Standing quarter-mile,

In point of fact, the Coombs Jaguar was 1.2 secs. faster up to 110 m.p.h. than a standard "E"-type. The normal "3.8" does a standing quarter in 16.3 secs. and the "E", 14.7 secs.

#### SENSE FROM THE BENCH

Row street magistrate Mr. Kenneth Barraclough sensibly upheld a plea of Not Guilty entered by the R.A.C. legal representative on behalf of the Editor of AUTOSPORT, summoned for parking for a period of five minutes in a restricted thoroughfare. Owing to a faulty petrol gauge, his car ran out of fuel in Piccadilly, and was pushed off the busy route to prevent obstruction. By the time petrol was obtained, a traffic warden had noted the number and reported its presence. No ticket was affixed to the machine, and although the circumstances were explained to the traffic superintendent in a letter, proceedings were started, plus a demand for £2, the statutory amount for parking in a non-authorized amount for parking in a non-authorized area in a parking meter zone. The R.A.C. advised a plea of Not Guilty, based on the fact that the defendant's alleged offence was due to circumstances outwith his control. The magistrate agreed, and the case was dismissed.

THIS Sunday sees the third qualifying round in this year's R.A.C. Hill-Climb Championship take place at Shelsley Walsh. The leaders after Prescott and Wiscombe are Ray Fielding (B.R.M.), 19 points; Tony Marsh (Marsh-B.R.M.), 18; Arthur Owen (Cooper-Climax), 15; and Reg Phillips (Fairley-Climax), 14. All these drivers have entered and no doubt they are out to crack Tony Marsh's B.R.M. record of 34.41 secs. Other entries include Jack Richards, Betty Haig, Josh Randles, Warwick Banks, Phil Scragg, George Keylock, Ian McLaughlin, David Good, Mike Hatton and Chris Summers—the last-named with his 4.4-litre Cooper-Chevrolet!

#### DAVID OGLE

WE regret to report that David Ogle, industrial designer and creator of the Ogle G.T. and Ogle Mini-Minor cars, but he was a resident less week. lost his life in a road accident last week.

AUTOSPORT CHAMPIONSHIP

FOLLOWING last Sunday's Brands Hatch meeting, the positions are as follows. 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, sportsracing 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.

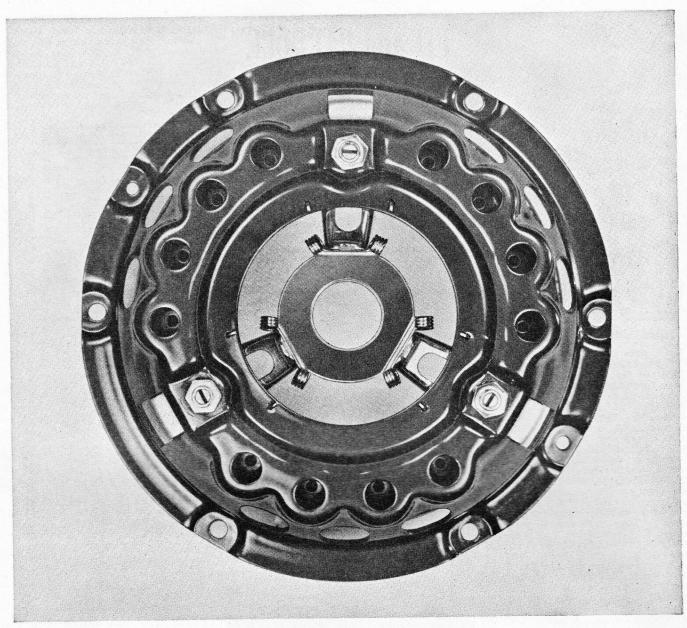
Innes Ireland (Lotus-Climax 19)
Dick Protheroe (Jaguar "E")
Jimmy Blumer (Cooper Monaco)
Grahame John (Marcos-Ford)
Mike Parkes (Ferrari 250GTO)
Paul Hawkins (Lotus-Ford 23)
John Nicholson (Lola-Climax)
John Coundley (Lister-Jaguar)
John Whitmore (Lotus Elite)
Mike Johnson (Lotus Elite)
Mike Johnson (Lotus Elite)
Chris Lawrence (Morgan Plus 4)
Robin Sturgess (Jaguar "E")
Peter Sutcliffe (Jaguar "D")
Peter Jopp (Lotus Elite)
Rodney Bloor (Lotus-Ford 23)
John Wagstaff (Lotus Elite)
Rodney Bloor (Lotus-Ford 23)
John Wagstaff (Lotus Elite)
Frevor Taylor (Lotus Elite)
Frevor Taylor (Lotus Elite)
Hill Shaw (Lotus Elite)
Sill Shaw (Lotus Elite)
Horden Stopp (Porsche Carrera)
Paddy Gaston (A.-H. Sprite s/c)
John Spender (Lotus-Climax 11)
Doug Graham (Lotus-Climax 11)
Doug Graham (Lotus-Climax 15)
E. B. H. Woolley (Turner-B.M.C.)
David Rees (Marcos-Ford)
R. J. Seabrook (Turner-B.M.C.)
David Rees (Marcos-Ford)
Mike Refd (A.-H. Sebring Sprite)
Clive Hunt (Lotus Elite)
Bob Duggan (Morgan Plus 4)
Neil Dangerfield (Triumph TR4)
Chris Kerrison (Ferrari 250GTO)
Roy Salvadori (Aston M. DB4GTZ)
Brenda Dickinson (Lola-Climax)
Paddy Gaston (Elva-Climax M. 6)
Bill de Selincourt (Lister-Jaguar)
John McKechnie (Morgan Plus 4)
Brian Bennett (Turner-B.M.C.)
Jark Oliver (Marcos-Ford)
Jan Harrison-Hansley (Lotus Elite)
Pat Fergusson (Turner-B.M.C.)
Jack Oliver (Marcos-Ford)
John McKechnie (Morgan Plus 4)
Dennis Morgan (T.V.R. Grantura)
John Morgan (T.V.R. Grantura)
John Michell (Jaguar "E")
John Mitchell (Jaguar "E")
John Mitchell (Jaguar "E")
John Mitchell (Jaguar "E")
John Seckinson (Lola-Climax)
John Seckinson (Lola-Climax)
John Mitchell (Jaguar "E")
John Mitchell CDFBEBBBCCCDEEEF AAAABCCDDDEEF AAABBBBCCDDDDEEABCCDDDDE

THIRD annual auction of Veteran and Vintage motor vehicles will be held at the Palace House, Beaulieu, on 7th July.

LOUIS COATELEN

The death occurred last week, at his home in France, of the famous engineer/designer Lous Coatelen, renowned for the Talbot and Sunbeam racing cars of the 1920s. In addition to being responsible for most of the Talbot production cars M. Coatelen was also concerned with Sir Henry Segrave's land speed record Sunbeams. He was 82 years of age.

REGARDING their race meeting at Silverstone on 28th July, the Seven-Fifty Motor Club would like to acknowledge the co-operation of the B.R.S.C.C., who are running a restricted meeting at Oulton Park on the same day, in waiving any right the B.R.S.C.C. may have to lodging an objection against a late entry in the calendar.



# One good reason for having an exchange BORG & BECK clutch instead of a repair-IT'S CHEAPER!

An exchange clutch isn't expensive.

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#### THE GITANE "1000" New Transverse Rear-Engined **Competition Grand Tourer**

Introduced last week was the proto-type of a new GT machine, aimed specifically at an Italian-dominated market as represented by the highly successful Abarth. The Gitane, as it is called, emanates from a West Bromwich factory, and has the engine mounted transversely across the frame, behind the driver but in front of the rear axle. The prototype has a four-cylinder B.M.C. unit of 997 c.c., fitted with twin Webers and developing 83 b.h.p. at 7,800 r.p.m. on a 10.2 to 1 compression ratio. Transmission is via a four-speed, synchromesh gearbox (ratios, 12.04, 7.22, 4.68 and 3.77 to 1).

Chassis is of the space-frame variety, with aluminium and steel for the bodywork, the stressed portions being of steel. A "hoop" pattern of tubular steel supports the roof, the frame centre being box-section. In the monocoque nose are twin five-gallon petrol tanks, the top section being for luggage. Rubber in compression is used for the all-independent suspension. At the front there are transverse radius links of different length. The same system is adopted at the rear, with the addition of trailing reaction radius rods. Girling 8.5 ins. disc brakes are used on all four wheels. The wheels are magnesium alloy, of Gitane manufacture, carrying 45.0 x 13 ins. tyres.

The Gitane is well equipped, and it is the intention to fit eventually a 2-o.h.c. power unit of Italian origin. Makers state that maximum speed of the proto-type push-rod "1000" is about 135 m.p.h.

THE programme of events at Crystal Palace on Whit Monday is headed by an event for Formula 1 cars over 36 laps of the 1.39-mile circuit. There are also races for Juniors, saloon and sports

THE new Ferodo Competition Manager is Harold Theyer who, on 1st May, officially took over duties from Syd Henson. After working in Ferodo's production planning and export sales departments, Harold Theyer joined the competitions department in 1957, at first as office manager and subsequently as a representative. He is well known in motor cycling, motor racing and rallying, and earlier this year he went to Kenya for the East African Safari. One tradition that Harold Theyer aims to carry on is the supply of tea at the circuits!

IAN RABY informs us that in the Formula Junior race at Helsinki which we briefly mentioned in last week's issue, his Merlyn-Ford took the lead on the first lap, and, on the 31st lap with four more to do and when he was 12 secs. ahead, he had to retire. Owing to a leaky carburetter he had run out of fuel -what wretched luck!

# 

JOHN OGIER has added to his Essex Racing Stable a Lotus 23 sports car which appeared at the Nürburgring last Sunday. It will be driven by Jim Clark and Trevor Taylor in Sports Car Championship events. Lotus have provided special  $1\frac{1}{2}$ -litre and 1-litre engines, the latter to be used at Le Mans. The team's new special lightweight Aston Martin DB4GT Zagato will be running at Clermont-Ferrand on 15th July.

THE motor racing photographer Michael Ware now offers a new line in the shape of oil and water-colour paintings of motoring subjects. These are painted by an artist who is a regular competitor by an artist who is a regular competitor in club racing, and they are usually, but not necessarily, based on one of Michael Ware's photographs. Anybody interested in paintings of themselves in action, which cost 24 gns, fully framed and ready to hang, should contact Michael Ware at Studio 750, 46D Surbiton Road, Kingston-upon-Thames, Surrey Kingston-upon-Thames, Surrey.

#### PRE-RACE GRANDS PRIX AT MONACO

GREGOR GRANT

Ten "Seeded" Entrants Include Two "Non-Graded" Drivers-Thirteen to Dispute Six Places

COMPETITION for the six additional places on the starting grid for Sunday's Grand Prix of Monaco will be fiercer than ever before. The works teams of Lotus, B.R.M., Cooper-Climax, Porsche and Ferrari do not have to qualify, but the 10 drivers include Trevor Taylor and Tony Maggs, who are not graded Formula 1 men in the F.I.A. list.

Those having to qualify include "graded" drivers such Maurice Trintignant (Walker Lotus V8), Jack Brabham (Lotus V8), Willy Mairesse (Ferrari), Ricardo Rodriguez (Ferrari), John Surtees (Lola V8), Roy Salvadori (Lola V8), Innes Ireland (Lotus V8) and Masten Gregory (Lotus V8). Both Brabham (ex-World Champion) and Trintignant (Champion of France) are previous Monaco winners.

Especially disappointed are Bowmaker-Yeoman, who firmly believe that they can be regarded as the official works Lola team. This means that the half dozen who make the grid will have earned the honour, and will, in effect, have taken part in the pre-race G.P.s, in order to carve off vital seconds or fractions of seconds.

With drivers of the calibre of Ireland, Gregory, Trintignant, Brabham, Rodriguez and Surtees, it would not surprise me in the least to see one or two of them in the front rank, ahead of the "seeded" men.

U.D.T.-Laystall will probably produce a Lotus-B.R.M. V8, and negotiations are under way for Trintignant to have a B.R.M. V8 engine—or even a complete car. By the time these words appear in print, the position regarding these two cars will be known, as will also Phil Hill's Ferrari, which may be the very latest 1962 machine, with revised transmission, new suspension and more powerful engine.

Anyway, after their Zandvoort victory B.R.M. are quietly confident, and Ginther should have his 1962 V8 rebuilt after its Silverstone crash. The latter is worth watching on the twisty Monaco

circuit, and should give Graham Hill all the backing he needs.

Jim Clark's Lotus 25 will bear watching, but Taylor's car has proved extremely reliable. Coopers fully expect to have their gearbox problems sorted out on the V8, and Bruce McLaren must be regarded as a potential winner. Brabham has not had the best of luck this season, but no one will underrate his chances if the car holds together. same may well be said of Surtees and Innes Ireland.

Porsche may provide a surprise, especially the way Gurney is motoring these days, but the "eight" may not yet be fully 100 per cent raceworthy. Ferrari remains an enigma, but if Phil Hill has a good car, then Maranello may well come into the reckoning.

Saturday's Formula Junior race ought to be a real scramble, with all the latest marques represented and well-known conductors. It will be interesting to see how Jo Schlesser goes in the Brabham

how Jo Schlesser goes in the Brabham against the British drivers.

Full coverage is being given (in French) from Radio Monte-Carlo, and on-the-spot commentaries will be on the B.B.C. Light Programme.

The race is the second round in the Drivers' Championship of the World, thus qualification for the G.P. proper is almost essential to those with their eyes on the title. eyes on the title.

The "Seeded" Ten

B.R.M.: Graham Hill, Richie Ginther. Lotus: Jim Clark, Trevor Taylor. Cooper-Climax: Bruce McLaren, Tony Maggs. Ferrari: Phil Hill, Giancarlo Baghetti. Porsche: Dan Gurney, Jo Bonnier.

To Qualify For Six Places

Lotus V8: Jack Brabham, Innes Ireland and Masten Gregory (U.D.T.-Laystall), Maurice Trin-tignant (Walker).

Lotus "Four": Carlo Abate, Joseph Siffert. B.R.M. V8: Tony Marsh, Jack Lewis. Ferrari: Willy Mairesse, Ricardo Rodriguez, Lorenzo Bandini.

Poroche "Four": Nino Vaccarella.

De Tomaso: Tisinello.

Lola V8: John Surtees, Roy Salvadori,





yet more new models fitting

# GIRLING DISC BRAKES

THE BEST BRAKES IN THE WORLD

The common safety factor built into many of today's finest cars



LEAVING THE HAIRPIN on a very wet track, six sports cars head on down towards the Esses.

In spite of the fact that June is already upon us, the weather continues to bedevil the English racing scene and one begins to wonder just how long it will be before we see a meeting run off in sunshine! Last Saturday's Jaguar Drivers' Club meeting at Snetterton was held under foul conditions, intermittent rain showers and a cold wind being the order of the day.

The first five races were all fivelappers and a novice all-comers handicap set the proceedings in motion. R. Wheeler (750 Special) led on the road for three laps but was then passed, first



GOOD RACING-FOUL WEATHER AT

# JAGUAR D.C. SNETTERTON

BY CHRISTOPHER NIXON

by the eventual winner, I. R. Douglas, in the very fleet and pretty Ginetta, and then by Mrs. B. Cremer (Mini-Cooper) who was way back on the road but who had a generous handicap.

A handicap for XK, E and SS cars followed, unfortunately with no SSs present. Anthony Hopkins took this in his E-type quite comfortably from J. A. Duxbury (XK 120) and Eddie Whitehead who went very well indeed in his similar car. At the end of the first lap P. I. B. MacDonald spun into the bank at Paddock Bend and retired, although he was

not hurt and the car was not badly damaged.

Jaguar saloons and Austin-Healeys did battle next, in a handicap. T. Pick led for two laps in his Speedwell Sprite be-fore being passed by J. E. Roythorne (Sprite Mk II). However, M. H. Ryan Austin-Healey 100S) was through the field like a dose of salts and he took the lead on the final lap and romped home to win by 9 secs. The 2.4 Jags. of D. Formhals (Mk. I) and L. C. Hawkins (Mk. II) had a good scrap farther down the field, the former finally emerging the victor. J. L. Jones (3.8 Mk. II) won the Jaguar section from J. W. Dean (3.4).

The 750 boys then had a scratch race and B. A. M. Small (Austin) simply ran away and hid from the rest. M. R. Langton, in a beautifully turned out Austin, spun twice on the first lap, at Riches and at the hairpin. He spun again at the hairpin on lap three but in spite of this managed to finish fourth. T. Warren (Austin) held a comfortable second place throughout although he was challenged right at the end by B.

Laver (Austin).

A second handicap for novice all-comers followed and was won by miles by J. Borthwick in a very hot and well driven Zodiac. He was followed home by D. Jones (TR3A), who was almost scratch man and who went very well indeed to get up to second place.

Race 6 was a 10-lapper for any Jaguar, SS, or Jaguar-engined car, and this provided the first of three wins for Robin Sturgess in his very fleet E-type. He led from start to finish and won by nearly 30 secs. Second all the way was David Wansborough in the ex-Ecurie Ecosse D-type. He was followed by Capt. C. A. Ramsay (E-type), and, initially, Eddie Whitehead (XK 120), but the latter made a pit stop and relinquished his place to Pete Woodroffe (3.8 Mk. II).

Race 7 was a seven-lap affair for sports cars and turned out to be, as they say, a close run thing, for although P. Deal led all the way in his Lotus 7, he was followed very closely the whole distance by the aforementioned Mr. Jones in his rapid TR3A. Some way behind these two came J. D. Robertshaw (Sprite) and N. H. Douglas (Ginetta) and these four positions were maintained throughout the race.

A second seven-lapper was for sports cars from 1,001-1,600 c.c. and over 2,500 c.c. David Wansborough, driving the hairy "D" very sensibly in the rain, won at a canter from M. H. Ryan (Austin-Healey 100S). Third and fourth were G. M. Allfrey (Austin-Healey 3000) and Eddie Whitehead, whilst throughout the race a battle raged for fifth spot between L. R. Foot, L. E. Selby and D. Goodwin, all on Lotus 7s. Selby finally won this little battle from (and by a)

Robin Sturgess won his second race of the day in the next event, which was yet another seven-lap race, this time for Appendix "J" cars, groups 1, 2 and 3. Le Mans-type start was employed, and the cars got away with much spin-ning of wheels on the wet track. Sturgess led all the way from Capt. Ramsay's E-type. Alan Peer held third place initially in his modified Anglia but was displaced on lap three by P. J. Woodroffe (3.8 Mk, II). Farther back, R. B. Brown (VX 4/90), I. Cremer (Mini-Cooper) and B. Clarke (A40) were locked in combat, Cremer finally getting ahead, with Brown beating Clarke across the line by 0.6 sec.

It was unfortunate that the last race of the day should be the longest (12 laps) and yet produce the smallest field (five cars). On a streaming wet track the cars got away from the Le Mans start and Sturgess, driving beautifully, simply left the rest of the field standing, being 21 secs. ahead at the end of the first lap! R. F. G. Wrottesley kept the D-type in second place, although for some time it looked as though M. H. Douglas's little Ginetta might get to grips with the big Jaguar. Wrottesley eventually pulled out an 8 secs. lead over Douglas and came home nearly a

lap behind Sturgess!

This brought the meeting to a close. The weather had been appalling but the racing was pretty good and the organiza-tion excellent. One point—could it not be made a rule that competitors must use "stick-on" numbers? Most of the numbers were painted on at Snetterton, and the rain just spread the paint all over the place, so much so that it looked as though a bunch of hooligans had been at work in the paddock throwing cans of paint at the cars.

Results

Race 1—5-lap Handicap Race for All-Comers Novices: 1, I. R. Douglas (Ginetta), 72.96 m.p.h.; 2, Mrs. B. Cremer (Cooper-Mini); 3, R. Wheeler (Austin 7 Spl.). Fastest lap: J. A, Osgood (Lotus), 2 m. 06.6 s., 77.06 m.p.h.

Race 2—5-lap Handicap Race for Jaguar XK, E and SS Cars: 1, A. Hopkins (E-type), 71.93 m.p.h.; 2, J. A. Duxbury (XK 120); 3, E. R. Whitehead (XK 120). Fastest lap: R. Sturgess (E-type), 2 m. 02.6 s., 79.58 m.p.h.

Race 3—5-lap Handicap Race for Jaguar Saloons and Austin-Healey Cars. Jaguar Saloons: 1, J. L. Jones (3.8 Mk. II), 69.29 m.p.h.; 2, J. W. Dean (3.4); 3, D. Formhals (2.4). Fastest lap: Dean, 2 m. 17 s., 71.21 m.p.h. Austin-Healey Cars. I, M. H. Ryan (100S), 73.02 m.p.h.; 2, J. E. Roythorne (Sprite Mk. II); 3, T. Pick (Speedwell G.T.).

Race 4—5-lap Scratch Race for 750 Formula Cars: 1, B. A. M. Small (Austin), 61.29 m.p.h.; 2, T. Warren (Austin); 3, B. Laver (Austin). Fastest lap: M. R. Langton (Austin), 2 m. 32.2 s., 64.10 m.p.h.

Race 5—5-lap Handicap Race for Novice AllComers: 1, J. Borthwick (Zodiac), 64.29 m.p.h.;
2, D. Jones (TR3A); 3, B. Fielding (Daimler).
Fastest lap: Jones, 2 m. 12.6 s., 73.57 m.p.h.
Race 6—10-lap Scratch Race for any Jaguar, SS
or Jaguar-Engined Cars: 1, R. Sturgess (E-type),
77.32 m.p.h.; 2, D. Wansborough (D-type); 3,
C. A. Ramsay (E-type). Fastest lap: Sturgess,
2 m. 01.4 s., 80.36 m.p.h.
Race 7—7-lap Scratch Race for Cars up to
1,000 c.c. and Sports Cars, 1,601-2,500 c.c.
Up to 1,000 c.c.: 1, P. Deal (Lotus 7), 73.44
m.p.h.; 2, J. D. Robertshaw (Sprite); 3, N. H.
Douglas (Ginetta). Fastest lap: Deal, 2 m. 09.2 s.,
75.51 m.p.h. 1,601 c.c. to 2,500 c.c.: 1, D. Jones
(TR3A), 74.38 m.p.h.; 2, B. Fielding (Daimler);
3, B. J. Stephens (TR3). Fastest lap: Jones, 2 m.
08.4 s., 75.98 m.p.h. Overall: 1, Deal; 2, Jones;
3, Robertshaw. Robertshaw.

08.4 s., 75.98 m.p.h. Overall: 1, Deal; 2, Jones; 3, Robertshaw.
Race 8—7-lap Scratch Race for Sports Cars 1,001 to 1,600 c.c.; 1, L. E. Selby (Lotus 7), 69.63 m.p.h.; 2, L. R. Foot (Lotus 7); 3, D. Goodwin (Lotus 7). Fastest lap; A. J. Youlten (Terrier), 2 m. 14 s., 72.81 m.p.h. Over 2,500 c.c.; 1, D. Wansborough (D-type), 77.99 m.p.h.; 2, M. H. Ryan (A.-H. 100S); 3, G. M. Allfrey (A.-H. 3000). Fastest lap: Wansborough, 2 m. 02.6 s., 79.58 m.p.h.
Race 9—7-lap Scratch Race for Cars Complying with Appendix J. Groups 1, 2 and 3. Class 1 (up to 1,000 c.c.): 1, J. Harris (Mini-Cooper), 67.95 m.p.h.; 2, 1. Cremer (Mini-Cooper); 3, B. Clarke (A40). Fastest lap: Harris, 2 m. 18.2 s., 70.59 m.p.h. Class 2 (1,001-1,600 c.c.): 1, A. Peer (Anglia), 70.86 m.p.h.; 2, R. Brown (Vauxhall). Fastest lap: Peer, 2 m. 14 s., 72.81 m.p.h. Class 3 (1,601-2,500 c.c.): D. Formhals (2.4), 62.74 m.p.h. Fastest lap: Formals, 2 m. 29 s., 65.48 m.p.h. Class 4 (over 2,500 c.c.): 1, R. Sturgess (E-type), 74.86 m.p.h.; 2, A. Ramsay (E-type); 3, P. J. Woodroffe (3.8). Fastest lap: Sturgess, 2 m. 66.4 s., 77.18 m.p.h.
Race 10—12-lap Scratch Race for All-Comers: R. Sturgess (E-type), 75.56 m.p.h.: 2, R. E. G.

Race 10 – 12-lap Scratch Race for All-Comers: 1, R. Sturgess (E-type), 75.56 m.p.h.; 2, R. F. G. Wrottesley (D-type); 3, M. H. Douglas (Ginetta 6.4), Fastest lap: Sturgess, 2 m. 6.8 s., 76.94 m.p.h.

# B-M-C WINS

# ACROPOLIS COUPE DES DAMES PAT MOSS AND PAULINE MAYMAN DRIVE AUSTIN-HEALEY '3000' TO SUCCESS Subject to official confirmation



Pat Moss in Austin-Healey '3000' during 1960 Liege-Rome-Liege Rally

# THIRD PAT MOSS/BMC WIN THIS YEAR

Coupe des Dames, first British car home, and a class win. A fine haul for Pat Moss and Pauline Mayman in the Acropolis Rally. This makes three Coupe des Dames successes for Pat Moss so far this year! On both other occasions, Monte Carlo and the Tulip Rally, she was at the wheel of a Morris Mini Cooper and was partnered by Ann Riley. This famous pair also won the Tulip Rally outright!



Outright winner of Tulip Rally, and Monte Carlo Coupe des Dames.

B.M.C builds to Win!

THE BRITISH MOTOR CORPORATION LTD

SIRMINGHAM AND OXFORD

THE B.A.R.C.'s 50th members' meeting was run off on the sort of day we are becoming used to this "summer", but a bitter north wind did nothing to dim the enthusiasm of the drivers. one race no less than seven cars were

penalized for spinning!

A mixed programme of scratch and handicap races got under way with a 10-lap scratch race for the unusual mixture of Formula Junior cars and sports cars up to 1,100 c.c. Hugh Dibley established an immediate lead in the Lola Junior and won his "part" of the race as he liked. The same can be said of Tony Hegbourne in his Lola-Climax sports car, who set up a new 1,100 c.c. sports car lap record in 1 min. 34.21 secs. on his way to winning the sports category. On lap two A. E. Prince (Lotus-Ford Junior) struck one of the centre



Heavy braking from "Doc" Merfield as he just squeezed past J. B. L. Jacobs's Jaguar entering the chicane on his way to winning a handicap.

#### 50TH B.A.R.C. MEMBERS' MEETING

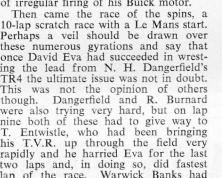
sections of the chicane which gyrated on its castors into the path of oncoming cars!

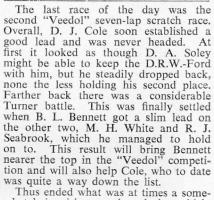
After a bad start, when it seems that he had been caught napping by the starter, David Eva made no mistake about winning the first of the Veedol races. However, after the second lap, when Warwick Banks had to take his A.C.-Bristol to the pits for attention, a considerable battle developed between R. Burnard's A.C.-Bristol and W. B. Unett's Sunbeam Alpine, and the two of them were never separated by more than a car's length; in fact, they were both credited with the same time over the finishing line. The result increases both the M.G. Twin-Cam driver's claim and that of Burnard in the Veedol competition.

The saloon car handicap, counting for the Cibié Cup, was for a long time led by Clive Young in his modified Morris start, and with its Jaguar gearbox it seems that he has solved most of his troubles. He was, nevertheless, harried for some laps by Tony Hegbourne, whose Lola was really going. Miles ahead of much heavier metal he chased Addicott and was rewarded with a new 1,100 c.c. class lap record for sports cars in 1 min. 33.6 secs. Dizzy also recorded a new class record for sports cars 3,000-5,000 c.c. in 1 min. 31.2 secs., in spite of irregular firing of his Buick motor.

Perhaps a veil should be drawn over these numerous gyrations and say that once David Eva had succeeded in wresting the lead from N. H. Dangerfield's This was not the opinion of others though. Dangerfield and R. Burnard were also trying very hard, but on lap nine both of these had to give way to his T.V.R. up through the field very rapidly and he harried Eva for the last two laps and, in doing so, did fastest lap of the race. Warwick Banks had held second place with his A.C.-Bristol for three laps but then he disappeared.

The sixth race was a five-lap handicap, the field containing a mixture of the old and the new, and it was won by Entwistle's T.V.R. This was followed by another five-lap handicap which was marred by one of those rather complicated shunts which should just not happen. J. E. C. Mayes (XK 120) and K. W. Mackenzie (Turner-Climax) had been locked in combat throughout the race, both off the 1 min. 30 secs. mark, and each lap Mackenzie came right up on Mayes on braking for Woodcote, but was unable to get to the chicane first. In what certainly looked to be a rather desperate attempt to get past on the approach to the chicane on the last lap he tried to squeeze through on the in-Mayes, off his line and braking hard, hit the chicane and bent his Jaguar badly, but Mackenzie also hit the last part of it and bounced off on to the grass, not stopping until he reached the paddock entrance—through which he disappeared! Evidently a lot of hard words were said on either side, but no doubt the stewards sorted out this one as well! These two had been leading the race throughout, and because of the shunt C. A. C. Hodgson (1220 Lotus-Climax) became the winner.





what hair-raising meeting, during which, however, there was some excellent racing as well, both in the scratch races and also the handicaps.

PATRICK BENJAFIELD.

Results

Formula Junior—Sports Cars up to 1,100 c.c.:
Overall: H. P. K. Dibley (Lola-Ford), 90.72 m.p.h.
Formula Junior Class: 1, H. P. K. Dibley (Lola-Ford), 90.72 m.p.h.
Ford), 90.72 m.p.h.; 2, D. E. Fletcher (Lotus-Ford), 90.72 m.p.h.; 2, D. E. Fletcher (Lotus-Ford), 3, D. J. Mackay (Cooper-B.M.C.). Fastest lap: Dibley, 93.51 m.p.h. Sports Cars: 1, A. V. Hegbourne (Lola-Climax); 2, M. Jerram (Gilby-Climax); 3, T. P. Hart (Lola-Climax). Fastest lap: Hegbourne, 91.52 m.p.h. Marque Scratch Race: 1, D. Eva (M.G.A Twin-Cam), 80.86 m.p.h.; 2, R. Burnard (A.C.-Bristol); 3, W. B. Unett (Sunbeam Alpine). Fa test lap: Eva, 83.08 m.p.h. Handicap Race: 1, D. P. Merfield (Ford Anglia), 80 m.p.h.; 2, C. J. Hicks (Ford Anglia); 3, C. Young (Morris Mini-Minor). Fastest lap: Merfield, 82.60 m.p.h. Sports and Grand Touring Cars: 1, D. G. Addicott (Lotus-Buick), 91.43 m.p.h.; 2, A. V. Hegbourne (Lola-Climax); 3, S. A. Fox (Lola-Climax). Fastest lap: Addicott, 94.74 m.p.h. Scratch Race: 1, D. Eva (M.G.A. Twin-Cam), 79.78 m.p.h.; 2, T. Entwistle (T.V.R.); 3, N. H. Dangerfield (Triumph TR4). Fastest lap: Entwistle, 82.76 m.p.h. Handicap Race: 1, T. Entwistle (T.V.R. Grantura), 80.75 m.p.h.; 2, R. B. Algate (Triumph TR4). Fastest lap: Entwistle and P. Arnold (Lotus-Ford), 83.08 m.p.h. Handicap Race: 1, C. A. C. Hodgson (Lotus-Ford); 3, J. Dangerfield (A.C.-Bristol). Fastest lap: Entwistle and P. Arnold (Lotus-Ford), 83.08 m.p.h. Handicap Race: 1, C. A. C. Hodgson (Lotus-Ford); 3, J. Dangerfield (A.C.-Bristol). Fastest lap: Hodgson, 89.26 m.p.h. Sports Cars up to 1,000 c.c.: 1, D. J. Cole (Lotus-Ford); 3, J. Dangerfield (A.C.-Bristol). Fastest lap: Hodgson, 89.26 m.p.h. Sports Cars up to 1,000 c.c.: 1, D. J. Cole (Lotus-Ford); 3, J. Dangerfield (A.C.-Bristol). Fastest lap: Hodgson, 89.26 m.p.h. Sports Cars up to 1,000 c.c.: 1, D. J. Cole (Lotus-Ford); 3, J. B. L. Brooke (Lotus-Ford). Fastest lap: Cole and Soley, 85.04 m.p.h. Class Winners: B. L. Bennett (Turner-B.M.C.), 79.20 m.p.h.; D. J. Cole (Lotus-Ford), 83.84 m.p.h.

TIDDLERS: John Miles's Sprite is the odd man out amongst the Turners of Brian Bennett, M. H. White and R. J. Seabrook.



D. H. Gill's TR4 sends the wattle flying at the chicane!

Minor, and at one time it looked as though he had the race in the bag, but back on scratch was Doc Merfield's notorious Ford Anglia, which proceeded to carve its way through the field at a tremendous pace, having scant respect for Jaguars or anything else. Merfield passed Young coming into Woodcote for the last time, and the latter was unluckily beaten for second place on acceleration out of the chicane by C. J. Hicks, whose Ford Anglia was given the

Bill de Selincourt had previously blown up his Lister, so he took on the Coundley "D"-type Jaguar. His race was short-lived as he somehow did it all wrong at Woodcote on the first lap and clouted the bank by the members' stand, luckily not hurting himself too badly. Meanwhile, Dizzy Addicott had got the Lotus-Buick into the lead as from the





WINNING CAR-the Ferrari of Phil Hill/Olivier Gendebien, at the Adenau crossing, driven in this picture by Gendebien.

# ERRARI'S NURBURGRING

Victory to Maranello in all Categories - Sports, Grand Touring and Prototypes—in A.D.A.C. 1,000 Kilometres Race

For the first time since 1953, when Ascari and Farina were victors in a 4.5-litre car, the Nürburgring 1,000 kilometres race went to a Ferrari. At the Eifel circuit on Sunday, Phil Hill and Olivier Gendebien, in a sports Ferrari, ran out winners of an unusually dull race after having dominated the 7½-hour race

from an early hour.

In second place was the huge 4-litre Ferrari coupé, running in the prototype class and driven by Willy Mairesse and Mike Parkes, who held the car in constant readiness to take over the lead should any mishap have befallen the sports car. They fought off a strong challenge from the Porsche stable in the shape of two 2-litre eight-cylinder cars, snape of two 2-litre eight-cylinder cars, a coupé driven by Jo Bonnier and Dan Gurney, and an open version in the hands of Graham Hill and Hans Herrmann. This latter pair took third place in the overall classification after having been running consistently fourth for the greater part of the race behind their team-mates. But with only a couple of laps to go, and with second place almost within his grasp as a result of a tremendous and determined onslaught on the big Ferrari coupé, Jo Bonnier had the extremely bad luck to go out of the race with a broken transmission.

Under the banner of British Racing Green, the DBR1 Aston Martin of Bruce McLaren and Tony Maggs, entered by the Essex Racing Team, motored con-sistently fast and reliably throughout the race to take fourth place overall and second place in the big sports car class, behind the Hill/Gendebien Ferrari. But the sensation of the race was the tiny Lotus 23, also entered under the auspices of the Essex Racing Team, but with Mike Costin directing operations concerning the car, which took the lead on the first lap in the hands of Jimmy Clark and which stayed in front until the 12th lap, when a broken exhaust pipe caused the cockpit to fill with fumes, which got on top of poor Jim and caused him to crash the car out on the circuit, before Trevor Taylor, down to share the car, had had a drive,

> BY MARTYN WATKINS PHOTOGRAPHY BY FRANCIS PENN

Thursday's practice was held in conditions that were described by one com-petitor, with a wry smile, as "most unfavourable". In other words, it rained and rained, and when it was not raining the track was sufficiently wet to cause people to abandon the idea of going fast. Relatively few cars appeared at all, and not until Friday morning did motoring begin in earnest. We have already spoken of the two eight-cylinder Porsches: both these cars, between which the numbers were swopped around in a most confusing way, looked a real hand-ful but were, nevertheless, obviously very fast. Two other Porsches, the Portuguese-entered car of Cabral/Magalhaes and the Rhine Ruhr Racing Team's Gilges/Degner machine, found themselves in ditches at various points on the circuit to their enormous detriment, although it is understood that in each case the drivers escaped without serious hurt.

Mike Parkes was sent out in the big Ferrari with D9 tyres at 50 lb. pressure, and found himself most unhappy. Eventually he got it back to the pits and caused mechanics to let out an enormous



amount of air, after which the machine behaved better! Bob Olthoff suffered very bad luck with his M.G. "Twin-Cam", which he was sharing with John Whitmore, dropping a valve on Thursday, working all night with the aid of Colin Hextall after new parts had been flown out from England on Friday-only to have to change the big-end shells after that. Finally, he was forced to stop early in the race, although he finished by means of taking the car out of the dead car park and doing a couple of laps at the very end: this, however, was too much for the car and it broke down just short of the finish.

Most of the interest, however, centred round the new Lotus-developed power unit fitted to the Jim Clark/Trevor Taylor Lotus 23. Said to be basically a Ford 109E block (although it said 116E on the side), a twin overhead camshaft head was fitted, together with a fivebearing crankshaft. Capacity was given as 1,480 c.c. and, although nothing definite was being said about power, the unusually low figure of 100 b.h.p. was quoted. Transmission was by a fivespeed gearbox. The car could not be practised on Thursday because it was incomplete: apart from anything else, we took a couple of cogs over for it!

The real surprise packet in the car did not become apparent until almost the end of the Saturday practice session when, after lapping quickly and neatly but without fermions the car's len time. but without fireworks, the car's lap times suddenly came down to a best time of 9 mins. 48.9 secs. (139.3 k.p.h.), fastest of the 2-litre sports car class and seventh fastest overall. Next best in the class was the Walter/Muller Porsche, with 10 mins. 0.3 sec. (136.7 k.p.h.), while the Ferrari of Baghetti/Bandini could manage

only 10 mins. 1.9 secs. (136.5 k.p.h.).
The fastest 10 cars in practice were. in order, the sports Ferrai of Phil Hill/ Olivier Gendebien (9 mins. 25.5 secs., 145.2 k.p.h.); Mairesse/Parkes (4-litre Ferrari), 9 mins. 34.8 secs., 142.8 k.p.h.; Bonnier/Gurney (Porsche 8), 9 mins. 36.4 secs., 142.5 k.p.h.; Rodriguez/Rodriguez (8-cylinder Ferrari), 9 mins. 40.5 secs., 141.4 k.p.h.; Graham Hill/Herrmann (Porsche 8), 9 mins. 42 secs., 141.1 Mann (Porsche 8), 9 mins. 42 sees., 141.1 k.p.h.; McLaren/Maggs (Aston Martin DBR1), 9 mins. 43.1 sees., 140.8 k.p.h.; Clark/Taylor (Lotus); Scarlatti/Ferraro (Ferrari GT), 9 mins. 50.7 sees., 139 k.p.h.; Walter/Muller (Porsche 4); and Baghetti/Bandini (2-litre sports Ferrari).

In the classes, the fastest cars were as follows: 1,300 c.c. G.T.: David Hobbs/ John Rhodes (Lotus Elite), 10 mins. 33.7 secs., 129.6 k.p.h. (This car was later transferred to the appropriate prototype class because of its Hobbs "MechaMatic" transmission.) Fastest in the 1,600 c.c. G.T. class was the Porsche of Koch/von Schroeter (10 mins. 27.4 secs., 130.8 k.p.h.) and in the 2-litre G.T. category the Chris Lawrence / Richard Shepherd-Barron Morgan was best with 10 mins, 54.1 secs. (125.5 k.p.h.). The Scarlatti/Ferraro Ferrari was quickest in the 3-litre G.T. category, and in the over 3-litre class the Peter Lumsden/Peter Sargent "E"-type Jaguar did 10 mins, 53.2 secs. (125.7) k.p.h.). This car was also transferred to the prototype category.

Among the sports cars, quickest in the 1,000 c.c. class was the J. M. Noble/

THIRD PLACE went to the 8-cylinder Porsche of Graham Hill/Hans Herrmann. Driving here is Graham Hill.

Derrick Astle M.G. Midget, entered by the Octagon Stable from Christchurch, with 10 mins. 4.4 secs. (135.8 k.p.h.). The Clark/Taylor Lotus was, as we have said, fastest in the 2-litre class, and the Phil Hill/ Gendebien Ferrari obviously took the 3-litre category honours.

The Guilhaudin/Boyer Panhard was the fastest 1,000 c.c. prototype (11 mins. 50 secs., 115.6 k.p.h.) and the quickest 2-litre, the Bonnier/Gurney Porsche. Among the big cars, the Mairesse/Parkes Ferrari led the way.

Race day dawned grey but fine, with indications that the cloud might break up. One of the few flies in the ointment was that photographers, including our own Francis Penn, were refused permission to go inside the fences, even during practice, and thus all our pictures were taken from the spectator enclosures.

Cars began to appear on the pit apron from 7 a.m. onwards, one of the first to come out of the paddock being the Octagon Stable Healey Sprite of Mike Reid/ Jeff Sparrowe. First Ferrari to emerge was the Vaccarella/Abate sports car, entered by Scuderia SSS Repubblica di Venezia. The Noble/Astle Midget, incidentally, was credited with a faster practice time than the smart yellow Ian Walker Racing Team's Lotus 23's, driven by Paul Hawkins/Peter Ryan and Peter Ashdown/Bruce Johnstone!
At about 8.45 a.m.—15 minutes before

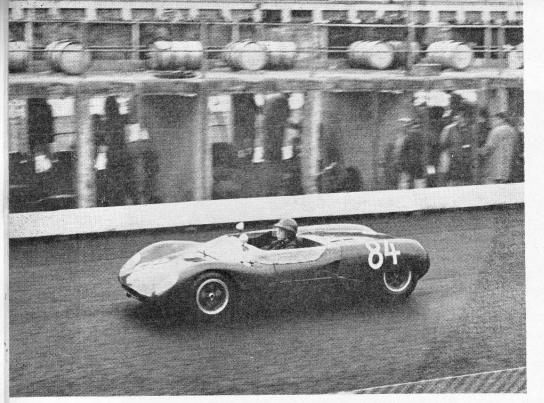
JIM CLARK, in the 1½-litre Essex Racing Team Lotus 23, leads the race (left) past the back of the pits. BELOW; The d.o.h.c. Lotus-developed engine fitted to the car.

of three cars entered by Volvo, Frank-furt.

An incredible performance was being put up by the Hobbs/Rhodes "Mecha-Matic" Elite, which was holding off the Doug Graham/Christopher Martyn 2-litre Lotus Fifteen, and which was the highest placed Elite by a long way.

Doug Graham/Christopher Martyn 2-litre Lotus Fifteen, and which was the highest-placed Elite by a long way.

After five laps Jim Clark's average speed was 136.7 k.p.h., and he was 88 secs. ahead of Bonnier who, in turn, was just over 10 secs, ahead of Mairesse, in the big Ferrari. On his sixth lap Clark went round in 9 mins. 48 secs. to lead by 1 min. 41 secs. The Ian Walker Lotus 23 of Hawkins and Ryan made one of a pair of pit stops, and the order of the leaders now was Clark, Bonnier, Mairesse, Vaccarella/Abate (Ferrari), Graham Hill, Phil Hill, McLaren, Bandini/Baghetti, Wallter/Muller and Masten Gregory, who arrived at the pits with



the start—it began to rain, and by the time the race started everything was very

The loudspeaker "count-down" had everyone watching the fast cars at the top of the pits. Jim Clark won the "10 metres sprint" but made a less clean getaway than usual, and the first car into the South Turn was the McLaren/Maggs Aston Martin, closely followed by Clark and Phil Hill. But on the exit from the South Turn Jim passed the Aston and led the field into the North Curve, with the Aston second and Phil Hill third. At Aremberg, 5½ kilometres down the long, winding road through the mountains, the order was the same, but the next five kilometres, past the fast run through Adenau Forest, and through the sharp blind corners at Kallenhard, Wehrseifen and Breidscheid to the Bergwerk Clark led the Bonnier/Gurney Porsche, the Mairesse/Parkes Ferrari, the Hill/Herrmann Porsche, the McLaren/Maggs Aston and the Hill/Gendebien Ferrari.

At the Pflanzgarten, 16½ kilometres from the start, the order of the first four was unchanged, but behind them now came the Rodriguez/Rodriguez 8-cylinder Ferrari, the Aston and the Nocker/Seidel G.T. Ferrari, Phil Hill having dropped back. His loss of place was only temporary, however, and as they howled past the pits, flat out after nearly 23 kilometres of close racing, it was Jim Clark, 27 secs. ahead of the

Bonnier/Gurney Porsche, the Mairesse/Parkes Ferrari, the Graham Hill/Herrmann Porsche, the Phil Hill/Gendebien Ferrari, the McLaren/Maggs Aston, the Nocker/Seidel Ferrari, the Camoradi Maserati "birdcage" of Masten Gregory/Lucky Casner and, right up there with them, the Hobbs/Rhodes

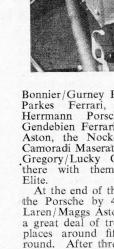
At the end of the second lap Clark led the Porsche by 47 secs., and the Mc-Laren/Maggs Aston was giving Phil Hill a great deal of trouble as they swapped places around fifth spot all the way round. After three laps, Jim's lead was over a minute, and by lap four, with a 78-second lead, he was lapping the tailenders, having completed the lap in 9 mins. 51.4 secs. (138.9 k.p.h.) in the rain! The Rodriguez Ferrari was out of the race after leaving the road.

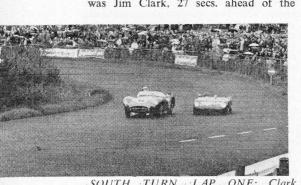
The fifth lap brought the end of the rain and also the first pit stop—the Volvo P1800 of Neerpasch/Schultze, one

the Camoradi "birdcage" in a cloud of steam. A great deal of water was added, the offside front wheel was changed for good measure and the car got away again brigkly.

After eight laps Clark led by more than two minutes from Bonnier, Mairesse and Phil Hill, who had finally shaken off the Aston. The sun began to shine, but a good many pit crews were keeping warm enough through labour, for the "boxes" were now becoming pretty busy. The Graham/Martyn Lotus made a long pit stop and was ultimately trundled into the dead car park.

We were due for a change of scene now—and in the next lap we got it. Mairesse, in the 4-litre Ferrari, began to pile on the pressure. He passed Bonnier's Porsche and, by the end of the lap, had reduced Clark's lead to 72 secs. At the end of 10 laps, he was only 54 secs. behind the Lotus. Phil Hill had passed Graham Hill a lap or two earlier,





SOUTH TURN, LAP ONE: Clark passes the McLaren/Maggs Aston to take the lead just after the start.

SECOND OVERALL, and winner of the big prototype class, was the huge 4-litre Ferrari of Willy Mairesse/Mike Parkes, crossing the bridge at Ex-Muhle.

and was now bending his attention to Bonnier's coupé Porsche "eight".

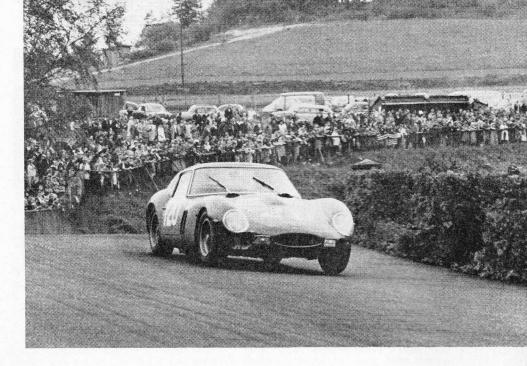
The pits were now becoming a real hive of activity, since cars were starting to make their first routine stops—although there was a good proportion of unscheduled stops as well! On the 11th dap, Clark's lead came down to 42 secs., and Bonnier, in third place, came into the pits as a routine measure.

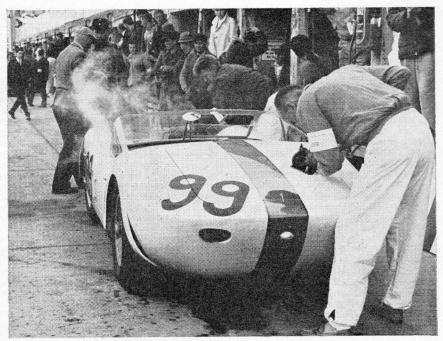
In the next five minutes or so, the whole pattern of the race altered. Bonnier's pit stop allowed Phil Hill into third place behind Mairesse, while on lap 12 there came the news that Clark was off the road—and unhurt—in the Kesselchen, about 12 kilometres from the pits. At the end of the lap Mairesse, in the 4-litre Ferrari, came into the pits for a routine stop when leading the race, and Phil Hill was past and into the lead while the car was still stationary. Mike Parkes took over from Mairesse and got away in second place, while third man Graham Hill came to the pits, changed all four wheels and handed over to Hans Herrmann.

On lap 13 it was Phil Hill's turn, taking 59 secs, for refuelling and handing over to Olivier Gendebien. The Belgian got away without losing a place and, in fact, holding on to 24 secs. lead. The Bandini/Baghetti Ferrari, in fifth place, came to the pits losing oil, and after a protracted examination the car was retired.

At the end of 14 laps, all the leaders having had their first routine stops, the position was that Gendebien led the race in the sports Ferrari from Mike Parkes in the 4-litre prototype. Then came Dan Gurney and Hans Herrmann, the latter passing the McLaren/Maggs Aston (which had yet to make a stop) in front of the grandstand to a roar of applause from the crowd. The Camoradi Maserati came to the pits, boiling again. A very long pit stop resulted in the retirement of the Kochert/Maglioli Ferrari, which had been leading its class until its stop.

At the conclusion of 16 laps, the Phil Hill/Gendebien Ferrari, with an average speed of 136.5 k.p.h., led the Mairesse/Parkes Ferrari by 36.4 secs. In third place was the Bonnier/Gurney Porsche, nearly 1¼ mins. behind the second car. Fourth was the Hill/Herrmann Porsche, fifth the McLaren/Maggs Aston, sixth



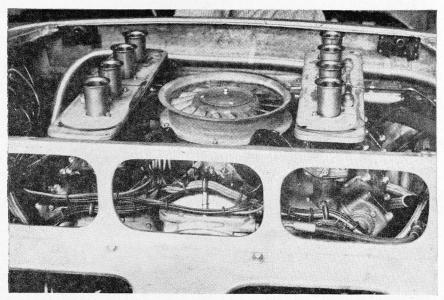




ABOVE: The Gregory/Casner Maserati at the pits, steam rising in clouds from the engine. LEFT: Masten Gregory takes the car into the right-hander at Aremberg.

the Nocher/Seidel Ferrari, and these were the only cars on the same lap as the leader. Running 11th overall, and leading its class, was the Ashdown/Johnstone Lotus 23, one lap down, and 12th was the Hobbs/Rhodes Elite. The Scarfiotti/Taramano Alfa, in 14th place overall, was two laps behind the leading car.

The Octagon Stable took a blow on lap 17 when the Noble/Astle M.G. Midget crashed on the North Curve, without injury to the driver. The Len Bridge/Chris Spender Deep Sanderson, which had been pressing on steadily, crashed on the savage right-hander at Aremberg: the driver was reported to be



THE FLAT-EIGHT, 2-litre engine in the Porsches of Graham Hill and Jo Bonnier.

not badly hurt. The Camoradi Maserati was back at the pits and lost severa laps while it was there; when it did start again it sounded terribly rough.

After 20 laps the leading Hill/Gende-

bien Ferrari came to the pits, letting the Mairesse/Parkes car into the lead. A quick stop saw a wheel change, and refuelling, but the Bonnier/Gurney Porsche passed as the car accelerated away. However, the Ferrari led the Porsche into the North Turn!

It was now raining very heavily once more, with thunder and lightning to complete the picnic. On lap 22, Parkes brought the Ferrari in to hand over to Mairesse, letting the Hill/Gendebien car back into the lead. Mairesse got back into the race in second place as the Bonnier/Gurney Porsche came to its pit, while the Hill/Herrmann car was given the "In" signal as it passed. The Bonnier/ Gurney car got back into the race in fourth place, behind its team-mate.

At half-distance and before these pit stops, with 500 kilometres behind them, the leaders were Mairesse/Parkes, with an average speed of 135.5 k.p.h., 73 secs. ahead of Hill/Gendebien, who were 80 secs, ahead of Bonnier/Gurney. were Hill/Herrmann and fifth (the only other car on the same lap as the leaders) McLaren/Maggs. Sixth, and a lap down, was the Nocker/Seidel Ferrari. The Ashdown/Johnstone Lotus 23 was now eighth overall, and the Hobbs/Rhodes Elite 11th, two laps behind the leading car. These two, and the Aston Martin, were the only three British cars in the first 12.

On the 25th lap the Muller/Jenzer Porsche stopped away out on the circuit, putting the 1,100 c.c. Elva of Chris Ashmore/Robin Carnegie into the lead in the 2-litre sports car class. It was still teeming with rain, and the lap times of the leading cars had dropped to around 10½ minutes.

There was another burst of activity in the pits as the smaller cars came in for fuel and other routine (or, in some cases, not so routine) matters. Another blow was dealt to the LawrenceTune Engines equipe, who had already lost the Deep Sanderson, when the Chris Lawrence/ Richard Shepherd-Barron Morgan came

to a halt out on the circuit. The Hugh Braithwaite/Philip Arnold Morgan was still racing, but had lost a tremendous amount of time at the pits with hub trouble, a repetition of the bother that

hit the team last year.

After 33 laps, the Mairesse/Parkes Ferrari led, following a pit stop by the Hill/Gendebien car on lap 31, by 15 sees, from the sports car, with the Bonnier/Gurney Porsche third and the Hill/Herrmann Porsche fourth. Fifth, and a lap down, was the McLaren/Maggs Aston Martin. The Ashdown/Johnstone Lotus 23 was still in eighth position overall but the Hobbs/Rhodes Elite was out of the race, and the next highest British car in the list was the Ashmore/Carnegie 1100 Elva, in 15th place and four laps behind the leaders. In 16th place was the Voegele/Les Leston Elite ("Dadio"); the German-entered "E"-type Jaguar of Werner/Olsen was 17th and the Wag-staff/Fergusson Elite in 21st place, five laps in arrears.

The race had now got settled in its pattern. On lap 34, the Mairesse/Parkes car made a pit stop which let the Hill/ Gendebien car into the lead. Gurney, in the third-place Porsche, was picking up time on the 4-litre Ferrari, now in second spot, but then made a stop himself. By lap 35, Phil Hill had a lead of well over two minutes over the 4-litre car, and barring accidents, the race was in the bag.

The German crowd began to stir with excitement as Bonnier, now out in the Mike Parkes' Ferrari. The gap narrowed over the next few laps to around a quarter of a minute, but even this drama remained unfulfilled for, with the cruellest luck in the world, the Porsche transmission broke on lap 43, and the car was out of the race, and Parkes had over five minutes in hand over the Hill/Herrmann Porsche.

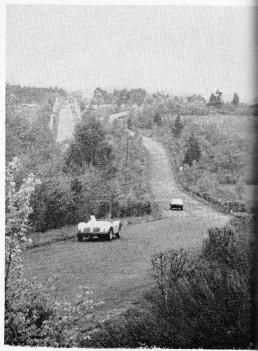
A number of cars emerged from the dead car park in the closing laps due to a freak in the regulations which classified them as finishers provided they had completed a percentage of the laps completed by their class leader: this curious arrangement will account for the fact that some of the cars which figure in the results did not, in fact, finish the race! Among those who took advantage of the rule were the Olthoff/ Whitmore M.G., the Graham/Martyn Lotus and the Jamaica Racing Team Elite of Peter Jackson/Richard Melville.

Results

Elite of Peter Jackson/Richard Melville.

Results

General Classification: 1, P. Hill/Olivier Gendebien (Ferrari), 44 laps, 7 h. 33 m. 27.7 s., 132.6 k.p.h.; 2, Willy Mairesse/Mike Parkes (Ferrari), 44 laps, 7 h. 35 m. 49.2 s., 132.1 k.p.h.; 3, Graham Hill/Hans Herrmann (Porsche), 44 laps, 7 h. 42 m. 24.6 s., 130.2 k.p.h.; 4, 10 Bonnier/Dan Gurney (Porsche), 42 laps, 7 h. 14 m. 48.0 s., 127.4 k.p.h.; 5, Bruce McLaren/Tony Maggs (Aston Martin), 42 laps, 7 h. 41 m. 38 s., 127.4 k.p.h.; 6, Nocker/Scidel (Ferrari), 41 laps, 7 h. 36 m. 5.5 s., 123 k.p.h. Fastest lap: Phil Hill/Gendebien. 9 m. 31.9 s., 143.6 kp.h. Class Positions—G.T. Cars, up to 1,300 c.c.: 1, Moser/Bender (Alfa Romeo), 39 laps, 114.7 k.p.h.; 2, John Wagstaff/Pat Fergusson (Lotus Elite), 38 laps, 112.1 k.p.h. Fastest lap: Jackson/Melville (Lotus), 10 m. 51.9 s., 125.9 k.p.h., 1,301-1,600 c.c.: 1, Linge/Barth (Porsche), 40 laps, 120 k.p.h.; 2, Koch/Mahle (Porsche), 40 laps, 120 k.p.h. Fastest lap: Linge/Barth, 10 m. 28.6 s. 130.5 k.p.h. 1,601-2,000 c.c. 1, Eschey/Bialas (Volvo), 36 laps, 107.5 k.p.h.; 2, von Kothen/Endemann (Volvo), 35 laps, 104.4 k.p.h. Fastest lap: Chris Lawrence/Richard Shepherd-Barron (Morgan), 10 m. 34.9 s., 129.3 k.p.h. 2,001-3,000 c.c.: 1, Nocker/Seidel (Ferrari), 41 laps, 123 k.p.h.; 2, Noblet/Guichet (Ferrari), 41 laps, 120.2 k.p.h.; 31 laps, 103.4 k.p.h. Fastest lap: Paul Hawkins/Peter Ryan (Lotus 23), 40 m. 26.6 s., 131 k.p.h. 1,001-2,000 c.c.: 1, Chris Ashmore/Robin Carnegie (Liva), 32 laps, 111.5 k.p.h.; 2, Walter/Muller (Porsche), 31 laps, 107.1 k.p.h. Fastest lap: Hill/Gendebien, 9 m. 31.9 s., 143.6 k.p.h. Prototypes up to 1,000 c.c.: 1, Laureau/Vinatier (Bonnet), 37 laps, 103.3 k.p.h.; 2, Boyer/Guilhaudin (Panhard), 35 laps, 103.3 k.p.h.; 2, Boyer/Guilhaudin (Panhard), 35 laps, 103.3 k.p.h.; 2, Boyer/Guilhaudin (P



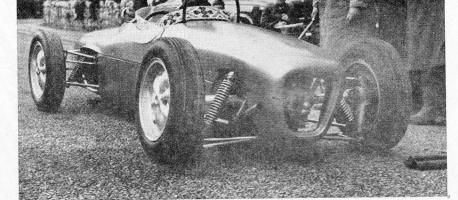
PURSUIT at Tiergarten, on the way to the start and finish straight. A Lotus Elite is chased by a Porsche.

THE first Eire speed event of 1962 was the Tipperary Club's Dungarvan Hill-Climb, held on Sunday, 29th April. Dan McAlister set up a new record of 1 min, 32 secs. for the 1.7-mile hill with his 1½ litre Cooper-Climax. Dan's new record is 5.9 seconds better than his own record of last year and is six seconds better than the record held from 1954 to 1961 by Redmond Gallagher in the 998 c.c. supercharged Leprechaun-J.A.P. Stan Ryan created a surprise by turning out in a gleaming red  $1\frac{1}{2}$ -litre Cooper-Climax. This car is about a year older than McAlister's dark green Cooper and is aspirated by twin SUs instead of the twin-choke Webers as fitted to Dan's car. Ryan has only limited hill-climbing ex-perience but impressed all and sundry with an unspectacular ascent in 1 min, 36.1 secs. Robin Rennicks had only one decent run in his nicely turned out silver 1,475 c.c. Lotus-Ford 18. He was third fastest in 1 min. 39.8 secs. Johnny du-Moulin had a fantastic run in 1 min. 52.3 secs. in his 1,340 c.c. Ford Anglia. This time easily beat the saloon record of 1 min. 59 secs, set up in 1960 by Dickie Barrett in his Austin A35.

In contrast to the Dungarvan event, the weather was miserable for the Irish Motor Racing Club's Enniskerry Hill-Climb on Saturday, 5th May. Rain fell



Frank Keane's car is a DKW Special, with two-stroke, three-cylinder motor, front-wheel drive, DKW suspension, wheels, brakes, etc. Chassis is a tubular ladder-type and body is aluminium.



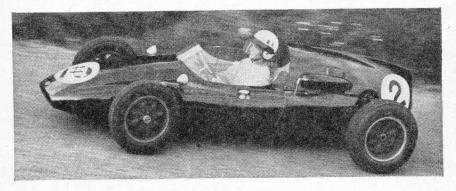
Smell that high-hysteresis rubber! Robin Rennicks takes his 1,475 c.c. Lotus-Ford 18 away from the line at Enniskerry Hill-Climb to record third fastest time of 43.07 seconds. Robin also recorded third best time at Dungarvan and Altidore Hill-Climbs.

# FOLEY'S Report From Eire

Hill-Climbing Season in Full Swing

overall with 44.83 secs, and sixth fastest was Paddy Hopkirk in an amazingly quick Hillman saloon in 46.61 secs. Paddy tells me that he has yet to get a gearbox for his "Hillman-Rapier-Alpine Special"! The following drivers all climbed the 1.230 yards hill in under 50 seconds: duMoulin, 47.08; Nelson (1098 Turner-Climax), 47.64; Burke (Gordini), 47.95; McElhinney and Porter in Lotus Super Sevens, 48.05 and 48.37 respectively; Sutherland (1600 Porsche), 48.52; Cecil Vard (Austin-Cooper), 49.70; Sir Basil Goulding (Aston Martin DB4), 49.89; and Des Cullen (Sprite), 49.99. The notorious final right-hander did not take its quota of bent motor cars this year, although Dubsky managed to revolve his TR at this hazard and John Emerson spun his Mini twice after crossing the finish line! On his last ascent, Dan McAlister had his Cooper broadside four times but he held it well to record B.T.D. on this run. Several drivers were on Dunlop rain tyres.

Motor Enthusiasts' Club held their Altidore Hill-Climb on Saturday, 12th May. They hope to stage a road race meeting later in the year. John Pringle made a very welcome appearance in his 2,495 c.c. Cooper-Climax and needless to say he recorded B.T.D. in 41.22 secs. John was 1.12 secs. outside his own record of last year. Altidore was his first event since he bent the Cooper in a prang at Cairncastle in April. Dan McAlister was second fastest and won the Billy Telford Memorial Trophy for the best Eire driver. Dan was 0.28 sec. slower this year, Robin Rennicks was once again third fastest with 43.55 secs. He had plug troubles on his first run caused by using too hard plugs. Stan Ryan was fourth fastest in the Cooper with 46.27 secs. He appeared to be as quick as anyone on the bends but again he let the revs die away on taking off and consequently lost vital seconds. Leslie Vard was very impressive in his "E"-Type and was fourth fastest with only one ren, in 47.61 secs. John L'Amie was also very rapid in the 1,220 c.c. Turner-Climax in 53.85 secs. This car is the lightweight Turner raced by John Pollock last year with a B.M.C. engine. Johnny duMoulin beat all the Sprites and the other saloons, when he climbed in 54.64 secs. I hear that he is being excluded from the Saloon Car Sexton on the grounds that his Anglia is too modified and too far removed from the original standard specification. Surely the same applies to the majority of the hot saloons? The Overall Handicap was won by Dr. Gar O'Brien in his 1200 Triumph Herald Saloon from Jack Fildes in his Judson-blown Volkswagen.



just before the meeting making the surface extremely slippery. Speeds were down on last year and no one came near Pringle's record of 39.56 secs. A very close battle was waged for B.T.D. and the fiver presented by John Pringle. Dan McAlister eventually recorded B.T.D. at 42.52 secs. Edmund Gill was a very close second with 42.92 secs. Gill drove exceptionally well in the ex-Reg Armstrong, 1,098 c.c. Lotus-Ford 20. Robin Rennicks was third fastest with 43.07 secs. Stan Ryan fluffed his starts but was nevertheless fourth fastest with 44.47 secs. John L'Amie drove his very rapid 1,220 c.c. Turner-Climax into fifth place

ABOVE: Dan McAlister set up a new
record at Dungarvan, recorded B.T.D.
at Enniskerry and at
Altidore he was
beaten by only John
Pringle for B.T.D.
RIGHT: John
L'Amie in his impressive TurnerClimax at Altidore
Hill-Climb.



Brabham used in the latter part of 1961; even more power is expected from "production" units.

Power, of course, is even more the key

Power, of course, is even more the key to success in the current, 1½-litre, Formula 1 than in earlier days, and Chapman is quick to acknowledge his debt to Coventry Climax in this sphere. After last year's delays and water troubles, the Climax V8 is now churning out an honest (and apparently reliable) 180 b.h.p.—more than enough to see the Ferraris off on the straight at Aintree. Experiments continue, with dimensions more oversquare than the original 2.48 ins. x 2.36 ins. being tried in conjunction with larger inlet valves, and even more power is in the offing without detriment to the middle-range torque (in this case from 6,000 r.p.m. upwards, peak power being produced at 8,200 r.p.m.) characteristic of all Coventry Climax

AUTOSPORT, JUNE 1, 1962

"Ir may look like the 21," said Colin Chapman, speaking of his Lotus 24, "but the only part which is interchangeable is the brake pedal. You can call it a logical development, or say it has been redesigned in detail, but the fact remains that it is an entirely new car." The Lotus 24 was originally scheduled to appear during 1961, but delays in production of the Coventry Climax V8 engine meant that the prototype could not be completed until March this year. In its first race, at Brussels on 1st April, it recorded fastest practice time, but retired on the opening lap with a broken tappet. At Snetterion a fortuight later it won at record speed, and at Aintree a fortnight after that it won at an average speed higher than the previous lap record. A promising debut, especially as the car is still fitted with the original prototype engine—the one which Jack

engines. It is the latter, coupled with the use of a two-plane crankshaft, which necessitates the serpentine convolutions of the exhaust system, but if it wins races then undoubtedly it's worth it. Any volunteers for the job of welding up Climax exhaust systems?)

forward design, with the cylinder banks separated at 90 degrees. The crankshaft somewhat unusual in that it is of the were two-plane type, with balance weights opposite each throw equalling the mass Basically the engine is of very straightthe piston and connecting rod-runs in five main bearings and the four over-head camshafts are operated by a comassociated with the different coefficients this has been overcome by fitting aluminium sleeves round the liners, which are also provided with a more positive form expansion of the cast iron cylinder liners and the aluminium alloy block; experienced last season bination of gears and chains. location. troubles Jo

per second if required, without any drop in voltage. Mechanical considerations of contact breaker design restrict the output of conventional systems to about 400 sparks per second in the case of coil ignition or 500 sparks per second with 10 mm. plugs—one per cylinder—are produced by a Lucas transistorised ignition system. The advantage of the latter over coil or magnetic systems is that it can provide sparks at a rate of 1,000 The valves are opened by direct-operating tappets and closed by double coil customary Coventry Mixture is provided by Weber carburetters, and sparks for the ition or 500 sparks per second with gnetos. Running at 8,500 r.p.m. the Climax needs 567 sparks per second, the engine back-plate. Maximum fuel capacity is 26 gallons, and so far, with fuel consumption in the region of 12 four double choke 38 mm. downdraught and the Lucas transistors provide them. pole pieces mounted on the back of the flywheel, in conjunction with a magnetic pick-up on m.p.g., this has proved to be more than Fiming is controlled by the Climax manner. in magnetos. springs 8/

adequate.

With much of the competition—
Cooper, Lola and Brabham (when the latter materializes)—using the same engine, Chapman's attention is focused on reducing frontal area, drag and transmission power loss to a minimum, and on maximum reliability. In the aerodynamics sphere the body has been made as

lest we forget—the latest Duniop R. D12 tyres, all play their part in the roadholding sphere. Reliability is more difficult to design, but every attempt has of the more customary sliding splines. The suspension has been designed to keep the wheels upright, or as near upright as possible, at all times; low unsprung weight, wide-rim wheels and forward ZF designed gearbox/final drive unit and of rubber joints in place Transmission power losses are adequately robust without adverse effects on its efficiency. In addition, Chapman slim and low as is reasonably possible and the front springs have been mounted inboard to reduce air disturbance (though is doubtful whether this makes a lot difference on a car with exposed minimized by the use of a very straightthe car is car has done his utmost to make the easy to service (by current racing been made to ensure that standards). wheels).

The chassis is of the space-frame type, divided into three bays, but is not a complete structure because the top frame of the central bay (the one through which the driver's body protrudes) is not triangulated; furthermore, the top frame of the rear bay is not fully triangulated although it is very neatly braced. Both these frames could be triangulated extendily, but only at the expense of considerably increased body width. Chapman considers the torsional stiffness of the chassis adequate, and Lotus make a pretty careful study of such things.

Consisting in effect of four longitudinal members supported by four bulkheads, the chassis is made up of 1 in. \$\frac{1}{2}\$ in. and \$1\frac{2}{2}\$ ins. 18-gauge mild steel tube. The \$1\frac{2}{2}\$ ins. 18-gauge mild steel tube tom right—are also used as water pipes between engine and radiator; the other two longitudinal members are utilised as oil pipes; in each case the interior of the tubes is specially treated. The scuttle bulkhead is of the "perforated hoop" type introduced by Lotus in 1960, and consists of two tubular hoops linked by stressed sheet steel. A similar type of bulkhead is used at the extreme rear.

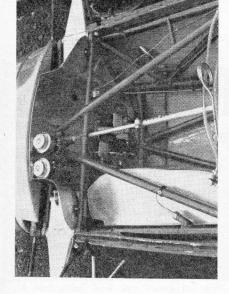
Among the most interesting features of the 24 is the new front suspension, which features a cast elektron upright in place of the forged Standard-Triumph upright which Lotus (and most other British constructors) have used for several years. The main purpose of this innovation is to allow closer control of suspension and steering geometry, with

the steering arm mounted in line with the top wishbone. In addition the hub is contained within the upright, Front suspension loads are reacted through a narrow-based top wishbone—which is pivoted (via roll bearings) on the chassis and acts on inboard-mounted coil/damper units—and a wide-based lower wishbone; the latter consist of a simple transverse link and a longitudinal member which reacts braking loads into the chassis through an ingenious ball-jointed pick-up. Both top and bottom wishbone pick-ups are parallel to the wishbone pick-ups are parallel to the dip under braking. The brakes themselves are 10½ ins. Girling discs.

At the rear is a system of twin transverse links (the lower one wide based at its outboard end to control toe-in tendencies) and parallel radius arms, again linked at the outboard end by a cast elektron upright. Springing is by coil/damper units, mounted in the orthodox position. As mentioned above, variations in drive shaft length are accommodated by Metalastik rubber joints; these were tried experimentally last year and are now a standard fitting. The rear brakes—9½ ins, discs—are mounted outboard, partly because there is no provision for inboard mounting on the ZF advantages of this layout outweigh the theoretical benefits of reduced unsprung weight obtained with inboard mounting.

Wheelbase and track show a slight increase on last year at 91 ins. and 50 ins. respectively. Roll centres are slightly lower, requiring the use of slightly stiffer anti-roll bars at both front and rear. Springs are slightly softer all round and more suspension movement is provided. Every one of these items plays a small part in itself, but the cumulative effect-together with the power of the Coventry Climax engine—could well make the Lotus the Champion Formula 1 car of 1962.

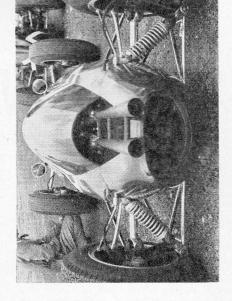
The Lotus 24 will be used by Team Lotus, Rob Walker, U.D.T.-Laystall, Jack Brabham and the Seidel Organization. In addition Team Lotus will use their new Lotus 25 with a monocoque chassis, body made of aluminium and steel, fitted with the same engine, gearbox, suspension, etc., as the 24. The only differences are an increase of 1 in. in the track and the use of 13 ins. front wheels—fitted with 5.50 tyres. This car, of course, led at Zandvoort for 12 laps.



to facilitate "heel and toe" movement. Note also adjustable steering column and narrow-based top wishbone acting on inboard mounted coil/damper unit.

FEET COMPARIMENT (above). The pedals on the Lotus are close together and the accelerator is curved

REAR GUNNERS will be carried (below). The twin exhaustrippes profunde from the engine. The rear suspension is also seen here to good advantage.



JOHN BOLSTER DISCUSSES

# THE NEW GRAND PRIX CARS

PHOTOGRAPHY BY GEORGE PHILLIPS AND DAVID PHIPPS

MORE than 20 years ago Alec Issigonis and George Dowson built a monocoque single-seater racing car. Since that time only Rupert Instone's hill-climb special has followed the principle. Now, Colin Chapman has elevated the combined body and chassis to Grand Prix status.

Fundamentally, the best use of material can be secured by building a car with a single tubular backbone of very large diameter and extremely thin wall section. You can't sit your driver and engine on top of such a tube, how-ever, and so Chapman has had to build ever, and so Chapman has had to build a more complicated structure of light alloy to allow the driver and the machinery to be inserted into it. The engine and gearbox are rigidly mounted and form a part of the stressed skin, but no way has yet been found to use the driver for this purpose.

The body-cum-chassis is riveted up from 16-gauge sheet aluminium of air-

from 16-gauge sheet aluminium of air-craft quality. It contains spaces either side for the two long, flexible safety fuel tanks and the cross-members are so placed and proportioned that they do not prevent the driver from sitting, or rather reclining, on the floor. Both ends of this frame have steel strengthening pieces, to which the suspension parts are attached. These assemblies follow the design of the existing Lotus single-seater.

There is no doubt that this form of construction is more rigid than the best multi-tubular chassis and the weight saving in the Lotus is probably equivalent to finding a driver weighing some  $2\frac{1}{2}$ -stone less than the average conductor. Short cuts will no doubt be found in construction, but at present the light-alloy monocoque racing car is considerably more costly than the all-tube type. It is also very difficult to repair in the event of crash damage, but is probably at least as good as the normal

probably at least as good as the normal single-seater in protecting the driver's body from injury.

Propelled by a similar V8 Coventry Climax engine, the new Cooper exemplifies conventional tubular construction refined to the highest degree. Perhaps the most important single feature is the the most important single feature is the new six-speed transmission from which the drop gears have been deleted. This reduces the mechanical losses in the train and it also removes an occasional

source of unreliability.

The frame is more compact than the previous model and the body is much cleaner aerodynamically. Both the front and rear hub carriers are now mounted on ball joints at the wishbone ends. The rear wheels have "steering arms" which are adjustable to give correct tracking, and the wishbones, both front and rear, have a quick screw adjustment for

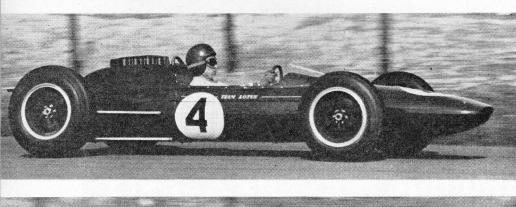
camber setting. The rear track is 4 ins. wider than the front, which follows the modern trend. Racing cars always used to have a "crab track", the rear axle being narrower than the front, which was supposed to be an essential of highspeed stability! In the past some independent rear suspension systems did not give their designed performance because the driving splines of the articulated half shafts tended to lock up under load. The Cooper splines are of very large diameter and well lubricated to avoid friction at this point.

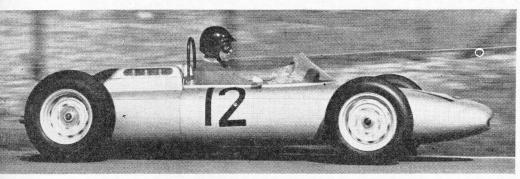
Ferrari did not present new cars at Zandvoort. Indeed, his team were given machines embodying the gearbox behind the final drive and the two-valve cylinder heads, both of which features were thought to be obsolescent. Road-Ferrari is now trying a much wider rear track, Phil Hill's car having a figure of about 4 ft. 7 ins., which is of the same order as Bruce McLaren's new Cooper. While the red cars have inferior road-holding it is difficult to judge their engine performance, but the power that has been attributed to them certainly does not appear to be delivered at the back wheels in the form of usable horsepower.

From the point of view of engine design, the new flat-eight Porsches were design, the new flat-eight Porsches were the most interesting cars at the Grand Prix d'Europe. As the Porsche production cars embody horizontally opposed, air-cooled engines, this feature of design is regarded as obligatory. Such an engine cannot be located in the chassis to obtain "natural" cooling, and so a fan must be employed. This is driven by a shaft and bevels, the plastic rotor spinning horizontally above the unit spinning horizontally above the unit. Unavoidably, it must consume a small but, nevertheless, appreciable amount of power.

The over-square engine is fitted at present with four Weber twin-choke carburetters, though work has for long been proceeding on a fuel-injection system. The roadholding of the new cars is not yet quite *au point* and so it is difficult to judge the effectiveness of the eight-cylinder engine. The horsepower figures given by different firms do not appear to give a valid comparison, but as the Porsche unit seems happy at 9,500 r.p.m. its output may not be far behind that of the Coventry Climax or B.R.M. V8s.

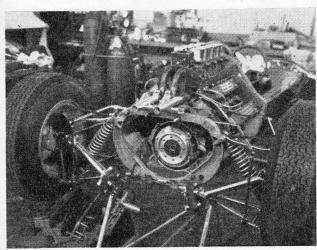
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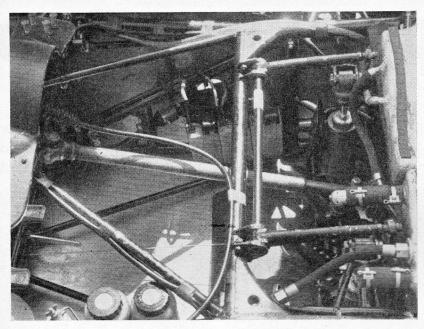


NEW CARS FROM LOTUS (top) PORSCHE (centre) and COOPER (bottom). So low it's almost underground, the Lotus 25 is the last word in G.P. design. The Porsche's profile is considerably improved over last year's model. The Cooper is much sleeker than of yore and very fast indeed. Notice that Gurney sits in the Porsche whereas McLaren and Clark are almost lying down.

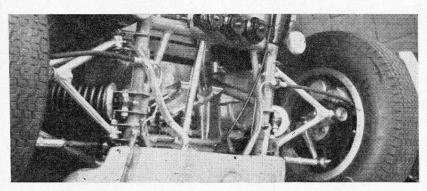


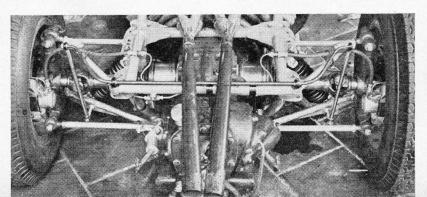
#### THE REAR END (left) of the Lotus 25 is well shown in this photograph. Gearbox and final drive have yet to be fitted. OVERALL VIEW of the car (right) shows monocoque construction to advantage. PORSCHE front end (below) shows inboard

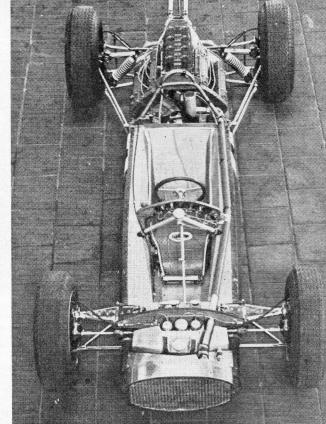
dampers and adjustable roll bar. PHIL HILL'S Ferrari (centre, right) had a wider rear track for Zandvoort. The rear crossmember has been lengthened.



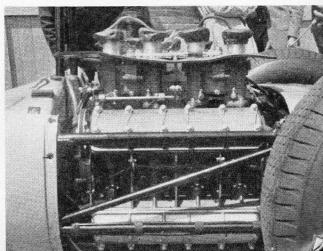
FLAT-EIGHT Porsche engine (bottom, right) shows two plugs per cylinder and twin-choke Weber carburetters. REAR END of new Cooper (bottom) showing suspension details and new six speed gearbox. FRONT SUSPENSION (below) of the Surbiton car shows wider wishbones already tried on McLaren's four-cylinder car.

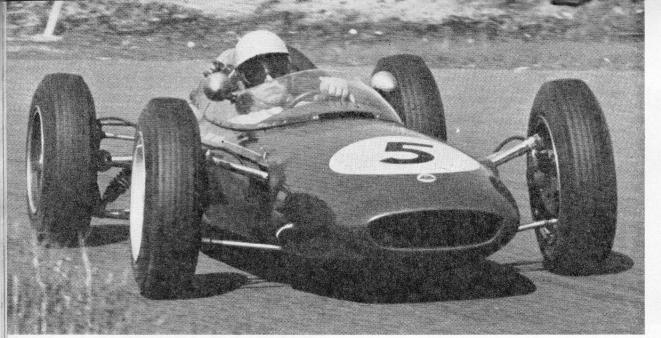












AUTOSPORT, JUNE 1, 1962

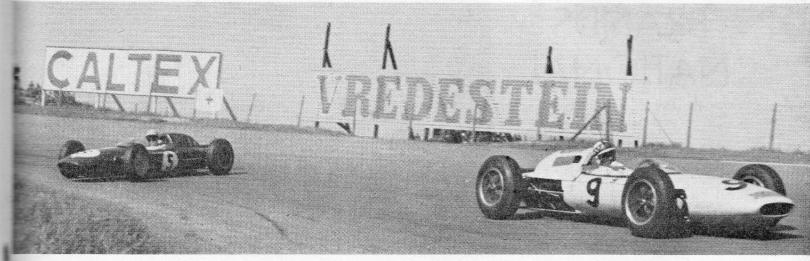
IMPRESSIVE. Trevor Taylor drove a brilliant race to finish second in the Grand Prix d'Europe. He piloted the Lotus 24 with which Jimmy Clark won at Snetterton and Aintree-Clark, of course, driving the Lotus 25 which led in the initial stages of the race. This was Trevor Taylor's second Grande Epreuve, the first being the 1961 Dutch Grand Prix.

# GRAND PRIX D'EUROPE

PHOTOGRAPHY BY GEORGE PHILLIPS

FIRST APPEARANCE. The interesting new 8-cylinder Porsche G.P. Car made its debut at the European Grant Zandvoort. Although Jo Bonnier's car appeared to be off-form, Dan Gurney held third place for elevential the gear lever snapped off. Here he leaves Tarzan Corner ahead of the Emeryson of Wolfgang





WHOOPS! Second man home Trevor Taylor loses his Lotus coming out of Tarzan Corner in the early stages of the race while trying to catch Innes Ireland. Innes Ireland was driving the U.D.T.-Laystall Racing Team's Lotus 24 powered by a V8 Coventry Climax engine.



ABOVE: ADVICE. (Left to right) Reg Parnell, John Surtees and the Italian Weber carburetter expert Renato Vitto discuss the carburation of Surtees's Bowmaker-Yeoman Lola. Unfortunately, after only nine laps in the race, the car went off course when a wishbone broke. ABOVE RIGHT: TAILOR-MADE? John Cooper trying to fit Bruce McLaren into the new V8 Cooper. Bruce made fastest lap but retired after 22 laps with gearbox trouble. BELOW RIGHT: WINNER. The reward of victory as administered by wife Bette to Graham Hill after he had won the Grand Prix. BELOW: AUTOGRAPH. Richie Ginther signs a pair of ornamental Dutch clogs watched by Eoin Young, Bruce McLaren's secretary (centre) and Dan Gurney (right).









AUTOSPORT, JUNE 1, 1962

# BRANDS NATIONAL

A Day of Records and Surprises

BY
MICHAEL KETTLEWELL
PHOTOGRAPHY BY
GEORGE PHILLIPS

Pouring rain last Sunday morning probably caused some potential spectators to stay away from the B.R.S.C.C. National British meeting at Brands Hatch. Nevertheless, those who were there—and there was by no means a diminutive crowd—must have thoroughly enjoyed the day's programme as the racing was extremely exciting and provided some interesting results—the most astounding being the defeat of Jaguar by Chevrolet in the touring car event. Saturday's practising had been performed on a wet track but on race day, after the morning's heavy showers, the track dried out during the second race and proved ideal for fast, record-

breaking motoring. In fact, the 2.65-



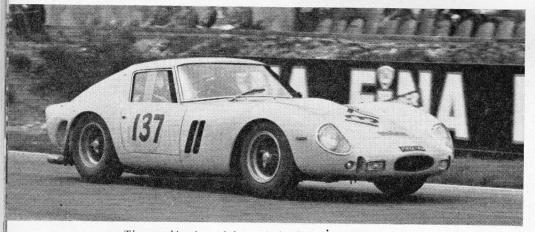
supreme over quantity and the race was closely fought in the true Junior tradition. John Fenning's Lotus 20 had been fastest in practice but he made a poor start from pole position—he seemed to have difficulty in selecting gears—and it was John Rhodes who streaked up towards Druids in the new 1962 Ausper which went so quickly at Silverstone. Bill Moss (Gemini Mk. 4), Frank Gardner (Brabham), Peter Procter (Gemini Mk. 4) and Fenning were right behind him, Procter moving up to third place by the end of the lap. However, the combination of Bill Moss and a Gemini is hard to beat and, sure enough, Bill passed Rhodes on the second lap while Procter remained third hounded by

having also occurred in practice. It was probably caused by some fault in manufacture.

This left John Rhodes with the lead with Gardner next up followed by John Fenning who was gaining on the two Australian cars quite noticeably. The leading trio was closely bunched and, by the 12th lap, was travelling nose-totail. Meanwhile, Raby was maintaining his lonely fourth spot and Dibley had retired having run out of petrol. The American Roy Pike also abandoned his Ausper. The last laps were really exciting: Fenning took Gardner on the inside at Druids, only to be retaken coming down to Bottom Bend; he had his finger well and truly out, but at the end of the penultimate lap he made one of his rare mistakes and spun right round at Clearways. Rhodes by this time had got clear of Gardner and so they finished, with Fenning having restarted and resumed in a secure third position well ahead of Raby.

Following this race, in which only seven cars finished, Roy Salvadori took to the track in a Ford 8-propelled fourposter bed! Complete with "bird" (and Innes Ireland!) he snored around the circuit at an astonishing pace for a bed and lapped in 6 mins. 4 secs., which must be some sort of record! It was explained that this was something to do with National Bedding Week.

The track was only slightly damp when the big G.T. cars stormed into the arena. Innes Ireland was in pole position with the beautiful U.D.T.-Laystall Ferrari 250GTO Berlinetta with Dick Protheroe's E-type, Dan Collins's Corvette and Ken Baker's E-type to his left. Roy Salvadori had practised John Coombs's immaculate white Aston Martin Zagato in wetter conditions and was in the second row. When the flag fell, approximately £45,000 worth of machinery rushed forward off the grid, around Paddock and up towards Druids, the order being Ireland, Protheroe, Salvadori and Baker. It was Innes Ireland with a vengeance; at the completion of the first lap he was no less than 5.8 secs. ahead of Protheroe's much-modified E-type, behind which trailed Salvadori,



The combination of Innes Ireland and a Ferrari 250GTO was unbeatable at Brands Hatch. Here the car howls along the top straight on its way to victory.

mile "long" circuit being used for the first time for cars this year must have been in perfect condition as no fewer than nine class lap records were broken.

A 15-lap Formula Junior race opened the proceedings. For some reason no fewer than 16 cars non-started, thus leaving a dozen machines on the grid. This can only be described as a disgusting state of affairs and I hope that all the culprits had good reasons for not appearing! In spite of this, quality reigned

Gardner and Fenning, these five having pulled well away from the rest of the sparse field. Ian Raby (Merlyn) appeared next, all on his own, and then came Jack Pearce (Lotus) and Hugh Dibley (Lola). On the fourth lap Gardner displaced Procter for third position but the race took a different pattern at the end of this lap when both Mark 4 Geminis retired at the pits with brake trouble. On both cars the caliper cross-over pipe at the rear had fractured, this trouble

Bill Shaw (Elite), Collins, Mike Johnson (Elite), Baker, Derek Bennett (Elite) and the rest all in a tight bunch-Paddy Gaston's blown Sprite going like a bomb and leading the majority of the Elites and most other cars too! Innes was gaining about 4 secs, per lap in the

early stages.

Salvadori snatched second position from Protheroe on the third lap while Dan Collins in the Corvette was really motoring, this massive car looking most unsteady even on the straights; however, he somehow got past Shaw's Elite to be fourth. Salvadori's brakes were squealing violently on each application but he could do nothing about Ireland, who, barring mechanical misfortune, had the race on a plate. Farther down the field, Peter Jopp was slicing his way through in his blue Elite—hastily rebuilt after Spa—and Paddy Gaston still had the Sprite fully wound-up. Simon Scrimgeour was also going well in his Sunbeam Alpine and he led all the Morgans. On the ninth lap Ireland had a moment at



JIMMY BLUMER'S Cooper Monaco won the sports car race, easily out-distancing the opposition.



Roy Salvadori (Aston Martin) and Dick Protheroe (Jaguar) engaged in a duel during the G.T. race.

Paddock whilst lapping tail-enders. Maurice Charles (E-type), Neil Dangerfield (TR4) and Bob Burnard (Ace-Bristol) approached the corner in a heap with Innes about to lap them. Burnard spun and Ireland applied his anchors pretty sharpish and somehow managedhe does not know how!—to avoid him. Innes went on to win the race, finishing 36 secs. ahead of Salvadori who, in turn, was 7.8 secs. in front of Protheroe.

Collins was a gallant fourth, Shaw an equally good fifth and Johnson sixth ahead of Roger Nathan (Elite), Jopp and Gaston. The only ugly incident in this event was when Derek Bennett, who drove an 1172 Terrier so well last year, crashed his Elite going up to Druids on the third lap, luckily without injury. The track was dry by the end of the race, this being more than proved by a new class record for G.T. cars by Innes Ireland who recorded 1 min. 54.0 secs., 83.68 m.p.h., which smashed Moss's record by 0.2 sec.

Before the main race of the day, the

Grovewood Trophy for sports-racing cars, the five D-type Jaguars entered, posed in front of the pits for photography and made a demonstration lap of the circuit. It was unfortunate that the commentators could not tell anyone much about these cars-the day's commentary was, in fact, not up to the standards of a national meeting—but suffice it to say that Peter Sutcliffe had his ex-Mike Salmon, ex-Ecurie Ecosse 3.8-litre RSF 302, David Wansbrough had his ex-Jack Wober, ex-Ecurie Ecosse 3.8-litre RSF 301, Maurice Charles appeared with his familiar beast MWS 302, another ex-Ecurie Ecosse machine now in 3.4-litre guise, James Boothby had the ex-Ian Baillie Monza record-breaking car and Peter Skidmore the ex-Duncan Hamilton 3 CPF, the latter two also of 3.4-litre capacity.

Now to the race itself. Disappointment was caused by the non-appearance of Dizzy Addicott's Lotus-Buick, which had broken a half-shaft, and Roy Salvadori who was to have pitted John Coombs's Aston against the sportsracers; nevertheless, there was still a full grid of interesting cars. Jimmy Blumer led from the start in his 2-litre Cooper Monaco and, in fact, was never headed throughout the race. Peter Sutcliffe's D-type stormed along in second place ahead of the agile Lotus 23s of Mike Beckwith and Rodney Bloor while rocketing starts had been made by Peter Jopp in Ian Baillie's Aston Martin DBR1 and Maurice Charles's D-type. At the end of the first lap the order was Blumer, Sutcliffe, Bill Moss (Elva), Beckwith, Bloor, Tony Kilburn (Lotus 11), John Coundley (Lister-Jaguar), Jopp, Charles, Tony Hegbourne (Lola) and Roy Pierpoint (Lotus 15). Bill Moss was going indecently fast in the works 1,216 c.c. Climax-engined Elva Mark 6 and, after racing past the Lotus 23s at the end of the first lap, he began to draw well away from them, which should prove something! He passed Sutcliffe on the second lap, while behind the Dtype, Beckwith and Bloor were having a grand dice and they soon passed it. Coundley displaced Kilburn and Jopp was relentlessly challenged by Pierpoint, Charles and Hegbourne, all three passing him on lap three. Farther down the field, David Wansbrough picked up places in his D-type and he soon caught and passed Mike Pendleton's Lister-Jaguar.

RESULTS

Formula Junior (15 laps): 1, J. Rhodes (Ausper-Ford T4), 83.23 m.p.h.; 2, F. Gardner (Brabham-Ford); 3, J. E. Fenning (Lotus-Ford 20); 4, I. E. Raby (Merlyn-Ford Mk. 3); 5, J. R. Pearce (Lotus-Ford 22); 6, J. Mastin (Lotus-Ford 20). Fastest Lap: Fenning, 87.04 m.p.h.

Grand Touring Caps aver 1,000 cs. (10 lapse)

Lap: Fenning, 87.04 m.p.h.

Grand Touring Cars over 1,000 c.c. (10 laps):
Overall Winner: I. Ireland (Ferrari 250GTO), 82.68 m.p.h.
Over 3,000 c.c. Class: 1, R. Salvadori (Aston Martin DB4GT Zagato), 80.18 m.p.h.; 2, E. R. Protheroe (Jaguar E); 3, D. M. Collins (Chevrolet Corvette), Fastest Lap: Salvadori, 81.26 m.p.h.; 1,601-3,000 c.c. Class: 1, I. Ireland (Ferrari 250GTO), 82.68 m.p.h.; 2, N. H. Dangerfield (Triumph TR4); 3, D. Morgan (T.V.R. Grantura). Fastest Lap: Ireland, 83.68 m.p.h.; 1,001-1,600 c.c. Class: 1, W. J. Shaw (Lotus Elite), 78.26 m.p.h.; 2, M. B. Johnson (Lotus Elite), 3, R. D. Nathan (Lotus Elite) Fastest Lap: Shaw, 89.76 m.p.h.
Sports-Racing Cars (25 laps): Overall: 1, J.

Sports-Racing Cars (25 laps): Overall: 1,

R. D. Nathan (Lotus Elite) Fastest Lap: Shaw, 79.76 m.p.h.

Sports-Racing Cars (25 laps): Overall: 1. J. Blumer (Cooper-Climax Monaco), 86.64 m.p.h.; 2. M. G. Beckwith (Lotus-Ford 23); 3, R. J. Bloor (Lotus-Ford 23); 4, A. Kilburn (Lotus-Climax II): 5, J. O. Coundley (Lister-Jaguar); 6, P. H. Sutcliffe (Jaguar D), Fastest Lap: Blumer 88.33 m.p.h. Over 2,000 c.c. Class: 1, J. O. Coundley (Lister-Jaguar), 82.48 m.p.h.; 2, P. H. Sutcliffe (Jaguar D); 3, P. M. Jopp (Aston Martin DBR1-300), Fastest Lap: Coundley, 84.42 m.p.h. 1,301-2,000 c.c. Class: 1, J. Blumer (Cooper-Climax Monaco), 86.64 m.p.h. Fastest Lap: Blumer, 88.33 m.p.h. Up to 1,300 c.c. Class: 1, M. G. Beckwith (Lotus-Ford 23); 83.86 m.p.h.; 2, R. J. Bloor (Lotus-Ford 23); 83.86 m.p.h.; 2, R. J. Bloor (Lotus-Ford 23); 3, A. Kilburn (Lotus-Climax Mt., 6), 87.04 m.p.h. Touring Cars (10 laps): Overall Winner: C. C. Kelsey (Chevrolet Chevy II), 79.38 m.p.h. Over 3,000 c.c. Class: 1, C. C. Kelsey (Chevrolet Chevy II), 79.38 m.p.h., Over 3,000 c.c. Class: 1, C. C. Kelsey (Chevrolet Chevy II), 79.38 m.p.h., 2. R. Salvadori (Jaguar 3.8); 3, Sir G. Baillie (Jaguar 3.8). Fastest Lap: Salvadori (Jaguar 3.8); 3, Sir G. Baillie (Jaguar 3.8). Fastest Lap: Salvadori (Jaguar 3.8). Fastest Lap: Salvadori (Riley 1.5), 73.84 m.p.h.; 2, P. J. Pilsworth (Sunbeam Rapier); 3, P. M. Jopp (Sunbeam Rapier). Fastest Lap: Lewis, 74.88 m.p.h. Up to 1,000 c.c. Class: 1, Miss C. Carlisle (Austin Mini-Cooper), 73.80 m.p.h.; 2, M. H. Clare (Morris Mini-Cooper); 3, A. D. Rutt (Austin Mini-Cooper), 73.80 m.p.h.; 2, M. H. Clare (Morris Mini-Cooper); 3, A. D. Rutt (Austin Mini-Cooper), 73.80 m.p.h.; 2, M. H. Clare (Morris Mini-Cooper); 3, A. D. Rutt (Austin Mini-Cooper), 74.88 m.p.h.; 2, K. J. C. Minoprio (Marcos-Ford), 5, M. Kechenie (Morgan 4/4); 6, R. J. Seabrook (Turner-B.M.C.). Fastest Lap: Minoprio, 79.10 m.p.h.

repair—what wretched luck after such a splendid performance. Tony Hegbourne had been moving up the field and was had been moving up the hera and was right behind Coundley, Kilburn also having taken Sutcliffe. Laurie Keens had retired his Lotus 23 with gear trouble and Terry Bone abandoned the Gilby with brake bothers—it was excluded anyway for having received a cluded anyway for having received a push start. The order at half-distance was Blumer, Beckwith, Bloor, Coundley, Hegbourne, Kilburn, Sutcliffe and Charles, the next man, Jopp, having already been lapped. Jimmy Blumer



HISTORY: The five D-type Jaguars of (left to right) Peter Sutcliffe, David Wansbrough, Maurice Charles, James Boothby and Peter Skidmore. All these cars have a fantastic racing history.

Blumer steadily drew away from Moss, the Lotus 23s were still together and John Coundley now challenged Sutcliffe. The sight and sound of the Lister and D-type, which had renewed their Silverstone duel, were truly trementative. dous, Roy Pierpoint stopped on the seventh lap, his Lotus 15 suffering a locking rear brake, and shortly after-wards trouble struck Bill Moss for the second time that day. His Elva had a loose coil which took three laps to

maintained his cracking pace and soon started lapping some competitors for the second and third times. Kilburn, driving his ex-Dizzy Addicott Lotus 11 as well as its former owner, passed Hegbourne, but Hegbourne later retired on the 20th lap with a broken throttle linkage. Blumer had lapped everyone bar the second and third men and Charles began to close on Sutcliffe, the two D-types sounding magnificent in full (Continued on page 799)



# FOREIGN CAR SILVERSTONE

This year's foreign car test day, held at Silverstone recently, saw many of the more popular Continental cars available to be tried round the G.P. circuit. The press were also able to use the inner tracks for braking tests, and "cross country excursions".

Most of the small cars were a little too slow to show exactly what they were capable of, and were rather lost on the fast circuit; however, flat out cornering round several of the twists was possible with the Auto Union range, Renaults, and Panhards, to name but a few.

The best show was to be had with the

The best show was to be had with the Alfa Romeos; Alfas had brought along most of their 2600 range as well as a Speciale and an ordinary Sprint. The 2600 Sprint four-seater was the most outstanding, and speeds of over 100 m.p.h. could be reached by use of the splendid five-speed gearbox on Hangar straight and the run into Woodcote. A little tramp when cornering hard and on accelerating briskly from standstill, was noted, but not enough to be a criticism of the car. All the 2600s had an extremely easy gait, and never sounded pushed even when taken above 6,000 r.p.m. The brakes were entirely adequate and imparted confidence.

The big Americans were represented by a Ford Galaxie which, for all its size, is a very usable motor car. Automatic transmission is not shown to its best on a circuit, but the big car could be made to go quite quickly by use of the "kick down" coming out of bends. These big cars are extremely predictable and have the advantage of giving plenty of warning before choosing unscheduled courses. A Ford Taunus was tried, from the same stable, and really surprised the writer. The car could be hurried through the more severe bends and reached speeds in excess of 80 m.p.h. on

TOP: Ford Galaxie, photographed from a 220SE Mercedes. TOP, RIGHT: The HK500 Facel Vega is seen beside a Daf Daffodil. BOTTOM, RIGHT: McNally tries the Renault 4LR on a rough track. the short straights. The latest 300SE Mercedes was put through its paces, and found to be almost the ultimate in high speed travel in a conservative manner.

The automatic transmission was good, the roadholding to Mercedes usual high standard, and the car was extremely comfortable, for passengers as well as the driver.

The Auto Unions were perhaps the best fun, for these cars have incredible road holding characteristics. Many laps were covered in a 1000S and a Junior in an effort to find the limit of adhesion, with small success! Both cars had quick gearboxes and gave comfortable rides, the brakes, too, were good.

The Renault 4LR needs a special mention, for its manoeuvrability and capacity for hard work were incredible. This little French car suffered the indignity of being driven flat out over a rough farm track without a complaint. It was also made to turn round in its own length performing rather like a dog chasing its tail.

Not really part of the test but a car which will not be forgotten for a long time was Maurice Baring's beautiful Berlinetta Ferrari, finished in Alfa red. All controls are exceptionally light and perform their various functions with minimum fuss. The trip in the Ferrari rather spoilt me for the rest of the day for there is no other car which can approach the incredibly high standards set by this marque.

PATRICK MCNALLY.







### Championship Wiscombe

**New Record for Tony Marsh** 

BY TONY HOLLISTER

Fastest man in the Championship runs was Ray Fielding in his ex-works 1960 B.R.M., seen here braking hard for the Hairpin.

THE West Hants and Dorset Car Club were fortunate in everything except the weather, on Sunday, 20th May, when they ran their second National hill-climb at Wiscombe Park, in Devon. An excellent entry gave prospect of a most exciting day, with a finale consisting of two runs per man for the fastest drivers competing in the Hill-Climb Champion-Unfortunately, the sun went in just after the first man opened the meeting and, just after halfway, the rain, driven by the usual bitter wind we have come to expect in spring, had soaked

the tricky course.

The meeting commenced with demonstration run by Cecil Clutton, with the vast Itala, which thundered upward in the no mean time of 62.98 secs. using every inch of the road in the Esses. Class one was a Mini benefit and, on the first runs, N. Porter set up the class-winning time of 55.20 secs. Amie Lefevre lowered his own record in class three with the well-known Rapier, doing

it in 57.02 secs, on his first—and only—run. Class four was well supported and went to G. Austin's Lotus 7A. of the Wirral racing team. K. G. Haskell did one forceful trip in 55.23 secs., and T. Cash's Terrier-Ford unobtrusively netted second place in the classics. netted second place in the class in 52.18 An interesting brotherly battle secs. took place in class five, between Nigel and Vaughan Hatton, well known at Wiscombe—this time on a red Lotus Elite instead of the usual Sprite. It was Vaughan who won, taking the class as well, in 53.57 secs., with Nick Cory and Ashley Cleave, partnering the wonderful Morris, running up in 54.40 secs. and 54.83 secs. Nigel Hatton's time was 54.83

secs. Miss Betty Haig drove a pretty blue Elite smoothly, and Paul Channon's new Midget, now supercharged, was driven firmly in 58.85 secs. Some snappy motors appeared in class six, with Jack Richards's Lotus-Climax

fairly tearing up in 50 secs., some two seconds faster than John Macklin, who conducted his black and yellow Lotus Super 7 very dashingly in 52.51 secs. The big surprise was in class seven, when Josh Randles stormed up in the Cooper Monaco in an electrifying 47.65 secs. This caught everyone's breath and there was nobody else in the class who could do anything about it. The heavy metal produced some fire and thunder. Phil Scragg made one run with the fabulous Lister-Jaguar, finding that he had too little lock at Saw Bench, and using the bank to get him round; 50.87 secs. was enough to win the class, how-ever, with Alistair Park coming up in a quietly nonchalant manner in 51.64 secs.

The Vintage class was a real treat for the older folk. Nostalgic Shelsley memories were recalled by A. P. Southon's Becke Power-Plus. The E.R.A. brigade were truly tremendous, Gordon

Chapman taking the class with a thunderous 50.65 secs. Martin Morris has now transferred his affections from the Le Mans Frazer-Nash to the lovely ex-Douglas Hull 2-litre twin-wheeled E.R.A. Douglas Hull 2-litre twin-wheeled E.R.A. Rumour hath it that Mr. Morris declares himself "terrified of it", but his impeccable handling of a very tricky motor car belied this. The Chichester-Lambton Alta was, for once, on full form and delighted the ears, eyes and noses of everyone, while Doc Taylor produced the usual incredulous gasps from the spectators, as he wriggled upwards in the excellent time of 53.86 secs.

The racing classes contained a large and most exciting entry, and the ball was

and most exciting entry, and the ball was set rolling by H. M. Bennett's very neat Cooper-Norton, which did a rapid 51.65 secs. R. M. Hartwell had a spot of trouble, and only managed 70.58 secs., but Ian McLaughlin, on his first appearance at Wiscombe, did a startling 45.90 secs., sliding the Hairpin in great style. David Good's latest Cooper was obviously biding its time, and did 48 secs., but E. G. Willmott's ear-splitting Elva took 47.83 secs.

Popular Wally Cuff, of Frome, made his fastest-ever ascent at Wiscombe, and



Reg Phillips (Fairley) holds a hot one at Saw Bench.

did a fine 46.87 secs., with the Hells-Hammers Cooper. Among the others, Freddie Floyd had a most exciting tail slide at Saw Bench, a surprising number seemed to have trouble "cog-swapping", while George Keylock was not his usual

self on the blown Cooper.

Ray Fielding, also seeing Wiscombe for the first time, fairly tore up with the dark blue B.R.M., and down came the time to 46.73 secs.! Arthur Owen took the red Cooper up in 48.82 secs., and then all eyes turned to Tony Marsh. After a cracking start, the green car screamed up the straight into the gateway; a quick wiggle through the Esses; a full lock drift at Saw Bench; and then a mighty blast of power away up the hill. A new record in 45.52 secs.!

As is the usual custom, the racing cars returned down the hill, and had another go while still warm. Everyone was on tip-toe in the public enclosures, and some pretty hard driving was expected. Bennett came into the hairpin at tremendous speed with the 500 Cooper, and lost his gears immediately afterwards. Hartwell made up for his earlier troubles, and did a very good 49.15 secs., but McLaughlin dropped just under a second, despite some tremendous motoring in the Esses. David Good joined the ranks of the gear-troubled and, most unexpectedly, did 54.17 secs. Wally Cuff appeared all set to lower his own times, and then, turning on the power from the hairpin, away went a driving chain, and that was that.

Then it was Ray Fielding's turn, and everyone held their breath until the time of 46.29 secs. was announced. Arthur Owen was really trying and fought every inch of the way, getting down to 47.14 secs. But then that man Marsh put the seal on the day's proceedings with another magnificent run—and a new record—in 45.49 secs. Within minutes of his climb, the rain came down, and that was that!

On second runs in the other classes, nobody could improve on their earlier times, six or seven seconds being added by the rain. After all the entry had completed their second tours, the final touches to the day came with two runs each by the 10 fastest men eligible for the Hill-Climb Championship. Had the course been dry, some pretty startling motoring might have been seen, but on a soaking, rain-sodden surface nobody could use a fraction of the power available. Ray Fielding's B.R.M. was fastest of all with 51.65 secs. while Josh Randles of all with 51.05 secs, while Josh Randles did a startling 52.63 secs, with the Cooper Monaco, getting through the gateway at a prodigious rate. Arthur Owen took third place in 53.01 secs., while Tony Marsh, making the last climb of the day, took 53.52 secs.

Thus ended what must have been, with the exception of the weather, the best Wiscombe hill-climb on record.

Results

Results

B.T.D.: Tony Marsh (Marsh-B.R.M.), 45.49 s, (new hill record).

Touring Cars—up to 1.000 c.c.: 1, N. Porter (Austin Mini-Cooper), 55.20 s.; 2, A. Kynoch-(Austin Mini-Cooper), 55.645 s.; 3, R. Wilding-(Morris Mini-Cooper), 55.645 s.; 3, R. Wilding-(Morris Mini-Cooper), 55.645 s.; 3, R. Wilding-(Morris Mini-Cooper), 57.86 s. Over 1,300 c.c.: 1, G.A. Lefevre (Sunbeam Rapier), 57.02 s. Grand Touring and Sports Cars—up to 1,000 c.c.: 1, G. Austin (Lotus 7A), 52.03 s.; 2, T. Cash (Terrier-Ford), 52.18 s.; 3, R. J. D. Gibbings (Austin 7), 54.45 s. 1,001-1,300 c.c.: 1, V. Hatton (Lotus Elite), 53.57 s.; 2, H. H. Cory (Morris), 54.40 s.; 3, W. A. Cleave (Morris), 54.70 s. 1,301-1,600 c.c.: 1, J. J. Richards (Lotus-Climax 7), 50 s.; 2, J. Macklin (Lotus Super 7), 52.51 s.; 3, P. H. Meldrum (Lotus Super 7), 52.55 s. 1,601-2,600 c.c.: 1, J. Randles (Cooper-Climax Monaco), 47.65 s.; 2, T. G. Cunane (A.C. Ruddspeed-Ford), 53.96 s.; 3, R. Drewett (Frazer-Nash), 55.18 s. Over 2,600 c.c.: 1, P. Scragg (Lister-Jaguar), 50.87 s.; 2, A. Park (Tojeiro-Aston Martin), 51.64 s.; 3, W. B. Bucknall (Aston Martin), 54.35 s. Vintage and P.V.T. Sports and Racing: 1, G. Chapman (E.R.A. "B"-type), 50.65 s.; 2, M. H. Morris (E.R.A. "B"-type), 50.77 s.; 3, Major O. R. H. Chichester (Alta), 51.70 s. Racing Cars—up to 1500 c.c.: 1, 1. B. McLaughlin (Cooper-J.A.P.), 45.90 s.; 2, W. C. Cuff (Cooper-J.A.P.), 46.87 s.; 3, E. G. Willmott (Elva-Ford), 47.83 s. Over 1,500 c.c.: 1, A. E. Marsh (Marsh-B.R.M.), 45.49 s.; 2, R. Fielding (B.R.M.), 51.65 s.; 2, Josh Randles (Cooper-Climax), 53.01 s.; 4, Tony Marsh (Marsh-B.R.M.), 53.52 s.; 5, Reg Phillips (Fairley-Climax), 54.97 s.; 6, Ian McLaughlin (Cooper-J.A.P.), 45.90 s.; 6, Fairley-Climax), 54.97 s.



THIS year's M.G.C.C. Silverstone race meeting took on a new look on Saturday last. No longer with us was the traditional inter-Centre Relay Championship, with its attendant interminable delay, and gone were some of the handicap races, to be replaced by a streamlined and more interesting programme than in previous years.

Gone too, sadly enough, are many of the older M.G.s which used to grace the meeting, though Mike Allison's NA type was present and giving practically as good an account of itself as it did in the 1935 Monte Carlo Rally, while Dave Berridge's splendid and extremely rare NE type was also seen to be going strong. However, even if those golden days of the marque are beyond recall, there were still sufficient octagon enthusiasts to ensure a capacity entry, including representation from the Danish Centre of the club, in the person of Ken Jessen, who travelled with his M.G.A especially to compete.

Proceedings started, under heavy skies, in light drizzle, with three half-hour highspeed trials, and conditions were such



Into Copse go assorted M.G.As and Midgets. Mike Milne (M.G.A), P. Glover (Twin-Cam) and Mike Brandon's Midget are well placed.

triumph for the handicapper, Derek Waters (M.G. TD) taking the lead from the 30-sec. mark and holding it for a good deal of the race. M. Earll (M.G. TC) went grass-cutting at Woodcote, and farther down the field a phenomenal dice was developing between the Mini-Minor of John Thurston and Murray Sandeman's Austin Mini, which were never more than a few feet apart. By the end of the third lap, Waters had lost his lead to the well turned out blue M.G. TC of John Pielow, and Thurston and Sandeman had moved up into second and third places, and so the order remained for the subsequent two laps, the three cars finishing in close line astern.

The first heat of the second race, which was the mixture as before, was handi-capped rather less fortunately; Auto-sport's Paddy McNally (Lotus Elite), on scratch, being apparently expected to make up rather more than 10 secs. a

lead from P. Glover's Twin-Cam and Alistair Ford's Twin-Cam, but by the second lap Glover had taken the lead and McElroy had moved into third place. Next time round McElroy, who was really trying, had taken the lead, only to drop back again with mechanical troubles which led to the eventual retirement of the car. Finishing order was Ford, Glover and Milne, and in the smaller class Mike Brandon's Midget had a remarkable race, finishing fifth overall in addition to taking the class award.

Next came the M.G. Championship Handicap, notable chiefly for the appearance of some of the older cars. M. Jones's J4 Replica, with four Amal Geoff Coles's J4 Special, on its retirement excursion at Silverstone, went as well as ever, and Rob Davis's M.G. PB was resplendent in new paint. honours, however, went to the newer cars, with R. H. Budd (M.G.A) winning from Wilson McComb and M. Fancy's M.G.A.

Finally came the 10-lap all-comers final handicap, which saw the resumption of the Thurston and Sandeman Mini duel. P. Rose spun his M.G. TC at Becketts, and Bull's Lotus came to a standstill at Woodcote, while by the sixth lap Derek Waters had his M.G. TB in the lead, challenged by John Taviner's M.G. TC and the two Minis. The faster cars were not far behind, Wilson McComb carving his way through the field to take the chequered flag, with Froggatt's Twin-Cam in second place and Mike Brandon's Midget third in the final placings, a final note of drama coming from I. D. Matheson who took to the grass at Woodcote during the last seconds of the ultimate lap of the day with his M.G. TC.



Keith Grant's Sprite on the inside of Donald Duncan's A.C. leaving Becketts.

that the first of these was enlivened almost immediately by D. B. Hughes, who spun his TR3 at Woodcote, and later by Bill Cormie, who indulged in two similar excursions at Becketts with his Mk, I Sprite. In the course of the second trial Michael Hawke's immaculate M.G. J2 was withdrawn with trouble from the flywheel which, after some 30 years of sterling service, cannot be said to be unreasonable! The third trial was free from incident, though Donald Duncan (A.C.-Bristol) enjoyed a protracted dice with the Sebring Sprite of K. Grant.

Racing proper now started with a fivelap all-comers handicap in two heats. After a minor contretemps, when it was discovered that the grid had been arranged in reverse, with scratch man Jennings's Lotus Super Seven in pole position, the start was sorted out and the field got under way. Mike Milne (M.G.A) crossed the line some 10 secs, ahead of the special-bodied Lotus Seven "A" of A. Smith which just took second place from M. Tearle's M.G. TD by a car's length.

The second heat was something of a

lap on the B.M.C.-engined Lotus Seven of Brian Bull, which was lapping around the 1 min. 23 secs. mark, and the aero-dynamic Austin special of P. Lackington, both of which were on the one-minute In the event, Lackington retired with engine trouble and J. Sharp spun his M.G.A at Becketts. Bull, not surprisingly, led for some time, though first man home, by some 5 secs., eventually turned out to be R. McElroy (M.G.A) with Wilson McComb in third place in this M.G.A. his M.G.A. The second heat went quite comfortably to K. Grant's Sebring Sprite, from Froggatt's Twin-Cam M.G.A and Thurston's Mini.

Race three, the first scratch race of the day for M.G. cars, saw some competitors away before the flag fell; none-theless, Wilson McComb, who was not among the offenders, bombed into the lead and was never challenged, finishing an embarrassingly long way ahead of the

remainder of the field.

The next event, an amalgamated five-lapper for Midgets and M.G.A 1600s and Twin-Cams, was probably the closest event of the day. At the end of the first lap Mike Milne (M.G.A) held the

HOWARD BILEY.

Results

Novice Handicap (Heat 1): 1, M. Milne (M.G.A), 66.57 m.p.h.; 2, A. Smith (Lotus 7); 3, M. Tearle (M.G. TD), Novice Handicap (Heat 2): 1, J. Pielow (M.G. TC), 59.46 m.p.h.; 2, J. Thurston (Mini-Minor); 3, M. Sandeman (Austin-Mini). All-comers Handicap (Heat 1): 1, R. McElroy (M.G.A), 67.56 m.p.h.; 2, B. Bull (Lotus 7); 3, F. Wilson McComb (M.G.A). All-comers Handicap (Heat 2): 1, K. Grant (Sprite), 68.88 m.p.h.; 2, M. Frogatt (M.G.A Twin-Cam); 3, J. Thurston (Mini-Minor). Scratch Race, M.G.A cars, etc.: 1, F. Wilson McComb (M.G.A), 69.24 m.p.h.; 2, J. Hunt (M.G.A); 3, H. Cameron-Rose (M.G.A). Scratch Race, M.G. Midgets: 1, M. Brandon (Midget), 67.22 m.p.h.; 2, P. Baron (Midget); 3, D. Fincham (Midget). Scratch Race, M.G. Twin-Cam and 1600: 1, R. Ford (M.G.A), 69.11 m.p.h.; 2, P. Glover (Twin-Cam); 3, M. Milne (M.G.A), 68.15 m.p.h.; 2, F. Wilson McComb (M.G.A), 70.80 m.p.h.; 2, M. Froggatt (Twin-Cam); 3, M. Brandon (M.G.A), 3, M. Froggatt (Twin-Cam); 3, M. Brandon (M.G.A), 2, M. Froggatt (Twin-Cam); 3, M. Brandon (M.G. Midget).

#### CORRESPONDENCE

#### Rallies and Public Relations

OF course you were quite right in your editorial in pointing out that noise is the biggest nuisance in rallies and we all know that responsible clubs are trying sincerely to do something about it. One cannot know what "pirate" clubs are doing, if anything, and the existence of these uncontrolled bodies must therefore constitute an ever-present threat to the sport. Your editorial stresses "souped-up" machines and "non-standard exhaust systems" and, whilst agreeing that these can be a nuisance, there are many perfectly standard cars with standard exhaust systems which can be objectionable. I am quite happy with the exhaust note of my perfectly able. I am quite happy with the exhaust note of my perfectly standard DB4 but I am sure that I would not be amused to be woken up by it at four o'clock in the morning in the middle of the country. Perfectly standard TR2s and M.G. TCs make even more noise and this is surely the responsibility of the manufacturer for which it is hard to blurge the expect.

more noise and this is surely the responsibility of the manufacturer for which it is hard to blame the owner.

There is some doubt that noise meter checks are very effective in that the noise made by a car accelerating under load is frequently far greater and of a different character than the noise made when run in neutral at scrutineering but the presence of noise marshals is perhaps a sufficient deterrent to the over-exuberant.

But is not the cruy of the matter the fact that the frequency with

But is not the crux of the matter the fact that the frequency with which certain parts of the country are used is giving rise to a lot of the annoyance? There are surely both far too many clubs and, even more important, far too many events. The choice on any weekend to an active competitor is embarrassingly large. With so many events, not only do some of them suffer from lack of entries but also certain parts of the country tend to be used over and over again.

but also certain parts of the country tend to be used over and over again.

This frequency of use could be stopped if there were less events and if all events came under strict R.A.C. control. Whereas one does not like the idea of the sport being regulated by law, it seems to me that if this is not done, there will be no sport to regulate at all. Under these circumstances, I cannot but feel that the most important step which could be taken is to make all competitions on public roads illegal unless they are run by an R.A.C.-recognized club and under R.A.C. competition rules and permit.

Finally, may I say that the argument put forward by the secretary of the National Coal Board East Ayr Area Car Club in the 23rd March issue is patently nonsense. A works club with which I am grown from 98 members to 335 members in 12 months and carrying out a full programme of competition and social events as an R.A.C.-recognized club with all its attendant expenses. If they can do it, so can Mr. Smith's club and others.

London, N.W.10.

F. Dennis Dent.

LONDON, N.W.10.

F. DENNIS DENT.

#### Give a Girl a Chance!

Being a regular and enthusiastic reader of your excellent magazine, I should like to point out a small error in your edition for 11th May, namely, that I am not married! (Far from it!) I only recently left school, so give a girl a chance!

In fact, the reason I had to steer with my knees and pull my goggles down was that I had been so busy gaping at a betrousered member of the opposite sex, who was standing at the side of the grid at the start of the race, that I completely forgot about them till I was driving towards the sun after Lodge Corner.

However, it was very nice of you to note it was my first race and mention me.

The Karmann Ghia was well and truly borrowed for the day, from my parents, to allow me some racing experience before I take delivery of a more suitable car, in which, I hope, I will have no time to adjust anything. Despite all the gaiety, I do take the sport very seriously, and hope to race a lot in the future.

DUNS. BERWICKSHIRE.

MISS MICHAELLE B. BURNS-GREIG.

#### Television Coverage of Dutch Grand Prix

THOSE fans who were angered by the B.B.C. over the high-handed treatment of the Dutch Grand Prix may like to remember the

Treatment of the Dutch Grand Prix may like to remember the Wimbledon championship of a few years ago when one match went on till 7 p.m., overrunning Children's Hour and the news. Having brought motor racing to millions via the TV screen, both B.B.C. and I.T.A. are now skimping their productions. All we get are the first four cars and drivers with practice times and then the flag is down. This contrasts with the telecast of an International Formula 3 race at Silverstone in the '50s when every one of the 38 cars and drivers were brought into focus together with their lap times as they formed up on the grid. Now this happens only to the four-legged racers.

Popular E.14.

F. W. RISBRIDGER.

POPLAR, E.14.

F. W. RISBRIDGER.

#### The Last Word?

I SEE the B.R.M.s went so fast at Silverstone that four "chimney stacks" were blown away! Perhaps Mr. Irwin's criticism was not so stupid after all?

SUNNINGDALE, BERKS.

E. G. STORY.

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



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Not a single crew managed to do this second part clean. The rally was actually decided on this stage because

Bohringer was least penalized with 20, followed by Carlsson with 32, a gap which was more or less maintained throughout the event. Another exceptional performance was that of Hans Joachim Walter, the reigning European Champion, who lost only 30 points. The less powerful cars were at a definite

A short run brought little respite and then the third group of stages began near Kozani and was run in two parts of 26.5 and 56.5 kms. The first part was over good tarmac surfaces with undulations of up to 300 feet. The

disadvantage.



Hans-Joachim Walter's Porsche climbs Mount Parnes. He made fastest time of 7 mins. 19.7 secs, and finished fourth overall in the rally.

The severity and high speed of the Greek Acropolis Rally is gaining for it a reputation alongside those of the Alpine and Liège classics. Success gained on the hot and dusty mountain roads of Greece really means something; it is reflected in sales for the cars concerned and guarantees that they have been tested in one of the most arduous sporting events in the world. It attracted works entries from Mercedes, Volvo, Citroën, Sunbeam-Talbot, Austin-Healey,

Ford, Wartburg and BMW.

That Bohringer and Lang should have won in the Mercedes 220SEb is particularly meritorious as the big car is scarcely the most suitable vehicle for the narrow and rough roads of the special stages where they clinched their victory. Last year's winner, Eric Carlsson, brought his SAAB home in second place with 78 penalties, 10 behind Bohringer and 50 ahead of Rene Trautmann's Citroën, which, in its turn was nearly 200 marks ahead of the Walter/Schollter Porsche in fourth position overall. The important team prize went to Ford, an auspicious start for Syd Henson's new career as competitions manager.

In the comparative cool of the evening 46 cars started from Athens and nine from Graz in Austria. A notable nonstarter from Athens was Rauno Aaltonen, whose Cooper-Mini was scratched. The Greek driver Zannos (who is the country's leading rally driver and who went on to win his class in a worksprepared Rapier) was nearly unable to start. A taxi collided with his car an hour before he was due to start and damaged the steering slightly. Lightning repairs were effected and, despite doubts, they held out for the duration of the rally. For the first 24 hours the going was fairly easy and over good roads as the Graz contingent went via Zagreb, Belgrade, Skopje and Amhipolis to meet the Athens starters (whose route took them via Sounion, Marathon, Thermopylae, Thessalonika and Alexandro-



Eric Carlsson pressing on as usual.

# **ACROPOLIS**

REPORT AND PHOTOGRAPHY BY MICHAEL DURNIN

Eugen Bohringer/Peter Lang (Mercedes)
Win the Acropolis Rally—Class Wins
for Ford, Sunbeam and B.M.C.—Fords Win
Manufacturers' Team Prize

second and longer part was from near



Henry Taylor/Brian Melia (Ford Anglia) finished 10th in the rally and were a member of the winning team.

poulis) at Serrai, where there was a three-hour rest period in the evening. Already there was a retirement when Damascos crashed his SAAB and broke an arm near Thessalonika.

Almost immediately after leaving Serrai the cars entered the first group of special stages, on the roads to Thessalonika. Despite slight rain at Serrai the roads of the stages, one of 18 kms. and one of 24.7 kms. were dry for the later cars, but quite wet for the leaders. They were in fairly low hills but the going was quite exceptionally twisty over an asphalt surface but with a covering of loose gravel.

Then came sensation: within one kilometre all three team Rapiers retired with bearing trouble caused by restricted oil flow caused by a new type of oil cooler. This was quite fantastic as the Rapiers of Rosemary Smith/Rosemary Seers and Zannos had identical engines and coolers as the team cars of Peter Harper/Ian Hall, Tiny Lewis/Keith Ballisat and Paddy Hopkirk/Jack Scott. The two more fortunate crews were anxious throughout the remainder of the rally but their cars never missed a beat.

Then another easy road stage led to the second group of stages near Verrai, where the first cars arrived around midnight. There were two stages of 9.7 and 13 kms. respectively. The surface was of smooth tarmac but very narrow and very twisty, the first part being a steep climb up Mount Verrnion, one of the highest in Greece. The second part was also uphill going at first but then levelled out and then descended again.

Gravenna to Hani Mourgani and was a mixture of uphill, down hill and flat roads but with the complication that thick clouds of dust were thrown up by the cars which obscured vision and reflected back the light of head lamps in a far worse way than fog. The dust was from red soil and was so thick that passing was an extremely hazardous undertaking. The technique adopted was not to pass on the straights, when the dust was thickest but to wait for corners where the wind had a chance to blow the road clear. It was ironic that the stage with the longest straight stretches should have been one of the slowest of the event.

It was here that Henry Taylor and Brian Melia had a fuse blow which caused all their auxiliary lamps to go out on a tricky corner. Nevertheless, using the lamp which Brian disconnected from the Halda for map reading, they were amazingly fast in the circumstances and lost only 87 marks. Bohringer, Carlsson and Trautmann were all clean over this section, which definitely established them in the first three places

overall.

Then after two very easy road sections to Larissa and Volos the field reached the famous Portaria climb on Mount Pilion. This section is said to be the most difficult of the rally and perhaps of all International rally stages. The

(Continued on page 800)



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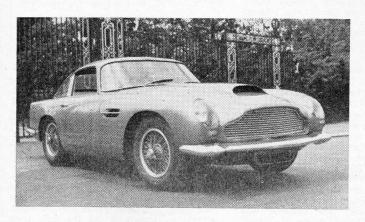
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# **Club News**

By MICHAEL DURNIN

THE London Motor Club will be holding their second race meeting at Snetterton on 8th July. It is a restricted meeting and members of the S.M.R.C., B.R.S.C.C., J.D.C., B.A.R.C., W.E.C.C., N.S.C.C., A.M.O.C., P.M.C. and E.C.M.C. are invited. There will be two High Speed Trials, Markey scratch race, the Chelsea Trophy. a Marque scratch race, the Chelsea Trophy race for Juniors, the Jack Fairman Trophy race for sports and saloon cars and the Bardahl Trophy race for saloon cars. The only limitation in the last event is that the only limitation in the last event is that the cars must have four full-sized seats! Regulations are obtainable from the secretary of the meeting, Barry Simons, 8-10 Charing Cross Road, London, W.C.2. It should be a good meeting for the Clerk of the Course is John Bekaert. . . The Racing Car Club are to have a race meeting at Snetterton on Whit Monday. There are races for all types of cars—from saloon to Formule Libre—and the invited clubs include B.R.S.C.C., London M.C., Club Lotus and 750 M.C. The Racing Car Club (alias the 250 M.R.C.) are strongly in favour of reviving 500 c.c. racing to club level (and no further) as they feel this will provide the cheapest form of single-seater motor racing. There will be a race for 250 c.c. and 500 c.c. racing cars at their meeting and all owners of these machines are urged. racing. There will be a race for 250 c.c. and 500 c.c. racing cars at their meeting and all owners of these machines are urged to compete. Regs. are available from P. W. Bodle, Mill View, Weston Road, Walkern, Hertfordshire. ... North Stafts Motor Club are, on 17th June, holding a hill-climb at Loton Park. Entries are invited from members of B.O.C., M.A.C., J.D.C., M.G.C.C., Severn Valley M.C., Porsche O.C. and Mid-Cheshire M.C. There seems to be classes for every type of car—apart from karts—and the entry list is open until 5th June. The secretary of the meeting is J. H. Greenwood, Walley Street, Biddulph, Stoke-on-Trent, Staffs. . . . If you hurry, you will be able to enter for the Romford Enthusiasts' Car Club Snetteron Sprint on 10th June (Whit Sunday). All types of cars are catered for, including a special category for absolutely standard production saloons, and the secretary of the meeting, C. A. Pelling, 25 Denbigh Close, Hornchurch, Essex, must receive your entries by first post Monday, 4th June. . . . The 17th Annual Plymouth Rally, a National British event, will be held on 22nd-23rd June. The Plymouth Motor Club state that it will run on much the same lines as last year, although the night section will be tightened up and they hope to include at least one special stage. The rally starts at Plymouth, London, Birmingham, Bristol and Southampton and all routes will converge at the White Horse Filling Station, near Exeter (M.R. 176/868928). There are plenty of cups and awards

to be won and entries must be received by first post Monday, 4th June by D. L. Jeffery, 41 Market Road, Plympton, Plymouth. . . The Evesham Automobile Club's sprint at Long Marston Airfield has, this year, been upgraded to National British status and it counts towards the Autosport National Sprint Transpur Its is being held. this year, been upgraded to National British status and it counts towards the Autosport National Sprint Trophy. It is being held on 24th June and regulations are available from M. L. Blinkhorn, 12 Vine Street, Evesham, Worcs. . . This year's Westbrook Hay hill-climb, which counts towards the R.A.C. Hill-Climb Championship, is to be held on 7th July. Entries close on 18th June (though late entries can be accepted up until 28th) and entry forms can be obtained from E. R. Sturt, Herts County Automobile and Aero Club, c/o Chandos Press, Ltd., South Road, Edgware, Middlesex. . . The West Essex Car Club are holding a restricted Autocross on 17th June and entries are invited from the following clubs: B.T.R.D.A., Cambridge C.C., East Anglian M.C., Harrow C.C., London M.C., Falcon C.C., Championship entrants of the Association of Eastern Motor Clubs and the B.R.S.C.C. The meeting qualifies for the Association of Eastern Motor Clubs Special Event Championship and it will take place at Skinners Farm, Abridge, Essex. Saloon cars, open cars and sports cars are eligible and the entry list closes on 11th June, regulations and entry forms being available from R. L. Archer, 160 Hermon Hill, S. Woodford, London, E.18. . . The Sevenoaks and District Motor Club's Eighth Annual Kent Rally takes place on 16th-17th June and members of the following clubs are invited: B.T.R.D.A., B.A.R.C., London M.C., Bexley L.C.C., Godiva C.C., South Wales A.C. Errephorough D.M.C. Briefel members of the following clubs are invited: B.T.R.D.A., B.A.R.C., London M.C., Bexley L.C.C., Godiva C.C., South Wales A.C., Farnborough D.M.C., Bristol M.C. and L.C.C., Herefordshire M.C. and Swansea M.C. In view of the difficulties arising in organizing a rally in S.E. England, the organizers have been brave enough to run, their premier event in Wales. and the organizers have been brave enough to run their premier event in Wales and, in doing so, they have the blessing of the Association of Welsh Motor Clubs and the assistance of the South Wales A.C. Regs, and entry forms can be obtained from Peter W. Neighbour, Pine Cottage, Willow Grove, Chislehurst, Kent. . . . The 2300 Club inform us that their third annual Mullard Trophy Raily will take place on 23rd-24th June. The event is open to members of the following clubs: Airedale and Pennine M.C., B.A.R.C., Caldervale M.C., Lancs A.C., B.A.M.A., Fylde M.S.G., Chorley A.C., Knowldale C.C., Lancs and Ches C.C. and Huddersfield M.C. Contact H. Edwards, Hillberry, 109 Arran Avenue, Blackburn, for regs. and entry forms. . . The Mid-Thames Car Club's Midsummer Rally Mid-Thames Car Club's Midsummer Rally Mid-Thames Car Club's Midsummer Rally takes place on the same weekend. The rally is open to members of the Brent Vale C.C., B.A.R.C., B.R.S.C.C., Chess Valley M.C., C.S.M.A., East Surrey M.C., Hants and Berks M.C., Harrow C.C., Herts County A. and Ae.C. and London M.C., and entries should be sent to Mrs. R. M. Rogers, Flat 3, 16 Lansdowne Road, London, S.W.20. . . . The 750 Motor Club,

Club Lotus and the Racing Car Club are holding their annual Trio meeting at Brands Hatch on 1st July. There are races for 750 and 1172 Formulae cars, Juniors, saloons, Lotus "sixes and sevens", sports cars and 250/500 c.c. racing cars. Entries to A. W. Butler, 1 Hawkhurst Way, West Wickham, Kent. This is, of course, a closed meeting—but most people belong to at least one of the clubs! . The South-Eastern Centre of the B.A.R.C. have an autocross on 1st July at Priesthawes, near Polegate, Sussex. Entries are invited from members of the Circle C.C., the Brighton and Hove M.C. and the Eastbourne and D.M.C. Regs. and entries from R. W. Huggett, 24A Seaside Road, Eastbourne, Sussex. . The Eastern Counties Motor Club's Snetterton race meeting on 1st July, a National British one, will ing on 1st July, a National British one, will include races for Grand Touring cars, Formula Junior cars—the annual 100-mile race—and an event for Minis. It is a points corring meeting counting towards the Augustian scoring meeting counting towards the AUTO-SPORT Championship and entries should be sent to D. G. Wright, 86 Penzance Road, Kesgrave, Ipswich, Suffolk.

#### **Coming Attractions**

2nd June. Monaco Formula Junior Race (F.J.).
Eight Clubs' Race Meeting, Silverstone,
near Towcester, Northants.
North Midland M.C. Sprint, Riccall Aerodrome, near Selby, Yorks. Starts 2 p.m.
3rd June. Monaco Grand Prix (FI).
Snetteron M.R.C. Race Meeting, Snetterton,
near Thetford, Norfolk.
Midland A.C. Hill-Climb, Shelsley Walsh,
near Worcester. Starts 12,30 p.m.
Thames Estuary A.C. Sprint, Brands Hatch,
near Farningham, Kent. Starts 9 a.m.
Airedale and Pennine M.C.C., Caldervale
M.C., Ilkley M.C. Hill-Climb, Baitings
Dam, Rochdale Road, Ripponden, Yorks.
Starts 2 p.m.

Dam, Kochdale Koad, Kipponaen, Forks.
Starts 2 p.m.
Surrey S.M.C. Driving Tests, Swanborough
Farm, Lewes, Sussex (1 mile S.W. of
Lewes 4275). Starts 2.30 p.m.
Brighton and Hove M.C. Driving Tests,
Balmer Farm. Starts 2.30 p.m.
7th-12th June. Alpine Rally.
9th June. B.R.S.C.C. Race Meeting, Castle
Combe, near Chippenham, Wilts. Starts

2.30 p.m., B.R.S.C.C., Race Meeting, Rufforth, near

B.R.S.C.C. Race Meeting, Rufforth, near York.
750 M.C. Race Meeting, Debden, near Saffron Walden, Essex. CLUB MEMBERS ONLY ALLOWED.
10th June. Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos. Starts 11 a.m. South Wales A.C. Hill-Climb, Castel Farm, Llangynwydd, near Bridgend, Glam. Starts 2.30 p.m.
Romford E.C.C. Sprint, Snetterton, near Thetford, Norfolk. Starts 2.30 p.m.
11th June. N.S.C.C International Race Meeting, Mallory Park, near Hinckley, Leics. B.A.R.C. Race Meeting, Crystal Palace, Sydenham, London, S.E.19. Starts 1.30 p.m.

p.m. B.A.R.C. Race Meeting, Goodwood, near B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex.
Racing C.C. Race Meeting, Snetterton, near Thetford, Norfolk.
Dowly M.C. Sprint, Staverton Aerodrome, Glos.
West of England M.C. Hill-Climb, Wiscombe Park, near Honiton, Devon,
11th-15th June, R.S.A.C. Scottish Rally.

#### EASTERN COUNTIES M.C.

#### NINTH FELIXSTOWE RALLY

THE ninth Felixstowe Rally organized by the Eastern Counties M.C. was held on 20th May, and was once more a qualifying event for the B.T.R.D.A. Flather Star. Previously the start had been at Martlesham Aerodrome, but this year the start was held at the Civic Car Park in the centre of the town. Competitors were despatched to the first test at the Spa Pavilion and from there they went along the sea front to the pier pavilion for Test 2.

Test 3, "Spinners Paradise", was at the Cavendish Hotel. From the start the course ran left round a pylon, right through 360 deg, and round another pylon, on the left this time, through 360 deg. and into a box 30 ft. by 30 ft. and back over the same course to the finish. At this point lunch was taken.

After lunch, Test 4 found competitors back at the pier pavilion for the "Tri-corn". The next test, "Cavendish Rock", was back at the Cavendish Hotel. Test 6 found competitors converging at the top of Convalescent Hill ready to indulge in "The Plunge", which all of them did, some, no doubt, with a certain amount of trepidation. From these delights back to the Spa Pavilion; "The Tadpole" was to follow. The Spa Gardens are about 120 yards long: halfway along was a chicane followed by the permanent island back through the chicane and over the finish line.

Back to the pier pavilion where the E.C.M.C., as always up to date, laid

on "The Twist"! From the start the course, left round a pylon, then right, course, left round a pylon, then right, left, right round further pylons, back clockwise round the first pylon to cross the finish line facing in the direction of start. Cavendish Hotel was the site of Test 9, "Hairpins". Bill Brooks had the misfortune to remove a wing of his A40 on this test and retired as a result. The 11th and final test was back at the Spa and entitled "Double Hitch". This called for entrants to travel forwards for about for entrants to travel forwards for about 90 yards, passing a pylon on the right, reversing, passing it on the left, then round the island to a pylon some 30 yards from the start line, reverse around it and back to the start/finish line. Thus ended another Felixstowe. Mention must be made of Mrs. Lasts's immaculate

(Continued on page 799)

#### New G.P. Cars-continued

The Porsche chassis is a conventional tubular structure, but it has torsion bars all round instead of the more usual helical spring struts. Most interesting are the disc brakes, which have removed the Achilles heel of the Porsche. The actual discs are driven from their outside diameter by large light-alloy spiders and their calipers consequently operate from inside, instead of clamping over the outside of the discs. The Porsche does not yet employ the fashionable wide rear track that some of its rivals effect, and it may be that an extra few inches in this dimension would be beneficial.

The B.R.M. is so far the only car that carries an effective fuel injection system. It does not appear to have quite the ultimate maximum speed of the Lotus, but this may be due to the unstream-lined "Auto Union" exhaust system which may later be tidied up. This extremely effective machine now has reliability as well as roadholding, and it is expected that a lighter gearbox, with a quicker change, will be incorporated in due course.

The new 1½-litre racing cars are certainly full of technical interest and they make a splendid noise. Although certain design features are common to all of them, there are many very great differences, as this short article makes clear. They are becoming far too costly, however, and this is a very real danger to the future of motor racing.

#### Felixstowe Rally-continued

Austin 7-a 1925 Chummy in B.R.G. with black wings (and the spectators loved it!), Norman Morley in the exworks Alpine rally-winning Austin-Healey 3000 and Howard Sergeant in his beautiful "E"-type which he handled impeccably on the very difficult tests.

Don Harris had a highly successful day, taking three awards; to Elizabeth Brehm went the Ladies' prize and the miniature pylon for the most pylons knocked down—three! P.W.S.

Results
President's Challenge Trophy to the Outright
Winner, Don Harris (D.M.F.). Class Winners:
Peter Anton (Austin-Cooper); John Price (A35);
John Adams (VX 4/90); W. Rennie-Roberts
(Zephyr); John Townsend (Sprite); Gordon Tibbenham (TR3); Norman Morley (Austin-Healey
3000); Don Harris (D.M.F.). The Felixstow
3000); Don Harris (D.M.F.). The Felixstow
Team Trophy: M.G.C.C., "B" Team. The
Thurlow Team Trophy: M.G.C.C., "A" Team.
Ladies' Award: Elizabeth Brehm. Conrad Taylor
Challenge Trophy for the Best-Placed E.C.M.C.
Driver: Don Harris, Austin Trophy: John Townsend (Austin-Healey Sprite). Morris Trophy: Ian
Mantle (Mini-Cooper). Ford Trophy: Nigel
Dickin (Anglia). Results Dickin (Anglia).

#### Brands Hatch—continued

song; Blumer then lapped Bloor; Charles retired with smoke pouring from his car—and it was all over. Jimmy Blumer drove his what now must be termed elderly Cooper Monaco as immaculately as he has always done this year and, Innes Ireland's Lotus 19 not being entered at Brands, his days of being the "eternal second" were at last over. After the race the garlanded Blumer was driven around the circuit in Peter Sutcliffe's Jaguar which had finished sixth in front of Jopp.

The race had been run at a scorching pace and it was no surprise when it was announced that the sports car class lap records had been well and truly smashed. John Coundley's time of 1 min. 53.0 secs., 84.42 m.p.h., was a new over 2,000 c.c. record, Blumer's 1 min. 48.0 secs., 88.33 m.p.h., was a 2,000 c.c. record and Bill Moss had the small consolation of establishing a new 1,300 c.c. class record of 1 min. 49.6 secs., 87.04 m.p.h.

With Roy Salvadori in pole position on the grid in John Coombs's 3.8 Jaguar, and having lapped nearly three seconds faster than Sir Gawaine Baillie's 3.8, the result of the touring car race looked a foregone conclusion, Charles Kelsey's Chevrolet Chevy II and Peter Dodd's Jaguar completed the front row and arranged behind were assorted Minis, Rapiers, Borgwards and VX4/90s mingled with solitary examples of Mercedes-Benz, Vauxhall Velox and Simca. When the flag dropped the enormous acceleration of Kelsey's Chevy II told and he led the Jaguars into Paddock.
"Of course," the wise nodded, "it will only be a matter of time, . . ." However, the Chevrolet was still ahead after Druids . . after Bottom . . after South Bank Bend and into the "extension". Most people expected to see the Coombsentered Jaguar well in front when the cars appeared in the view of the grandstands. But no! Although Salvadori closed up on all the corners, even using every last inch of the road, he was unable to dislodge the Detroit monster from the lead. Charles Kelsey, a Jim Russell pupil of last year, was driving the Alexander Engineering-entered Chevrolet with great skill and what he lost on the bends he gained on the straights.

Meanwhile, there was some exciting racing going on behind, but even the Mini struggle was being overshadowed by the battle of the giants ahead. Behind Kelsey, Salvadori, Baillie and Dodd, Edward Lewis was leading the 2-litre class in his Riley 1.5 and was holding

off the determined attacks of Christabel Carlisle whose red Mini led the 1-litre division. There followed Mick Clare's Mini and then a nose-to-tail bunch comprising Nicky Byrne (Mercedes-Benz), Tony Rutt (Mini), Peter Pilsworth (Rapier), Graham Burrows (Mini) and Peter Jopp (Rapier), the two Alan Fraser-entered Sunbeams eventually getting the better of it. On the sixth lap the Chevrolet started to smoke and Salvadori tried harder but it still remained ahead. On lap seven they were lapping John Sutton's Velox involuntarily baulked Kelsey who was forced to take the outside line, Salvadori was dead level but on the inside. Surely Salvo would lead around Druids? NO! Kelsey somehow managed to keep ahead and in spite of Roy's determined challenges and waving fist, which were all the more determined at Bottom Bend, Kelsey even managed to hold off a do-or-die attempt at Clearways on the last lap, and he won, his Chevrolet still smoking—but in

triumph. It was a tremendous race!
It was pretty obvious that Kelsey had been baulking Salvadori around the bends but it was equally clear that he could not help this and in any case he always drew slightly away along the straights. Sir Gawaine Baillie was third, not all that far behind, Dodd fourth and Lewis fifth, ahead of Christabel Carlisle, who, once again, beat the men in her class. Lap records were shattered once more in this race, Salvadori, Byrne, Lewis and Clare all establishing new class times, the most impressive being that of Salvadori who lopped 2 secs. off Mike Parkes's Jaguar record and left it at 1 min. 58.8 secs., 80.30 m.p.h.

The last race of the day was for 1-litre G.T. cars and it was dominated from start to finish by the marque Marcos. Stephen Minoprio's grey 1962 Marcos-Ford led from the Union Jack to the chequered flag, his only likely challenger. Dick Prior's works Marcos, retiring with fuel starvation after but three laps. Keith Holland's rapid G.S.M. Delta, now sporting a pretty home-made hard top, acquired second place and remained there despite the determined efforts of Jack Oliver whose 1961 Marcos only failed to steal this position by two feet. Chris McLaren's red 1961 Marcos was fourth only a few lengths behind and John McKechnie's Morgan 4/4 fifth.

The meeting was now concluded. It

had been a memorable day; the mighty sports cars made wonderful thunderous noises and Jaguars were beaten in a touring car race—and this was a proper Group 1/2 race.

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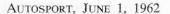
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Acropolis—continued

first part was a 4½-km. hill-climb to Portaria. It is very twisty and quite slow and climbs some 600 feet over its distance. Walter maintained his record of being fastest on all the climbs by recording a time of 4 mins. 13 secs. and other interesting times were: Pat Moss, 4 mins, 14.6 secs.; Bohringer, 4 mins, 16 secs.; Carlsson, 4 mins, 34.2 secs.; Trautmann, 4 mins, 39.1 secs.; Rosemary Smith, 4 mins. 57.5 secs.; Henry Taylor, 4 mins. 45 secs.; and Zannos, 4 mins. 38 secs.

After the climb the first special stage of 20 kms. started. The first 10 kms. were fairly flat but terribly twisty and the surface was loose gravel. A very steep and dangerous descent followed where the red soil caused thick dust. The organizers claim that this is the section which really sorts out the men from the boys. Over enthusiastic from the boys. Over enthusiastic cornering can cause a drop of 3,000 feet into the sea and caution was the order

The second part of the Volos-Volos loop was, for contrast, over good but polished surfaces. The road plunges downhill at a frightening rate and has wide, fast corners which can be taken almost flat. Phil Crabtree/Sam Croft-Pearson (Anglia) went off the road on to a railway track here but were soon back on and had to limp onwards to the control where two broken wheels were changed. The Israeli Sabra (a Reliant Sabre) of Gumpert and Ziravsky retired here when the electric motor driving the fan burnt out and the Alfa of Capitanagis also went out with engine trouble on the loop. Anne Hall also had a brief but painless excursion off the road right on top of Mount Pilion and carried on with only seconds' delay. She stopped about 18 ins. away from a long, long drop. Rosemary Smith lost many marks while struggling to regain the road after

a 4-foot drop.

Then from Volos (a seaside town) another special stage led to Lamia over 11 kms. of downhill road with a good surface but with continual corners rang-ing from hairpins to long "flat" bends. At Lamia Carl-Magnus Skogh retired his 850 GT SAAB when the newly fitted disc brakes failed.

From Lamia the most difficult of the road sections came between Makrakomi and Frangista, which had to be covered at 66 k.p.h. for all cars, a task to which many were unequal. The first 10 kms. climbed 2,000 feet over fantastically convoluted roads. Then a fast 70 kms.

The victorious pair, Eugen Bohringer and Peter Lang, stand by their Mer-cedes-Benz 220SEb.

On the Sunday there were two halfhour races at the Tatoi military airfield circuit. The absolute "hairiness" of some of the driving was quite remarkable to say the least, but the only casualty was the clutch of Andersson's Volvo, which gave up and made it impossible for him to compete in the final hill-climb at Parnes and eventually dropped him a place in the results.

Mount Parnes, formerly one of the European Championship climbs, is a superbly varied climb. The first 3 kms. are very fast and some of the bends taken at about 100 m.p.h. (Here the Virgin/Hallenbourg Volvo retired with no clutch.) Then another 3 kms. of



Winning team of Anglias. Left to right are Ken Chambers/Peter Marshall, Phil Crabtree/Sam Croft-Pearson and Henry Taylor/Brian Melia.

section over steep and winding roads with a loose gravel surface went continuously downhill to Frangista. Only seven crews made it on time (Walter/ Gottleib; Moss/Mayman; Taylor/Melia; Bohringer/Lang; Trautmann/Hervé; Carlsson/Svensson and Andersson/ Karlsson) and, for a road section, it was extremely tough. John Chronides, currently leading the Greek speed cham-pionship, was the only local driver to be up to schedule, but unfortunately the crank of his SAAB broke near Frangista. Another retirement here was the "Jock"/Andreasson Volvo, with a broken sump.

From Frangista three easy road sections led to the last group of special stages, between Nafpaktos and Delphi. There were two parts of 20 and 9 kms. respectively and both were over good tarred roads. The first was very fast and usually straight, while the second was downhill and very meandering. On this section the Peraticos/Termentzis BMW 700S hit a rock and had to give up.

.At Delphi there was a short 3 kms. hill-climb and then it was a very easy run-in to the finish at Athens. Walter run-in to the finish at Athens. was, as usual, fastest at Delphi with a time of 2 mins. 29.3 secs.; Moss recorded 2 mins. 33.8 secs.; Bohringer 2 mins. 32.7 secs.; Taylor 2 mins. 49 secs.; Crabtree 3 mins. 10.4 secs.; Hall 3 mins. 10.2 secs.; Carlsson 2 mins. 46.9 secs.; and Andersson 2 mins. 48.5 secs.

At Athens there was a short driving test which was notable for the excitement caused when the Harris/Ickx Merc. appeared to break its gearbox. However, all was well and they were able to free it in time to place their car in the parc fermé for the night.

very tight bends and hairpins where the average speeds fall well down, followed by the last 4 kms. which are between the by the last 4 kms. which are between the first two parts in severity. Walter's winning time was 7 mins. 19.7 secs.; Moss 7 mins. 41.7 secs.; Bohringer 7 mins. 45.1 secs.; Carlsson 8 mins. 1.1 sec.; Trautmann 8 mins. 18.5 secs.; Taylor 18 mins. 17.8 secs.; and Zannos 8 mins. 10.8 secs. Incidentally, the absolute re-10.8 secs. Incidentally, the absolute record for Parnes stands to the late Wolfgang von Trips (Porsche RS) at 6 mins. 30.4 secs.

Even at this time it was known that Bohringer/Lang (Mercedes 220SEb) were in first place, followed by Eric Carlsson/ Karl-Eric Svensson (SAAB) and René Trautmann/Lucien Hervé (Citroën), but there was still some doubt about the next few places, and the inevitable hanging about for the next 12 hours had distinct qualities of suspense. Then the results were provisionally announced to bring an extremely good event, well worthy of the Championship, to a close.

#### **Provisional Results**

Provisional Results

1, E. Bohringer/P. Lang (Mercedes 220SEb), 68;
2, E. Carlsson/K. E. Svensson (SAAB), 78; 3,
R. Trautmann/L. Hervé (Citroën), 128; 4, H. J.
Walter/W. Schollter (Porsche), 329; 5, G. Harris/
P. Ickx (Mercedes), 365; 6, G. Andersson/W.
Karlsson (Vo'vo), 370; 7, R. Neyret/I. Terramorsi
(Citroën), 356; 8, Pat Moss/Pauline Mayman
(Austin-Healey 3000), 378; 9, Anne Hall/Val Domelo (Ford), 446; 10, Henry Taylor/Brian Melia
(Ford), 468; 11, S. Zannos/"Campani" (Sunbeam
Rapier), 498; 12, E. Kotsonis/G. Raptopoulos
(Auto Union), 518; 13, Mrs. E. Rosysts/Miss U.
Wirth (Mercedes), 562; 14, L. van Ophen/J. Patte
(Mercedes), 741; 15, Ken Chambers/Peter Marshall
(Ford), 745; 16, Phil Crabtree/Sam Croft-Pearson
(Ford), 745.
Manufacturers' Team Prize; Ford Anglia: Henry

(Ford), 746.

Manufacturers' Team Prize: Ford Anglia: Henry Taylor/Brian Melia (Group III): Ken Chambers/Peter Marshall (Group II); Phil Crabtree/Sam Croft-Pearson (Group I).

Coupe des Dames: Pat Moss/Pauline Mayman (Austin-Healey 3000).

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

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AUSTIN-HEALEY 3000. 1960 series. One owner only, unmarked green with pale grey interior, fitted disc brakes, overdrive, heater. Choice of two from £955

M.G.A. 1959. Two-seater, finished in silver with black cockpit and radio, heater, X tyres, £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

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

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

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

PEERLESS. 1958. Phase I. Two owners from new, in red with pale grey interior, with overdrive, wire wheels, disc brakes, radio, heater.

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TR3A. 1959. Two-seater finished in pale blue and fitted radio, heater, disc brakes, X tyres, twin spots, tonneau. £635

The Chequered Flag (Sports Car Specialists) Ltd. HIGH ROAD CHISWICK W.4

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ASHLEY, 1961. Two-seater, one owner, 8,000 miles only. Not just another special but a superbly built sports car. All new parts (costing £720), with 100E unit with stage IV Aquaplane, modifications, close ratio gears, X tyres, full weather equipment, tonneau, wing mirrors, wood-rim steering wheel, rear seat, etc.

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

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M.G.A. 1956. Two-seaterfinished in red with black upholstery, with radio, tonneau cover, X tyres, new hood, etc. Also one other in black, both £445

MORGAN 4/4. 1959. Two-seater, one owner only from new, in red, with radio, heater, twin spots, new tyres, etc. £425

JAGUAR XK140. 1955. Drop-head coupe. A delightful car in dark red, equipped with twin spots, X tyres, luggage rack, wing mirrors, safety belts. £545

AUSTIN-HEALEY SPRITE. 1960. Two-seater, finished in white with red cockpit, fitted every extra including wing mirrors, heater, safety belts, etc. TR2. 1954. Two-seater finished in black with red cockpit, X tyres, tonneau cover, screen

washers, reground crank, etc. M.G.A. 1600 ROADSTER. 1960. Two-seater, finished in white, with radio, heater, screen

TR3 1957. Two-seater. A particularly bright example in red, with red cockpit, new tyres all round, tonneau cover, screen washers, etc.

AUSTIN-HEALEY 100/4. 1954. Two-seater, unmarked ice blue, with dark blue interior, wire wheels, heater, overdrive, wood rimmed steering wheel.

M.G.A. 1600. 1959. Fixed head coupe. One owner from new, unblemished red, with heater, screen washers, RS5's, etc.

The Chequered Flag (Midlands) Ltd. ARKWRIGHT STREET NOTTINGHAM

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Tel.: COPpermill 3345/6.

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-EDGware 1216.

1959 A35. £200 Speedwell mods., never raced, 19,000 miles, as new. £425.—Kingsway Motors, Hoylake. Tel.: 3351.

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NOV. 1958, SPRITE, two-tone blue, heater, luggage rack, bumpers. £375 o.n.o.—
ORPington 31018.
SPRITE, 1959, fibreglass bonnet, hard top, 19,000, Michelin X. Extras. £435. Terms arranged or consider part exchange Mini, etc.—Gerrards Cross 4160

SPRITE, July 1961, 15,000 miles, standard, SPRITE, July 1961, 15,000 miles, standard, off-white, no faults, terms available. £460.—Woodall Bros., Witherenden Hill, Burwash, Sussex.

THE immaculate Austin-Healey 100/4 advertised recently is still available. Best offer over £400 secures. H.P. possible.—Glanfield, 28 The Drive, Bexley, Kent. Bexleyheath 2954.

1960 SPRITE, most extras, hard top, heater, spot, fog, reversing lamps, Girling disc brakes, wire wheels, Shorrock supercharger, 3.9 axle, Turbospeeds, 15,000 miles. Never entered in any competition, one owner since new. £525.—Box 4714.

AUSTIN-HEALEY SPRITE WITH
COVENTRY CLIMAX CONVERSION

1961 Austin-Healey Sprite with the Coventry
Climax FWE 1,220 c.c. conversion. Red with
black trim, fitted many extras, disc brakes, antiroll bar, heater, wood rim steering wheel. Fantastic performance, 107 m.p.h. and 32 m.p.g. This
is the actual Racing Car Show model, beautifully
prepared and meticulously converted. Total
genuine mileage 480 miles! Wonderful value at
£1,045.

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Sprites. Choice of five, Mk. I and Mk. II, from ... ... ... ... £395 Sprite Supercharger with vacuum gauge, 600 miles Le Mans Kits for BN1 or BN2 ... £35

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1958 SPRITE, excellent condition. £350 o.n.o. for quick sale,—Chalfont St. Giles 2430.

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1960 CONDOR F.J. FORD 105E. Engine, Cosworth/Wilen modified. Hardly used, immaculate. Photo available. £380.—Lane, 9 Mardley Avenue, Welwyn, Herts.

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BUY your Goggo from Main Distributor, London and Middlesex. New and used Goggomobils for immediate delivery. Spares and Service,—Mansell & Fisher, 93-95 Old Brompton Road, London, S.W-7. KNIghtsbridge 7705.

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"D"-TYPE JAGUAR, 1959, New 3.4-litre engine. Condition as new, £1,650, or nearest offer.—Phone: Cardiff 36338, ENGINE and gearbox in good condition. £40.—W. Parke, IA Alma Road, St. Albans. Tel.: 54922.

Tel.: 54922.

1960 JAGUAR XK 150 f.h.c., pearl grey, overdrive, radio, spot lamps, seat belts, excellent condition. £900. No offers.—Gillie Tyrer, Goodwood, Storeton Lane, Barnston, Cheshire. Tel.: Irby 2894.

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M.o.T., good tyres, steering, brakes.

Rebored engine, 10,000 miles, demister, spots, w/mirrors, new battery. £160.—Phone: ISLeworth

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Distributors in the Midlands and North for the
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etc. £400 o.n.o.—K. Barrington, 68 Kingsley Avenue, Rugby.

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L'OTUS 18, Cosworth 997 motor giving 88 b.h.p.
OTUS 18, Cosworth 997 motor diving 88 b.h.p.

Betchworth 2095.
2-LITRE LOTUS XV. Special Coventry Climax engine, 2½-litre crankcase, ZF gearbox. Last XV chassis made, full App. C, perfect condition. Potential winner any sports car race. £1,750.—R. F. Peirpoint, 5 Heathdene, Heath Road, Weybridge 6091.
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COVENTRY CLIMAX CONVERSION

1961 M.G. Midget with the Coventry Climax
FWE 1,220 c.c. conversion. White with red trim,
fitted anti-roll bar and heater. Absolutely as new,
total mileage 115 miles. Fantastic performance.
(Autosport Road Test, 29th Dec.). 107 m.p.h.
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DISMANTLING M.G. TA, TB, TC, all parts including body parts.—Sports and Specials, 23 Elnathan Mews, London, W.9. CUNningham 5681.

M.G. MIDGET. Red, excellent condition, R5s, little used, Mintex M.20 linings, two racing R5s, little used, Mintex M.20 linings, two racing ehromium wing mirrors, heater, tonneau cover, aero screen, wood-rim steering wheel, Leedum pile carpets, rev. counter, ammeter, map-reading light, matched manifolding, flowed exhaust, oil cooler, twin-choke Weber or twin SUs, 14,000 miles. £625—Pat Baron, The Shelling, Mayfield, Sussex, or phone: (day) Guildford 69231.

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THOMSON'S hard-surface rockers, 6s, each exchange, other exchange spares, new bushes, springs, gaskets, timing chains, brake and clutch linings, wheeks, springs, carburetters, half-shafts, crown-pinion sets and many other spares. Excellent c.o.d. service.—106 Kingston Road, Wimbledon, S.W.19, L

UMG 535. The famous ex-Constable, Tomei Jacobs. Fitted fully modified TF engine, now undergoing complete overhaul. Without doubt the fastest T-type in the country. In superb condition and complete with vanload of spares £450.—John Carlton, Mill Hill 2438.

1960 M.G.A 1600 sports, red, Derrington head and exhaust, oil cooler, close ratio box, 5,000 miles only. £660.—Gott's Garage, Ltd., Barnoldswick, Tel. 2109,

1960 (APRIL) M.G.A 1600 coupé, 11,000 miles, guaranteed, still on original tyres which are unmarked, spare unused. Many very expensive extras. One fastidious owner who has maintained this car regardless of cost. Never taken part in competition motoring of any kind. This car must be the cleanest M.G.A offered for sale today and is open to any expert examination including R.A.C. and A.A. £750. Terms could be arranged if desired.—Please apply, after 6 p.m., to Mr. T. Edwards, 46 Brookside Avenue, Kenilworth, Warwickshire. Telephone: Kenilworth 53369.

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A USTIN MINI, 1961, 11 months, special head, brake conversion, competition clutch, carburetter mods., etc. Very nippy and in genuine mint condition throughout. Genuine bargain. £485.—Phone: Leamington 24683.

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BASIL ROY, LTD., main London Distributors. Official spare parts stockists. Service and repairs. Sales enquiries for overseas visitors or purchasers invited.—161 Gt. Portland Street, W.1, LANgham 7733.

1958 PLUS FOUR, lightweight alloy body, full Kieft power modifications giving 0-60 in 7.1 secs. Some spares.—Offers to John Gamble: CITy 2621 (office); TADworth 3545 (home).

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t present we are offering a selection of 1 Minis—Austin/Morris/Cooper. Some modified. Prices ranging from £395.

Also three 1962 Cooper Minis with extras at £665. High Road, Chiswick, W.4. Tel.: CHI 7871/2/3.

TRADLINGS OF NEWBURY (The Nuffield

STRADLINGS OF NEWBURY (The Nuffield People) for Morris, including that Mini-Cooper.—Telephone: 3181/5. Service, sales and full Nuffield export facilities.

MINI, 1960, blue, heater, 22,000 miles, one owner. £410 o.n.o.—Walters, Witney 786 (after 6 p.m.).

1960 (IULY) MINOR 1000 de Luxe convertible, grey/red upholstery, extras include twin carbs., rev. counter and special exhaust, oil gauge, ammeter, spot lamp. brake booster, Silent Travel kit, H.M.V. £45 radio and two extra wheels with winter tyres, 10,800 miles since purchased new by myself. Licensed December. £475.—Mrs. Tyrer, Goodwood, Storeton Lane, Barnston, Cheshire. Tel.: Irby 2894.

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Distributors for the fabulous Ogle Mini G.T.
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1960 Cooper-Maserati, 2.7 coils all round, first last time out, new record, spare set of wheels and spares, in brand new condition, offers £1.950

1961-62 Latest low line Formula 1 Cooper, fitted latest Mark 2 Climax, five-speed gearbox. Third 1961 Italian G.P. Ex-Lewis car, in brand new condition ... ... Offers

1500 Twin-Cam Climax crank, ground all over, ...

2½-litre Climax cylinder head, perfect

#### FRED TUCK CARS

1 Alexandra Parade, Weston-super-Mare, Telephone 1655.

VW TRANS./SUSP. and brake unit, complete. Unused ex works, suitable F.J. Also Norton 500 Featherbed.—Box 4728.

IAN RABY Offers: NEW/USED FORMULA JUNIOR, SPORTS

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New MERLYN F.J. and SPORTS, prices from £1,275. Ford, B.M.C., Climax engines and spares. Exporting and shipping for clients, Stocked list of cars available.

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(Continued overleaf)



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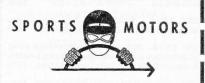
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Practice Friday evening June 22nd

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NAME (Block letters)	
ADDRESS	

(a) Cars in action (b) Cars at Montagu Museums, Beaulieu and Brighton (c) Under-18 (Junior section) (d) Colour transparencies

I, the undersigned, enter the above competition on the understanding that the decision of the Com-petition Panel and the Editor of "Autosport" will be accepted as final. All photographs submitted were taken between 23rd April and 30th September, 1962

AGE (if under 18) \_

Regulations for the competition were published in April 13 issue (page 513).

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#### Classified Advertisements-continued

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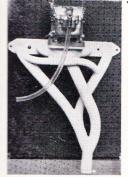
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