FRENCH GRAND PRIX

AUTOSPORT

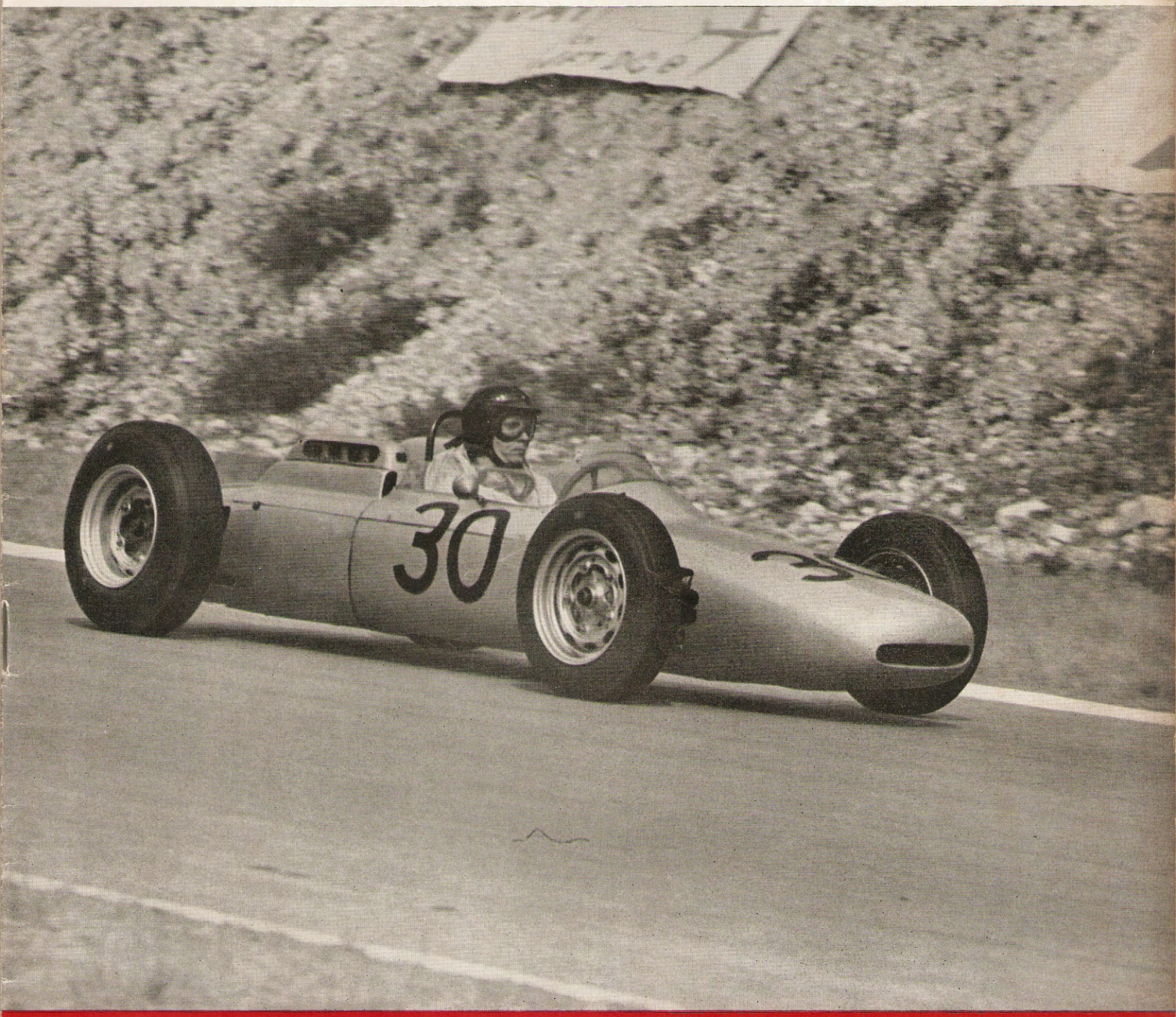
BRITAIN'S MOTOR SPORTING WEEKLY

JULY 13, 1962

2/-

EVERY FRIDAY
Vol. 25 - No. 2

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



IN THIS ISSUE

JOHN BOLSTER TESTS THE VOLVO 122 : THE WORLD CUP RACE—FULL PREVIEW

CLUB RACING AT ELVINGTON, CASTLE COMBE, GOODWOOD AND SNETTERTON

AUTOSPORT

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Vol. 25 No. 2 **July 13, 1962**

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EDITORIAL

GRAND PRIX VARIETY

FOUR *grandes epreuves* have been decided so far, and each has been won by a different make of car and a different driver. To the victories of Graham Hill (B.R.M.), Bruce McLaren (Cooper-Climax) and Jim Clark (Lotus) is added that of Dan Gurney (Porsche) in the Grand Prix de l'A.C.F. on the Rouen-Essarts circuit. This is a fine tonic for the Stuttgart men, who, quite candidly, were on the verge of withdrawing from Formula 1 racing. They can now carry on with the knowledge that their eight-cylinder machine proved its reliability by going through non-stop, and thus defeating the admittedly faster V8s of Great Britain. Ferrari was not represented, so it is impossible to assess what might have happened. Dan Gurney is the second American to win the French Grand Prix, the first being Jimmy Murphy (Duesenberg) at Le Mans in 1921. It was also Porsche's first victory in a Formula 1 Championship race. This makes the prospect of the British Grand Prix at Aintree being a most intriguing contest, and one hopes that Ferrari will have resolved his labour troubles, and that the "Prancing Horse" will take its place on the starting grid.

AN UNFORGIVABLE INCIDENT

THE wrecking of two expensive Grand Prix cars at the end of the French Grand Prix was an example of sheer negligence, almost amounting to criminal folly. It was indeed fortunate that the outcome was not more serious. Every effort is made to keep persons off circuits during racing, and why it was necessary to introduce an army of police all the way down to the end of the pits, passes comprehension—especially as the race was not finished. With cars still racing towards the line, anything could have happened, and these men could have been mown down like ninepins. As it was, the serried ranks encroached on the finishing area to an unnecessary degree, and even the French press agree that it was their presence which was the main contributory factor to the accident. It seems to AUTOSPORT that there is a complete lack of liaison between officials and police at many meetings. For example, properly accredited photographers are given circuit passes and an assurance that they will be able to do their job efficiently without unnecessary interference. Dangerous spots may be banned, and that is understood, but more often than not autocratic police refuse to let them go anywhere at all! It is felt that instructions should be given to the police as to their responsibility, and that is certainly not to antagonize press and ciné cameramen who are not there by choice, but because they are merely doing their job.

OUR COVER PICTURE

FIRST VICTORY for Porsche in a Grande Epreuve *has gone to Dan Gurney, the American having won the French Grand Prix at Rouen on Sunday. This George Phillips picture shows the car at speed before decelerating for the hairpin in the course of its winning run. Strong challenges for victory from Lotus and B.R.M. ended in failure after breakdowns had intervened.*

PIT and PADDOCK

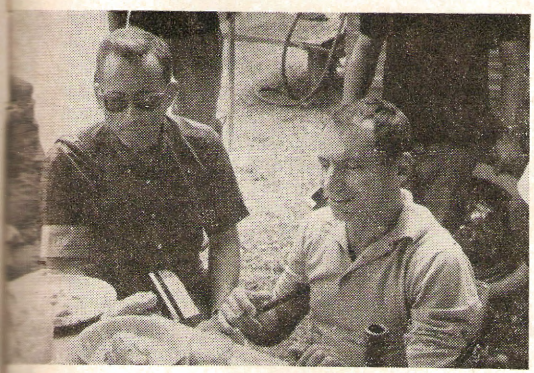
MARTINI TROPHY MEETING

STARTING at 12 noon, this Saturday's National race meeting on the Grand Prix Silverstone circuit, organized by the Aston Martin Owners' Club, features races for sports, saloon, Grand Touring, production, Formula Junior and Historic Racing Cars. The main race, for sports, sports-racing and G.T. machines is the 100-mile Martini Trophy event and notable entries include John Coundley (Lister-Jaguar), Jim Diggory (Aston Martin DBR2), Dick Protheroe (Jaguar E), Mike Salmon (Aston Martin Zagato), Dizzy Addicott (Lotus-Buick), Mike Pendleton (Lister-Jaguar), Doug Graham (Lotus 15) and, forsaking his Lotus 15, Roy Pierpoint (Lotus 23).

The saloon car race includes everything from Minis to Jaguars, and Formula Junior entries include Frank Gardner and Gavin Youl (works Brabhams), Melvyn Long, Mike De Udy and John Mastin (Jim Russell Lotuses), Reg Brown, Len Gibbs, John Fenning and Jack Pearce (Lotuses), Hugh Dibley (Lola), Ken Simmons and David Prophet (Alexis), John Rhodes, Brian Gubby and John Ampt (Auspers), Richard Attwood and David Baker (Coopers) and Mike Woodley (Emeryson).

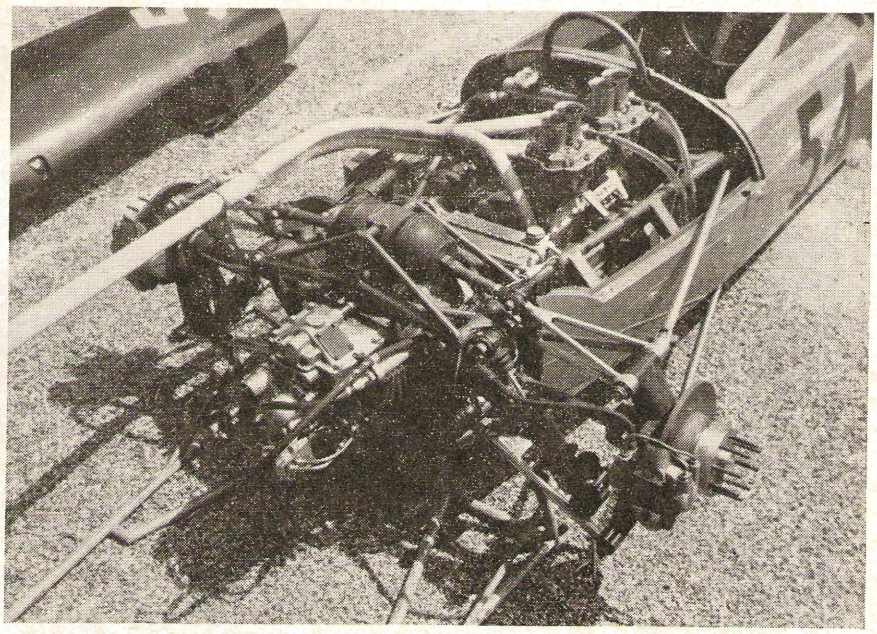
Last, but by no means least, there is a seven-lap race for Vintage, Venerable and Historic Racing Cars. Patrick Lindsay is due to unleash the Napier Railton in the midst of Keith Schellenberg's 8-litre Barnato Hassan Bentley (the Bentley, of course, is a mere Formula Junior car compared with 24 litres of Napier Railton!), the E.R.A.s of Syd Day, D. Day, Gordon Chapman and Alan Cottam, and Bugattis, Bentleys, Aston Martins, Lagondas and examples of Lago-Talbot, Darracq, BMW, Frazer-Nash, Riley, Singer and Amilcar.

Admission to the meeting costs 10*s.*, transfer to the grandstand is 10*s.* and to the paddock 10*s.*



FORCED HOLIDAY: Ferrari drivers Phil Hill and Willy Mairesse at lunch before the French G.P.

THE first South African Republican Trophy race was recently won by Ernie Pieterse, driving a Lotus 21 with a six-speed gearbox. During practice, Jo Bonnier's Porsche lap record was equalled several times and was eventually beaten by Pieterse. Second was Doug Serrurier, driving his L.D.S.-Alfa. Gene Bosman won the sports car event in his Lotus 15 with Alfa Romeo engine.



SPOTTED AT ROUEN was this absorbing detail of the latest Formula Junior Ausper, with Colotti gearbox and the engine lying on its side.

1964 BRITISH GRAND PRIX AT BRANDS HATCH

THE Royal Automobile Club is to re-enter the field of race organization and will organize the 1964 British Grand Prix which is to be held at a new venue, Brands Hatch. Previously, the R.A.C. organized both the pre-war and up to 1952 post-war British Grands Prix and since then the B.R.D.C. and the B.A.R.C. have organized them. The 1963 Grand Prix will be held at Silverstone and will be organized by the B.R.D.C.

The 2.65-mile Brands Hatch circuit, where an extensive £40,000 programme of improvements is now on hand, will be much more easily accessible in 1964 as the Dartford tunnel will be completed as will the M2, which will relieve the A20 of most of the coastal traffic. The R.A.C. have also applied to the F.I.A. for the title of "European Grand Prix" for the 1964 event.

THE Women's Motor Racing Associates Club will organize a garden fete in the grounds of Fort Belvedere, Sunningdale, Berks, on 28th July. Several racing drivers and other well-known personalities will be there.

CLUB secretaries and organizers of motor sporting events are invited to write for full details and specimens of a complete range of armbands, lapel badges, windscreen stickers and tags to Edinburgh Press London, Ltd., Castle Yard, London, S.E.1.

THERE must be a large number of front-engined Formula Junior racing cars lying about in corners—their miserable owners lamenting the fact that there are few suitable races for them. Well, in an effort to encourage owners of such cars the Seven-Fifty and Chester Motor Clubs, in their co-promoted meeting at Oulton Park on 25th August, are including a class for such cars and, if sufficient entries are received, probably a separate race. Come on, you owners of Elvas, Mark 2 Geminis, Terriers and Lolas, not to mention numerous other devices—here is your chance.

IT is rumoured that a Japanese firm will release a new sports car on the South African market. An engine with an output of about 140 b.h.p. and a price of around £800 are quoted.

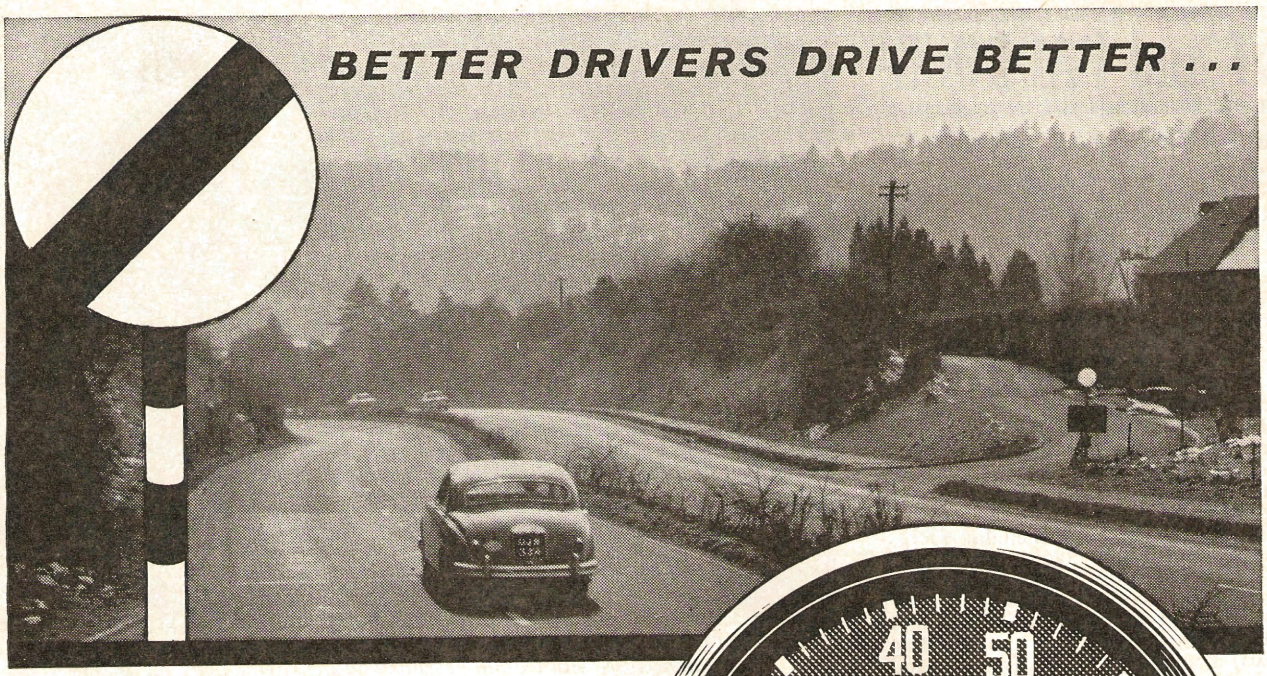
SCARFIOTTI (2.0 Ferrari) made best time of 12 mins. 25.8 secs. at the International Trento Bondone hill-climb—a new record. Runner-up was Heini Walter (2.0 Porsche).

THE B.R.D.C. are running their clubmen's championship meeting on the Grand Prix circuit at Silverstone again on 6th October and, once more, the meeting will be organized by the Aston Martin Owners' Club, the Eight Clubs and the Seven-Fifty Motor Club.

UNDER the chairmanship of Mr. Joe Wright of the Dunlop Rubber Co., Ltd., a dinner was given at Skindles Hotel, Maidenhead, to celebrate the 10th year of the introduction of the Dunlop disc brake. Stirling Moss, driving Tommy Wisdom's Jaguar, won the sports-car race at Rheims in July, 1952—first appearance of these brakes in competitions. To mark the occasion, presentations were made to Tommy Wisdom, and to the absent Stirling Moss. Many pressmen were present, and an excellent dinner was arranged by Laurence Pomeroy.

THE Kenron Racing Team are now racing the L.M.B.-Ford Popular that was so successful on the hills a couple of seasons back. The engine is prepared by Bob Rayner and the team will also be racing three A40s, while they are also thinking of building their own G.T. car for next season.

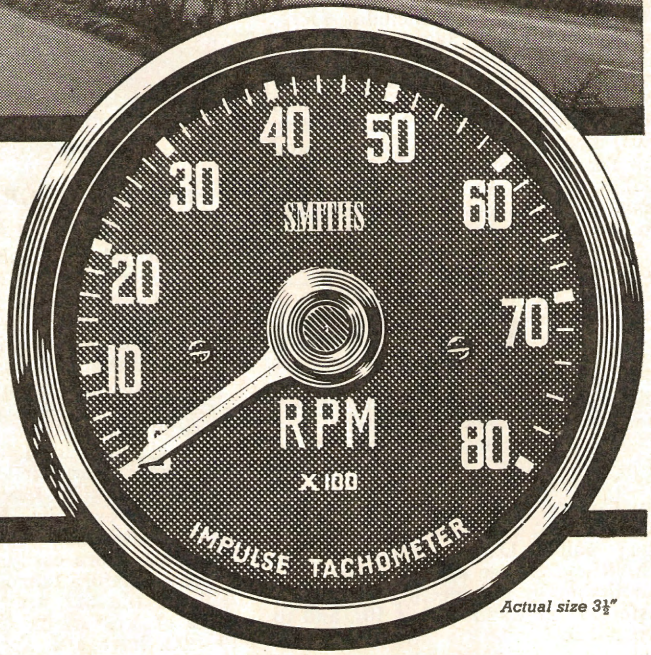
RENÉ TRAUTMANN driving a Group 1 Austin-Cooper won the International Rallye de Mont Blanc recently. Trautmann bought the Cooper for private competition work after last year's Monte. Since then, amongst other successes, he won his class at Mont Ventoux setting a new class record. Trautmann is also thinking of entering the Tour de France in it this year.



... WITH THIS NEW

SMITHS

TACHOMETER!

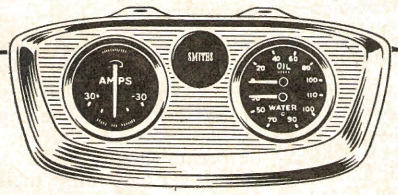


Actual size 3½"

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

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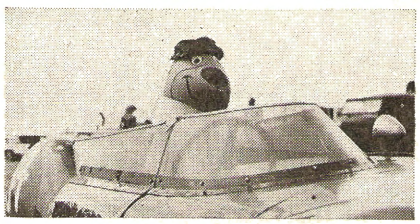
SPORTS NEWS

THE 24 HOURS BY DAN APETZ

SCENES FROM A BEER BARREL!



One can look at the 24 Hours of Le Mans from many different angles. Whilst some 300,000 people were crowding the circuit, sitting in the expensive tribunes or merely standing in the "enceintes de tribune," others were hard at work. Drivers were chasing round the course, mechanics labouring in the pits, photographers clicking shutters, organizers organising, and pressmen hammering typewriters. Whilst all this was going on, our tame cartoonist was busy depicting Le Mans from an entirely new angle—from the interior of a motorized beer barrel owned by a large Dutch brewery, which will be the subject of John Bolster's annual Christmas road-test towards the end of the year.



IT HAD TO HAPPEN! Yogi bear takes up motor racing.

DELIVERY was made on 9th July of two Formula Juniors to Peter and Shirley Procter. Performance of both Garry and Andrew is really devastating.

JOHN SURTEES hopes to try out the new Grand Prix Lola at Solitude this week-end.

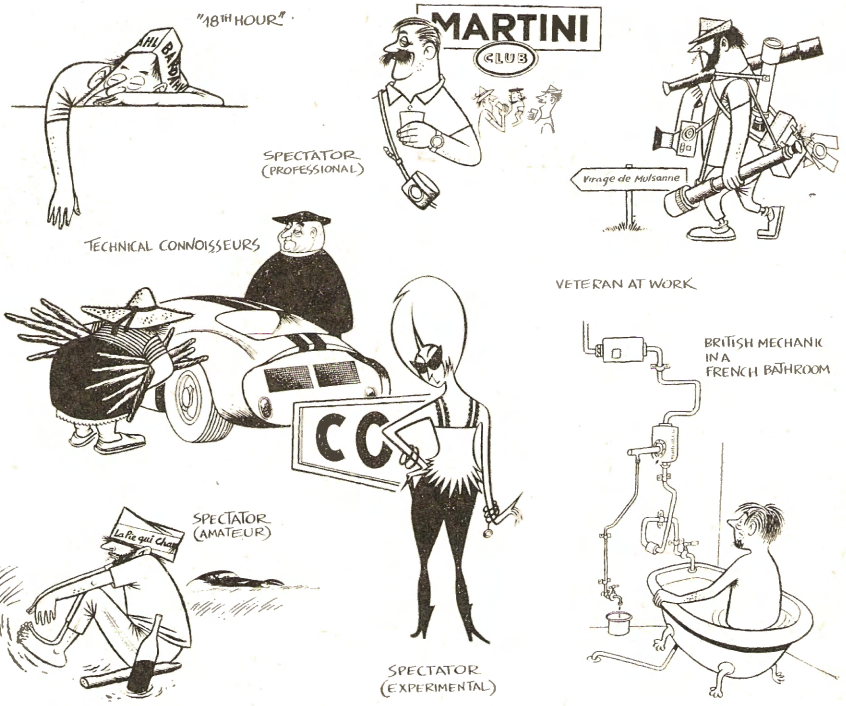
PROTOTYPES of up to 1,000 c.c. will be permitted in the 1,000 kilometres of Paris, at Montlhéry on 21st October. There will be no Index of Performance, and an Indianapolis type of rolling start will be adopted.

EUGEN BOHRINGER of the Mercedes-Benz works rally team is driving a factory prepared Austin-Healey in the Solitude G.T. race on Sunday.

ECURIE ECOSSE are exhibiting two prototype Tojeiro G.T. cars at "The Friends of Scotland" meeting at Merchiston Mews, Edinburgh, on 18th July.

GROVEWOOD SECURITIES, LIMITED, the £3 million London property and investment company which last year purchased Brands Hatch motor racing circuit in Kent, has announced that it has agreed to purchase the Mallory Park circuit near Leicester for a figure in excess of £100,000.

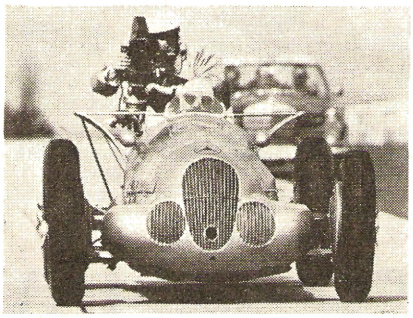
Announcing this, Grovewood's chairman, Mr. John Danny, stated that car and motor-cycle racing would continue. It was proposed to improve spectator amenities and reduce admission charges for major events.



HOW THEY STAND

WORLD CHAMPIONSHIP OF DRIVERS
(After four G.P.s)

1.	**Graham Hill**	16
2.	Phil Hill	14
3.	**Bruce McLaren**	12
4.	**Jim Clark**	9
	Dan Gurney	9
6.	**Tony Maggs**	8
7.	**John Surtees**	7
8.	**Trevor Taylor**	6
9.	Lorenzo Bandini	4
	Richie Ginther	4
11.	Giancarlo Baghetti	3
	Ricardo Rodriguez	3
13.	Jo Bonnier	2
	Carel Godin de Beaufort ...	2
15	**Jack Brabham**	1



At the Nurburgring recently, Hermann Lang drove a pre-war Mercedes-Benz once more—this time with a film cameraman secured behind him taking shots for a British film.

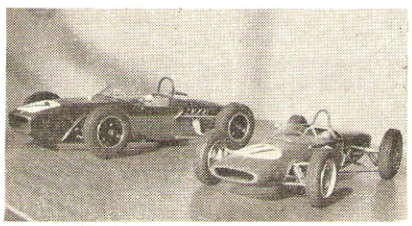
THE B.R.S.C.C. has pleasure in announcing that all R.A.C. affiliated motor clubs will be able to purchase advance booking tickets at a greatly reduced rate for the 1963 Racing Car Show. All such bookings must be made through club secretaries who will each be receiving a form on which to place their orders.

GRAHAM HILL and John Surtees, mounted on a B.R.M. and a Cooper respectively, recently took part in the filming of the new Independent Artists comedy "The Fast Lady".

NEW MUSEUM FOR OLD CARS

A NEW-STYLE motor museum is to be opened this summer at Measham, Leicestershire. Joint sponsors of the enterprise are Lord Montagu of Beaulieu, whose motor museum at Beaulieu, Hampshire, is world famous, and David Wickins, Chairman of Southern Counties Car Auctions, Ltd. The Measham Motor Museum will be located at the premises of the Measham Motor Sales organization, which was absorbed by Southern Counties Car Auctions last January. Planning permission has been obtained for a £30,000 single-storey building with a floor area of 15,000 square feet. The foundations are being prepared and it is hoped to open the museum later this summer. The new museum will be much more than a collection of interesting old cars, it will be more in the nature of a permanent record of the history of the British motor industry and will thus be complementary to the one at Beaulieu.

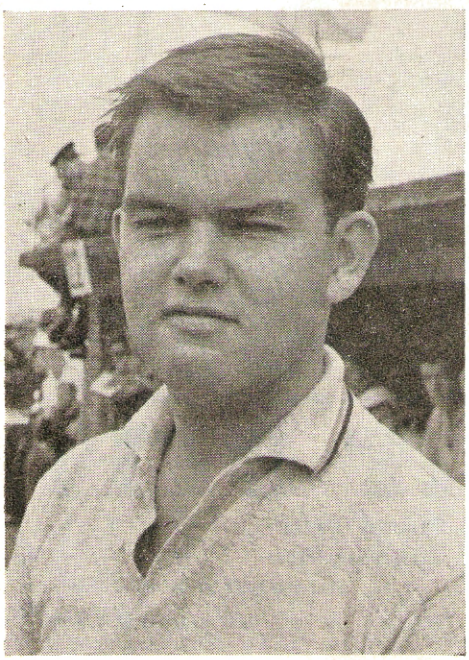
SUPPORTING the 133-mile sports-racing car event at the B.R.S.C.C. International August Bank Holiday meeting at Brands Hatch are an 80-mile race for saloon cars, a 66-mile Formula Junior race and a 66-mile G.T. race. Ferraris and several entirely new cars are expected to enter for the big race.



Auto Models, Ltd., 70 Finsbury Pavement, E.C.2, recently brought out ½" to 1 ft. scale models of the Lotus 18 and 22. They retail at 6 gns. each. The Lotus 7 and 23 sports cars will be added to the range eventually.

THE AUTOSPORT WORLD CUP AND SENIOR SERVICE TROPHY

Four G.T. Teams to Compete for New Award : Sports-racing, G.T., and Formula Junior Cars Promise Thrilling Meeting



BEN PON
Captain of the Dutch
World Cup Team

THIS Sunday there is an important new award for the annual AUTOSPORT World Cup contest, the first round of which takes place at Snetterton between teams of six cars from Holland and from Great Britain. The field will be made up from selected drivers of the fastest under 1,600 c.c. Grand Touring cars in G.B., so in addition to the World Cup race, there will also be a fine struggle for outright victory

Cigarette manufacturers, Gallahers, Ltd., are sponsoring this race and are offering the Senior Service Team Challenge Trophy, for annual competition in the series, for the British event. This will give added incentive to what is usually a very thrilling race.

The British team will be captained by Pat Fergusson, driving his well-known "Tattie" Turner-Climax. Holland will be captained by Ben Pon (Porsche Abarth Carrera), who drove in the Grand Prix of Europe in May in a single-seater Porsche.

The remainder of the British will be Chris Summers, driving his incredibly fast T.V.R. entered by Research Garages and tuned by Arden, Stephen Minoprio in the battleship-grey Marcos fitted with a Cosworth engine and the five-speed Hewland gearbox, John Whitmore in Chris Barber's Lotus Elite, the combination which won at Spa recently, Alan Foster in one of the new lightweight Dick Jacobs's M.G. Midgets, Paddy Gaston in his blown Sprite "RAM 35" and Julian Sutton in another Elite.

The Dutch team has three Porsche Super "90s" as well as their team captain's Abarth Carrera. These will be driven by Ad Boumeester, J. L. W. Blonk and E. J. Groen who were all members of the Dutch team at Zandvoort last year. In addition to these four there will be Tony Hildebrand in a Lotus Elite, J. Vetter driving an M.G. Twin-Cam and an Alfa Romeo S.V. Speciale entered by C. van der Laden.

Also competing in this G.T. event will be a second British team consisting mainly of Elites, the well-known DADIO of Les Leston, Peter Jopp's "PJ 3", David Buxton's new lightweight machine, Mike Johnson's and Bill Shaw's rapid cars, Tom Entwistle's T.V.R. and last but never least, Dick Stoop's Porsche Carrera. Yet another British team will be selected from Ken MacKenzie's Alexander Turner, Andrew Hedges in the second Dick Jacobs Midget, the two Elites of Roger Nathan and R. G. Gibbs and a Marcos driven by David Rees.

Teams will be identified by Les Leston "go faster" adhesives, *i.e.*, Holland, orange; Great Britain "A", green; "B", red; and "C", chequered.

The Scott-Brown Memorial Trophy Race, this year for sports-racing machines with an additional class for large G.T. cars, sees most of the best-known names in these classes of racing. Graham Hill must start as favourite in the 2½-litre Lotus Monte Carlo, but no doubt the Ferrari Berlinetta G.T.O.s of Michael Parkes, Roy Salvadori and John Surtees will not be far behind. Up with the leaders will be the "E"-Types of Robin Sturgess and Ken Baker, and another similar car entered by John Coombs whose driver is unknown as yet. Among the slightly older machinery that will be joining in the battle will be John Coundley's Lister-Jaguar, Peter Sutcliffe's "D"-Type and Dizzy Addicott in his Buick-engined Lotus XV.

The smaller classes may well bring surprises with three Lotus 23s, to be driven by Mike Beckwith, Peter Boshier-Jones and Laurie Keens, with opposition coming from Tony Lanfranchi's Elva Mk. 6, a handful of Lolas and John Spender's very fast Lotus XI. Roy Pierpoint may have a hard time to win his class as C. M. M. Williams has entered a 1½-litre Lotus 23.

The two Chevrolet 5½-litre saloons of Charles Kelsey and Peter Sachs will be again challenging the supremacy of Jaguar in the saloon car race. Graham Hill, Mike Parkes, Jack Sears and Roy Salvadori, all renowned in their 3.8s, will be determined to see a Jaguar cross the line first. Alan Fraser has entered the two Peters, Jopp and Pilsworth, in his very fast Rapiers, to do battle with Rileys of Alan Hutcheson and Edward Lewis, and the VX 4/90s, of Warwick Banks, Bill Aston and Reg Brown. The usual muddle of Minis will be motoring, entries including four ladies, Christabel Carlisle, Liz Jones, Mrs. Jean Aley and Rona Pearson. Other Mini entries include Andrew Hedges, Mick Clare, John Aley, Tony Rutt and Peter Galliford.

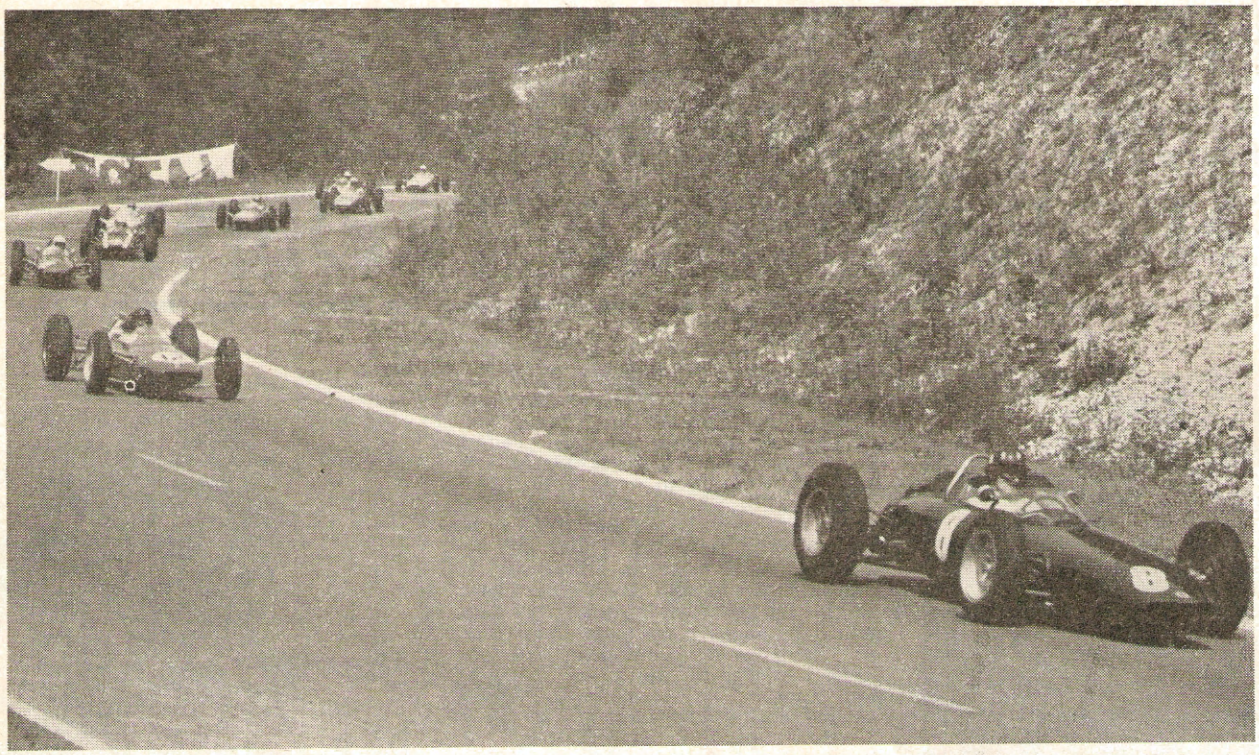
The meeting commences at 2.30 p.m. with that drivers' favourite, a 15-lap dice for Formula Juniors. Hugh Dibley has entered his 1962 Lola. Reg Brown is driving a Lotus 22, David Baker is in an M.R.P.-Cooper, and John Fenning in his very quick Lotus 20. Ecurie Chiltern has entered a Brabham Junior, and rumour has it that the driver will be a promising Continental challenger.

★

BY PATRICK McNALLY



PAT FERGUSSON
Captain of the British
World Cup Team



FIRST LAP: Graham Hill leads Jim Clark and John Surtees into the hairpin.

PORSCHE PULL IT OFF!

Fine Victory by Dan Gurney in French Grand Prix—Second Place to Tony Maggs (Cooper-Climax)—Spectacular Last Lap Crash at Pits

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS

PORSCHE made a most profitable comeback to Formula 1 racing, with Dan Gurney's victory on the Rouen-Essarts circuit in the Grand Prix de l'A.C.F. The popular Californian drove a consistent race, and he, Tony Maggs (Cooper-Climax) and de Beaufort (Porsche) were the only ones who did not make a pit stop. The leaders, Graham Hill (B.R.M.), John Surtees (Lola) and Jim Clark (Lotus), all had troubles, and Dan took the lead 12 laps from the end. Hill, who looked to be a certain winner, had trouble with a broken throttle linkage; Clark retired with front suspension failure, whilst Surtees had fuel-feed bothers, followed by gearbox difficulties.

At the finish there was a spectacular accident involving Maurice Trintignant (Lotus V8) and Trevor Taylor (Lotus 25 V8), who collided past the end of the pits area. This was undoubtedly caused by the presence of a long line of policemen, who formed up shoulder to shoulder, actually on the yellow pits line. When Surtees was flagged, he slowed down but found that there literally was no place to go. Trintignant swerved outwards to avoid the Lola, blocking the path of the oncoming Trevor Taylor. The latter stood on everything, but just could not avoid hitting the rear end of the Walker car. Both machines were completely wrecked, but, fortunately, neither driver was injured.

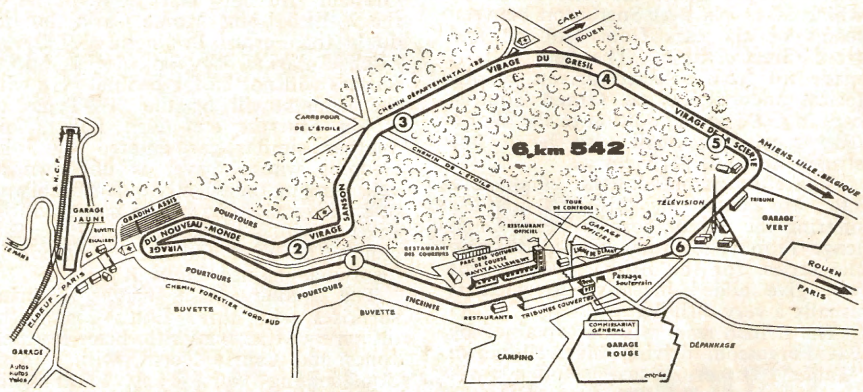
During his struggle for the lead, Graham Hill set up a new lap record of 2 mins. 16.9 secs. (106.9 m.p.h.), 5.5 secs. faster than Musso's figures with the 2.5-litre Maserati in 1957.

The result did not affect the World Championship placings, Graham and Phil Hill still leading with 16 and 14 points respectively.

This was the fourth different make of car, and the fourth different driver to win a *grande epreuve* this year, and was also the first success in Grand Prix racing for Dan Gurney, and for Porsche.

Third place went to Richie Ginther (B.R.M.), to put the Owen cars in the lead for the Constructors' Championship. Bruce McLaren (Cooper-Climax), delayed earlier with gearbox problems, took fourth place from Surtees on the last lap but team-mate Tony Maggs finished second.

To Peter Arundell (Lotus-Ford) went the Formula Junior event, both average and lap speeds being records for the circuit.



PRACTICE on both days started at 7 a.m.

Team Lotus had a second monocoque "25" for Jim Clark, Trevor Taylor having the original machine. Porsche had done a great deal of development work on their "flat-eights", particularly in regard to the brakes.

It was a great pity that Ferrari was absent, and one felt extremely sorry for Phil Hill who came to see his mates, and had to become a spectator. Siffert acquired the Lotus-B.R.M. from Colin Chapman, so the only four-cylinder machines in the race were Jack Lewis's Cooper-Climax and de Beaufort's Porsche.

Rouen-Essarts was a completely new circuit to the majority of the entrants with the exception of Trintignant, Salvadori, Ireland and Maggs, the last-named

having put up fastest lap in the 1961 Formula Junior race. This was the first Formula 1 event there since 1957.

Best time of the two sessions was put up by Jim Clark, with 2 mins. 14.8 secs. (174.712 k.p.h.), followed by Graham Hill (2 mins. 15 secs.), Bruce McLaren (2 mins. 15.4 secs.), Jack Brabham (2 mins. 16.1 secs.), John Surtees (2 mins. 16.3 secs.) and Dan Gurney (2 mins. 18.5 secs.). In point of fact, 14 of the 17 entrants were all under Musso's existing lap record of 2 mins. 22.4 secs., established with the 2½-litre Ferrari in 1957.

The A.C. of Normandy officials were extremely annoyed by a report in the *Daily Mail* alleging that drivers had complained that the circuit was dangerous. This followed a G.P.D.A. meeting, during which one or two minor suggestions were put forward. At no time did any entrant or driver state that this very fine road circuit was dangerous.

Race day was one of glorious sunshine, but huge traffic jams developed on the approach roads to the circuit. In some cases it took upwards of two hours to do eight kilometres, and overheated engines caused countless breakdowns.

After the two Formula Junior heats and the Olympic Trials for cyclists, some 80,000 spectators were present to watch the 48th Grand Prix of the Automobile Club of France.

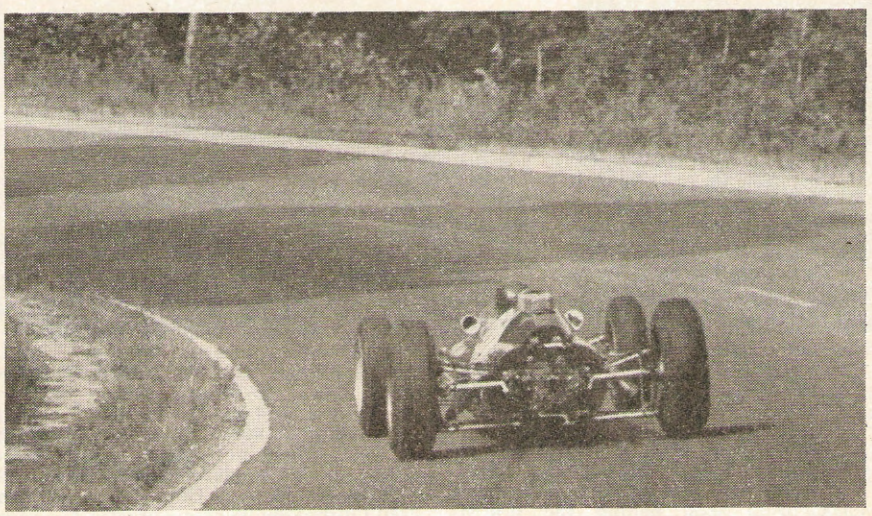
The line-up on the grid was as follows:—

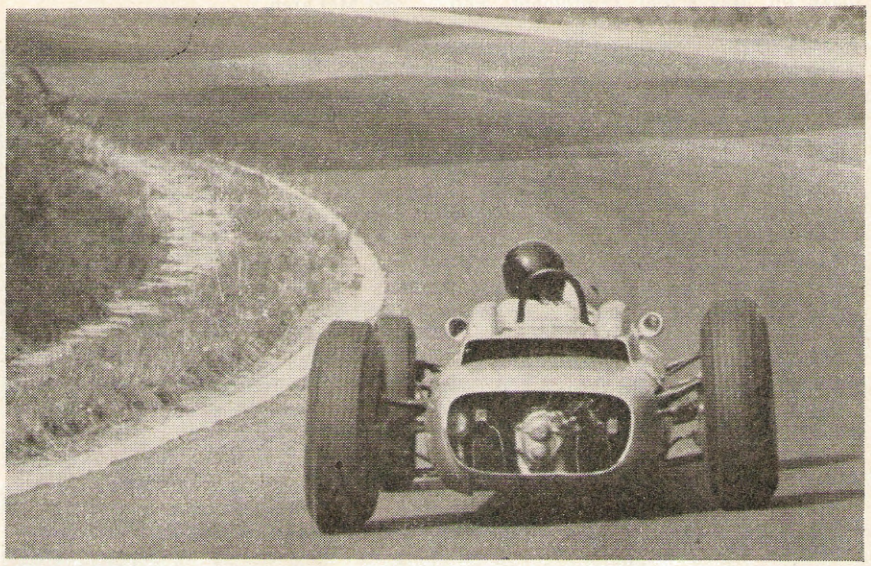
McLaren (Cooper-Climax) 2 m. 15.4 s.	Graham Hill (B.R.M.) 2 m. 15 s.	Clark (Lotus) 2 m. 14.8 s.
Surtees (Lola) 2 m. 16.3 s.		Brabham (Lotus) 2 m. 16.1 s.
Ireland (Lotus) 2 m. 17.5 s.	Gregory (Lotus-B.R.M.) 2 m. 17.3 s.	Gurney (Porsche) 2 m. 16.5 s.
Ginther (B.R.M.) 2 m. 18.2 s.		Bonnier (Porsche) 2 m. 17.6 s.
Trintignant (Lotus) 2 m. 20.8 s.	Taylor (Lotus) 2 m. 20.5 s.	Maggs (Cooper-Climax) 2 m. 18.6 s.
De Beaufort (Porsche) 2 m. 26.5 s.		Salvadori (Lola) 2 m. 21.3 s.
	Lewis (Cooper-Climax) 2 m. 26.5 s.	Siffert (Lotus-B.R.M.) 2 m. 23.4 s.

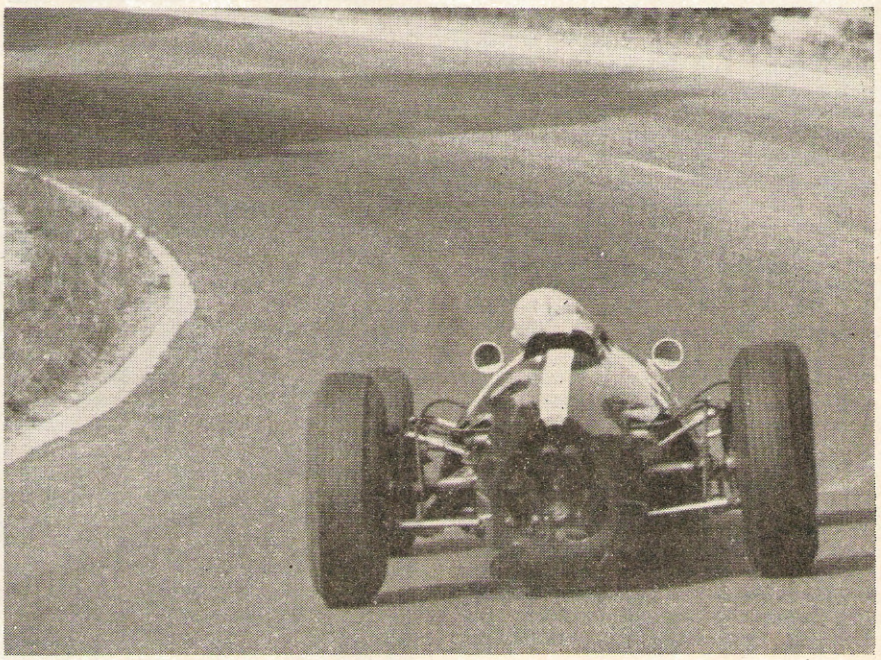
Toto Roche dropped the flag, and the field surged forward—except Ginther, who drove straight into his pit. Graham Hill seized the lead, followed by Clark, McLaren, Brabham and Surtees. Meanwhile a British photographer (not George Phillips) was forcibly ejected from the pits, for trying to photograph Ginther's stop. He was given the bum's rush by a couple of gendarmes.

At the Virage du Gresil, Surtees rocketed past Brabham and McLaren, then took Clark into the sharp right-hander (de la Scierie). Just 2 mins. 27.5 secs. from the standing start, Hill screamed past the tribunes with Surtees in his slipstream, and then, in quick succession, Clark, McLaren, Brabham, Gurney and Gregory. A slight gap, and then came Maggs, Bonnier, Trintignant, Lewis, Salvadori and Taylor. Nearly a lap behind came Ginther.

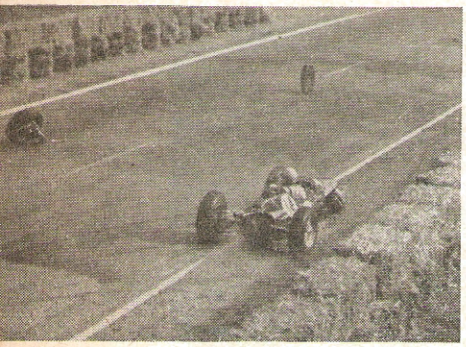
Hill and Surtees passed after the second lap wheel-to-wheel, the time coming down to 2 mins. 21 secs. Ireland abandoned with a flat tyre, and Siffert was in trouble with his clutch. The two leaders had already pulled away from Clark

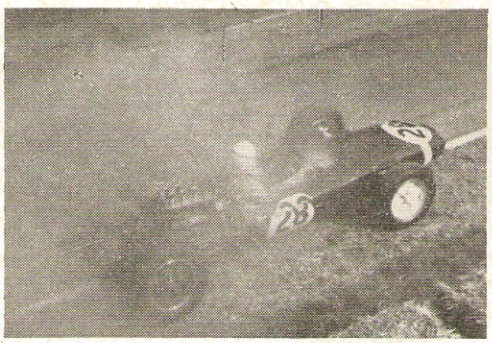


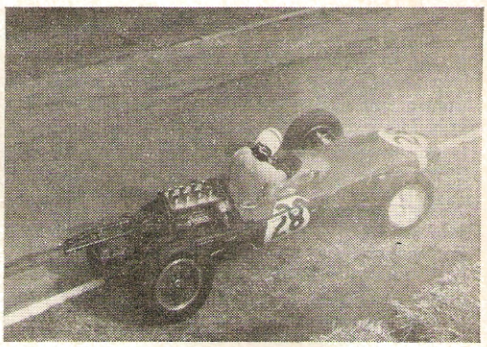




ALL BEHIND! Rear view shots of three of the contenders for 1962 Grand Prix honours. Above, the Lotus of Jim Clark; below, the Porsche of the Rouen winner, Dan Gurney; bottom, the Cooper of Bruce McLaren.







and Co., and Masten Gregory was closing up on Gurney. Behind, Maggs, Bonnier and Trintignant were having a ding-dong.

Surtees was pressing Hill hard, and on the fifth lap both were down to 2 mins. 20.3 secs., and Jim Clark had dropped back to 5 secs. behind the B.R.M. Already Clark and Bonnier were reported as reaching 149 m.p.h. on the comparatively short approach to the Virage de la Scierie, and the Swede had managed to shake off Maggs and Trintignant, who were still disputing the issue.

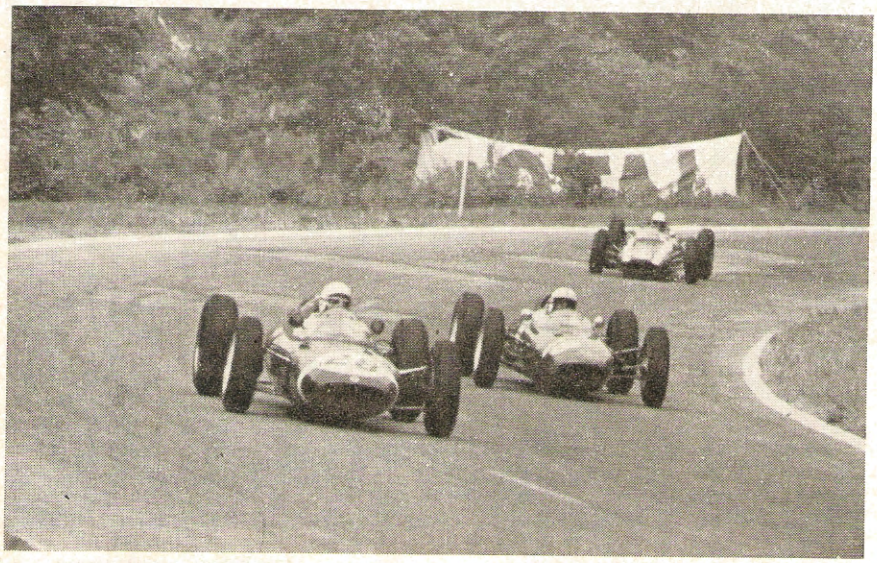
Lap seven, and Surtees did 2 mins. 20.1 secs., which Hill immediately brought down to 2 mins. 20 secs. (168.222 k.p.h.). Just as Ireland walked back to his pit, Joseph Siffert abandoned his new Lotus-B.R.M. with clutch failure.

The crowd loved the dice for first place, and it appeared that Surtees was quite content to have the B.R.M. keep in front. The race average had crept up to 166.8 k.p.h. and the 10 laps position was:—

1. Hill, 23 m. 31.8 .s
2. Surtees, 23 m. 32.5 s.
3. Clark, 23 m. 40.7 s.
4. Gurney, 23 m. 59.7 s.
5. Gregory, 24 m. 11.5 s.
6. Bonnier, 24 m. 19.7 s.
7. Maggs, 24 m. 25.9 s.
8. Trintignant, 24 m. 27.3 s.
9. Salvadori, 25 m. 8.3 s.
10. Taylor, 25 m. 9.4 s.

It was on this lap that Brabham and McLaren both had entirely separate incidents. The former's Lotus had a rear damper bracket fracture, and Bruce could not find fourth gear: both spun off, Jack came into the pits to retire, and McLaren spent some time in the pits whilst John Cooper's boys fiddled around with the gear change.

Surtees gave a distress signal to Reg Parnell, and came in on the 13th lap with fuel-feed problems. This dropped him to eighth place, leaving Hill with 16 secs. lead over Clark, who, in turn, led Gurney by 28 secs. Masten Gregory, going like a bomb, was in full pursuit in fourth place, pulling away from Bonnier. By now de Beaufort and Lewis had been doubled, as had Ginther and McLaren.



ON THE APPROACH to Virage Nouveau-Monde, John Surtees laps Trintignant and Maggs (above).

★

WINNER of the Formula Junior race (below) was Peter Arundell (Lotus).

Graham, driving magnificently, increased his lead over Clark to 19 secs. by the 17th lap. Surtees had already shot up to fifth place, for, a couple of laps earlier, Gregory's engine had cut out at the hairpin, and could not be restarted.

Hill, doing about 154 m.p.h. on the straight, was the first driver to break 2 mins. 20 secs. on the circuit during a race, with 2 mins. 19.5 secs. (168.826 k.p.h.).

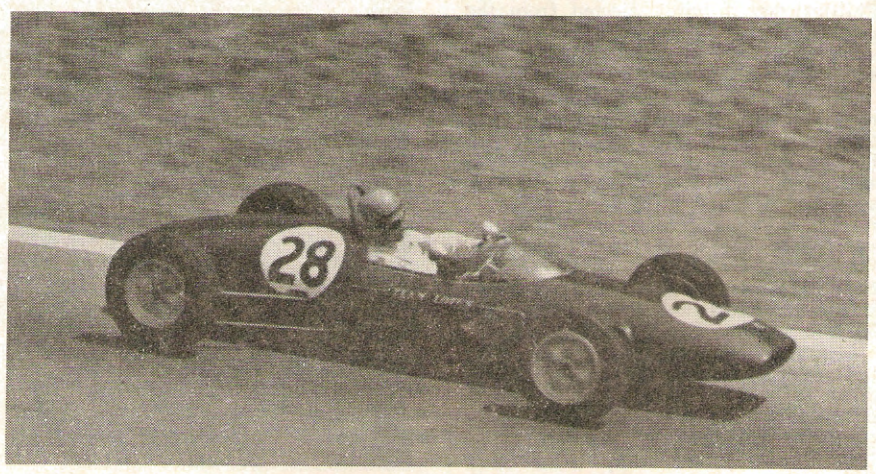
After 20 laps. the score-board read as follows:—

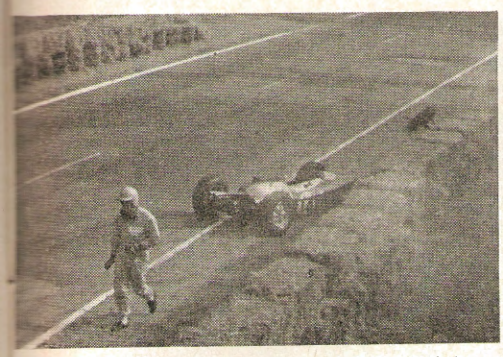
1. Hill, 46 m. 52.3 s., 167.487 k.p.h.
2. Clark, 47 m. 12.5 s.
3. Gurney, 47 m. 29.1 s.
4. Bonnier, 48 m. 11.7 s
5. Surtees, 48 m. 24.2 s.
6. Trintignant, 48 m. 31.6 s.
7. Maggs, 48 m. 42.9 s.
8. Taylor, 19 laps; 9, Lewis, 19; 10, de Beaufort, 19.

Clark, now in hot pursuit of the B.R.M., got down to 2 mins. 18.4 secs. on lap 22, when Bonnier came in with only about six of his eight cylinders functioning. Mechanics had a look, did nothing, and off he set again. Salvadori retired his Lola with a misfiring engine, and gearbox bothers.

Next pit-caller was Trintignant, who was in for some time during which Alf Francis seemed to be adjusting the gear selectors. Trevor Taylor had a throttle spring break, and took a long time to struggle back to his pit. After losing about four laps, the crowd cheered as Trintignant restarted. Taylor also got away again, minus his engine cover.

Despite Jim Clark's spurt he could not gain an inch on the flying Hill, and Surtees, in fourth place, was definitely losing ground to Gurney. Then, on the 30th lap, Lewis, who had been overtaken by Hill, suddenly lost his brakes on the approach to La Scierie, and shunted the B.R.M., knocking off part of the exhaust system. By the time Graham







LAST-LAP SHUNT: From left to right are five stages of the Trevor Taylor/ Maurice Trintignant accident at the finish. On the extreme left, a startled Taylor watches Trint's suspension and his own front wheel roll down the road; the next shot shows Trintignant after the impact. He climbs out of the car as, in picture four, Taylor walks back to see how he is. Finally the Walker car is smothered in foam by firefighters.

had recovered from an almighty spin, Clark was through into first place. The order then, at 30 laps was:—

1. Clark, 1 h. 10 m. 27.4 s.
2. Hill, 1 h. 10 m. 34.4 s.
3. Gurney, 1 h. 10 m. 47.4 s.
4. Surtees, 1 h. 11 m. 0.5 s.
5. Maggs, 29; 6, Ginther, 29; 7, de Beaufort, 28; 8, Bonnier, 28; 9, McLaren, 27; 10, Trintignant, 26.

Hill immediately set about catching Clark. At 31 laps there was 6 secs. between them; then after a shattering lap in 2 mins. 16.9 secs. Graham took back nearly 3 secs. To the consternation of Lotus, Hill came through accompanied by Ginther (just overtaken), and no Clark. Eventually the monocoque came slowly into the pits, and mechanics worked desperately on the front suspension. A ball-joint had come adrift. Clark climbed back into the car, but it was eventually pushed into the dead car park.

Graham Hill now had over 20 secs. from second man Gurney; Surtees, in third spot and obviously in gearbox trouble, was doubled by the B.R.M. Maggs, driving a fast and heady race, now held fourth place, well in front of Ginther. Bonnier went past the pits slowly, trying to find gears, but when he next appeared the car sounded healthier than it had been. Gurney was circulating like clockwork, and McLaren was once again coming into the picture, closing fast on de Beaufort.

On lap 42 Graham Hill's splendid drive came to an end, when the throttle linkage came adrift. Into the lead went Dan Gurney—a lap in front of everyone else. Surtees momentarily came back into second place, but alas!—into the pits he came with gearbox jammed in fourth gear. Later he went off again —still with one usable ratio, and down to fourth place.

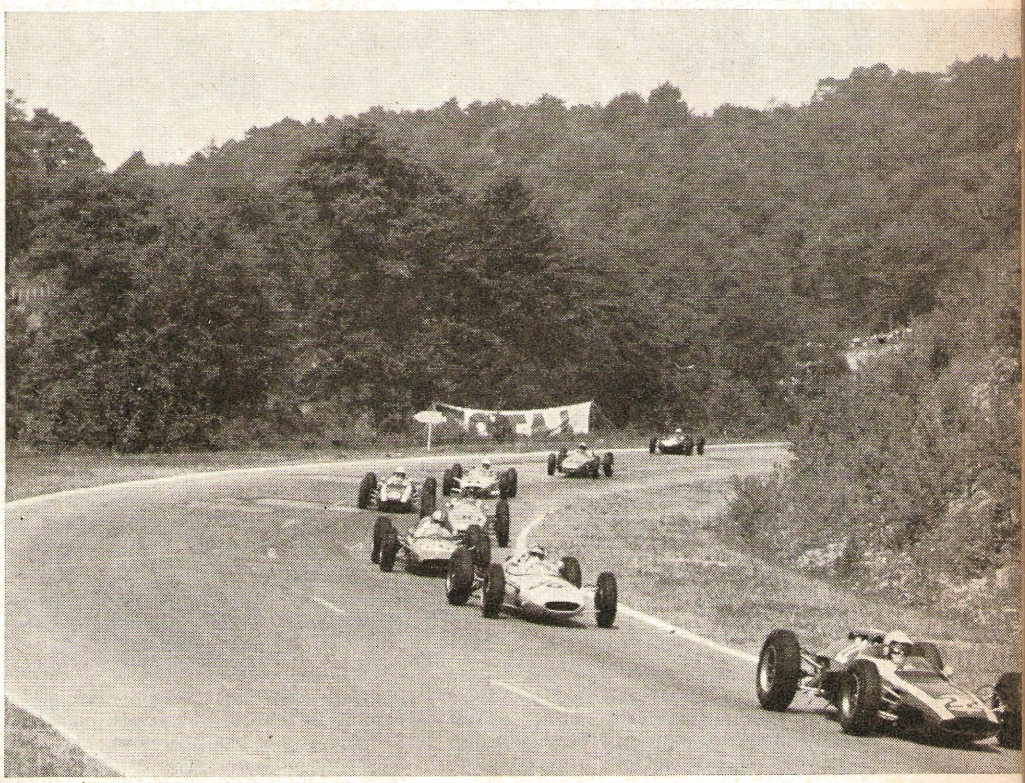
Whilst Graham Hill worked desperately to get back into the race, out went the "slow" red signal to Dan Gurney. Out on the circuit team-mate Bonnier's engine stopped, and Hill set off at about 5 m.p.h. on engine tick-over to reach the pit.

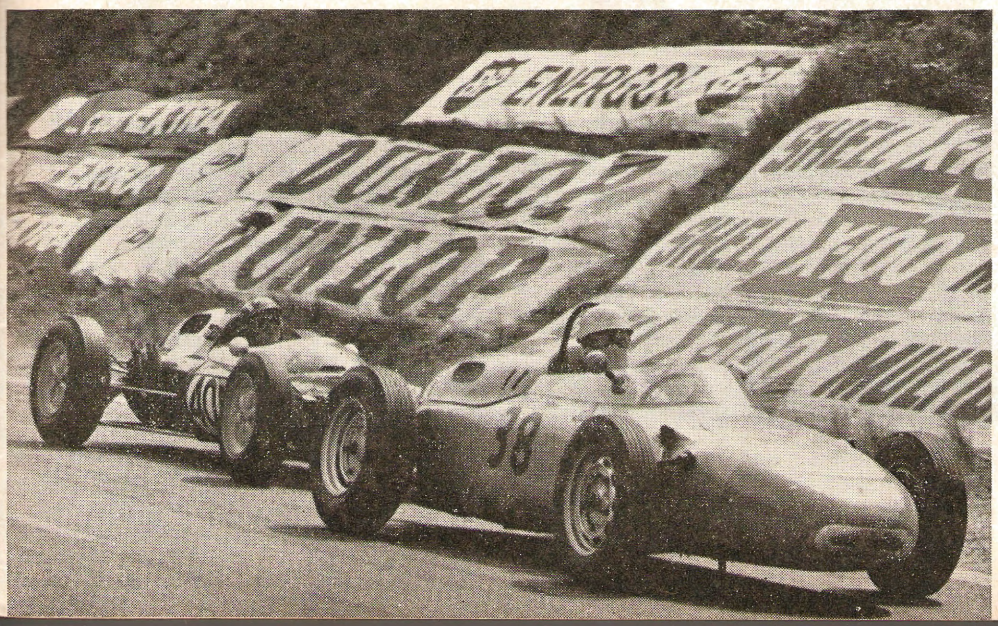
Barring accidents, Dan Gurney had the race in his pocket. To the huge delight of John Cooper, Tony Maggs was firmly in second place, and B.R.M. had some consolation with Ginther now third. McLaren sizzled past de Beaufort, and began to catch up on the slowing Surtees. At the rear of the field, Trevor Taylor was going faster than during the early part of the race, presumably having sorted out his troubles—even to the extent of another engine cover, giving the car no fewer than five number "14s".

The unfortunate Hill toured into his pit, then set off again at practically walking pace.

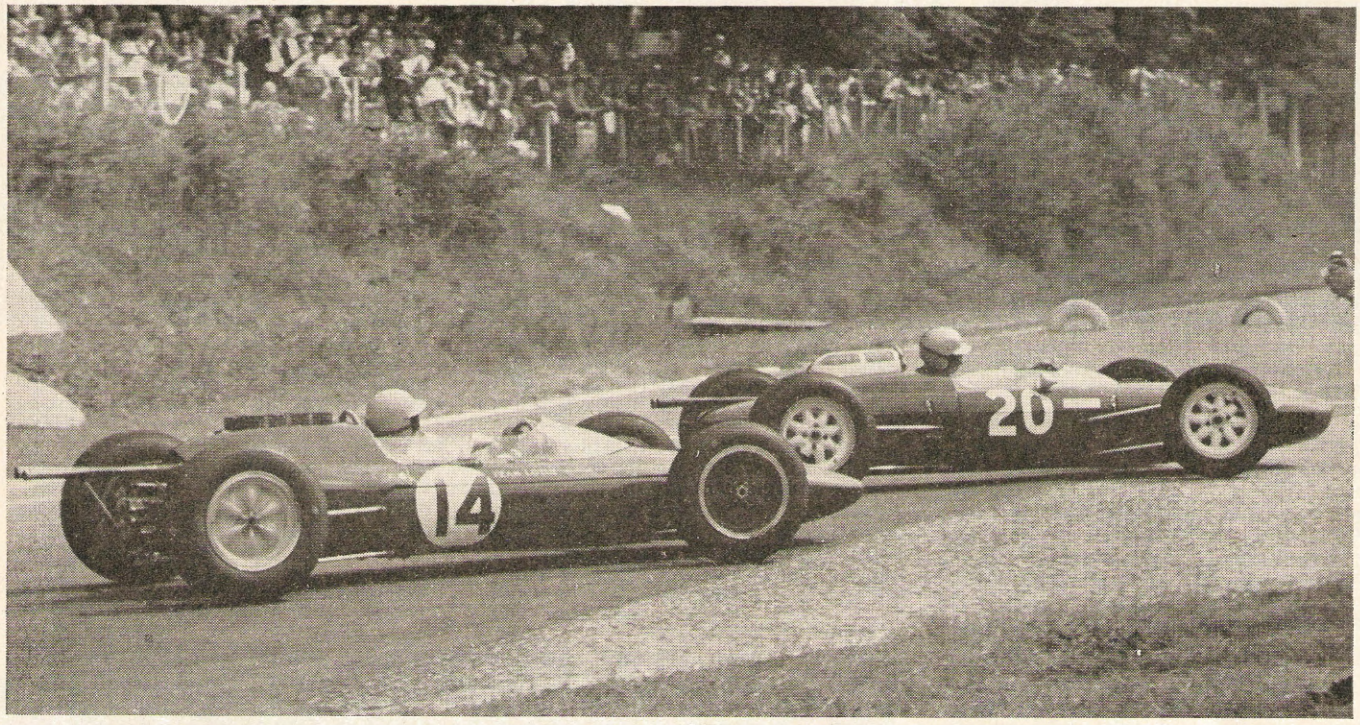
Then it was all over. Porsche mechanics went almost mad with glee as Dan Gurney took the chequered flag. Maggs came safely into second place, followed by Ginther and McLaren, who had overtaken Surtees three laps from the end.

Suddenly the crowd froze. Surtees, going very slowly, crossed the line and made to go towards the pits. However, a long row of gendarmes stayed put, and would not part to let him through. Trintignant, lifting as he crossed the line, swerved into the centre of the road to avoid the Lola. Trevor Taylor, tearing over the line as he was perfectly entitled to do, had nowhere to go at all, and there was an appalling crash as the two Lotuses collided.

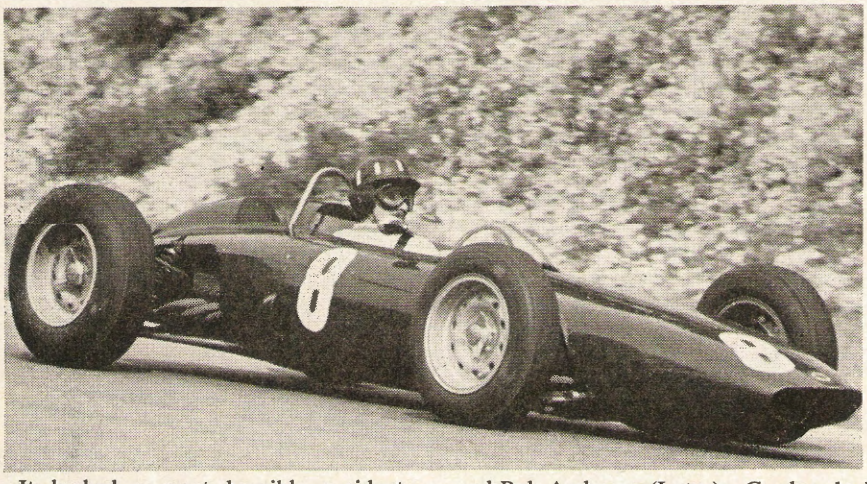




ABOVE: McLaren, Ireland, Brabham, Gurney, Maggs, Gregory, Bonnier and Lewis approach the hairpin after the start. LEFT: de Beaufort (Porsche) leads Siffert (Lotus B.R.M.).



ABOVE: Trevor Taylor and Roy Salvadori together at the hairpin. BELOW: Graham Hill's B.R.M. gets its head down as he brakes for the hairpin. Graham was leading at this point.



It looked a most horrible accident, but by the grace of God neither driver was injured, nor were any other persons involved. Both machines were wrecked beyond repair.

Rescue squads were quickly on the scene, and fire extinguishers came into play immediately. There was no fire, and the three-wheeled Walker Lotus was simply smothered in CO2. For several minutes confusion reigned, but the sight of Trintignant and Taylor apparently O.K. calmed the crowd down—but not before they booed the police.

It was a curious race altogether, with far more pit stops than are usual these days. Only Gurney, de Beaufort and Maggs had non-stop runs, and 10 of the 17 starters were classified.

Peter Arundell (Lotus) won both 20-lap heats of the Formula Junior race. In the first heat he averaged 156.893 k.p.h. to finish 9.7 secs. ahead of Frank Gardner (Brabham), followed by Alan Rees (Lotus), Denis Hulme (Cooper) and Bob Anderson (Lotus). Gardner had trouble in Heat 2, but second place went to Frenchman Jo Schlesser, also in a Brabham. Behind came Michael Spence (Lotus), Rees and Anderson. Arundell established a new F.J. lap record of 2 mins. 27.2 secs. (159.994 k.p.h.).

Formula Junior
(20+20 Laps)

1. Peter Arundell (Lotus-Ford), 1 h. 40 m. 29.2 s., 156.247 k.p.h. (97.07 m.p.h.).
2. Alan Rees (Lotus-Ford), 1 h. 42 m. 22.5 s.
3. Bob Anderson (Lotus-Ford), 39 laps.
4. David Hitches (Lola-Ford), 38.
5. Henri Grandsire (Lotus-Ford), 36.
6. Roland Boddi (Cooper-B.M.C.), 36.

Fastest Lap: Arundell, 2 m. 27.2 s., 159.994 k.p.h. (99.42 m.p.h.). **Record.**

Grand Prix de L'A.C.F.
Rouen-Essarts Circuit
(54 laps=353.3 kms.)

1. Dan Gurney (Porsche "8"), 2 h. 7 m. [illegible], 163.982 k.p.h. (101.9 m.p.h.).
2. **Tony Maggs (Cooper-Climax V8),** 53 laps.
3. Richie Ginther **(B.R.M. V8),** 52.
4. **Bruce McLaren (Cooper-Climax V8),** 52.
5. **John Surtees (Lola-Climax V8),** 52.
6. Carel Godin de Beaufort (Porsche "4"), 52.
7. Maurice Trintignant **(Lotus-Climax V8),** 51.
8. **Trevor Taylor (Lotus-Climax V8),** 49.
9. **Graham Hill (B.R.M. V8),** 44.
10. Jo Bonnier (Porsche "8"), 42.

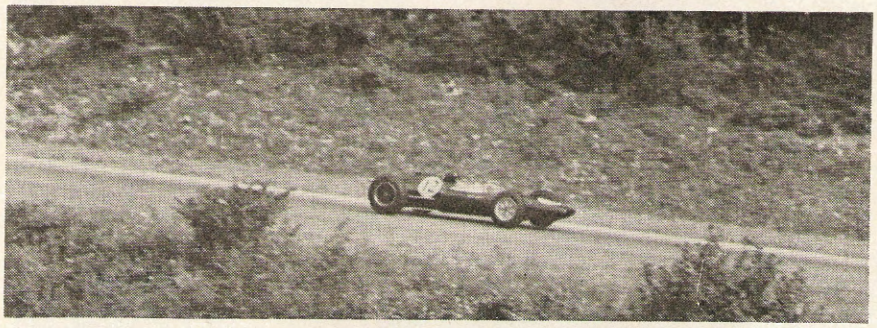
Fastest lap: Graham Hill, 2 m. 16.9 s., 172.032 k.p.h. (106.9 m.p.h.). **Record.**

Old Record: L. Musso (2.5 Ferrari), 2 m. 22.4 s., 165.388 k.p.h.

Retirements

Innes Ireland (Lotus), punctured tyre, 1 lap; Joseph Siffert (Lotus), clutch, 5 laps; Jack Brabham (Lotus), rear suspension, 10 laps; Masten Gregory (Lotus), ignition, 15 laps; Roy Salvadori (Lola), carburation and gear selector trouble, 20 laps; Jim Clark (Lotus), suspension, 33 laps; Jack Lewis (Cooper-Climax), accident, 28 laps.

JIM CLARK on the swerve approaching Nouveau-Monde.



ELVINGTON OPENER

REPORT AND PHOTOGRAPHY BY FRANCIS PENN

IN their search for the "perfect" club circuit, the British Racing and Sports Car Club's Northern Section have tried many aerodromes, but this new one at Elvington, near York, seems best fit to fill the bill.

Virtually using the edges of a gigantic dispersal square, built at the cost of how many millions nobody knows to house the giant U.S.A. atom bombers—and never used!—Elvington possesses one of the smoothest surfaces yet found. It was a trifle slippery for the first meeting on Sunday, 8th July, but should soon bed in with constant race traffic.

Measuring 1.7 miles around, it has one straight, four fairly tight right-hand corners and two somewhat dicey ess bends; but such was the high standard of driving, few excursions to the undergrowth were observed and for a training circuit it is ideal. There is simply nothing to hit!

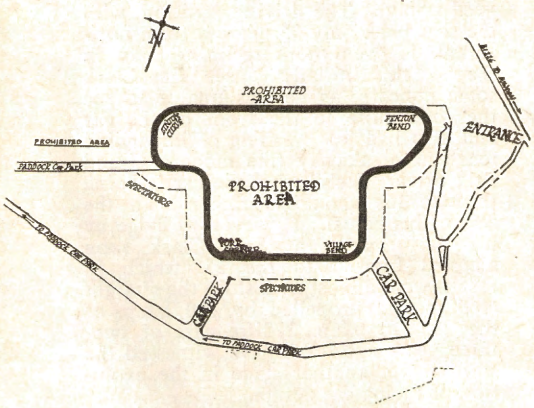
The first event was a 10-lap race for sports cars up to 1,200 c.c. and was somewhat processional, the order from start to finish being F./O. J. H. Haynes (Lotus VII), D. L. Wragg (Mallock U2) and G. B. Birrell (Lotus XI).

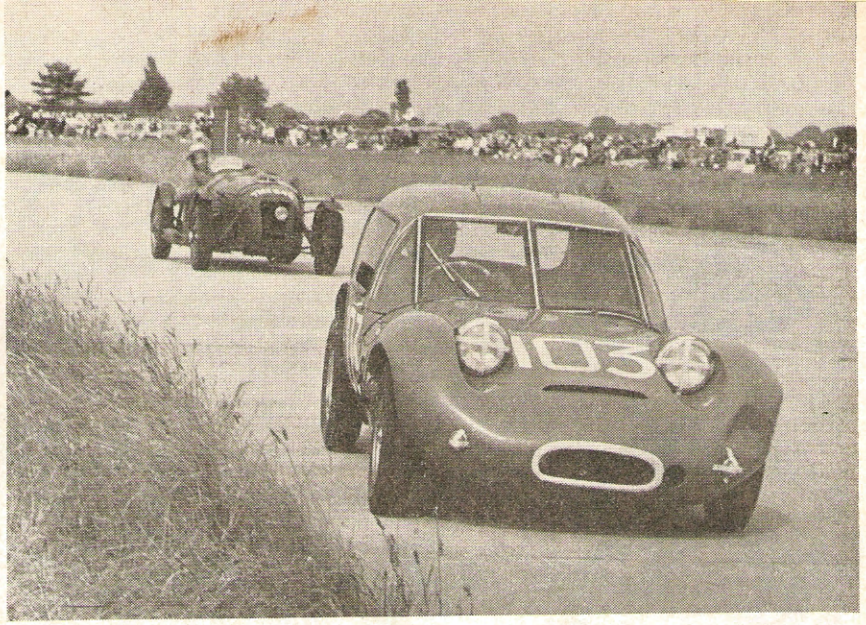
Next came a 16-lapper for Formula Junior cars and from the flag it was G. H. Breakell (Lotus), J. R. Pearce (Lotus), J. L. Romanes (Lotus) and A. Wyllie (Lotus). Lap two saw Wyllie into third place and on the next lap into first with Breakell second. This continued till the eighth tour when Pearce moved up to second spot, but try as he did, Pearce could do nothing about the flying Scot, though both of them set up a new lap record with a time of 1 min. 16.8 secs., 79.68 m.p.h. Wyllie ran out a comfortable winner by some 13 secs. from Pearce and Romanes was third.

Event three was for G.T. cars up to 1,600 c.c. with a separate class for those engined by Climax. Taking the race overall, it provided a win by 6 secs. for J. P. Fergusson's well-known and very fast "Tatty Corner", from B. Newsome's Mallock U2, with D. C. Alderson (Elite) the other place man.

Unlimited sports cars over 10 laps was next on the programme. R. J. Bloor (Lotus 23) won as he liked from N. G. Ferrier's Lola-Climax. For third place P. H. Sutcliffe ("D"-type Jaguar) looked a "cert", but for some reason

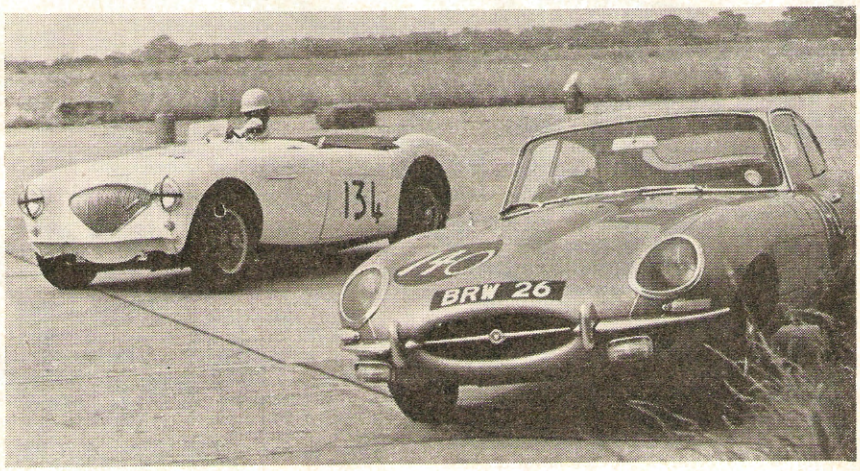
ELVINGTON





ABOVE: T. Simpson (Marcos) leads E. C. Booth (Frazer-Nash) around one of Elvington's smooth-surfaced bends.

BELOW: B. R. Waddilove (E-type), second in the Daily Mirror *Trophy, disputes a corner with I. Tilley's BN1 Austin-Healey.*



unknown he slowed down after the last corner, allowing J. H. Blades (B.B.K.-Climax) to beat him by a "nose".

The next event, the main race of the day, was for the *Daily Mirror* Trophy over 10 laps for sports and G.T. cars. This one was a gift to "Tatty Turner", which was never headed! Second was B. R. Waddilove's "E"-type, which crossed the line with a large oil drum stuck out in front! F./O. Haynes in the Lotus VII took the remaining place.

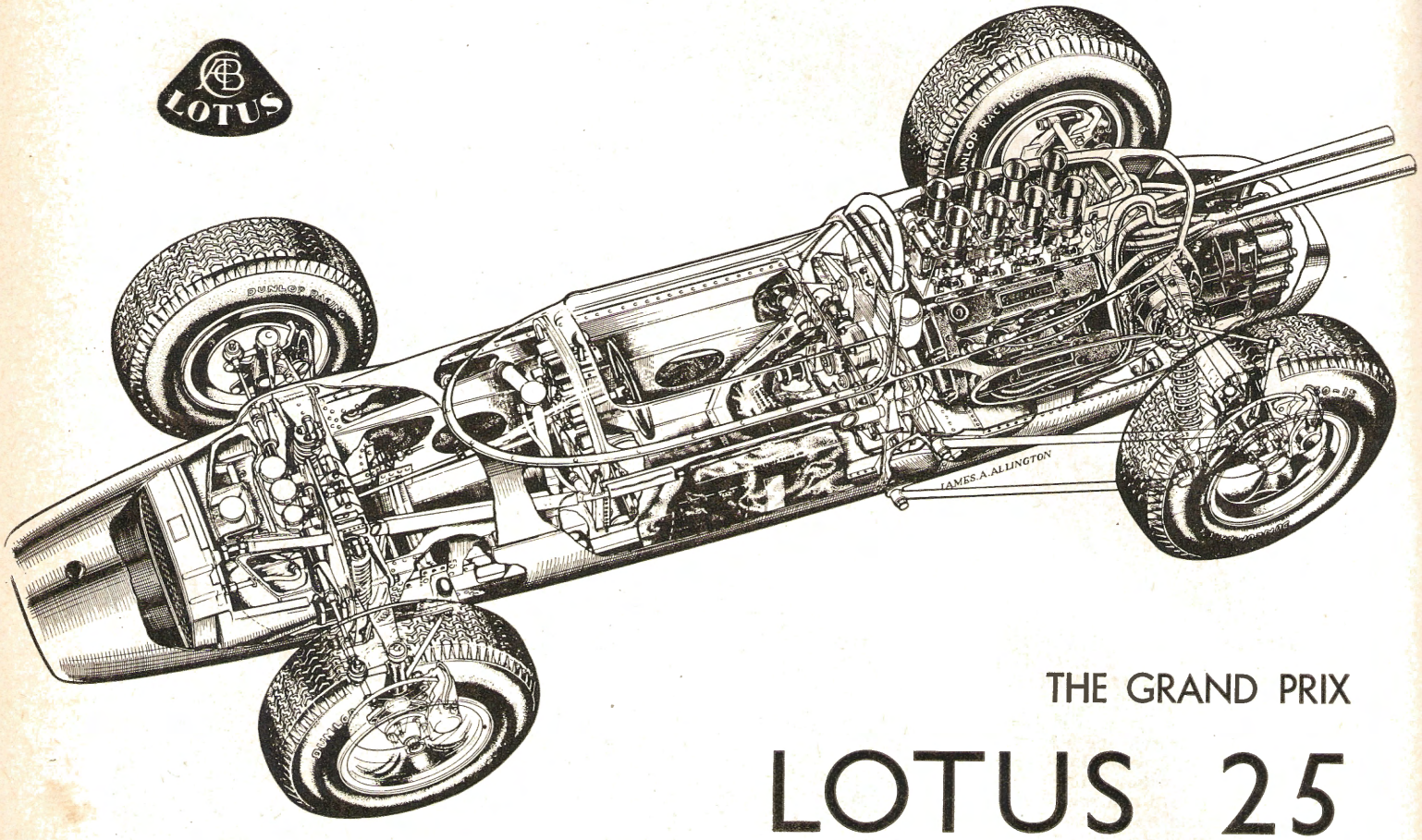
Event six brought out modified production saloons. Overall it was A. G. Wood (Jaguar 3.8) all the way despite a most ferocious attack by an incredible Mini in the hands of R. Embley, who chased the Jag. for six laps then blew up in a big way when attempting to *pass* into the Paddock ess bend! R. Bloor (A40) then took over second place with H. W. Ratcliffe's Morris 1000 third.

The last event of the day was over 16 laps for sports and racing cars of unlimited capacity but it really developed into another Formula Junior race. What a race too! Pearce, this time out for blood, jumped into the lead and held it to the flag, despite attacks first by Breakell up to the sixth lap, when he was displaced by Wyllie, then for the next 10 laps Pearce and Wyllie were at it hammer and tongs. At the last corner Wyllie drew alongside but lost the day by a length. He did, however, have the satisfaction of setting a new record with a tour in 1 min. 16 secs., 80.53 m.p.h., Breakell was third and Romanes fourth.

Organization and timing were first class, so here's to the next Elvington in September.

Results

Sports Cars up to 1,200 c.c.: 1, F./O. J. H. Haynes (Lotus-Ford 7), 14 m. 27.4 s.; 2, D. L. Wragg (Mallock U2-Ford); 3, G. B. Birrell (Lotus 11). **Fastest lap:** Wragg, 72 m.p.h. **Formula Junior and 500 c.c.:** 1, A. Wyllie (Lotus-Ford 22), 20 m. 50 s.; 2, J. R. Pearce (Lotus-Ford 22); 3, J. L. Romanes (Lotus-Ford 20). **Fastest lap:** Wyllie and Pearce, 79.68 m.p.h. **Sports and G.T. Cars up to 1,600 c.c.: Climax-engined Class:** 1, J. P. Fergusson (Turner-Climax), 14 m. 38.4 s.; 2, D. C. Alderson (Lotus Elite). **1,600 c.c. Class:** 1, B. Newsome (Mallock U2-Ford); 2, F. W. Smith (Lotus-Ford 7); 3, A. Leonard (D.R.W.-Ford). **Fastest lap:** F./O. J. H. Haynes (Lotus-Ford 7), 71.16 m.p.h. **Sports-Racing Cars:** 1, R. J. Bloor (Lotus-Ford 23), 13 m. 31.6 s.; 2, N. G. Ferrier (Lola-Climax); 3, J. H. Blades (B.B.K.-Climax). **Fastest lap:** Bloor and Ferrier, 76.31 m.p.h. **Sports and G.T. Cars:** 1, J. P. Fergusson (Turner-Climax), 14 m. 17 s.; 2, B. R. Waddilove (Jaguar E); 3, F./O. J. H. Haynes (Lotus-Ford 7). **Fastest lap:** Fergusson, 72.51 m.p.h. **Saloon Cars: Up to 1,600 c.c. Class:** 1, R. J. Bloor (Austin A40); 2, H. W. Ratcliffe (Morris Minor 1000); 3, F. W. W. Banks (Vauxhall VX 4/90). **Over 1,600 c.c. Class:** 1, A. G. Wood (Jaguar 3.8), 12 m. 12 s.; 2, I. Banks (Warwick 2-litre); 3, E. B. Wadsworth (Healey Elliott). **Fastest lap:** Bloor, 68.61 m.p.h. **Sports and Racing Cars:** 1, J. R. Pearce (Lotus-Ford 22), 20 m. 42.6 s.; 2, A. Wyllie (Lotus-Ford 22); 3, G. H. Breakell (Lotus-Ford 20). **Fastest lap:** Wyllie, 80.53 m.p.h. **(lap record).**



THE GRAND PRIX

LOTUS 25

COLIN CHAPMAN has done it again. Only a few weeks after producing the Lotus 24, which on its first appearance seemed to be about the ultimate in single-seater design, he startled the racing world with an even smaller car, using the engine, transmission and suspension of the 24 in a stressed skin chassis/body made of aluminium and sheet steel. The 25 led its first race, the Dutch Grand Prix, until gearbox trouble necessitated a long pit stop. Transmission trouble intervened again in the Monaco Grand Prix, just when Jim Clark appeared all set to take the lead, but there were no such difficulties in the Belgian Grand Prix at Spa, which Clark won at an average speed higher than the previous 1½-litre lap record; he also set up a new record at 133.57 m.p.h.—not bad for 1,500 c.c.

The design of the Lotus 25 is ideally suited to a circuit like Spa-Francorchamps with its long straights and very fast corners. It permits the use of the slimmest, lowest body yet seen in Formula 1 racing, it provides more torsional stiffness—and thus more cornering power—than the "conventional" multitubular chassis, and it weighs about 20 lb. less than the chassis and body of the 24. As fuel is carried in rubber bags hung inside the chassis/body side members, the overall weight saving is in the region of 40-50 lb., which brings the 25 right down to the Formula 1 limit of 990 lb. Another major advantage—particularly for the mechanics—is the ease with which the engine can be installed and removed; a far less complicated operation than on the 24.

Basically the chassis consists of two tubular-section (but not, in fact, tubular) side-members, a stressed undertray, three bulkheads and the engine, which is rigidly mounted and acts as a bracing member in the rear bay. The side-members, the undertray and the triangular-section seat-back bulkhead are made of 16 gauge aluminium alloy sheet, all joints being riveted. The inner skin of the engine bay is made of 18 gauge sheet steel—mainly because of its proximity to the exhaust pipes—and the front and rear bulkheads (which take out the main suspension loads) are sheet steel fabrications, brazed up and then riveted to the main structure. There is also a sheet steel scuttle bulkhead, which plays only a minor role structurally but serves to locate the steering column and instruments.

Within the side-members and the seat-back bulkhead are the three intercommunicating rubber fuel tanks, which have a total capacity of 26 gallons; they are inserted through small holes in the inner skin and held in place by clips. Whereas most recent Lotuses have used chassis tubes as water and oil pipes, the 25 has to have separate external pipes, running in channels in the chassis/body structure. (They can't use the chassis "tubes" because they're full of fuel.) This also has the important incidental advantage of making the cockpit much cooler.

Onto this chassis/body unit are bolted the power unit, suspension and ancillary components of the 24—just leaving room for the driver (no one over 5 ft. 8 ins. need apply). The driving position, with the seat back only 35 degrees from horizontal, is even more reclining than in the 24; this initially caused Jim Clark some concern, as he was unable to see the road close to the front of the car and also had less warning of impending rear-end breakaway (the modern Grand Prix driver "feels" what the car is doing through his shoulders rather than the seat of his pants). However, to judge by his performance at Spa, Clark soon adapted himself to the 25, which in return went almost as fast on the straight (165 m.p.h.) propelled by 180 b.h.p. as the 250-270 b.h.p. 2½-litre cars of two-three years ago. We have witnessed the start of yet another stage in the evolution of racing car design.

★

BY DAVID PHIPPS

Cutaway Drawing

BY JAMES ALLINGTON

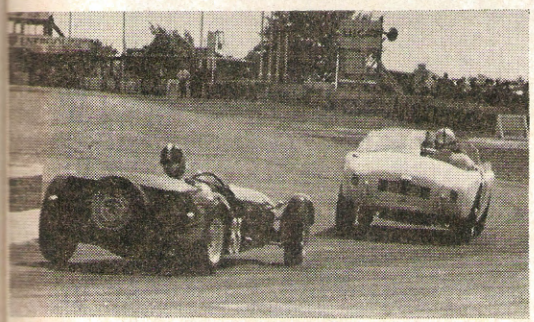
GOODWOOD IN THE SUN

Close Racing in Fine Weather at B.A.R.C. Members' Meeting

THE B.A.R.C.'s Sports Car Meeting at Goodwood last Saturday provided a fine day's sport. Prompted no doubt by a hot sun and a cloudless sky, a good crowd turned out to watch the racing.

The meeting started with a 10-lap scratch race for F.J. and non s/c sports cars up to 1,100 c.c. Brian Berrow-Johnson (Lotus Junior) led all the way from Mike Beckwith (Lotus 23) and although the latter tried very hard he just could not get by. There was a good battle for third place between Tony Hegbourne (Lola), W. G. Heathcote (Lotus Junior) and S. A. Fox (Lola). On lap four Cox spun at St. Mary's and left Hegbourne and Heathcote to fight it out, Heathcote finally emerging the victor.

The seven-lap Veedol class scratch race proved to be a humdinger, with David Cole (Lotus 7) and David Soley (D.R.W.) battling desperately for the lead. Cole led by a couple of feet until lap 7 when Soley went by him out of Madgwick, but by braking later at Woodcote Cole repassed and crossed the line to win by .4 sec. R. S. Deverell (Lotus) was a consistent third and P. C. Mitchell fourth, also in a Lotus.

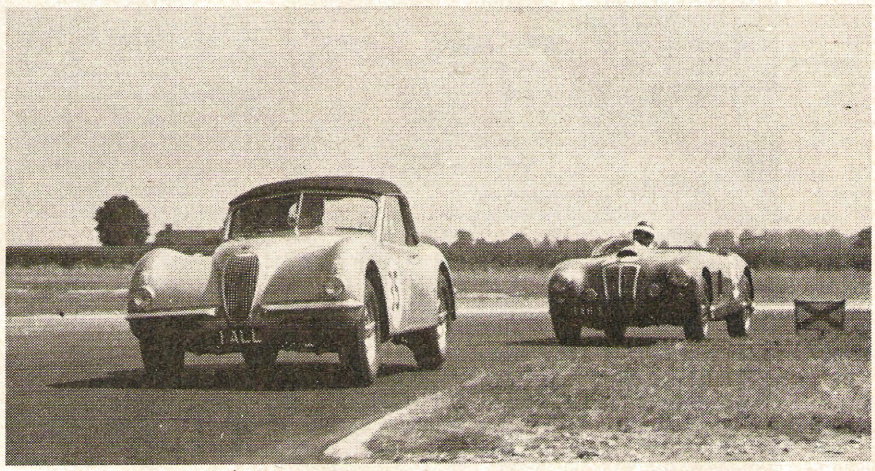


TRYING to go inside Bob Burnard's line at the chicane is P. C. Mitchell, in M. Adlington's Lotus, during the seven-lap "Veedol" race.

Bob Burnard (A.C.-Bristol), David Eva (M.G.A) and J. B. L. Brooke (Lotus) had a fine dice for fifth place, Eva having been involved in a minor collision on the first lap. Burnard finally won this little battle from Eva and Brooke, although Brooke was penalized one minute for a spin on the second lap.

Another furious battle occurred in the next event, a 10 lapper for sports and G.T. cars, Tony Hegbourne and Mike Beckwith having a fine old battle for the lead. Also involved in the early laps was Chris Williams (Lotus), but by the half-way mark the other two had drawn away and he had to be content with third spot. Lord Clydesdale held fourth place throughout in his Lola and behind him Dan Collins managed to hold off John Coundley, who had been forced to start at the back of the grid as he had not practised. Although John made a valiant attempt he just could not close on the big Corvette and Collins crossed the line .4 sec. ahead.

By far the best dice of the day was the 10-lap Marque scratch race. Tom Entwistle got his T.V.R. well away from the Le Mans start, but it was Bob Burnard in the A.C. who led at the end of the first lap, followed by Entwistle, W. H. Jones (Morgan) and David Eva. On lap three Eva did his best to demolish the wattle fencing on the exit of the chicane as he sought to get to grips with the Morgan, and next time round



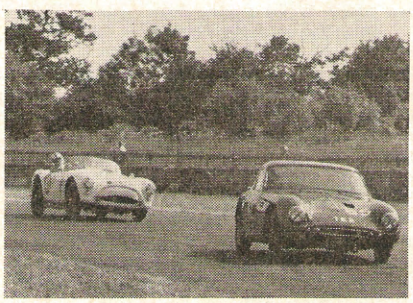
IN ONE of his rare appearances at Goodwood, Eric Brown, in his very special "D"-Type-engined XK 120, leads Roy Dilley's Frazer-Nash through St. Mary's.

he was in third spot and Entwistle had taken the lead.

Eva now set his sights on Burnard and by dint of furious driving caught and passed the A.C. on lap five. Burnard retaliated and the two of them closed on Entwistle. Eva then spun, kept it on the island, but lost his place to Burnard. On lap nine though the M.G.A toured in to retire with no oil pressure. Burnard closed right up on Entwistle on the last lap and they fled across the line with only .2 sec. between them. Poor W. H. Jones, who had kept the leaders well in his sights for most of the race, retired at Woodcote on lap 8 when in a secure fourth place. His retirement, and Eva's, let R. B. Algate (TR2) up into third place, ahead of Andrew Bell (Elite).

Three five-lap races followed, the first and third being handicaps. D. M. Green (TR3) won the first easily from A. Dence (Morgan) and G. V. Coles (M.G. s/c). Scratch man J. Bedford spun his Lotus 7 at Woodcote on the first lap and was penalized one minute. He then proceeded to move through the field only to spin off again at the same corner on the last lap. This time he hit the bank but he was not hurt.

The penultimate race of the day was a scratch race for non s/c sports cars up to 1,200 c.c. This provided a win for M. Adlington (Lotus 7) who took the lead on the second lap. He was closely followed by D. B. Porter (Lotus 7) and Clive Lacey (Lotus 7). On the last lap Porter made a desperate attempt to take



TRYING HARD: Tom Entwistle (T.V.R.) and Bob Burnard (A.C.) are locked in combat at Lavant on the last lap of the Marque scratch race.

the lead at the chicane, left his braking far too late and crashed through it, scattering bits of wood everywhere. He went on to finish the race but was, not surprisingly, penalized one minute for his unorthodox behaviour.

To end the day's sport we had a five-lap handicap and this was won handsomely by Joe Hicks (Lotus XI) from Ken Yeates (DB3S) and Peter Skidmore (D-type). Hicks led from the second lap on and was never bothered, finally winning by eight seconds.

CHRISTOPHER NIXON.

Results

10-lap Scratch Race (for Formula Junior Racing Cars and non-s/c Sports Cars up to 1,100 c.c.): 1, B. E. Berrow-Johnson (Lotus-Ford), 92.31 m.p.h.; 2, M. Beckwith (Lotus-Ford); 3, W. G. Heathcote (Lotus-Ford). **Fastest lap:** Berrow-Johnson and Beckwith, 1 m. 32.0 s., 93.91 m.p.h. **Formula Junior Cars:** 1, B. E. Berrow-Johnson (Lotus-Ford), 92.31 m.p.h.; 2, W. G. Heathcote (Lotus-Ford); 3, A. W. Rollinson (Cooper-Ford). **1,100 c.c. Sports Cars:** 1, M. Beckwith (Lotus-Ford), 91.79 m.p.h.; 2, A. V. Hegbourne (Lola-Climax); 3, Lord Clydesdale (Lola-Climax).

Seven-lap "Veedol" Class Scratch Race: 1, D. J. Cole (Lotus-Ford), 84.50 m.p.h.; 2, D. A. Soley (D.R.W.-Ford); 3, R. S. Deverell (Lotus-Ford). **Fastest lap:** Cole and Soley, 1 m. 39.6 s., 86.75 m.p.h. **Class A:** 1, R. C. Burnard (A.C.-Bristol), 80.60 m.p.h.; 2, D. Eva (M.G.A); 3, W. H. Jones (Morgan Plus 4). **Fastest lap:** Eva, 1 m. 44.2 s., 82.92 m.p.h. **Class B:** 1, B. L. Bennett (Turner-B.M.C.), 78.62 m.p.h.; 2, J. E. Miles (Austin-Healey Sprite); 3, M. H. White (Turner-B.M.C.). **Fastest lap:** Bennett, 1 m. 47.0 s., 80.75 m.p.h.

10-lap Scratch Race (for Sports and G.T. Cars of Unlimited Engine Capacity): 1, M. Beckwith (Lotus-Ford), 91.87 m.p.h.; 2, A. V. Hegbourne (Lola-Climax); 3, C. Williams (Lotus 23). **Fastest lap:** Beckwith, 1 m. 32.8 s., 93.10 m.p.h.

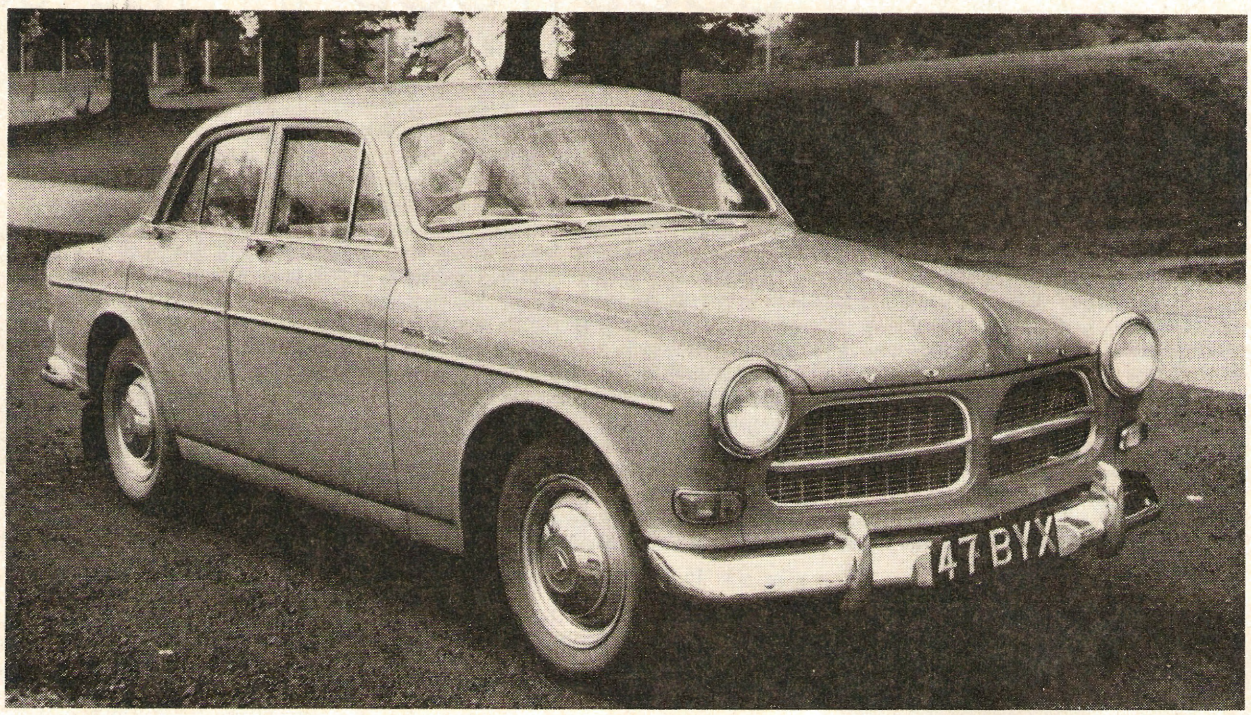
10-lap Marque Scratch Race: 1, T. Entwistle (T.V.R. Grantura), 81.12 m.p.h.; 2, R. C. Burnard (A.C.-Bristol); 3, R. B. Algate (Triumph TR2). **Fastest lap:** Entwistle, 1 m. 42.8 s., 84.05 m.p.h.

Five-lap Handicap Race (A): 1, D. M. Green (Triumph TR3), 75.26 m.p.h.; 2, A. Dence (Morgan Plus 4); 3, G. V. Coles (M.G. s/c). **Fastest lap:** J. Bedford (Lotus), 1 m. 42.4 s., 84.37 m.p.h.

Five-lap Scratch Race (for Non-Supercharged Cars up to 1,200 c.c.): 1, M. Adlington (Lotus-Ford), 85.71 m.p.h.; 2, C. L. Lacey (Lotus-Ford); 3, J. E. Manfield (D.R.W.-Ford). **Fastest lap:** Lacey, 1 m. 36.0 s., 90.00 m.p.h.

Five-lap Handicap Race (B): 1, C. J. Hicks (Lotus-Climax), 84.78 m.p.h.; 2, K. W. Yeates (Aston Martin DB3S); 3, P. F. Skidmore (Jaguar D). **Fastest lap:** Skidmore, 1 m. 39.0 s., 87.27 m.p.h.

JOHN BOLSTER TESTS



THE VOLVO 122

NOT so long ago, the Volvo was almost unknown in this country. Indeed, when I first road-tested this car I had to go to Holland to find one. Now, the machine is remarkably popular, and one meets a fair number on any long journey. It is therefore worth pondering the reasons for the appeal of the Volvo.

The Volvo 122 is a completely conventional car. It is built in Sweden, but it incorporates the best components from other countries, including Britain. The four-cylinder over-square engine has been recently slightly enlarged to 1,780 c.c. and the car has rather more performance than its competitors. The roadholding is outstandingly good for a design with a rigid rear axle, particularly on wet roads. Perhaps the all-synchromesh four-speed gearbox sells a good many Volvos, and the superior finish of the body, coupled with many safety features, also attracts buyers. Above all, the car's reputation is the best form of advertisement.

The very rigid steel four-door saloon body of the Volvo forms its chassis. The front suspension is conventional with wishbones and helical springs. Behind, the axle is also on helical springs, with trailing arms and a Panhard rod for lateral location. The front brakes are Girling discs.

Absolutely normal in appearance, the engine has been developed to give a most impressive power output while remaining utterly reliable and having a very long life. It is smoother than it was and the characteristic "power roar" has been virtually eliminated. The gear-driven camshaft operates the valves through pushrods and rockers, while carburation is by two horizontal SU instruments.

The performance of the car owes a good deal to the gearbox, which has well-spaced ratios and powerful synchromesh on all four speeds. The synchronized bottom gear is most useful, as it will exceed 30 m.p.h. The axle ratio is 4.1 to 1, or 4.56 to 1 when the Laycock-de Normanville overdrive is fitted. The test car was so equipped.

The Volvo gives the impression of being quite a big car and it is certainly a full five-seater. Being extremely well built, it is quite heavy, but the efficient engine makes light of its load. The lavish equipment includes safety belts for the front seats and copious crash padding, though the good roadholding and powerful brakes go far towards rendering such precautions unnecessary.

One sits quite high in the Volvo and there is a good field of vision. The clutch is smooth but does not tend to slip after rapid change of gear. There is remarkable freedom from wheelspin and axle tramp.

The maximum speed in the direct top gear is almost as high as that in overdrive, but, of course, the engine becomes "busy" at such high revolutions. A maximum speed of 94 m.p.h. is very satisfactory for so substantial a car with an engine of moderate size. Timed in one direction 96 m.p.h. was recorded, and rather more was occasionally achieved under favourable conditions. The acceleration is good without being startling but the figures are actually better than one would expect, thanks to the excellent gear change.

The steering tends to be heavy on sharp corners and for manoeuvring, but it is quite light at touring speeds. It gives a great feeling of control to the driver, the whole behaviour of the car being predictable. Slight understeer during the initial stages may be converted to oversteer during full-throttle cornering, but there is no tendency for the rear end to break away.

A fairly firm ride, with some sharp movements on inferior surfaces, gives an acceptable degree of comfort on all but the worst roads. This suspension ensures that the car does not roll excessively during fast cornering. The seats are comfortable for long journeys and the reduced noise level has also made the machine more attractive for such trips. The engine is still obviously a high-

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Volvo 122 four-door saloon. Price, £1,294 including P.T. (overdrive extra).

Engine: Four-cylinder, 84.14 mm. x 80 mm. (1,780 c.c.). Pushrod-operated overhead valves. Compression ratio, 8.5 to 1; 90 b.h.p. at 5,000 r.p.m. Twin SU carburetters. Coil and distributor ignition.

Transmission: Single dry-plate clutch with hydraulic operation. Four-speed all-synchromesh gearbox with central control and Laycock-de Normanville overdrive. Ratios, 3.5 (o/d), 4.56, 6.2, 9.1 and 14.3 to 1. Divided propeller shaft. Hypoid axle.

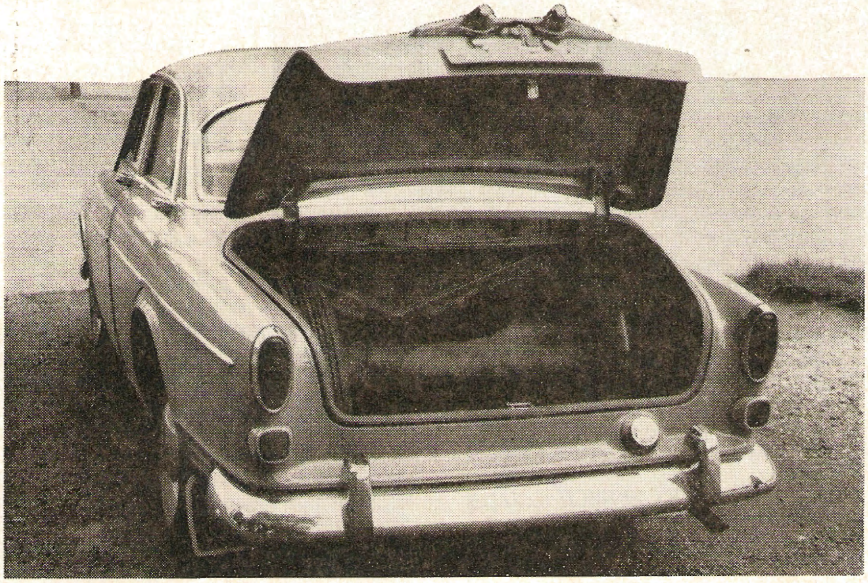
Chassis: Combined steel body and chassis. Independent front suspension by wishbones, helical springs, and anti-roll bar. Cam and roller steering. Rear axle on trailing arms, Panhard rod, and helical springs. Telescopic dampers all round. Girling disc brakes in front, drums rear. Bolt-on disc wheels fitted 5.90 x 15 ins. tyres.

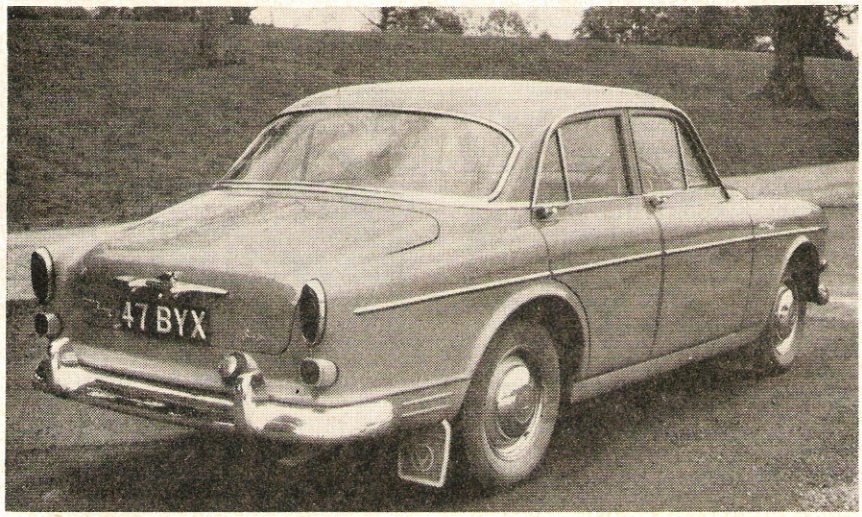
Equipment: Twelve-volt lighting and starting. Speedometer, fuel and water temperature gauges, heating and demisting, flashing indicators, safety belts to front seats.

Dimensions: Wheelbase, 8 ft. 6½ ins. Track, 4 ft. 3½ ins. Overall length, 14 ft. 9 ins. Width, 5 ft. 3¾ ins. Weight, 1 ton. 1½ cwt.

Performance: Maximum speed, 94 m.p.h. Speeds in gears: direct top, 93 m.p.h.; 3rd, 70 m.p.h.; 2nd, 48 m.p.h.; 1st, 32 m.p.h. Standing quarter-mile, 19.4 secs. Acceleration: 0-30 m.p.h., 3.6 secs; 0-50 m.p.h., 9.6 secs.; 0-60 m.p.h., 13.2 secs., 0-70 m.p.h., 19.2 secs.

Fuel Consumption: 23 to 26 m.p.g.

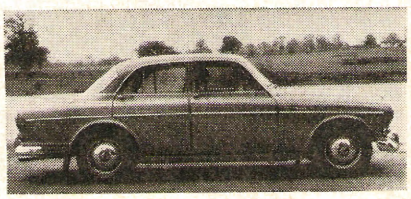




efficiency "four", but it is commendably smooth in spite of that. The transmission is pleasantly quiet and the divided propeller shaft avoids any vibration being felt from that component.

The brakes will stand up to the hardest driver. Like the other controls, the pedal is not outstandingly light in action, but firm pressure produces powerful, progressive and fade-free braking. The car does not tend to bow down during braking, nor does the rear axle become lively.

The fuel consumption is moderate, ranging from 23 to 26 m.p.g. I have met owners who claim 28 or even 30 m.p.g., but perhaps they drive with little less pressure on the accelerator than I do. It will be realized, therefore, that the Volvo is just as economical as other cars of its size, in spite of having a useful turn of speed.



For Scandinavian winters, a car must have really powerful heating. This make has always been well equipped in this direction, and the latest model has an even more potent heater, which would be able to deal with British winter conditions with the greatest of ease.

After a searching test, one respects the 122 as a really sound car with many virtues, and it is easy to understand the enthusiasm of Volvo owners. Although this is not a sports car, it appeals to the fast driver, while its many safety features endear it to the family man. Unlike some Continental cars, the Volvo holds its value well, so it can be regarded as a good investment.

A VOLVO TUNED BY ROBERT BODLE

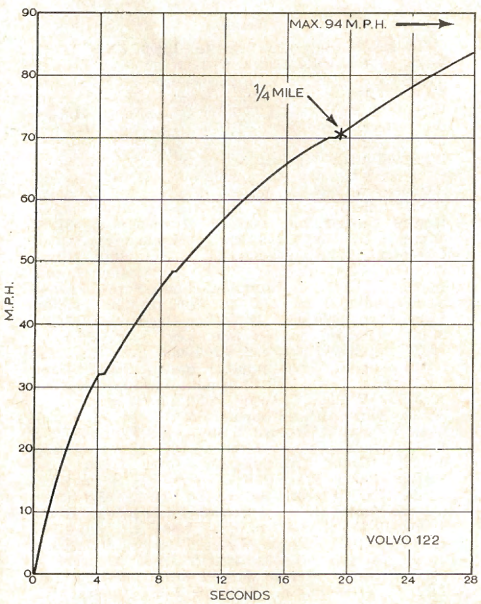
IMMEDIATELY after testing the Volvo 122 I was able to sample a similar car tuned by Robert Bodle, Ltd., of Dorchester Service Station, Oxon.

The Bodle-tuned car had an extensively modified cylinder head, the work being very beautifully done and everything finished to a high standard of polish. The compression ratio was raised to 10 to 1, the ports opened out, and the combustion chambers balanced. Special valve springs, permitting 6,800 r.p.m., were fitted. The work on the head would cost £39 10*s*. and the valve springs £3 19*s*. 6*d*. The inlet manifold was machined and balanced, but the standard carburetters were retained. The complete tuning operation was kept within Group II regulations.

The test car was heavier than standard, having a great deal of rally equipment. Nevertheless, its performance was better than that of the standard car. The 4.1-to-1 axle was fitted, with overdrive in addition. This permited delightfully easy cruising and a maximum speed (timed) of 102 m.p.h., while 100 m.p.h. came up on the direct top. The increased engine revolutions allowed maxima of 37, 58 and 83 m.p.h. to be achieved on the gears without going to the absolute limit. A rev. counter was fitted, which proved that 6,000 r.p.m. could be easily exceeded with no fuss.

The standing quarter-mile was covered in 18.9 secs., the acceleration times being: 0-30 m.p.h., 3.5 secs.; 0-50 m.p.h., 8.3 secs.; and 0-60 m.p.h., 12 secs. These figures prove that the power output of the engine was usefully increased, but most unexpectedly the fuel economy was also better, 28 m.p.g. being recorded during hard driving.

This tuned Volvo was just as quiet as the standard car and had all its virtues. It demanded a little more gear-changing because it was higher geared, but the standard of flexibility was quite satisfactory. For those wishing to achieve a genuine 100 m.p.h. this quite moderate degree of tune should prove entirely satisfactory and have none of the drawbacks of a really "hot" conversion.



ACCELERATION GRAPH

AUTOSPORT,
JULY 13, 1962



FIRST LAP of the G.T. race: Ken Baker's "E"-type leads Ron Fry's Ferrari and Paddy McNally's Elite.

★

NEW LAP RECORD AT CASTLE COMBE

Records Fly in Every Race

BY PATRICK McNALLY

THE B.R.S.C.C.'s second meeting at Castle Combe last Saturday was if anything better than their excellent Whitsun meeting. As was to be expected, records were sent flying in nearly every class. The most important of these was the new absolute course record set by Chris Summers in the Cooper-Chevrolet of 1 min. 11.2 secs., 93.03 m.p.h.

Tommy Weber in the Equipe Rouge Ford-engined Marcos won the up to 1,000 c.c. G.T. race, the first race of the day, convincingly from Clive Baker's Sprite and Douglas Wilson-Spratt's Sebring Sprite. Weber set a new record of 1 min. 25.6 secs. in this class and crossed the line 15 secs. ahead of the second man. Two more Sebring Sprites took fourth and fifth positions, namely, E. S. Ribeiro and Peter Jackson. All three Sebring Sprites were entered by Jamaica Racing.

The sports car race lost a lot of its excitement after Tony Kilburn came off when chasing Nick Garbett for first place. At the start Roy Pierpoint (Lotus), from the rear row of the grid, had made a terrific start to lead through Quarry Curve. Roy, however, only managed 1½ laps, as a radius rod came adrift. He spun and retired. Nick Garbett (Lotus 23) then moved up to first place with Tony Kilburn in second place in his Lotus XI. At half-distance Kilburn came off at Camp Corner, hitting the marshal's point backwards, the car bursting into flames. Kilburn was miraculously uninjured and due to steady work on the part of start line marshal Dennis Southwood the car was not too badly damaged. Mike Pendleton, after an excellent start, brought the Lister home to second place overall behind Garbett's Lotus 23 to win the big car class. J. O. Butt, driving an Elva, won the non-Climax-engined class from P. R. Arnold's Lotus.

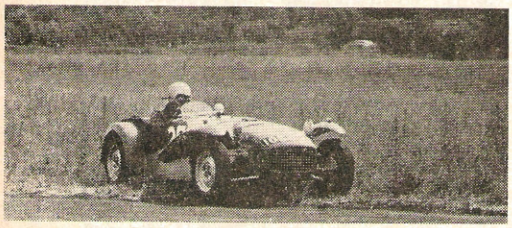
Chris Craft (Anglia 1.5) walked away with the saloon car race again. Craft, setting a new record lap of 1 min. 23.4 secs., won from Jim Williams's A40 and H. J. Lee's Jaguar. Lee had chased Craft in the early stages until a spin dropped him back a few places; however, the Jaguar was soon up again and only finished a second and a half behind the second man home. Jim Williams had the up to 1,000 c.c. class more or less to himself, although John Wingfield and Tony Rutt in Cooper-Minis were not far behind. Wingfield eventually retired, after making joint record fastest lap with the A40, suffering from little or no oil pressure when his crankshaft damper broke.

Ken Baker, going like the metaphoric hammers, won the big G.T. race in his E-type Jaguar, setting up a new record several seconds faster than his old record, 1 min. 19.4 secs. Baker had led at the start from Ron Fry's Berlinetta Ferrari and a brace of Elites. He had soon pulled out a good lead over the Ferrari, which was displaced by Mike Johnson's Elite which, although going very well, could do nothing about the E-type. The Ferrari then engaged in battle with the second Elite, the Cheshunt car eventually getting by at Tower Corner.

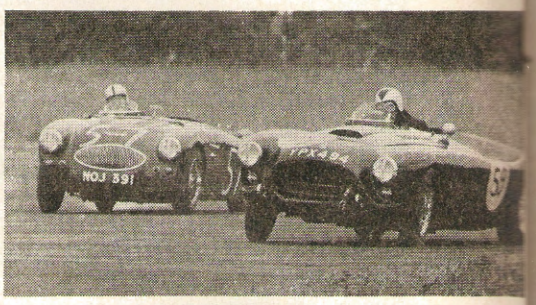
Chris Summers again gave the crowds their money's worth with his handling of the monster Cooper-Chevrolet. Summers led from start to finish and set a new absolute course record of 1 min. 11.2 secs. John Taylor in the Cooper-Ford was left on the grid but came up through the field after a push start to finish behind Summers, but a lap in arrears. Nick Garbett had held second place for some time in his Lotus 23 with Willmott in the Elva in third place, but Taylor, driving magnificently, came through to take "second" place on the field, but in actual fact he was, of course, a lap behind.

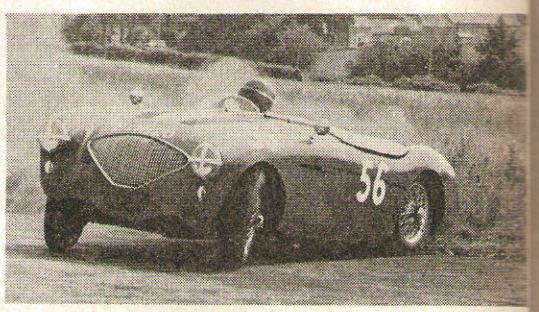
BOTTOM: Paddy McNally (Elite) tries to pass Ron Fry's Berlinetta on the outside. He did, too!

BELOW: Harvesting. L. M. Macfarlane goes crop-cutting in his Lotus Super Seven.









TOP: J. Dangerfield's A.C.-Bristol surely over the limit in his attempts to stay ahead of Martin Ryan's Healey 100S.

ABOVE: Dust raiser! M. C. Franklin performs a nonsense with his Austin-Healey 100M.

Results

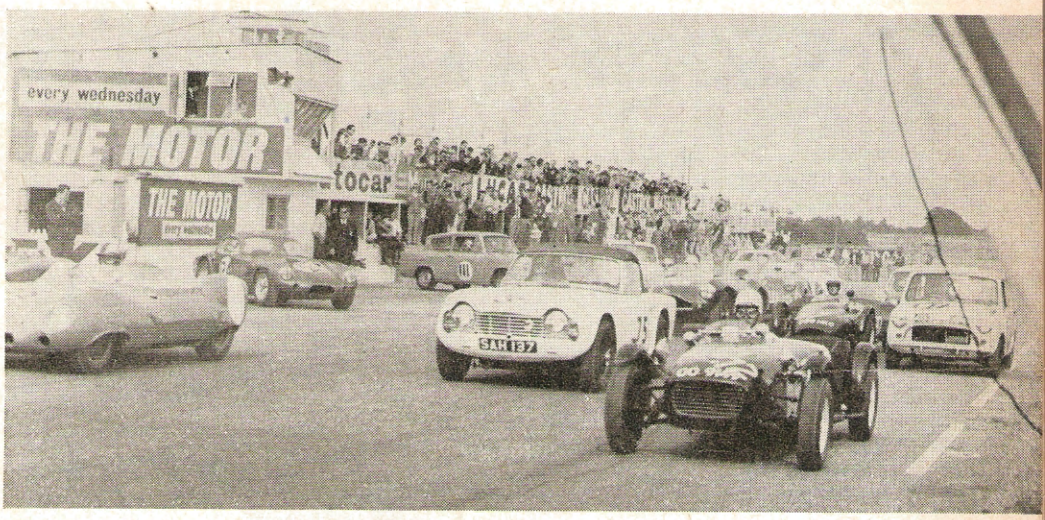
Grand Touring Cars up to 1,000 c.c.: 1, T. Weber (Marcos G.T.), 75.69 m.p.h.; 2, C. Baker (Austin-Healey Sprite); 3, D. Wilson-Spratt (Austin-Healey Sebring Sprite). **Record Fastest lap:** Weber, 1 m. 25.6 s., 77.38 m.p.h. **Sports-Racing Cars—over 1,500 c.c.:** 1, M. Pendleton (Lister-Jaguar), 81.18 m.p.h.; 2, R. F. G. Wrottesley (Lister-Jaguar). **Fastest lap:** Pendleton, 1 m. 20 s., 82.80 m.p.h. **Up to 1,500 c.c.:** 1, N. Garbett (Lotus-Ford), 84.73 m.p.h.; 2, W. S. Ferguson (Lola-Climax); 3, N. Grier-Rees (Lotus-Climax). **Record Fastest lap:** Garbett, 1 m. 16 s., 87.16 m.p.h. **Up to 1,200 c.., excluding cars with Coventry Climax engines:** 1, J. O. Butt (Elva-B.M.C.), 77.42 m.p.h.; 2, P. R. Arnold (Lotus-Ford); 3, J. D. A. Bromilow (Lotus-Ford). **Fastest lap:** Arnold, 1 m. 23.2 s., 79.62 m.p.h. **Saloon Cars—over 2,000 c.c.:** H. J. Lee (Jaguar 3.8), 73.95 m.p.h. **Record Fastest lap:** Lee, 1 m. 26.4 s., 76.67 m.p.h. **1,001 c.c. to 2,000 c.c.:** C. Craft (Ford Anglia), 77.84 m.p.h. **Record Fastest lap:** Craft, 1 m. 23.4 s., 79.42 m.p.h. **Up to 1,000 c.c.:** 1, J. J. Williams (Austin A40), 74.04 m.p.h.; 2, A. D. Rutt (Austin-Cooper Mini); 3, M. G. Lacey (Austin Seven). **Record Fastest lap:** Williams and J. Wingfield (Cooper-Mini), 1 m. 27.6 s., 75.62 m.p.h. **Grand Touring Cars—over 2,500 c.c.:** 1, K. Baker (Jaguar "E"-type), 81.10 m.p.h.; 2, R. Fry (Ferrari Berlinetta); 3, M. H. Ryan (Austin-Healey 100S). **Record Fastest lap:** Baker 1 m. 19.4 s., 83.43 m.p.h. **1,001 c.c. to 2,500 c.c.:** 1, M. B. Johnson (Lotus Elite), 80.31 m.p.h.; 2, P. McNally (Lotus Elite); 3, J. Dangerfield (A.C.-Bristol). **Record Fastest lap:** Johnson, 1 m. 21.2 s., 81.58 m.p.h. **Formule Libre Cars:** 1, C. Summers (Cooper-Chevrolet), 91.49 m.p.h.; 2, N. Garbett (Lotus-Ford); 3, E. G. Willmott (Elva-Ford). **Fastest lap:** Summers, 1 m. 11.2 s., 93.03 m.p.h.

METROPOLITANS IN NORFOLK

Huge Entry for the Second London Motor Club Snetterton Meeting

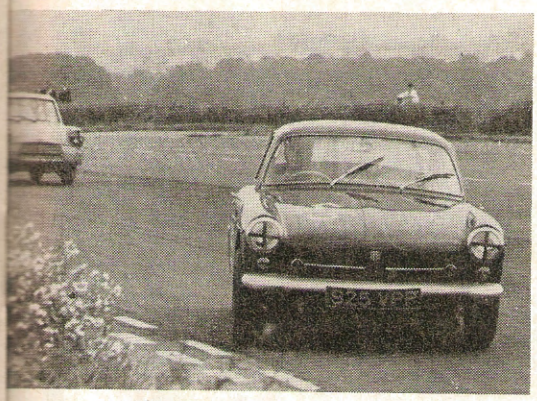
BY DAVID PRITCHARD

★



LE MANS START: The pack pours under the bridge after the start of the Jack Fairman Trophy Final. Prominent in this picture are J. A. Mortimer's Lotus 11, Neil Dangerfield's TR4 and P. R. Courage's Lotus 7.

OVER 220 entries were received for the second race meeting organized by the London Motor Club, but clerk of the course John Bekaert's team were fully equal to the strain, and the show went off like a burst of machine-gun fire, leaving everyone concerned somewhat breathless. One shudders to think what it would have been like if sundry prangs had not delayed proceedings slightly. (Those involved in the said prangs were left perfectly sound in wind and limb, though some cars looked a trifle second-hand.) One body which did not manage to keep pace with events was Timekeepers Associated and, even in a correction issued long after the meeting closed, the class results for the Bardahl Trophy saloon car race are so garbled as to be not worth while printing. Another unfortunate result of the high pressure prevailing was that, although Barry Simons furnished the commentators with a gigantic hand-out a week before the meeting, they did not get a second in which to refresh their memories from it!



Colin Hextall (Tornado Talisman) does his utmost to keep Chris Craft's Anglia out of the picture.

With so many chaps involved, it is impossible in this necessarily brief report to mention more than a few. Some of the driving was good, some less good; let us leave it at that. The successful drivers feature in the results, aided in part by the possession of fast cars.

There were two half-hour blinds in the programme, in each of which roughly half the field qualified, and in the first of which one gentleman eventually succeeded, after many abortive attempts, in rolling his Mini. The first race was an eight-lap Marque race, won handsomely by John Rodgers with his Ace-Bristol, followed by J. Duncan's similar car and Ken Laverton's Turner-Climax. In the 1-litre class the Sprites of M. Garton and J. R. Bryant went extremely well, Bryant getting the decision after much swapping of places.

The next race was Heat 1 of the Jack Fairman Trophy event for saloons and sports car, and Chris Williams ran away with this in his 1½-litre Lotus 23. A good scrap for the places resulted in W. Hill's Lotus XI beating Lord Clydesdale's Lola.

Heat 2 of this event provided David Buxton with a win at the wheel of the Super 100 Elite, a similar car to those which carried off the Thermal Efficiency award at Le Mans. Robin Sturgess managed to get his "E"-type Jaguar away from the very rapid Lotus 7 of Peter Deal after once losing his place to this cheeky little car.

The Bardahl Trophy race for saloons was Anglias all the way after Colin Hextall's Tornado Talisman met trouble, Doc Merfield winning comfortably from R. Cuthbertson in Chris Craft's car and P. Webb in another 1,475 c.c. device. R. C. Glossop in Mike Cave's A40 and Roger Bunting in the Speedwell-tuned A40 went well. W. G. Eades rolled his 3.8 Jaguar at Sear Corner after leading the big cars, and Bill Woodhouse in the Talisman had a very similar accident to that of Allen Gibson in LOV 1 early in the season, though happily with far less disastrous results, when he was apparently crowded on to the grass at Paddock Bend.

The final of the Jack Fairman Trophy had a Le Mans-type start, and Chris Craft was last away in his Anglia after staying to do up his straps. After this he went like a rocket and very nearly caught the Lotus 7 of R. McArthur for sixth place. Robin Sturgess led the opening lap, but was then displaced by John Spender's Lotus XI. On this, the second lap, Peter Deal's engine blew up at the Hairpin and deposited a lot of oil on the track, on which many people had adventures. Three laps later the flag marshals, after much ceremonial tasting, decided that it was in fact oil and hung out the appropriate flag, but by this time most drivers had found this out for themselves. At half distance Chris Williams forced his Lotus 23 to the front to win easily from Spender, and Lord Clydesdale displaced the "E"-type a lap later to finish a secure third.

The final 15-lap Formula Junior event was, on the road, a repeat of the previous week's stirring struggle between Mike De Udy, Reg Brown and John Mastin, but these three, in common with three others, were penalized one minute for jumping the start, and it was Henry Morrogh who received the Chelsea Trophy after a steady drive during which he was considerably worried by rising temperature (in the engine's coolant, not his own bloodstream). Eddie Fletcher finished 59.8 secs. behind De Udy to be awarded second place by the proverbial whisker. D. Harrison and D. Cuff, both of the Jim Russell School whose drivers provided 14 of the 18 contestants, had a splendid duel which was eventually resolved in favour of Harrison.

Provisional Results

Eight-lap Marque Scratch Race for Non-Super-Charged Sports Cars: 1, J. Rodgers (Ace-Bristol), 83.07 m.p.h.; 2, J. Duncan (Ace-Bristol); 3, K. Laverton (Turner-Climax). **Class A—up to 1,000 c.c.:** 1, J. R. Bryant (A.-H. Sprite), 76.60 m.p.h.; 2, M. Garton (A.-H. Sprite); 3, A. Andrew (A.-H. Sprite). **Class B—1,001-2,000 c.c.:** 1, J. Rodgers (Ace-Bristol), 83.07 m.p.h.; 2, J. Duncan (Ace-Bristol); 3, K. Laverton (Turner-Climax). **Class C—over 2,000 c.c.:** 1, N. Dangerfield (TR4), 78.36 m.p.h.; 2, R. Algate (TR2); 3, D. Jones (TR3A). **Fastest lap:** J. Berry (Lotus Elite), 1 m. 54 s., 85.58 m.p.h.

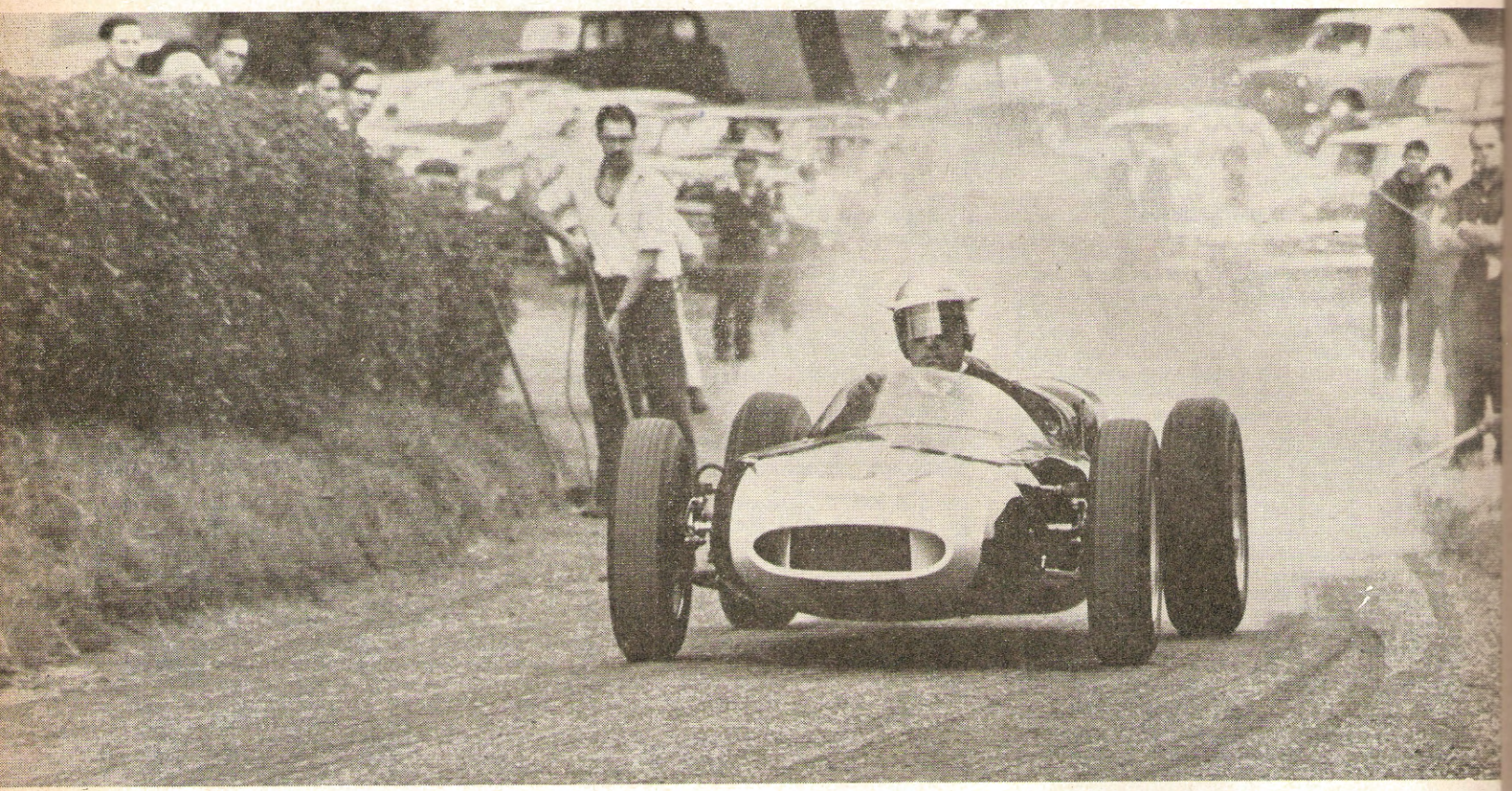
The Jack Fairman Trophy Race (Heat 1): 1, C. Williams (Lotus 23), 88.50 m.p.h.; 2, W. Hill (Lotus XI); 3, F/O Clydesdale (Lola). **Class A—up to 1,000 c.c.:** 1, T. Millington (Terrier), 78.65 m.p.h.; 2, R. McArthur (Lotus 7); 3, R. C. Glossop (Austin A40). **Class B—1,001-2,000 c.c.:** 1, C. Williams (Lotus 23), 88.50 m.p.h.; 2, W. Hill (Lotus XI); 3, F/O Clydesdale (Lola). **Class C—over 2,000 c.c.:** 1, S. Hill (Warwick), 81 m.p.h.; 2, D. Ham (Aston Martin DB3S); 3, W. Eades (Jaguar 3.8). **Fastest lap:** Williams, 1 m. 48.2 s., 91.16 m.p.h.

The Jack Fairman Trophy Race (Heat 2): 1, D. Buxton (Lotus Elite), 85.64 m.p.h.; 2, R. Sturgess (Jaguar "E"-type); 3, P. Deal (Lotus 7). **Class A—up to 1,000 c.c.:** 1, P. Deal (Lotus 7), 83.24 m.p.h.; 2, R. McArthur (Lotus 7); 3, P. Courage (Lotus 7). **Class B—1,001-2,000 c.c.:** 1, D. Buxton (Lotus Elite), 85.64 m.p.h.; 2, P. Barguss (Lotus XI); 3, J. Bates (Lotus 7). **Class C—over 2,000 c.c.:** 1, R. Sturgess (Jaguar "E"-type), 84.78 m.p.h.; 2, N. Dangerfield (TR4); 3, D. Jones (TR3A). **Fastest lap:** Buxton, 1 m. 51 s., 87.89 m.p.h.

The Bardahl Trophy Saloon Car Race: 1, D. P. Merfield (Anglia), 81.11 m.p.h.; 2, R. Cuthbertson (Anglia); 3, P. Webb (Anglia). **Fastest lap:** Merfield, 1 m. 58.6 s., 82.26 m.p.h.

The Jack Fairman Trophy Race (Final): 1, C. Williams (Lotus 23), 86.78 m.p.h.; 2, J. Spender (Lotus XI); 3, F/O Clydesdale (Lola). **Class A—up to 1,000 c.c.:** 1, R. McArthur (Lotus 7), 79.54 m.p.h.; 2, T. Millington (Terrier); 3, M. Garton (A.-H. Sprite). **Class B—1,001-2,000 c.c.:** 1, C. Williams (Lotus 23), 86.78 m.p.h.; 2, J. Spender (Lotus XI); 3, F/O Clydesdale (Lola). **Class C—over 2,000 c.c.:** 1, R. Sturgess (Jaguar "E"-type), 83.89 m.p.h.; 2, N. Dangerfield (TR4); 3, D. Ham (Aston Martin DB3S). **Fastest lap:** W. Hill (Lotus XI), 1 m. 47.4 s., 90.84 m.p.h.

The Chelsea Trophy Race (Formula Junior): 1, H. Morrogh (Lotus 20), 91.81 m.p.h.; 2, D. Fletcher (Lotus 20); 3, M. De Udy (Lotus 22). **Fastest lap:** R. Brown (Lotus 22), 1 m. 41.2 s., 96.40 m.p.h.



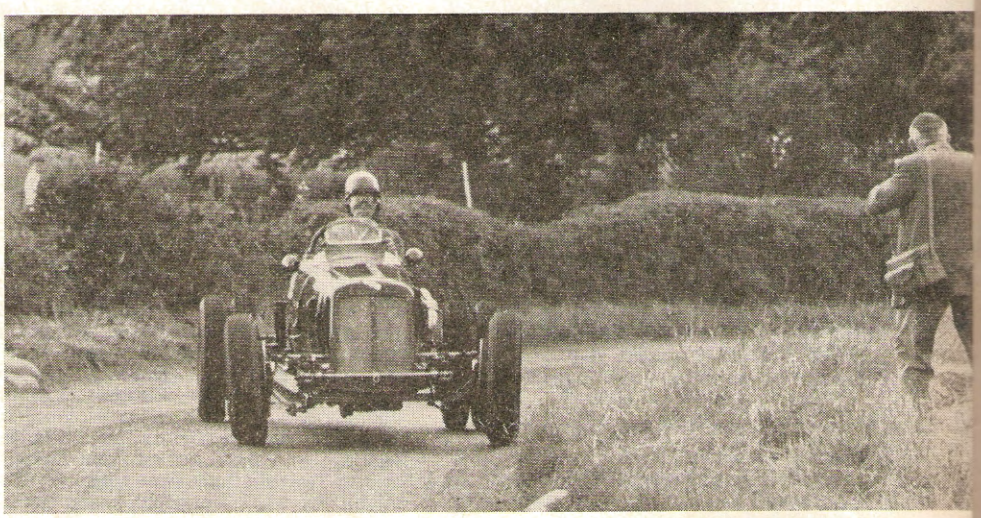
ARTHUR OWEN made full use of the power from his 2½-litre Coventry Climax-engined Cooper and made B.T.D. of 22.85 secs., which easily beat the old record of 24.06 secs. held by David Boshier-Jones.

RECORD DAY AT WESTBROOK HAY

PHOTOGRAPHY BY LYNTON MONEY

THE superbly organized hill-climb at Westbrook Hay last Saturday, when the Herts County Auto and Aero Club staged their fourth Championship event, brought records tumbling headlong. The class winners in the saloon classes were automatically new record holders, since these cars had not performed there previously, and in five of the remaining seven classes new records were established. The outright record for the hill was bettered no fewer than eight times, in the course of which new figures were established six times. Ian McLaughlin started the ball rolling during the first runs with a time of 23.97 secs. against the previous best of 24.06 secs. by David Boshier-Jones. Then Ray Fielding's B.R.M. lowered this to 23.88 secs. On the second runs, Brian Eccles recorded 23.96 secs., just too late to gain lasting fame, to which Arthur Owen replied with 23.87 secs., to end Fielding's brief reign. During the Championship runs at the end of the programme, Ian McLaughlin came back fighting with 23.71 secs., immediately followed by Brian Eccles with 23.56 secs. On his last run Ray Fielding tried his utmost, took a hundredth off McLaughlin's time, but was still 0.14 sec. outside the new record by Eccles. Then, with the last climb of the day, Arthur Owen pulled out all the stops and achieved the dazzling time of 22.85 secs. with a supreme exhibition of faultless technique.

DAVID PRITCHARD.



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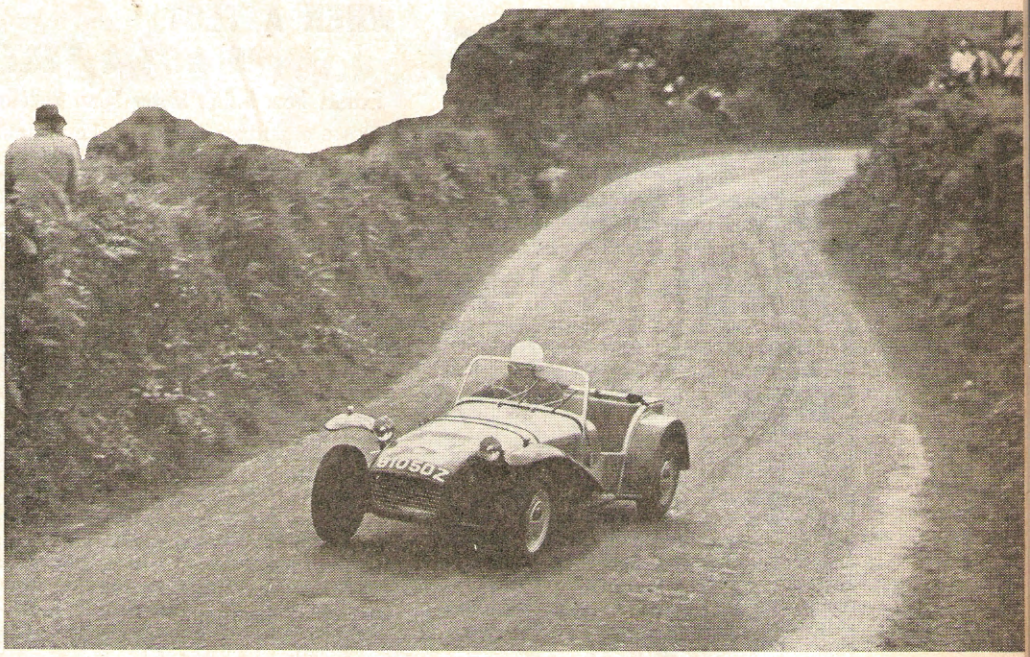
ABOVE: Martin Morris corners his ex-Douglas Hull E.R.A. with verve, using all of the little road with his massive machine.

RESULTS

Class Winners (Saloon Cars): G. J. Took (Morris-Cooper), 31.22 s.; A. F. Lefevre (Sunbeam Rapier), 31.40 s. **Sports Cars:** P. Boshier-Jones (Lotus), 25.34 s. (new class record); J. J. Richards (Lotus), 26.47 s.; J. Randles (Cooper-Climax), 24.26 s. (new class record); D. G. Addicott (Lotus-Buick), 25.89 s. (new class record). **Racing Cars:** A. C. Rodgie (Cooper-J.A.P.), 28.28 s.; I. McLaughlin (Cooper-J.A.P. 1100), 23.97 s. (new class record); A. Owen (Cooper-Climax), 23.87 s. **R.A.C. Championship Runs:** 1, A. Owen (Cooper-Climax), 22.85 s. (new hill record); 2, B. Eccles (Cooper-J.A.P. 998 (S)), 23.56 s.; 3, R. Fielding (B.R.M. 2491), 23.70 s.

BRIAN FOLEY SENDS HIS

Report From Eire



THROUGH THE ESSES at the Ballylaneen hill-climb goes Bertie McElhinney's class-winning Lotus Super Seven.

RATHMOYLAN HILL-CLIMB

ONLY the disc brakes of his 1½-litre Cooper-Climax can stop Dan McAlister these days, and he is motoring so quickly on the hills that he certainly needs those anchors! The Sexton Trophy holder has now added three more hill-climb records to his score. At the Waterford Motor Club's Rathmoylan Hill-Climb on Sunday, 17th June, Dan set up a new record of 35.7 secs. The record stood to the credit of Brian Bleakley in an 1,100 c.c. Kieft-J.A.P. at 36.3 secs., set up last year. Stan Ryan's best run in the older 1½-litre Cooper was 37 secs. This gave Ryan the Open Handicap from McAlister, with Lingard Goulding third. Goulding's best run on scratch in the push-rod, 1,475 c.c. Lotus-Ford 18 was 37.9 secs. Bertie McElhinney was also very fast at 39.9 secs. in his 1,340 c.c. Lotus-Ford. Capt. John Burke's best run in the 1½-litre sports-racing Gordini was 41.5 secs., exactly the same as his best run last year in the same car.

Jack Fildes (M.G. Midget), Johnny duMoulin (1,340 c.c. Ford Anglia) and Dr. Gar O'Brien (supercharged Herald coupé) were so close that only the thickness of the stop-watch hand separated them. Their times were 43.6, 43.7 and 43.8 secs. respectively. Both duMoulin and O'Brien had to run in the sports car classes, as the R.I.A.C. are now classifying highly modified and/or supercharged saloons as sports cars. Johnny duMoulin has been excluded from the saloon car Sexton for this reason, and the "Flying Doctor" collected no points at Rathmoylan. Gar has decided, however, to remove the blower, as the clutch of his Herald cannot cope with the extra poke.

The organization at Rathmoylan was outstanding, all drivers being offered one practice run and five timed runs. The handicapping was particularly good and also came in for very favourable comment. The Waterford Club had hoped to stage a road race meeting at Tramore on 8th July. One narrow section of the proposed course could not be widened this year, but this will be done, and September, 1963, should see motor racing over this highly exciting circuit.

Results

Haven Hotel Cup, B.T.D.: D. McAlister (1,475 Cooper-Climax), 35.7 s. (record). **Sargent Memorial Cup (Open Handicap):** 1, W. S. Ryan (1,475 Cooper-Climax), 35.5 s.; 2, D. McAlister (1,475 Cooper-Climax), 35.7 s.; 3, L. Goulding (1,475 Lotus-Ford), 35.9 s. **850 c.c. Saloons:** 1, R. Barrett (Austin Mini), 45.2 s.; 2, J. Emerson (Morris Mini), 46.6 s.; 3, T. Power (Austin Mini), 46.9 s. **Sports/Specials up to 1,250 c.c.:** 1, J. Fildes (M.G. Midget), 43.6 s.; 2, Dr. M. G. O'Brien (Herald s/c), 43.8 s.; 3, R. Lovell-Butt (L.B.-M.G. s/c), 43.9 s. **Sports/Specials over 1,250 c.c.:** 1, R. McElhinney (1,340 Lotus Seven), 39.9 s.; 2, Capt. J. Burke (1,488 Gordini), 41.5 s.; 3, J. C. duMoulin (1,340 Ford Anglia), 43.7 s. **Racing Cars:** 1, D. McAlister, 35.7 s.; 2, W. S. Ryan, 37.0 s.

CORKSCREW HILL-CLIMB

SEVERAL Irish clubs shroud their affairs in the utmost secrecy and the extracting of entry lists and results, etc., is often a long and painful "cloak and dagger" business. This is a general comment and not intended as a direct hit at the Limerick Motor Club, who have not yet issued official results of their Corkscrew Hill-Climb, which was held on Sunday, 24th June. I did hear that Dan McAlister broke Hector Graham's 1958 record of 61.4 secs., set up with a 1,250 c.c. Cooper-J.A.P. The new record is now 56.6 secs. Stan Ryan was second fastest at 59.8 secs. Tom Burke won the Open Handicap in a Volkswagen.

BALLYLANEEN HILL-CLIMB

THE hill-climb circus returned to Co. Waterford on 1st July for the Carrick-on-Suir Motor Club's Ballylaneen Hill-Climb. This was another well-run event, with drivers having four runs apiece. Dan McAlister lowered his 1961 record of 41.9 secs. to an even 39 secs. Stan Ryan was 0.9 sec. slower, but this was sufficient to give him the Open Handicap, and a class handicap win. A protest was lodged about the cubic capacity of Dickie Barrett's potent Austin Seven. The car was stripped, but Barrett's c.c.s did not exceed 848, so he won the 850 c.c. saloon class.

Results

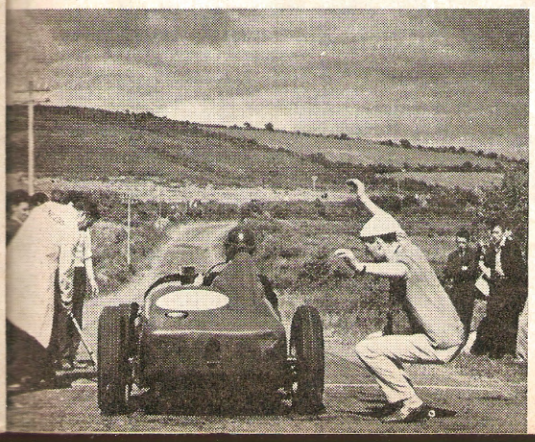
Moloney Cup, B.T.D.: D. McAlister (1,475 Cooper-Climax), 39 s. (record). **850 c.c. Saloons:** 1, R. Barrett (Austin Seven), 49.8 s.; 2, J. Emerson (Morris Mini), 53.2 s.; 3, T. Power (Austin Seven), 54.1 s. **850-1,200 c.c. Saloons:** 1, M. Ivis (Austin-Cooper), 49.3 s.; 2, J. Hayes (Austin-Cooper), 50.2 s.; 3, Dr. M. G. O'Brien (Herald Coupé), 51.0 s. **Saloon Handicap:** 1, J. Hayes (Austin-Cooper), 38.2 s.; 2, J. Coyle (Austin Seven), 39.2 s.; 3, R. Rhodes (Austin-Cooper), 39.4 s. **Sports Cars, 1,000 c.c.:** 1, J. Cooney (Sprite), 48.5 s.; 2, J. Fildes (Midget), 50.0 s.; 3, E. Williams (Sprite), 52.2 s. **Sports Cars over 1,000 c.c.:** 1, R. McElhinney (1,340 Lotus Seven), 44.9 s.; 2, Capt. J. Burke (1,488 Gordini), 45.9 s. **Racing Cars and Specials:** 1, D. McAlister (1,475 Cooper-Climax), 39.0 s.; 2, W. S. Ryan (1,475 Cooper-Climax), 39.9 s. **Sports/Racing/Specials Handicap:** 1, W. S. Ryan, 37.9 s.; 2, D. McAlister, 39 s.; 3, A. W. O'Connell (2,188 Austin-M.G. Spl.), 39.0 s. **Open Handicap:** 1, W. S. Ryan, 37.9 s.; 2, J. Hayes, 38.2 s.; 3, D. McAlister and A. W. O'Connell, 39.0 s. (tie).

PHOENIX PARK AND DUNBOYNE

THE Phoenix Park meeting will be held on 14th July. To date, and within 10 days of this meeting, I have received absolutely nothing from the Irish Motor Racing Club as regards entry lists, etc. Several drivers do not even know exactly what circuit is being used, as the regulations did not contain a map or even a rough sketch of the circuit being used this year. The new section actually runs through last year's paddock, and has some weird cambers, as well as being on the narrow side.

Lap speeds at Dunboyne may be higher on 28th July, due to extensive alterations, resurfacing, and widening at the railway bridge near Sheaf Of Wheat hairpin. Motor Enthusiasts' Club have definitely got a circuit for racing in September. This circuit is near Rathdrum in Co. Wicklow but is only 0.9 mile long. It will be an invitation meeting only, for cars and motor-cycles. It is not yet decided what type of cars will be allowed to run on this short, short circuit.

A HELPER leaps clear as Dickie Lovell-Butt's special gets away from the start at Ballylaneen.



Club News

By MICHAEL DURNIN

THE **Seven-Fifty Motor Club** and the **Chester Motor Club** are holding a co-promoted race meeting for sports, saloon, 750 and 1172 Formulae, Formula Junior (front- and rear-engined classes) and Monoposto Register cars at Oulton Park on 25th August. The regulations are available from Lionel G. Hockney, 23 Meadway Close, Sale, Cheshire and clubs invited are Aintree Circuit C., Club Lotus, Border M.R.C., Sunbac, Jaguar D.C., B.R.S.C.C., M.C.C., Lancs and Cheshire C.C., B.A.R.C. and M.G.C.C. The closing date for entries is 5th August. Front-engined Formula Junior cars are catered for at this meeting so owners of such devices should take advantage of this. If sufficient entries are received, a separate race for them will be arranged and if not they will run as a class with their rear-engined brethren. . . . On 15th September the annual Brighton Speed Trials will be held, organized by the **Brighton and Hove Motor Club.** It is a National event and there are classes for racing cars, sports cars, marque sports cars, saloon cars, lady driven sports cars, supercharged sports cars, sports-racing cars and racing cars while there is also the customary Bentley Invitation class. A separate award will be made to the best Dragster, providing that it is faster than any other car entered. Particulars may be obtained from the Speed Trials Organizing Committee, B.H.M.C., 296-298 Madeira Drive Arches, Brighton, 7.

WHEN A TEST IS *NOT* A TEST!

Extract from R.A.C. Motor Sport Bulletin

"SOME organizers appear to be in doubt as to the correct way in which to interpret the regulations that the course for a driving test shall not exceed 200 yards. The 200 yards stipulated applies to the length of the road on which the test is conducted and not the actual distance covered by the car when taking part in the test.

"The object of this requirement is of course to ensure that cars do not attain unreasonably high speeds in such tests as because of this limitation a car must make a radical change of direction every 200 yards.

"In certain circumstances the R.A.C. will permit a course of over 200 yards in length to be used provided that the competing car never travels more than 200 yards without having to halt and change direction by reversing for at least a car's length or, if already in reverse, travelling forwards for a car's length."

R.A.C. COMPETITIONS COMMITTEE

AS Messrs. Bateman, Cooper, Stuart and Taylor were not eligible for reappointment to the 1963 R.A.C. Competitions Committee, because of a rule permitting only five years' continuous service, their places have been taken by Tony Brooks, G. B. Corser, Denis Flather and Dr. L. Jamieson.

FREDERICK LLOYD was third in the over 500 c.c. racing car class at Wiscombe on Whit Monday with a time of 47.96 secs., not R. Hartwell (48.22 secs.) as we stated in our report.

Coming Attractions

14th July. *Aston Martin O.C. Race Meeting, Silverstone, near Towcester, Northants. Starts noon.*
Mid-Cheshire M.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
Irish M.R.C. National Race Meeting, Phoenix Park.
B.A.R.C. Festival of Motoring. Driving Tests and Concours d'Elégance, *Goodwood, near Chichester, Sussex.*
14th-15th July. *Thames Estuary A.C. Southend 300 Rally. Starts London, Southend and Colchester at 8 p.m.*
Chess Valley M.C. Three Counties Rally. Starts Deep Mill Service Station, near Great Missenden, Bucks (M.R. 159/912993) at 11 p.m.
15th July. Solitude Grand Prix, Germany (F1, F.J.).
Auvergne Mountain Race, Clermont-Ferrand, France (G.T., F.J.).
Snetterton M.R.C. World Cup Race Meeting, Snetterton, near Thetford, Norfolk, 2 p.m.
Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos. Starts 11 a.m.
B.A.R.C. (Yorks) Drag Sprint, Church Fenton R.A.F. Station, near Tadcaster, Yorks. Starts 2 p.m.
West Essex C.C. Sprint, Debden Airfield, near Saffron Walden, Essex. Starts 2 p.m.
West Hants and Dorset C.C. Autocross, Abbots Court Farm, near Winterbourne Kingston, Dorset (M.R. 178/869979). Starts 2.30 p.m.
Shenstone and D.M.C. Driving Tests, near Lichfield, Staffs. Starts 11 a.m.
21st July. R.A.C. British Grand Prix, Aintree, near Liverpool, Lancs (F1, T.). Starts 12.30 p.m.
V.S.C.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 12.30 p.m.
Severn Valley M.C. Hill-Climb, Loton Park, near Shrewsbury, Shropshire. Starts 2.30 p.m.
21st-22nd July. *Midland A.C. Inter-Club Hill-Climb, Shelsley Walsh, near Worcester.*
22nd July. *B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Starts 12.30 p.m.*
Mid-Cheshire M.C., R.A.F. Wilmslow, B.R.S.C.C. (N.W. Centre) and North Staffs C.C. Sprint, Wilmslow R.A.F. Station, Cheshire.
26th July. *Jersey M.C. and L.C.C. Hill-Climb, Bouley Bay, Jersey.*

GOVERNMENT CONTROL OF RALLIES

New Law will be Introduced

MR. JOHN HAY, Parliamentary Secretary to the Minister of Transport, announced that the Government has decided in principle that it is necessary to control motor sport on the public highway.

Mr. Hay was speaking on 3rd July in the Committee Stage of the Road Traffic Bill now before Parliament. He made his announcement when an amendment to the Bill was moved by Mr. R. W. Elliot.

This amendment, which was backed by a number of M.P.s, would have given the Minister of Transport power to make regulations for the purpose of authorizing rallies and trials, etc., on the highway.

The amendment was withdrawn after Mr. Hay had promised that the Government would itself put forward an amendment with a similar objective when the Road Traffic Bill reaches the Report Stage later this month.

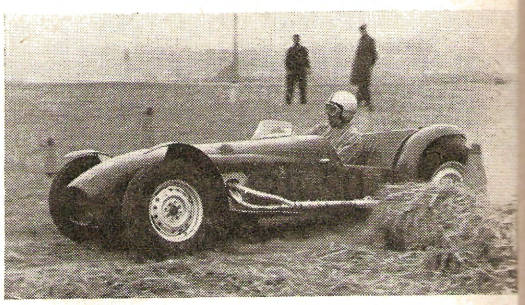
THE R.A.C. Trials Championship has been put off until March, due to the long-standing complaint as to the difficulty of taking part in this event so near Christmas. Qualification for this event will be determined on the basis of performances in the 1962 trials and, apart from the change of date, regulations will remain unchanged.

DUSTY AUTOCROSS

AMIDST glorious Sussex farmland and on a day of fair weather, the South-Eastern Centre of the B.A.R.C. held their annual autocross on 1st July. This year the event counted towards the B.T. & R.D.A. award and as a result 13 eligible competitors turned up to make a magnificent total entry of 72.

This year the autocross was in complete contrast to last year and the ground was very hard and extremely dusty but reasonably smooth. All day long a perpetual cloud of dust hung over the field on Priesthawes Farm, near Polegate, and as the commentator remarked: "Eastbourne will probably need a complete 'Spring Clean' ".

Practising took place in the morning and there was promise of some pretty rapid times being turned in during the afternoon. As always there were classes for saloon cars—normal tyres, all-weather tyres, rear-engined and front-wheel drive—sports cars and Jeeps, Land-Rovers, etc. On the whole most drivers put up faster times on their second runs and in Class A G. S. Snow improved his time by over two seconds in his very rapid Austin A40 to make the best time in the class with a run in 71.12 secs. Alistair Crawford was by no means slow in his Rapier but had to give Snow just over two seconds. Jerry Faure-Field went deceptively fast in his 3.4 Jaguar to make the best time in Class B despite the brave efforts of Bill Paul in his Zephyr. The Jaguar somehow seemed slower than the



J. H. Parkin in his Lotus Cannonball "shooting" the chicane.

Zephyr but that was probably because it was very steady and neat to record a time of 77.15 secs. which is very good for such a big car. W. C. Payne had his very rapid supercharged Austin A60 in this class but went very much faster in Class D with all-weather tyres fitted and, in fact, he beat Andrew Wadman's Consul by nearly 2½ secs.

Class E saw a superb drive by Horace Appleby in his Lotus Seven when on his second run he improved his first time by no fewer than four seconds to give him fastest time in the class. Ken Piper went very rapidly in his Messerschmitt and it sounded just like an angry wasp as it buzzed round to record 70.37 secs. R. Leeson had a very smart TR4 to "demonstrate" in Class F and it went very well but was in fact slower than the Messerschmitt in the previous class!

(*Continued on page 62*)

SUNBAC

RAGLEY PARK HILL-CLIMB

THE third Sunbac hill-climb of the season, held recently at Ragley Park, saw an exceptionally fine morning deteriorate into an overcast and heavy, but fortunately dry, afternoon. Inevitably at Ragley, the entry was oversubscribed, the racing classes being heavily supported and Ian McLaughlin, with his Mk. XI Cooper-J.A.P., who was seen to be experimenting temporarily with twin rear wheels a la Ken Wharton during practice, returned B.T.D. for the third meeting in succession with a run in 23.31 secs., a time which was comfortably inside his own hill record. Brian Eccles (blown Mk. XI Cooper-J.A.P.) won the class, having got down to 23.65 secs. in practice, a feat which he was unable to repeat during the competitive runs, although his first climb was virtually unchallenged in the large racing class, Doug Haigh's blown Cooper-Nor-J.A.P. being unable to better 24.83 secs. for third place. Fred Jones's Mk. XI Cooper-J.A.P., out among the really heavy metal for the first time since its conversion to J.A.P. twin form, went slightly grass-cutting, as did the blown Djinn of Gordon March, the latter halting the event temporarily by dislodging soil onto the hill, while Slade's G.N.-J.A.P. Shelsley Special had another troubled day and was withdrawn.

However, the greatest excitement of the day came on this occasion from the small saloons, the presence of a variety of the better-known Group 2 Minis promising keen competition, particularly since the honours were being fought out between cars prepared by different stables. Some indication of things to come was given by J. B. Smith, who broke the crank of his Austin Seven in practice, to reappear with another car during the afternoon. John Fitzpatrick, with his Broad-tuned Austin Seven, lowered the class record to 31.89 secs. on his first excursion, while Rob Ordway's Arden Mini-Minor did 32.44 secs. and Keith Howells's Downton Mini clocked 32.77 secs., closely pursued by Miss Jan Hatton who, with her very quick ex-Ralph Broad Austin Seven, was fourth at this stage of the proceedings. On his second run Fitzpatrick lowered the record for a second time, to take the class with 31.77 secs., and, under this pressure, one or two competitors (though not those that featured in the awards) indulged in some frantic on-the-spot lightening that was not strictly in accordance with Appendix J! Unfortunately Keith Howells's critical second run was untimed, but he went out again to do 32.13 secs., taking second place from Ordway, who did 32.26 secs., while Miss Hatton got down to 32.58 secs., a remarkably fine performance which might indicate the desirability of making the ladies' award at Ragley on the basis of a percentage of the class winner's time; John Moroney, who had been fifth in this large class, made nonsense of a gearchange on his second run and eliminated himself thereby.

The next larger class went to Harry Shelton's exceptionally rorty left-hand drive Rapier in 31.05 secs., not without a challenge from G. C. Collins, who got down to 31.91 secs. with his Rapier, while the unlimited class, which consisted of the 3.8 Jaguars of Norman Hunt and Gerry Flewitt, was amalgamated with the corresponding G.T. class, in which class-winner Norman Ludlow ("E"-type Jaguar) had little difficulty in returning 27.29 secs., exactly one second faster than place-winner G. Smith's similar car. In the smaller category, the presence of Tom Cunane's A.C. Ace-Ford left the issue in little doubt and, indeed, his run of 27.34 secs. clinched the class, R. Rose's Lotus Elite doing 28.67 secs. for second place, and being harried at that by the immaculate Alpine of Bill Nicholson.

The sports-racing class saw a renewal of the Tim Cash (Terrier-Ford) and John Barnes (Lotus 7-B.M.C.) duel, Barnes taking the honours in 27.19 secs., while finally Austen May, with 24.41 secs., found literally no opposition to his Lotus 18 in the small racing class; R. J. Campbell broke the gearbox of his Kieft-J.A.P. and retired, while the transmission of W. D. Adams's Mk. IX Cooper-Norton caused a good deal of frantic activity in the paddock, and Keeling's F.J. Lola sounded unhappy but went quickly enough to get into third place with 27.93 secs., behind J. D. Macartney-Filgate's Mk. VI Cooper-J.A.P., which did 27.14 secs. for second place and the Novice award.

HOWARD BILEY.

Results

B.T.D.: I. B. McLaughlin (Cooper-J.A.P.), 23.31 s. **Ladies' Award:** Mrs. I. Lambert (Ja uar "E"), 28.31 s. **Novice Award:** J. D. M. Filgate (Cooper-J.A.P.), 27.14 s. **Junior H.C.C.:** T. Cash (Terrier), 27.34 s. **Class Awards:** J. Fitzpatrick (Austin Seven), 31.77; T. G. Cunane (A.C. Ace-Ford), 27.34 s.; N. Ludlow (Jaguar "E"), 27.29 s.; J. Barnes (Lotus 7-B.M.C.), 27.19 s.; C. A. N. May (Lotus 18), 24.41 s.; B. Eccles (Cooper-J.A.P.), 23.49 s.

Autocross—*continued*

Class G had a big entry with six drivers competing for points towards the B.T. & R.D.A. award. In fact, the best time went to J. H. Parkin in his Lotus Cannonball but he is not competing for the award. This car is a fantastic machine with four-wheel drive and a Ford Classic engine, and it really went, as its name suggests, to record a time of 66.50 secs. Mrs. Parkin also drove this car and she has never yet been beaten by another lady driver—not surprising! F. B. E. Pryor made the fastest time of the day when on his second run he went out to make an extremely neat performance in his rear-engined, TR3-powered Iris Mk. 3 to record 64 secs. Pryor is also eligible for the B.T. & R.D.A. award.

Class I had the biggest entry with a good selection of Minis, VWs, DKWs, Porsche and Fiat. In fact, a very interesting battle arose in this class between Ken Piper in his very busy DKW Junior, A. G. Denman in his Cooper-Mini and L. Manifold in his VW. The honours eventually went to Denman with a terrific run in 67.62 secs. but there was only about two seconds between the three drivers and each in a completely different type of car.

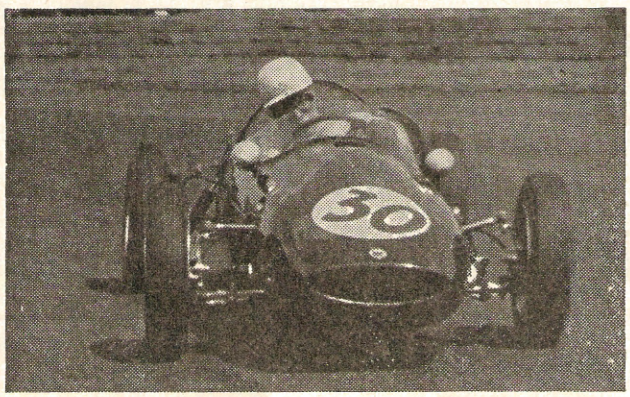
Finally we saw a display by Alistair Crawford on just how a Land-Rover can go and, of course, he made by far the best time against a Jeep and two other Land-Rovers with a very good run of 77.66 secs.

So ended a very excellent day's sport with no dangerous moments except perhaps the one or two competitors who insisted on coming round the turn just before the timekeeper's caravan practically sideways and threatening to take the 'van with them. All very nerve-racking but quite safe really.

T. W. WALTON.

Provisional Results

B.T.D.: F. B. E. Pryor (Iris Mk. 3), 64 s. **Best Performance by B.T. & R.D.A. Competitor:** F. B. E. Pryor. **Best Times in Classes:** G. S. Snow (Austin A40), 71.12 s.; J. A. Faure-Field (Jaguar 3.4), 77.15 s.; W. C. Payne (Austin A60 s/c), 75.13 s.; H. A. Appleby (Lotus), 67.94 s.; R. Leeson (TR4), 71.74 s.; J. H. Parkin (Lotus Cannonball), 66.50 s.; A. G. Denman (Cooper-Mini), 67.62 s.; T. A. Crawford (Land-Rover), 77.66 s.



(Photo by Autosport)

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CORRESPONDENCE

G.T. Cars for the Family Man

REGARDING Mr. Frank Ambler's letters to you referring to his search for a three-seat Gran Turismo car; I doubt if he could do better than his present 3.8-litre Jaguar, bearing in mind a maximum price of around £2,000.

Knowing Mr. Ambler well, I am quite certain that he would not settle for less performance than his 3.8, and with all the suspension, and other, modifications that he has done to his car, it is almost G.T. now.

Indeed, some people are hard to satisfy!

BINGLEY, YORKS. BRIAN HEWITT.

"Greatness"

I FEEL that it would be doing a public service to criticise the untimely letter of Alastair MacMillan, which appeared in AUTOSPORT, 6th July.

The theme which pervaded the article seemed to be directed to rationalising a case for Phil Hill, at the expense of Stirling Moss, as to who is the world's greatest racing driver.

As a purist, I cannot state strongly enough that the word "greatest" is inappropriate when applied to a racing driver, unless one defines the individual in nebulous terms such as "skilful", "tenacious", "enterprising" or "enthusiastic".

The fallacy which is frequently expressed lies in the fact that the World Championship is regarded by some as the yardstick of greatness. Obviously, one must have travelled far in the realms of motor racing to achieve this honour, and one salutes the holder as a driver of very high calibre.

However, when thinking of the "greatest" racing driver, I personally think of the individual whose niche in motor racing has been carved by a many faceted approach to the sport, embracing the individual's successes, his ability to accept defeat, his contribution to motoring publications, his recommendations to road and track safety, and his willingness to make sacrifices in fulfilling the role of a public figure.

It is easy to criticise and to forget. I would never dream of denigrating the accomplishments of Phil Hill, but I am happy to have lived in, and been interested in, the Moss era of motor racing.

The ancient writing of St. Matthew "A prophet is not without honour, save in his own country" is readily applicable to racing drivers, and perhaps if some of AUTOSPORT's contributors had minds sufficiently elastic to appreciate the adage, one would read fewer articles in the vein adopted by Mr. Alastair MacMillan.

TIDWORTH, HANTS. T. W. BROWN.

WITH reference to Mr. A. MacMillan's letter in AUTOSPORT, on 6th July, I feel something must definitely be said about it.

Firstly, Mr. MacMillan mentions that Stirling Moss is almost unbeatable if his car holds in one piece. Then, in the next line, he contradicts himself by saying that Moss has won more races than any other present-day driver, which only goes to show that his cars must have lasted long enough to give him this title.

He goes on to say that Moss has rarely shown his ability to make his machines last, but he proved last season at Monaco and Nürburgring how reliable his old four-cylinder Lotus was, not to mention the greatness and skill of Moss himself, who could alone have beaten the Ferraris then. I doubt if Phil Hill had been in Moss's place that he would have been able to defeat the much faster Italian cars, despite his experience.

Mr. MacMillan seems to think that "win or nothing", as he puts it, refers particularly to Moss, but, surely, the object of The Sport is to try to win and not hold back. If everyone held back in defence of their cars there would be some very slow motor racing.

In my opinion Stirling Moss is the greatest driver in the world today and there is no other driver in a position to deprive him of this place.

WHITLEY BAY, NORTHUMBERLAND. M. WILLIAMS.

Driving Tests

AS a competitor in Driving Tests, I was pleased to see the amount of space you devoted to this sport in the 29th June AUTOSPORT.

I agree with Ian Mantle, as far as "Everything to Count" in an event qualifying for the B.T.R.D.A. Championship.

I certainly have no objections to having two runs per test, as I usually get twice as many runs for my money, but I prefer it when each and every time counts, not just the fastest.

As a carrier of a 5 per cent. handicap in the aforementioned Championship, my fate, as far as results are concerned, seems to be with the "Clerk of the Course".

The more pylons to be encircled the better, although I must confess I was actually giddy at the completion of one test at the London/Circle Star Driving Tests.

Here's hoping for a 2½ per cent. handicap next year, or enough specials to form a class of our own!

STOCK WOOD, NEAR REDDITCH, WORCS. MAC HAZLEWOOD.

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



THIS IS YOUR LICENCE TO PROSPECT FOR PETROLEUM

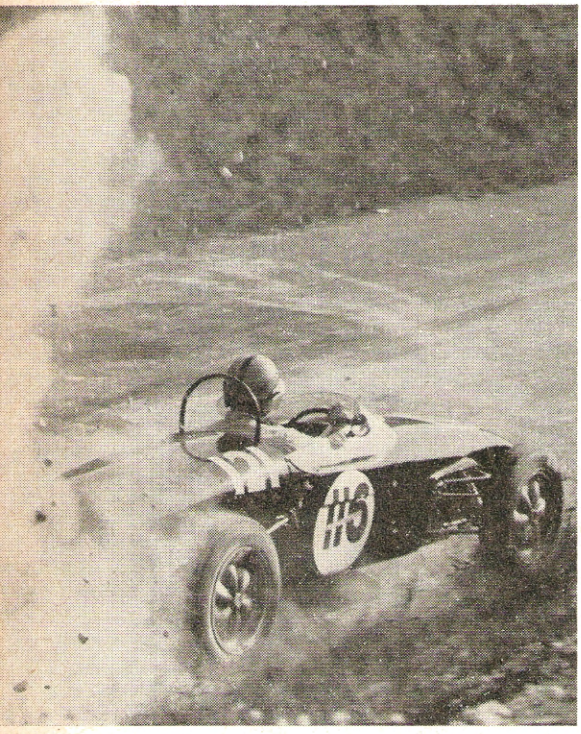
It costs you £15.0.0 a year, so use it wisely. The right petrol is a form of insurance — insurance against unnecessary wear and repairs. For this reason you'll want a fuel that is clean-burning. You'll also want one that brings an engine to life instantly. In short you'll want Super National. It has all the advantages of a modern petrol backed by all the resources of a go-ahead research organisation. Start prospecting at the Mercury sign.

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M89



Bill Heathcote made B.T.D. but he clouted the bank above the finish line, shifting a large part of the South Downs in the process!

The Special Touring and G.T. cars, 1,301 c.c.-1,600 c.c. class, of course, brought out the bigger M.G.s. N. Lefton with the ex-Tomei Twin-Cam twice cracked the class record, which was set up in May this year. M. C. Holt, in his M.G.A, smote the bank at the top on his second run.

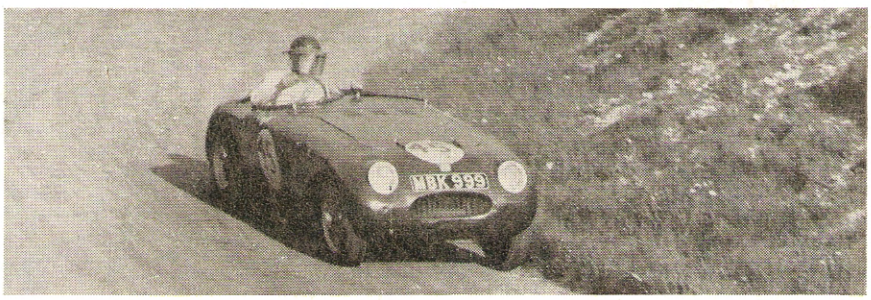
Sports-racing cars up to 1,300 c.c. saw a new class record again. G. Miller, with a very Lotus 23-looking Terrier, fairly rocketed up the hill. The larger sports-racing car class had a non-runner in the form of John Wilk's Omega, which, unfortunately, had an argument with the bank in practice. The car was damaged but John suffered only from a knee injury.

Boothby's D-type left long streaks of rubber on the hill, and, of course, John Goddard's 3.8-litre Bentley sounded really beautiful.

W. G. Heathcote's F.J. Lotus made B.T.D. and hit the bank at the top of the hill in the process. W. Camp's Cooper ran him very close in an absolute crescendo of sound. M.E.W.

Results

B.T.D.: W. G. Heathcote (Lotus), 25.40 s. **Best Lady Driver:** Mrs. W. Hamblin (Lotus), 27.68 s. **Class Winners:** P. Garrott (Vauxhall), 35.01 s.; D. Baker (Jaguar), 30.78 s.; J. H. Allan (Fairthorpe), 30.17 s.; B. V. White (Midget-Climax), 31.25 s.; N. Lefton (M.G. Twin-Cam), 29.49 s.; J. R. Trace (Elva s/c), 29.10 s.; G. Miller (Terrier), 27.18 s.; J. R. M. Boothby (Jaguar D), 27.96 s.; W. G. Heathcote (Lotus), 25.63 s.; W. G. Heathcote (Lotus), 25.40 s.; F. Jones (Lola), 27.14 s.; W. S. Camp (Cooper), 25.70 s.



Geoff Coles (supercharged J4 M.G.) again claimed "this is my last meeting"—but we've heard that before!

M.G.C.C.

FIRLE HILL-CLIMB

THE M.G.C.C. South Eastern Centre were blessed with perfect weather for their Firle hill-climb on Sunday, and spectators basking on the sun-drenched hillsides saw some very close times in all the classes.

Peter Garrott, in Boothby's VX4/90, took the first class for improved touring cars very closely from the Volvo of Hazlem. Clover's first run of 37.41 secs. in his 1.5 looked fast, but he clipped a bollard on the inside of the first bend. Class 5 for special touring and grand touring up to 1,000 c.c. was won by V. H. Allen, in his very fast Fairthorpe, in 30.17 secs., after a terrific tussle, from P. R. G. Cole (Peregine) in 30.45 secs. M. O'Brien's Morris was slow and aided by fantastic axle tramp! On the second runs I. Clement's Austin 7 hit the bank above the finish and nearly rolled over. This bank above the finish line claimed a number of people during the day!

HAGLEY AND D.L.C.C.

DRIVING TESTS

THE Hagley & District Light Car Club recently held their annual restricted driving test meeting at the Vono Works, Tipton.

The event is a qualifying competition for the B.T. & R.D.A. Silver Star and as such attracted a good entry, the driving standard being very high over all 12 tests. Two tests were run simultaneously on adjacent areas, but for the final two tests.

Right from the start a keen battle developed in the open car class, between Frank Livingston, in his new M.G. Midget, Dick Squire (Sprite Mk. II) and Malcolm Hazlewood (M.H.S. Special), who had to overcome a 5 per cent. handicap.

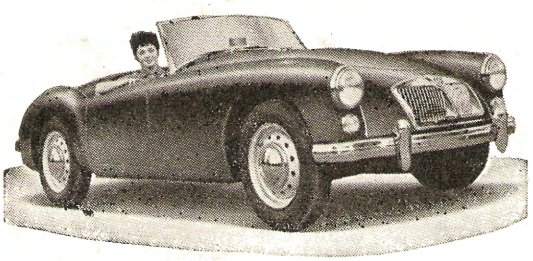
These sports cars were consistently quicker than the Mini-Minors which dominated the saloon class, with Len Gibson and Ian Mantle struggling for the lead, Gibson slowly drew ahead of Mantle's Cooper to finish the day some seven seconds up with Harry Livingston slipping quietly into third place.

Returning to the sports cars, Livingston and Squire were almost level with one test to go, calling for some high speed work between garages. It looked for a moment as though Livingston would record an exceptional time as he stormed through the test, but the still stiff gearbox of his new car refused to co-operate. His time was still good, but Squire, his eyes set on outright victory, did not miss his chance, beating the M.G. by some two seconds and leaving himself the winner of the Harvey Cup by 1.9 seconds.

Malcolm Hazlewood was third, failing to overcome his handicap by only 3.3 seconds, and Doc Townsend drove consistently to take a second class award with his Sprite.

Nick Grazebrook provided another consistent performance to win the novices' award, and the team prize went to the Hagley "D" Team of Hazlewood and the Livingston brothers. The meeting ran smoothly and the varied tests were popular with competitors.

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