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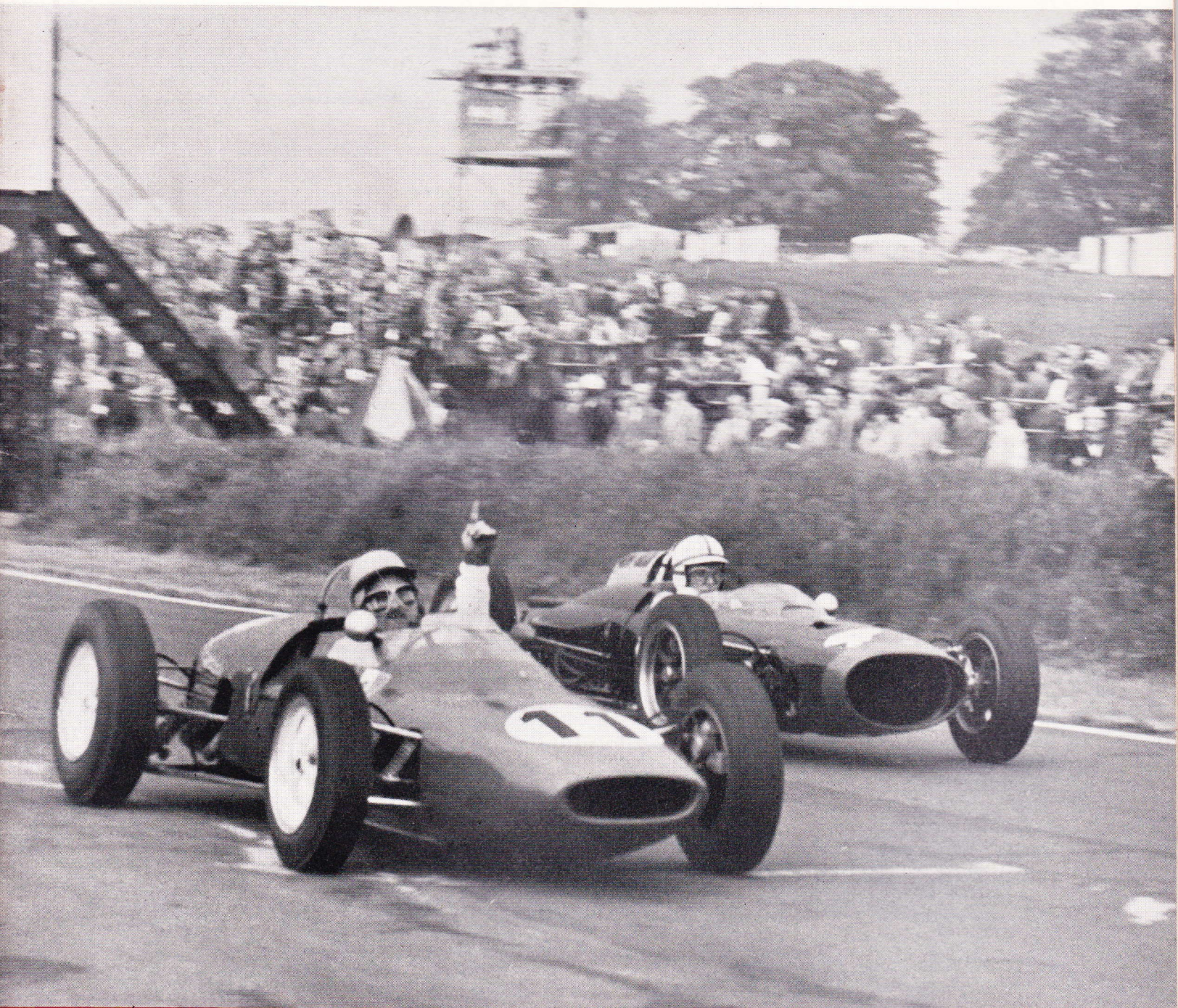
BRITAIN'S MOTOR SPORTING WEEKLY

JUNE 15, 1962

2/-

EVERY FRIDAY
Vol. 24 No. 24

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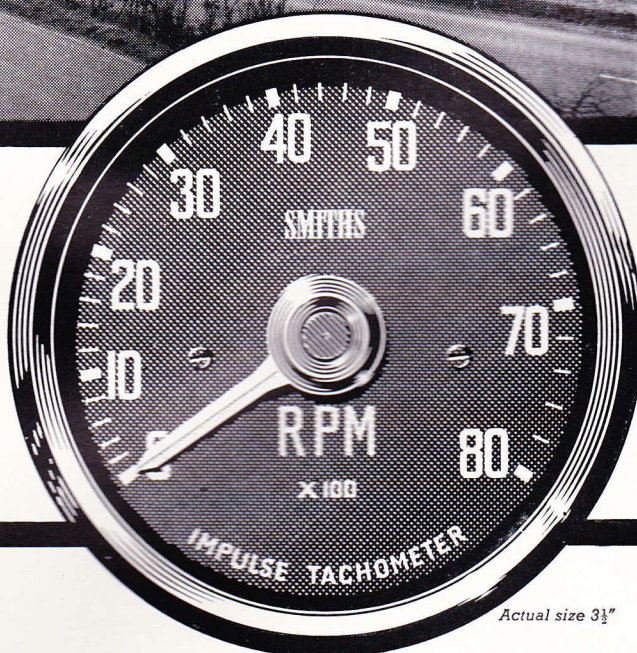


IN THIS ISSUE

WHITSUN HOLIDAY RACING—FULL REPORT AND PICTURES
JOHN BOLSTER TESTS THE ALFA ROMEO 2600 SPRINT



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TACHOMETER!

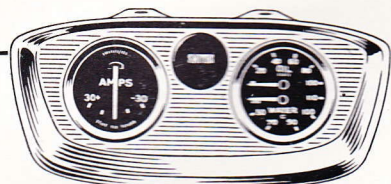


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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 24 No. 24

June 15, 1962

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EDITORIAL

PORSCHE AND FORMULA ONE

THE many Porsche enthusiasts must be wondering whether or not the concern is taking Grand Prix racing seriously enough. Changes in the technical administration appear to have had an adverse effect on what looked like being a highly determined effort. Top-line drivers Dan Gurney and Jo Bonnier are being left more or less on the sidelines, whilst confusion is rife in the administration department. There is no doubt that the eight-cylinder car is a most effective weapon, but for some strange reason there is only a half-hearted attempt to race the two cars completed. Naturally Ferry Porsche wishes the cars to be race-worthy, but this cannot be achieved unless they are raced in current Grands Prix. It was unfortunate that Gurney should have been eliminated at Monaco through no fault of his own, but it was not a fair reflection on Bonnier's ability to give him an obsolete four-cylinder car, with which the most he could hope was to finish. Porsche have achieved a splendid reputation in Grand Touring and sports-car racing, and one must not forget Gurney's fine performances in 1961 with the four-cylinder Formula 1 car. Probably the marque hoped to do a Mercedes-Benz, and start off at Zandvoort with a victory. However, their technicians have nothing like the experience or the resources of Unterturkheim, and should adapt their racing programme accordingly. They have two eight-cylinder cars completed, but even so, at the time of going to press, there is no certainty that even one of them will be produced for the Belgian Grand Prix at Spa-Francorchamps. Porsche add interest and glamour to Formula 1 racing, and their participation should be encouraged. Since Herr von Rücker left to go to BMW, the development side seems to be at sixes and sevens, with no clearly defined policy, and a general lethargy in the approach to Grand Prix racing which is most unusual in a successful West German engineering concern. The answer is to overhaul the administration side, and fulfil obligations not only to their signed drivers, but to the components and oil companies which support them.

A CROWDED WHITSUN

DURING the Whitsun holiday there were no fewer than 10 motor-sporting fixtures of some great importance, and a good many more of lesser interest from a national point of view. At least six of these took place on the same day—Monday. Three others were held on the Saturday, and only one on Sunday. This sort of calendar poses a considerable administration problem for us and our contemporaries when it comes to arranging coverage, and thus we may be a trifle biased. But it does seem to smack of muddled thinking on the part of the programme planners.

OUR COVER PICTURE

ON TO THE LOLLY: Colin Davis, in the Serenissima Lotus, waves the winner of the 2,000 guineas race at Mallory Park on Monday past him as the pair enter the straight. Surtees led the race from start to finish.

Photo: George Phillips

THE GET-A- NEW-GRIP TYRE



BUILT IN THE LATEST DUNLOP ROAD-HUG RUBBER

Dunlop pioneered high-adhesion rubber in tyres for motor racing, tyres for fast cars, tyres for luxury motoring. The **road-hug** rubber and safety tread in this new 'Gold Seal' give you totally new road-grip. You can **feel** the extra security as you corner or brake in wet or greasy conditions.

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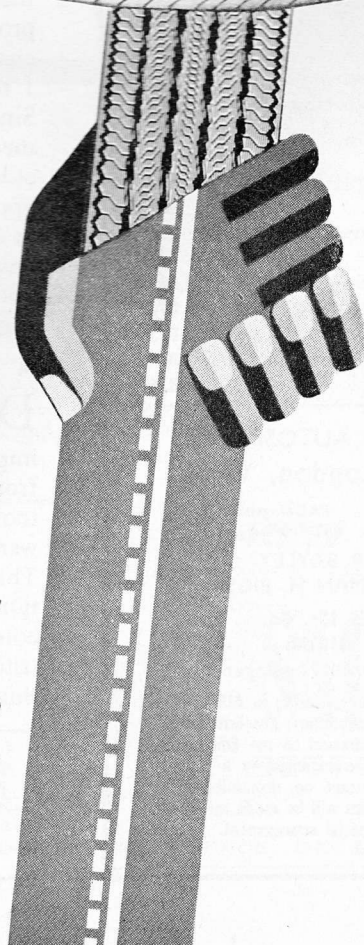
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This new tyre is offered at no extra cost. In most sizes for popular modern cars.



PIT and PADDOCK

ASTON MARTIN

RETURN TO RACING

A REVOLUTIONARY new shape at the Le Mans line-up this year will herald the official return of a famous marque to motor racing—the prototype of an exciting new Aston Martin Grand Touring car, designated at present “Project 212”.

The decision by Aston Martin—World Champion Sports Car Manufacturers in 1959—to return to competitive racing after a break of three years, is based on the need to find the most demanding tests for the engineering developments embodied in the 212.

An entirely new model in shape and performance, the 212 has the best characteristics of the DB4 with many new engine, transmission, braking and suspension features. The aerodynamic lines of the aluminium-magnesium body are a result of a whole series of stringent wind-tunnel tests. The 4-litre, six-cylinder engine, developing 345 b.h.p. at 6,000 r.p.m., gives the car a maximum speed of well over 170 m.p.h.

Graham Hill and Richie Ginther will be driving this new car over the testing Le Mans circuit, backed by an experienced Aston Martin Team under director John Wyer.

The cylinder block is cast in aluminium alloy with inserted iron cylinder liners: large diameter valves are set at an angle and are directly operated by twin overhead camshafts. Three twin-choke Weber carburettors are used and the crankshaft runs in seven main bearings. The frame of the car consists of rectangular box section members with integral light alloy floor panels. Front suspension is by unequal length wishbones with concentrically mounted spring and shock-absorber units, has its kingpins mounted in ball joints of Aston Martin design and manufacture. De Dion rear suspension, with springing by torsion bars, is controlled by telescopic shock absorbers.

The gearbox is a five-speed unit with synchromesh on the upper four ratios. A full range of instruments is fitted, including rev. counter, water temperature gauge, oil temperature gauge, oil pressure gauge and ammeter, and two bucket seats are included in the very smart body. Maximum power from the engine, as stated above, is 345 b.h.p. at 6,000 r.p.m. and the dry weight of the car is 2,150 lb. Overall length is 14 ft. 6 ins., and the overall height is 4 ft. 2 ins. Ground clearance is 5 ins. and the turning circle 36 ft.

THE Gemini team will shortly be taking a “holiday” in France. They will be competing at Rheims on 1st July, at Rouen on 8th July and at Clermont-Ferrand on 15th July.

CONGRATULATIONS department. Chris Ashmore, the enthusiastic 20-year-old driver from West Bromwich, recently became engaged to Miss Jean Fowell. Young Chris celebrated this by winning a Formula Junior heat in his Elva at Crystal Palace.



The Aston Martin 212 that is to be driven by Graham Hill and Richie Ginther at Le Mans.

ECURIE CHILTERN AT LE MANS

THE Austin-Healey entered by Ecurie Chiltern is a 1961 Mk. 2 3000 G.T. owned by David Dixon, and is a standard production model.

The car has been prepared for the event by the Competitions Department of the M.G. Car Co., Ltd., at Abingdon. The engine has been modified to the latest 1962 specifications, which include three twin-choke 45 Weber carburettors. The rear axle ratio is 3.8. The normal four-speed gearbox will be used with overdrive operating on fourth gear only.

The drivers are John Whitmore and Bob Olthoff, with Andrew Hedges as reserve driver.

THE positions in the three classes of the Grand Touring cars Manufacturers' Championship following the Berlin Grand Prix and the Nürburgring 1,000 kilometres are as follows:—

1,000 c.c. Class: 1. Abarth, 27 pts.; 2. Austin-Healey, 4; 3. G.S.M., 2. 2,000 c.c. Class: 1. Porsche, 33; 2. Alfa Romeo, 21; 3. Lotus, 3; 4. Sunbeam, 2; 5. M.G., 1. Over 2,000 c.c. Class: 1. Ferrari, 36; 2. Chevrolet, 8; 3. Jaguar, 5; 4. Lancia, 4.

A. E. RUMFITT has resigned as managing director of Stevensons Motors, Ltd., of Tunbridge Wells, and also his seat on the board of Puttocks, Ltd., of Guildford, and Surrey & Home Counties Motor Distributors, Ltd.

AT the request of David Ogle's family, the board are to continue the business as it was intended before Mr. Ogle's tragic death in a road accident. The Ogle-Mini G.T. conversion is to continue and it is hoped that production of complete cars will commence shortly. A special body on a larger G.T. car chassis is under way and several new projects are envisaged. An outstanding designer will shortly be joining to supplement the very able design team that Mr. Ogle had collected round him.

The directors of the company are John Ogier, a director of the Buxted Chicken Company and a pioneer of the broiler chicken business, who also runs the Essex Racing team, and John Whitmore, an experienced racing driver who joined the firm shortly before Mr. Ogle's death.



Leonard Lee presented the £2,100 cheque to John Surtees after his victory in the F1 race at Mallory Park last Monday; here John collects the Coventry Cathedral Festival award from Mrs. Lee.



CRYSTAL PALACE—NATIONAL OPEN MEETING—WHIT MONDAY

SALOON CAR RACE (GENERAL CLASSIFICATION)

1st ROY SALVADORI

3-8 JAGUAR (Entered by Mr. John Coombs)

ANERLEY TROPHY RACE—FORMULA JUNIOR

1st ALAN REES

LOTUS FORD (Entered by Team Lotus Limited)

(subject to official confirmation)

SPORTS NEWS

THE Aston Martin Owners' Club are holding their National Martini Trophy meeting on the Silverstone Grand Prix circuit on 14th July. Heading the programme is a 100-mile race for sports and G.T. cars and there are also other events for Formula Junior, G.T. and production sports cars, 1-litre sports cars, saloon cars, sports cars over 1,600 c.c. and Historic Racing Cars. A concession booking form is available from the Martini Booking Office, 7 Chesterfield Gardens, London, W.1. This allows one a free car park ticket if it is returned before 3rd July.

FOLLOWING the first three rounds at Prescott, Wiscombe Park and Shelsley Walsh, the leaders in the R.A.C. Hill-Climb Championship are: Ray Fielding (B.R.M.), 29 points; Reg Phillips (Fairley), 22; Tony Marsh (Marsh-B.R.M.) and Ian McLaughlin (Cooper-J.A.P.), 18; and Arthur Owen (Cooper-Climax) and Josh Randles (Cooper Monaco), 15.



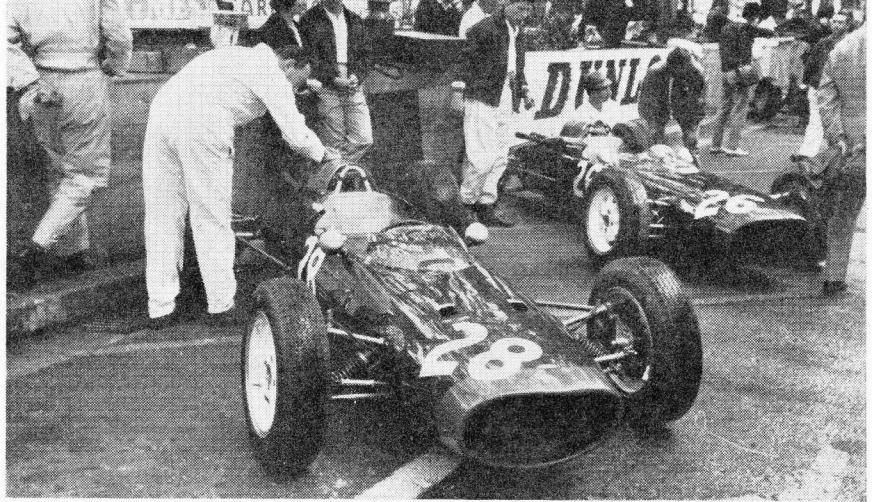
LOTUS FOR 1963 INDIANAPOLIS? Colin Chapman learns a few construction details from Mickey Thompson as they watch pre-race preparations on 30th May.

BRIT-OVER (CONTINENTAL), LTD., 13 Belsize Lane, London, N.W.3, the sole U.K. concessionaires for Cibié of Paris, recently announced that the Diplomat Switch-Over Optiques have been approved by the Rover Car Co., Ltd., for fitting to all Rover and Land Rover models.

JUST as we go to press it is learned that Porsche may have just one car at Spa—a "flat-eight" for Dan Gurney.

BRITISH GRAND PRIX

THE regulations governing the 15th R.A.C. British Grand Prix to be held on 21st July have just been issued to all the major International teams by the British Automobile Racing Club. Entries for the 75-lap, 225-mile race are by invitation and such invitations have been sent to Ferrari, Porsche, Cooper, Lotus, B.R.M., U.D.T.-Laystall, Bowmaker-Yeoman and Rob Walker. At least 16 cars will appear on the grid though the maximum number of cars allowed to start is 30. There will not be any qualifying by practice times as is often the case abroad. The British Grand Prix, which is sponsored by the *Daily Mirror*, will be preceded by a 17-lap, 51-mile race for saloon cars.



SHORT SNOOTS. The Bowmaker Lolas at Monaco had shortened noses for rather obvious reasons—as did B.R.M. John Surtees finished fourth and Roy Salvadori retired with suspension trouble.

CONNAUGHT CARS (1959), LTD., recently announced their Stage 4 and 5 conversions for the Citroën ID19. These consist of twin Solex and/or twin SU carburettors, increased compression ratio and air-flowed head. The claimed increase in performance over the standard car is 11.5 secs. from 0-70 m.p.h. The price for the conversion is £135.

LES LESTON came to the rescue of the "Dog House Owners' Club", by arranging to tow their Sprite caravan to Mallory Park, after original plans had to be cancelled.

GILLIAN HARRIS has been appointed assistant racing manager to Reg Parnell in the Bowmaker team. Gill worked with Reg for five years in the Aston Martin racing department before joining Yeoman Credit, now officially designated Bowmaker Racing Team.

BILL ASTON is now driving a Vauxhall VX4/90 entered by the Tourist Trophy Garage of Farnham in saloon car events. The Vickers-Armstrongs test pilot will be remembered for his enthusiastic handling of cars ranging from a Mini to an Aston Martin DBR2 as well as a 3.4 Jaguar.

EIGHTS VERSUS SIXES AT SPA

BY GREGOR GRANT

GIVEN reasonably good weather and dry roads, it is just possible that Jack Brabham's race record of 215.048 k.p.h., and his lap record of 3 mins. 51.9 secs., 218.287 k.p.h., which he shared with Innes Ireland and Phil Hill, may be beaten in next Sunday's Grand Prix of Belgium, at Spa-Francorchamps.

There is little in it as regards the maximum speed of the new multi-cylinder 1½-litre cars and the 2½-litre machines of two years ago—and the smaller cars have vastly improved road-holding and braking.

We may learn something about maximum speeds shortly, for I understand that the R.A.C.B. will time over a flying kilometre at Spa, and that there will also be a time trap on the Soissons road during the G.P. of Rheims on 1st July.

Last year, Phil Hill's winning speed was 206.235 k.p.h. (128.15 m.p.h.), but the Ferraris were never really pushed. Ginther did fastest lap with 3 mins. 59.8 secs., 211.676 k.p.h. (131.5 m.p.h.).

So far as is known, the highest speed obtained since the war on a road circuit, was by Jack Brabham's experimental aerodynamic Cooper-Climax, which achieved over 190 m.p.h. on the Soissons stretch at Rheims, during training in 1959. A year later, the "normal" Cooper-Climax did 181.5 m.p.h. on the same section.

So far as is known, 21 cars will be permitted to start, several of which will require to be qualified. The invited teams and a few others will not have to fight for places, but it is not clear at the time of going to press which drivers need not qualify. In the list below, the "probables" are given first in heavy type.

B.R.M. V8: Graham Hill, Richie Ginther. Lotus V8: Jim Clark, Trevor Taylor. Porsche "8": Jo Bonnier, Dan Gurney. Cooper-Climax V8: Bruce McLaren, Tony Maggs. Ferrari V6: Phil Hill, Lorenzo Bandini, Olivier Gendebien or W. Mairesse. Lola V8 (Bowmaker): John Surtees. Lotus V8: Jack Brabham. Lotus V8 (Walker): Maurice Trintignant. Lotus V8 (U.D.T.-Laystall): Innes Ireland, Masten Gregory. Lotus-B.R.M. V8: W. Seidel. B.R.M. V8: Jack Lewis, Tony Marsh, Gerry Ashmore. Porsche "4": C. Godin de Beaufort. Lotus "4": Joseph Siffert, Lucien Bianchi (E.N.B.). Ferrari V6: Ricardo Rodriguez, Giancarlo Baghetti.

Thus, in all likelihood, five places will have to be fought for on training times, the favourites for these being Lewis, Marsh, Ireland, Gregory and one of the two Ferrari drivers. On the other hand, preference may be given to Gendebien as not requiring to qualify, and Mairesse and Co. may have to fight for one place, as I cannot see the organizers wishing to start more than four Ferraris, even though a couple might be painted yellow. It is also possible that the U.D.T.-Laystall cars may not have to qualify, but the full plans of the R.A.C.B. will not be known till training starts. Bowmaker are sending only one car, for John Surtees.

U.D.T.-LAYSTALL AT LE MANS

BECAUSE of the absence of Stirling Moss, the U.D.T.-Laystall Ferrari Berlinetta will be driven by Innes Ireland and Masten Gregory at Le Mans. The 750 c.c. Coventry Climax-engined Lotus 23 will now be driven by Les Leston and New Zealander Tony Shelly.

COMPETITION SCOPERS

THESE MINI-COOPERS



photo by courtesy of "The Motor"

Some of the spectacular successes achieved by the Austin Mini-Cooper and Morris Mini-Cooper in major world events since the beginning of the year!

RALLIES

Monte Carlo - Coupe des Dames
Sweden - 12 outright wins and 16 Class wins
France - An Index of Performance win, and three Class wins
Finland - Team prize
Belgium - Class win (and 4th overall)
Germany - Rally Trifels: outright winner and 1st, 2nd and 3rd in Class
Ireland - Circuit of Ireland: 1st and 2nd in Class
Tulip - Outright win and Coupe des Dames

RACING

New Zealand - 2 outright and 3 Class wins in saloon car races

Australia - An outright and a Class win in a saloon car race

Belgium - Class 1st and 2nd in saloon car race

Vienna - Class win in saloon car race

Great Britain - (Goodwood) - 1st and 2nd in Class in saloon car race
 (Aintree) - 1st, 2nd and 3rd in Class in saloon car race
 (Snetterton) - 1st, 2nd and 3rd in Class in saloon car race

Sicily - (Targa Florio) - Messina Cup

ICE RACING

Sweden - Ice Racing Championship

Norway - Outright wins in 5 Heats and 8 Class wins

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 AND BACKED BY
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 PRICES FROM £465
 (plus £175-7-9 Purchase Tax)

AUSTIN  **MORRIS**
MINI-COOPER **MINI-COOPER**

THE BRITISH MOTOR CORPORATION LTD · BIRMINGHAM AND OXFORD

AFTER an enforced retirement of some 18 months, during which time he had no M.G.s to race, Dick Jacobs is returning to the circuits with two Appendix J, Group 3, hard-top M.G. Midgets built for him with the full co-operation of the M.G. factory. It will be his policy to run them in minor events at first, then, having satisfied himself that they will give a good account of themselves, they will be entered in the more important meetings. The ultimate aim is the 1,000 c.c. G.T. Championship next year.

The cars, which are exceedingly pretty hard-tops, have the benefit of M.G.'s vast experience in the record-breaking field incorporated in the design, the result of which is a very clean frontal shape; so effective is this that it takes considerably less power to drive than the standard Midget. Even so, there is no denying the car's ancestry in that the standard doors, bonnet top, front and rear wings are used and only the extended nose and roof have been added in the quest for wind-cheating. The body is mounted on an ordinary Midget chassis with normal suspension and dampers plus an anti-roll bar, Sprite 13 ins. wire wheels complete with disc brakes on the front and drums at the rear. The back axle ratio is 4.875 to 1.

The modified engine is 948 c.c. (plus 40 thou. oversize), as permitted by the regulations, is fed by a Type 45 DCOE Weber carburetter which is supplied with cold air from a duct situated in the near-side of the air-intake, whilst on the off-

DICK JACOBS RETURNS TO RACING

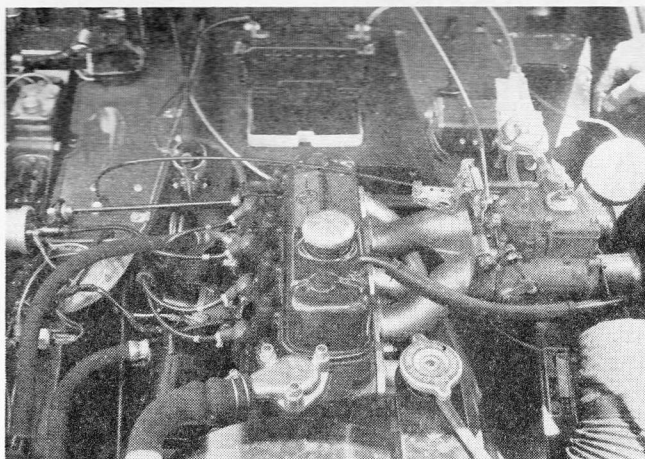
Attractive M.G. Midgets for G.T. Racing

side an oil-cooler is fitted. A standard radiator with no fan has been found well up to the job of keeping the engine temperature at the correct level. Power is delivered to the rear wheels via a Borg and Beck clutch coupled to a close-ratio gearbox.

As in previous years Alan Foster will be one of the drivers, whilst the newcomer to the Jacobs stable is, by mutual agreement with M.G.s, Andrew Hedges, who has had considerable experience with Sprites and also drove one of the factory-entered M.G. cars at Sebring this year.

Performance figures are not available at present but Dick had quite a confident look in his eye when he took me for a short run and was proud of the one figure that has at this time been committed to paper, which was 113 m.p.h. over the flying quarter.

GEORGE PHILLIPS.



ABOVE: The underbonnet installation is crowded but neat. The manifold for the Weber carburetter system is clearly shown on this picture.



A BEAUTY from any angle (above, below, top and below left). The coupé has most attractive lines and must be one of the prettiest small G.T. cars ever seen.



CASTROL WINS

AT CRYSTAL PALACE

SPORTS CAR RACE

1ST P. HAWKINS (LOTUS)

(Entered by Ian Walker Racing Ltd.)

SALOON CAR RACE (Up to 1,000 c.c.)

1ST J. LOVE (MORRIS MINI-COOPER)

2ND J. WHITMORE (AUSTIN MINI-COOPER)

AND AT MALLORY PARK

FORMULA JUNIOR RACE

P. RYAN
1ST (LOTUS-FORD)

(Entered by Ian Walker Racing Ltd.)

*(Subject to
official confirmation)*



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

The start of the first-ever race meeting at Debden—Heat One for 750s.

750s AT DEBDEN

**Gordon Rae
Scores a Hat-Trick**
BY MICHAEL KETTLEWELL

DUE largely to the efforts of Mike Eyre the Seven-Fifty Motor Club was able to use the airfield at R.A.F. Debden, near Saffron Walden, Essex, for a race meeting last Saturday. As Debden was being used as a racing track for the first time, the 750 boys were given the privilege of naming the corners of the 1.5-mile course.

The start/finish line is situated half-way along the main straight at the end of which comes Goodacre Corner, a right-hander followed almost immediately by Driscoll Corner, a tricky right-hander on an adverse camber that tightens up. This sorted them out! The circuit then curves left at Davis Curve, slightly right and left again and then it turns right at Hadley Bend. At another right-hander, Dodson Corner, the main straight is rejoined.

Luckily the weather was perfect for this genuine club meeting. I repeat "genuine" for this was a meeting run by enthusiasts for enthusiasts. There was no commentary (a welcome change!), no programmes (a duplicated sheet for the lucky) and hardly any spectators (only 750 members and their friends being admitted).

The meeting commenced with the first of three five-lap heats for 750 Formula cars. This was led from start to finish with the greatest of ease by Brian Small (Special) who beat second man Richard Eade (Special) by 14.6 secs. The first heat for the 1172 brethren followed. J. Corfield (Terrier) led the first time round, but then he committed a sin at Dodson Corner and dropped back to third, a position he maintained behind Gordon Rae (Rae "A") and S. R. Godwin (Terrier).

The second heat for 750s was won just as convincingly as the first, this time Mike Langton (Worden) led Michael Thompson (Rasdan) across the line by 20.2 secs. Beale and Yearsley were third and fourth in their Specials ahead of the Ulster of John Miles. A multiple shunt at Driscoll Corner on the first lap slightly marred the second 1172 heat, five cars being involved in all. Alan Wershat brought Lolita around in first place on the opening lap but she was swallowed up by Clive Garnham's Terrier next time round and was never able to repass.

Another easy win for a 750 came in the third heat: R. Wheeler's Special led on the first lap by no less than 8 secs.! But behind him came a struggling gaggle of motor cars. On the third lap during their mighty battle for second position, Jeff Ward (Ward), J. F. Bishop (Special), John Pitchers (L.R.M.) and T. Warren (Special) crossed the line together. Whoever negotiated Goodacre Corner first remains a mystery, however, because I didn't dare look! Eventually things sorted themselves out and Pitchers, Ward and Warren were second, third and fourth behind the rapid Wheeler. The third 1172 heat was a benefit for the two immaculate Rejos of R. Inglis and Rod Easterling.

The 10-lapper for cars of the Monoposto Register was spoilt by the fact that there was only one such machine. However, the 1172s came to the rescue and Gordon Rae, Miss Jacquie Cook, Alan Wershat, P. Philips and D. J. Bassett joined G. A. Bodley's B.F.M. Monoposto on the grid. Unfortunately, much to the embarrassment of Mr. Bodley, the 1172s proceeded to run away from him and indeed even lap him! This race was certainly not dull for Rae and Wershat duelled for the lead throughout. Rae just led for the first four laps, then Wershat passed him on the fifth. Rae was stirred on to greater things however, and passed Alan again on the eighth lap. Nevertheless, Wershat had not quite given up and on the last lap, head down in full concentration, he just failed to win by a mere three feet. Both cars were given the same time of 11 mins. 26 secs. in this thrilling race. The next batch of cars, practically a lap behind, also enjoyed a grand dice, Philips (Terrier) beating Bassett (Wells) and Jacquie Cook (Wavendon Wombat) by the smallest of margins.

The unlimited sports car race was the fastest event of the day. Tom Hart's Lola-Climax won this race with ease, setting up the fastest lap of the day, 1 min. 5.2 secs., which represents a speed of 82.8 m.p.h. Equally secure in second and third spots were Bob Deverall (Lotus-Ford 105E 7) and Ken Laverton (Turner-Climax) while M. J. Skipp was a determined last in a wonderful 4½-litre Invicta which roared around the track in splendid fashion until it retired.

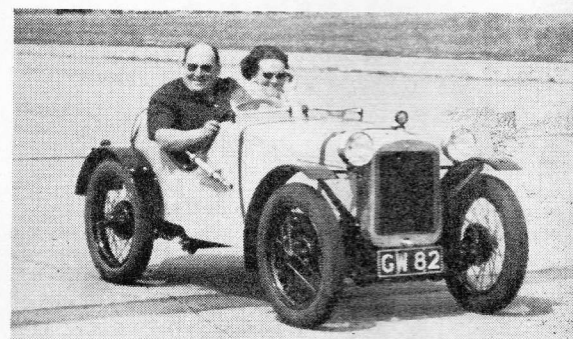
The seven-lap final for 750s was a gift for Mike Langton, who had his Worden 4 secs. ahead of Brian Small on the first lap. Small gradually diminished this lead until he was 2 secs. behind on the fourth lap, but Langton must have sensed this potential danger and he opened up his lead to 3.6 secs. on the fifth lap. Nevertheless, Small did not stop trying and by the end of the race he had reduced the gap to 2.8 secs. Michael Thompson (Rasdan) and Richard Eade were third and fourth throughout the race.

The 1172 final saw Gordon Rae drive magnificently to hold off the Rejos. At times Inglis's Rejo was right on his tail, but this did not worry Rae in the slightest and he won by 3.2 secs. Easterling's Rejo found the pace too hot and dropped back slightly—but he was still a secure third. After starting last George Whitehead had steered his rear-engined W.R.A. up to fifth position by the third lap—but on the fifth an ominous cloud of steam had the audacity to manifest itself and, as is customary in these sad cases, he retired.

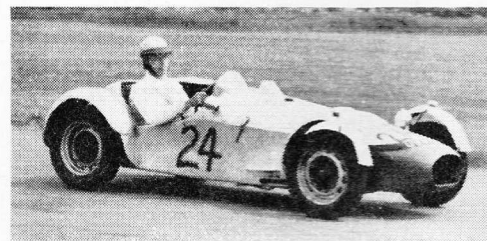
The meeting was now over. It had been an all-too-rare day out for the club racers and an enjoyable one at that, also providing close racing and entertainment for those car-less club members who spectated. I hope that the Seven-Fifty Motor Club will be able to use this interesting circuit again—they deserve to.

Results

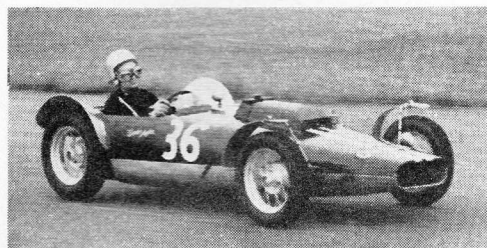
750 Formula—Heat One (5 laps): 1, B. A. M. Small (Austin Spl.), 6 m. 44.6 s., 66.6 m.p.h.; 2, R. Eade (Austin Spl.); 3, D. Townsend (Molina-Austin). 1172 Formula—Heat One (5 laps): 1, G. J. Rae (Rae "A"), 5 m. 56.8 s., 75.6 m.p.h.; 2, S. R. Godwin (Terrier Mk. 2); 3, J. Corfield (Terrier Mk. 2). 750 Formula—Heat Two (5 laps): 1, M. R. Langton (Worden-Austin), 6 m. 48 s., 66.2 m.p.h.; 2, M. Thompson (Rasdan-Austin); 3, D. H. Beale (Austin Special). 1172 Formula—Heat Two (5 laps): 1, C. B. Garnham (Terrier Mk. 2), 6 m. 0.2 s., 74.9 m.p.h.; 2, A. R. Wershat (Lolita); 3, D. Goodwin (Lotus 7). 750 Formula—Heat Three (5 laps): 1, R. Wheeler (Austin Spl.), 7 m. 18.8 s., 61.5 m.p.h.; 2, J. Pitchers (L.R.M. 3); 3, J. G. Ward (Ward-Austin). 1172 Formula—Heat Three (5 laps): 1, R. Inglis (Rejo Mk. 2), 5 m. 58.2 s., 75.4 m.p.h.; 2, R. E. Easterling (Rejo Mk. 3); 3, G. Whitehead (W.R.A.). Monoposto Formula (10 laps): 1, G. J. Rae (Rae "A"), 11 m. 26 s., 78.4 m.p.h.; 2, A. R. Wershat (Lolita); 3, P. Philips (Terrier Mk. 2). Unlimited Sports Cars (10 laps): 1, T. P. Hart (Lola-Climax), 11 m. 8.6 s., 80.7 m.p.h.; 2, R. S. Deverall (Lotus-Ford 7); 3, K. D. Laverton (Turner-Climax). 750 Formula—Final (7 laps): 1, M. R. Langton (Worden-Austin), 9 m. 14 s., 68.6 m.p.h.; 2, B. A. M. Small (Austin Spl.); 3, M. Thompson (Rasdan-Austin). 1172 Formula—Final (7 laps): 1, G. J. Rae (Rae "A"), 8 m. 1.4 s., 78.5 m.p.h.; 2, R. Inglis (Rejo Mk. 2); 3, R. E. Easterling (Rejo Mk. 3).



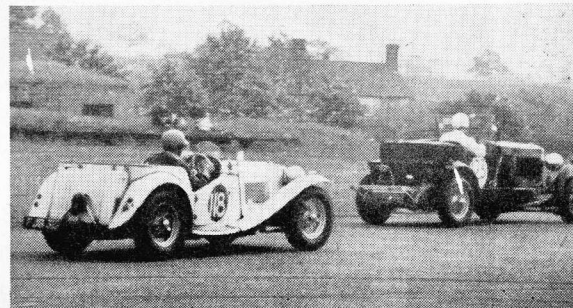
Mike Eyre opened the course driving the famous "Blood Orange" Ulster.



ABOVE: Gordon Rae won three races in his rapid 1172 Rae "A" and BELOW: the fastest 750 was the Worden-Austin of Mike Langton.



OLD TIMERS: M. J. Skipp's 4½-litre Invicta about to be lapped by M. Vincent's supercharged M.G. TC in the unlimited sports car race.



WINNING WAY: John Surtees hugs Gerards Bend close with the V8 Lola-Climax en route to win the "2,000 Guineas".

G.T. race in his Turner-Climax, from an exclusively Lotus Elite field, including a pair of the team cars. Chris Summers gave the marque T.V.R. a boost by winning his heat, and although Parkes won both of his races, he had to work hard to stay in front of Graham Hill in John Coombs's E-type, and Surtees in a red 250GTO Ferrari.

* * *

Fastest lap in the training was put up by Jim Clark (Lotus-Climax V8) with 51 secs., followed by Jack Brabham (Lotus-Climax V8) with 51.6 secs., Graham Hill (Lotus) with 52 secs. and John Surtees (Lola-Climax V8) with 52.6 secs. Illness prevented Tim Parnell from

SURTEES SUPREME AT MALLORY PARK

Bowmaker Lola Driver Collects 2,000 Guineas and Sets New Circuit Record, Successes for Pat Fergusson (Turner), Chris Summers (T.V.R.), Mike Parkes (Ferrari), Peter Ryan (Lotus-Ford) and Mick Clare (Cooper-Morris)

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS

THE Whit Monday crowds which rolled up to Mallory Park certainly had their money's worth. Every race was hotly contested, lap records tumbled and John Surtees (Lola-Climax V8) gave an exhibition of driving to win the 2,000 Guineas International event, that was a sheer delight to watch. Surtees led from start to finish, chased all the way by Jack Brabham (Lotus-Climax V8) and by Graham Hill in the ex-Moss Lotus-Climax "4". During his meteoric progress, the Bowmaker team driver set up

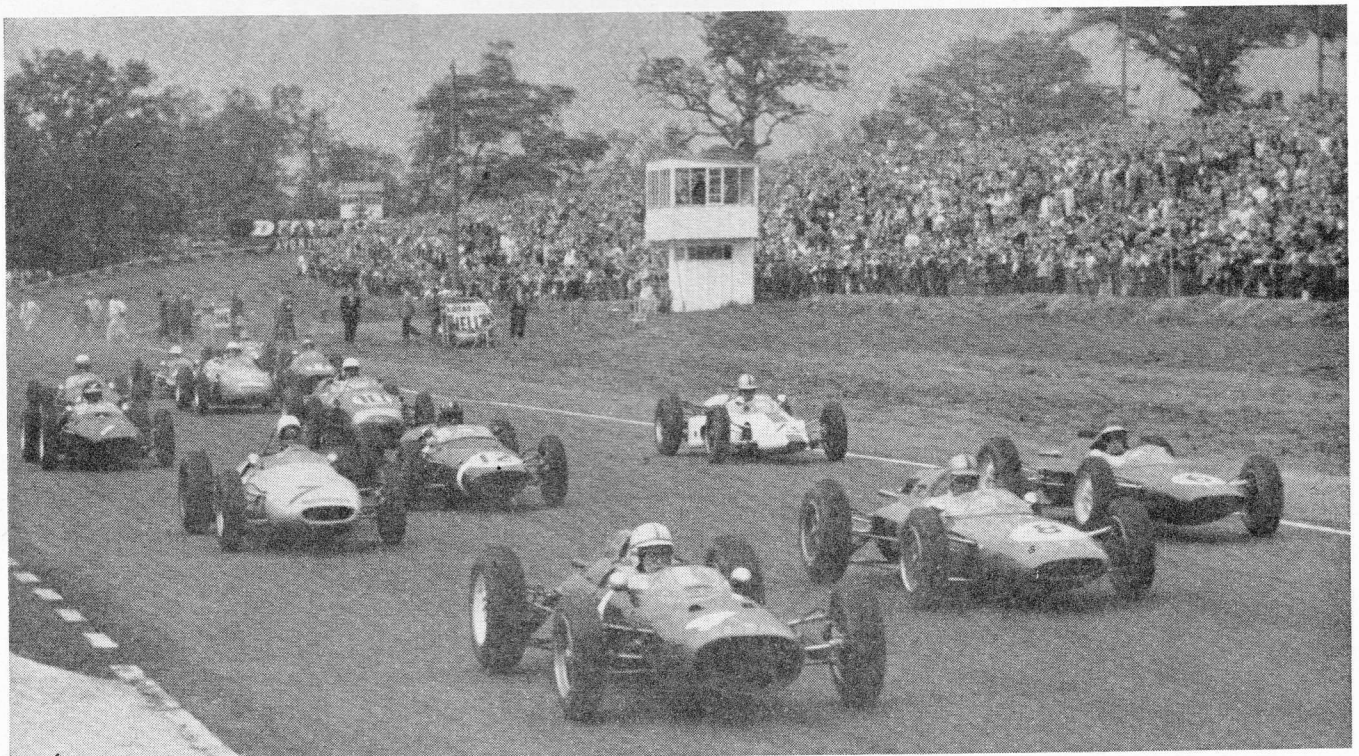
a new circuit record of 50.8 secs., 95.67 m.p.h.

Peter Arundell's winning way was halted in the Formula Junior race by the Canadian Peter Ryan in Ian Walker's Lotus, who also established a new F.J. lap record of 52.2 secs., 93.10 m.p.h. Mike Parkes (250GTO Ferrari) won the Grand Touring event, but the lap record was set by John Surtees, also in a Ferrari, with 54.6 secs., 89.01 m.p.h.

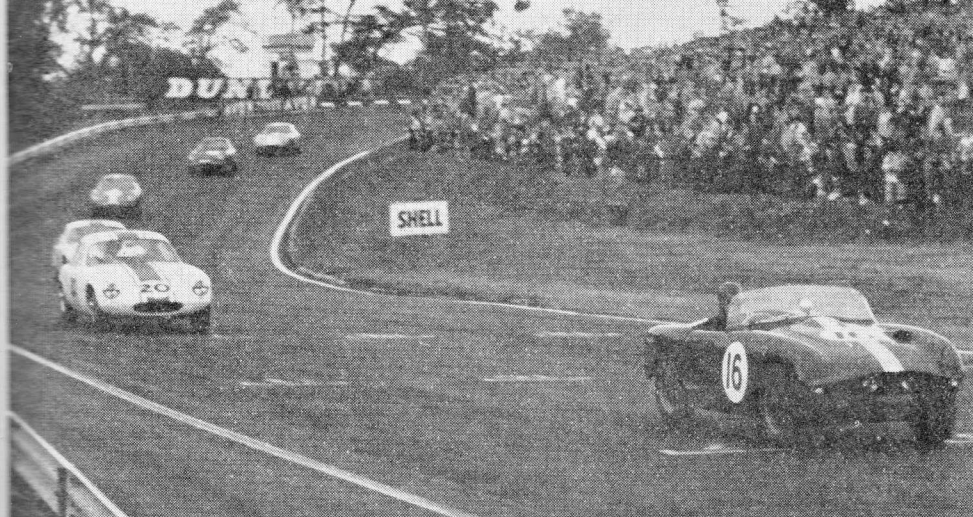
Derby's Pat Fergusson thrilled the locals by winning the first heat of the

driving his Lotus-Climax "4", so at the last minute John Dalton took over; his own car was driven by New Zealander Tony Shelly. The SSS Venezia Porsche was handled by Jo Bonnier and the same stable's Lotus by Colin Davis. Graham Hill had the four-cylinder Lotus of the Walker equipe, with which Stirling Moss won Monaco and Nürburgring in 1961, and Trintignant, Pau, this year.

Peter Arundell (Lotus-Ford) was fastest of the Formula Junior brigade with 52 secs., whilst Peter Ryan (Lotus)



FORMULA 1—For the first time at Mallory Park, Surtees (Lola), Brabham (Lotus), Clark (Lotus), Gregory (Lotus), Graham Hill (Lotus) and Burgess (Cooper) are seen at the start of the 75-lap "2,000 Guineas".

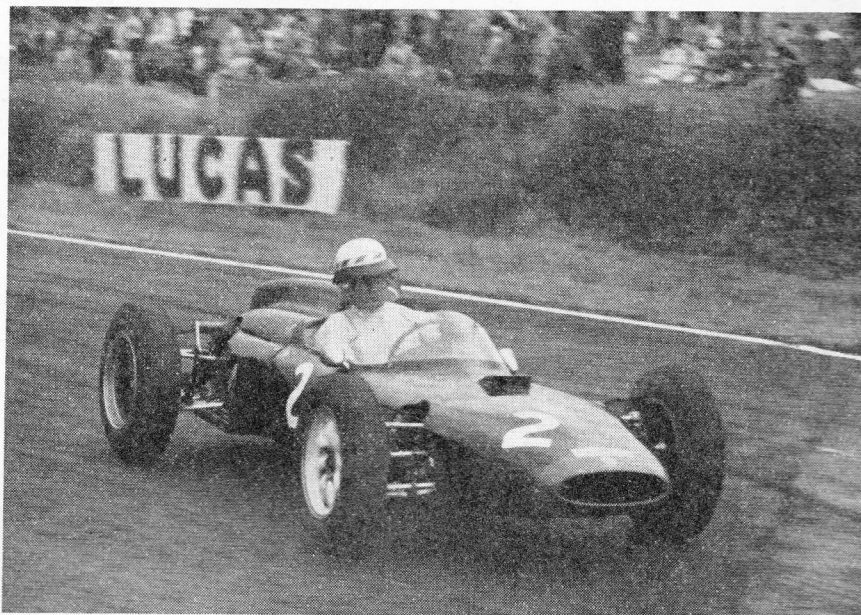


CHEEK (above): Pat Fergusson (Turner-Climax) confounded the Lotus Elite fans by winning his heat in the G.T. race. In pursuit is John Wagstaff

did 52.8 secs. In the G.T. section Parkes (Ferrari), Surtees (Ferrari) and Hill (Jaguar) all registered 54.4 secs.

About 25,000 people were present when the first heat of the G.T. event started. This was an all-Lotus Elite affair, with an interloper in the shape of Pat Fergusson and his well-raced Turner-Climax, prepared by that knowledgeable character Alan Wilson. To the astonishment of the Cheshunt fans, Pat and his "Tattie Turner" led from start to finish, setting a tremendous pace which none of his pursuers could emulate. Behind, Wagstaff, Sutton, Hunt and Leston had a tremendous battle, joined by Melville. Leston's DADIO fell back with misfiring and Julian Sutton took Wagstaff two laps from the end, but failed to catch the irrepressible Fergusson by $\frac{1}{3}$ of a second.

After John Rodgers led initially with his A.C.-Bristol in the second heat, Chris Summers charged into the lead with his T.V.R. Grantura and thereafter was never seriously challenged.



Into third place came Bennett (Turner-B.M.C.), 5 secs. ahead of another T.V.R. driven by D. Morgan.

Heat 3 was a triumph for Mike Parkes (Ferrari), but Graham Hill (Jaguar "E") never let go for an instant, crossing the line just 1.4 secs. behind the dark blue Berlinetta, with John Surtees third in the red Maranello Concessionaires machine. Hobbs won a stern battle with Protheroe, both in E-types.

Mick Clare won the battle of the Cooper-Minis, chased by Bill Blydenstein. Tony Maggs dropped back before the first corner, and from amongst the tail-enders made a magnificent comeback to finish third.

The crowd's appetite was thoroughly whetted when the Formula 1 cars lined up for the 75-lap race, with a top prize of 2,000 guineas, which in real money is £2,100—a fair amount of ackers for a matter of 100 miles. The Nottingham S.C.C. and Mallory Park's Clive Worm-

UNFAMILIAR (above): Mike Parkes in the Formula 1 Bowmaker Cooper-Climax "four", drove a splendid race to finish fourth.



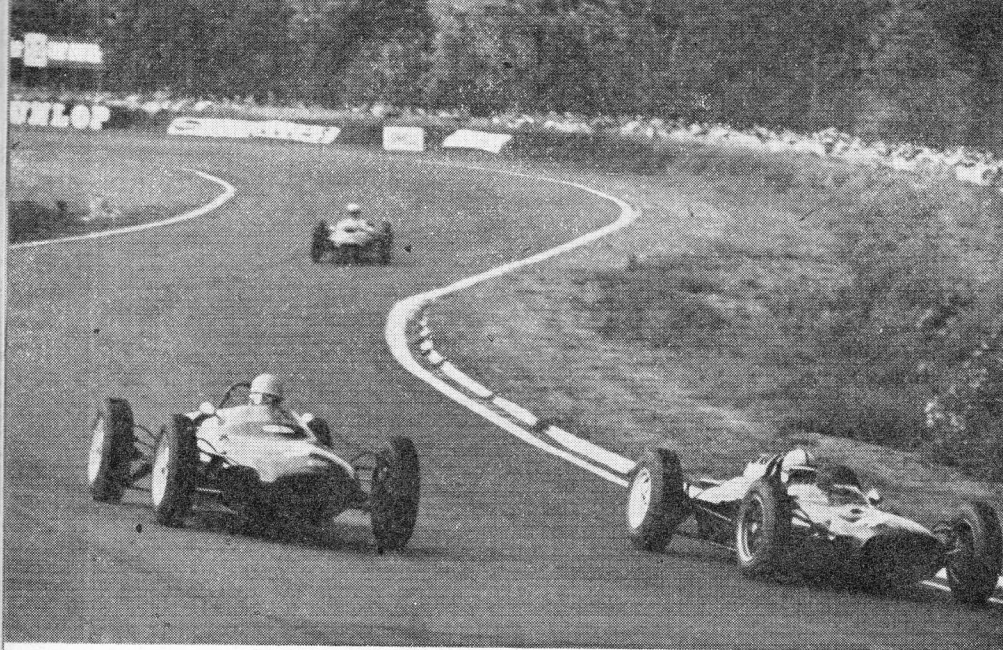
MINI BATTLE: Mick Clare, the eventual winner, leading Bill Blydenstein and W. A. Borrowman into the hairpin at Shaw's.

leighton certainly dangled a golden bait to bring Grand Prix-type racing to the grand little Leicestershire circuit. When starter N. Pears mounted the rostrum the starting grid was as follows:—

J. Surtees (Lola V8)	G. Hill (Lotus "4")	J. Brabham (Lotus V8)	J. Clark (Lotus V8)
52.6 s.	52 s.	51.6 s.	51 s.
I. Burgess (Cooper-C.)	de Beaufort (Porsche)	Jo Bonnier (Porsche)	
53.8 s.	53.4 s.	53.2 s.	
T. Shelly (Lotus)	M. Parkes (Cooper-C.)	J. Rhodes (Cooper-F.)	M. Gregory (Lotus)
54.4 s.	54.2 s.	54 s.	53.8 s.
J. Dalton (Lotus)		C. Davis (Lotus)	
58 s.		56.2 s.	

When the flag fell Surtees made a superb start and out-accelerated the rest, with Jack Brabham tucking in behind the Lola as Masten Gregory shot ahead of Graham Hill and Jim Clark. Hill took Gregory for third place on lap two whilst Bonnier moved up in front of Shelly and Parkes. The unfortunate Dalton came to rest at the hairpin with petrol starvation and remained there for some time before restarting.

JOHN SURTEES (left) takes John Dalton (Lotus) in the Lake Esses, with Mike Parkes (Cooper) coming up behind.



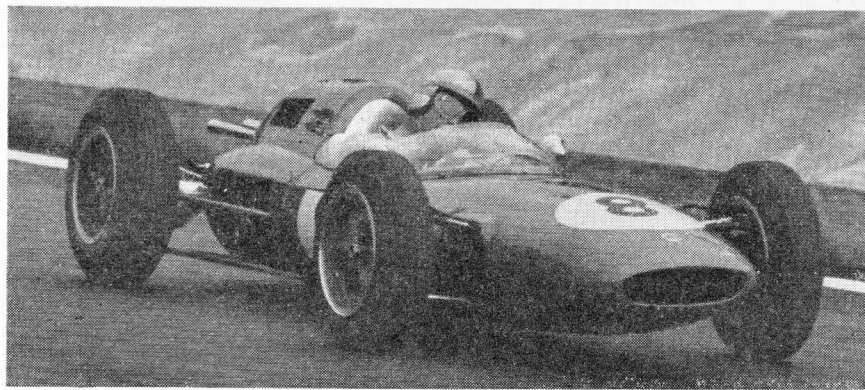
Surtees soon settled down, breaking the lap record no less than three times in four laps and after five laps led Brabham by 4 secs. He took a different line from anyone else on the downswop from the hairpin to the pits, hugging the bank close as if on two wheels and holding the Lola almost in the centre of the road as he came out of the left-hander.

Clark, in the monocoque Lotus, closed up on Graham Hill, after shooting past Gregory in the U.D.T.-Laystall Lotus. First pits caller was Ian Burgess, who stopped to cure a misfire with the Bryden Brown Cooper. Rhodes managed to get in front of Shelly's black Lotus and Davis kept a few yards ahead of de Beaufort.

Jack Brabham was really pressing on, but Surtees was in dazzling form, holding his 4 secs. advantage with a thumbs up to Reg Parnell every time he rocketed past the pits. Graham Hill was finding the Walker Lotus a very different car from his B.R.M. and was having to do far more correcting than usual. Jim Clark's V8 didn't appear to have its full quota of horses, and he could make



PRESSING ON (above): Third man home, Graham Hill at Gerards with the ex-Moss Walker Lotus "four". (Left) Jack Brabham, who finished second in his Lotus-Climax V8 after several desperate attempts to catch the snub-nosed Lola: the closest he ever got was 4½ secs., and he eventually eased off during the last three laps.



little or no impression on Hill. With 20 laps coming up, Mike Parkes was attacking Masten Gregory for fourth place, in the ex-Surtees Cooper-Climax, which, at the weigh-in, was something like 70 lb. lighter than Hill's Lotus.

Into the pits came Clark to complain of low oil pressure, restarting in seventh position behind Bonnier's red Porsche. Parkes swept in front of Gregory, showing what an asset he would be to any Formula 1 team, as the American was certainly not hanging about.

By 25 laps only half a dozen cars were on the same lap, Clark, Rhodes, Davis, de Beaufort, Shelly, Burgess and Dalton all having been doubled by the flying Surtees and the pursuing Brabham. Into the pits came Clark, with no oil pressure at all. An attempt was made to find some by bunging up the breather and the Scotsman eventually re-entered the race many, many laps in arrears.

The race pattern was set with John Surtees holding off Brabham, Hill safely in third place, and Parkes gradually get-

ting away from Gregory. The last-named was doubled on lap 33 and two laps later Parkes waved Surtees past, leaving only the three leaders on the same lap. Rhodes was in trouble, his engine spitting and banging on acceleration. He finally retired on the 48th lap and Clark also gave up the struggle rather than risk damaging a valuable V8 engine needed for Spa next Sunday.

Shelly managed to overtake de Beaufort, but otherwise there was no change in the race order. A few laps from the end Brabham made another desperate bid to get to grips with Surtees, but the closest he got was 4½ secs., then he eased off during the final three laps, doubtless with Spa in mind, and quite content to hold his second place and collect £500.

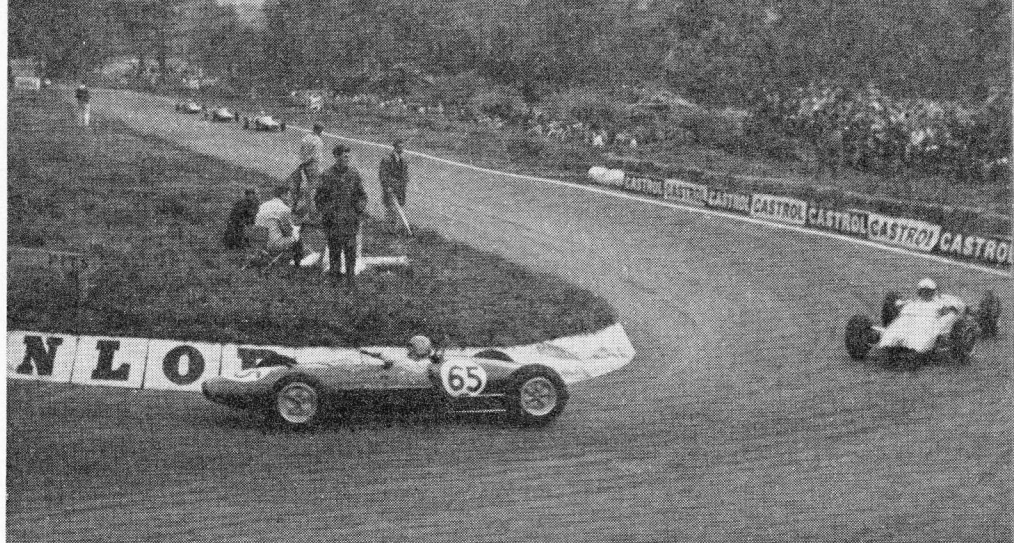
Surtees took the chequered flag 18.2 secs. in front of Brabham and 28.2 secs. in front of Graham Hill, who had put up a magnificent show with the four-cylinder car. Bowmaker made it a day, with Mike Parkes in fourth place. Leonard Lee presented Surtees with his cheque, which was quickly nicked by assistant race manager Gill Harris. The winner also received a splendid Coventry Cathedral commemoration silver salver from Mrs. Leonard Lee, wife of the Coventry Climax chief. Graham Hill, accepting a cheque for £200, commented, "Hey, isn't there a nought missing?"

Now came the 30-lap Formula Junior event, which developed into a stirring battle between Peter Arundell and Peter Ryan, both in Ford-powered Lotuses. Behind there was a free-for-all involving Jack Pearce (Lotus), John Fenning (Lotus), Dick Attwood (Cooper), Tony Maggs (Cooper) and Frank Gardner (Brabham). Pearce held third place for

DUEL: Peter Arundell (Lotus) followed by Peter Ryan (Lotus) at Shaw's in the Formula Junior race. The latter eventually won by a second.

16 laps then did things wrong and fell back to seventh place. Oil on the circuit caused several drivers to gyrate, including Fenning and Prophet (Lotus). Gardner attacked Attwood and eventually moved up to third place on the 22nd lap. Meanwhile, Ryan had tailed Arundell, both lapping at under 53 secs. Then, three laps from the finish, the Canadian made a tremendous spurt and shot past the Lotus team driver, finally winning by 1 sec. and establishing a new Mallory Park F.J. record with 52.2 secs. (93.10 m.p.h.). Gardner sailed home in third place, whilst Maggs made a desperate last-lap attempt to catch Attwood for fourth spot, but failed by $\frac{2}{3}$ sec.

The curtain was rung down on a



FERRARI v. JAGUAR (above): Mike Parkes (250GTO) being chased by Graham Hill ("E"-type) as they accelerate out of Shaw's Hairpin.

NEW MOUNT (right): Surtees in the 250GTO Ferrari finished third in the G.T. race.

highly successful meeting with the 25-lap final for G.T. cars. Once again Parkes took the lead, pursued by Hill and Surtees, with Protheroe and Hobbs renewing their earlier duel, and Ferguson cheekily heading the Elites, Summers retired with a broken tappet and Ferguson's engine lost its crisp note. The Turner was overtaken by Les Leston and Julian Sutton, who engaged in a stern struggle.

Protheroe and Hobbs were so busy passing and repassing that they inadvertently held up the leaders who were

International 2,000 Guineas Formula 1 (75 laps)

1. John Surtees (Lola-Climax V8), 1 h. 5 m. 3.6 s., 93.38 m.p.h.
2. Jack Brabham (Lotus-Climax V8), 1 h. 5 m. 21.8 s.
3. Graham Hill (Lotus-Climax "4"), 1 h. 5 m. 31.8 s.
4. Mike Parkes (Cooper-Climax "4"), 74 laps.
5. Masten Gregory (Lotus-Climax "4"), 74.
6. Jo Bonnier (Porsche "4"), 74.

Fastest lap: Surtees, 50.8 s., 95.67 m.p.h. (Circuit Record).

Formula Junior (30 laps)

1. Peter Ryan (Lotus-Ford), 26 m. 39.6 s., 91.15 m.p.h.

2. Peter Arundell (Lotus-Ford), 26 m. 40.6 s.
3. Frank Gardner (Brabham-Ford), 27 m. 7.4 s.
4. Dick Attwood (Cooper-Ford), 27 m. 10 s.
5. Tony Maggs (Cooper-Austin), 27 m. 10.4 s.
6. John Fenning (Lotus-Ford), 27 m. 23 s.

Fastest lap: Ryan, 52.2 s., 93.10 m.p.h. (Record).

Grand Touring (7 laps)

Heat 1

1. Pat Fergusson (Turner-Climax), 7 m. 4.4 s., 80.14 m.p.h.

2. John Sutton (Lotus Elite), 7 m. 5.2 s.
3. John Wagstaff (Lotus Elite), 7 m. 7 s.
4. Clive Hunt (Lotus Elite), 7 m. 7.8 s.
5. Dick Melville (Lotus Elite), 7 m. 7.8 s.
6. Les Leston (Lotus Elite), 7 m. 8.4 s.

Fastest lap: Sutton, 58.8 s., 82.65 m.p.h.

Heat 2

1. Chris Summers (T.V.R. Grantura), 7 m. 15 s., 78.21 m.p.h.
2. John Rodgers (A.C.-Bristol), 7 m. 24 s.
3. Brian Bennett (Turner-B.M.C.), 7 m. 31.6 s.
4. D. Morgan (T.V.R. Grantura), 7 m. 36.6 s.
5. E. R. Duggan (Morgan), 7 m. 38 s.
6. J. H. V. Cross (M.G.A.), 7 m. 39.6 s.

Fastest lap: Summers, 1 m. 0.6 s., 80.20 m.p.h.

Heat 3

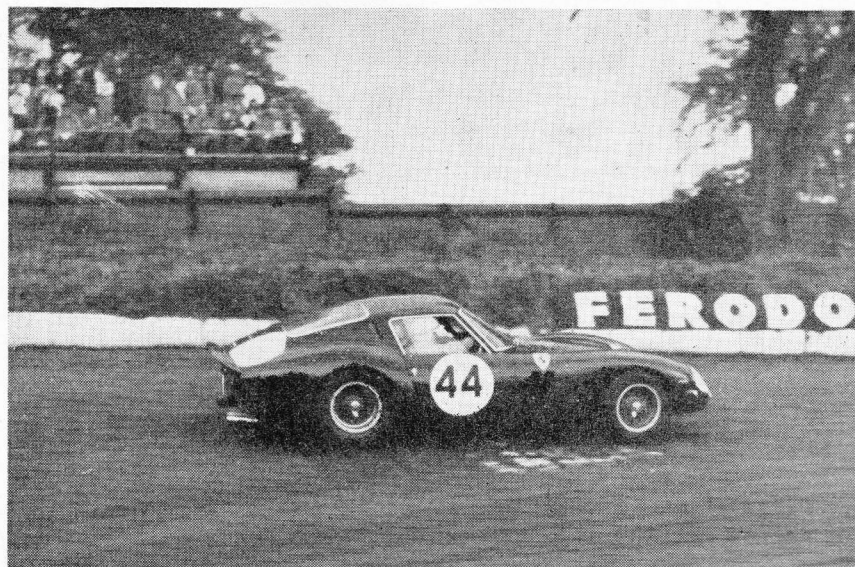
1. Mike Parkes (250GTO Ferrari), 6 m. 36 s., 85.91 m.p.h.
2. Graham Hill (Jaguar "E"), 6 m. 37.4 s.
3. John Surtees (250GTO Ferrari), 6 m. 42 s.
4. David Hobbs (Jaguar "E"), 6 m. 57.8 s.
5. Dick Protheroe (Jaguar "E"), 6 m. 59.2 s.
6. Robin Sturgess (Jaguar "E"), 7 m. 21.6 s.

Fastest lap: Parkes, 55.2 s., 88.04 m.p.h.

Final (25 laps)

1. Mike Parkes (250GTO Ferrari), 23 m. 17 s., 86.98 m.p.h.
2. Graham Hill (Jaguar "E"), 23 m. 21.2 s.
3. John Surtees (250GTO Ferrari), 23 m. 21.8 s.
4. David Hobbs (Jaguar "E"), 23 m. 29.6 s.
5. Dick Protheroe (Jaguar "E"), 23 m. 30 s.
6. Les Leston (Lotus Elite), 23 m. 44.2 s.

Fastest lap: Surtees, 54.6 s., 89.01 m.p.h. (Record).



B.M.C. Minis (10 laps)

1. Mick Clare (Cooper-Morris), 10 m. 58.6 s., 73.80 m.p.h.
2. Bill Blydenstein (Cooper-Austin), 11 m. 4 s.
3. Tony Maggs (Cooper-Morris), 11 m. 9.8 s.
4. W. J. Borrowman (Cooper-Austin), 11 m. 12.2 s.
5. P. Galliford (Cooper-Morris), 11 m. 51 s.
6. A. Lovejoy (Cooper-Austin), 9 laps.

Fastest lap: Clare, 1 m. 4.8 s., 75 m.p.h.

INNES IRELAND WINS "LONDON GRAND PRIX"

BY MICHAEL KETTLEWELL

PHOTOGRAPHY BY LYNTON MONEY

Innes Ireland swept through the field in fine style from a position on the back row of the starting grid to win the Crystal Palace Trophy Race.

DEMONSTRATING the effectiveness of U.D.T.-Laystall's new Grand Prix tool, a Lotus 24 with a V8 B.R.M. engine, Innes Ireland scored a runaway victory at Crystal Palace on Whit Monday, winning the 50-mile trophy race jokingly dubbed the "London Grand Prix". In doing so he beat the "King of the Palace", Roy Salvadori, in a Bowmaker Racing Team V8 Lola, who just managed to hold off Bruce McLaren's four-cylinder Cooper-Climax. It was a fantastic race and Ireland really had the crowd on their toes when he stormed through from the back of the grid to lead on the third lap. Equally exciting, if not more so, were two of the Formula Junior events in which the first few cars were literally nose-to-tail throughout. Indeed, the pace was so hot that when Gemini driver Bill Moss missed fourth gear on one occasion two cars flashed by him! Roy Salvadori won an interesting saloon car race in which Christabel Carlisle turned the tables on the works Cooper-Minis—that is, until her clutch expired under the strain!

ON foot, or by car, bus or train, the spectators turned out in their thousands, expecting to see some rapid motor-ing on this cold but dry day. And fast it was too, for every lap and race record that could be broken was and some were shattered by fantastic margins.

In pole position on the grid for the first Formula Junior race was Mike Spence who had circulated his Ian Walker Lotus in an incredibly short space of time—one minute exactly, this being 0.8 sec. faster than the class record. It was John Love who got away first, his Tyrrell Cooper leading Spence and Alan Rees (works Lotus) into North Tower Crescent. At the completion of the first lap the order was Love, Spence, Rees, Denis Hulme (Brabham), Bill Moss (Gemini), Peter Ashdown (Lola), Bob Anderson (Lotus), Bill Bradley (Cooper) and Dick Prior (Lola). This was, in fact, the complete field but the racing was so intense that even the last man was doing well! The first three slightly separated themselves from Moss, who had taken Hulme on the second lap; however, the Gemini driver then moved nearer the leading trio and by the seventh lap he was right on their tails. Moss tried all he could to pass Rees but could not quite manage it while, similarly, Spence could not displace Love either.

When 10 laps were up, Love, Spence, Rees and Moss crossed the line as if they were just one very long car. Hulme was fifth, not all that far behind, and Ashdown and Bradley followed. Love had indeed motored to some effect—his fastest lap of 59.4 secs, was not only a new Junior record, it was also a new outright circuit record, beating last year's Formula 1 time by 0.2 sec.

The second heat contained the slower boys plus Peter Procter whose Gemini had not been ready in time for the first



Along Anerley Ramp towards Maxim Rise come Roy Salvadori (V8 Lola), Bruce McLaren (4-cyl. Cooper) and Trevor Taylor (V8 Lotus-B.R.M.).

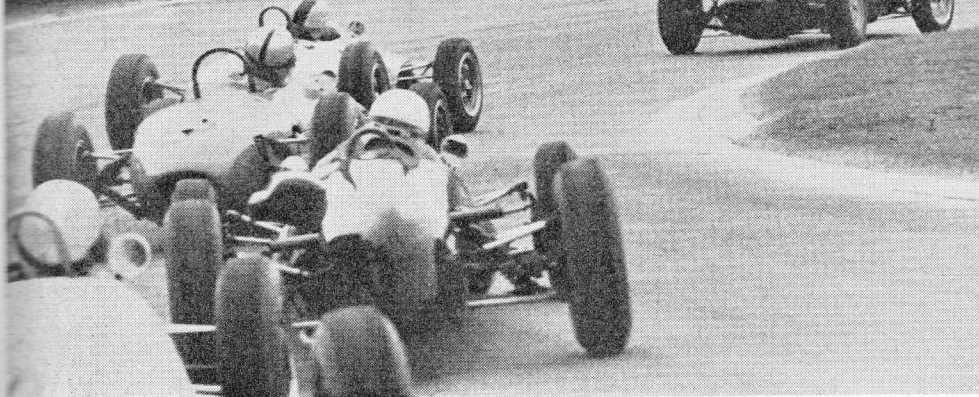
heat. Poor Procter had suffered gear selector trouble in Saturday's practice and after having had this repaired the Gemini's differential played-up on Monday morning's unofficial practising. This necessitated more work and then when the car appeared for its warming-up lap grinding noises emanating from the gearbox signified that still all was not well in that department. This time a tooth on a gear wheel had broken and Procter's

race lasted but 50 yards. Chris Ashmore took the lead in his Elva, pursued by Mervyn McKinney, from Northern Ireland, in a Cooper, the American Roy Pike (Ausper) and Austrian Rolf Markl (Cooper). Bob Olthoff's B.M.C.-engined Brabham was sick from the start and retired after three laps and David Hitches also gave up when his Lola's exhaust pipe became adrift. Ashmore held off the enthusiastic McKinney and Pike until the end.

The saloon car race was full of interest with a front row full of three Jaguars and a second comprising two Chevrolets. Roy Salvadori got away first in the John Coombs 3.8 while Jack Sears was overwhelmed by the Chevy IIs, Kelsey taking second place by North Tower Crescent. At the end of the first lap Salvadori led Kelsey, Sears and Sir Gawaine Baillie (Jaguar); then followed Peter Harper (Rapier), Alan Hutcheson (Riley), John Whitmore (Mini), Peter Jopp (Rapier) and John Love (Mini) with Christabel Carlisle trying furiously to get her Mini past. Peter Sachs brought his Chevrolet into the pits to retire and Kelsey was displaced to third position on lap three after a neat manoeuvre by Jack Sears at South Tower Corner. Christabel Carlisle was really motor racing. After disposing of John Love on the third lap she passed Whitmore on the fourth and, what's more, drew away from them! Meanwhile, Alan Hutcheson's 1,532 c.c. Riley which had been on Harper's tail fell ill and dropped right to the tail of the field. The Alan Fraser-entered Rapiers of Peters Jopp and Pilsworth retired and Edward Lewis's Riley was crawling round by the end of the race so Harper had the only healthy car in the 3-litre division!

Poor Christabel Carlisle's race ended when her clutch cried "enough!"—it must have been heartbreaking for her to see Love and Whitmore repass. Roy Salvadori drove a spirited race and held off Jack Sears who conducted the Equipe Endeavour 3.8 with much verve. Charles Kelsey in the Chevrolet was third and Sir Gawaine Baillie fourth, though the Chevy II was later disqualified as it had no silencer.

Then came the big race, the 36-lap Crystal Palace Trophy Race for Formula 1 cars. Roy Salvadori had made the fastest practice lap of 58 secs, in the Bowmaker V8 Lola, while Bruce McLaren was only 0.2 sec. slower with the Tommy Atkins-prepared four-cylinder Climax-engined 1961 Cooper. The starting grid was as follows:—



R. Salvadori (Lola-Climax V8) 58.0 s.	B. McLaren (Cooper-Climax) 58.2 s.	T. Taylor (Lotus-B.R.M. V8) 58.4 s.
J. Campbell-Jones (Emeryson-Climax) 59.4 s.	T. Settember (Emeryson-Climax) 1 m. 1.0 s.	
K. Greene (Gilby-Climax) 1 m. 1.4 s.	D. Piper (Lotus-Climax) 1 m. 1.4 s.	B. Hart (Lotus-Ford) 1 m. 1.8 s.
G. Eden (Lotus-Climax) 1 m. 5.2 s.	G. Seifert (Lotus-Climax) 1 m. 6.2 s.	
I. Ireland (Lotus-B.R.M. V8)	J. Chamberlain (Lotus-Climax)	

B.R.M.-engineed Lotuses were making their racing debut, having previously only been used in practice for the Monaco Grand Prix. And very impressive they were too! Innes Ireland had not practised on Saturday—as he had been racing a Ferrari in Canada—and was on the rear rank.

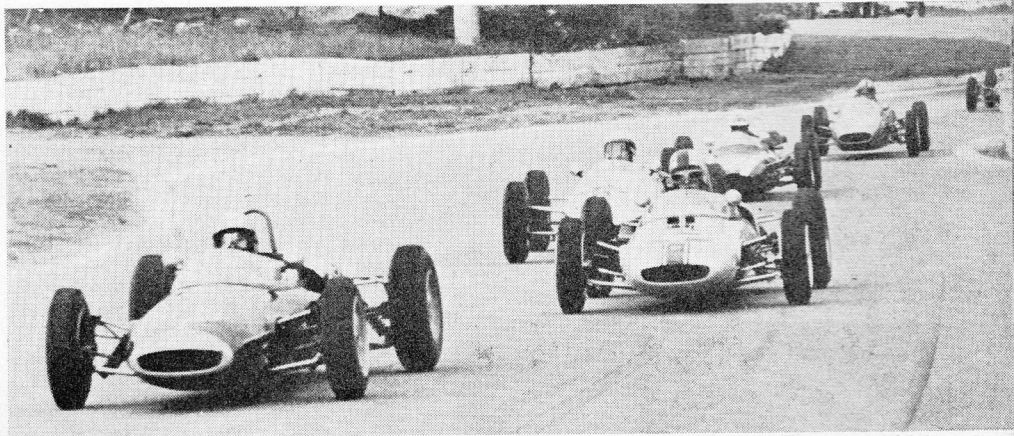
Bruce McLaren led for the first few feet, but power told and Roy Salvadori was in front by the time they got to North Tower Crescent, and Innes Ireland weaved through the field in splendid style to be third. Poor Graham Eden, who had the ex-Tony Marsh Lotus with modified suspension and Cooper gearbox, was left on the line; although his engine was running sweetly, the car would not move off so it was pushed back to the pits. They were nose-to-tail as they swept round on lap one, the order being Salvadori, McLaren, Ireland and Taylor. A little way back and going great guns was Keith Greene in the Gilby who had Settember, Hart, Piper and Campbell-Jones on his tail; Gunther Seifert with the elderly Wolfgang Seidel Lotus was already trailing. Jay Chamberlain's ride did not last long for a rod came through the side of his Climax engine on the first lap.

Innes Ireland was really moving: he held second position on the second lap and was after Salvadori with a vengeance.

Christabel Carlisle leading the works Cooper-Minis of Whitmore and Love during her fantastic drive in the saloon car race.



FORMULA JUNIOR BATTLES: *Eighting it out in the Formula Junior final at South Tower (above) are Alan Rees (Lotus 22)—who has a good lead by F.J. standards!—then a "heap" comprising Mike Spence (Lotus 22), Denis Hulme (Brabham), John Love (Cooper) and Bill Moss (Gemini). BELOW: As they come up to South Tower on another lap, the order is Rees, Spence, Moss, Love and Hulme!*



On the third lap he took him up Maxim Rise and by the fourth lap he had opened out a short lead that showed every sign of increasing. Salvadori, McLaren and Taylor were still in pursuit and the Gilby remained in fifth spot ahead of the two Emerysons.

On the fifth lap Taylor unsuccessfully challenged McLaren, Campbell-Jones spun off on the sixth while on the seventh Seifert was lapped for the first of many times. By the 10th lap Innes Ireland was practically out of sight of the following trio comprising Salvadori, McLaren and Taylor. John Campbell-Jones, in seventh place, had a sick engine while Keith Greene, in fifth place, had gearbox trouble and was caught by Tony Settember on the 14th lap. Then Greene had fuel pump trouble and stopped on his 17th circuit to rectify matters, Campbell-Jones also coming in to retire on this lap.

Ireland was still pressing on regardless and was breaking the lap record time and time again. Salvadori, McLaren and Taylor were still behind and ready to move into the lead if the U.D.T.-Laystall car malfunctioned at all. Keith Greene re-entered the race and lapped as fast as before and on the 25th lap, Graham Eden started his race. Unfortunately all was not well with the ex-Marsh Lotus and it never completed the lap. Gunther Seifert, after having been lapped four times, retired.

With three of the 36 laps to go, Innes had a third of a lap lead and his B.R.M.

engine seemed to be very slightly off-song. With one lap to complete, Trevor Taylor's Lotus-B.R.M., which had been in fourth place strongly challenging Bruce McLaren for third, suddenly became very sick and crawled along, obviously hoping to finish in an assured fourth position. However, Trevor never made it so the American Tony Settember was fourth in his Emeryson, one lap in arrears. Innes Ireland's new race average of 86.34 m.p.h. was nearly 4 m.p.h. faster than the old one while his Formula 1 and circuit lap record of 57.2 secs., 87.46 m.p.h., was just as outstanding. Poor Trevor Taylor was brought back to the pits on the back of Brian Hart's 1½-litre Cosworth-Ford-engined Lotus 20 which had been a gallant fifth.

Paul Hawkins demonstrated his skill in the 1,150 c.c. sports car race by leading all the way in the Ian Walker-entered Lotus 23. However, it was no easy victory for snapping at his heels throughout were Mike Beckwith (Lotus 23) and Bill Moss (Elva-Climax). Behind the

leading three, Rodney Bloor maintained a lonely fourth spot in his blue Lotus 23 while Chris Ashmore's Elva held off an angry swarm of motor cars for fifth position, having taken Syd Fox's Lola on the very last corner. Hawkins set up a new class record of 1 min. 1.8 secs., 80.97 m.p.h., which is 0.8 sec. better than the previous time.

The Formula Junior final looked like being a repetition of the first heat—and so it was. Drama came on the warming-up lap when Alan Rees brought his works Lotus into the pits with clouds of smoke pouring from it. Surely smoke like that had not been seen since the Crystal Palace itself was burned down!

This was the condition of the front tyre of John Love's Mini after the race—he must have been trying hard!

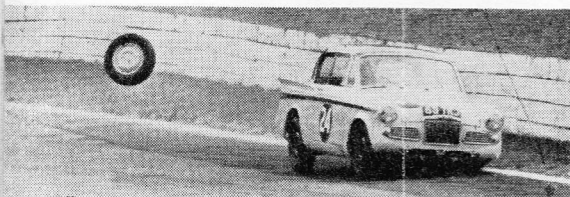


THERE SHE GOES!

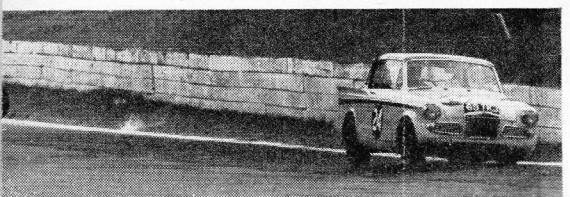
Whilst practising on Saturday, Peter Jopp's Rapier lost a wheel at South Tower Corner ...



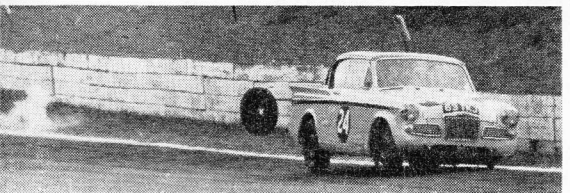
... There she goes! The wheel careers off while Jopp brings the car to a halt ...



... The wheel hits the grass with such force that a fire starts ...



... It bounces again and comes back like a boomerang ...



... Warningly, Peter displays his "catch" to Peter Pilsworth, who, believe it or not, lost a wheel at the next corner!



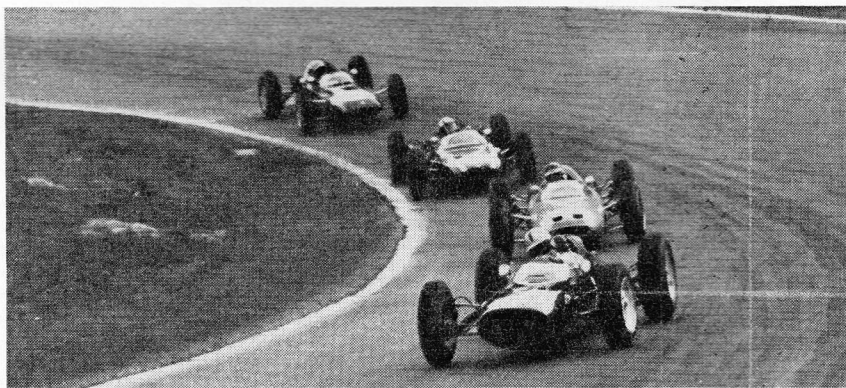
This is how Jack Sears forced his way past Charles Kelsey's Chevrolet at South Tower Corner. Sears finished second behind Salvadori.

The trouble was remedied and Alan took up his position on the front row of the grid and, at the drop of the flag, he led into North Tower Crescent. The first five cars raced around like a string of sausages, the order at the end of the first lap being Rees, Spence, Moss, Love, Hulme, Ashdown, Ashmore, Bradley, McKinney, Prior, Markl and, some way back, Peter Marten's very Deep Sander-son. Bill Moss pushed the Gemini up into second position on the third lap, going extremely well, but he missed fourth gear coming out of South Tower Corner and was immediately passed by Spence and Love. You cannot afford to make the slightest mistake in Formula Junior! Hulme also passed the Gemini on the fifth lap while Ashdown and Bradley moved near the leaders, Ashdown setting up the fastest lap of 59.6 secs., 83.96 m.p.h., in doing so. Chris

Ashmore in the Elva and Mervyn McKinney (Cooper) were also having a grand scrap for eighth place, quite often dead-heating across the line.

Even Mike Spence's very best efforts were not good enough to snatch the lead from Rees and so they finished, Rees leading Spence across the line by inches. Denis Hulme pushed his works Brabham past a surprised John Love on the very last lap to be third while Bill Moss just could not find an opening for the Gemini and had to be content with fifth place ahead of Peter Ashdown and Bill Bradley.

A fine ending to a fine meeting.



SECOND LAP: Salvadori leads Ireland, McLaren and Taylor at Ramp Bend.

RESULTS

Formula Junior—Heat 1 (10 laps): 1, John Love (Cooper-Morris), 10 m. 8.6 s., 82.22 m.p.h.; 2, Mike Spence (Lotus-Ford 22); 3, Alan Rees (Lotus-Ford 22); 4, Bill Moss (Gemini-Ford Mk. 4). **Fastest Lap:** Love, 59.4 s., 84.24 m.p.h.

Formula Junior—Heat 2 (10 laps): 1, Chris Ashmore (Elva-Ford), 10 m. 22.6 s., 80.37 m.p.h.; 2, Mervyn McKinney (Cooper-B.M.C.); 3, Roy Pike (Auspur-Ford T3); 4, Rolf Markl (Cooper-Ford). **Fastest Lap:** McKinney, 1 m. 1.0 s., 82.03 m.p.h.

Saloon Car Race (15 laps)—Overall Winner: Roy Salvadori (Jaguar 3.8), 16 m. 47.4 s., 74.51 m.p.h. **Over 3,000 c.c. Class:** 1, Roy Salvadori (Jaguar 3.8), 16 m. 47.4 s., 74.51 m.p.h.; 2, Jack Sears (Jaguar 3.8); 3, Sir Gawaine Baillie (Jaguar 3.8). **Fastest Lap:** Salvadori and Sears, 1 m. 6.2 s., 75.59 m.p.h. **1,001-3,000 c.c. Class:** 1, Peter Harper (Sunbeam Rapier), 17 m. 4.0 s., 68.41 m.p.h.; 2, Edward Lewis (Riley 1.5); 3, Alan Hutcheson (Riley 1.5). **Fastest Lap:** Harper, 1 m. 11.8 s., 69.69 m.p.h. **Up to 1,000 c.c. Class:** 1, John Love (Morris Mini-Cooper), 17 m. 14.2 s., 67.74 m.p.h.; 2, John Whitmore (Austin Mini-

Cooper). **Fastest Lap:** Miss Christabel Carlisle (Austin Mini-Cooper), 1 m. 12.2 s., 69.31 m.p.h.

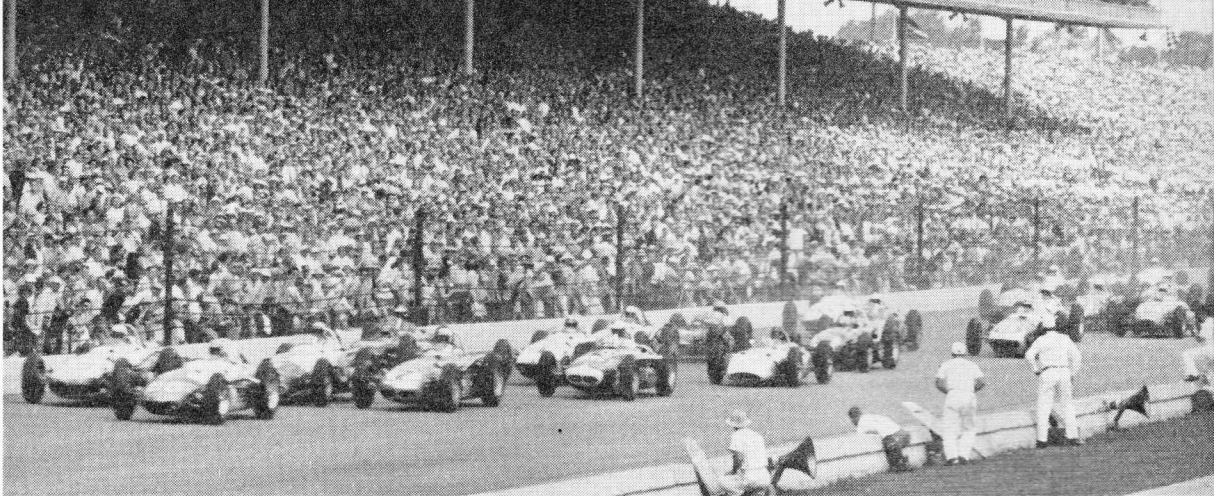
Formula 1 (36 laps): 1, Innes Ireland (Lotus-B.R.M. 24), 34 m. 46.4 s., 86.34 m.p.h.; 2, Roy Salvadori (Lola-Climax), 35 m. 6.6 s.; 3, Bruce McLaren (Cooper-Climax), 35 m. 9.0 s.; 4, Tony Settember (Emeryson-Climax), 35 laps; 5, Brian Hart (Lotus-Ford 20), 35; 6, David Piper (Lotus-Climax), 34; 7, Keith Greene (Gilby-Climax), 32. **Fastest Lap:** Ireland, 57.2 s., 87.46 m.p.h.

Sports Cars up to 1,150 c.c. (10 laps): 1, Paul Hawkins (Lotus-Ford 23), 10 m. 30.0 s., 79.43 m.p.h.; 2, Mike Beckwith (Lotus-Ford 23); 3, Bill Moss (Elva-Climax Mk. 6); 4, Rodney Bloor (Lotus-Ford 23); 5, Chris Ashmore (Elva-Climax Mk. 6); 6, Syd Fox (Lola-Climax). **Fastest Lap:** Hawkins, 1 m. 1.8 s., 80.97 m.p.h.

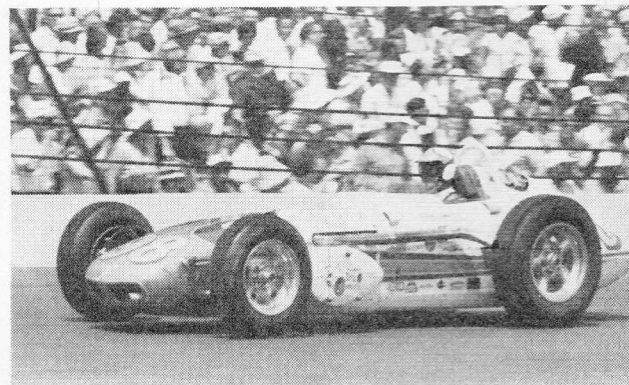
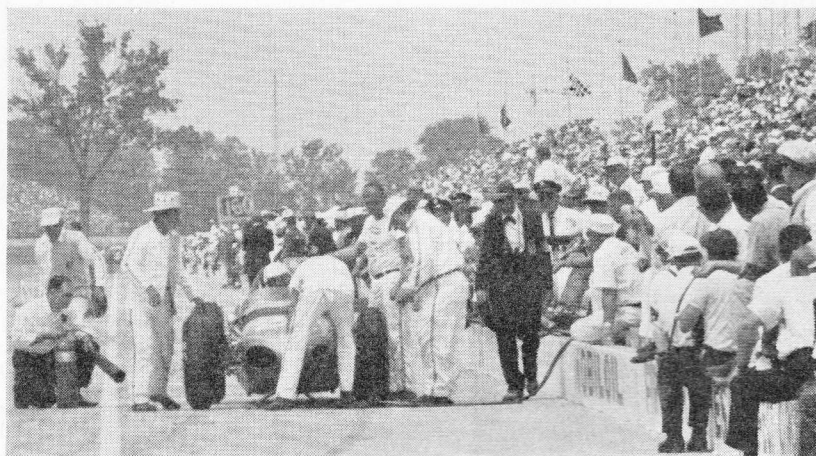
Formula Junior—Final (15 laps): 1, Alan Rees (Lotus-Ford 22), 15 m. 13.8 s., 82.14 m.p.h.; 2, Mike Spence (Lotus-Ford 22); 3, Denis Hulme (Brabham-Ford); 4, John Love (Cooper-Morris); 5, Bill Moss (Gemini-Ford Mk. 4); 6, Peter Ashdown (Lola-Ford). **Fastest Lap:** Peter Ashdown (Lola-Ford), 59.6 s., 83.96 m.p.h.

FLYING START. The ultimate winner, Rodger Ward, in the front row (extreme left) is out-accelerated by the sensational Parnelli Jones (No. 98) who set a first lap record of 143 m.p.h. Ward led the rest of the pack through the first turn closely followed by Len Sutton and A. J. Foyt

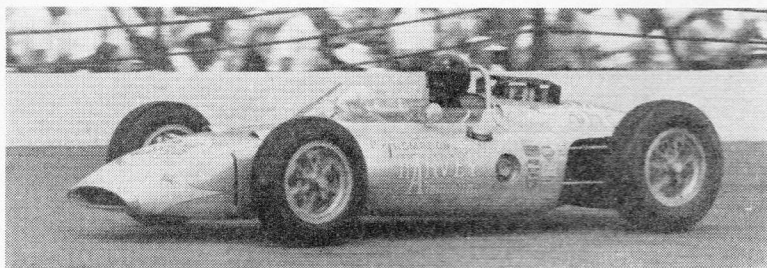
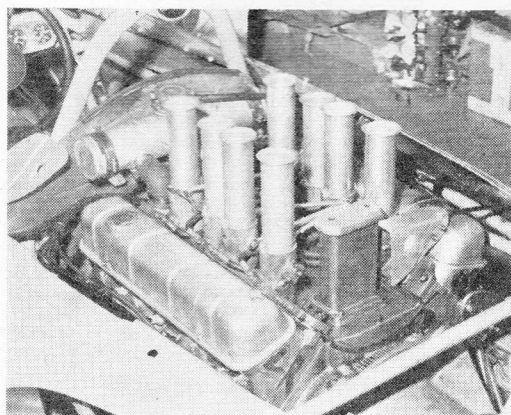
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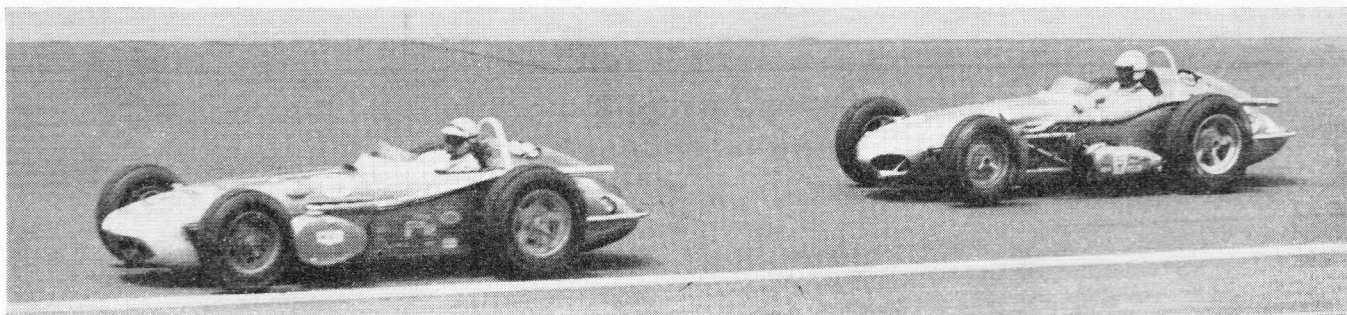
INDIANAPOLIS



ABOVE: FASTEST CAR. Parnelli Jones led the field at the beginning, breaking records on every lap. In qualifying he had won pole position with a four-lap average speed of 150.37 m.p.h. **LEFT: PIT DRAMA.** Paul Russo, after taking over from Elmer George, came in to refasten his shoulder harness but the engine "died" and could not be restarted.



ABOVE. Dan Gurney's Harvey Aluminium Special was the only rear-engined car in the race. After Dan had held the car in eighth or ninth position for the first hundred miles, fuel starvation developed which led to engine failure at half-distance. The Buick engine can be seen **LEFT.** Before that, however, Gurney had been black-flagged when two pieces of metal came loose. **BELOW.** Dick Rathmann (No. 9) takes a tighter line than Elmer George in the first turn. Rathmann's magneto failed on the 53rd lap and, by coincidence, Elmer "pitted" on that lap to be replaced by Paul Russo.



M.G. HILL-CLIMB

CONDITIONS could scarcely have been worse for the M.G. Car Club's Hill-Climb held on the one-mile New Long Hill at Calary, Co. Wicklow, on 19th May. Cold winds blowing down from snow-capped mountains, heavy rain and even hailstones, spoiled the afternoon. Between the heavy showers the road dried in patches but was generally very slippery. This was particularly noticeable on the last right-hander known as "Lovers' Glide". "Glide" was surely the operative word as several drivers had gilhooleys at this acute bend. Fortunately damage was confined mostly to reputations, although Louis Goor was particularly unlucky to shatter the neat glassfibre bonnet of his Sprite when he spun and clipped a wall. Dan McAlister made B.T.D. for the third time this season. His time of 58.8 secs. represents an average speed of approximately 62 m.p.h. Stan Ryan suffered clutch trouble with his similar 1½-litre Cooper-Climax at Altidore on the previous Saturday, so McAlister very sportingly lent Ryan a spare clutch and, after some frantic work by Ryan's mechanic, Martin Egan, the car was just ready in time. They actually arrived for scrutineering with the car in bits and pieces!

Despite another fluffed start, Ryan was second to McAlister with 59.8 secs. Robin Rennicks had a plug lead come adrift before the last bend but was third fastest at 62.6 secs. in his 1½-litre Lotus-Ford 18. Johnny duMoulin (1,340 c.c.



The 1,475 c.c. Lotus-Ford 18 of Robin Rennicks almost resembles a boat as he splashes his way to the top in the M.G. Car Club's Calary hill-climb. He was third fastest behind Dan McAlister and Stan Ryan (Cooper-Climaxes).

BRIAN FOLEY'S Report From Eire



Edmund Williams spun his Austin-Healey Sprite at the bend known as "Lovers' Glide" in the Calary hill-climb. The Sprite disappeared into the bushes but was undamaged.

Ford Anglia) and Cecil Vard (Austin-Cooper) tied for fourth fastest time overall at 68.6 secs. On a run-off, duMoulin was faster than Vard and he won the saloon class. Vard won the Open Handicap, but this class would have gone to N. O'Donnell-Browne in his Austin-Cooper except for the fact that he did not bother to enter for this class. He won the Saloon Handicap from Vard and Michael Ivis was third in another Austin-Cooper. Ivis has his model bored out to 1,029 c.c. Edmund Gill in his 1,098 c.c. F.J. Lotus 20 was the only other driver to break the 70 seconds barrier. His best run was 69.6 secs.

Des Cullen was the fastest sports car driver with a run in 70.0 secs. in the highly modified Cooney-Cullen Sprite.

CORK SPEED WEEK-END

THE Munster Motor Cycle and Car Club held their Speed Week-end on 26th-27th May. The Sprint at Carrigrohane on the Saturday was won by Dan McAlister. His best single run for the standing kilo was 24.2 secs., which was almost two seconds better than his own record of last year. McAlister's best average (mean of two runs in opposite directions) was 24.35 secs. His average speed was 91.8 m.p.h. Robin Rennicks (1½-litre Lotus-Ford) beat Stan

Ryan (1½-litre Cooper-Climax) by 0.1 sec. for second fastest. Their respective times were 26.5 and 26.6 secs. Ryan had clutch slip in the Cooper.

Stan Ryan had his clutch cured for the Farnanes Hill-Climb on the Sunday, and he recorded B.T.D. at 1 min. 23.6 secs. The record for this exceptionally narrow and twisty one-mile hill stands to Paddy Hopkirk at 1 min. 22.2 secs. in a rear-engined Elva-B.M.C. Junior. Robin Rennicks intended having an all-out bash at this hill as he has now sold his 1,475 c.c. Lotus-Ford 18 to Lingard Goulding. Unfortunately the car acted up and the best that Rennicks could manage was 1 min. 26.9 secs., which was second fastest time. Excellent times were recorded by duMoulin (1,340 Ford Anglia), 1 min. 36.1 secs., and Cooney (Sprite), 1 min. 36.2 secs. The Open Handicap went to German driver F. C. Hasse in a left-hand-drive Volkswagen. To complete the "International" flavour, three English motor cyclists competed also at Cork.

AUSTIN OWNERS' TRIAL

ON the same day as the Cork Sprint, the Austin Owners' Club held a very well-organized and well-supported driving tests event. The Goodyear Trophy was won by Leslie Vard (Austin Seven), 341.7 marks, and brother Cecil Vard (Austin-Cooper) was an extremely close second with 341.8 marks. First-Class Awards were won by: Cecil Vard, Seamus Griffin (Griffin-Ford), 343.6 marks, Larry Mooney (VW), 351.6 marks, Brian Kehoe (VW), 354.4 marks, T. P. O'Connell (VW), 355.1 marks. Second-Class Awards went to: Kevin Sherry (VW), 358.0, Stee Griffin (G.T.S.), 366.0, Brendan Kenna (NSU), 371.0, Charlie Gunn (Sprite), 374.8, and Des Cullen (NSU), 376.4.

GRAND PRIX MONACO JUNIOR

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS

Peter Arundell (Lotus-Ford) in Irresistible Form

COMPRISING two 16-lap heats, and a 24-lap final, the Formula Junior event, on the Saturday preceding the Monaco G.P., resulted in a sweeping success for the marque Lotus, headed by Peter Arundell, who won both his heat and final, setting up both race and lap records. Unhappily the event was marred by the tragedy of Dennis Taylor, whose Lola crashed into a tree at the exit from the tunnel on lap 2 of the first heat. Eric Harris (Alexis) was injured when he collided with the barriers at the chicane.

Arundell dominated heat 1, from start to finish, with Peter Procter (Cooper-Austin), Dick Attwood (Cooper-Ford) and Mike Spence (Lotus-Ford) his nearest challengers. The unfortunate John Love (Cooper-Morris) went on to three cylinders just after the start, and only sheer driving ability kept him up with a chance to qualify in the first 11 finishers. Tony Shelly (Lotus-Ford) crashed, in avoiding the spectacular but not particularly fast Swedish driver Rosqvist (Cooper-B.M.C.).

Procter, in a safe second place, and driving superbly behind the brilliant Arundell, had the wretched luck to develop fuel-pump trouble. His engine died at the hairpin, restarted, but cut out completely one lap from the end. This let the consistent Attwood into second position followed over the line by Spence, Frank Gardner (Brabham-Ford), Bob Anderson (Lotus-Ford) and Bill Bradley (Cooper-Ford). Love struggled round to finish seventh.

Heat 2 opened with a fierce battle between Peter Ryan (Lotus-Ford) and Corrado Manfredini (Wainer-Ford). Down at Mirabeau, Cowles (Cooper) and Rees (Lotus) tangled wishbones, but managed to separate without damage. Rees cut ahead of the Wainer to challenge Ryan, and the pair gradually drew away from the others. Austria's Kurt Bardi-Barry (Cooper) took Cowles for fourth place, but could make no impression on the bright-red Wainer, with its Cosworth engine. On lap 8, Alan Rees managed to edge in front of the Canadian Ryan, and a proper ding-dong ensued. Two laps from the end, Ryan again went in front, where he stayed to the finish pursued all the way by his rival.

A slight mix-up caused a shuffle behind the Wainer, Jo Schlesser (Brabham-Ford)



TRAFFIC JAM: The start of the final. Cars prominent are 102, Frank Gardner (Brabham); 54, Kurt Bardi-Barry (Cooper); 86, Bob Anderson (Lotus); 142, Ulf Norinder (Lotus); and 112, John Hine (Lola).

dropping behind Bardi-Barry, but keeping in front of Cowles and "Geki" (Lotus). Ryan's winning speed was 106.390 k.p.h., whereas Arundell's was 108.760 k.p.h.

No one could touch Arundell in the final, the Team Lotus man being in a class by himself. Despite having to drive one-handed for much of the distance, holding his gear lever in place, he outdistanced the entire field to win as he pleased. Ryan held second spot for one lap, but had trouble and fell back to the rear of the field. Attwood drove a splendid race, but mechanical bothers intervened when he had held second place for several laps. This let in Spence, in one of the Walker Lotuses, with Anderson and Schlesser duelling behind,

ahead of another scrapping pair, Manfredini and Bardi-Barry.

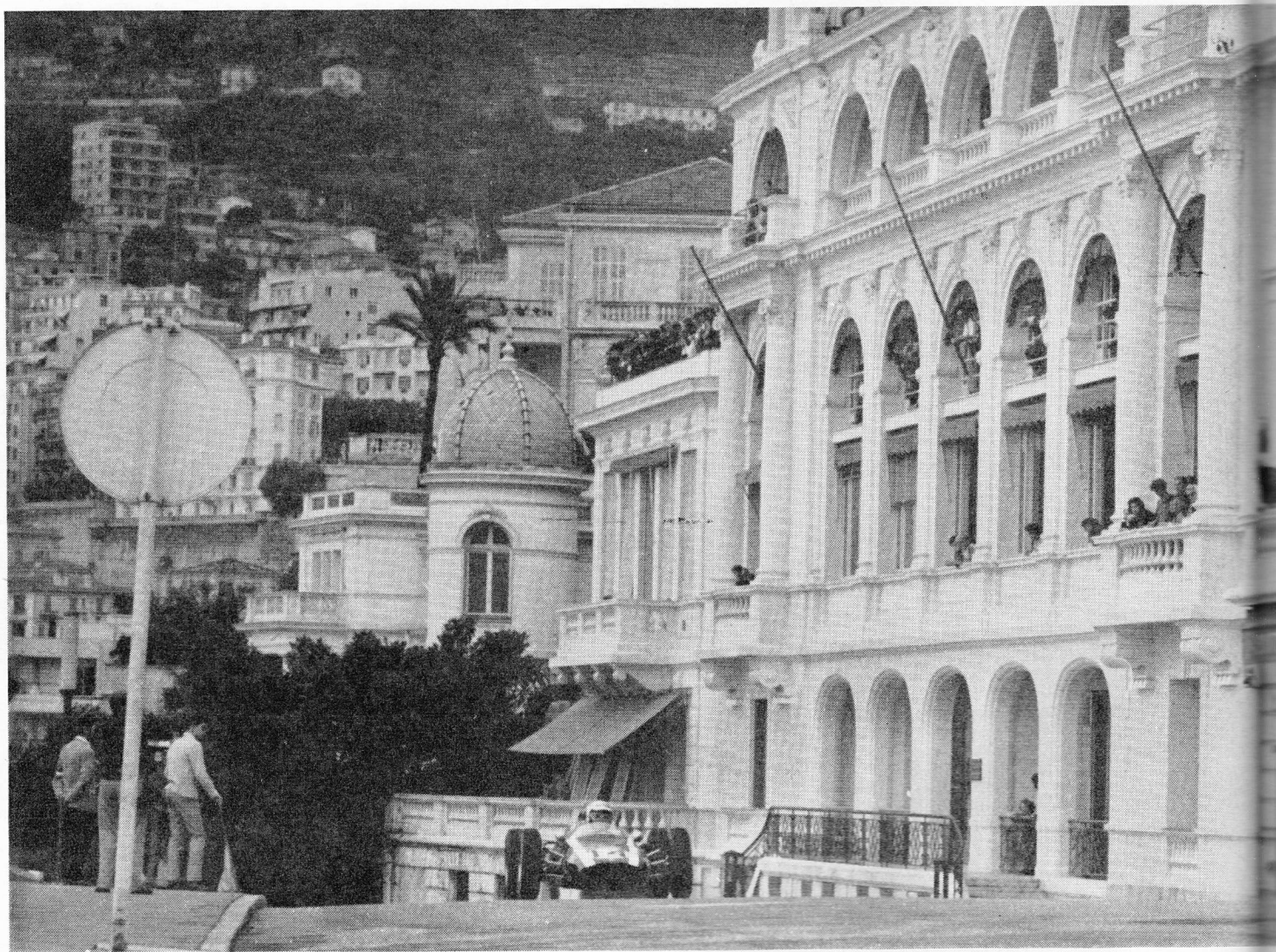
Bill Bradley, who had been involved in an incredible mix-up at Gasworks Hairpin at the start, worked himself up to third place in a car which bore plenty of evidence of the dodgem performance, during which Ulf Norinder's Lotus became airborne before crashing into the straw bales. Anderson snatched third spot on the last lap, after Bradley, Schlesser and Manfredini had been involved in a slight contretemps. This let the enterprising Bardi-Barry into fourth place.

Cowles and Rosqvist, who had been having a private fight for ninth place—a lap behind the leaders—carried on their duel after crossing the finish line, and Cowles crashed at Gasworks, wrecking the Fitzwilliam Cooper.

Apart from the established F.J. men, and a few promising newcomers, there were many instances of thoughtless and often dangerous driving, which, if spotted by officials, should have meant the black flag. Eagerness is all very well, and one realizes that the majority of spectators dearly love to see incidents. Modern Formula Junior cars are so controllable, and have such remarkable brakes, that irresponsible drivers are tempted to take risks and drive at speeds which they are far from capable of doing safely.

Frank Gardner's Brabham chases a Cooper and other Juniors driving down to the Station.





FLASHBACK ON MONACO

BY GREGOR GRANT

PHOTOGRAPHY BY
GEORGE PHILLIPS

WHEN that opening lap pile-up at the Gasworks hairpin eliminated Ginther, Gurney and Trintignant, as well as damaging the cars of Trevor Taylor and Innes Ireland, it was expected that the 20th Grand Prix of Monaco would lose much of its interest. This was far from being the case, and although the effective strength of the contestants was brought down to 11 cars, the race was packed with incident and thrills from start to finish.

Personalities of the race undoubtedly were Graham Hill, Jim Clark, Bruce McLaren and Phil Hill. Lorenzo Bandini proved that he has earned a place in the Ferrari team, whilst Jack Brabham and John Surtees also pleased the crowd. Brabham is having anything but a good season, but during his duels with Jim Clark and Phil Hill, all the old fire and skill were there, and it was sheer bad luck that he should overcook it at the Casino and break his radiator. Surtees,

determined to finish at all costs, was handicapped by braking bothers, which will be sorted out before Spa-Francorchamps. There is nothing wrong with the Lola which the Bowmaker boys cannot put right, but on a circuit such as Monaco, peculiar behaviour in the anchor department can be highly demoralizing, and Surtees deserves full marks for plugging on the way he did.

One would think that Graham Hill and Jim Clark were eliminated as a result of that tremendous duel of theirs. However, the truth is that Clark, first to go, had a repetition of his Zandvoort clutch failure. He tried desperately to keep going, but eventually the strain told on the engine, which cannot operate successfully unless fairly high r.p.m. can be maintained in all gears. Poor Clark had a job to find any gears, and certainly couldn't risk the sort of down-changes required at Monaco. The Lotus 25 is a tremendously quick and con-

trollable motor-car, as is evidenced by Jim's new record of 1 min. 35.5 secs. During his chase of Hill, he was positively brilliant, driving completely 10/10.

Hill's B.R.M. ran like clockwork for 90 or so laps. Graham was not pushing the car, and his progress was the acme of regularity. When Clark was pressing him, he still did not do anything spectacular, although his lap times came down to around 1 min. 36 secs. When Jim went out after 56 laps, Bruce was something like 50 secs. behind, so there was no need to press on regardless. The engine suddenly lost its tune, and at the start of the 91st lap it was obvious that the B.R.M. was slowing drastically. He kept on for another two laps, but the oil pressure dropped to zero and the engine went dead on him going down towards Mirabeau. It was a sad ending to a gallant effort, but that is motor-racing!

As for Bruce McLaren, I should say

LEFT: ROUND THE HOUSES. The winner, Bruce McLaren, driving his V8 Cooper-Climax up the hill of this unique picturesque circuit.



RIGHT: DUEL. Graham Hill (B.R.M. V8) and John Surtees (Lola-Climax V8) enjoyed a battle at one stage of the race although the Bowmaker car was a lap behind. They are seen here at Mirabeau corner.

that he drove a heady and determined race in a magnificently prepared car. When Graham Hill overtook him for the lead after seven laps, Bruce adopted a sort of waiting game, and even when he was passed by the meteoric Clark, the young New Zealander drove to what looked like a predetermined plan. It was near the end of the race that his patience must have been taxed to the limit. He knew full well that Phil Hill was carving seconds a lap off his times, but was never tempted to put his chances of finishing in jeopardy by suddenly producing fireworks. He was quite prepared to have a proper dice, if Hill had been in any position to overtake him on that final and breathtaking lap. Once in the chicane, and seeing Hill in his mirrors just emerging from the tunnel, he knew that the race was his. In point of fact, Bruce drove just the sort of race that brought Victory to Trintignant on two occasions on the same circuit.

Any driver who underrates Phil Hill would be foolish. The American has courage and skill galore, and there is

BELOW: WORLD CHAMPIONS, 1959/60 Champion Jack Brabham (Lotus-Climax V8) and 1961 Champion Phil Hill (Ferrari V6) together in the closing stages of the race. Unfortunately Brabham lost the fight when he "dropped it" at the Casino.



no one else who can conduct a Ferrari as he can. Once the fuel-load had lightened, the handling of the red car improved immensely, and then the World Champion really started motor-ing. He made Brabham go just that extra bit too quickly at the difficult Casino right-hander, and from then on he kept coming closer and closer to the leaders.

Salvadori had a poor race, the V8 Lola developing a tendency to hop about, which was traced to faulty dampers. Both Taylor and Ireland had cars damaged in the opening lap prang, the former's literally flooding with oil, and the latter's leaking petrol all over the place. Tony Maggs emerged with credit, pushing the obsolescent "four" along till gearbox trouble caused his retirement. He should have his new V8 for the Belgian G.P.

Jo Bonnier had a terrible ride in the old ex-works Venetia "four". The suspension was obviously on the blink, the

front wheels doing the most odd things both on acceleration and during braking. It was fortunate for Jo that Porsche were able to "borrow" the car from the Italian stable and nominate it as a factory entry, for he never would have been able to qualify it.

Willy Mairesse did not exactly cover himself with glory. His start from the third row would have done credit to a bull-dozer driver, and Clark was lucky not to be eliminated there and then, when the Ferrari fetched his nearside rear wheel a fairly hefty wallop.

It was a proud day for John Cooper, who did his usual head-over-heels act as Bruce received the chequered flag from Louis Chiron. This was the first Cooper-Climax victory in a *grande épreuve* since Brabham won at Oporto in August, 1960. During a TV session for Dunlop's special rush film, and for American and Eurovision units, Bruce showed considerable talent as an actor.

Jo Bonnier in the four-cylinder Scuderia S.S.S. Repubblica di Venezia Porsche pulls over to let a stream of cars through. These comprise Lorenzo Bandini (Ferrari V6), John Surtees (Lola-Climax V8), Graham Hill (B.R.M. V8) and Jim Clark (Lotus-Climax V8).





JOHN BOLSTER TESTS

THE ALFA ROMEO 2600 SPRINT

FOR many years sports cars have been vehicles which had exceptional performance and roadholding at the expense of comfort, silence, and flexibility. Now, a new kind of sports car is beginning to appear. These machines still have remarkable speed, acceleration, roadholding, and controllability, but they also excel normal touring cars in smooth, silent, and flexible running, ease of driving, comfort and luxury.

Such a car is the new Alfa Romeo 2600 Sprint. It has all the very great performance that a twin-camshaft engine with six carburettor chokes can give, when allied with a five-speed gearbox. Yet it can be regarded as almost a one-gear car, whispering through traffic on fourth or fifth speed and picking up without a tremor and oh so unobtrusively to its three-figure cruising speed.

The heart of the 2600 is its very advanced engine. This is a six-cylinder unit with a light alloy block and cylinder head. The crankshaft runs in seven main bearings and the two camshafts are driven by duplex chains. Perhaps its most important feature is the carburation. Three horizontal twin-choke Solex carburettors provide one choke per cylinder at high speeds. At the lower velocities, three of the chokes are out of action, the car starting, idling, and performing its initial acceleration with one choke for each pair of cylinders.

Three of the throttles are controlled by the driver and the other three are automatic. This is compound carburation, and it makes possible a degree of flexibility, allied with maximum performance, that could not be obtained by any other means short of fuel injection. A car without compound carburation cannot ally the racing power of "one choke per pot" with the cruising flexibility of a touring carburettor layout, plus 20 m.p.g. economy.

This engine is in unit with a five-speed gearbox, of which all the gears (except reverse) are fully synchronized. The short central lever is spring loaded into

the centre of the gate—that is to say in the plane of third and fourth gears. Pressure against the spring to the left gives first and second speeds, the location of these four gears being normal. If the lever is taken out of fourth and pressed to the right, forward movement gives fifth speed. Reverse is opposite fifth, but is positively locked out of engagement unless the lever is pressed down to release the catch.

The front suspension is normal, with wishbones, helical springs and an anti-roll bar. The steering is by a worm-and-roller box. The test car had a Ruddspeed right-hand drive conversion, as only left-handed controls are supplied by the makers. Alfa Romeo actively approve of this conversion and encourage buyers in England to espouse right-hand drive. The work is so well carried out that no trace remains of the original left-side position.

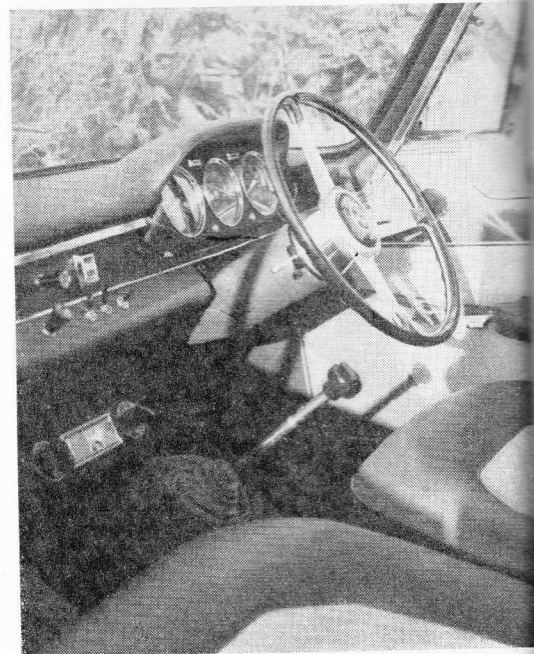
The hypoid rear axle is located by trailing arms beneath each side. In the centre, an A-shaped member locates the axle laterally as well as in a fore and aft direction. It will be seen, therefore, that positive location is provided but that the axle is free to move against the helical springs. Large Girling disc brakes are fitted in front with Alfa Romeo turbo-finned drums at the rear, the hydraulic operation being servo-assisted.

The body is a two-door four-seater coupé by Bertone, which has—need one mention it—lovely lines. The front seats are of bucket-type with backs that really locate the driver and passenger and which are adjustable right down to a reclining position. The rear seats are also comfortable, though the tallest passengers may tend to contact the roof when sitting upright. The windows are raised and lowered electrically at the touch of a button, which is typical of the luxury provided. The appearance is unmistakably Alfa Romeo, with which a modern four-headlamp installation has been skilfully blended.

From the driver's seat, the all-round

visibility approaches that of an open car. The pedals are, of course, arranged for "heel and toe", while a rest is provided for the driver's left foot. The clutch is smooth but grips decisively, and the gear lever has a short, easy movement, only reverse sometimes being reluctant to engage.

Never has a car had such a dual personality. One can revel in the five synchronized speeds, or remain in fourth or fifth all day. The engine is completely smooth, and though I did not exceed 6,500 r.p.m. on the gears, more is permissible for short bursts. At these revs., fourth speed gives over 100 m.p.h., and this is a splendid gear for winding or hilly roads.



Right-hand Drive by Ruddspeed



SPECIFICATION AND PERFORMANCE DATA

Car Tested: Alfa Romeo 2600 Sprint coupé. Price, £2,979 5s. 3d. including P.T. Extra: Ruddspeed right-hand drive conversion, £200.

Engine: Six-cylinder, 83 mm. x 79.6 mm. (2,584 c.c.). Inclined valves operated by twin camshafts in light alloy head. Compression ratio, 9 to 1. 165 b.h.p. (S.A.E.) at 5,900 r.p.m. Three twin-choke horizontal Solex pump-type carburettors with compound throttle operation. Coil and distributor ignition.

Transmission: Single dry-plate clutch with hydraulic operation. Five-speed gearbox with central control and synchromesh on all gears, overdrive on fifth. Ratios, 3.77, 4.78, 6.45, 9.49 and 15.77 to 1. Open propeller shaft. Hypoid rear axle.

Chassis: Combined body and chassis. Independent front suspension by wishbones, helical springs, and anti-roll torsion bar. Worm and roller steering box. Rear axle on trailing arms and central A member with helical springs. Tele-

scopic dampers all round. Girling disc front brakes, drums at rear, with hydraulic servo operation. Bolt-on pierced disc wheels fitted 165 x 400 tyres.

Equipment: Twelve-volt lighting and starting. Speedometer, rev. counter, oil pressure and temperature, water temperature, and fuel gauges. Heating and demisting. Windscreen wipers and washers. Flashing indicators. Electrically raised windows.

Dimensions: Wheelbase, 8 ft. 5½ ins. Track (front), 4 ft. 7 ins.; (rear) 4 ft. 6 ins. Overall length, 15 ft. Width, 5 ft. 7 ins. Weight, 1 ton 6 cwt.

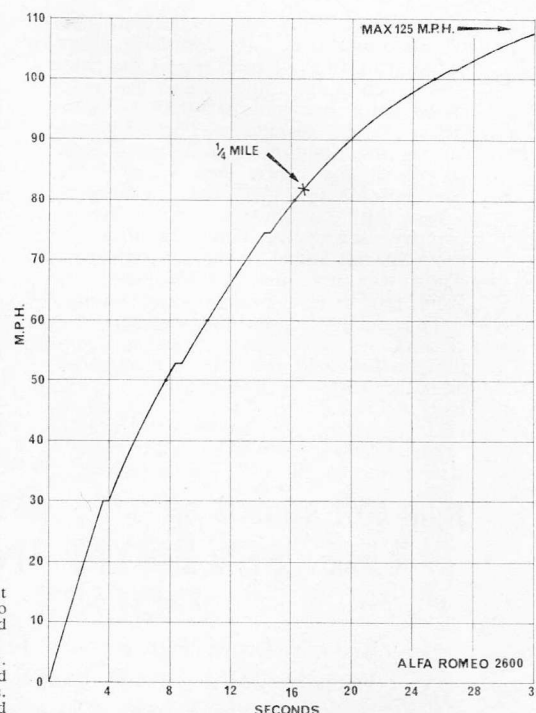
Performance: Maximum speed, 125 m.p.h. Speeds in gears: 4th, 102 m.p.h.; 3rd, 76 m.p.h.; 2nd, 53 m.p.h.; 1st, 30 m.p.h. Standing quarter mile, 16.8 secs. Acceleration: 0-30 m.p.h., 3.6 secs.; 0-50 m.p.h., 6.8 secs.; 0-60 m.p.h., 10.4 secs.; 0-80 m.p.h., 16.2 secs.; 0-100 m.p.h., 25.6 secs.

On fifth speed, I was able to attain 6,600 r.p.m. This gave a timed 125 m.p.h. which is exactly the maximum which the makers claim! During the timed tests, the maximum indicated speed was 131 m.p.h., converted from kilometres. If the lever is simply pulled straight back from fifth, the spring guides it into fourth, just like that. Third is a fierce gear for really decisive overtaking and second makes black marks on the road as it rockets one up to 50 m.p.h. First is on the low side, and though it will encompass 30 m.p.h., excessive wheelspin can easily be produced. The fastest starts are made by "snatching" second after a few yards.

To make any sort of sound is impossible when changing gear, the synchro-

mesh being unbeatable. The gears themselves are all equally silent when engaged, fourth being direct and fifth on overdrive.

The steering is completely accurate and the car runs straight and true on all surfaces, with a moderate degree of understeer. Slightly on the heavy side on really sharp bends, the wheel seems to follow the driver's thought at all other times, with no conscious direction. The cornering power is high, the wide track reducing any tendency to roll, while the suspension is not particularly "soft". Great praise must be given to the behaviour of the rear axle on bumpy corners, though it can be made to tramp when attempting a racing getaway. Alfa Romeos have always had superb brakes,

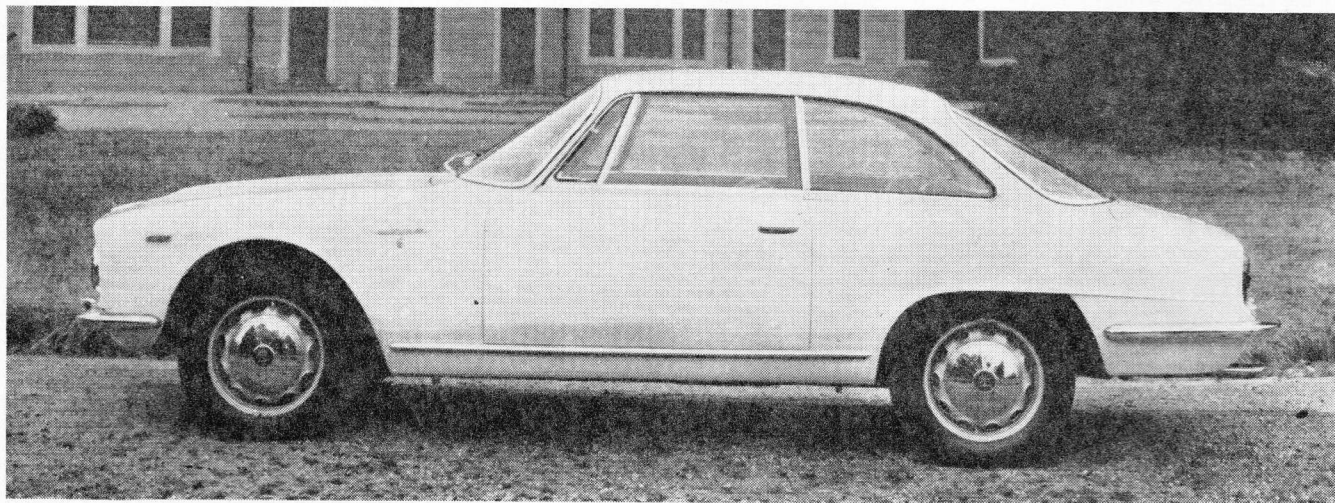


ACCELERATION GRAPH

a tradition which this latest disc and drum layout continues. The heating and demisting, combined with the ventilation, are particularly easy to control, and the windscreen wipers really clear the glass.

Very high average speeds are achieved almost unintentionally with this car. The exceptional silence and unobtrusive acceleration tempt one to travel fast and it would be difficult to imagine a more restful vehicle to drive or in which to be a passenger. Above all, there is a delicious feeling that one is using a product of the best engineering rather than a mere piece of cut-price transportation. The everyday car has many virtues but it is not in the same world as this magic carpet.

The Alfa Romeo 2600 is a beautiful car of great luxury and exciting performance. In attempting to express its virtues in words, perhaps it would be permissible to say that it is even better than the Giulietta, and leave it at that. My thanks go to Rudds of Worthing for some memorable motoring.



THE Police Rally, run in Belgium over the week-end of 26th-27th May, justified its International tag as the route was much more difficult and the entry more truly International than in some better-known events. The 800-mile course was roughly in a figure-of-eight, of which the centre was Liège. The Northern loop was not particularly severe, but the Southern loop, through country used by the Tulip organizers for their Special Stages in the days when the Tulip was not just a high-speed tour from test to test, proved very tough.

The maximum permissible entry was obtained of which 119 crews representing the Police Forces of nine countries, actually started. Of these only 79 finished, of whom but five were not penalised for lateness at controls.

The British entry this year was a strong one, as the G.B. crews numbered

the efficiency of the lovely hostesses provided by the Bon Marché was matched only by the excellent service provided to all the G.B. contingent by the Military Police "support" crews, competitors struck out into the Ardennes, *en route* for a speed test over the top half of the G.P. des Frontières Circuit at Chimay. Although the rain had stopped, there was heavy mist in patches and the organizers had some doubts as to whether to run the test at all. Results were on a class basis, but there were several unofficial bets as to which car would make B.T.D., the favourites being the Austin-Healey, the Alfa Romeo G.S.V. driven by Leso/Schiavo of the Italian Autostrada Police, a Fiat-Osca from Milan, the Alpine, or the "works" Volvo B18, driven by a crew from Gothenburg who had done more than 15 Montes, Mid-night Suns or Vikings. In fact, the

with third place in their class by Major Sherville and Captain Gait. The Alexander Cooper, after going great guns, went out with a brake piston failure and was retrieved by an Army truck, the crew of which were of invaluable assistance to the British entry as a whole. Some of the other British crews, notably Lennon/Miller on the Alpine and Wood/Wise on a works Riley 1.5, might have finished higher than they did had they not stopped to rescue another Riley 1.5 which had run out of road and was balanced precariously upon a 100-ft. drop.

With the rally well and truly won on the road, the results of the two hill-climbs at Houffalize and La Roche were of academic interest only, although there was some speculation to see whether the motor-cycles (who had not taken the Chimay test) could do what the cars could not and beat the Austin-Healey. However, although the bikes were flung up the hills in the bravest possible fashion, the Healey was still the fastest of all, recording 1 min. 42.2 secs, to the best bike's 1 min. 50.7 secs. at Houffalize and 58.2 secs. to 1 min. 03.5 secs. at La Roche. At Houffalize the next fastest car was the Alfa Romeo in 2 mins 00.8 secs, and at La Roche, the Sunbeam Alpine in 1 min. 07.2 secs. In the former climb, Jauncey/Cable, Southend Borough, on a "works" Austin-Cooper beat the Auto Union which was their chief rival, but in the latter the German crew turned the tables, and they had already won the class by a handy margin.

There is no General Classification in this rally, and the most that an individual crew can do is to win their class, which is what the Austin-Healey crew did. The principal prize is the Coupe du Roi des Belges, awarded to the best-placed National team. In this the No. 1 British team, Gott/Nicholson (Austin-Healey), Wood/Wise (Riley 1.5) and Sullivan/Higgins (Austin 7) were runners-up, out of 15 teams, to the winning Belgian team, and the Metropolitan Police team were third. Coupled with the Healey's class win were the second places of Jauncey/Cable on an Austin-Cooper and third places by Smith/Marlow on a Morris Mini-Minor and Sherville/Gait on a Ford Zephyr.

Considering the strength of the opposition and the facilities which they had, these results were very good and perhaps even more significant is the fact that no less than 19 of the British contingent were classified as finishers.

Results

Over 1,600 c.c.: 1, Gott/Nicholson (Austin-Healey 3000), Northamptonshire; 2, Karlsson/Ohlstrom (Volvo B18), Gothenburg City Police; 3, Sherville/Gait (Ford Zephyr), British Military Police. **1,300 to 1,600 c.c.:** 1, Mouyard/Francson (Borgward), Liège City Police; 2, Van Cauter/Alexandre (Volvo 122S), Brussels City Police; 3, Hubert/Debedencourt (Fiat 1500), Belgian Gendarmerie. **1151 to 1300 c.c.:** 1, Dusch/Dohmen (VW), Dutch State Police; 2, Leso/Schiavo (Alfa Romeo G.S.V.), Italian Autostrada Police; 3, Van Roy/Orban (VW), Liège City Police. **851 to 1,150 c.c.:** 1, Schwarzbeck/Funke (Auto Union), West German State Police; 2, Jauncey/Cable (Austin-Cooper), Southend Borough Police; 3, Korner/Kuhling (NSU-Fiat), Hanover City Police. **701 to 850 c.c.:** 1, Malpas/Renard (DAF), Belgian Gendarmerie; 2, Leys/Nys (Dauphine 1093), Liège City Police; 3, Smith/Marlow (Morris Mini-Minor), Metropolitan Police. **Up to 700 c.c.:** 1, Servais/Delvaux (Isard), Liège City Police; 2, Rohr/Kubitsch (BMW), North Rhine Provincial Police; 3, Bucherl/Schmitberger (BMW), West German State Police.

Inter-Nation Team Award: 1, Belgium: Mouyard/Francson (Borgward), Malpas/Renard (DAF), Servais/Delvaux (Isard); 2, Great Britain: Gott/Nicholson (Austin-Healey 3000), Sullivan/Higgins (Austin 7), Wood/Wise (Riley 1.5).

JOHN GOTT REPORTS ON

THE SEVENTH INTERNATIONAL POLICE RALLY

British Team Runners-up for Principal Award—Class Won by John Gott/D. Nicholson (Austin-Healey 3000)

24. However, with the exception of the Military Police from Germany, they were mostly competing in their own time, on their own money and using their own cars. This was in marked contrast to the Continental competitors, who are encouraged to "recce" and compete in service time, using either official machines or ones provided by manufacturers; this, of course, is a big advantage. Several British manufacturers, notably B.M.C., Rootes, Vauxhall and Alexander Engineering, had loaned "works" cars and provided invaluable advice and assistance, but John Gott, the former leader of the B.M.C. team, was driving his own ex-"works" Austin-Healey 3000 with P.S. Nicholson of the Northamptonshire M1 patrol as co-driver. This car, incidentally, was running in its seventh International rally.

The Northern loop was largely to fill in time, but the short section from Nivelles to Braine-le-Compte, which was actually a kilometre longer than stated, caught out several of the unwary and accounted for the M.P. Ford Zephyr of Corporals Hancock and Morris which retired after a slight accident.

As competitors swung back towards Liège, it started to rain and the sky to the South, over the Ardennes country, was menacingly black. Those of the crews who knew the Ardennes felt that they were in for a very nasty night, and they were not far out.

The serious business of the night opened with a Regularity Test run at an average speed of 38 m.p.h. over a previously undisclosed distance and timed to one-tenth of a second. This was, perhaps, the most unsatisfactory test in the rally, as accuracy to this degree cannot really be guaranteed and some crews felt that more regard had been paid to sitting the time-keeper's car where it could not be seen until the last moment than in selecting an exact distance. Fortunately, this test was to have no bearing on the results and, much more satisfactorily, the best performance in it was made by the "works" Sunbeam Alpine driven by Sergeants Lennon and Miller of the Metropolitan Police. After an excellent supper stop at Namur, where

Healey was easily the fastest, recording over 70 m.p.h., from a standing start and touching 105 m.p.h., doing 2 mins. 21.7 secs. to the Volvo's 2 mins. 41 secs. Next up was the Fiat-Osca in 2 mins. 42.1 secs., to the 3 mins. 02.5 secs. of the Alpine in the same class. The Alfa Romeo crew liked the conditions so little that they crawled round in 4 mins. 20.9 secs. Of other British competitors, Truin and Ewen, Met. Police, won their class in 3 mins. 04.5 secs., driving a "works"-loaned Fiat 1300 and White and Couling, Bucks Police, on the Alexander Austin-Cooper did the same in recording 2 mins. 56.7 secs. However, even more impressive was the 2 mins. 48.3 secs. recorded by the Germans, Mair/Friedel, on a BMW 700S.

The route now ran into the heart of the Ardennes over slippery roads which in some places were nothing more than tracks far rougher than those which caused such moans in the R.A.C. Rally—and where sign-posts or direction arrows were conspicuous by their absence. This put efficient map-reading, accurate navigation (or local knowledge), coupled with really fast driving, at a premium and when dawn came only five crews still had "clean sheets" on the road; of these, John Gott/D. Nicholson (Austin-Healey), were the only non-Belgian crew. The others were Mouyard/Francson (Borgward), Malpas/Renard (DAF) and Servais/Delvaux (Isard) amongst the cars, and Adam (Harley Davidson) amongst the motor-cycles. This last was a truly amazing feat and Adam was actually in the saddle for 17 hours on end as the motor-cycles did not have to take the northern loop.

Of the British contingent, the four M.P. motor-cyclists had retired to a man, one, unfortunately, being in hospital with fractured wrists. He had been taken to a control by Wylie/Rowan, Liverpool City, who lost time thereby and it was sad that their sporting effort ended bogged-down in a field later on. The M.P. Fords also got off course and bogged-down whilst another of their cars lost time with non-standard additives in the petrol. However, they pressed on despite these troubles and were rewarded



WHIT-MONDAY GOODWOOD

Good Entry and Good Racing at B.A.R.C. National Meeting

OVERNIGHT rain had cleaned the circuit of most of the rubber left from Saturday's practice, so but for those who had a go that morning the circuit was clean for the start of racing. It was disappointing, but not unexpected, that the Ecurie Ecosse Tojeiros were not present, as they would have enlivened the big race, and one suspects that Jimmy Blumer might have had rather more to do, particularly as Dizzy Addicott's Buick-engined Lotus, which is a potential 1 min. 30 secs. car, was again not on form.

We opened with the saloon cars, and to begin with the lead was hotly contested between P. Dodd and Peter Woodroffe. J. M. Sparrow clearly had hopes of upsetting this position, but even when Dodd had retired with no oil pressure on the fifth lap he could not get near the leading 3.8 Jaguar. Throughout the race there was a tremendous dice between the two Rapiers driven by T. A. Crawford and our old friend Cuff Miller, and the VX4/90s of Warwick Banks, Bill Aston and J. K. Bell. Bell frequently lifted a wheel in St. Mary's in his efforts to catch Banks, who had split the Rapiers, and Jimmy Blumer was all the time chasing D. A. N. Byrne's Mercedes with his impudent-looking Austin-Cooper. In the end Woodroffe was the big class and overall winner, with Cuff Miller and Blumer winning their classes.

The Formula Junior race was led from the start by Hugh Dibley with the Lola, but, unfortunately, he jumped the start and was penalized one minute. At first he was chased unavailingly by Ian Raby's Merlyn-Ford, but K. Francis was hot on Raby's tail and got by on the fourth

lap. Raby passed the Lotus again next lap, only to over-cook St. Mary's on lap seven, as a result of which he was penalized one minute also. So the race went to Francis's Lotus with N. R. Hicks's Caravelle-Ford second. Dibley led, on the road, from start to finish and would

REPORT AND PICTURES BY
PATRICK BENJAFIELD

have won by a big margin but for his starting error, and he also did fastest lap.

The Whitsun Trophy, the big race of the day, was for 21 laps. Absent, as mentioned, were the Ecurie Ecosse Tojeiros, R. C. Kerrison's Berlinetta Ferrari, Bill de Selincourt's Lister-Jaguar, and two or three other entries. Also, as Dizzy Addicott's Buick-Lotus "brewed up" again after one lap and John Coundley clouted the chicane with his Lister-Jaguar on lap 4, the race was a good deal less interesting than it might have been. Jimmy Blumer almost immediately established an unassailable lead, which he continued to increase in the most effortless fashion throughout the race. So much for the sports car part of the race except for the dice between Laurie Keens in his little Ford-powered Lotus 23, J. C. Spender's Climax-powered Lotus and Peter Sutcliffe's big "D"-type Jaguar. Keens won this battle in the end by a respectable margin, and it was fine driving.

TOP OF THE PAGE: Start of the Whitsun Trophy race—note the still-open gull-wing door on Minoprio's Marcos.

In the G.T. part of the race G. M. Jones (Marcos-Climax) was doing everything he could to get past Dicky Stoop's Porsche, having been almost glued to his tail for a long time. In the end he succeeded, but Stoop's troubles were not yet over, as he was now harried by yet another Marcos, and this time the Ford-engined one of S. J. C. Minoprio was up with him and was only .2 of a second behind as they crossed the line.

Chris Lawrence entered the Marque Sports car race wearing an aero wind-screen on his Morgan, which, though conflicting with the regulations, it was agreed that with the knowledge of the

RETURN TO RACING: The Dick Jacobs M.G.s make their debut at Goodwood.



BIG JOKE! Bergel's Bugatti completes a spin at the chicane as Dudley Gahagan, laughing so much that he is nearly falling out of the E.R.A., sweeps past.

ted, immediately after the race, how thrilled Donald Campbell's young wife, who was with him, had been with these cars compared with the evident boredom she had expressed with today's machinery!

George Chapman took an immediate lead with his E.R.A., followed initially by B. Bowman's Lago Talbot, the Hon. Patrick Lindsay with Remus, Sid Day with R6b, and fifth Keith Schellenberg in the Barnato Hassan Bentley (The Whale). Sid Day began to go like a bomb and caught Bowman on lap three as did Patrick Lindsay. Day was going away from Lindsay and catching up on Chapman until he did it all wrong coming out of the chicane, spinning and stalling his engine. A number of enthusiastic but unwise spectators jumped the barrier to push him off again. Keith Schellenberg's efforts in the big Barnato Hassan were clearly reflected in his facial expression, but he miraculously kept the car on the island. B. Bergel had one exciting moment when he spun his Bugatti right in the middle of the chicane and stalled, which caused some phenomenal avoidances on the part of A. S. R. Charnock's Alvis and others. Bergel pushed the Bugatti clear, jumped out and started the car on the handle, much to the delight of the crowd in the stand. Chapman won rather easily but Patrick Lindsay went great guns for second place and the Lago Talbot was third. R6b was announced over the P.A. as once belonging to someone called Dangerfield—this was hardly correct, the name should have been Benjafield!

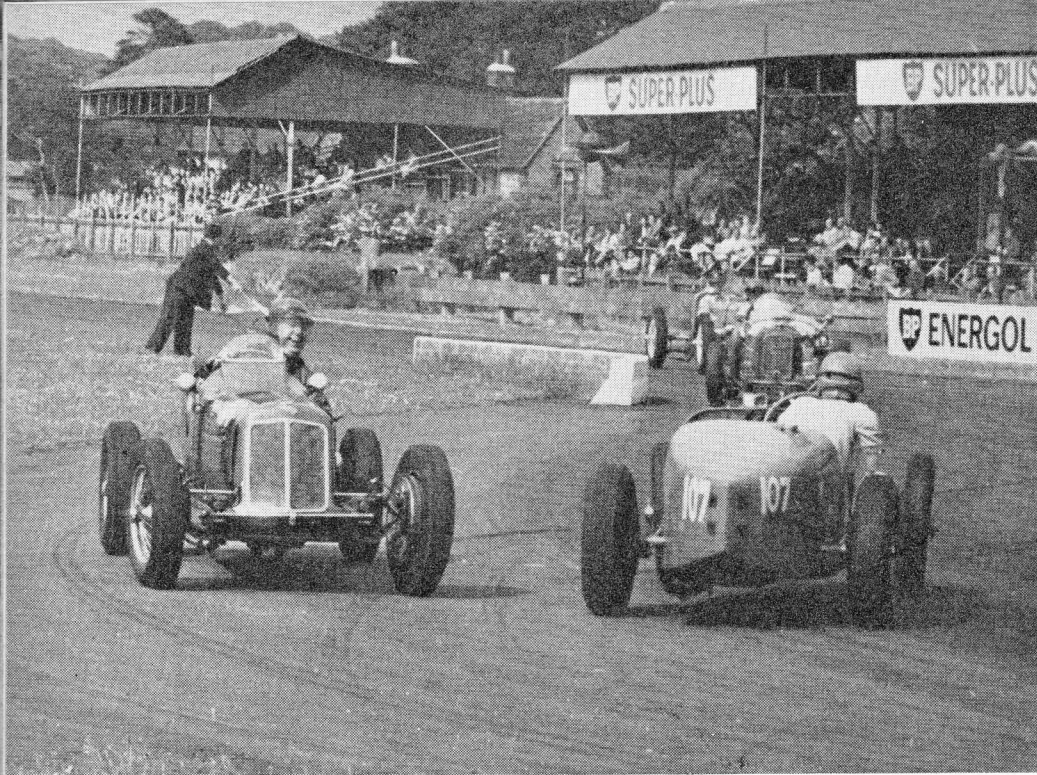
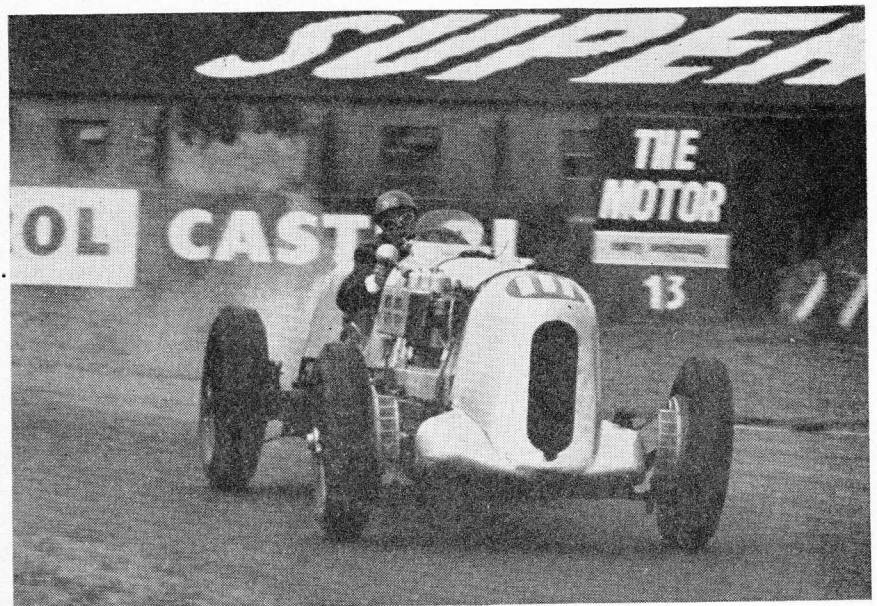
Penalties of one minute for spinning rather spoilt the 1,200 c.c. Sports Car race. The new Jacobs' M.G. Midgets made their first appearance, and at the end of the first lap were lying second and third to G. Naylor's Elva-B.M.C., Laurie Keens having lost it round the back. The M.G.s were then split by

SMOKE, SOUND AND FURY: Keith Schellenberg fights "The Whale"—the Barnato Hassan Bentley—at Woodcote.

UNLUCKY: Hugh Dibley "won" the Formula Junior race by a long way, but was penalized severely for allegedly jumping the start.

Stewards and the acquiescence of the other drivers, he could compete but not qualify. He proceeded to run away with the race and also do the fastest lap. He was followed throughout, albeit at some distance, by T. Entwistle's quick T.V.R., which was alleged to have left the circuit with all four wheels at St. Mary's on the sixth lap, an allegation which, it is believed, he contested, but he was penalized one minute. Warwick Banks, who had been going well in third position, unfortunately had to retire the A.C.-Bristol on lap seven. Quite a dice had been going on between W. H. Jones's Morgan Plus 4 and Bob Burnard's A.C.-Bristol, and due to the preceding happenings they finished first and second.

The race for pre-war racing cars provided all the noise, smells and action which is usually absent from present-day racing. That this is not purely nostalgia was proved for this writer when the Duke of Richmond and Gordon recoun-





WHOOPS! G. Dempsey nearly "starts something" in front of Neil Dangerfield's TR4 as they come out of the Goodwood chicane.

D. B. Porter's Lotus-Ford, and on lap three Alan Foster lost his M.G. round the back while Keens was bringing the Lotus through to second (on the road), and M. Adlington moved his Lotus-Ford into third. On lap five Keens led from Naylor and Adlington with Porter fourth, which is how they crossed the line, but the best dice of the race was the one in which Andrew Hedges had been involved, having had the M.G. Midget in a Lotus sandwich with J. B. L. Brooke, W. J. Morgans and R. Payne most of the time. Keens and Foster were both penalized one minute.

The final race, the Whitsun Handicap, was bedevilled by non-starters, and Mike

White soon had an enormous lead in the Turner-B.M.C., but Jimmy Blumer was bombing round in his Cooper Monaco and tearing through the field. On lap eight Lord Clydesdale took his Lola-Climax into the lead and held it there and Jon Derisley also got past White on lap nine, flying one wheel high at the chicane in true Elite fashion. Poor White was robbed of third by J. Nicholson at the post.

One cannot help feeling that though the B.A.R.C. spinning rules may be very good for out and out beginners, they somewhat spoil things when what is supposed to be a bigger meeting is being run. Otherwise the racing was fine.

RESULTS

Event 1. Saloon Car Class Scratch Race (10 laps): 1, P. J. Woodroffe (Jaguar 3.8), 81.85 m.p.h.; 2, J. M. Sparrow (Jaguar 3.8); 3, D. A. N. Byrne (Mercedes-Benz). **Fastest lap:** Woodroffe, 1 m. 41.8 s., 84.87 m.p.h. **Over 1,600 c.c.-3,000 c.c.:** 1, D. A. N. Byrne (Mercedes-Benz); 2, J. Sutton (Vauxhall). **Fastest lap:** Byrne, 1 m. 49.0 s., 79.27 m.p.h. **Over 1,000 c.c.-1,600 c.c.:** 1, E. W. Cuff-Miller (Sunbeam Rapier), 75.05 m.p.h.; 2, W. Banks (Vauxhall VX4/90); 3, T. A. Crawford (Sunbeam Rapier). **Fastest lap:** Banks, 1 m. 52.4 s., 76.87 m.p.h. **Up to 1,000 c.c.:** 1, J. Blumer (Austin-Cooper), 77.05 m.p.h.; 2, J. D. Lewis (Morris-Cooper); 3, G. C. Burrows (Austin-Cooper). **Fastest lap:** Lewis, 1 m. 50.0 s., 78.54 m.p.h.

Event 2. Formula Junior Scratch Race (10 laps): 1, K. Francis (Lotus-Ford), 92.29 m.p.h.; 2, N. R. Hicks (Caravelle Ford); 3, G. H. Breakell (Lotus-Ford). **Fastest lap:** H. Dibley (Lola), 1 m. 30.8 s., 95.15 m.p.h.

Event 3. The Whitsun Trophy (21-lap Scratch Race for G.T. and Sports Cars of Unlimited Engine Capacity): 1, J. Blumer (Cooper Monaco), 90.98 m.p.h.; 2, L. W. Keens (Lotus-Ford); 3, J. C. Spender (Lotus-Climax). **Fastest lap:**

Blumer, 1 m. 30.2 s., 97.59 m.p.h. **Grand Touring Cars:** 1, G. M. Jones (Marcos-Climax), 83.00 m.p.h.; 2, J. R. Stoop (Porsche Carrera); 3, S. J. C. Minoprio (Marcos-Ford). **Fastest lap:** Jones, 1 m. 40.6 s., 85.88 m.p.h.

Event 4. Marque Sports Car Scratch Race (10 laps): 1, W. H. Jones (Morgan Plus 4), 80.44 m.p.h.; 2, R. Burnard (A.C.-Bristol); 3, N. Dangerfield (Triumph TR4). **Fastest lap:** C. Lawrence (Morgan), 1 m. 42.8 s., 84.05 m.p.h.

Event 5. Pre-War Racing Car Scratch Race (10 laps): 1, G. Chapman (E.R.A. s/c), 82.86 m.p.h.; 2, Hon. Patrick Lindsay (E.R.A. s/c); 3, B. Bowman (Lago-Talbot). **Fastest lap:** S. Day (E.R.A.), 1 m. 41.6 s., 85.04 m.p.h.

Event 6. Sports Car Scratch Race (10 laps): 1, G. Naylor (Elva-B.M.C.), 84.94 m.p.h.; 2, M. Adlington (Lotus-Ford); 3, D. B. Porter (Lotus-Ford). **Fastest lap:** L. W. Keens (Lotus), 1 m. 34.2 s., 91.72 m.p.h.

Event 7. The Whitsun Handicap (10 laps): 1, Lord Clydesdale (Lola-Climax), 85.43 m.p.h.; 2, J. A. Derisley (Lotus Elite); 3, J. Nicholson (Lola-Climax). **Fastest lap:** J. Blumer (Cooper-Monaco), 1 m. 31.6 s., 94.32 m.p.h.

Mallory Park—continued

about to double them on lap 18. With much flashing of lights, horn-blowing and fist-shaking, first Parkes, then Hill and Surtees finally got through. Surtees, making a splendid effort to catch Hill's very fast E-type, set up a new G.T. record of 54.6 secs. Parkes finally crossed the line after an immaculate drive 3.8 secs. ahead of Hill, who was, in turn, $\frac{1}{2}$ sec. in front of Surtees. Hobbs won his battle with Protheroe, and Leston, in sixth place, led the smaller category plus Sturgess's E-type.

SOUTH AFRICAN NOTES

Two leading South African drivers are planning to mate Colotti six-speed gearboxes to Mark 2 Coventry Climax engines in the G.P. Lotus "21s". . . .

Plans are in hand for the construction of a new Grand Prix road-racing circuit at Port Elizabeth. This will replace the Cape Town circuit, not now used for full-scale racing . . . a saloon car and G.T. Championship has been introduced in the Union. . . . Someone, so far unknown, has purchased the remaining 1½-litre, 2-o.h.c. Borgward engines, probably to use in Lotus or Cooper chassis. A Lotus 18 with the ex-Moss Borgward engine is at present raced, but it is said that considerable "know-how" is necessary to keep these 16-valve, fuel-injected engines in racing trim. . . . The presence of Cooper-Minis is now giving the owners of T.1 Alfa Romeos, Volvos, Rapiers and others something about which to think in production car racing. . . . The Hillman Super Minx, running in the modified category, is proving to be a very fast car indeed.

ALPINE RALLY

THE second stage of the Alpine Rally ended at Brescia on Sunday morning, 10th June. The stage started at Monza early on Saturday morning. At that time a record number of competitors were still eligible for the coveted *Coupe des Alpes*, 14 in the G.T. category and 21 in the Touring category. At the end of the second stage only 11 competitors were still in the running for a *Coupe des Alpes*, seven in the G.T. category and four in the Touring category.

The second stage, Brescia-Brescia, which would have been a Mille Miglia stage, was won by David Seigle-Morris/Tony Ambrose in an Austin-Healey 3000. Second were Don and Erle Morley and third Pat Moss/Pauline Mayman—both in Austin-Healey 3000s. The most notable retirements of this stage were Peter Riley (Austin-Healey 3000), who spun at Monza without damage to himself or the car but was thus excluded, and Bobby Parkes (Jaguar), who retired with valve trouble.

On the section Siera du Primero-Falcade, John Sprinzel/Willy Cave (TR4) were rammed by Orsini (Alfa Romeo) after leading him for 20 kilometres through fog. Both cars were thus out of the rally. Oreiller (Ferrari), who was leading the rally, also retired with a broken half-shaft. The section was very foggy and on loose stuff for nearly 44 kilometres.

The Agordo-Capri section was again loose and very foggy but the leading contenders still in were nearly all clean.

Paso della Mendola to Madonna di Campaglio, another special section, was dangerous, as cars and buses were coming against the competitors. At the end of the second stage the first five rally positions were as follows: 1, Morley/Morley (Austin-Healey 3000); 2, Seigle-Morris/Ambrose (Austin-Healey 3000); 3, Walter/Schöttler (Porsche); 4, Moss/Mayman (Austin-Healey 3000); 5, Sutcliffe/Fidler (TR4).

Pat Moss and Pauline Mayman were leading the *Coupe des Dames* but Anne Hall and Val Domleo (Anglia) were also clean on the road and thus also still eligible for a *Coupe des Alpes*.

Austin-Healey and Citroën each had four cars left in the team and Triumph and Ford three each; therefore, they are all still eligible for the Manufacturers' Team Prize. Of the 48 cars which started (22 British), 31 were still left in at the end of the second stage (16 British). Forty cars went into *parc fermé* at the end of the first stage of Marseilles-Brescia. The final stage of the rally began at Brescia on the night of Monday, 11th June, and finished at Cannes at midnight Tuesday.

TWO IAN WALKER JUNIORS FOR LA CHATRE

Two yellow Lotus Formula Juniors cars from the recently formed Ian Walker racing team will take part in the F.J. race at La Chatre, France, on Sunday, 24th June, 1962. The race will be run in two qualifying heats over 40 laps (50.68 km.) of the 1.27 km. circuit. The eight highest placed drivers from each heat will contest the 40-lap final.

The cars will be handled by Mike Spence and Canadian Peter Ryan, who is competing in his first European racing season.



Cars line up on the grid in readiness for the last race of the day, the Formule Libre race, which finished at 8 p.m.

RACING CAR CLUB SNETTERTON BY CHRISTOPHER NIXON

THE Racing Car Club's Whit Monday meeting can hardly be described as a roaring success. The circuit appeared to be considerably understaffed and there were only three timekeepers, at times trying to keep track of as many as nearly 30 cars at once. The general lack of personnel contributed to the tardiness of the meeting which started at 2 p.m. (about 15 minutes late) and finished at 8 p.m.! In spite of all this, some good racing was enjoyed by the boys (and girls), nobody was hurt and a fair-sized crowd was kept well informed of the goings on by commentators Laurie Webber and Bill Barlow.

The first five races were all five lappers, the first of these being for racing cars up to 500 c.c. D. M. Rogers won this with ease in his Cooper-Norton from A. Rodgie (Cooper-J.A.P.) and M. Herman (Cooper-J.A.P.).

Event two saw T. Bone lead all the way in the Gilby in this race for sports and G.T. cars. He was challenged strongly by P. Deal and David Cole (Lotus 7s) initially, but then Cole retired when something fell off and Deal was never able to get by the fleet little Gilby.

Mrs. Brenda Dickinson (Lola) had a race-long duel with J. Oliver (Marcos) and managed to hold him off until the end to gain third place. Fifth was K. Laverton (Turner) and sixth R. Easterling (Rejo Mk. III).

Race three was for racing cars up to 500 c.c. and Monoposto Formula. D. M. Rogers took the lead once again but on lap three succumbed to the power of the Lolita of Alan Wershat and the Rae "A" type of G. J. Rae, who raced neck and neck for three laps until Rae overdid it at Riches and spun, dropping to fifth place. Rogers was second in his Cooper-Norton.

Saloon cars followed and provided a good win for Julian Merfield in his brother's Anglia. He was followed home by A. Peer (Anglia) and Colin Hextall (Tornado Talisman). A clutch of Minis was led home by H. Davidson in fourth place and R. Lamplough in fifth.

Rejos Mk. III and II gained a clear-cut victory in event five which was for 1172 Formula cars. R. Easterling, in the Mk. III, led all the way and was followed at close range by Alan Wershat (Lolita) and A. J. Youlten (Terrier). This situation lasted for four laps before R. Inglis, in a Rejo Mk. II, moved up into second place from fourth. Youlten retired and J. Corfield (Terrier)

and G. J. Rae (Rae) dead-heated for fourth spot.

An eight-lap Formula Junior race was next on the agenda and this produced no less than 14 students from the establishment of James Russell, Esq. There should have been 15 but a certain young man tried two-wheel motoring in practice and was consequently unable to start.

H. Morrough (Lotus) leapt into the lead at the start and came round at the end of lap one hotly pursued by J. Martin (Lotus) and M. De Udy (Lotus), the latter displacing Martin on lap two and Morrough on lap three to take a lead he was never to lose. Behind this trio came P. Thurston, going very fast indeed in his front-engined Lola, and F. Jacks in yet another of Jim's jalopies. De Udy won easily from Martin and Morrough, all three having driven a very clean and fast race.

Two more five-lappers followed, the first being for 750 Formula cars. This proved a runaway win for B. A. M. Small (Austin Special), who left the rest of the field standing. Behind him, however, a fine battle raged between J. M. Cotton (Finesse-Austin), W. B. Cowley (Austin Special) and M. Thompson (Rasdan-Austin), the last-named coming through from behind to snatch second place, virtually on the line, from Cowley and Thompson.

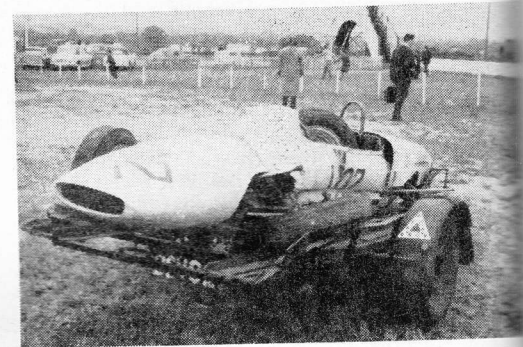
The ladies' race which followed was won handsomely by Mrs. Brenda Dickinson, who handles her Lola in no mean fashion. Mrs. E. B. Biles, after a bad start, roared through the field to take second place ahead of Miss J. Cook (Wavendon Wombat) and Miss R. Pearson (Mini-Cooper). Mrs. P. Hall handled the bulk and power of a Chevy Corvette with courage and skill to finish sixth. All in all a good race, although I feel sure there was a bit of in-fighting on the bends, but this is probably an ungentlemanly suggestion.

Race nine, an eight-lapper for sports

and production cars was won in fine style by David Wansbrough in an ex-Ecurie Ecosse D-type. T. P. Hart (Lola) held him off for five laps but then the huge Jaguar got by and went away. Third all the way, but some distance behind, was J. Payne (Lotus XI) and he was followed by Paddy Gaston in his well-known supercharged Sprite.

The last race of the day was a seven-lap Formule Libre event. John Martin (Lotus F.J.) got this one sewn up from the start and won comfortably. W. Hill (Lotus XI) held second place throughout but was always fighting for his place, first with T. P. Hart (Lola) and then with P. Thurston in the front-engined Lola, who made it a trio towards the

DUNCE: One of Jim Russell's pupils did it wrong. We trust that he was made to stand in the corner!

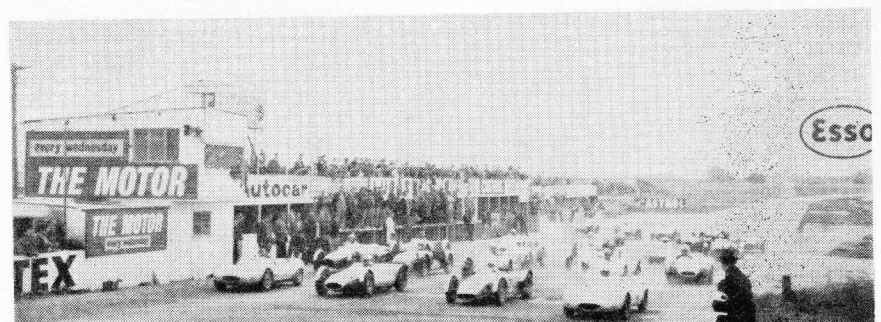


end of the race, the three cars crossing the line with only a fraction of a second between them.

Results

Event One—Racing Cars up to 500 c.c. (5 laps): 1, D. M. Rogers (Cooper-Norton), 80.49 m.p.h.; 2, A. Rodgie (Cooper-J.A.P.); 3, M. Herman (Cooper-J.A.P.). **Fastest lap:** E. Hazelton (Cooper-Matchless), 2 m. 1.2 s. **Event Two—Sports and G.T. Cars (5 laps):** 1, T. Bone (Gilby), 87.41 m.p.h.; 2, P. Deal (Lotus 7); 3, Mrs. B. Dickinson (Lola). **Fastest lap:** Deal, 1 m. 51.6 secs. **Event Three—Racing Cars (5 laps):** 1, A. Wershat (Lolita), 78.68 m.p.h.; 2, D. M. Rogers (Cooper-Norton). **Fastest lap:** Rogers, 2 m. 0.4 s. **Event Four—Saloon Cars (5 laps):** 1, J. Merfield (Anglia), 83.10 m.p.h.; 2, A. Peer (Anglia); 3, C. Hextall (Tornado Talisman). **Event Five—1172 Formula (5 laps):** 1, R. Easterling (Rejo Mk. III), 84.83 m.p.h.; 2, R. Inglis (Rejo Mk. II); 3, A. Wershat (Lolita). **Event Six—Formula Junior (8 laps):** 1, M. De Udy (Lotus), 93.99 m.p.h.; 2, J. Martin (Lotus); 3, H. Morrough (Lotus). **Event Seven—750 Cars (5 laps):** 1, B. A. M. Small (Austin Spl.), 73.91 m.p.h.; 2, M. Thompson (Rasdan); 3, W. B. Cowley (Austin). **Event Eight—Ladies' Race (5 laps):** 1, Mrs. B. Dickinson (Lola), 80.10 m.p.h.; 2, Mrs. E. B. Biles (Lotus XI); 3, Miss J. Cook (Wavendon Wombat). **Event Nine—Sports and Production Cars:** 1, David Wansbrough (D-type), 90.67 m.p.h.; 2, T. P. Hart; 3, J. Payne (Lotus XI). **Event 10—"Formule Libre" (7 laps):** 1, J. Martin (Lotus), 89.51 m.p.h.; 2, W. Hill (Lotus XI); 3, T. P. Hart (Lola).

The start of the 1172 Formula race, won by the Rejos, left and right on the front row of the grid.



CORRESPONDENCE

British Grand Prix Date

WHY is it that the British Grand Prix cannot be organized to take place during the school summer holidays? I was most disappointed to read that yet again it is taking place during term time. Not only that, but bang in the middle of the G.C.E. exams.

I am sure that a large number of motor racing enthusiasts are those who are still at school and, after all, we shall be the future adult supporters of the sport.

Many people have written moaning and groaning at the poor attendance at a large number of other meetings, and yet the organizers of the British Grand Prix still persist in putting it in term time, turning away schoolboys who would love to see a Grand Prix. If it was held during the summer holidays Mums and Dads would also attend who otherwise might not.

So please, let's have Britain's most important event during the holidays. The attendance numbers would shoot up.

I might add that I am very pleased to have such a good magazine as AUTOSPORT to keep me so well informed.

RUABON, DENBIGH, NORTH WALES. DAVID M. I. RICHARDSON.

Sports and G.T. Cars for the Family Man

I WAS pleased to receive support in my quest for a three- or four-seat Grand Touring or Sports Car and I am indeed gratified to learn that so many of your readers are involved in a similar search.

I would also like to thank the readers who offered suggestions, and the enterprising manufacturer of Gilbern Cars who sent along to me a comprehensive and interesting brochure, which I was delighted to receive.

The Motoring Correspondent of the *Sunday Telegraph* recently stated that the manufacturers are not unaware of the demand for a three-seat G.T./sports car, and he hinted that some models may well be on the way soon. Perhaps our letters may substantiate the fact that there is indeed a big demand for such a car. Thank you, AUTOSPORT, for publishing them. I now look forward to reading J.V.B.'s road-test reports of the three-seat Grand Touring Jaguar/Daimler/Healey/M.G., etc.!

May I now mention another important point upon which I feel strongly, regarding a man who has become a legend during his own lifetime and who has done more than most for Great Britain in respect of stimulating our exports and in keeping our prestige high? If anyone deserves supreme recognition in the next Honours List it is surely Stirling Moss. A knighthood is no more than he deserves.

BURLEY-IN-WHARFEDALE, ILKLEY, YORKS.

FRANK AMBLER.

Saloon Car Racing

THE report on the B.R.D.C. International Trophy Meeting in 18th May AUTOSPORT mentions that Nicky Byrne's entry with the 220SEb Mercedes was not accepted.

I would like to point out that this was not the only case in the 3-litre class of the touring car event since John Sutton's entry with his Vauxhall Velox was also refused in favour of the four new Fords.

I am rather puzzled by this action of the B.R.D.C. since, surely, a variety of makes, particularly in a saloon car event, provides the spectator appeal upon which motor racing depends. Of course, the Ford entries had some top-class drivers, but is this such a spectator draw, in an event where the drivers can hardly be seen, to justify excluding all other makes and, if so, does Nicky Byrne's considerable experience or John Sutton's outright win in last year's AUTOSPORT Championship count for nothing?

WEYBRIDGE, SURREY.

R. J. COOK.

Televising the Monaco Grand Prix

MAY I through the columns of your excellent magazine raise another stormy outburst at the B.B.C.'s ridiculous attitude towards Grand Prix Motor Racing? How much more football and cricket are we to endure when a truly international sport is staged?

I suggest we Racing Fans should stage a Protest March from Silverstone to Broadcasting House or lobby our M.P.s, or go on strike or anything!

Come on, B.B.C., "Fair Play" with an ever-expanding and truly exciting sport!

R.A.F., LINTON-ON-OUSE, YORKS.

MICHAEL B. TULK.

A Racing Driver Comments on TV Commentary

ON this dull Saturday afternoon (26th May) I find myself in front of a welcome fire viewing motor racing from Goodwood by courtesy of ATV.

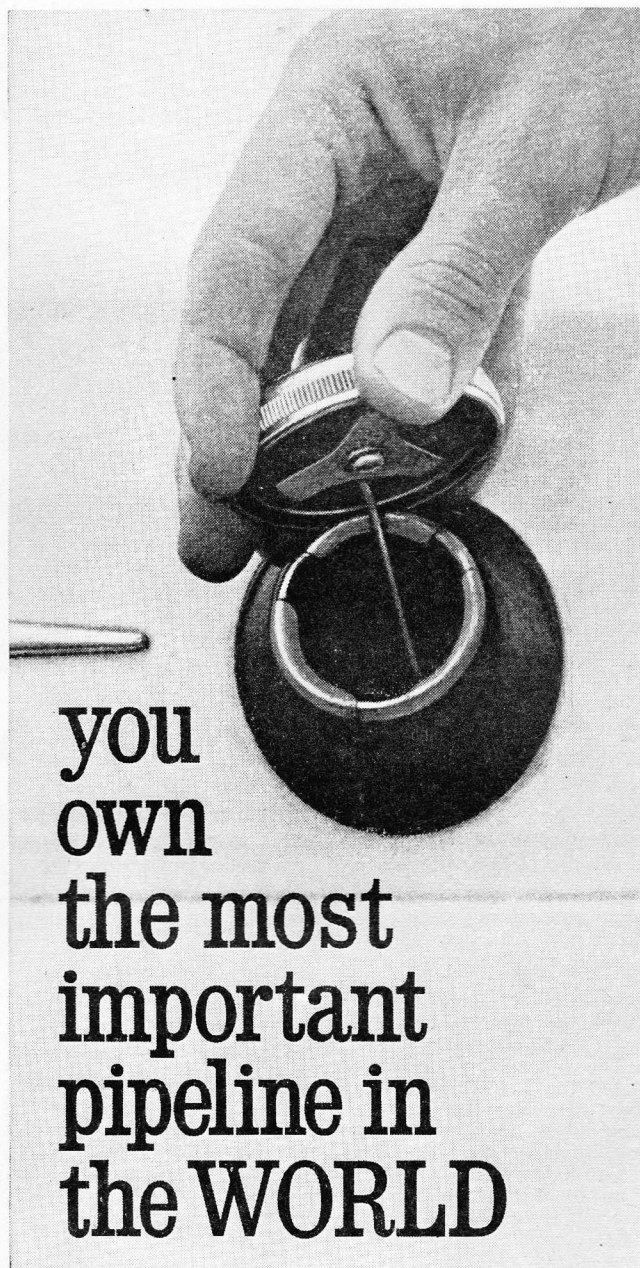
I am appalled by the lack of knowledge displayed by the TV commentators at this meeting. My attention has just been drawn to a Peco-Ford Anglia, very well driven by a certain Mr. Francis—described by Mr. MacDonald Hobley as "something called a PECKO Ford Anglia"!

Is it possible that Mr. Hobley has never heard of these excellent exhaust tuning systems (with whom I have no connection)? I retire exhausted to my armchair!

SUTTON COLDFIELD, WARWICKSHIRE.

DON SMITH.

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

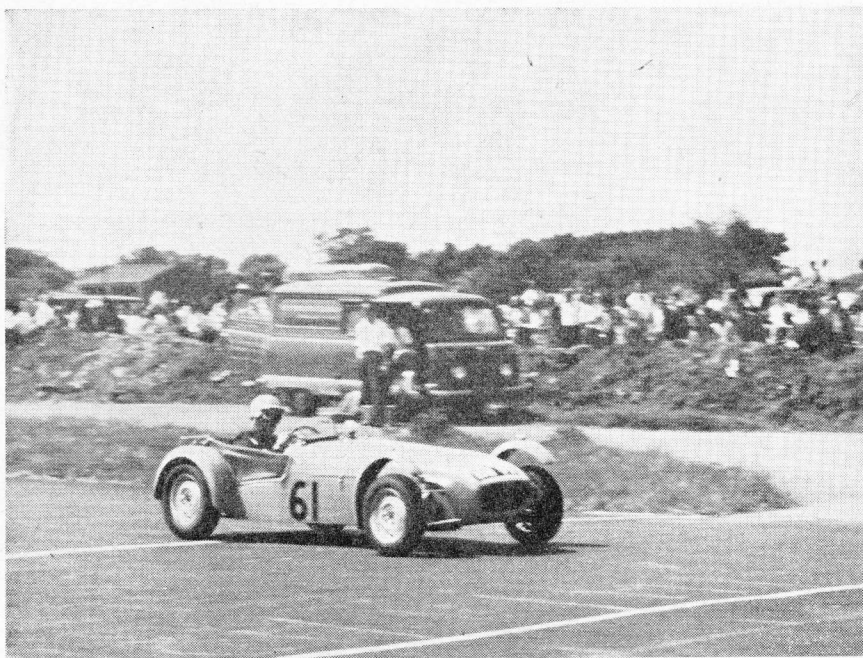


It's the pipeline that runs from your tank to your carburettor. And the quality of the petrol it carries can either make or mar your engine's performance. Think about it. Good fuel is an insurance against unnecessary engine wear. That's why you need Super National. Quality and purity are traditional. Use it. Prove it. Super National is the fuel for real motoring enthusiasts. Drive in and fill up.

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YOUR CAR & YOUR
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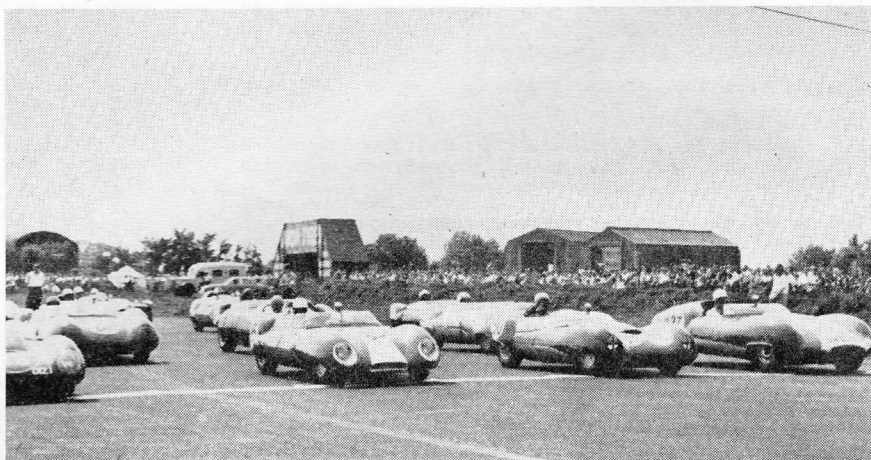


CASTLE COMBE AGAIN

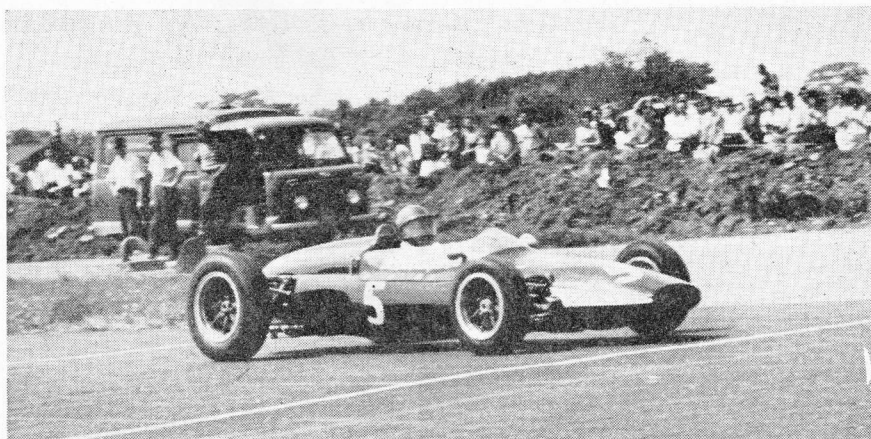
**B.R.S.C.C. Whitsun Meeting Reopens
West of England Circuit** BY TONY BEX

AN out-and-out circuit record of 92 m.p.h. and new sports racing and class records heralded the reintroduction of motor racing to the West Country when large crowds flocked to Castle Combe on Saturday for the first meeting on the 1.84-mile course for seven years.

The intervening period clearly illustrated the strides made in the development of racing machinery, for there could have been no greater contrast, engine capacity apart, in the old and new lap record-holders—the 1955 Grand Prix Vanwall of the late Harry Schell which left the fastest lap at 1 min. 13.6 secs. (90.00 m.p.h.) and the diminutive, rock-steady F1 Cooper-Ford driven round in 1 min. 12 secs. (92 m.p.h.) by Jack Taylor. The pattern was repeated by the sports racing cars, for Tony Kilburn needed but 1,100 c.c. of Lotus-Climax to circulate in a record lap time of 1 min. 17.2 secs. (85.8 m.p.h.) whilst in 1955 more than twice the engine capa-



ABOVE: Sports-racing cars at the start of event three. BELOW: Bob Gerard (Cooper-Ford F1) opened the circuit with a demonstration lap.



COMING HOME to win the first race of the day is P. W. Deal (Lotus), who averaged 78.15 m.p.h. and set a new class lap record at 81.18 m.p.h.

city of a DB Aston Martin was necessary for Reg Parnell to achieve 83.01 m.p.h. in 1 min. 19.8 secs.

The circuit was reopened on behalf of the B.R.S.C.C., who ran off the six-race programme with precision and efficiency, by Bob Gerard at the wheel of the Cooper-Ford he had entered for Taylor. This popular figure was, naturally, remembered for the days in which he used to bait B.R.M.s from the cockpit of his famous Cooper-Bristol. In fact, he held the under 2-litre (u/s) racing car record for Combe at 88.32 m.p.h. and as the Cooper-Ford complied with this capacity limit it meant that the stable retained this honour as well.

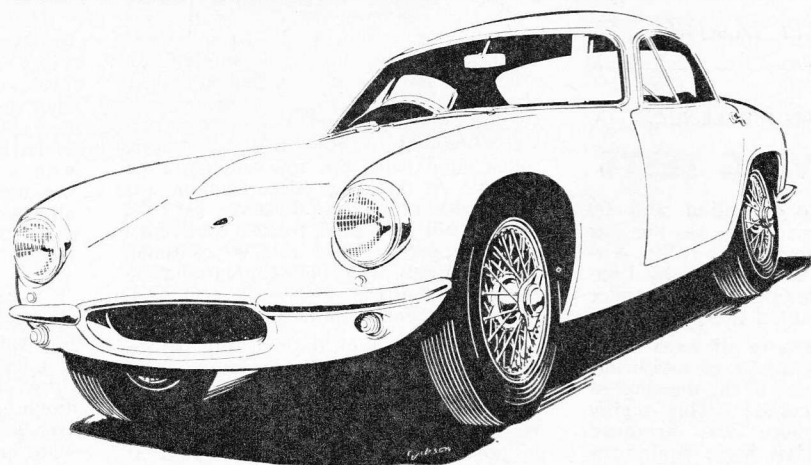
Sports cars up to 1,200 c.c. had the privilege of restarting actual racing. All engines bar Climax were permitted for this event, which was headed on the 17-car grid by P. T. Arnold (Cosworth Lotus-Ford), J. Manfield (ex-Oliver D.R.W.-Ford), Deal (Lotus-Ford) and the Terrier Ford of A. P. Belcher. These four eventually monopolized the racing, Deal taking the lead he was never to lose on the first lap. Arnold and J. O. Butt (Elva-B.M.C.), however, retired on lap two. Arnold fell back and this allowed J. V. Bedford (Lotus-Ford) into third place behind Belcher and followed by Manfield, regaining ground after a

poorish start, and D. Rees (Marcos G.T.). Lap three saw Arnold on to the leader board again and both he and Manfield made rapid progress, Manfield displacing Belcher for second spot on lap six while at the same time Arnold moved into fourth position. Thereafter positions remained static, Deal running out a comfortable winner in 14 mins. 7.6 secs. (78.15 m.p.h.) and also setting a new lap record of 1 min. 21.6 secs. (81.18 m.p.h.).

In the Grand Touring event, divided into two classes, over 2,500 c.c. and 1,301-2,500 c.c., racing was again not breathtakingly close and the first five positions were settled on lap one. From the front row of the grid K. Baker's "E"-type went ahead on acceleration from R. B. Beck's ex-Protheroe XK 120 (which had

(Continued on page 877)

SUPER 95

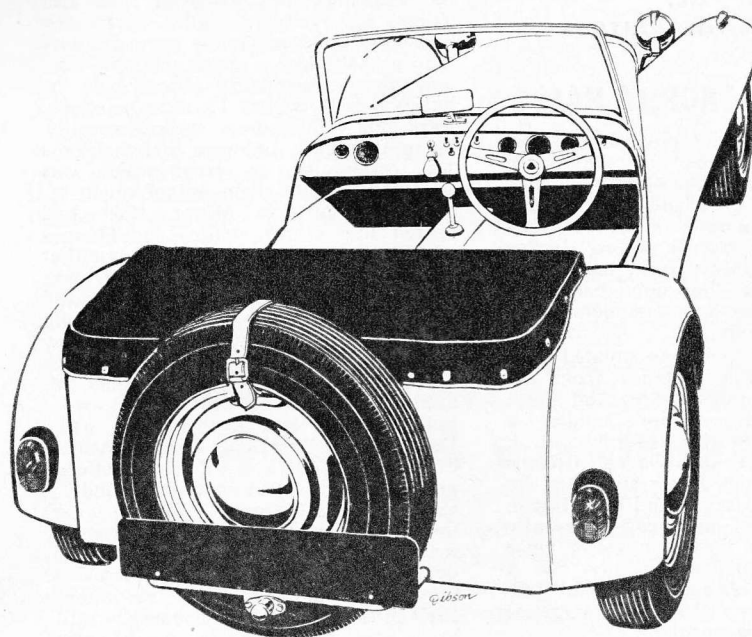


PERFORMANCE

Purely functional in appearance, quite insignificant in size, but what a fantastic machine to drive even by Lotus standards. Acceleration to 60 m.p.h. occupies a mere seven seconds, and the magic hundred is at your beck and call. With a power to weight ratio of 200 b.h.p. per ton the Lotus **SUPER SEVEN** embodies the performance potential confined to sports cars of over 3 litres capacity, and in its easy to assemble component form, can be built for £599. Other Lotus Seven models are available for Ford 105E, 109E and B.M.C. 'A' series engines from £399 less power unit. The superb handling qualities of the Lotus **SUPER SEVEN** range may be experienced if you telephone Waltham Cross 26181 and arrange your demonstration run.

PERSONIFIED

The latest expression of the Lotus theme, the **SUPER 95** is specifically designed for peak road performance. Fantastic acceleration from the 95 b.h.p. Coventry Climax O.H.C. engine, more stopping power from the new 4-wheel servo assisted disc brakes and greater flexibility from the all synchromesh close ratio gearbox. These and many other new refinements combine to present the finest and fastest light G.T. car in the world. The **SUPER 95** can be built for £1,595 when purchased in component form. Other models supplementing the Lotus Elite range are the all synchromesh **SPECIAL EQUIPMENT** model, and the Lotus Elite **STANDARD** model, which can be assembled for £1,451 and £1,299 respectively (when purchased in component form).



SUPER SEVEN

Lotus Components Limited, Delamare Road, Cheshunt, Herts.

Club News

By MICHAEL DURNIN

LONDON N.C. AND CIRCLE C.C.

STAR DRIVING TESTS

SUNSHINE, slick organization and 60 satisfied customers. Such was the Star Driving Test Meeting at Croydon Airport on 3rd June, co-promoted by London M.C. and Circle C.C., and a qualifier for the B.T.R.D.A. Flather Star.

There were 12 tests in all, each to be taken twice, making a total of 1,440 runs during the seven hours of the meeting—a run every 17½ seconds! This highly creditable performance was arranged with the most modest basic equipment comprising 15 pylons, five painted baulk lines (disregarding start and finish lines), two "boxes" and one garage, and, moreover, the test area was laid out in such a manner that none of this gear needed to be moved in any way for the entire day's entertainment. For the tests were broken down into three series, each of four tests, with each series retaining its characteristics in the shape of pylons and garages. Only the route of the actual course to be followed was changed and here organizer Sam Actman made use of his considerable experience to ensure that full demands were made of man and machine alike.

Right from the start it was apparent that the contest lay between Grahame White in his Cannon and Mike Hazelwood in his M.H.S. Hazelwood, vastly experienced, used all his tremendous

skill, his pylon-hugging technique in 360 deg. turns being particularly noteworthy; whilst White, until recently driving nothing more potent than a Ford Popular, took a slightly wider line in order to maintain speed. White was gradually increasing his lead test by test until, just before lunch, he muffed test six at his first attempt and had to endure the hour's break before his second try. It says much for his temperament that he proceeded to put up an incredibly quick time, with no apparent show of nerves. At this stage Mike Cannon was well within striking distance of the leaders, but prop-shaft trouble intervened and although he was able to continue, he was necessarily light-footed and he settled for third place overall, with A. J. Apps six seconds behind him.

Thus specials took the first four places, although the mortality rate among them was high. Apart from Cannon's spot of trouble, both Norman Tyler and Don Harris were obliged to retire with plenty of power under the bonnet but none at the rear wheels.

About five per cent. slower than the leading four was another quartet, comprising the small sports car brigade of J. F. Livingston (M.G.) and the Sprites of Townsend, Worgan and Gee. Townsend, looking as relaxed and unhurried as ever, extended his lead by roughly a second per test, a comfortable enough margin compared with the battle which raged all day between the other three. Positions were swapped test by test until finally they were separated by a mere two seconds, finishing in the order Livingston, Worgan and Gee. There was therefore less than a tenth of a second per test between each man! Not so far behind this trio came Reg Exon, in only his second outing in a perfectly standard Sprite. A combination to watch in the future. An extremely smart ensemble in

this category was the Peggy Witheyman Mark II Sprite, winner of the Ladies' Award by over two minutes and faster than many mere males, if she will forgive the phrase.

The class for large open cars was better supported than usual, with three TR4s and three large Healeys. The TR4s took the honours, Ron Witheyman just defeating Les Needham and Ray Forster. N. Dunton comfortably took the medium-sized sports car class with a neat display in his M.G.A. and the combined category which included all saloons over 1,000 c.c. was won easily by G. D. Chillingworth in a 1200 Herald.

The now customary Mini battle was waged between 15 of them, with the intervention of T. Lewis's lonely DKW. Ian Mantle soon pulled out a comfortable lead and won the class from Alastair Crawford and John Henley, all Cooper-mounted, whilst Robin Richards, taking ever-larger handfuls of lock as the day wore on, put in a spoke for the 848 c.c. version to finish fourth in front of Brian Lawson (Cooper-Mini), who had been beset by gearbox trouble on the run down from Nottingham.

A thoroughly good day was had by all concerned and it was rounded off, as was to be expected, by the speedy announcement of the results and awards, a fitting climax to a first-class event.

RON AMBROSE.

Results

B.T.D.: G. D. White (Cannon), 378.5 secs. **Best Invited Member:** M. Hazelwood (M.H.S.), 382.2. **Best London M.C.:** M. Cannon (Cannon), 395.4. **Best Circle C.C.:** T. A. Crawford (Mini-Cooper), 433.4. **Class Winners:** I. Mantle (Mini-Cooper), 418.1; G. D. Chillingworth (Herald), 495.8; E. J. S. Townsend (Sprite), 408.4; N. Dunton (M.G.A.), 442.6; R. Witheyman (TR4), 460.7; A. J. Apps (Cannon), 401.0. **Ladies' Award:** Mrs. P. Witheyman (Sprite), 457.5. **Team Award:** G. D. White, M. Cannon and A. J. Apps, 1,174.9. **Club Team Award:** Hagley C.C. (E. J. S. Townsend, J. F. Livingston and M. Hazelwood), 1,211.7.

WELSH COUNTIES C.C.

STEEL COMPANY OF WALES M.C. NEWPORT C.C.

HALEWOOD TROPHY RALLY

THE Halewood Trophy Rally, co-promoted this year by the Welsh Counties Car Club, the Steel Company of Wales Motor Club and Newport Car Club, attracted an entry of some 50 cars, and was run in almost perfect driving conditions, the only natural hazard encountered during the night being the dust clouds thrown up on some sections of the 150-mile route.

At the start, which was situated near Usk, at a sensible distance from the more densely populated areas of South Wales, competitors were handed a marked map showing every control, together with the nine Out of Bounds areas and 11 Quiet Zones stipulated by organizers Tony Hooper and Reg Galpin. Their "commit no nuisance" philosophy also led them to include a secret noise check (which penalized nobody) and a secret halt sign check, manned by off-duty constabulary, where two nameless unfortunates came unstuck.

The route led first south towards Llan-hennock, then swung north again to Raglan before making two southward loops around Kingcoed and Trelleck. Strange to relate, the ring on the marked maps indicating control 18 at Newmills

obscured the correct approach road; Des Tilley and John Griffith, having an unusually quiet night out on a standard Austin A40, lost a good deal of time, and were subsequently observed at the half-way halt, control 19, near Llandogo, refreshing themselves unconcernedly, being apparently unaware that their loss was cumulative, an error which was eventually to put them out of time.

The Owen/Yeo Minor 1000 had retired sans clutch, while Ivor Thomas and Derek Tucker (M.G.A.) were another strongly fancied crew to go out of time; the half-way lead was held by the Bates/Ace Herald 1200, which was to go sadly wrong later in the night, challenged by D. M. Hughes and B. Bazzard (A.-H. Sprite). The final outright winners, M. Gibbs/D. Jenkins (Ford Anglia), were holding third spot at this stage, while David Davies and Denis Cardell (Austin-Cooper) in fourth place later suffered an inversion between controls 20 and 21, at Hewelsfield Common. Despite a certain amount of damage to the carrosserie they righted the car and pressed on undeterred, to find that on two occasions they had entered controls one minute early, mistakes which cost them the rally; as it was, they tied for second place overall, and for the Halewood Trophy awarded to the best-placed Welsh Counties member, with John Williams and Viv Corbin (Mini-Minor), this latter crew taking the award on the "farthest clean" principle.

From Hewelsfield, the route proceeded in the general direction of Chepstow before turning west around Devauden. Near Ysguborwen control 30, which specified a direction of approach from the N.E., presented something of a problem, since it appeared to be impossible: exploration, however, revealed a road not shown on the map which was feasible, though five of those competitors who were not already out of the running failed the control.

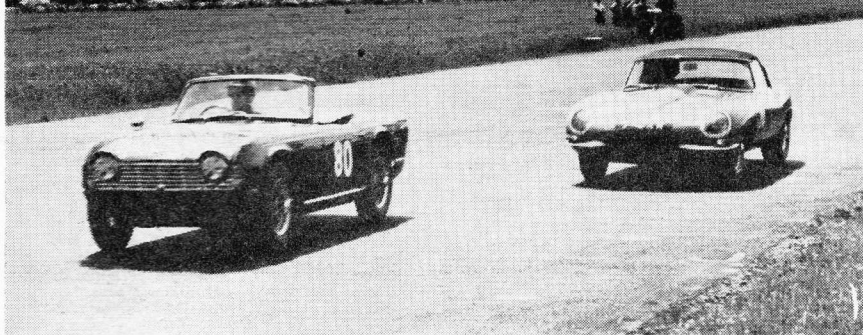
Finally came an east loop around Shirenewton leading to the closing run-in culminating at the finish near Newport where, by common consent, it was agreed that the 1962 Halewood, having been interesting and well conceived throughout, was probably the best of the series to date.

HOWARD BILEY.

Results

Halewood Trophy: J. Williams/V. Corbin (Mini-Minor). **S.C.O.W. Trophy:** D. Hughes/B. Bazzard (Austin-Healey Sprite). **Television Trophy:** M. Gibbs/D. Jenkins (Ford Anglia) (outright winners). **Class Awards:** D. Davies/D. Cardell (Austin-Cooper); J. Wheten/D. Briley (Wolsley 1500); A. Gilbert/T. Hawkins (M.G.A.). **Team Award:** J. Williams/V. Corbin (Mini-Minor), N. Harvey/J. Prentice (Austin-Cooper).

THE entry list for the Scottish Rally started in seeded order. It is perhaps interesting to note that Tony Fisher, one of the most consistently successful rally drivers in the country, started at No. 31. What a wealth of new talent the R.S.A.C. must have discovered!



Castle Combe—continued

set the fastest practice time), Ron Fry's 250GT Ferrari, and fourth fastest in practice Paddy Gaston's amazing blown Sprite. So it remained for 10 laps with D. Morgan (T.V.R. Grantura) fifth. Dangerfield, the tonneau cover of his A.C.-Bristol streaming out behind the car, worked his way into eighth spot on lap three, overtook the Marcos of J. S. Greene on lap five and by lap eight had nipped past the May's modified Ford-engined A.C. of Granville-Smith to settle for third place in the small class behind Gaston and Morgan. He provided the only interest in a comparatively dull race won by Baker in 14 mins. 21 secs. at 76.93 m.p.h.

With a best practice time of 1 min. 18.2 secs. Dizzy Addicott took pole position with his massive Lotus-Buick at the head of the sports racing cars in a 10-lap event. But surely a remarkable achievement was the second place on the front row of the grid earned by Tony Kilburn's 1,100 c.c. Lotus-Climax (by coincidence also an ex-Addicott machine). Kilburn, who has the good fortune to live "round the corner" from the circuit and, in fact, played a big part in administrating the preparation of the track, beat Pierpoint's 2-litre Lotus-Climax and Mike Pendleton's ex-Anthony Lister, now Jaguar-engined. Pierpoint led the field for the first five laps but in the meantime there was considerable change of places behind. Addicott retired from second position on lap two with engine trouble and Kilburn moved up from third and was three seconds behind the leader on lap four. Pendleton evidently committed some driving error, for he dropped from third on lap three to fifth on lap four. Driving really well Kilburn took the lead on lap six and the following tour Pierpoint drove straight into the paddock with something amiss mechanically. Thus Nick Garbett found his Lotus 23 in second spot, which he retained to the end. This was the best reward the leader could have wished for as he had worked throughout the night and morn-

ing to prepare the 23 for the race. J. F. Morley (Lotus-Climax) was third until lap nine when he mysteriously dropped, three places on the final circuit. Ross-Tuppin (Rejo-Climax) was third after a race-long duel with Pendleton. In lapping in 1 min. 17.2 s. (85.80 m.p.h.) Kilburn set a new sports racing record.

Despite the absence of third cog Chris Summers walked away with the 10-lap *Formule Libre* in the hairy looking and sounding 4.6 Chevrolet-engined Cooper, averaging 89.20 m.p.h. Fred Tuck's Cooper-Maserati held second spot for the first lap but then had to give way to motor racing progress in the smooth form of Taylor's Cooper-Ford. The first three places remained thus throughout and interest centred on a battle for fourth position between the Midland Racing Partnership's F.J. Cooper-B.M.C. driven by D. P. Baker, Willmott's F.J. Elva-Ford and A. Eccles in a 1.5-litre Cooper-Climax. The three cars finished in that order but only after some interchanging and close racing. The 500s, like the Formula Juniors with a class for themselves, were slow, and the fastest lap established by Rogers (Cooper-Norton) was miles an hour slower than Jim Russell's 83.01 m.p.h. Cutts had his Syracuse Connaught catch fire and he retired on lap eight.

Next out were three classes of saloon cars, but a certain yellow Ford Anglia driven by a certain Mr. Merfield saw them all off, including Sparrow's 3.8 Jaguar with works-prepared chassis which was second for all 10 laps. J. Williams (A40) held third place for seven laps but like three drivers before him he had no answer for the Tornado Talisman whipped through the field by C. D. Hextall after a poor start from the front row of the grid. H. J. Lee (3.8 Jaguar) had the Ford Anglia of Please on his tail for the duration of the race but held on to his fifth place.

A Grand Touring race for cars up to 1,000 c.c. and 1,001-1,300 c.c. wound up a varied day's racing. Paddy McNally upheld the AUTOSPORT flag with a well-

THE WINNER of the big G.T. car race, Ken Baker (Jaguar "E") overhauls D. Cunningham's TR4.

driven second place in his Lotus Elite, although he could do nothing about M. B. Johnson's similar machine, which ran out a comfortable winner. In the smaller class J. McKechnie and his 4/4 Morgan gave the Sprites something to think about by clinching third place, although it was a close thing with alternatively C. Baker (Sprite) and W. A. Bell (Elite) breathing menacingly down his neck.

Results

Up to 1,200 c.c. Sports Car Race: 1, P. W. J. Deal (Lotus-Ford), 78.15 m.p.h.; 2, J. Manfield (D.R.W.-Ford); 3, A. P. Belcher (Terrier Ford). **Fastest Lap:** Deal, 1 m. 21.6 s., 81.18 m.p.h.

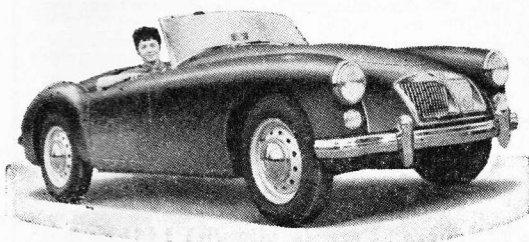
Grand Touring Car Race—Overall Winner: K. Baker (Jaguar "E"-type), 76.93 m.p.h. **Class A—Over 2,500 c.c.:** 1, K. Baker; 2, R. B. Beck, (Jaguar XK 120); 3, R. Fry (Ferrari 250GT). **Fastest Lap:** Baker, 1 m. 23.4 s., 79.43 m.p.h. **Class B—1,301 c.c. to 2,500 c.c.:** 1, J. H. Gaston (A.-H. Sprite s/c), 75.14 m.p.h.; 2, D. Morgan (T.V.R. Grantura); 3, J. Dangerfield (A.C. Ace-Bristol). **Fastest Lap:** Gaston, 1 m. 26.8 s., 76.31 m.p.h.

Sports Racing Car Race—Overall Winner: A. Kilburn (Lotus-Climax), 83.68 m.p.h. **Class A—Over 1,500 c.c.:** 1, M. Pendleton (Lister-Jaguar), 78.15 m.p.h. (There were no other finishers.) **Fastest Lap:** R. F. Pierpoint (Lotus-Climax), 1 m. 17.8 s., 85.14 m.p.h. **Class B—Up to 1,500 c.c.:** 1, A. Kilburn (Lotus-Climax), 83.68 m.p.h.; 2, N. A. P. Garbett (Lotus-Ford); 3, P. B. Ross-Tuppin (Rejo-Climax). **Fastest Lap:** Kilburn, 1 m. 17.2 s., 85.80 m.p.h.

Formule Libre Race—Overall Winner: 1, C. Summers (Cooper-Chevrolet), 89.20 m.p.h. **Class A—Over 1,100 c.c.:** 1, C. Summers (Cooper-Chevrolet), 89.20 m.p.h.; 2, J. Taylor (Cooper-Ford); 3, F. Tuck (Cooper-Maserati). **Fastest Lap:** Taylor, 1 m. 12 s., 92 m.p.h. **Class B—Formula Junior:** 1, A. Eccles (Cooper-Climax), 83.47 m.p.h.; 2, E. G. Willmott (Elva-Ford); 3, A. W. Rollinson (Cooper-Ford). **Fastest Lap:** Willmott, 1 m. 17 s., 86.03 m.p.h. **Class C—500 c.c. Racing Cars:** 1, M. J. Ledbrook (Cooper-Norton), 73.89 m.p.h.; 2, N. Rowland (Cooper-Norton); 3, D. M. Rogers (Cooper-Norton). **Fastest Lap:** Rogers, 1 m. 26.8 s., 76.31 m.p.h.

Saloon Car Race—Overall Winner: D. P. Merfield (Ford Anglia), 76.10 m.p.h. **Class A—Over 2,000 c.c.:** 1, J. M. Sparrow (Jaguar Mk 2), 75.19 m.p.h.; 2, H. J. Lee (Jaguar Mk 2). **Fastest Lap:** Lee, 1 m. 26.8 s., 76.29 m.p.h. **Class B—1,001 c.c. to 2,000 c.c.:** 1, D. P. Merfield (Ford Anglia), 76.10 m.p.h.; 2, C. D. Hextall (Tornado Talisman); 3, W. G. Woodhouse (Tornado Talisman). **Fastest Lap:** Merfield, 1 m. 25.2 s., 77.75 m.p.h. **Class C—Up to 1,000 c.c.:** 1, J. Williams (Austin A40), 73.44 m.p.h.; 2, D. M. Please (Ford Anglia); 3, R. J. Lamplough (Austin Mini-Cooper). **Fastest Lap:** Williams, 1 m. 28.6 s., 74.76 m.p.h.

Grand Touring Car Race—Up to 1,300 c.c.—Overall Winner: M. B. Johnson (Lotus Elite), 78.39 m.p.h. **Class A—1,001 c.c. to 1,300 c.c.:** 1, M. B. Johnson (Lotus Elite); 2, P. S. McNally (Lotus Elite); 3, W. A. Bell (Lotus Elite). **Fastest Lap:** Johnson, 1 m. 22.4 s., 80.39 m.p.h. **Class B—Up to 1,000 c.c.:** 1, J. McKechnie (Morgan 4/4), 73.40 m.p.h.; 2, C. Baker (A.-H. Sprite); 3, M. J. G. Dell (Tornado Tempest). **Fastest Lap:** McKechnie, 1 m. 27.8 s., 75.44 m.p.h.



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HAGLEY AND D.L.C.C.

WELSH RALLY

Bengry/Skeffington Win Again

No fewer than eight competitors completed a 200-mile road course through the Welsh Border countryside without loss of marks and thus the final result of the H. and D.L.C.C. restricted Welsh Rally was decided by driving test times.

This well-established event, which took place recently during the hours of darkness, counts towards the British Trials and Rally Drivers Association Silver Star Competition and it was Bill Bengry who scored his second successive outright win with the new Volkswagen 1500.

In direct contrast to the eight clean sheets, only 29 of the 42 cars which left the Craven Arms start arrived at the finish at the Norton Arms, Knighton. This must provide some indication as to the severity of the event and also of the ability of a number of the expert crews who take the sport so seriously these days.

Bill Bengry, partnered by David Skeffington, arrived at many controls with plenty of time in hand while Hagley members John Handley and John Rollason in their Austin 7 were able to find time to change a wheel during a 10-minute section, sportingly assisted by Gordon Boughton (Hagley) who in his Cooper-Austin also lost no time and took a first-class award. Handley in fact was third in general classification, while Miss Pat Spencer and T. Rowland (Cooper-Austin) from Knowldale were second,

gaining the special Ladies' Award. A fine effort despite baulking by a slower car!

Brian Harper and Ron Crellin (Sprite) took the remaining first-class Experts award while Miss Val Harper, Stan Annis (Sprites) and A. W. Blore (Mini) were also unpenalized, receiving second-class awards as a result of test times.

Quite a remarkable performance was achieved in Class B (Novices) by L. Carini (Simca) who overturned, and aided by his navigator, E. H. Roberts, righted the car and continued to win the class and the Hayes Cup, losing only 430 marks. Runner-up to Carini with 50 additional penalties was J. Owen-Pawson (Herald 1200). J. Harrison (Hagley) and J. Haden (Shenstone), both in Austin 7s, took the second-class awards.

Several competitors who should normally have featured in the results were penalized 300 marks for failure to stop at a secretly observed Halt Sign, thus throwing away any hope of success. President Frank Livingston (Herald) was forced to retire with clutch trouble early in the event.

Thus Hereford club members Bengry and Carini took the two major awards while the team award went to the Wolverhampton Car Club by virtue of clean sheets recorded by Brian Harper, Stan Annis and Val Harper.

The result may well have been rather different had the rain which fell later in the event begun earlier, but it is difficult to imagine that anything of this sort would affect the progress of Bengry, Skeffington and the VW 1500.

M.T.

COMING ATTRACTIONS

- 16th June.** *Lancs and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.*
N.S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 1.30 p.m.
- 16th-17th June.** *Sevenoaks and D.M.C. Kent Rally. Starts Abergavenny, South Wales.*
- 17th June.** *Belgian Grand Prix (F1). North Staffs M.C. Hill-Climb, Loton Park, near Shrewsbury, Shropshire. Starts 1 p.m.*
B.A.R.C. (S.W.) Hill-Climb, Brunton, near Collingbourne, Ducus, Wilts.
A.C.O.C. and Lagonda C. Sprint, Brands Hatch, near Farnham, Kent. Starts 12.30 p.m.
West Essex C.C. Autocross, Skinners Farm, Abridge, Essex. Starts 12.30 p.m.
Riley M.C. Driving Tests, Barton Airport (A57 Eccles-Warrington), Lancs. Starts 1.30 p.m.
- 22nd-23rd June.** *Plymouth M.C. Plymouth Rally. Starts Plymouth, London, Birmingham, Bristol and Southampton at 6 p.m.*
- 23rd June.** *V.S.C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 1 p.m.*
Midland Motoring E.C. Race Meeting, Silverstone, near Towcester, Northants.
B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Starts 2 p.m.
B.A.R.C. Race Meeting, Aintree, near Liverpool, Lancs. Starts 2 p.m.
Lothian C.C. Hill-Climb, Bo'ness, Kinneil Estate, near Edinburgh. Starts 2.30 p.m.
- 23rd-24th June.** *Le Mans Twenty-four Hours Race (S., G.T.).*
2300 Club Mullard Trophy Rally. Starts Mullard Factory at 11 p.m.
Mid-Thames C.C. Midsummer Rally. Starts Barnes Garage, Wokingham, Surrey (M.R. 169/805686) at 10 p.m.
- 24th June.** *Newcastle and D.M.C. and Border M.R.C. Race Meeting, Oulton, near Newcastle-on-Tyne, Northumberland. Starts 1.30 p.m.*
Evesham A.C. Sprint, Long Marston, Warwickshire. Starts 2 p.m.
750 M.C. (Yorks) Sprint, Riccall Aerodrome, near Selby, Yorks. Starts 1.30 p.m.
- 29th June.** *Monza Lottery Grand Prix (G.T., F.J.).*

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

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

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

AUSTIN-HEALEY 3000. 1960 series. One owner only, unmarked green with pale grey interior, fitted disc brakes, overdrive, heater. Choice of two from £695

AUSTIN-HEALEY 100/6. 1957. Two/four-seater, finished in ice blue with dark blue interior, fitted wire wheels, radio, heater, overdrive, tonneau. Choice of two, from £625

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. £725

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

PEERLESS. 1958. Phase I. Two owners from new, in red with pale grey interior, with overdrive, wire wheels, disc brakes, radio, heater. Choice of two, from £645

AUSTIN-HEALEY SPRITE. 1958-60. Two-seaters. A selection of four hand-picked cars in white or pale blue, all fitted various extras, from £345

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

M.G.A. 1600. 1961 series. One owner, very low mileage only, unmarked grey with red cockpit, disc brakes, twin spots, heater, rack. £685

AUSTIN-HEALEY SPRITE. 1961. One owner, 5,000 miles only, quite unmarked in cherry red with white Ashley G.T. hard top, radio, heater, twin spots, washers. £595

JAGUAR XK140. 1956. Drophead coupe, finished in white with grey interior, overdrive, radio, heater, twin spots, wood-rim steering wheel. £425

M.G.A. 1600. 1960. Roadster. A specimen car in pale blue with black interior, with radio, heater, disc brakes, tonneau. Choice of two from £635

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. £465

JAGUAR XK150. 1958. Fixed head coupe in grey with grey interior, with overdrive, wire wheels, radio, heater, twin spots, X tyres, disc brakes. £695

M.G.A. 1956. Two-seater finished 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. £525

AUSTIN-HEALEY SPRITE. 1960. Two-seater, finished in white with red cockpit, fitted every extra including wing mirrors, heater, safety belts, etc. £495

TR2. 1954. Two-seater finished in black with red cockpit, X tyres, tonneau cover, screen washers, reground crank, etc. £295

TR3 1957. Two-seater. A particularly bright example in red, with red cockpit, new tyres all round, tonneau cover, screen washers, etc. £435

M.G.A. 1600. 1959. Fixed head coupe. One owner from new, unblemished red, with heater, screen washers, RS5s, etc. £665

AUSTIN-HEALEY 100/6. 1958. Two-seater, unmarked white with radio, heater, disc brakes, twin exhaust, washers. £595

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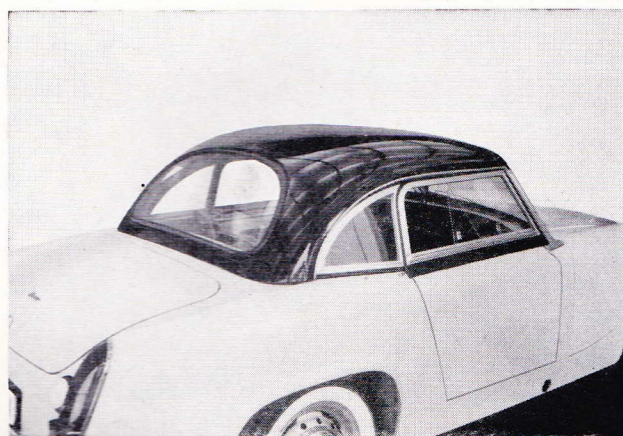
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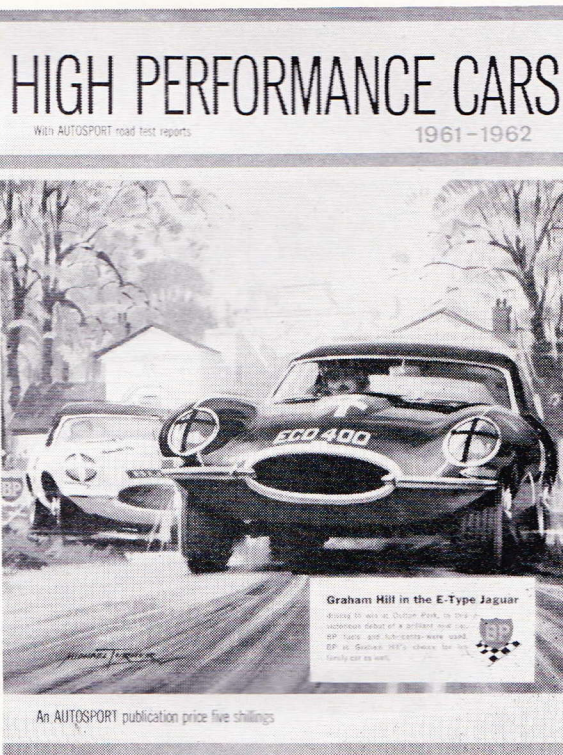
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