

WORLD CUP SNETTERTON MEETING

JULY 20, 1962

AUTOSPORT

2/-

EVERY FRIDAY
Vol. 25 No. 3

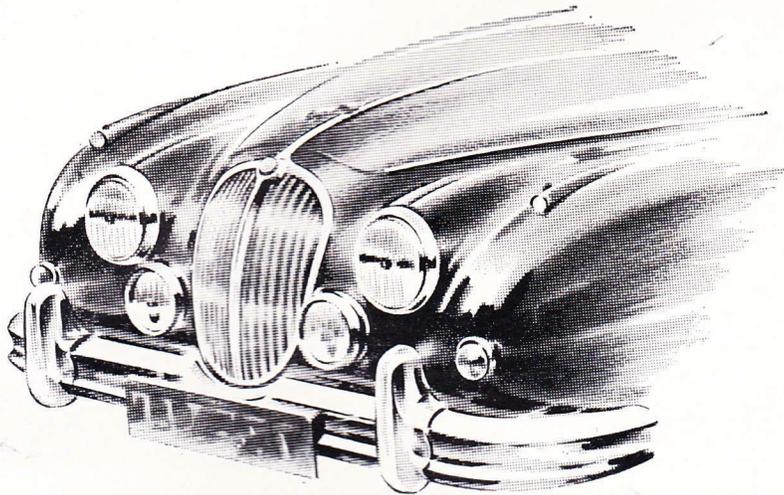
BRITAIN'S MOTOR SPORTING WEEKLY

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

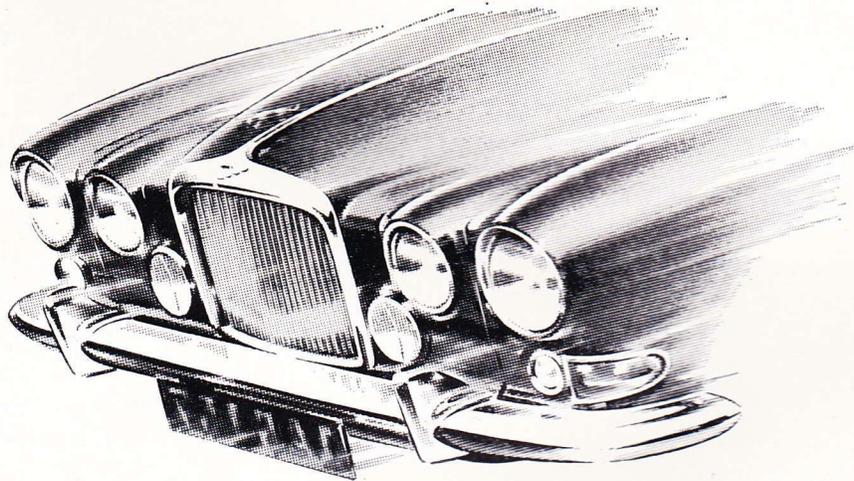


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RACING AT SNETTERTON, SILVERSTONE, OULTON PARK AND PHOENIX PARK



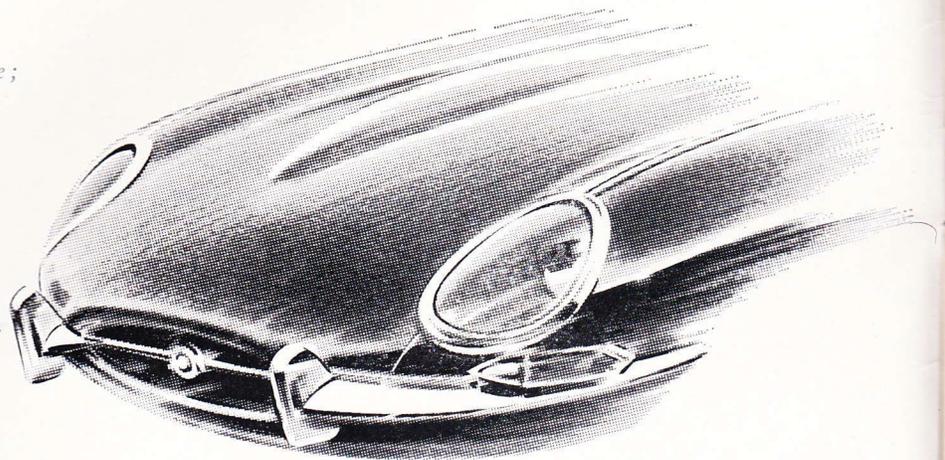
grace...



space...

pace

*Three basic models constitute the Jaguar range ;
the Mark 2, the Mark 10 and the "E" Type.
Each is endowed with its own individuality, each is
outstanding in its performance and, together,
they satisfy every requirement of those motorists
who, however diverse their needs, have a common
aspiration—to enjoy a special kind of motoring
which no other car in the world can offer.*



JAGUAR

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 25 No. 3 July 20, 1962

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EDITORIAL

MOTORING SPORT—AND PRESTIGE

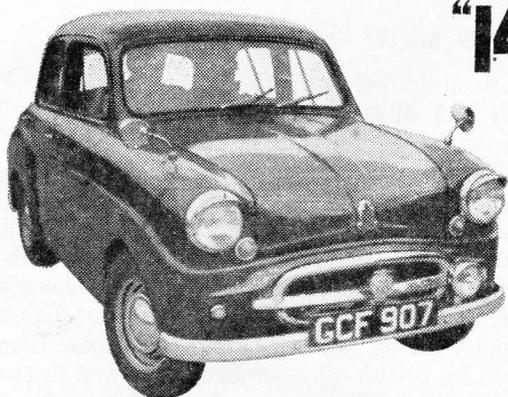
IT is to be noticed that the daily press bemoans Great Britain's lack of success in International sport. The crushing defeat by Italy in lawn tennis's Davis Cup match; the eclipse of British players at Wimbledon and Troon; the non-success in athletics; the defeat in the World Cup soccer contest—all are featured, and explanations and excuses given for this country's pathetic showing. However, there is no mention whatsoever of a sport in which the United Kingdom does excel, and that is motor-racing. Motor cars built in these islands, and driven by British-born subjects, have won three out of the four *grandes épreuves* so far held in 1962. The efforts of these young men, and of the technicians who design and build their equipment, are of far higher prestige value than smacking a ball over a net, breaking records on an 18-hole golf course, or kicking a piece of leather round a field. The fact that British cars and drivers can, and do, defeat the finest that any other country in the world can produce speaks for itself. This is a mechanized age in which we live, and Grand Prix racing is an essential part of these modern times. Success in this extremely competitive field has far-reaching results, and surely it is about time that the press acknowledged this! It must be galling, if not downright depressing, for some of the very highly skilled young men who are at the top of world motor-racing to find, say, considerable proportions of space in daily newspapers to golf tournaments, while their own efforts go almost unheralded, except in the unfortunate event of an accident. Even a brilliant victory, in the face of strong Continental opposition, seems to merit only a few lines on an inside page.

OUR AMATEURS

AT Snetterton last Sunday, the British "A team of A.G.T. drivers not only won the "Senior Service" Team Challenge Trophy, but defeated the Dutch in the first leg of the annual AUTOSPORT World Cup series, restricted to cars of under 1,600 c.c. The men from Holland displayed sportsmanship of the highest order, and, although on the losing side, were highly delighted with the enthusiastic reception given to them by the spectators. This is a splendid race, promoting International goodwill far better than could be done by any diplomat. Although trophies and awards are at stake, the thing that matters to all participants is the Sport itself. It is to be hoped that the second legs at Zandvoort on 2nd September will see the Dutchmen give an even better account of themselves—particularly on their home circuit!

OUR COVER PICTURE

FABULOUS FERRARI: Mike Parkes drifts the GTO Berlinetta through Coram Curve during the Archie Scott-Brown Memorial Trophy Race at Snetterton last Sunday. The Parkes/Ferrari combination is undoubtedly the fastest in British Grand Touring racing this season.



"143,000 miles without re-boring" (STANDARD EIGHT)

Mr. John Fish of Attleborough, Norfolk, is the owner of this smart-looking 1954 Standard 8. "Even though it has not been re-bored and has 143,000 miles on the clock, the engine is running well and quietly", he told us. "I use the car 6 days out of 7, and it is giving me 40-42 m.p.g. with about 3,000 miles per pint of oil, using Castrol XL exclusively."

"160,000 miles of dependable motoring" (MORRIS TRAVELLER)

This 1958 Morris Oxford is used by "The Press and Journal", Aberdeen, for newspaper distribution — 250 miles every weekday, Inverness-Fort William-Tain-Inverness.

"The car has been run on Castrol and we are most impressed with it" says the Transport Manager, Mr. A. W. Newby. "We reached 123,000 miles before deciding to 'decoke' the engine, and 160,000 miles of dependable motoring before fitting a replacement. Naturally, we are running the new engine on Castrol—and have already recorded another 53,000 trouble-free miles."



For long life and trouble-free service . . .

**ALWAYS ASK FOR
CASTROL
BY NAME**



These testimonials, entirely unsolicited, are just two instances of what Castrol means to the motorist who puts reliability and economy first among his requirements. These two cars have been used for totally different purposes. The 1954 Standard 8 has been used over a long period for normal business purposes. The Oxford Traveller has clocked up tremendous mileage in a short space of time, most of the work being stop-and-go motoring of the hard acceleration, hard braking type which imposes heavy strains on engines. In each case, Castrol has given that kind of engine protection which reduces wear to the minimum. Whatever your car, whatever its age, whatever its purpose, always ask for Castrol by name.

"AUTOSPORT" CHAMPIONSHIP

ONLY the sports cars qualified for points towards the AUTOSPORT Championship at last Sunday's World Cup Snetterton meeting. Mike Beckwith's win in Class E boosts his score to 33 points, just three behind the leader Stephen Minoprio. Jimmy Blumer is now third with 30 points while Mike Parkes, Paul Hawkins and Innes Ireland are fourth equal, having 27 points each. The classes are: A, G.T. cars up to 1,000 c.c.; B, 1,001-1,300 c.c.; C, 1,301-2,500 c.c.; D, over 2,500 c.c.; E, sports-racing up to 1,600 c.c.; and F, over 1,600 c.c.

1. Stephen Minoprio (Marcos-Ford) ...	36	A	4
2. Mike Beckwith (Lotus-Ford 23) ...	33	E	4
3. Jimmy Blumer (Cooper-C. Monaco) ...	30	F	4
4. Mike Parkes (Ferrari 250GTO) ...	27	D	3
Paul Hawkins (Lotus-Ford 23) ...	27	E	3
Innes Ireland (Lotus-Climax 19) ...	27	F	3
7. Roy Pierpoint (Lotus-Climax 15) ...	24	F	3
8. Pat Fergusson (Turner-Climax) ...	22	B	3
Dick Protheroe (Jaguar E) ...	22	D	3
John Nicholson (Lola-Climax) ...	22	E	5
11. John Coundley (Lister-Jaguar) ...	20	F	5
12. Grahame John (Marcos-Ford) ...	18	A	2
Chris Summers (T.V.R. Grantura) ...	18	C	2
Dick Stoop (Porsche Carrera) ...	18	C	2
Chris Lawrence (Morgan Plus 4) ...	18	C	3
Peter Sutcliffe (Jaguar D) ...	18	F	5
17. John Whitmore (Lotus Elite) ...	15	B	2
Chris Spender (Lotus-Climax 11) ...	15	E	2
19. Brian Bennett (Turner-B.M.C.) ...	13	A	2
John Wagstaff (Lotus Elite) ...	13	A	2
21. John Seabrook (Turner-B.M.C.) ...	12	A	2
Robin Sturgess (Jaguar E) ...	12	D	2
Rodney Bloor (Lotus-Ford 23) ...	12	E	3
24. Bob Duggan (Morgan Plus 4) ...	11	C	2
25. David Rees (Marcos-Ford) ...	10	A	2
Keith Holland (G.S.M. Delta) ...	10	A	2
Peter Jopp (Lotus Elite) ...	10	B	3
Graham Hill (Jaguar E) ...	10	D	2
29. Trevor Taylor (Lotus Elite) ...	9	B	1
Bill Shaw (Lotus Elite) ...	9	B	1
Paddy Gaston (A.-H. Sprite s/c) ...	9	C	1
Bob Olthoff (M.G.A. Twin-Cam) ...	9	C	1
Innes Ireland (Ferrari 250GTO) ...	9	D	1
H. W. A. Deacon (Jaguar XK 120) ...	9	D	1
Doug Graham (Lotus-Climax 15) ...	9	E	1
Laurie Keens (Lotus-Ford 23) ...	9	E	1
Graham Hill (Lotus-Climax 19) ...	9	F	1
38. Clive Hunt (Lotus Elite) ...	8	B	2
Dennis Morgan (T.V.R. Grantura) ...	8	C	2
Lord Clydesdale (Lola-Climax) ...	8	E	2
41. Eric Woolley (Turner-B.M.C.) ...	6	A	1
Alan Foster (M.G. Midget) ...	6	A	1
Andrew Hedges (M.G. Midget) ...	6	A	1
Mike Reid (A.-H. Sebring Sprite) ...	6	A	2
Tom Weber (Marcos-Ford) ...	6	A	2
Mike Johnson (Lotus Elite) ...	6	B	1
Julian Sutton (Lotus Elite) ...	6	B	1
Neil Dangerfield (Triumph TR4) ...	6	C	1
John Rodgers (A.C. Ace-Bristol) ...	6	C	1
Christabel Carlisle (M.G.A. 1600) ...	6	C	1
Chris Kerrison (Ferrari 250GT) ...	6	D	1
Masten Gregory (Ferrari 250GTO) ...	6	D	1
Roy Salvadori (Aston M. DB4GTZ) ...	6	D	1
David Hobbs (Jaguar E) ...	6	D	2
Brenda Dickinson (Lola-Climax) ...	6	E	1
Paddy Gaston (Elva-Climax Mk. 6) ...	6	E	1
Tony Highbourne (Lola-Climax) ...	6	F	1
Bill de Selincourt (Lister-Jaguar) ...	6	F	1
Mike Pendleton (Lister-Jaguar) ...	6	F	1
60. John McKechnie (Morgan 4/4) ...	4	A	1
Jack Oliver (Marcos-Ford) ...	4	A	1
Ian Harrison-Hansley (Lotus Elite) ...	4	B	1
Les Leston (Lotus Elite) ...	4	B	1
Roger Nathan (Lotus Elite) ...	4	B	1
Philip Arnold (Morgan Plus 4) ...	4	C	1
Robin Benson (Porsche Carrera) ...	4	C	1
John Mitchell (Jaguar E) ...	4	D	1
R. B. Beck (Jaguar XK) ...	4	D	1
John Surtees (Ferrari 250GTO) ...	4	D	1
R. W. Waters (Lola-Climax) ...	4	E	1
Tony Kilburn (Lotus-Climax 11) ...	4	E	1
Bill Moss (Elva-Climax Mk. 6) ...	4	E	1
Chris Ashmore (Elva-Climax Mk. 6) ...	4	E	1
Peter Boshier-Jones (Lotus-Clim. 23) ...	4	E	1
James Boothby (Jaguar D) ...	4	F	1
76. Chris McLaren (Marcos-Ford) ...	2	A	1
George Palmer (G.S.M. Delta) ...	2	A	1
Brian Smallthwaite (Lotus Elite) ...	2	B	1
Hugh Braithwaite (Morgan Plus 4) ...	2	C	1
Bob Burnard (A.C. Ace-Bristol) ...	2	C	1
Graham Warner (Aston M. DB4GTZ) ...	2	D	1
Dick Crosfield (Daimler SP250) ...	2	D	1
Jim Clark (Aston Martin DB4GTZ) ...	2	D	1
Dan Collins (Chevrolet Corvette) ...	2	D	1
Peter Dickinson (Lola-Climax) ...	2	E	1
Nick Garbett (Lotus-Climax 17) ...	2	E	1
Tony Lanfranchi (Elva-Climax Mk. 6) ...	2	E	1
Dr. E. H. M. Paul (Lotus-Clim. 11) ...	2	E	1
Peter Jopp (Aston Martin DBR1) ...	2	F	1
Ken Yeates (Cooper-Bristol) ...	2	F	1
Dizzy Addicott (Lotus-Buick 15) ...	2	F	1

TONY MAGGS (COOPER F.J.) AND CARLO ABATE (FERRARI GTO) WIN AT CLERMONT-FERRAND

DRIVING Ken Tyrrell's Cooper-Austin, Tony Maggs won the F.J. race at the circuit of Auvergne, Clermont-Ferrand, last Sunday. The race was run in two 80 km. heats and Maggs won the first easily by 20 secs. from Jo Schlesser (Brabham) and John Love (Cooper-Morris).

The second heat was very different, however, for Schlesser sat right behind Maggs for most of the way until he was baulked by some slower cars. He made a tremendous effort and regained his lost time. On the last lap, by dint of some rather hairy driving, he passed Maggs into the lead and crossed the line to win by 0.1 sec.! On aggregate, of course, Maggs was the outright winner. In his efforts to pass Maggs Schlesser set up a new absolute lap record for the circuit with a time of 3 mins. 44.5 secs.

The 187-mile G.T. race was won easily by Carlo Abate in the GTO Ferrari, finishing 1½ mins. ahead of the second man Alan Rees in the 1,500 c.c. Lotus 23. André Simon (Ferrari Berlinetta) was third and Guichet (GTO Ferrari) fourth.

Paul Hawkins was well up among the leaders early on but was eventually forced to make a pit stop with plug trouble, losing many places. Tony Maggs (Aston Martin) finished seventh.

Results

Formula Junior Race: 1. Tony Maggs (Cooper-Austin); 2. Jo Schlesser (Brabham-Ford); 3. Henri Grandjean (Lotus-Ford); 4. Alan Rees (Lotus-Ford); 5. Mike Spence (Lotus-Ford); 6. Bob Anderson (Lotus-Ford). Fastest lap: Schlesser, 1 m. 44.5 s. (new absolute lap record).

Grand Touring and Sports Racing Car Race: 1. Carlo Abate (GTO Ferrari), 118.168 k.p.h.; 2. Alan Rees (1,500 c.c. Lotus 23); 3. André Simon (Ferrari 250GT); 4. Jean Guichet (GTO Ferrari); 5. Henri Arellier (Ferrari 250GT); 6. Pierre Noblet (Ferrari 250GT). Fastest lap: Nino Vaccarella (Ferrari GTO Experimental), 3 m. 57.1 s.

RIGHT: Michael Moxey of Gallahers makes a presentation to Pat Fergusson, captain of the British World Cup team, watched by Gregor Grant, Oliver Sear and Dick Jacobs.

BELOW: Ben Pon (fifth from left) with the Dutch World Cup team at the reception given in their honour by Oliver Sear.

PIT and PADDOCK

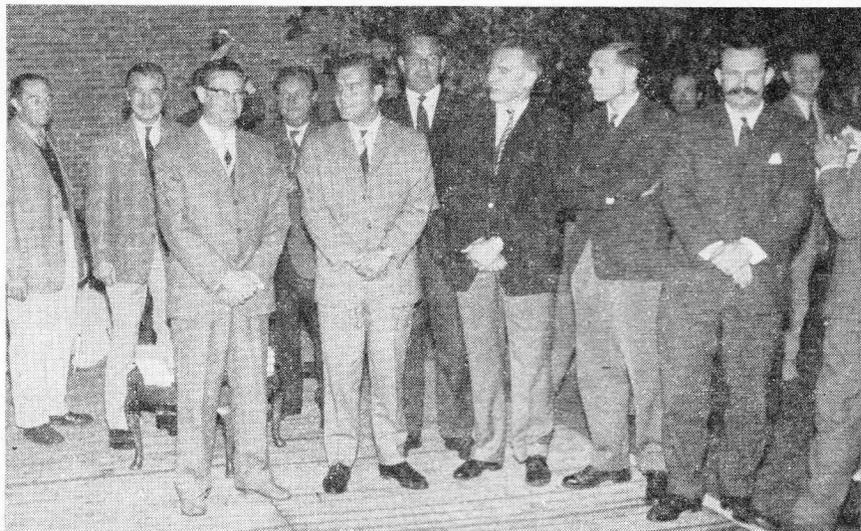
R.A.C. HILL-CLIMB CHAMPIONSHIP

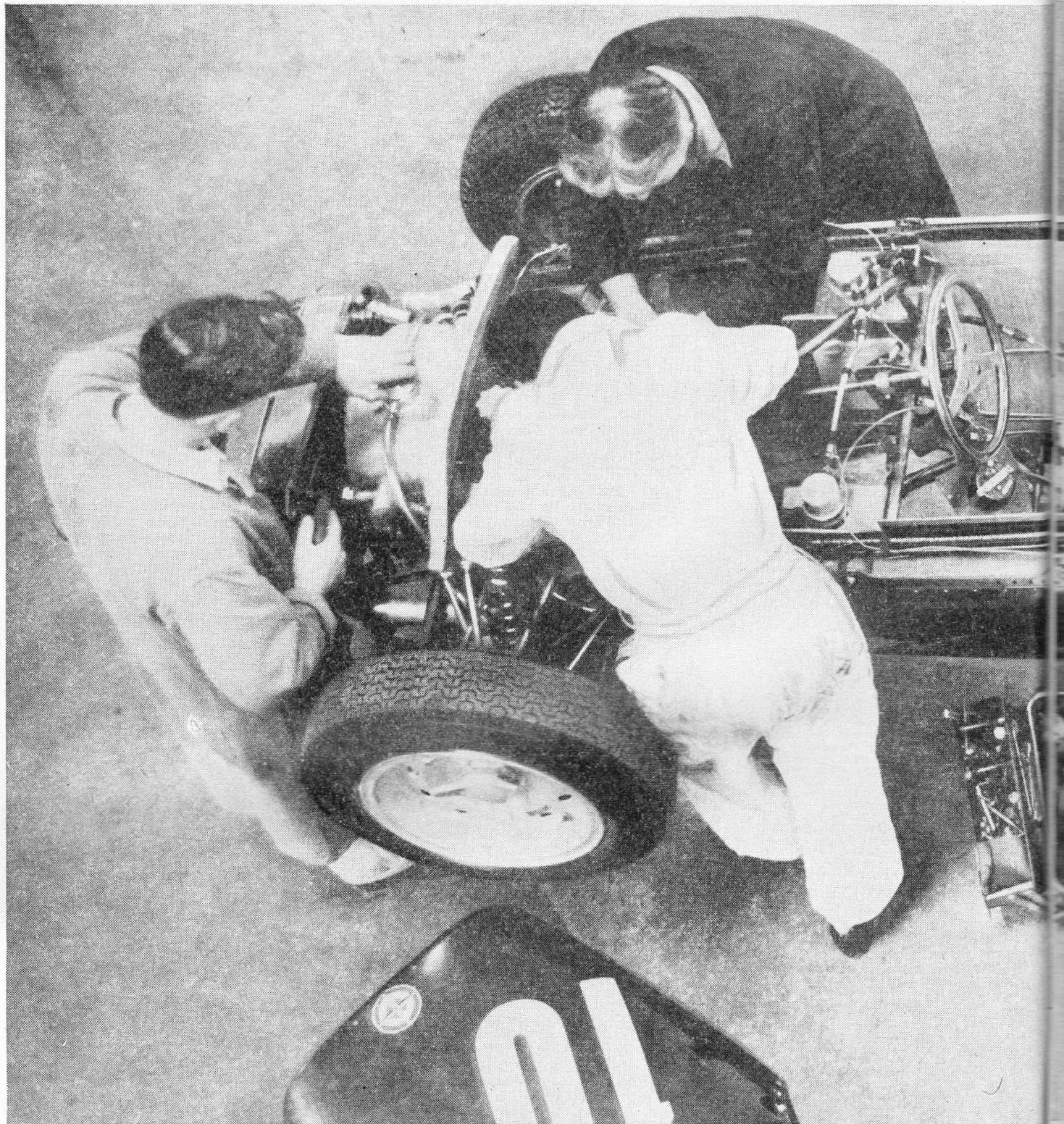
RAY FIELDING could quite possibly be this year's Hill-Climb Champion if he continues to be so successful, and there is no reason to suggest that this driver of the ex-Dan Gurney 2½-litre B.R.M. will not do just that! Tony Marsh's challenge is, alas, dampened by the fact that his Marsh-B.R.M. is still *hors de combat* following his Rest-and-BE-Thankful shunt.

The positions following the first six rounds at Prescott, Wiscombe Park, Shelsley Walsh, Bo'ness, Rest-and-BE-Thankful and Westbrook Hay are as follows:—

1. Ray Fielding (B.R.M.) ...	54
2. Arthur Owen (Cooper-Climax) ...	46
3. Ian McLaughlin (Cooper-J.A.P.) ...	33
4. Tony Marsh (Marsh-B.R.M.) ...	29
5. Reg Phillips (Fairley-Climax) ...	28
Josh Randles (Cooper Monaco) ...	28
7. Mac Daghorn (Cooper-J.A.P.) ...	19
8. Brian Eccles (Cooper-J.A.P.) ...	15
9. Chris Summers (Cooper-Chevrolet) ...	9
10. David Good (Cooper-J.A.P.) ...	6
11. Douglas Haigh (Cooper-Nor-J.A.P.) ...	5
Jack Cordingley (J.B.W.-Maserati) ...	5

WILLY MAIRESSA and Colin Davis, who recently suffered "burn ups", both attribute their survival to their permanently flameproof Dunlop overalls which are manufactured exclusively by Les Leston.





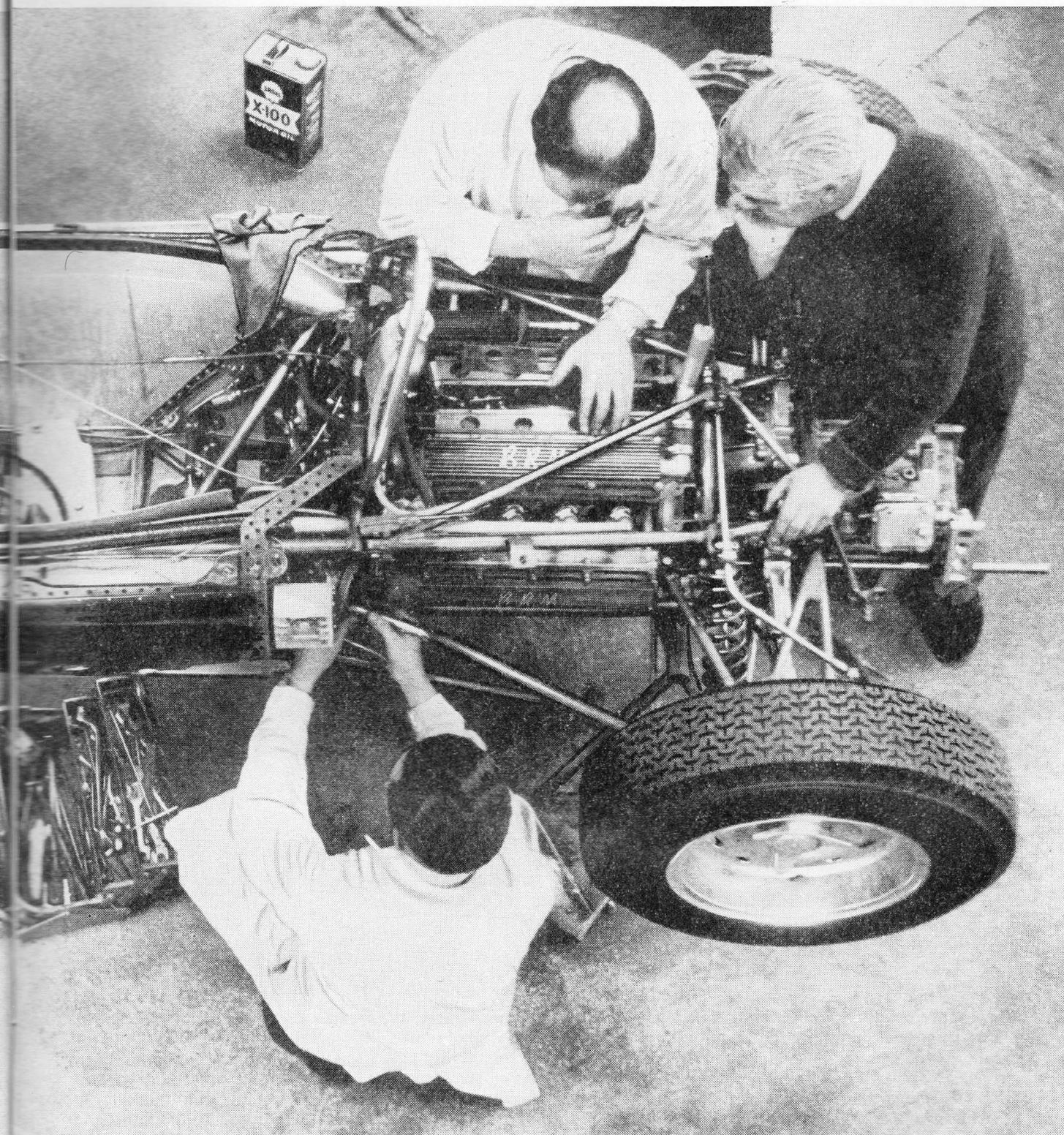
SKILL, SWEAT AND SHELL GO INTO

Who will win next Saturday's British Grand Prix at Aintree? Our guess is no better than yours. But B.R.M. starts well up among the favourites—and currently leading this year's Manufacturers' World Championship. B.R.M. has had an impressive run of recent successes—1st in two major International Formula 1 races, at Goodwood and at Silverstone; and then out in front in all four of the World Championship Grands Prix so far this year, with a 1st at Zandvoort (Dutch

G.P.) and a close 2nd at Spa (Belgian G.P.). *And all on Shell!*

This picture shows the hectic pre-race preparation that goes on behind the scenes. The strains and stresses of running a car 'on the limit' for a 200-mile Grand Prix make it essential that every inch of the car from nose to tail should be minutely checked from every angle. But at least they can be sure of Shell.

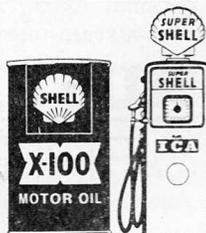
Next Saturday's B.R.M. team will, as before, be Graham Hill, a very strong contender for the World Drivers' Cham-



SATURDAY'S B.R.M. designed to run only on Shell X-100 motor oil

pionship, which he leads at this moment, and Richie Ginther, well placed in the recent French Grand Prix. The B.R.M. cars they will drive will be the ones which have proved their pace, and the reliability of their V-8 90° engines, ever since their first appearance at Monza last year. This engine is a winner. And it's partly thanks to Shell.

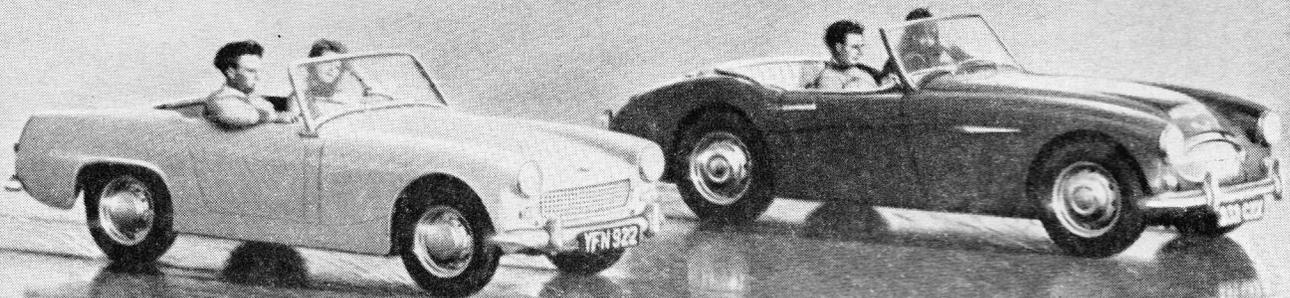
Why Shell? Because they have helped the B.R.M. designers solve the lubrication problems associated with such a specialised engine running at 11,000 r.p.m. Only the best is good enough, and that means—Shell X-100.



And the B.R.M. runs on Super Shell with I.C.A. too—exactly the same petrol as you can get from your garage. Which just goes to show how extra-ordinary an 'ordinary' Shell product can be!

GO WELL—GO SHELL

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ACCELERATION
now more than ever
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This must be every sports car lover's ambition: get onto a firm, fast, horizon-to-horizon stretch of sand. Get into an Austin Healey. And *really* let it go—feel its surging acceleration.

Now Austin Healeys have even more acceleration—extra carburettor for the 3000 produces 130 b.h.p.; larger carburettors for the Sprite give over 85 m.p.h. Safety, too, is well and truly catered for: the 3000 has disc front brakes, and the braking can be servo-assisted, as an optional extra. As for lines, the Sprite is more sleekly stream-lined than

ever. What's more, it now has a rear-opening boot. If it's rallies you're after, these Austin Healeys can give you a 'first', every time: Austin Healey 3000—outright winner of the Alpine Rally in 1961—costs the same inexpensive £824 plus £310.0.3 Purchase Tax. Austin Healey Sprite, winner of its class in the Tulip Rally, costs £452 plus £170.10.3 Purchase Tax—and this is real sports car motoring at far the lowest of sports car prices.

There's nothing holding the Austin Healeys back—what's holding you?

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SPRITE^{MK II} • 3000^{MK II}

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you invest in an Austin

ALFA ROMEO GIULIA 1600

A NEW model has been added to the Alfa Romeo range, the "Giulia 1600". It is available in three versions, the Sprint Coupé, the Spyder Cabriolet and the saloon (T.1). The Sprint and the Spyder, both sports cars, are now in production, and the saloon (T.1), a 5/6-seater, will be ready later.

The new Giulia has a 1,570 c.c. engine developing over 90 b.h.p., and a five-speed all-synchromesh gearbox with direct drive on fourth speed. Capable of speeds well in excess of 100 m.p.h., its stopping power and safety has been stepped up by the adoption of Alfa Romeo's latest development—three-shoe front brakes with triple wheel cylinders operating in special bi-metal air-cooled drums.

The saloon has an entirely new body on modern lines but the Sprint Coupé and Spyder Cabriolet will continue to carry the bodies made famous on the Giulietta chassis.

Prices are not yet fixed for the U.K. but they will be competitive in the market for which this type of machine is intended to cater.

SPECIFICATION OF SPRINT COUPÉ AND SPYDER

Number of cylinders: 4; bore and stroke: 78 mm. x 82 mm.; capacity: 1,570 c.c.; power at 6,000 r.p.m.: 92 b.h.p.; track, front: 4 ft. 3 ins.; rear: 4 ft. 2 ins.; wheelbase: 7 ft. 9 ins. (*7 ft. 4½ ins.); minimum turning radius: 18 ft. 0 in. (*16 ft. 5 ins.); overall length: 13 ft. 1 in. (*12 ft. 10½ ins.); overall width: 5 ft. 0½ in. (*5 ft. 2¼ ins.); overall height: 4 ft. 4 ins. (*4 ft. 4½ ins. with hood raised); weight, dry: 17 cwt. 3 qrs. (*17 cwt. 1 qr.); seating capacity: 2 + 2 (*2); maximum speed: 107 m.p.h.; petrol consumption: 30 m.p.g.; carburetter: twin-choke Solex 32 PAIA 5.

Twin camshaft with hemispherical head; alloy cylinder block and head with wet liners; five forward speeds, all-synchromesh gearbox, floor control; single dry plate clutch; hypoid type final drive 8/41; independent front suspension with wishbones, coil springs and stabilizer; coil spring rear suspension with telescopic shock absorbers; hydraulic brakes on four wheels, front brakes with three shoes and triple wheel cylinders, rear brakes with twin shoes (brakes work in special bi-metal air cooled drums); worm and roller type steering; petrol tank capacity 11½ gallons; Pirelli Cinturato tyres, 155 x 15.

Instruments: Trip speedometer, revolution counter, oil pressure and oil temperature gauges, water temperature gauge, fuel gauge with reserve warning light, triple flashing indicators, front, rear and side, heater with demister and air conditioning control, etc.

Coachwork: Sprint Coupé by Bertone, Spyder by Pinin Farina (* Spyder.)

THE Ford Motor Co. are to enter five Group II Zodiacs for the Liège-Sofia-Liège (or the Marathon de la Route, depending upon which title you prefer). Team Manager Syd Henson has provisionally nominated Anne Hall/Lucille Cardwell, Henry Taylor/X, Jimmie Cardwell/David Lead, Edward Harrison/John Harrison and Gerry Burgess/X as crews.

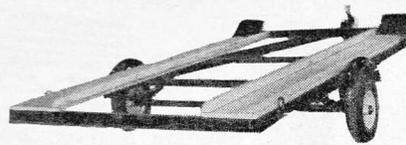
WE learn that Chris Meek is at present in Ward 17 of St. James Hospital, Leeds, recovering from two operations as a result of his accident in the prototype F.J. Elva at Goodwood last year. We are told that he is now properly on the mend, and would be pleased to hear from or see any of his friends.

A FULLY automatic anti-theft device which does the twin jobs of totally immobilizing a motor vehicle and raising an alarm is being marketed by Coventry and Jeffs, Ltd., of Bristol. It costs £3 5s. retail.

VINTAGE SILVERSTONE

NO fewer than 167 cars have entered for this Saturday's Vintage S.C.C. Silverstone meeting. Having cured the oil pressure and brake troubles following Oulton Park, Keith Schellenberg has entered his 8-litre Barnato Hassan Bentley for the main race, the 19-lap Boulogne Trophy event for Vintage, P.V.T. and Historic Racing Cars. The first vintage car to finish receives the Boulogne Trophy, and Schellenberg's beast is therefore eligible for this. His main rivals for an overall win are Patrick Lindsay (E.R.A.) and Dan Margulies (Maserati 8CM). Margulies has non-started so many times this year that surely he will be at Silverstone, if only by the law of averages. Other E.R.A.s are being handled by Peter Waller, Bertie Brown, Donald Day, Alan Cottam and Martin Morris, while Nigel Arnold-Foster will bring out his 5-litre Delage once more. Richard Bergel, Bernard Kain and Frank Wall will drive Bugattis, Hugh Clifford an Alta, W. H. Rigg the Alta-Chorlton, and all the other favourites will be there. A most interesting affair should be the relay race for which 11 teams have entered. The first event will be at 12.30 p.m.

OVER the last five or six years Halson Trailers, Ltd., of Robinson Road, Newhaven, Sussex, have supplied many trailers to the leading private entries and by now they must have travelled all over the world. They also make two-tier



trailers and a long version with close-coupled axles suitable for carrying two racing cars end-to-end. One of the latter variety is now being used by Alexander Engineering for carrying their Turner cars.

VANDERBYL MOTOR RACING SCHOOL

THE Vanderbyl Motor Racing, Ltd., Instructional School is now operating at Instrukle Combe and an entirely new method of instruction by set concentration courses has been introduced. The chief instructor is Roland Dutt, who has driven more cars in races, hill-climbs and sprints than he cares to remember, and assistant instructor is Ray Merrick who also has an enviable competition record. Both are B.R.D.C. members. David Murray, a former successful pupil, is now back at the school as an instructor, and well-known racing drivers often help out of sheer enthusiasm. Write to Vanderbyl Motor Racing, Ltd., 160 Highlever Road, London, W.10, for further details.

PETER DEAL has informed us that the engine of his Lotus 7 did not blow up at the London M.C. Snetterton meeting. He motored on to the grass in avoiding another competitor and knocked a hole in the crankcase.

BRANDS HATCH transfers and badges, attractively finished in black and white, are available from Brands Hatch Circuit, Fawkham, Kent, priced at 1s. 3d. and 2s. 6d. respectively, plus 3d. postage.

SPORTS NEWS

THE FERGUSON-TERAMALA TRANSMISSION

IT is well known that, over a very long period, a vast amount of work has been done on automatic transmissions by Harry Ferguson Research, Ltd., Toll Bar End, Coventry.

This has now resulted in the design and development of an extremely advanced system known as the Ferguson-Teramala Hydrokinetic Transmission. In effect, this is a fluid drive which has been refined to a point where no additional automatic gearbox is necessary, an unequalled maximum (stall) torque ratio of 3.1 to 1 being available. A "Plus gear" is incorporated for emergencies, increasing the torque multiplication to 4.5 to 1.

The Ferguson-Teramala transmission will be available for the smallest cars, and will ensure that they will more than hold their own with vehicles equipped with foot clutches and manual gearboxes. The simplicity of the system ensures the very minimum of service attention, and a useful saving in weight is achieved. We await the announcement of the standardization of this transmission, which is now available to manufacturers.

JOHN V. BOLSTER.

KONI shock absorbers are now available for the Fiat 2300, 1500 and 1300 models. The range now covers every Fiat model.

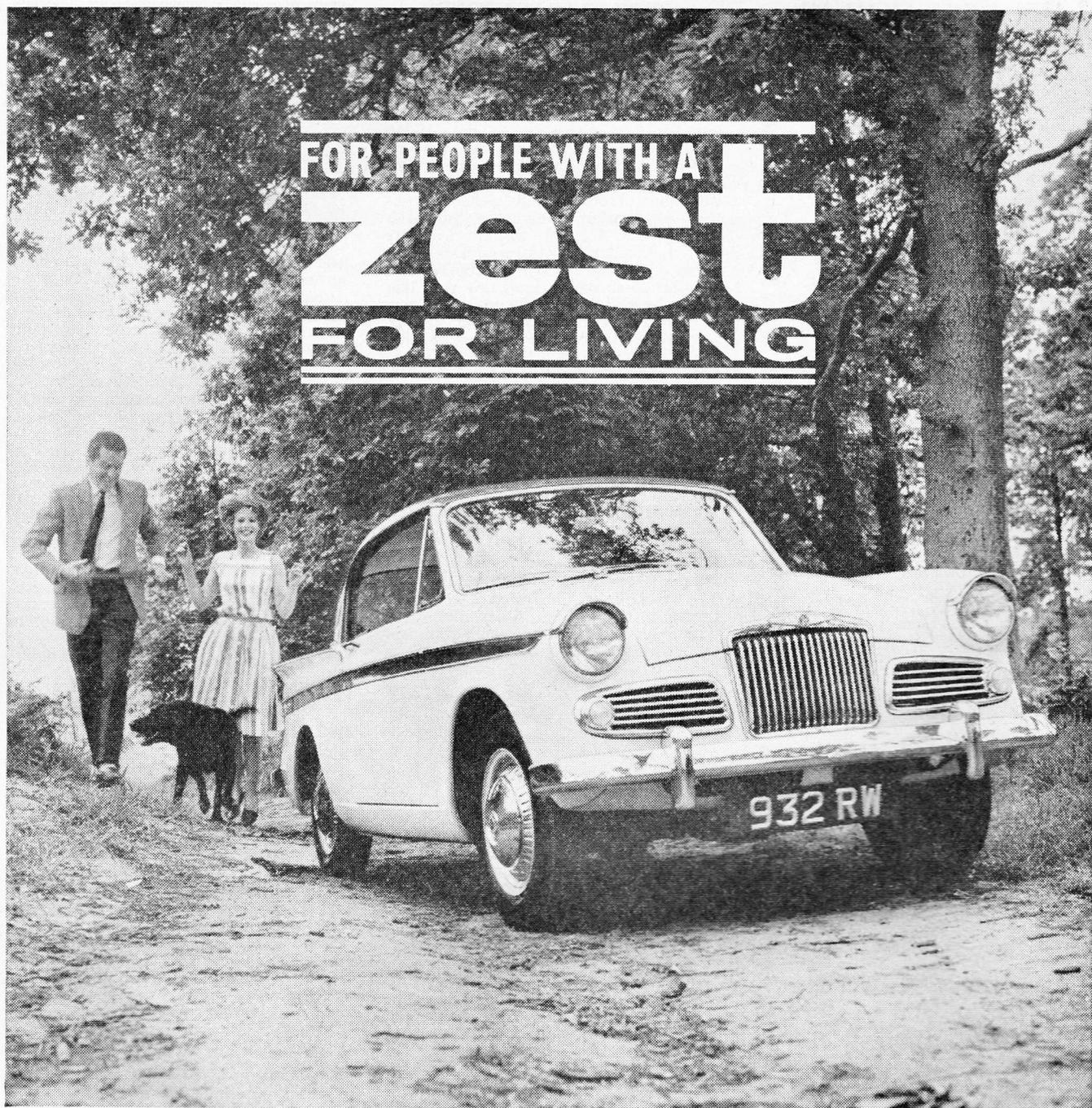
BRANDS HATCH

AMONGST the entries for this Sunday's Brands Hatch meeting are Ian Sievwright (Ferrari 625), Jack Newton (Cooper-Chevrolet) and Brian Hart (Lotus 20) in the single-seater racing car event, John Fenning (Lotus 20), Brian Berrow-Johnson (Lotus 20) and Hugh Dibley (Lola) in the Formula Junior race and the usual crowd in the G.T., saloon and sports car events. The saloon car event is a qualifying round for the Molyslip Championship in which Chris Craft (1½-litre Ford Anglia) leads with 18 points from Colin Hextall (Tornado Talisman) and Jim Williams (Austin A40) who each have 16 points.

THE International Gold Cup Oulton Park meeting will now be held on 1st September instead of 22nd September due to the Italian Grand Prix being postponed to 16th September. Regulations for this meeting will shortly be available from J. H. S. Williams, Mid-Cheshire M.C., "Lea Hurst", St. Margaret's Road, Bowdon, Cheshire.

FERRARIS—AND A MASERATI—FOR BRANDS!

S.E.F.A.C. FERRARI have entered a 3-litre V6 rear-engined Ferrari for the sports car race at Brands Hatch on 6th August. Other entries include two Ferraris from Scuderia Venezia (a 3-litre, front-engined Testa Rossa and probably a GTO), a 4-litre Maserati from Maserati-France, one (possibly two) Tojeiros from Ecurie Ecosse and a 2.7-litre Lotus 19 from U.D.T.-Laystall. No fewer than six GTO Ferraris have been entered for the G.T. race! Further details will be given later.



SUNBEAM RAPIER

Not everyone can afford a Sunbeam Rapier. A pity. *Because it is pure pleasure to drive.* Rakishly styled, spacious and luxuriously comfortable, it has all the pep, power and performance of a sports car. The 1.6 litre engine is fast off the mark and takes hills in its stride. Steering is light and precise, cornering steady, stopping swift and sure (thanks to front disc brakes). No other car of comparable price can touch the Rapier for performance and reliability—proved by its rally-winning record! Ask any Rootes Dealer for a trial run.

SALOON: £705 PLUS P.T. £265-7-9

CONVERTIBLE: £745 PLUS P.T. £280-7-9

OVERDRIVE ON 3rd AND 4th GEARS AVAILABLE AT EXTRA COST



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Motor Vehicle Manufacturers
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SUNBEAM-TALBOT LTD., COVENTRY, LONDON SHOWROOMS AND EXPORT
DIV., ROOTES MOTORS LTD., DEVONSHIRE HOUSE, PICCADILLY, LONDON, W1

WITHOUT doubt the best way of improving the performance of a small-capacity car is by increasing the size of its pots, a first-class example of this being the Alexander bored-out Cooper which we recently tested.

Alexander's, who were in on the ground floor in the Mini modding business, offer all types of conversion, the best and indeed the most expensive being the 1,122 c.c. engine. The increased capacity is obtained by boring the block out to increase the capacity of each cylinder by 31 c.c. Completely new pistons have to be fitted: these are racing

of stopping even a standard car let alone this projectile. Again Mini suspension and the inherent understeering characteristics of the car saved any embarrassing situations from becoming acute.

During the period of trial the car never gave any difficulties starting from cold or restarting hot, and the water temperature was steady even after really hard driving. Oil pressure was good and never dropped below 60 p.s.i. at 5,000 r.p.m., even after a 200-mile run.

Most impressive was the car's flexibility, trips through towns not necessitating lots of gear-changing and other

but, as stated earlier, were rather inadequate. Michael Christie, however, informs us that the problem has now been solved and Coopers may now depart from Haddenham with 100 m.p.h. performance and brakes too!

ALEXANDER COOPER-MINI

0-30, 2.6 secs.; 0-50, 6.1 secs.; 0-60, 8.5 secs.; 0-80, 17.0 secs.

Standing quarter-mile: 17.2 secs.

Maximum speed: 106.2 m.p.h. In gears: 1st, 37 m.p.h.; 2nd, 60 m.p.h.; 3rd, 81 m.p.h.

Consumption: 25 m.p.g. overall, driven hard.

Price ex works, £125 on exchange, plus fitting. Balancing £15 extra. Rev. counter (Smiths), £9 15s. extra.

After returning the Cooper I had the chance to try OV1, the car specially prepared for the racing car show which is fitted with nearly every available extra and embellishment sold by Alexander's.

The car was fitted with a Stage I conversion complete with road camshaft and exhaust system, special seats, a sun roof, a remote gear change and many less-important modifications. The engine modifications did not seem to make a lot of difference although the car would

SOME TALK OF

type lightweight pistons made from forged aluminium, and are fitted with Dykes top ring. A redesigned camshaft is also fitted, as well as special main and big-end bearings.

The cylinder head is gas-flowed and the combustion chambers reshaped and highly polished. The inlet and exhaust ports are cleaned up and polished, and the compression ratio is raised to 9.5 to 1. Larger valves with stronger springs take advantage of the enlarged and re-contoured combustion chambers, but the valve guides are not cut down as this can cause excessive wear. Two 1½ ins. semi-downdraught SU carburettors replace the 1¼ ins. standard equipment, these feeding into a polished, flowed inlet manifold. The test car's engine had been balanced, which permitted the higher revs. to be used with complete safety.

The test car had no other major engine mods but alterations had been made to the clutch.

On the road the car proved somewhat of a sensation, being able to out-accelerate nearly everything in sight. What it couldn't out-accelerate, Mini suspension made up for, and it left behind many completely disillusioned, once proud sports car owners.

However, it did have one shortcoming. As with nearly every Cooper-Mini I have driven the brakes were appalling, and definitely not up to the job

performances; and the Cooper would pull away from 30 m.p.h. in top without any obvious discomfort. Throughout the test K.L.G. 220FE plugs were fitted, and although they were changed for a new set before the acceleration times were

ALEXANDER...

taken the condition of the old set certainly didn't warrant it.

Petrol consumption was very little worse than standard, the average consumption for 600 miles being 25 m.p.g. as compared with the 28 m.p.g. of a standard Cooper. Without doubt, by driving like "Grandma" these figures can be bettered considerably, but for such performance 25 m.p.g. is indeed a small price to pay. Oil consumption is approximately a quart a 100 with racing tolerances.

The actual performance figures are startling, for the car never gives an impression (except perhaps to onlookers) of real speed. Maximum speed was over the magical (and expensive with a Mini) ton, the two-way figure being 106.2 m.p.h. The standing quarter-mile was also very impressive, a mere 17.2 secs. being taken to cover the distance. Through the gears, 30 m.p.h. came up in 2.6 secs., the change into second being best made at 37 m.p.h.; 6.1 secs. saw 50 m.p.h., with 60 m.p.h. reached in second in 8.5 secs., by taking the engine up over 7,500 r.p.m. The 80 figure is perhaps the most impressive with a time of 17.0 secs.; this figure is best taken in third using all the revs.

The gear changes are best made at about 7,200 r.p.m., but 8,000 r.p.m. will be seen in first and second gear if care isn't taken. Too much wheelspin is another danger, good clutch and accelerator manipulation being of great importance for optimum results. Tyre pressures were in the region of 45 p.s.i. for the maximum speeds and 35 p.s.i. for acceleration times, the higher pressures resulting in excessive wheelspin, but being necessary for speeds in excess of 100 m.p.h. when the 10-inch tyres tended to get too hot if run at the lower pressure.

The suspension on the test car had been lowered in the usual way by reducing the rate at which the rubber compresses, and this modification, which tends to reduce the understeer, counteracted the increased understeering resulting from the extra power available.

The brakes were aided by a booster

exceed 80 m.p.h. on any straight road.

The gear change was worn and rather too remote, although the secondary gate incorporated in the design was attractive.

The sun roof is really worthy of mention as it let in no rain and can be opened or closed whilst the vehicle is in motion. Further details of either of these cars may be obtained from Alexander Engineering Co., Haddenham, Bucks.

THE new Otter Fanstat is used on the "E"-type Jaguar, the Bristol 407, the Lotus Elite, the A.C. and the Reliant Sabre for the new and exacting task of controlling the electrically driven water-cooling fan. It also has many other useful applications including its combination with a radiator blind when it gives a visible warning before the engine coolant reaches boiling point should the blind be left closed. Otter Thermostats have already been used for many years on many well-known makes of cars, and Otter Snap Action Thermostats have the unusual feature of "pressing their contacts together to open them with a snap": this means they are especially suitable for work on engines or other components which are subject to vibration. They are made by Otter Controls, Ltd., Otters 'Ole, Market Street, Buxton, Derbyshire.

ONE of Alexander Engineering's latest conversions is for the Ford Classic and Capri models and these are designed primarily for overseas markets. They have developed a special single carburettor conversion for left-hand drive models. For those who require a cheaper conversion on right-hand drive models, this is equally suitable and with the addition of their special camshaft, this layout can be made to give performance figures approximately the same as those for the twin carburettor layout.

BECAUSE of ill-health, T. H. Jones is retiring from the Morgan Motor Co., the firm he has been with since 1913. C. T. Jay has been appointed a director of the company.



PATRICK McNALLY

Tests

a Bored-out

Cooper-Mini

and Tries a

Glamorized 850

from Haddenham

A.M.O.C. MARTINI TROPHY MEETING AT SILVERSTONE

Fine Racing Under
Damp Conditions

FOR a while it looked as though we were in for the usual full treatment from the A.M.O.C.'s weather man, who usually does his best to drown any meeting staged by this club. However, after a very wet start to the day, he relented and most of the races were run off on a dry or dryish track.

An unfortunate feature of the event (and a feature that is becoming common at far too many meetings these days) was the very large number of non-starters (60). With racing becoming more and more popular, entries are becoming increasingly difficult for the beginner and the impecunious to come by, and many a would-be competitor must be heartily sickened at having his race-worthy car refused an entry at a meeting and then learn of a large number of non-starters in the race he had hoped to enter.

The fault here lies with the competitors, but the cure is surely in the hands of the organizers. The perfect remedy is not easy to come by but a sharp in-

crease in entry fees might have the desired effect.

However, to the racing. Race one was for sports and sports-racing cars up to 1,600 c.c. over 10 laps of the G.P. circuit. This event, run on a wet track, proved to be an easy one for Mike Beckwith in the Lotus XXIII. Leading from the start, Mike was never pressed although Bob Waters (Lola) managed to hold him for the early laps. John Spender was a lonely third for the entire distance and a long way behind him came Tony Kilburn (Lotus XI).

So Mike Beckwith (who is putting up some very impressive performances this season) had an easy win over the well-driven Lola of Waters.

The saloon car race followed and provided a good scrap between the 1,475 c.c. Ford Anglias of Doc Merfield and Chris Craft. (It is interesting to note that whereas Craft's engine is a Classic unit, Merfield's is a bored-out Anglia.) These two immediately joined battle (a sight that is becoming familiar on British

circuits these days) with Craft in the lead. The Dreaded Doc was not having this, though. He passed Chris and proceeded to draw away.

Albert Powell held third place in his 3.4 Jaguar but Peter Woodroffe (3.8) was having a hard time staving off a little black box in the shape of Rodney Embley's 997 c.c. Mini. The latter had his foot well and truly stuck in it and whistled up to the Jaguar in the bends only to fall back on the straights.

Merfield finally won by just over six seconds from Craft, Powell, Woodroffe and Embley.

Over 1,600 c.c. sports cars followed and this was an easy one for Doug Graham (Lotus 2-litre). Second all the way was Roy Pierpoint in a similar car. Both these machines sounded rather rough during the race but their performance wasn't visibly affected and Graham won by over a minute from Pierpoint. Mike Pendleton's Lister-Jaguar lay third throughout but behind him there was a battle for fourth spot



HURRY, HURRY! (top, opposite page). A Lotus Elite gets hustled through a bend by Mike Salmon and Dick Protheroe during the Martini "100" race. **GONE AWAY** (bottom, opposite page). Mike Salmon, Robin Sturgess and Dick Protheroe get away from the Le Mans start of the big race.

IMPRESSIVE (right). Mike Beckwith in his Lotus 23 is rapidly becoming one of the fastest and most polished of club racing men. His performances this year have been impressive indeed.

between M. Ward (DB3S), R. Dilley and A. J. Lambert (E-type). Dilley drove extremely well in the old Frazer-Nash but couldn't quite catch the Aston.

There was a splendid dice in the U.S.A.F. Trophy race. Mike Salmon (DB4GT Zagato) led off from the start but he was hotly pursued by Dick Protheroe in his very fast E-type. On what was now virtually a dry track these two went very fast indeed, the Zagato looking most impressive bombing through Woodcote.

Protheroe really got the E-type motoring to good effect and slowly began to catch Salmon, passing the Aston on lap eight to much applause from the stands. Although Salmon tried very hard indeed to regain his position he was unable to pass the flying E-type.

Next up came the Elites of Les Leston and Roger Nathan which held their third and fourth places throughout. Farther back in the field there was a rare old battle between Bill Llewellyn (XK 120), Neil Dangerfield (TR4), G. Walker (G.S.M. Delta) and N. H. Wilson (Lotus 7).

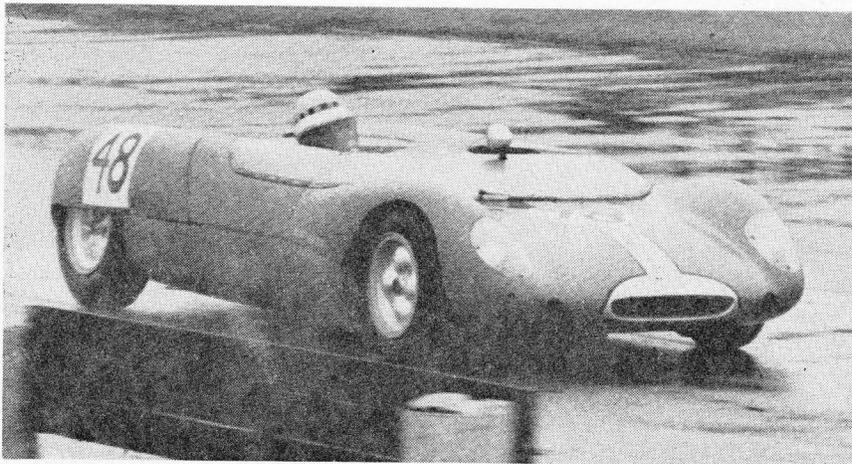
The Formula Junior race was well won by John Fenning in his Lotus. Frank Gardner had a meteoric drive from the back row of the grid in the Brabham, having practised in the rain during the morning. By the third lap he was fifth behind Fenning, Hugh Dibley (Lola), John Rhodes (Alexis) and Mike De Udy (Lotus).

The next time round he was second and Dibley had fallen right back to seventh place behind Jack Pearce (Lotus) and M. Long (Lotus). On lap seven Gardner took the lead from Fenning only to lose it on the next lap when his engine went off tune, and on lap nine he spun off and retired at Copsie. This left Fenning comfortably in the lead from Rhodes who was promptly passed by Pearce. Mike De Udy was fourth and R. G. Pike (Ausper) fifth after a fine drive which included a spin at Chapel.

The staggering feature of this race was the new F.J. lap record set up by Gardner in the Brabham. Frank lapped the still damp circuit in a fantastic 1 min. 42 secs. (103.31 m.p.h.), breaking Tony Marsh's old record by .6 sec.!

After the unbelievable swiftness of the Juniors came the seven-lap race for Vintage, Venerable and Historic racing cars, which Sid Day (E.R.A.) won by a mile from G. Chapman (E.R.A.) and Pat Lindsay on the fabulous Napier Railton. Lindsay was strongly challenged by D. H. Day (E.R.A.) but Pat managed to keep the enormous Napier ahead. John Freeman (Aston Martin) was fifth and R. A. Hutchins (BMW) sixth.

PASSING BY. Sid Day (E.R.A.) passes John Miles (Austin Ulster) at Becketts on his way to victory in the Vintage race.



Behind these two came a quartet comprising R. Smith (Darracq), J. T. Williamson (Bentley), R. Bergel (Bugatti) and D. Elwell-Smith (Aston Martin). These four ran very close together for the entire distance but the order remained the same throughout.

Day's winning average speed was faster than the previous lap record for this type of car and his fastest lap was an astonishing 87.52 m.p.h.

Finally we had the big race of the day, the Martini "100", run over 34 laps. Robin Sturgess, Dick Protheroe (E-types) and Mike Salmon (DB4GT Zagato) got away well from the Le Mans start but it was John Coundley's Lister-Jag. that led at the end of the first lap

from Protheroe, Salmon, Doug Graham (Lotus XV), Sturgess and Les Leston (Elite). By lap three, however, young Mike Beckwith in the Lotus 23 was third and on lap six he took the lead from Coundley, who made his compulsory pit stop to change a wheel.

Beckwith's pit stop came on lap 11, letting Salmon into the lead for three laps. The lead then passed to Nick Garbett (Lotus 23) and then Dizzy Addicott (Lotus XV). Doug Graham grabbed it for two laps but when he made his pit stop it was John Coundley who took over the number one spot and held it to the end. Addicott was second and Beckwith third.

CHRISTOPHER NIXON.

RESULTS

Race 1. 10-lap Scratch Race for Sports and Sports-Racing Cars up to 1,600 c.c.: 1, M. Beckwith (Lotus 22), 81.78 m.p.h.; 2, R. W. Waters (Lola); 3, J. C. Spender (Lotus 11). **Fastest Lap:** Waters, 2 m. 06.8 s., 83.10 m.p.h.

Race 2. 10-lap Scratch Race for Saloon Cars. Up to 850 c.c.: 1, B. Hall (Austin-Mini), 68.87 m.p.h.; 2, S. Thynne (Morris-Mini); 3, N. Parker (Morris-Mini). **Fastest Lap:** Thynne, 2 m. 26.4 s., 71.98 m.p.h. **Over 850 c.c. and up to 3,000 c.c.:** 1, D. P. Merfield (Ford Anglia), 79.73 m.p.h.; 2, C. Craft (Ford Anglia); 3, R. Embley (Mini 997). **Fastest Lap:** Merfield, 2 m. 10.4 s., 80.80 m.p.h. **Over 3,000 c.c.:** 1, W. A. Powell (Jaguar 3.4), 76.75 m.p.h.; 2, P. J. Woodroffe (Jaguar 3.8); 3, J. W. Dean (Jaguar 3.4). **Fastest Lap:** Powell and Woodroffe, 2 m. 15.0 s., 78.05 m.p.h.

Race 3. 10-lap Scratch Race for Sports and Sports-Racing Cars of more than 1,600 c.c.: 1, D. Graham (Lotus 15), 86.19 m.p.h.; 2, R. F. Pierpoint (Lotus 15); 3, M. Pendleton (Lister-Jaguar). **Fastest Lap:** Graham, 1 m. 59.8 s., 87.96 m.p.h.

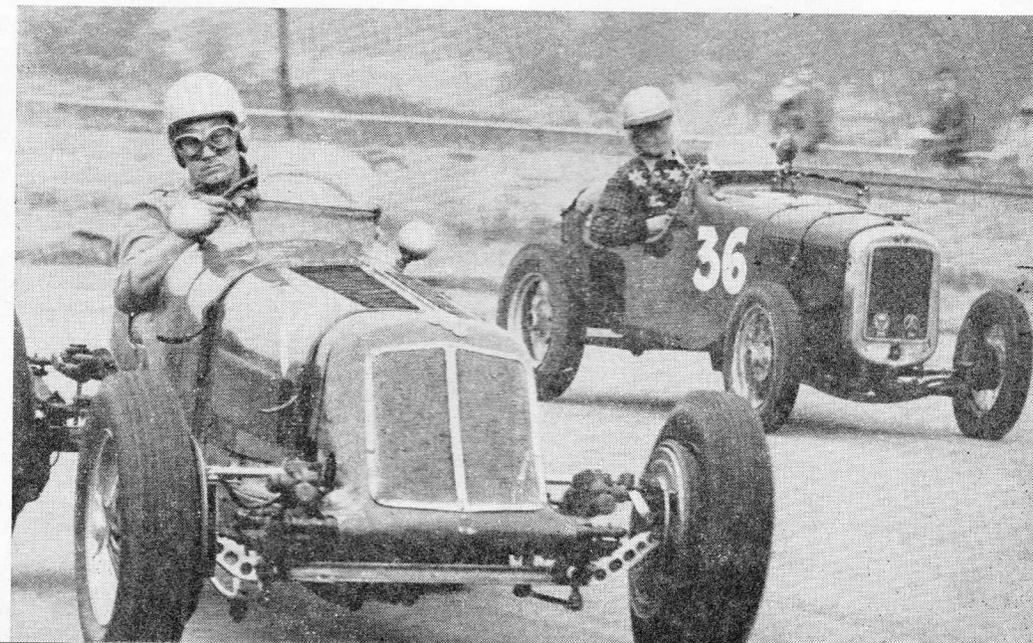
Race 4. The United States Air Force Trophy. 10-lap Scratch Race for G.T. and Production Sports Cars. Up to 1,000 c.c.: 1, C. Baker (A.-H. Sprite), 80.83 m.p.h.; 2, N. H. Wilson (Lotus 7a); 3, M. J. Reid (Sebring Sprite). **Over**

1,000 and up to 2,000 c.c.: 1, L. Leston (Lotus Elite), 88.95 m.p.h.; 2, R. Nathan (Lotus Elite); 3, J. Derisley (Lotus Elite). **Over 2,000 c.c.:** 1, D. Protheroe (Jaguar E-type), 91.76 m.p.h.; 2, M. Salmon (Aston Martin Zagato); 3, N. Dangerfield (Triumph TR4). **Fastest Lap:** Salmon, 1 m. 51.4 s., 94.59 m.p.h.

Race 5. The "Club Trophy" for Formula Junior Cars. 10-lap Scratch Race. 1, J. Fenning (Lotus), 99.15 m.p.h.; 2, J. Pearce (Lotus); 3, J. Rhodes (Alexis). **Fastest Lap:** F. Gardner (Brabham), 1 m. 42.0 s., 103.31 m.p.h. **This is a new Formula Junior lap record for the G.P. circuit.**

Race 6. 7-lap Scratch Race (with Sealed Handicap) for Vintage, Venerable and Historic Racing Cars: 1, S. I. Day (E.R.A.), 85.34 m.p.h. (new record race average); 2, G. Chapman (E.R.A.); 3, Pat Lindsay (Napier Railton). **Fastest Lap:** Day, 2 m. 0.4 s., 87.52 m.p.h. (new lap record). **Sealed Handicap:** 1, I. J. Miles (Austin); 2, J. B. Moor (Aston Martin); 3, D. Elwell-Smith (Aston Martin).

Race 7. The Martini 100 Mile Race for Sports, Sports-Racing and G.T. Cars. 1, J. O. Coundley (Lister-Jaguar), 91.97 m.p.h.; 2, D. Addicott (Lotus 15); 3, M. Beckwith (Lotus 23). **Fastest Lap:** Beckwith, 1 m. 46.2 s., 99.22 m.p.h.





SNETTERTON

THE SCOTT-BROWN MEMORIAL TROPHY,
"AUTOSPORT" WORLD CUP AND
SENIOR SERVICE TROPHY MEETING

BY DAVID PRITCHARD

PHOTOGRAPHY BY GEORGE PHILLIPS

DESPITE the mediocre weather at Snetterton last Sunday, five new records were established during the course of an excellent four-race meeting. Graham Hill, who is currently leading the World Championship table in Formula 1 racing, appeared at the wheel of the U.D.T.-Laystall Lotus Monte Carlo and, driving at the top of his form, won the Scott-Brown Memorial Trophy race at an average speed of 97.24 m.p.h. for the 25 laps. This race was run on a drying track and, in the closing stages, Graham fulfilled his promise to establish, if humanly possible, a 100 m.p.h. sports car lap by hurtling round the 2.71-mile course in 1 min. 36.8 secs., which represents a speed of 100.79 m.p.h. Not content with this he then drove a John Coombs' 3.8 Jaguar to victory in the saloon car race and set a new record lap speed for the class at 88.21 m.p.h.

This race should have produced another of the famous battles between the Jaguars of John Coombs and Tommy Sopwith's Equipe Endeavour but, during Sunday morning practice, a rear hub sheared on the Sopwith car which Michael Parkes was driving at tremendous speed round Coram Curve. The nearside wheel flew off and the car turned completely over, the body being badly crushed. Miraculously, Michael was absolutely unharmed and, when the sister car stopped at the scene of the

accident, he leapt into the driving seat and started to "burn up" the track once more, leaving Jack Sears to walk back to the pits.

Completely undaunted by this horrifying experience, Michael Parkes drove the Sopwith-entered Ferrari Berlinetta in the Scott-Brown Memorial race, finishing a magnificent second to Graham Hill in the Lotus sports-racer, shattering his own class record and drawing steadily away from John Surtees in a similar Ferrari despite everything that the Grand Prix driver could do.

The other records at this splendid meeting fell to Mike Beckwith, who bettered his own figures with the Lotus 23, and to Mick Clare with the Mini-Cooper, who made John Love's existing record look sick by turning in a lap at very nearly 80 m.p.h.

Julian Sutton was the spearhead of the British attack in the first leg of the AUTOSPORT World Cup series against the team from the Netherlands, driving a Lotus Elite impeccably to outright victory in thoroughly unpleasant conditions. The Dutchmen found on this

WORLD CUP RACE: The eventual winner Julian Sutton (Lotus Elite) leads Bill Shaw (Lotus Elite) and Ben Pon (Porsche Carrera Abarth) at Riches with Mike Johnson and John Whitmore (Elites) closely following.

Graham Hill (Lotus 19) Achieves First 100 m.p.h. Lap by a Sports Car at Snetterton. Superb Drive by Michael Parkes after Crash in Practice. British Team Win First Leg of World Cup

occasion that they could not match the speed of the British cars, and they will start the race on their home ground at Zandvoort, on the 2nd September, with a 25-point deficit.

The spirit of friendliness which exists between the two teams of amateur drivers is a wonderful thing, and it was good that Pat Fergusson and Paddy Gaston were able to be of help to Ad Bouwmeester and Ben Pon in return for the help which was given to Graham Warner in his hour of trouble last year in Holland, help which enabled him to beat the Dutch captain on his own track in one of the most exciting G.T. races ever seen. This annual contest is more than a race, it is a great social occasion, and this year the festivities were started by the Lord Mayor of Norwich, the Rt. Hon. H. A. Ryrie, who held a reception on the Saturday morning for the two teams of drivers, their helpers and those involved in the organization of the race. The Lord Mayor's short but brilliant speech of welcome caught exactly the spirit of the competition, and paved the way for one of the most enjoyable weekends in the motor racing calendar. It was a thousand pities that Jan Vetter, the Dutch driver of an extremely rapid M.G. Twin-Cam, whose wife is about to present him with a third offspring, was delayed on his flight to this country and was unable to take part in the race or to attend the subsequent party.

RAIN was falling as the field assembled on the grid for the first event of the meeting, a 15-lap race for Formula Junior racing cars. In pole position was the red Lotus of John Fenning, which made an excellent start, led at the first corner and was never headed. Fenning, who has lost several races lately by mistakes in the closing laps when the heat was on in earnest, never put a wheel out of place and ran away from all the opposition. Behind him there was a battle royal featuring Adam Wyllie, Jack Pearce and Bob Olthoff, who had managed to rebuild the engine of his Brabham after its disastrous blow-up a fortnight earlier. Wyllie had a slight adventure at the Hairpin on the ninth lap and dropped from second to fourth place which he then held to the end but, at the weigh-in after the race, his car was found to be below the minimum weight and he was accordingly disqualified. This gave the place to David Baker in the M.R.P.-Cooper, who had got the better of a duel with the very fast front-engined Lola of John Muirhead, who also had a moment at the Hairpin at half-distance and then ran into mechanical trouble with a lap to go. Roy Pike spun his Ausper into the bank at Paddock Bend early on, and Jeremy Cottrell spun the other M.R.P.-Cooper into the "lay-by" which is used for refuelling in the Three Hours race, an accident which looked as though it might have been caused by engine seizure. Neither driver was hurt.

The rain had eased but the track was still very wet when the grid formed up for the G.T. race, to be contested over 30 laps by four teams of cars. The team fighting against the visiting Dutchmen was the British "A" team, managed by Dick Jacobs and captained by Pat Ferguson who, as usual, was driving the famous Tattie Turner prepared and entered by Motorway Sales of Derby. The other two British teams, who were obviously out to see off the first selection, were in the running for a magnificent trophy generously donated by Gallahers, Ltd., the makers of Senior

Service cigarettes. There was also a silver cigarette box and a packet of folding money for the outright winner, so there was every inducement for the drivers of fast cars who had not been selected for the "A" team (preference having been given to those who had been members of our team in previous years) to show the selectors the error of their ways. The "B" team was very strong on paper and regarded as the likely winner, but Dick Stoop's Porsche was unfortunately prevented from running by the non-arrival from Germany of new valve springs; Stephen Mino-

prio's very swift Marcos accordingly moved from the "A" team to take his place.

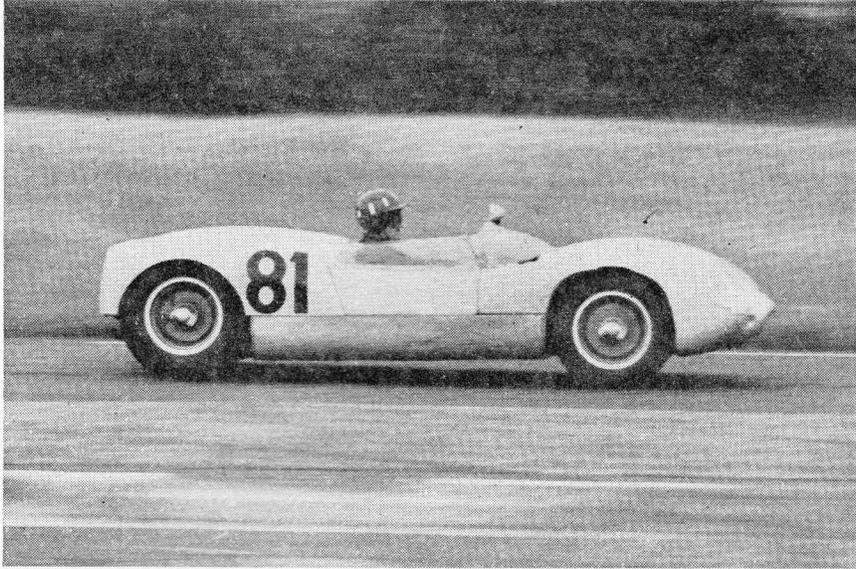
With 2 mins. to go to the start, David Buxton's Super 100 Elite in pole position suddenly became the focus of frenzied activity. Mechanics were still working on the car when the 1 min. hooter sounded and, as the starter mounted the rostrum, the driver's hand came out through the window to signal a dead engine. Peter Jopp had no room to pass the stationary car when the flag fell and he was forced to wait until the rest of the field got clear. First into Riches



HOLD IT, BOB! Bob Olthoff really trying in David Dixon's Ecurie Chiltern Austin-Healey 3000 at Coram Curve during the Scott-Brown Memorial Trophy Race.

THE START of the Archie Scott-Brown Memorial Trophy Race, won by Graham Hill (left) in the U.D.T.-Laystall 2½-litre Lotus-Climax 19 which made the first-ever over 100 m.p.h. lap for a sports car at Snetterton.





FLAT OUT: Graham Hill (Lotus-Climax 19) hurtles down the Norwich Straight.

Corner was Mike Johnson's Elite of the "C" team, closely followed by Julian Sutton of team "A" and the Dutch captain Ben Pon in his Porsche Abarth Carrera. At the end of the opening lap the order of the first three was the same and Bill Shaw of the "B" team was going great guns in fourth place. Buxton's car had got away from the start after a short delay, but it came into the pits after one lap to retire with a defective fuel pump. Tom Entwistle, whose T.V.R. had gone so well in practice, was already in trouble and he was doomed to retire after six laps.

John Whitmore now began to get a move on in Chris Barber's Elite and he swept past Shaw and went after Ben Pon. Les Leston's Elite was leading the T.V.R. of Chris Summers and Alan Foster's amazing M.G. Midget, prepared and entered by Dick Jacobs, was keeping Ad Bouwmeester's Porsche at bay.

At the end of five laps Julian Sutton was challenging strongly for the lead and John Whitmore had got ahead of the Dutch captain. Pat Fergusson, after holding a watching brief in the early stages, was treading harder on the loud pedal and moving up through the field. Johnson then speeded up and got away again from Sutton, to lead the race until the 10th lap, when his brakes failed utterly and he shot down the escape road at the Esses to retire. By this time Pat Fergusson had got himself ahead of Chris Summers but, a lap later, his race ended abruptly at Riches Corner when a half-shaft broke at a most embarrassing moment and he spun to a stop.

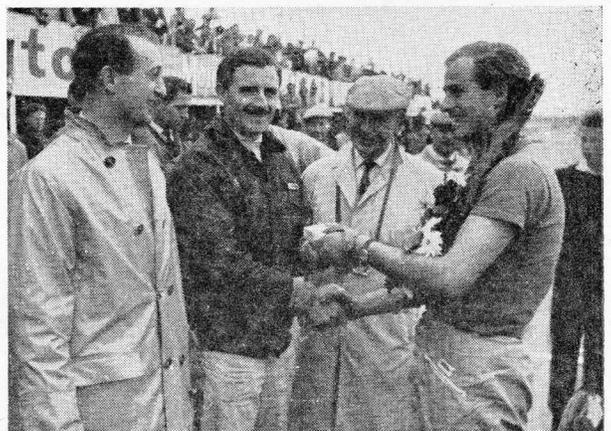
At half-distance Tonio Hildebrand's Porsche began to emit a lot of smoke and this car was soon retired with oil cooler trouble. Peter Jopp had been making up ground fast after his enforced delay at the start, and by now he was in front of Chris Summers, who still led Stephen Minoprio, Alan Foster and Paddy Gaston. Les Leston retired on the 21st lap with chronic misfiring and, with eight laps to go, only the first four (Sutton, Whitmore, Shaw and Pon) were on the same lap. Andrew Hedges was now involved with the Elite of R. G. Gibbs but suddenly the Midget became a mobile smoke screen and, after one more tentative lap, he came back into the pits to wait for the chequered flag. Stephen Minoprio got ahead of Chris Summers with a couple of laps to go, then down came the flag for Julian Sutton, a worthy winner of a well-judged race. What was not quite so well-judged was the contents of his fuel

tank, for his car refused to do a lap of honour! John Whitmore's car also went rough in the closing minutes, but the cause was something more fundamental. The British "A" team scored 56 points, the Netherlands team 33, and the extra two points for fastest lap went to Julian Sutton to give us a 25-point lead for the return match at Zandvoort.

Now came the race in memory of Archie Scott-Brown, which was also a qualifier for classes E and F in the AUTOSPORT Championship. The story of Graham Hill's magnificent victory is soon told. He tore into the lead from the start and went faster and faster as the track dried out, lapping every car in the race except for the two Ferraris of Michael Parkes and John Surtees at least once and finally achieving his



ABOVE: Graham Hill being presented with the Archie Scott-Brown Memorial Trophy by the late Archie's mother. RIGHT: Michael Moxey, of Gallahers, watches as Graham Hill presents the "Senior Service" Trophy to Julian Sutton for his outright win in the World Cup event.



ambition to top the "ton" in a sports car. Surtees drove a fine and a hard race in the red Ferrari, but even he could not hold the inspired Parkes, who really excelled himself. Roy Pierpoint's Lotus XV went splendidly, holding fourth place throughout and keeping clear of a wonderful three-cornered scrap between John Coundley's Lister-Jaguar, Dizzy Addicott's Lotus-Buick and Mike Beckwith's cheeky little Lotus 23.

The saloon car race brought the programme to a close, Graham Hill repeating his untroubled win, this time at the wheel of John Coombs' Jaguar, with which he lapped the whole field with the exception of the big Chevrolet of Peter Sachs. Alan Hutcheson, who had gear selector trouble on the grid and appeared to be most unhappy about something throughout the race, nevertheless remained firmly in third place for the duration and Mick Clare's record-breaking Mini-Cooper was a splendid fourth. Christabel Carlisle held on to him well for a while, but appeared to lose steam towards the end, though not enough to lose her fifth place.

Results

Formula Junior (15 laps): 1, J. E. Fenning (Lotus 20), 84.47 m.p.h.; 2, J. Pearce (Lotus 22); 3, R. Olthoff (Brabham-B.M.C.); 4, D. P. Baker (Cooper Mk. 2). **Fastest lap:** Fenning, 1 m. 52.8 s., 86.49 m.p.h.

Grand Touring Cars up to 1,600 c.c. (30 laps): 1, J. Sutton (Lotus Elite), 81.76 m.p.h.; 2, J. Whitmore (Lotus Elite); 3, W. J. Shaw (Lotus Elite); 4, B. Pon (Porsche Abarth Carrera). **Fastest lap:** Sutton, 1 m. 55.6 s., 84.39 m.p.h. **World Cup Points:** U.K. 58, Netherlands 33.

Sports-Racing Cars (15 laps): Overall: 1, G. Hill (Lotus 19), 97.24 m.p.h.; 2, M. Parkes (Ferrari Berlinetta); 3, J. Surtees (Ferrari Berlinetta); 4, R. Pierpoint (Lotus 15). **Fastest lap:** Hill, 1 m. 36.8 s., 100.79 m.p.h. (New record.) **Up to 1,300 c.c. Class:** 1, M. Beckwith (Lotus 23); 2, F. O. Clydesdale (Lola); 3, P. Boshier-Jones (Lotus 23). **Fastest lap:** Beckwith, 1 m. 43.8 s., 93.98 m.p.h. (New record.) **1,301-2,000 c.c. Class:** 1, R. Pierpoint (Lotus 15); 2, C. Williams (Lotus 23); 3, Capt. A. J. B. Mackreth (Lister-B.M.C.). **Fastest lap:** Pierpoint, 1 m. 43.2 s., 94.54 m.p.h. **Over 2,000 c.c. Class:** 1, G. Hill (Lotus 19); 2, J. Coundley (Lister-Jaguar); 3, D. Addicott (Lotus-Buick 15). **Fastest lap:** Hill, 1 m. 36.8 s., 100.79 m.p.h.

Grand Touring Car Class: 1, M. Parkes (Ferrari Berlinetta); 2, J. Surtees (Ferrari Berlinetta); 3, M. Salmon (Aston Martin Zagato). **Fastest lap:** Parkes, 1 m. 41.2 s., 96.4 s. (New record.)

Saloon Cars (15 laps): Overall: 1, G. Hill (Jaguar 3.8), 86.87 m.p.h.; 2, P. G. Sachs (Chevrolet Chevy II); 3, A. Hutcheson (Riley 1.5); 4, M. Clare (Mini-Cooper). **Fastest lap:** Hill, 1 m. 50.6 s., 88.21 m.p.h. (New record.) **Up to 1,000 c.c. Class:** 1, M. Clare (Mini-Cooper); 2, Miss C. Carlisle (Austin-Cooper); 3, G. Morgan (Morris-Cooper). **Fastest lap:** Clare, 2 m. 2.2 s., 79.84 m.p.h. (New record.) **1,001-2,000 c.c. Class:** 1, A. Hutcheson (Riley 1.5); 2, P. Jopp (Sunbeam Rapier); 3, E. Lewis (Riley 1.5). **Fastest lap:** Hutcheson, 2 m. 2.6 s., 79.58 m.p.h.

Over 2,000 c.c. Class: 1, G. Hill (Jaguar 3.8); 2, P. Sachs (Chevrolet Chevy II). **Fastest lap:** Hill, 1 m. 50.6 s., 88.21 m.p.h.

RACING IN THE RAIN AT OULTON PARK

REPORT AND PHOTOGRAPHY

BY FRANCIS PENN

THE Mid-Cheshire Motor Club unfortunately chose one of the worst days of summer for their restricted meeting at Oulton Park last Saturday. With an oversubscribed entry list the meeting ran smoothly and efficiently to finish nearly half an hour ahead of schedule!

The standard of driving on a soaking wet recently resurfaced track, with Cascades and Esso shrouded in mist, was well above average and incidents were few.

It started as usual with a couple of half-hour high-speed "blinds" for saloons and sports cars, which allowed many of the participants to see what their everyday transport could do.

So on to racing proper with a seven-lapper for sports cars up to 1,000 c.c. and those equipped with 1172 Ford

could only recover in time to take the third spot.

The 750 Formula cars now made their appearance and A. Wontner had a very easy win from B. A. M. Small and G. B. Toft. All were driving Austin 7 Specials.

Formula Junior and sports cars between 1,000 c.c. and 1,350 c.c. were next, this time over 10 laps. Overall it was K. M. Francis (Lotus F.J.) by 10 secs. from A. Rollinson (Cooper F.J.) with G. Breakell (Lotus F.J.) third. First of the sports cars was R. J. Bloor's Lotus 23, a long way ahead of his placemen, P. S. Borthwick (Lola) and R. Willoughby (Lola). In this event H. S. Milborrow left the track and hit a tree, doing his Milmor Mk. III a bit of no good, but not injuring himself.

It was back to seven laps for the 1172



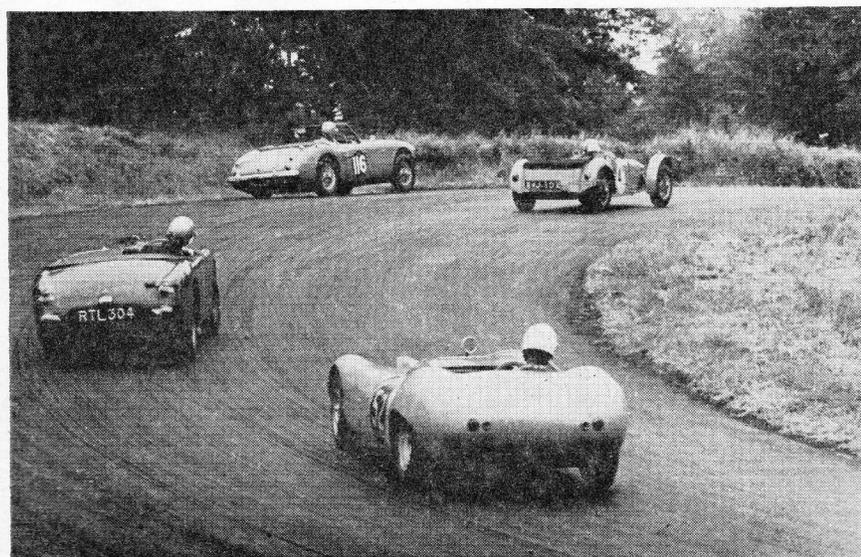
John Carden (Austin-Healey 100) leads J. R. Normanton's cheeky Austin A40.

engines. Here M. Adlington's Lotus 7 proved rather too hot for second man home, A. Leonard (D.R.W.), and A. Welch, driving a Lotus 7, was third.

The next event was for closed cars over 1,600 c.c. and G.T. cars. This one provided an easy win by 14 secs. for the Marcos of G. John from A. Sivori's T.V.R., which was presented with its place when M. H. Delingpole spun his "E"-type on the penultimate tour and



Lodge Corner: Richard Barneby (Lotus 7) heads a bunch comprising Kenneth Crook (Austin-Healey 3000), Adrian Andrew (Sprite) and Derek Walker (1172 Ladybird).



Robert Funge (Riley) leads a group of saloons at Deer Leap.

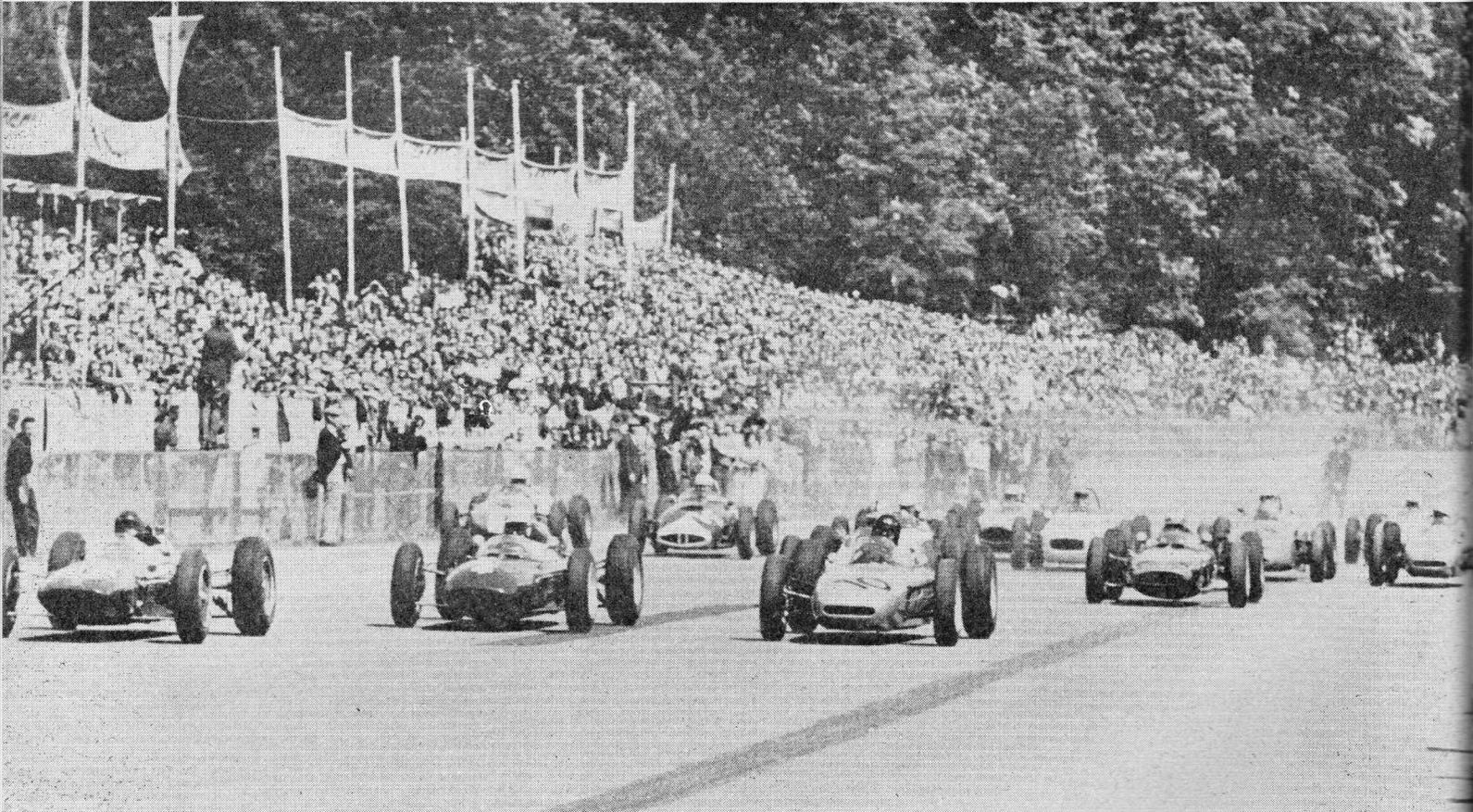
Results

Sports Cars up to 1,000 c.c. and 1172 Ford-engined cars: 1, M. Adlington (Lotus-Ford 7), 76.68 m.p.h.; 2, A. Leonard (D.R.W.-Ford); 3, A. Welch (Lotus-Ford 7). **Closed Cars over 1,600 c.c. and G.T. cars:** 1, G. W. John (Marcos-Ford), 70.46 m.p.h.; 2, A. Sivori (T.V.R. Grantura); 3, M. H. Delingpole (Jaguar E-type). **Fastest lap:** John, 72.55 m.p.h. **750 Formula:** 1, A. R. Wontner (A.R.W.-Austin), 63.40 m.p.h.; 2, B. A. M. Small (Austin Spl.); 3, G. B. Toft (Austin Spl.). **Fastest lap:** Wontner, 64.21 m.p.h. **Formula Junior and Sports Cars 1,001-1,350 c.c.:** **Formula Junior:** 1, K. M. Francis (Lotus-Ford 20), 80.70 m.p.h.; 2, A. W. Rollinson (Cooper-Ford); 3, G. H. Breakell (Lotus-Ford 20). **Fastest lap:** Francis, 81.87 m.p.h. **Sports Cars:** 1, R. J. Bloor (Lotus-Ford 23), 75.07 m.p.h.; 2, P. S. Borthwick (Lola-Climax); 3, R. Willoughby (Lola-Climax). **1172 Formula:** 1, A. M. R. Mallock (U2-Ford), 73.16 m.p.h.; 2, D. Linton (Terrier-Ford); 3, J. Corfield (Terrier-Ford). **Fastest lap:** Mallock 74.18 m.p.h. **Closed Cars up to 1,000 c.c. and 1,001-1,600 c.c.:** **Up to 1,000 c.c.:** 1, P. T. Middlehurst (Austin A40), 71.45 m.p.h.; 2, R. J. Bloor (Austin A40); 3, J. Fitzpatrick (Austin Mini). **Fastest lap:** Middlehurst, 72.98 m.p.h. **1,001-1,600 c.c.:** 1, R. N. Funge (Riley 1.5), 60.85 m.p.h. **Formule Libre:** 1, C. G. Summers (Cooper-Chevrolet), 83.04 m.p.h.; 2, G. H. Breakell (Lotus-Ford 20); 3, R. J. Bloor (Lotus-Ford 23). **Fastest lap:** Summers, 84.81 m.p.h.

Formula cars. A. M. R. Mallock (U2) had a runaway win by 49 secs. over D. Linton's Terrier with J. Corfield's Terrier third. Unfortunately A. R. Wershat spun Lolita at Island Bend on his first tour when lying in second place, overturned and was slightly injured.

Next came closed cars up to 1,000 c.c. and from 1,000 c.c. to 1,600 c.c. In this latter class there was only one competitor, R. N. Funge (Riley 1.5), who completed six laps only. In the smaller class P. T. Middlehurst and R. J. Bloor were at it again in their extremely fast A40s, that is till Bloor's bonnet blew off in his face. Nothing daunted, he tore it off and finished second, albeit some 50 odd secs. in arrears!

Last but certainly not least came *Formule Libre*, and this brought out Chris Summers, complete with his "combine harvester". To see Chris fighting his 5-litre Cooper-Chevrolet full blast on a wet surface frightened your fairly experienced reporter more than somewhat! He won by some 23 secs. from G. H. Breakell (Lotus F.J.) who, after nearly drawing alongside on lap four, was probably "frightened off" by "the sound and the fury"! Third came R. J. Bloor's very well-driven Lotus 23 sports car.



THE START: Left to right: Jim Clark (Lotus 25), Trevor Taylor (Lotus 24) and Dan Gurney (Porsche 8-cyl), the front row of the grid, head the rather small field immediately after the drop of the flag.

GURNEY WINS AT SOLITUDE

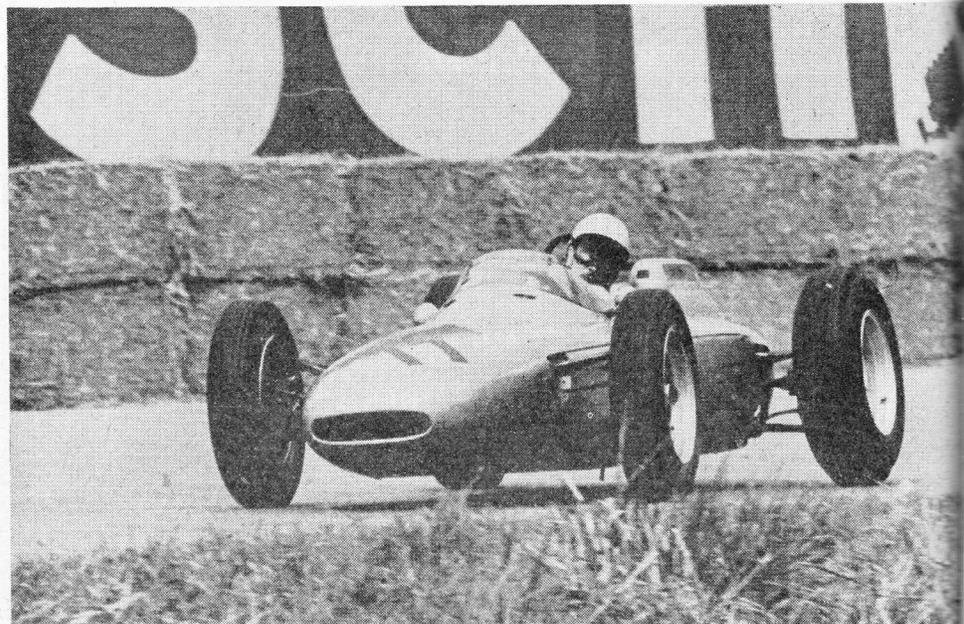
American Driver Leads from Start to Finish to Score Second Formula 1 Victory in Two Weeks for Himself and Porsche — Jim Clark Retires — Jo Bonnier Second

REPORT AND PHOTOGRAPHY BY GUNTHER MOLTER

WITH only 14 cars on the starting grid Solitude did not have a Formula 1 race of the quality seen in previous years. Despite this, a crowd of more than 300,000 surrounded this beautiful course. Jim Clark, in a Lotus 25 (brand new, but not having the "best" V8 Climax engine which Chapman reserved for Aintree), did fastest practice time, with 3 mins. 53.9 secs. (175.72 k.p.h.). Beside him, Trevor Taylor drove a Lotus 24 with a V8 Climax engine, achieving fourth best practice time. The Lotus drivers appeared too late to be able to participate in the first Formula 1 practice, so a further 30 minutes was given. The reason for this was that the Piper Comanche, piloted by Chapman, which had taken off in England, had the exhaust pipe break; Chapman landed safely at Biggin Hill and continued his trip to Germany in another aircraft. This was why the Lotus cars were still waiting for their drivers when practice started.

Porsche had two eight-cylinder cars

Jo Bonnier drove a consistent race and after the retirement of Jim Clark held a safe second position until the end.

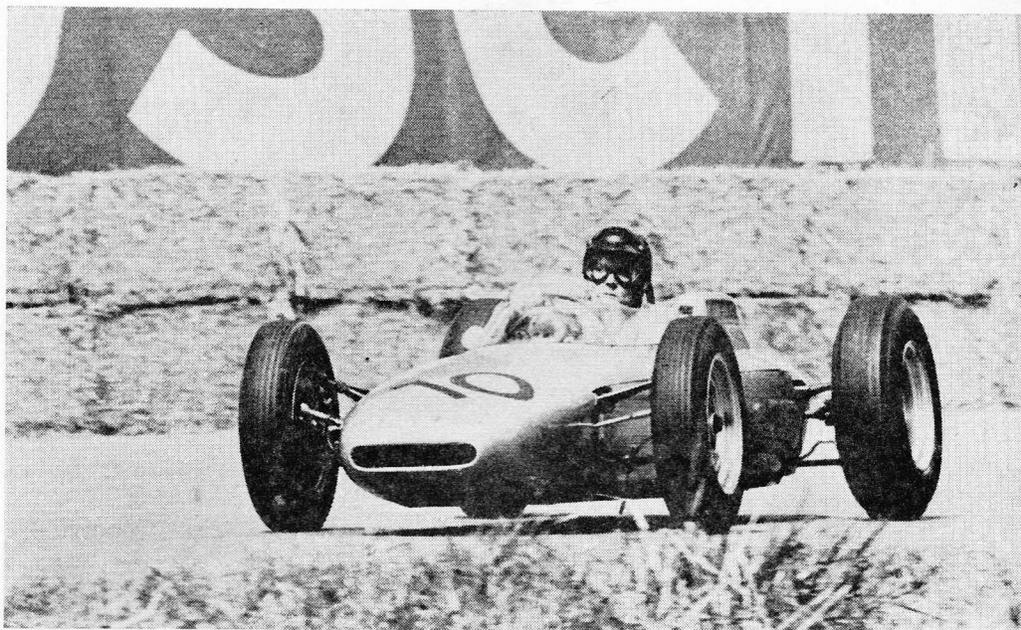


for Gurney and Bonnier. Both cars had improved road-holding since Rouen, and one had new German Bilstein shock absorbers filled with gas, the other an improved version of Dutch Konis.

Fifth eight-cylinder car was the Lotus 24, with "carburetter" V8 B.R.M. engine, of Swiss driver Siffert. Besides that there were Tony Marsh in his B.R.M. with four-cylinder Climax engine, the two Porsche "fours" of de Beaufort and Swiss driver Schiller and Settember in an Emeryson. A second Emeryson, driven by John Campbell-Jones, left the road during practice and caught fire. Campbell-Jones's clothing was caught alight, but a German fireman went into action very fast and put out the fire on the driver. Luckily, Campbell-Jones was only burned slightly. German Junior driver Gerhard Mitter drove the four-cylinder Lotus of Siffert, and there were several old Coopers and Lotuses from all over Europe.

Gurney took the lead in the 25-lap race (285 kms.) from the start, followed by Clark, Taylor and Bonnier, who overtook Taylor in the following laps. Gurney's lead grew safer and safer from lap to lap, and it seemed to me that Clark's Lotus was not delivering full power.

On lap 18 a light rain started, and the Lotus had troubles on the very slippery road, three motor-cycle races having



ABOVE: The winner, Dan Gurney (8-cyl. Porsche), negotiates the Glemseck Turn.

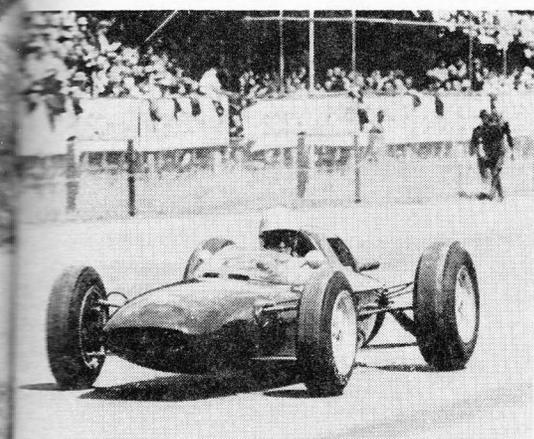
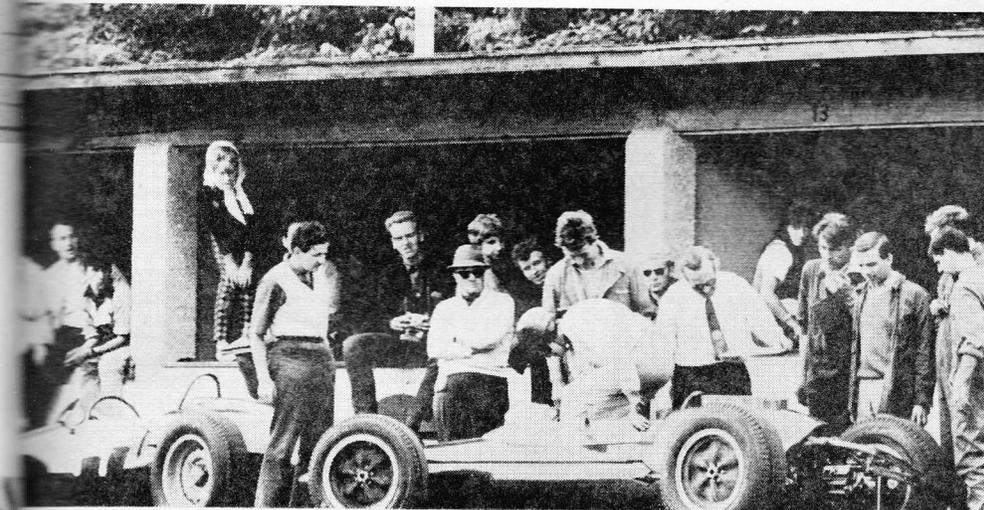
been held before. Trevor Taylor left the road and picked up a big piece of wire, which he "delivered" to Chapman in the pits (no wire in Great Britain?), and was able to go on again. Jimmy Clark did a spin at Schatten, touching the fence with his rear end, and had to retire.

The end is a short story—with Gurney far in the lead, followed by Bonnier and Trevor Taylor and the rest of the field, with Burgess leading the "private group" one lap and more behind. Gurney could slow down, and he won.

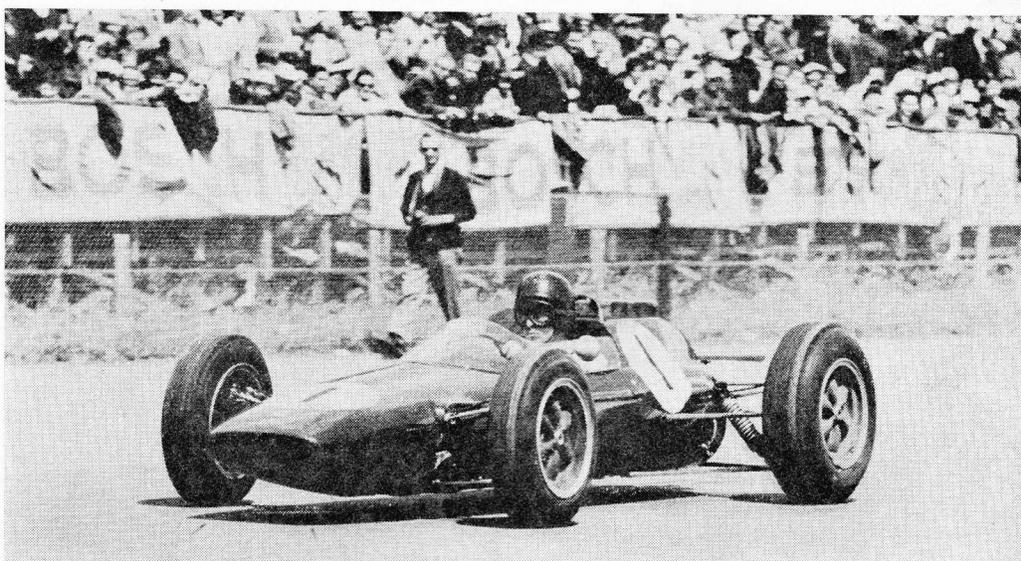
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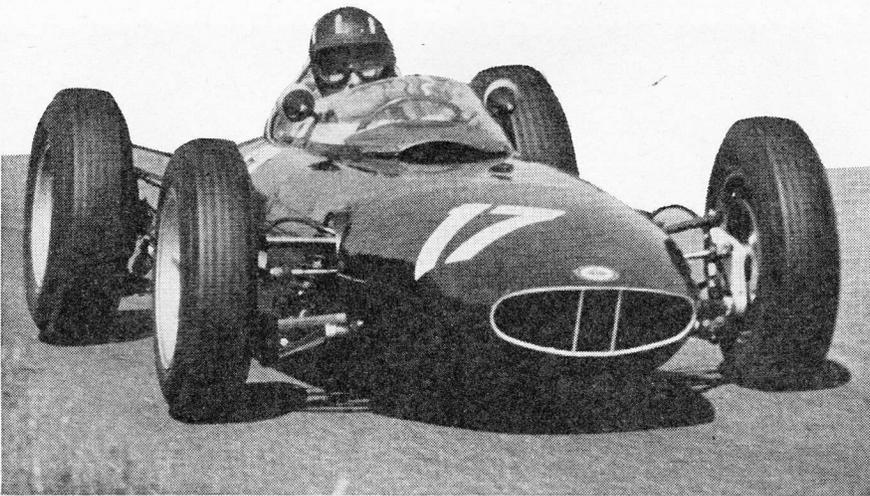
- 1, Dan Gurney (Porsche 8-cyl.), 1 h. 45 m. 37.2 s., 161.1 k.p.h.
 - 2, Jo Bonnier (Porsche 8-cyl.), 1 h. 47 m. 24.3 s.
 - 3, Trevor Taylor (Lotus-Climax 24 V8), 1 h. 49 m. 32.3 s.
 - 4, Ian Burgess (Cooper-Climax 4-cyl.), 1 lap behind.
 - 5, Carel Godin de Beaufort (Porsche 4-cyl.), 2.
 - 6, Gerhard Mitter (Lotus-Climax 24 4-cyl.).
- Fastest lap: Gurney, 3 m. 55.6 s., 174.4 k.p.h.

LEFT: Clark's pit stop. Watched by Tony Marsh (left), Clark leaps out of his bent Lotus which he brought in to retire after his spin. Note exhaust system! BELOW: Clark at speed earlier in the race.

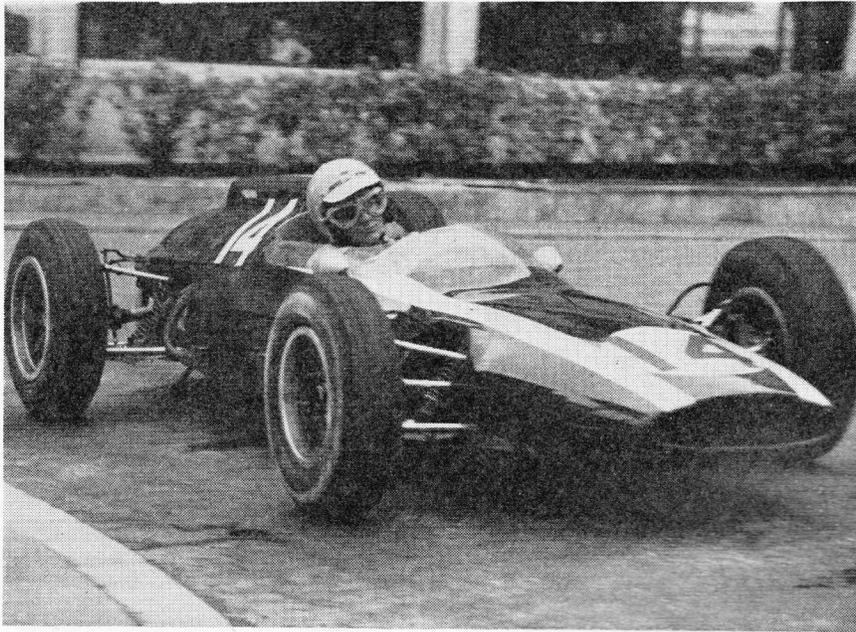


ABOVE: Trevor Taylor, despite leaving the road, finished third, behind Gurney and Bonnier.





GRAHAM HILL (B.R.M.)



BRUCE McLAREN (COOPER)

JIM CLARK (LOTUS)



BRIT GRAND

By GREG

OF the starters in this year's British Grand Prix at Aintree on Saturday, only Jack Brabham is a previous winner. He has won twice, at Aintree and at Silverstone, both as a member of the Cooper-Climax team. This year he races as an independent, either with his new Brabham-Climax, or with the Lotus which has given him a very up-and-down season so far. Nevertheless, Brabham cannot be under-rated on a circuit which seems to suit his style of driving admirably, and whilst the Lotus was going properly, the Australian showed the sort of form which made him two-times Champion of the World.

The absence of Stirling Moss will be regretted by all, but undoubtedly the race will be an extremely open one. As we go to press we understand that Sefac Ferrari are sending one car, for Phil Hill. With the Ferrari's splendid reliability he must stand a good chance of finishing in the first three. Having been deprived of a drive at Rouen Phil will doubtless be in an aggressive mood, which will please his supporters, who dearly want him to win this race and regain the lead in the Championship.

However, let's turn to the factual entries; the surprise victory of Dan Gurney in his Porsche "8" must bring Stuttgart into the reckoning, and if Bonnier's car is *au fait*, the pair might quite well trouble the more fancied British V8 drivers. Gurney is a skilful and courageous pilot, who has improved out of all recognition during the past few months. The Swede is capable of dicing with the best, but a series of troublesome machines has given him an unlucky season so far.

Popular favourite will be Jim Clark and the monocoque Lotus "25". Many people consider him to be the fastest driver racing at the present time, and given reasonable reliability, he will be most difficult to beat. It is a pity that the second "25" was written off at Rouen, but Trevor Taylor can still be

THE EN

S.E.F.A.C. Ferrari: Phil Hill.

Porsche: Dan Gurney, Jo Bonnier.

B.R.M.: Graham Hill, Richie Ginther.

Lotus: Jim Clark, Trevor Taylor.

Cooper-Climax: Bruce McLaren, Tony Maggs.

Bowmaker (Lola): John Surtees, Roy Salvadori.

U.D.T.-Laystall (Lotus): Innes Ireland, Masten Gregory.

Brabham-Climax (or Lotus): Jack Brabham.

TISH D PRIX

GRANT

reckoned on to put up a good show with the older model.

Graham Hill and his B.R.M. will also carry strong support. He is right at the top of his form, and the Owen car has never gone better. Moral victor at Monaco and at Rouen, the Londoner must be counted as a possible winner. Richie Ginther has not had the best of luck this season, but this may have something to do with the fact that in the majority of his races he has been given an experimental machine, or one that has been assembled from others. B.R.M., Vanwall and Mercedes-Benz are the only Formula 1 folk who have managed to get fuel injection going properly, and the performance of the 1962 B.R.M. engine is notably more efficient than with carburettors.

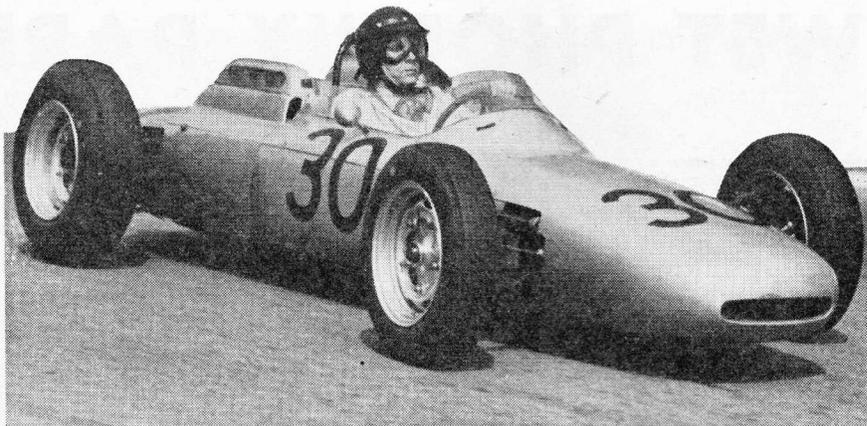
Another tip is Bruce McLaren, who has filled the place left vacant by Brabham with the brilliance anticipated by the many supporters of the young New Zealander. John Cooper has provided him with a superb car, and he is entirely familiar with the circuit, on which he once shared the lap record with Stirling Moss. Strong backing will come from Tony Maggs, who, like Trevor Taylor, is the most outstanding recruit from the ranks of the Juniors. Maggs drove a splendid race at Rouen, and is rapidly becoming more and more confident now that he has a similar machine to his team-leader.

Man most likely to play a cat-amongst-the-pigeons role is John Surtees and his Bowmaker Lola, which is likely to be the latest car with stiffened frame and greatly improved suspension. Surtees has played a major part in many races this year, and is certainly due for a Grand Prix win. Roy Salvadori has been somewhat disappointing so far in 1962, but Salvadori on a British circuit is always likely to produce fireworks.

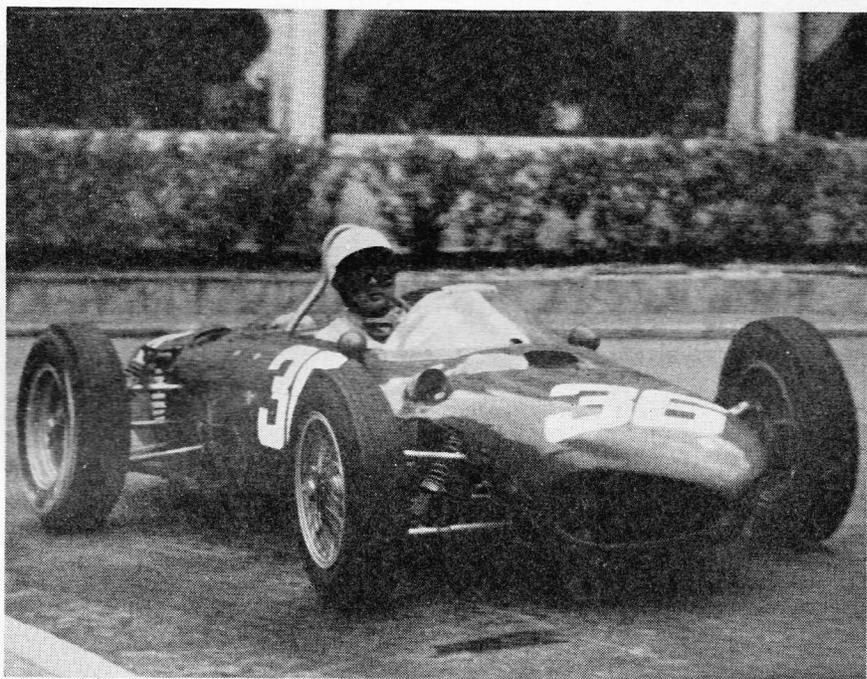
U.D.T.-Laystall, if they can produce reliable machinery for Innes Ireland and
(Continued on page 101)

ENTRIES

Walker (Lotus): Maurice Trintignant.
Emeryson: Tony Settember.
Gilby-B.R.M.: Keith Greene.
Lotus-B.R.M.: Wolfgang Seidel.
Lotus-B.R.M.: Joseph Siffert.
Porsche "4": Carel Godin de Beaufort.
Lotus-Climax: Jay Chamberlain.
Lotus-Climax: Tony Shelly.
Cooper-Climax: Ian Burgess.
Cooper-Climax: Jack Lewis.

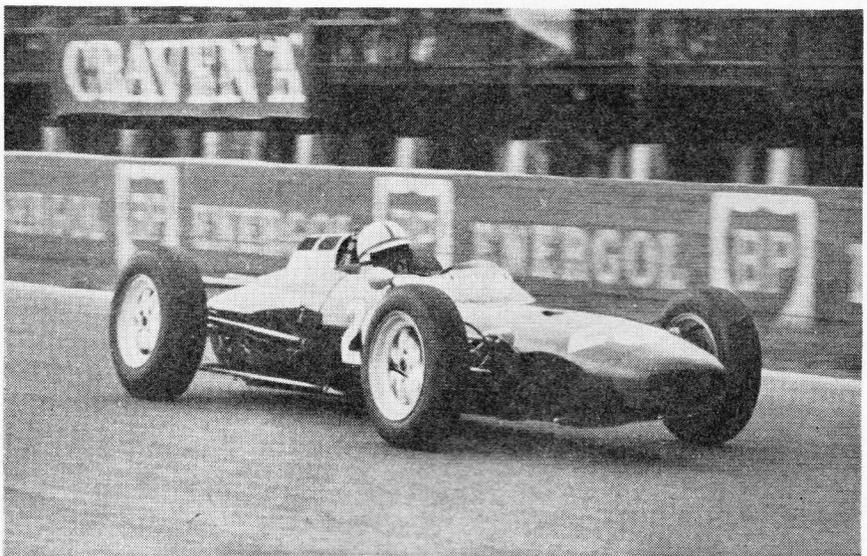


DAN GURNEY (PORSCHE)



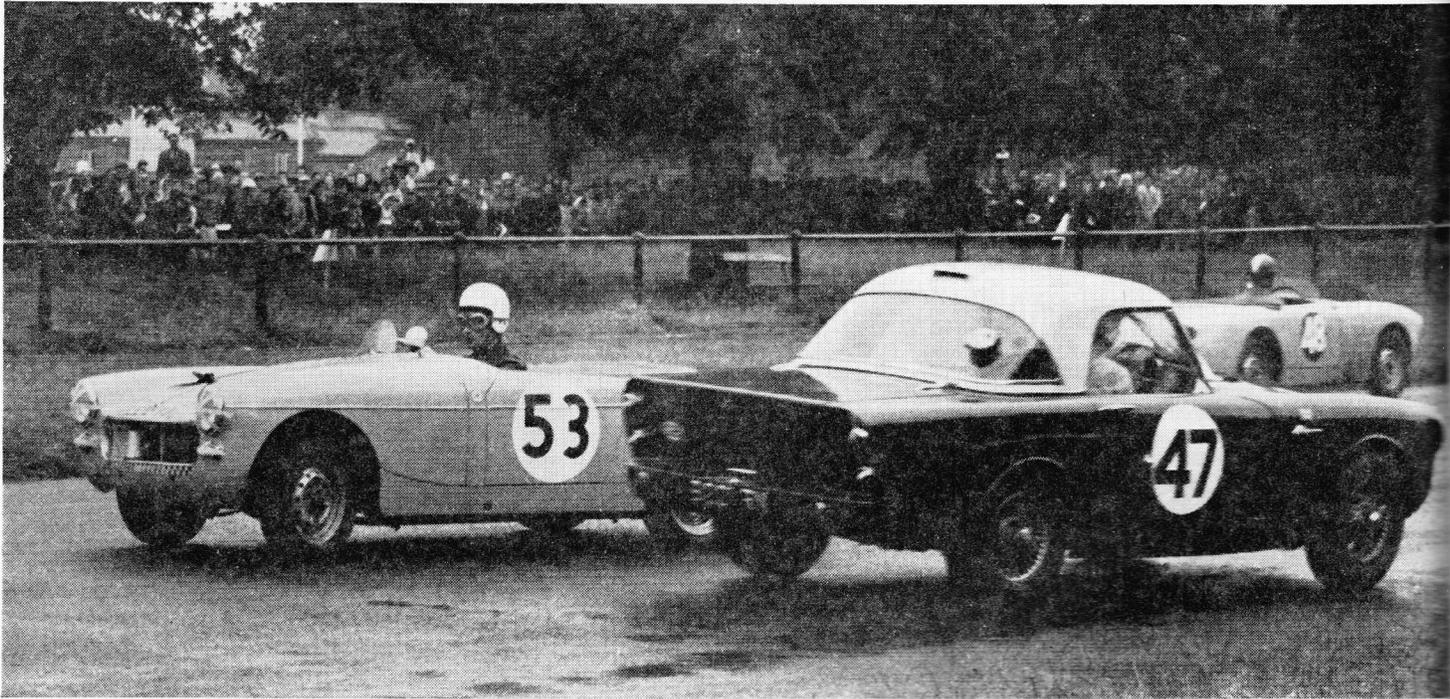
PHIL HILL (FERRARI)

JOHN SURTEES (LOLA)



WET PHOENIX PARK MEETING

REPORT AND PHOTOGRAPHY BY BRIAN FOLEY



SATURDAY, 14th July, was a day of "hairy" motor racing at Phoenix Park, Dublin. Four races were held on a new 4.165-mile circuit. This new "Rose Bowl" Circuit is similar to the Grand Prix Circuit as used last year, but a new section by-passes the Dublin Zoo and eliminates Gough Corner. This new section is interesting, with an acute right angle turn bringing the cars off the very fast curving back leg. A short curving dip led into another right angle left-hander, and a fast dip brought the cars back on to the main road in another right angle, right-hander.

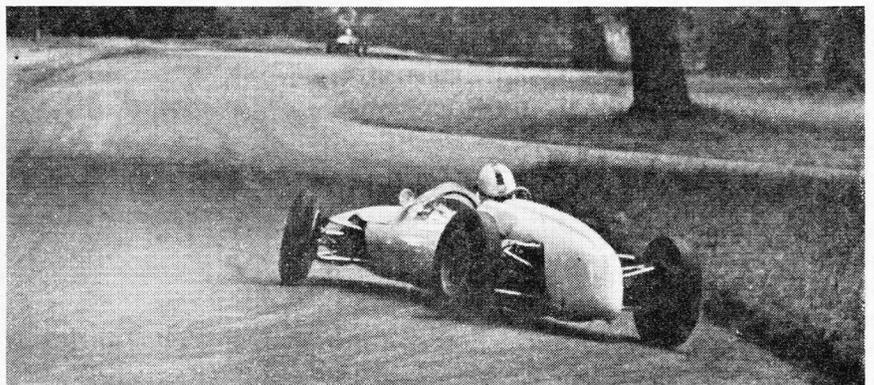
Irish Motor Racing Club did not have sufficient finance to attract a large English entry this year, but nevertheless the racing was exciting. Heavy rain made the road surface slippery and at least half the entry indulged in spins. At one stage no less than six Sprites all revolved at the same time at Mountjoy Corner! Paddy Hopkirk was only asked to lap at 69.1 m.p.h. in his very hot, 1600 Hillman Minx in the 10-lap saloon car handicap. The Belfast rally expert won at an average of 75.95 m.p.h. in the wet! Austin-Coopers in the hands of Mick Ivis, Cecil Vard and Malcolm MacNaughton finished next in line after Hopkirk at average speeds of 70.97, 71.76 and 71.20 m.p.h. Jack Fildes was fifth at an average of 68.99 m.p.h. in a Wolseley 1500 and Johnny Blennerhassett brought his 1,340 c.c. Ford Consul into sixth place at an average of 66.74 m.p.h. despite a pit stop to close the boot lid which was acting as a "Mercedes-like" air brake! Dickie Barrett was going like the hammers in his 1,208 c.c. Austin Seven and set the fastest lap at 78.98 m.p.h. Barrett put a con-rod through the block while lying third on his last lap. Another fast man, Johnny du Moulin also retired his 1,340 c.c. Ford Anglia with a loose crankshaft pulley.

DICEY MOMENT at Dublin Corner: Ray Hume (Sprite) and Rosemary Smith (Le Mans Alpine) pass the spinning M.G. Midget of B. J. Heeley.

Tommy Reid in Mick Mooney's Lotus 22 shot away into a terrific lead at the start of the 50 miles Formula Junior race. At the right-hand Mountjoy Corner, Reid was tipped by Malcolm Templeton's Lotus 20 and although both cars were undamaged they dropped several places. Mervyn McKinney, in his 1962 Cooper-B.M.C., led the sole English driver in this race. Bill Bradley in a Midland Racing Partnership Cooper-Ford, on the first lap. Veteran Charles Eyre-Maunsell was third in a Lotus 18, with Templeton fourth and Gerry Kinnane fifth in another Lotus 18. Reid came by in seventh position. Bradley took the lead on the next four laps. On the sixth lap McKinney was in front again, Bradley was second, Templeton was third, Maunsell was fourth, Tommy Reid was fifth, and John Pollock, in the

Mark 4 Gemini, was sixth. On the eighth lap the flying Templeton displaced Bradley for second spot, and a lap later he passed McKinney to take the lead. Bradley had a piston disintegrate into powder on his last lap, and Reid found himself in third position. Templeton's winning average was 90.85 m.p.h. and he was 6.8 seconds ahead of McKinney who averaged 90.53 m.p.h. Reid was third, at an average of 89.43 m.p.h., and Maunsell, Pollock and Maurice Acheson, in a Lotus 20, were next in line. Templeton recorded the fastest lap at 2 mins. 40.6 secs., 93.44 m.p.h. It is interesting to note that Templeton, McKinney and Bradley had five-speed gearboxes—a tremendous advantage on the long straight. Heat 1 of the *Formule Libre* handicap for the
(Continued on page 94)

SIDEWAYS AT SIX: Mervyn McKinney (Cooper-B.M.C.) enjoys some sideways motoring at six o'clock in the morning whilst practising for the Junior race in which he was second.



THE OUTSTANDING CIGARETTE OF THE DAY

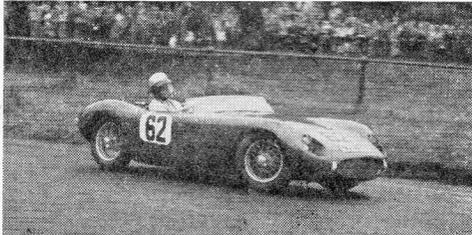


WELL MADE • WELL PACKED

SEE THE REPORT OF THE 'SENIOR SERVICE TROPHY RACE' IN THIS ISSUE

Phoenix Park—continued

Gold Flake Trophy gave us some very dicey motoring. At the Dublin Corner cars spun for further orders and many were the phenomenal avoidances. Sidney Taylor, a Dubliner now living in Tipton, was off the scratch mark with Des Wylie, in an M.G. 1600-engined T.V.R., and John Killen in a 1,340 c.c. Lotus Super Seven. Wylie retired with overheating and Killen could not match the speed of the white Lotus Elite of Taylor, who bored through the field to win at an average speed of 77.16 m.p.h. George Congdon (TR2) was second at an



Dave Hegarty slides his attractive D.H.1 at Dublin Corner. This 948 c.c. B.M.C.-engined car took three years to build.

average of 73.30 m.p.h., and third was Miss Rosemary Smith in a works-entered Le Mans Sunbeam Alpine, at an average of 73.40 m.p.h. Dubsy (TR3) was fourth, Alex Watkins in the Watkins-Rennicks M.G. Twin-Cam Special was fifth, and sixth was Ray Hume in a Sprite. Taylor was the fastest finisher.

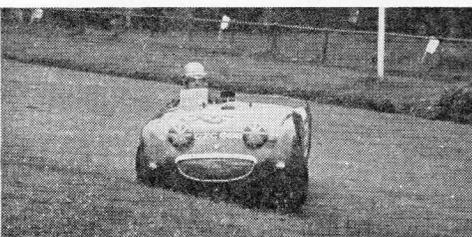
The big boys were out in Heat 2, and although this race was much faster the majority of the drivers were far safer and steadier than the majority of the



Alex Poole nearly sideways through Dublin Corner in his M.G. Midget.

Heat 1 brigade. Don Hunter won this heat in a Lotus Elite at an average speed of 81.85 m.p.h. Hunter took the lead on the last corner and it was almost a photo-finish with John L'Amie (1,220 c.c. Turner-Climax) second at an average of 81.83 m.p.h., and Brian Nelson (1,098 c.c. Turner-Climax) third at an average of 81.80 m.p.h. The two Turner drivers had a great scrap throughout the

Charlie Gunn does it all wrong in his Sprite, again at Dublin Corner.



race. Denis Kinghan was fourth at an average of 81.44 m.p.h. in his 1,089 c.c. Cliden. This car is actually the ex-Eric Brandon, ex-John Anstice-Brown, Climax-powered Halselec. Malcolm Templeton finished fifth at an average speed of 93.43 m.p.h. and this was almost three miles an hour faster than his winning time in the Junior race. Joe Flynn finished a creditable sixth at an average speed of 79.89 m.p.h. in the 2-litre A.C.-Bristol. Scratch man, John Pringle, could not get on to the leader board with his 2½-litre Cooper-Climax, but he was the fastest finisher at 98.75 m.p.h., and had the fastest lap of the day in 3 mins. 07.0 secs., a speed of 102.36 m.p.h. A great danger in races of this type is the mixing of cars of vastly varying sizes and speeds. This was demonstrated at Dublin Corner on the very first lap. Dan McAlister was com-

ing very fast into the corner in his 1½-litre Cooper-Climax, when Mick Smurfit braked hard in his "E"-type Jaguar. Dan was forced to brake very hard to avoid hitting the Jaguar. The Cooper got on to the grass on the inside, knocked down two small stone bollards, climbed on to and demolished very stout railings, shot high into the air, clipped a tree, and landed backwards on to more railings. Parts of the Cooper were scattered all over the road, which is only 21 feet wide at this point. McAlister had a miraculous escape from this very frightening crash, and he was unhurt.

On overall handicap, based on the best performance in the two heats, Don Hunter won the Gold Flake Trophy. The Heat 1 winners did not figure in the first six places overall. The valuable Gold Flake Trophy was won last year by Jon Derisley in a Lotus Seven.

TWELVE HOURS OF NÜRBURGRING

Outright Win for Jaguar and Class Win for Cooper-Mini

THE hour of 6 a.m. is never the best of times but nevertheless as the sun rose over the Nürburgring on Sunday, 8th July, over 100 drivers were lined up preparing to sprint across to their cars to start the International 12-hour race for touring cars of all sizes. The flag fell, there was a patter of feet and the usual traffic jam into the South curve. Unlike the six-hour race last month, the general standard of driving was generally more competent and restrained, resulting in only two retirements on the first lap, an NSU Sport Prinz which surprisingly overturned going up hill and a Swiss-entered Cooper-Mini with a burnt piston.

However, as the day wore on retirements became more numerous and by the end only about half the starters were still running, many of those being in a pretty sorry state. And surprises were there in plenty.

It was no surprise to see an early lead taken, and maintained until the end, by the 3.8 Jaguar of Peter Lindner, this time partnered by European Rally Champion Hans Walter, but it was remarkable to see the other four Jaguars running behind the two factory-entered Lancia Flaminiats. Unfortunately one of the latter retired towards the end after breaking one of its light alloy wheels, a trouble that beset many cars, but nevertheless Lancia was able to claim a second place overall and a victory in that stronghold of Mercedes, the 3-litre class.

It was a bad day altogether for the Mercedes-Benz group of companies for in both the 850 and 1,000 c.c. classes the Auto Unions and DKWs were beset by recurring troubles. First the Ruby/Mantzel car seized its motor, then Schultz broke his front suspension, Schriber's ignition stopped igniting, Rosner found himself upside down and most of the others were delayed by unscheduled pit stops. The others had their troubles too but through it all the English-entered Cooper-Minis of Longbacon Engineering and Squadra Blez International pressed on steadily without any drama so that after 12 hours the writer and his co-driver Frank Hamlin found themselves standing on a dais, feeling proper charlies while a German band played our National Anthem!

A similar thing happened in the 850 c.c. class where an Abarth 850 TC won

easily, and the remaining British entry, an 850 Mini driven by two Cambridge undergraduates John Thurston and Mike Clarke, took fifth place after a completely uneventful drive.

The 700 c.c. class was of course the usual BMW benefit although surprisingly the fastest car, driven by Herbert Linge, retired early and other drivers showed more restraint than usual, not living up to their "kamikazi" reputation.

Alfas, as expected, took the 1,300 c.c. class and Volvos won both 1,600 c.c. and 2-litre groups. In the latter the Equipe Nationale Belge had entered a "works" Citroën DS19 driven by Lucien Bianchi and Paul Frère, but this was withdrawn after six hours when delayed by a long pit stop, as the Citroën representative felt it would be bad for prestige for it to finish low in the general classification behind the faster NSUs and other small cars!

No report of this race would be complete without some mention of the organization. Several of these long-distance races have been less enjoyable for competitors through either chaotic inefficiency or over-officiousness but this event had the same air of friendly competency that marks a good British meeting and particular care was taken to look after foreign competitors. What a pity there were not more British entries.

JOHN ALEY.

Results

Overall Placings: 1, Peter Lindner/Hans Walter (Jaguar 3.8), 61 laps in 12 h. 1 m. 14 s., 71.83 m.p.h.; 2, Cabella/De Luca di Lizzano (Lancia Flaminia), 60; 3, Krefl/Fleck (Jaguar 3.8), 60; 4, Rader/Bergmann (Alfa Romeo Giulietta TI), 60; 5, Castell/Weiland (Jaguar 3.8), 59; 6, Weisgerber/Grab (Volvo 544), 59; 7, Zick/Kalkuhl (Alfa Romeo Giulietta TI), 58; 8, Feltes/D'rner (Volvo 122S B18), 58; 9, Kötten/Rindfleisch (Alfa Romeo Giulietta TI), 58; 10, Massen/Theissen (Volvo 544), 58; 11, Hacquin/Beekmans (Alfa Romeo Giulietta TI), 58; 12, Schadrack/Degner (Jaguar 3.4), 57; 13, Baumann/Heine (Volvo 544), 57; 14, Golderer/Kögel (Mercedes-Benz 220SE), 56; 15, Plaut/Springer (Fiat Abarth 850TC), 56; 16, Bruan/Graf (Alfa Romeo Giulietta TI), 56; 17, Zink/Zink (BMW 700), 56; 18, Weis's/Eder (BMW 700), 55; 19, Lobre/Ruata (Renault), 55; 20, John Aley/Frank Hamlin (Morris Mini-Cooper), 55. **Class Winners: Up to 600 c.c.:** Bodmer/Pohl (Glas Isaria). **601-700 c.c.:** Zink/Zink (BMW 700). **701-850 c.c.:** Springer/Plaut (Fiat Abarth 850TC). **851-1,000 c.c.:** Aley/Hamlin (Morris Mini-Cooper). **1,001-1,300 c.c.:** Rader/Bergmann (Alfa Romeo Giulietta TI). **1,301-1,600 c.c.:** Massen/Theissen (Volvo 544). **1,601-2,000 c.c.:** Weisgerber/Grab (Volvo 544). **2,001-2,500 c.c.:** Cabella/De Luca di Lizzano (Lancia Flaminia). **Over 2,500 c.c.:** Lindner/Walter (Jaguar 3.8).



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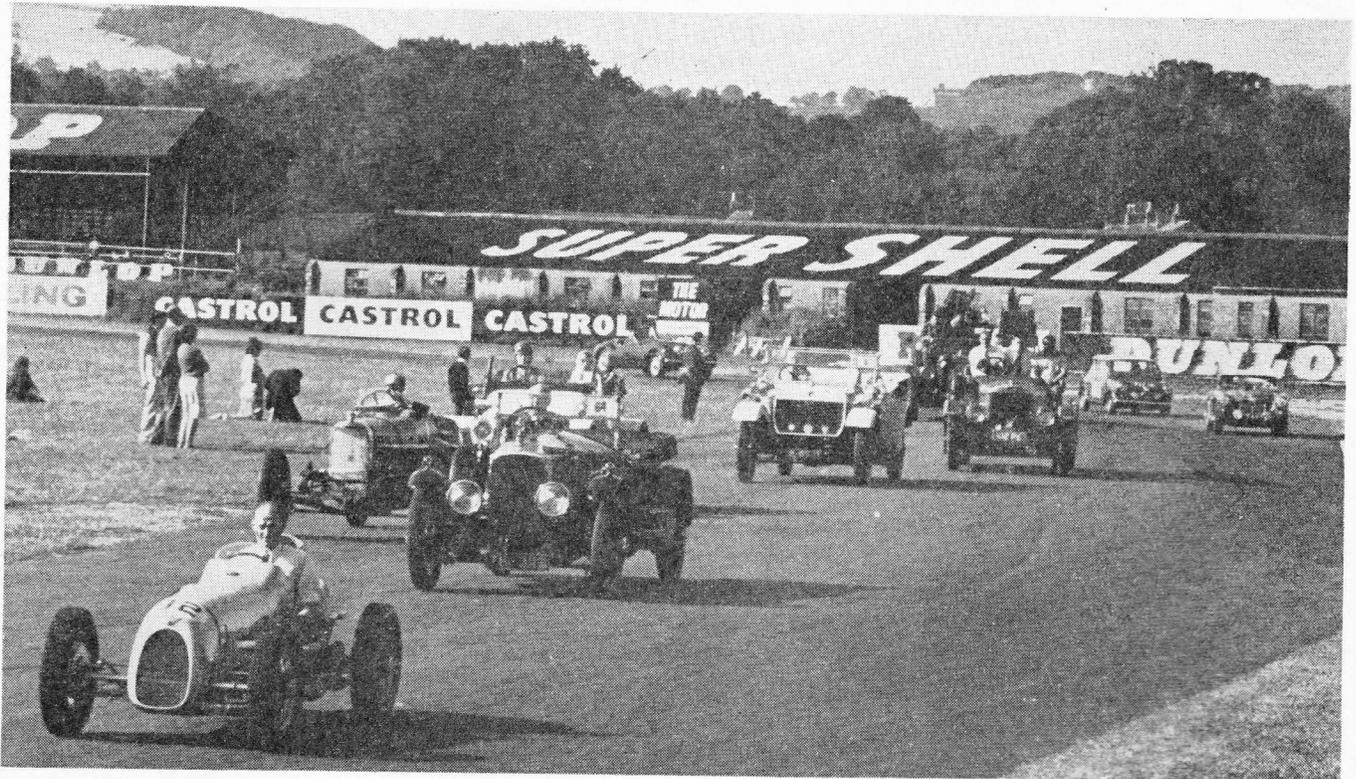
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B.A.R.C. MOTORING FESTIVAL

To celebrate their 50th year the British Automobile Racing Club held a motoring festival in the lovely setting of Goodwood. The festival, which was extremely well attended, saw many of the best-known people in motoring, as well as many historic and famous cars.

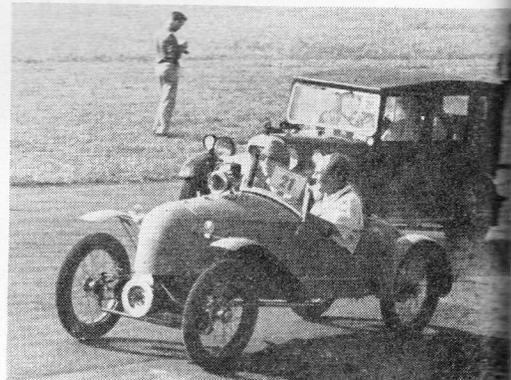
Highlight of the day's activity was a demonstration run by Donald Campbell in his 1962-63 Bluebird car, which is now ready to be shipped to Australia for the land speed record attempt at Christmas. Bluebird (the boat) was also on view.

Other features of the festival were driving tests, a *Concours d'Élégance*, side shows and a fashion show. The jubilee festival had the atmosphere rather of a fête and was most definitely a great success.

PATRICK MCNALLY.

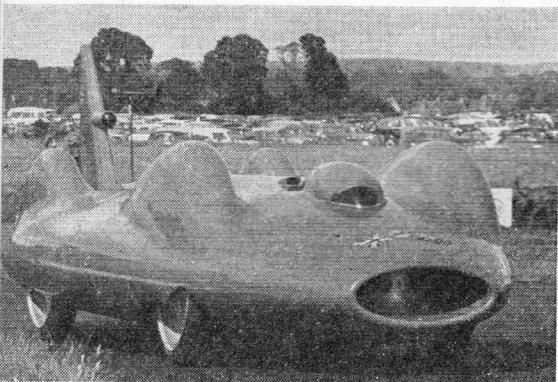
TOP OF THE PAGE: Part of the "Vintage and Others" parade, led by M. R. Eyre's Austin, with a Vauxhall right behind and a Mini-Minor in the bunch!

BELOW: In the style of the 1920s, Miss Gillian Mansell disembarks from T. J. D. Craig's Rolls-Royce Continental Touring Limousine.



ABOVE: Tony Gosnell's 1926 Simi-Violet (the first time he has had it running) in the "Vintage and Others" parade.

BELOW: C. R. St. Quintin tried a hand-brake turn during this driving test—but spoilt it when he stalled his Mini's engine.



ABOVE: Bluebird—Donald Campbell's new bid for the land speed record—at Madgwick, at under 50 m.p.h.

BELOW: "Afternoon by the Sea"—Miss A. Lopez and Charles Page's Austin Swallow in the *Concours*.



PROBABLY the most efficient engine-test house in the London area is that installed by Speedwell of Finchley, and devised by engineer George Hulbert. Electronically controlled, it can handle all types of modern touring, sports and racing engines, and already applications for test-time are pouring into the works.

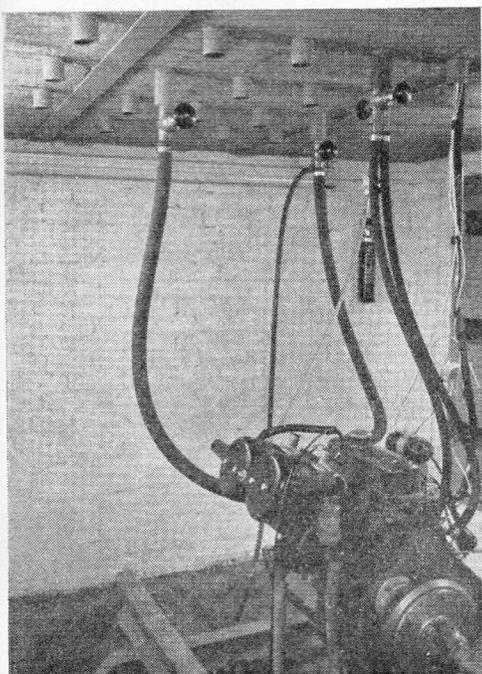
The Heenan and Froude dynamometer is contained in a sound-proof room, with cast-concrete roof and floor. The dynamometer is driven from a powerful electric motor via quick-change shafts to the engine, which is carried in a rigid cradle provided with anti-vibration mountings. Cooling is provided by universally situated connecting nozzles in the roof, to which specially designed hoses are affixed. Careful attention has been given to ventilation, the main air-draught coming from a large-output blower. Temperature is thermostatically controlled, and can be adjusted to any climatic condition.

Fuel supply comes from outside the test-room, and included in the lines are high and low flowmeters. In the control room are instruments for indicating fuel, air and oil pressures, and oil and water temperatures on test engines; also instruments for controlling lubrication and cooling of the dynamometer. A twin-eye oscilloscope is also provided and, of course, throttle controls for the test engines.

The operator sits in a separate compartment, looking into the test-bed through a thick, splinter-proof glass window.

Extremely rapid engine tuning can be effected, and it is a tremendous advantage to be able to try out carburetter settings, air-bells, ram-pipe and different exhaust systems, and compare results with performance throughout the revolution range.

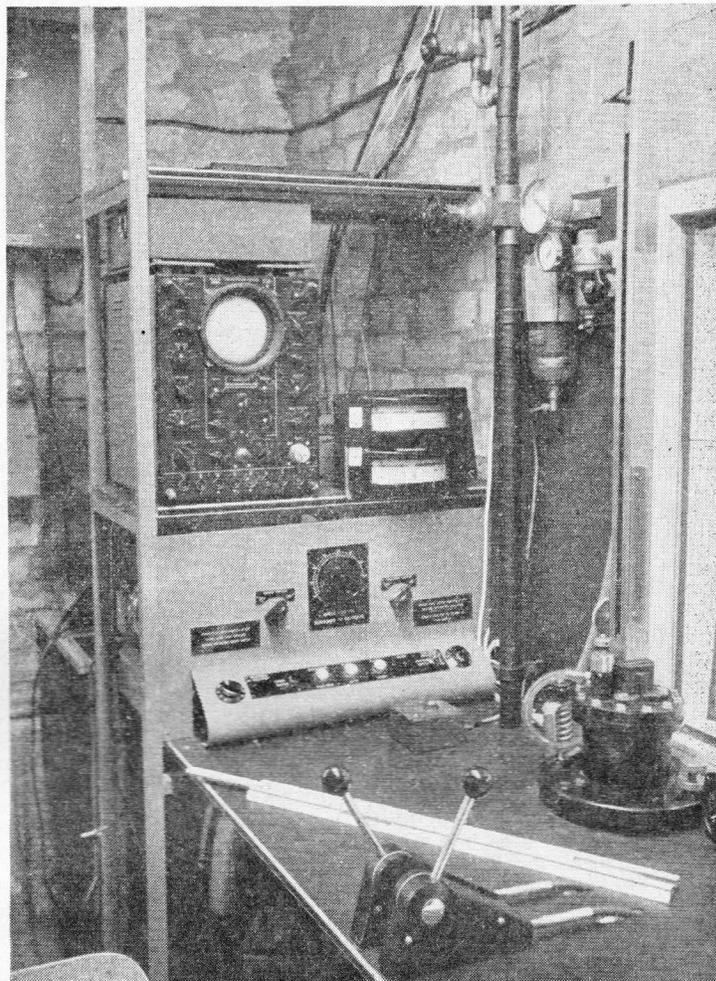
TEST BED: Cooling system attached from roof nozzles to Series B engine. Fuel feed passes out to separate compartment.



★

ELECTRONIC BRAIN:

A double-beam oscillator is a component part of the installation. On the right are the pyrometers and below the dynamometer control panel. The vertical pipe contains a pressure valve for controlling the coolant to the test engine. In the foreground are the engine controls and on the extreme right the electronic barometer.



★

SPEEDWELL TEST HOUSE

★

CONTROL ROOM: A-Series Austin engine on test. The operator watches the dynamometer pressure gauge, his hand on the throttle. Behind his hand is the electronic tachometer, while to the right can be seen the fuel pressure manometer and flowmeters. On the extreme left is the barometer.



Club News

By MICHAEL DURNIN

RALLYING AND THE LAW

R.A.C. May Have New Powers

IF the Government's latest proposal is accepted at Parliament's reading of the Road Traffic Bill any person concerned in the promotion of an "illicit" rally and anyone who competes in one will become liable to a fine of £50. M.P.s will be asked to accept this clause sometime this week following proposals by Mr. Marples.

When the principle of controlling rallies was debated in Standing Committee last Friday, Mr. John Hay, Parliamentary Secretary to the Ministry of Transport, said that the Government would be prepared to delegate to the R.A.C. (which he described as "the appropriate body") powers of authorizing events in England and Wales.

"Regulations," said Mr. Hay, "may prescribe the procedure to be followed by the event and make provision for different classes of competition."

The Bill is due to be passed later this month and it seems likely that its provisions will go into effect almost at once and, as the R.A.C.'s first step is likely to be a drastic pruning of the number of permitted events, it seems that we have reached the end of an era.

Coming Attractions

- 21st July. R.A.C. British Grand Prix, Aintree, near Liverpool, Lancs (Fl. 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.
- 22nd July. B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Starts 12.30 p.m.
Midland A.C. Inter-Club Hill-Climb, Shelsley Walsh, near Worcester. Starts 10 a.m.
Mid-Cheshire M.C., R.A.F. Wilmslow, B.R.S.C.C. (N.W.) and North Staffs C.C. Sprint, Wilmslow R.A.F. Station, Cheshire.
Nottingham S.C.C. Inter-Area Driving Tests, R.A.F. Church Lawford, near Rugby, Warwickshire.
- 26th July. Jersey M.C. and L.C.C. Hill-Climb, Bouley Bay, Jersey.
- 28th July. B.R.S.C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
Seven-Fifty M.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 1.30 p.m.
Leinster M.C. National Race Meeting, Dunbovine, Co. Meath, Ireland.
B.A.R.C. (N.W.) Sprint, Aintree, near Liverpool, Lancs. Starts 2 p.m.
Bristol M.C. and L.C.C. Hill-Climb, Dyrham Park, near Bath, Somerset. Starts 2 p.m.
432 M.C. Slalom Driving Tests, Wellesbourne Mountford Aerodrome, near Stratford-on-Avon, Warwickshire. Starts 10.30 a.m.
- 29th July. Swansea M.C. Sprint, Pembrey Airfield, Llanelly, Carmarthenshire. Starts 2 p.m.
Sevenoaks and D.M.C. Hill-Climb, Sutton Valence School, Westerham, Kent.
- 2nd-6th August. Polish International Rally. Starts Cracow.

J. H. PARKIN tells us that in the B.A.R.C. Autocross, reported in last week's issue, he was competing in the B.T.R.D.A. Championship, for at the end of the meeting he led the Championship.

THE SOUTHEND "300" RALLY

ONE of the South-East's best-known restricted rallies, the 1962 "300" had three starting points and a 250-mile route arranged by three joint clerks of course and using maps 125, 135, 136, 148 and 149; with veteran Thames Estuary organizer Sidney Offord acting as steward on this occasion. In fact, two of the clerks of course, Ted Hatchett and Ron Britt, won this event last year and also the T.E.A.C. national rally, the 1962 "Cats' Eyes". A total of nine eligible clubs provided an entry of 51 crews, all of whom agreed that their journey was worthwhile.

From starting points at Westcliff-on-Sea, Colchester and Boreham Wood, a run in section led to the converging point at Haverhill, where a scheduled one-hour refreshment stop allowed for the fuelling of man and machine before the serious work of the night commenced. Here competitors were issued with their road books and sealed watches, while an air of expectancy and speculation pervaded the scene. Many well-known rally crews were to be seen at their ease, including such regulars as Romec Michalkewicz in a new TR4, Sir Peter Moon with his Rapier, A. E. Cleg-horn was Herald-mounted, while Cyril Dart now sports an M.G.A. The Misses Walker and Lewsey had another TR4 and Sam Actman was with Paul Steiner in the latter's Cooper-Mini. There were nine Triumphs, including a new Vitesse, eight Minis, eight Fords, five Sunbeams and a miscellany ranging in size from SAAB to Jaguar.

For a three-guinea entry fee crews got nicely printed instructions, a packet of aspirins and some chewing gum as well as a good route over roads which were at times decidedly rough, but all definitely "on" for most cars, with no "pruned" mileages. The only trouble was that there were too few tight sections and too many long "doddles" between them, but this is more a criticism of the part of the country used than of

the organization. We heard a few mild grumbles from those who objected to having their suspensions tested for endurance, but most "regulars" don't seem to mind colonial sections too much.

Twenty-eight supplementary route cards were handed out during the night with just one or two map references on most of them, which meant that no advance plotting was possible. The exception to this was an any order section with an intermediate time control—a particularly cunning any order section at that, using two maps edge-to-edge. This spelled defeat for at least one clean sheet and most competitors dropped minutes. Another source of penalty marks was the closed level crossing gate at Santon Downham, which can be bypassed by a bridge on a white road if you can find it! A 40 m.p.h. secret check resulted in mass panic in the early hours of the morning. The first few cars sailed straight into it and then came a queue of later numbers who all managed to pull up short of the flag. What do these secret checks prove anyway?

With seven hours of actual rallying, starting at 11 p.m., some daylight motoring was on the programme but with the tie-deciding test held at Stanstead Airport this was unavoidable. Except for the first three crews the issue had been decided along the rough white roads, on the any order section and unfortunately for some, at the 40 m.p.h. secret check. Then finally came the welcome news that the 40 check had been scrubbed owing to an error in the timing equipment—a popular decision.

Results

Overall Winner: L. Bertorelli/T. Straker, 0 marks; 2, D. H. W. Thompson/G. C. Davies, 0; 3, M. Day/R. Irwin, 0. **Best Thames Estuary Member:** D. H. W. Thompson/G. C. Davies. **Class Awards:** C. Bent-Marshall/D. Pratt, G. L. Langrish-Smith/D. A. Crome, M. G. Waring/G. Vivian, P. W. Ward/F. S. Herwin, I. H. Terry/R. K. Davies, N. Thorn, M. Day/R. Irwin. **Team Award:** Ecurie Yogi—I. H. Terry, A. T. Lobb and C. Bent-Marshall.

CO-PROMOTED DRIVING TESTS AT DENHAM

THE M.G. Car Club (S.E. Centre) and the Harrow Car Club joined forces with their hosts, the American Drivers' Club of Great Britain, to hold a Driving Test Meeting at Denham on 15th July. An all-day event, consisting of six tests performed twice, provided 40 competitors with very good value for money, and rung all the usual changes with wiggles, woggles, boxes, garages, etc.

So to the first test, a spin-in-the-box followed by a forward wiggle to the finish, and Test 2, run concurrently and consisting of two 180 degree turns in a confined area and a stop-astride. Ron Randall in his blown Midget, carrying a 7½ seconds handicap over the unblown cars in his class, was already showing his form by the time these first two tests were over, while American Hal Folts, now a Cooper-Mini owner, was demonstrating how quickly he has learned to drive it. Tests 3 and 4 offered firstly a forward only wiggle-woggle and then a reverse-into-garages theme. Tests 5 and 6 completed the proceedings and were

again of a straightforward and fast nature.

When the aggregate times were totted up it was found that the fastest performance of the day, apart from Ron Randall's "scratch" time, was by J. A. Calton in an M.G. Midget. Randall took second place in his class (and overall) when his 7½ seconds had been added and the writer was third in the small sports class. Some very good consistent drives were turned in by G. F. Channer in his standard Mini, J. B. Farncombe and H. Folts in their Cooper-Minis and N. Dunton in his M.G.A 1600, all of whom were within four seconds of B.T.D. Rally drivers Paul Steiner and Ted Cowell were also well placed, driving Cooper-Mini and Herald respectively. This was a good meeting, well run, with electrical timing and a high standard of competition.

SAM ACTMAN.

Results

Class A1: 1, G. F. Channer (Austin Mini), 99.06 s.; 2, R. W. Harris (Morris-Mini), 117.34 s. Class A11: 1, J. B. Farncombe (Cooper-Mini), 98.68 s.; 2, H. Folts (Cooper-Mini), 99.89 s. Class B: 1, A. E. Cowell (Herald), 110.08 s. Class C: 1, A. W. Shirley (Riley 1.5), 122.75 s. Class D: 1, J. A. Calton (M.G. Midget), 96.69 s.; 2, R. Randall (M.G. Midget s/c), 98.43 s.; 3, S. M. Actman (Sprite), 99.32 s. Class EF: 1, N. Dunton (M.G.A 1600), 98.77 s.; 2, M. Bishop (TR4), 101.77 s.; 3, B. Cornish (M.G.A 1600), 113.40 s.

**AUSTIN-HEALEY CLUB
(SOUTHERN COUNTIES CENTRE)**

SPRINT MEETING

THE Southern Counties Centre of the Austin-Healey Club has established a good reputation for slick, well organized events, and the sprint run by them at Blackbushe Airport on 15th July was well up to standard. The course consisted of 800 yards of the perimeter track, starting into a left-hander and finishing beyond the undoubted *pièce de résistance*, a long, sweeping right-hander, reminiscent of Goodwood's Woodcote, with virtually two apexes. Most people devoted their three practice runs to sorting out this "corner after a corner"; with varying degrees of success. It could just about be taken flat by a Sprite, but not by a 3000, as G. R. Amey discovered, when "came the revolution".

There were classes for Sprites, Healey 100s, Healey 3000s and Healey Silverstones. Alas, only two of the latter came to the line, S. E. Whaley easily defeating G. Walker by nearly two seconds.

As was to be expected, B.T.D. came from the class for 3000s, but it was a very close thing, T. Sampson returning 28.86 seconds on his second run, whilst D. Park, in the same car, got down to 29.33 seconds to win the class, Sampson winning the event outright. The class for the earlier BN series went to E. Sawyer-Hoare, who clocked 29.96 in a 100/4, although D. Mackay was quicker with a 100/6. The latter's time of 29.40 won him the award for the best Southern Counties member. Although no other competitor broke 30 seconds, the struggle for supremacy in the Sprite class provided much of the interest and less than a second covered the leading five cars in this category. During practice, a certain amount of good-natured gamesmanship had been in evidence, drivers being content to button-up the right-hand corner even if they slowed thereafter, so as to confuse their rivals as to true potential. With the first runs proper, however, right feet went down and stayed down. D. Worgan returned 32.64, with R. Gee just 0.11 slower, whilst I. Holdsworth stopped the electric timing apparatus at 33.26 secs., with Miss C. Wells fractionally slower in a neat exhibition lasting 33.33 secs., followed by A. J. Benbow with 33.37. All save Worgan and Gee improved at their second



Peter Browning, the Secretary of the Austin-Healey Club, at speed. He neither won his class nor made B.T.D.—but he had a good time!

attempt, but not sufficiently to catch the two leaders, although Holdsworth equalled Gee's 32.75 secs. and the tie was resolved on aggregate.

Altogether, an interesting and enjoyable day's sport at a pleasant spot which, under the direction of "Pathfinder" Bennett, might well become a valuable addition to our sprint and driving test venues.

Results and full details of all times

were circulated within minutes of the last car finishing, a praiseworthy piece of administration which could well be emulated.

RON AMBROSE.

Results

B.T.D.: T. Sampson (Healey 3000), 28.86 s.
Best Southern Counties Centre: D. Mackay (Healey 100/6), 29.40 s. **Best South-West Centre:** D. Park (Healey 3000), 29.33 s. **Class Awards:** D. Worgan (Sprite), 32.64 s.; E. Sawyer-Hoare (Healey 100/4), 29.96 s.; G. R. Amey (Healey 3000), 31.35 s.; S. E. Whaley (Healey Silverstone), 33.86 s.

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

**WELLESBOURNE
SPRINT**

THE restricted sprint organized by the B.A.R.C. (West Midlands Centre) on 7th July was run off in ideal weather conditions at Wellesbourne Airfield, the site having been made available through the kind co-operation of Group Captain E. Earnshaw, O.B.E. The entry was over-subscribed, and a most convincing B.T.D. over the one-mile-plus course was eventually to go to Steve Neal who, on his first really successful outing with the attractive new 1½-litre Arden-Ford, apparently made a nonsense of a gear-change and spoilt one run, and then went out again to record a shattering 39.4 secs., no other car managing to break 40 seconds during the day. Austen

May's well-known and very fast Lotus 18 got down to 40.5 secs. to win the racing class, with Gordon March's Djinn a comfortable second in 41.3 secs. Randy Vaughan, with his ex-Keylock Elton, had some difficulty selecting his gears and never really got under way, and, unusually, Freddy Floyd's immaculate Cooper-J.A.P. was unable to better 42.8 secs. for third place.

Proceedings opened with the small saloons, the Broadspeed Austin Seven of John Fitzpatrick returning a smoky but quite unapproachable 50.4 secs. for the major honours, while into second place came a fugitive from the G.T. class in the shape of S. L. Courts's elaborate and extensively modified i.o.e. 100E Ford Escort which, with 51.4 secs., surprised nobody by taking the place from the closely matched standard production Austin Mini of A. K. Berwick (52.3 secs.)

(Continued overleaf)

Competitions?

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Wellesbourne—continued

and Rob Ordway's similar Arden-prepared Mini-Minor (52.5 secs.). Miss Jan Hatton, who might normally have been expected to feature in the results, had an off-day, taking her Broadspeed Austin onto the grass in practice and subsequently being plagued by broken fan-belts and similar minor bothers, which rather put her out of the running. T. Keegan's ex-works Rapier took the larger class with 51.1 secs., while, in his unsuccessful effort to dislodge G. C. Collins's Rapier from a 52.5 secs. place, Harry Skelton took his Rapier into the countryside, but recovered to press on over the grass in a most hairy fashion, while A. Ellis enthusiastically revolved his Gazelle at the hairpin.

The small sports and G.T. class saw Ralph Broad's Austin-Cooper, with 48.4 secs., establishing an unassailable class win and being the only car among this large class to better the time that Fitzpatrick's Group 2 Austin had returned in the standard class, though J. Wales's

Group 3 Austin came very close with 50.5 secs. for the place award. In the 2-litre class G. S. St. John's chain-gang Frazer-Nash, despite depositing one of said chains on the start line during practice, showed a very clean pair of heels to a representative variety of respectful modern machinery with a brisk 46.4 secs., while C. Gilbert took his TR3A slightly off-course and Yorke-Brooks eventually got his M.G.A into second place with 48.0 secs.

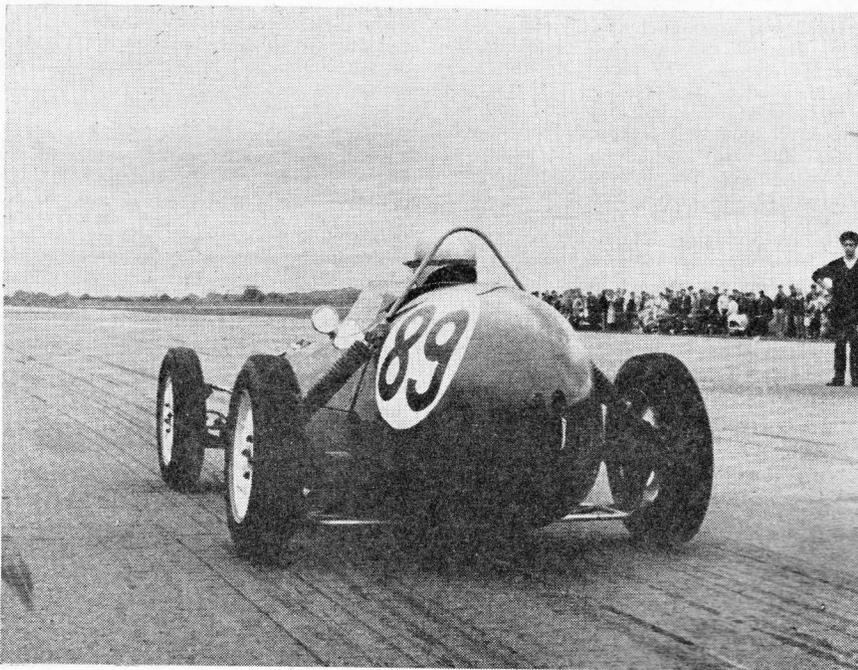
In the heavy class V. D. Bell first spun his Jaguar "E" in a big way, and later recorded 45.1 secs. for second place behind class-winner Malcolm Delingpole who did 42.4 secs. in his Jaguar "E" before nipping out in his Lotus 7 to clock 44.0 secs. for second place in the small sports-racing class behind Paul Ivey, who got his Speedsport Lotus Seven round in 42.4 secs. for the class win. In the next larger category Digby Martland's Lotus Super Seven, with 43.7 secs., was seriously challenged only by the Elite of Bob Rose which, on a day

when off-course excursions were the rule rather than the exception, was second with a best run of 44.1 secs. despite certain unscheduled activities at the hairpin. Finally came the unlimited class, enlivened by Ken Wilson's one-time Equipe Nationale Belge Lister-Jaguar, which took control of the situation at one stage and passed some 15 seconds engaged on a tour of the décor before ploughing its magnificent way back to the course, subsequently to make a determined run in 43.7 secs., winning the class unchallenged and bringing to a close a day of fast and exciting sport.

HOWARD BILEY.

Results

B.T.D.: S. Neal (Arden), 39.4 s. **Class Winners:** **Standard Production Touring:** J. Fitzpatrick (Austin Seven), 50.4 s.; T. Keegan (Rapier), 51.1 s.; R. Romain (Jaguar 3.8), 45.7 s. **Sports and Grand Touring:** R. Broad (Austin-Cooper), 48.4 s.; G. Day (Austin-Healey Sprite), 48.6 s.; R. Rose (Lotus Elite), 43.4 s.; G. St. John (Frazer-Nash), 46.4 s.; M. Delingpole (Jaguar "E"), 42.4 s. **Sports-Racing:** P. Ivey (Lotus 7), 42.4 s.; D. Martland (Lotus Super 7), 43.7 s.; K. Wilson (Lister-Jaguar), 43.7 s. **Racing:** C. May (Lotus 18), 40.5 s.; S. Neal (Arden), 39.4 s.



J. Croft leaves the line in his Mark 2 Gemini. His best time was 32.97 secs. but B.T.D. at the B.A.R.C. (Yorkshire Centre) Drag Sprint last Sunday was recorded by Mrs. J. Warburton in a Lotus 20. She recorded a time of 26.42 secs. for the standing kilometre at Church Fenton R.A.F. Station. This represents an average speed of 118.90 m.p.h.

B.A.R.C. (YORKS)**DRAG SPRINT AT CHURCH FENTON****Results**

Touring Cars: **B.M.C. Mini Class:** 1, F. H. B. Crosby (Mini-Cooper), 33.90 s.; 2, A. Staniforth (Mini-Minor), 35.64 s.; 3, F. P. Kaye (Mini-Cooper), 35.87 s. **Up to 1,066 c.c. Class:** 1, J. Jagger (Triumph Herald), 37.30 s.; 2, K. H. Monkman (Austin A40), 38.14 s.; 3, A. S. Carr (Ford Anglia), 38.88 s. **1,067 c.c.-1,900 c.c. Class:** 1, O. Holliday (Riley 1.5), 34.74 s.; 2, B. W. Moss (Riley 1.5), 35.20 s.; 3, E. Elliott (Sunbeam Rapier), 35.46 s. **1,901 c.c.-2,700 c.c. Class:** 1, E. B. Wadsworth (Denzel), 32.68 s.; 2, C. L. Jolley (Ford Zodiac IID), 36.52 s.; 3, E. Elliott (Ford Zodiac ID), 38.30 s. **Over 2,700 c.c. Class:** 1, H. J. O'Connor Rourke (Jaguar 3.8), 30.87 s.; 2, J. S. Ramsbottom (Jaguar 3.4), 31.39 s.; 3, K. J. Oldham (Jaguar 3.8), 31.49 s. **Marque Sports Cars:** **Up to 1,066 c.c. Class:** 1, J. Johnstone (Austin-Healey Sprite), 33.13 s.; 2, R. D. Sutherland (Austin-Healey Sprite), 33.23 s.; 3, P. G. Paulson (Austin-Healey Sprite), 35.54 s. **1,067 c.c.-1,650 c.c. Class:** 1, E. D. Clark (Sunbeam Alpine), 34.41 s.; 2, J. A. Wilson (M.G.A 1660 Mk. 2), 34.96 s.; 3, J. N. Rhodes (M.G.A 1600 Mk. 2), 35.32 s. **Sports Cars:** **Up to 1,900 c.c. Class:** 1, J. C. B. Whitworth (Lotus Elite), 28.71 s.; 2, P. J. Smith (Speedwell G.T.), 31.11 s.; 3, W. J. Lamberts (Turner-Ford), 31.19 s. **1,901 c.c.-3,000 c.c. Class:** 1, P. M. Bradley (Morgan Plus 3), 29.93 s.; 2, G. Gray (Austin-Healey 3000), 30.49 s.; 3, D. Buller-Sinfield (Austin-Healey 100S), 31.15 s. **Over 3,000 c.c. Class:** 1, B. R. Waddilove (Jaguar E), 26.63 s.; 2, M. J. L. Brook (Jaguar E), 27.33 s.; 3, K. H. Butler (Jaguar XK 140), 32.69 s. **Sports-Racing Cars up to 1,450 c.c.:** 1, R. Gaunt-Hirst (Cooper-Climax), 27.56 s.; 2, J. M. Wheatley (Lotus Super 7), 28 s.; 3, R. Dawson (Lotus-Climax 11), 28.38 s. **Single-seater Racing Cars:** 1, Mrs. W. J. Warburton (Lotus-Ford 20), 26.42 s.; 2, A. Rawnsley (Beacon U2), 28.08 s.; 3, T. C. Sqaunce (Garford Cooper J.A.P.), 29.19 s. **B.T.D.:** Mrs. W. J. Warburton.

MARK III

MAY WE INTRODUCE YOU TO GRAND TOURING PERFECTION ?

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Brands Hatch Costs

WHILST we must thank your reporter for his excellent coverage of the racing at the recent Trio Meeting at Brands Hatch on 1st July, we feel he rather exceeded his brief in his opening remarks when he implies that in order to meet excessive hire charges, the original character of the meeting was lost. In fact, the hire charge for the circuit was no more than in previous years and as the track was not hired for Saturday practice, as last year, the overall charge was considerably less. The charges, taking into consideration the overheads which face all circuit owners, were not considered excessive by the organizers, who strongly deny the suggestion in the report that they so considered them. Such suggestions can only harm the good relations enjoyed by the Trio Committee with the Brands Hatch management.

There has been much written recently about excessive admission charges to various circuits. Whether these are justified or not—and the critics cannot realise all the expenses circuit owners are faced with—the Trio Committee take it as a compliment that normal admission charges were raised at their meeting as showing the confidence of the circuit authorities that the quality of both the racing and organization would be comparable to the best put on by other organizers on the club circuit to which normal charges are made.

WEST WICKHAM, KENT.

A. BUTLER, *Trio Secretary.*

Aintree—continued

Masten Gregory, possess two extremely fast drivers. It has been a disappointing season for both, with Ireland's third place at Rheims their best performance up to date in Formula 1 racing.

Rob Walker's best car was wrecked at Rouen, and it may be difficult to find a replacement for Maurice Trintignant to accept a V8 engine. Nevertheless, even with the ex-Moss car, "Trint" has not exactly been a thorn in the flesh of the top-line men.

It would be too much to expect anything spectacular from the remainder of the entry. Joseph Siffert has a Lotus-B.R.M., and may finish fairly well up if things go well. Keith Greene now has a V8 B.R.M. engine installed in his Gilby, a car with a fine record of finishes. As for the four-cylinder people, they can only hope to trundle along, trusting that the fast "multis" will blow up and let them finish in the money. Carel Godin de Beaufort certainly has a go with his Porsche, which has been remarkably reliable this season, and, on most circuits, faster than the works car of 1961.

One Climax-powered Emeryson will be in the hands of Tony Settember. Jack Lewis, still without his B.R.M., will run his well-raced Cooper "four". Jay Chamberlain has a Lotus, as has Tony Shelly. Wolfgang Seidel will be seen in the Lotus-B.R.M., with which Gurney practised at Spa. Finally, Ian Burgess

will be in Louise Bryden-Brown's Cooper.

The race will be for 75 laps of the three-mile (4.8-kilometre) circuit and will start at 2.30 p.m. Preceding this will be the Touring (Saloon) car race of 17 laps at 12 p.m.

This will be in three classes, *i.e.*, up to 1,000 c.c., 1,001-3,000 c.c. and over 3,000 c.c. In the largest class, 3.8 Jaguars conducted by Jane, Parkes, Sears, Baillie and Dodd will be opposed by the big Chevrolets of Kelsey and Sachs. Rapier, Riley, Vauxhall and Mercedes-Benz will contest the middle category, with Harper, Jopp, Pilsworth and Cuff Miller in the Sunbeams, Hutcheson and Lewis with their Rileys, Aston, Bell, Banks and Sutton in Vauxhalls, and Byrne in the lone Mercedes-Benz.

The smaller category is all-Mini, with all the better-known Cooper-Mini drivers such as Love, Whitmore, Blydenstein, Christabel Carlisle, Clare, Aley, Liz Jones, etc. What worries some of the bigger-capacity car drivers is that these little bombshells will be ideally suited to the Aintree circuit.

THE TOURING CAR RACE

Over 3,000 c.c.

John Coombs (Driver: Bob Jane), Jaguar 3.8.
 Equipe Endeavour (Driver: Mike Parkes), Jaguar 3.8.
 Equipe Endeavour (Driver: Jack Sears), Jaguar 3.8.
 Sir Gawaine Baillie, Jaguar 3.8.
 Bracknell Motors, Ltd. (Driver: Peter Dodd), Jaguar 3.8.
 Alexander Engineering Co., Ltd. (Driver: Charles Kelsey), Chevrolet Chevy II.

Bouquets For "Autosport"

I WAS most impressed by the 29th June copy of AUTOSPORT which reported on Le Mans. Certainly this was the best issue I have ever seen and in view of the high standard of past issues this must be taken as praise indeed!

What most impressed me was the excellent photographic layout, with special regard to Le Mans, your report of which is the best I have seen.

The indifference shown by the magazine to the size of the meetings reported is surely unique in the motoring press. In particular AUTOSPORT's reporting of club events has been, and I hope will remain, by far the best. I commend the sincerity of Patrick McNally and Michael Kettlewell, who do not, as others do, dismiss club racing as a boring spectacle that has to be endured.

EASTCOTE, RUISLIP, MIDDLESEX.

D. LITTLEWOOD.

B.B.C. Coverage

I AM prompted to write to you because I, like many others, am thoroughly fed up with all these moans about B.B.C. coverage of the Dutch and Monaco G.P. All motoring enthusiasts must surely agree that we see all too little of the sport on TV so let us write to the people concerned and not waste space in our weekly magazine for this sort of thing.

Many thanks for a weekly magazine that reports our little club events as well as the National and International ones.

TAVISTOCK, DEVON.

R. M. HARTWELL.

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

Alexander Engineering Co., Ltd. (Driver: Peter Sachs), Chevrolet Chevy II.

1,001-3,000 c.c.

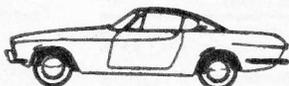
Peter Harper, Sunbeam Rapier.
 A. B. Fraser (Driver: Peter Jopp), Sunbeam Rapier.
 A. B. Fraser (Driver: Peter Pilsworth), Sunbeam Rapier.
 A. B. Fraser (Driver: Ellis Cuff Miller), Sunbeam Rapier.
 Barwell Motors, Ltd. (Driver: Alan Hutcheson), Riley 1.5.
 Westover Racing (Driver: Edward Lewis), Riley 1.5.
 Tourist Trophy Garage (Driver: Bill Aston), Vauxhall VX4/90.
 LawrenceTune Engines, Ltd. (Driver: Keith Bell), Vauxhall VX4/90.
 Postland Engineering & Trading Co., Ltd. (Driver: Warwick Banks), Vauxhall VX4/90.
 John Sutton, Vauxhall Velox.
 Equipe Rouse (Driver: Nicky Byrne), Mercedes Benz 220SEb.

Up to 1,000 c.c.

Cooper Car Co., Ltd. (Driver: John Love), Austin Mini-Cooper.
 Cooper Car Co., Ltd. (Driver: John Whitmore), Austin Mini-Cooper.
 Cooper Car Co., Ltd. (Driver: Billy Blydenstein), Morris Mini-Cooper.
 D. Moore (Driver: Miss Christabel Carlisle), Austin Mini-Cooper.
 D. Moore (Driver: Peter Galliford), Morris Mini-Cooper.
 W. H. Griffiths (Driver: Tony Rutt), Austin Mini-Cooper.
 M. Christie (Driver: Mick Clare), Morris Mini-Cooper.
 Squadra Blez International (Driver: John Aley), Morris Mini-Cooper.
 Downton Engineering Works, Ltd. (Driver: Miss Elizabeth Jones), Austin Mini-Cooper.
 George Morgan, Morris Mini-Cooper.
 Peter Clarke, Morris Mini-Cooper.
 Longbacon Engineering, Ltd. (Driver: Paul Kelly), Morris Mini-Cooper.
 Scottish Clubman, Ltd. (Driver: Bill Borrowman, Jr. (Reserve)), Austin Mini-Cooper.

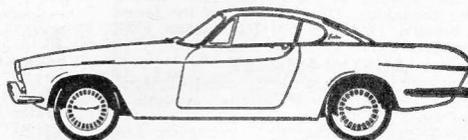


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AUSTIN-HEALEY, 1957, BN2, overdrive, wire wheels, heater, Michelins. £400 or exchange for saloon. Cash either way.—EAST 2751, before 7.30 p.m.

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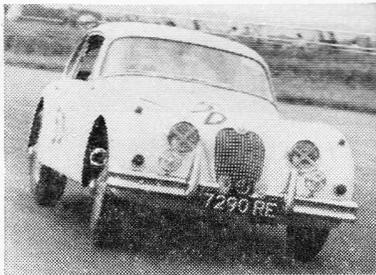
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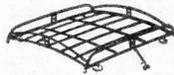
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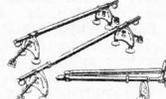
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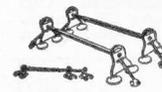
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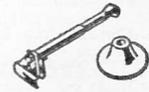
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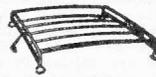
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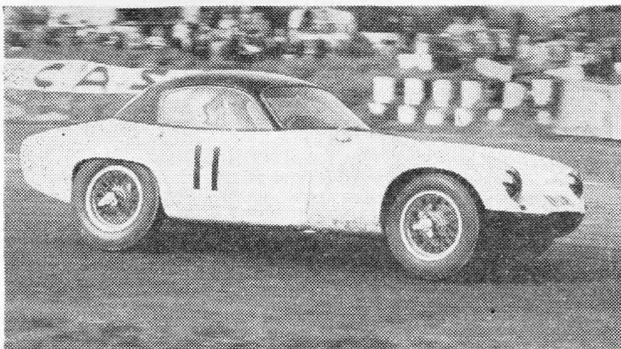
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Regulations for the competition were published in April 13 issue (page 513)

Address all entries to:

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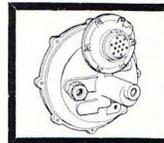
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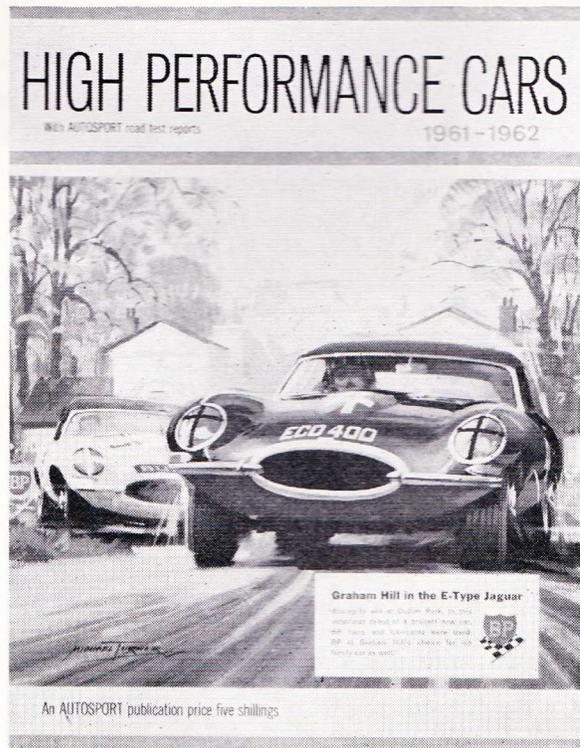
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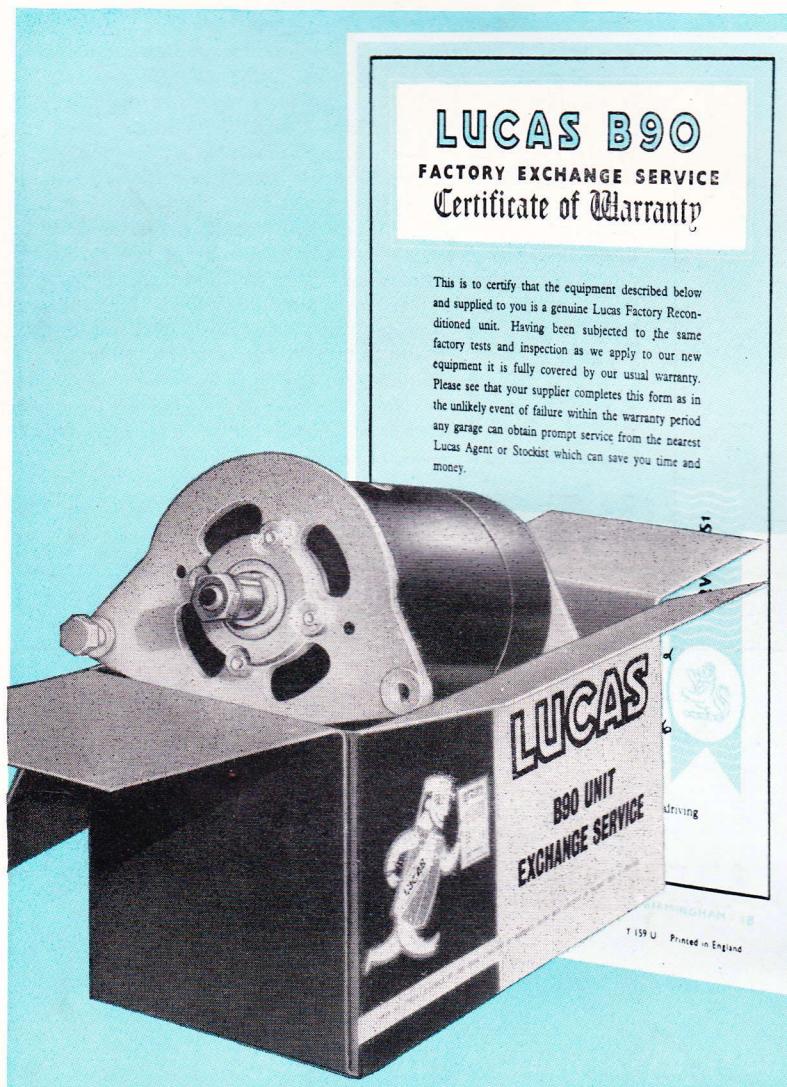
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