

BRITISH GRAND PRIX

AUTOSPORT

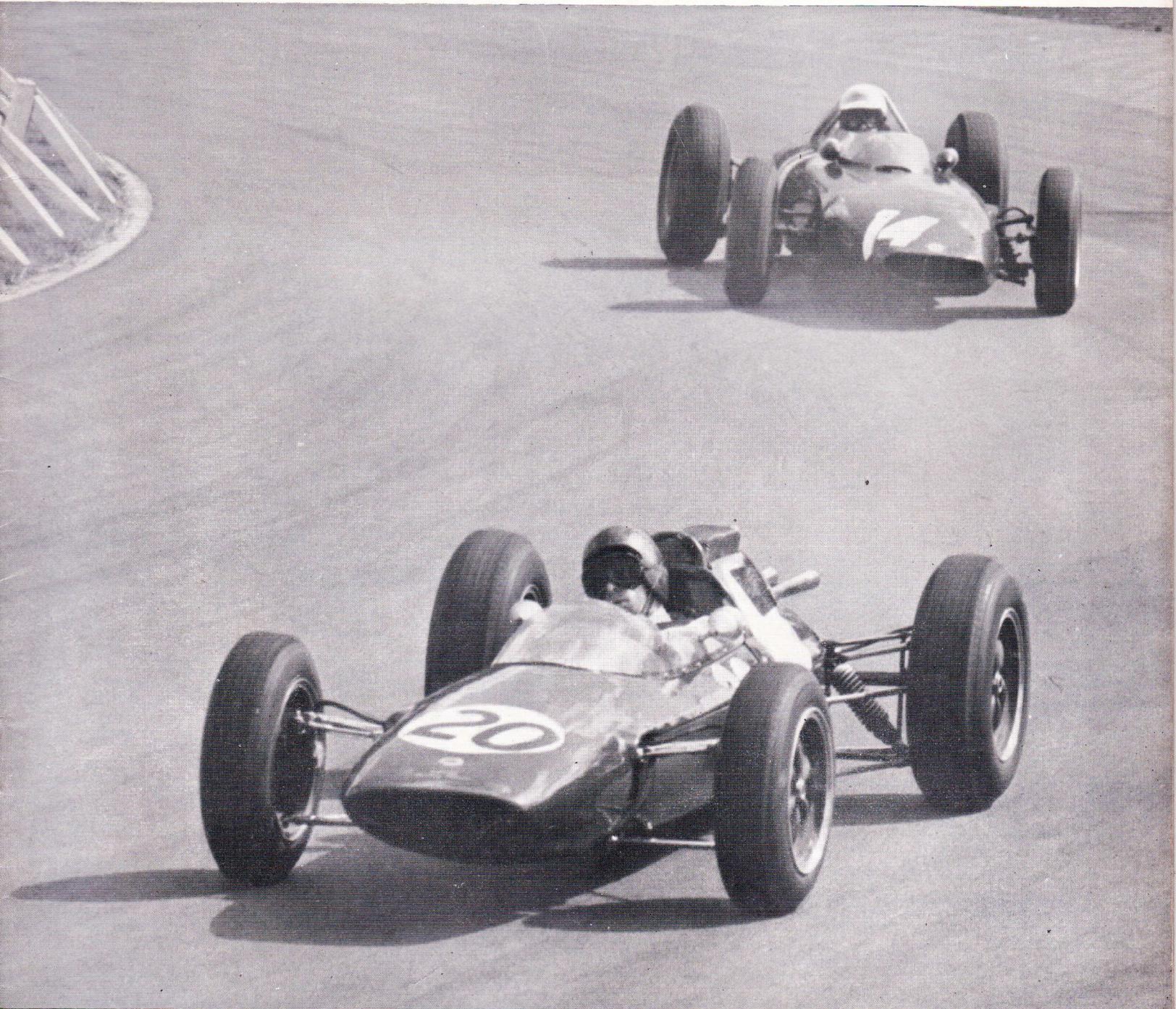
JULY 27, 1962

2/-

EVERY FRIDAY
Vol. 25 No. 4

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

JOHN BOLSTER TESTS THE VAUXHALL VICTOR AND VX 4/90
CLUB RACING AT BRANDS HATCH AND SILVERSTONE

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M.G. MAGNETTE MARK IV Saloon
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Vol. 25 No. 4

July 27, 1962

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EDITORIAL

CLARK AND SURTEES THE STARS

THE fifth *grande épreuve* of 1962 has again gone to a British V8, after a magnificent drive by Jim Clark of Team Lotus, who now moves up to second place in the Championship table, just one point behind Graham Hill. Into second place came John Surtees (Lola), with a splendid drive, particularly when he covered the greatest part of the race with a gearbox defect. The pair were outstanding on the Aintree circuit, finishing well ahead of the next placemen Bruce McLaren (Cooper-Climax), Graham Hill (B.R.M.), Jack Brabham (Lotus) and Tony Maggs (Cooper-Climax). After the exciting Grand Prix battles on Continental circuits, the British event was something of an anti-climax, developing into more or less a procession before the half-distance mark was achieved. It was a pity that Porsche and Ferrari were out of the picture. Bonnier retired with gearbox trouble, whilst Gurney suffered from a slipping clutch. Phil Hill tried his best with what is now recognized as an obsolescent motor-car, but had to abandon after a valve dropped. In any case, he never achieved higher than ninth position. The thrills were reserved for the touring car race, where some spectacular driving was to be seen. Outright winner was Jack Sears, in his Equipe Endeavour Jaguar, by one-fifth of a second from teammate Parkes. The pair were led earlier by Australian Bob Jane (Jaguar), who certainly produced some fireworks. Peter Harper (Sunbeam) drove a sensational race to finish fifth overall, and lead the 3-litre class, after a third-lap spin which dropped him nine places. During his remarkable climb he broke the class record by three seconds. Sixth car to finish was John Love's Cooper-Austin, followed by Christabel Carlisle in Don Moore's Cooper-Austin.

THAT INIQUITOUS "50" LIMIT

ONCE again large-scale traffic jams developed on our main roads during the week-end, and it is certain that the imposition of a 50 m.p.h. limit on many main roads is the main contributory factor. Long queues of cars now travel virtually nose to tail, and when there is any diversion a monumental jam ensues. Surely Mr. Marples must realize that no useful service is performed by setting this limit. The increasing use of double white lines should be sufficient for safety, and limits should be confined to built-up areas. AUTOSPORT still awaits definite proof that the imposition of 50 m.p.h. limits at week-ends has definitely reduced accidents. If proof is forthcoming, then its use would be more than justified. On the other hand, we are inclined to the view that this is just another step in the ever-decreasing privileges left to road-users.

OUR COVER PICTURE

WINNING WAY: Jim Clark, leader from start to finish, swings through Tatts ahead of Richie Ginther's B.R.M. on his way to a clear victory for Lotus in the British Grand Prix at Aintree on Saturday.

THE GET-A-NEW-GRIP TYRE



WITH THE NEW DUNLOP SAFETY SHOULDER

This important advance in tyre design is one of **three** new safety features in the 'Gold Seal C41'. The **safety shoulder** was developed in the world-famous Dunlop 'Road Speed RS5'. Now it is built into a standard tyre for **your** motoring.

Positive Steering Control

The safety shoulder gives positive steering control over cat's eyes, built-up white lines, road-joints, etc., which are apt to snatch sensitive steering at speed.

DUNLOP GOLD SEAL C41

for TOP safety - TOP mileage

**BRITISH GRAND PRIX
AGAIN WON ON DUNLOP!**



1st.

J. CLARK
LOTUS-CLIMAX

ALSO

**2nd
3rd**

(Subject to official confirmation)

TWO OTHER SAFETY FEATURES

In this new 'Gold Seal' you also have the latest Dunlop **road-hug** rubber and **safety tread** to provide a totally new grip. You can **feel** the difference as you corner or brake, particularly in the wet!

The 'C41' is offered at **no extra cost**. In most sizes for popular modern cars.

GRAND TOURING CAR MANUFACTURERS' CHAMPIONSHIP

A BARTH, Porsche and Ferrari seem assured winners in the three classes of the Grand Touring Car Manufacturers' Championship. In fact, Ferrari have already scored maximum points with three rounds still to go, as they have scored outright wins in five events so far and only the best five performances of each marque count. There are two qualifying races still to be held for Class 1 (1,000 c.c.) cars at Nürburgring and at Bridgehampton, in America. For Classes 2 and 3 (2,000 c.c. and over 2,000 c.c.) there are three—Goodwood, Monza and Montlhéry.

The latest placings, following Clermont-Ferrand, are as follows:—

Class 1:	1, Abarth	...	...	...	27 pts.
	2, Austin-Healey	...	...	...	4 "
	3, G.S.M.	...	...	...	2 "
Class 2:	1, Porsche	...	...	...	41 "
	2, Alfa Romeo	...	...	...	29 "
	3, Lotus	...	...	...	9 "
	4, Sunbeam	...	...	...	2 "
	5, M.G.	...	...	...	1 "
	Morgan	...	...	...	1 "
Class 3:	1, Ferrari	...	...	...	45 "
	2, Jaguar	...	...	...	9 "
	3, Chevrolet	...	...	...	8 "
	4, Lancia	...	...	...	4 "
	5, Aston Martin	...	...	...	1 "

THERE will be two B.A.R.C.-Webbair flights to the German Grand Prix. Flight W122 leaves Gatwick at 15.00 hours on Thursday, 2nd August, and will return immediately after the 9 p.m. prizegiving at the Nürburgring on Sunday. Return fare is 30 gns. including demi-pension accommodation at Altenahr and flight meals. Flight W123 leaves Gatwick at 08.00 hours on race-day and returns as soon as possible after the race and the fare is £23 8s. which includes coach transport to and from the circuit, best spectator tickets, breakfast, dinner and packed lunch. It is hoped that a military airfield 20 miles south of the Nürburgring can be used. Bookings and enquiries to Miss Sheila Mekie, B.A.R.C.-Webbair, 143-149 Great Portland Street, London, W.1.

THE works 3-litre V6 rear-engined sports Ferrari entered for Brands Hatch on August Bank Holiday Monday will be driven by Mike Parkes.

ST. STEPHEN'S GARAGE, 46 Droitwich Road, Worcester, were recently appointed distributors for Alexander Conversions for South Wales from west of a line going through Worcester.

THE International Formula 1 and Formula Junior races scheduled for 12th August at Zeltweg, in Austria, have been cancelled for financial reasons.

THE Italian Grand Prix will now be held on 16th September instead of 2nd September—this being originally the date for the now-cancelled Spanish Grand Prix.

THE Tourist Trophy, to be held at Goodwood on 18th August, will this year be held over 100 laps for G.T. cars in two classes, 1,001-2,000 c.c. and over 2,000 c.c. It will be supported by a 21-lap race for Formula Junior cars, the B.A.R.C. International Formula Junior Championship. It will be remembered that at last year's event Jack Brabham's Junior suddenly leapt into prominence.

PIT and PADDOCK

DOG-HOUSE OWNERS' FETE

A DIRECTIVE from wives and girl friends makes it more or less obligatory for top-line racing drivers to attend the Summer Fête for charities, organized by the Women's Motor Racing Associates Club (The Dog-house Owners' Club) at Fort Belvedere, on Saturday, 28th July.

The fete will take place, by kind permission of the Hon. Gerald and Mrs. Lascelles, in the grounds of Fort Belvedere, Sunningdale. It should be noted that the house itself will not be open to visitors.

Jack Brabham, Bruce McLaren, Graham Hill, Roy Salvadori and others will give visitors rides at 2s. 6d. a time in a veteran car. They will also be co-opted for the large number of stalls and side-shows, the last-named including an AUTOSPORT Spot the Cars or Drivers photo-quiz competition. A specially made scale electric circuit will be available, on which visitors can attempt the lap record.

The fete will be from 2 p.m. till 6 p.m., and tickets, price 2s. 6d., can be obtained at the gate, which is situated on the left-hand side of the A529 Virginia Water-Ascot road. Adequate car parking facilities have been provided.

FOLLOWING his series of misfortunes at Rheims, Mike Anthony informs us that Ken Tyrrell, with the co-operation of Coopers, brought him back a new crankshaft for the Mini when he returned with Jack Brabham in Jack's aeroplane. The Mini was repaired on Monday and run-in whilst transporting the Anthony family to their holiday hotel in the South of France!

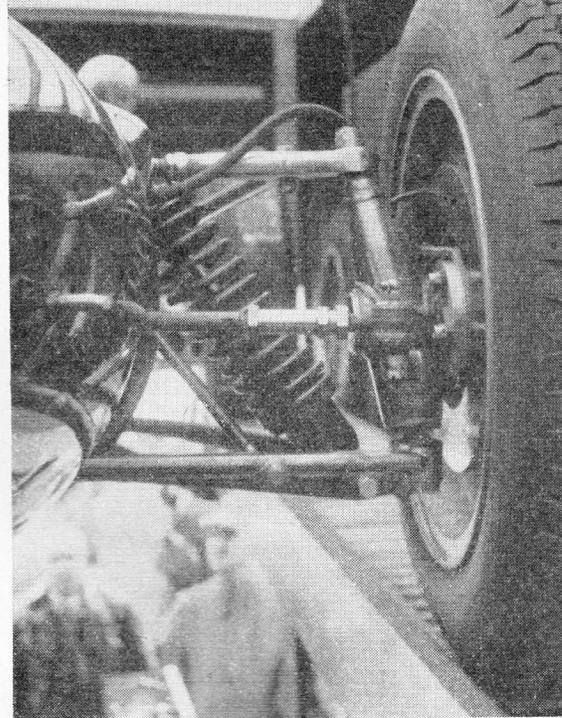
THE closing date for entries for this year's R.A.C. London-Brighton veteran car run is 25th September. The event takes place on 4th November.

THE "Road America 500", originally scheduled as a qualifying round in the Grand Touring car manufacturers' championship, has been downgraded to S.C.C.A. National status and will be a sports car event as before.

CLANGER DEPT.: In our report of the Martini "100" race at the A.M.O.C.'s Silverstone meeting on 14th July we stated that Dizzy Addicott was driving his Lotus-Buick. This, of course, was not so, as Dizzy had stuffed it in the bank during practice! He was, in fact, driving the ex-Gordon Lee Lister-Jaguar now owned by R. Wrottesley. All the more credit to Dizzy, who finished second in the race, not having driven the Lister until he jumped into it from the Le Mans start!

FORMULA 1 CONSTRUCTORS' CHAMPIONSHIP

		Pts.
1.	Lotus-Climax	24
2.	B.R.M.	23
3.	Cooper-Climax	21
4.	Ferrari	14
5.	Lola-Climax	13
6.	Porsche	12



NEW Oleo-strut front suspension as used on the new Lola. It was not raced at Aintree.

THE SPEEDWELL REAR CAMBER COMPENSATOR

THE simple swing axle is a cheap and effective form of independent rear suspension and is found on several popular cars. In its basic form, however, it may have handling deficiencies when driven extremely hard.

The Speedwell Rear Camber Compensator is designed to reduce this fault. Briefly, it is a single-leaf transverse spring which is attached to both swing axles at its ends. Centrally, it is not attached solidly to the car but is able to pivot freely on its mounting bracket. It is thus able to transfer some load from the outside to the inside wheel during cornering, when considerable rolling is taking place. This reduces the "tucking-under" effect of the outside wheel and the tendency to lift of the inside one.

I was able to try the Compensator on a Triumph Herald and a Renault Dauphine. Both cars still oversteered under extreme conditions, but they could be slid under full control in a way that would be most inadvisable with standard suspension. A Compensator is also available for the Volkswagen, but I did not try this car.

This extremely simple device costs £7 and can literally be fitted in a few minutes. No other modifications need be made and the improved handling should give safer motoring.

JOHN V. BOLSTER.

WORLD CHAMPIONSHIP OF DRIVERS

		Pts.
1.	Graham Hill (B.R.M.)	19
2.	Jim Clark (Lotus)	18
3.	Bruce McLaren (Cooper-Climax)	16
4.	Phil Hill (Ferrari)	14
5.	John Surtees (Lola)	13
6.	Dan Gurney (Porsche)	9
	Tony Maggs (Cooper-Climax)	9
8.	Trevor Taylor (Lotus)	8
9.	Richie Ginther (B.R.M.)	4
	Lorenzo Bandini (Ferrari)	4
11.	Jack Brabham (Lotus)	3
	Ricardo Rodriguez (Ferrari)	3
	Giancarlo Baghetti (Ferrari)	3
14.	Jo Bonnier (Porsche)	2
	C. G. de Beaufort (Porsche)	2



BRITISH GRAND PRIX

AINTREE, JULY 21

1st JIM CLARK

(LOTUS-CLIMAX) 92.25 m.p.h.

3rd BRUCE McLAREN

(COOPER-CLIMAX)

(Subject to official confirmation)

Using **ESSO EXTRA MOTOR OIL** the same superb mineral oil you can buy from your local Esso Dealer

SPORTS NEWS

THE GERMAN GRAND PRIX

FIRST list of invited drivers for the German Grand Prix at Nürburgring on 5th August contains all factory teams, with Ferrari almost certain to have three cars, including a 24-valve version for Phil Hill. Missing from the list is U.D.T.-Laystall. Entries are as follow:—
 B.R.M.: Graham Hill, Richie Ginther.
 Cooper-Climax: Bruce McLaren, Tony Maggs.
 Team Lotus: Jim Clark, Trevor Taylor.
 Porsche: Dan Gurney, Jo Bonnier.
 Ferrari: Phil Hill, X. X.
 Bowmaker-Lola: John Surtees, Roy Salvadori.
 Walker-Lotus: Maurice Trintignant.
 Brabham-Climax: Jack Brabham.
 Porsche: C. G. de Beaufort.
 Lotus-B.R.M.: Joseph Siffert.
 Lotus-B.R.M.: Wolfgang Seidel.
 B.R.M.: Jack Lewis.

Several other independents may also be invited, including Ian Burgess (Cooper-Climax), Tony Shelly (Lotus-Climax), Tony Settember (Emeryson-Climax) and the Venezia stable of Colin Davis and Carlo Abate.

"DAILY EXPRESS" RETURNS TO RACING

IT is announced by the directors of Daily Express Newspapers, Ltd., that during 1963 they will directly sponsor the two main meetings at Silverstone, the International Trophy in May and the British Grand Prix in July. It was due to the *Daily Express* that really big-time motor-racing was made possible in this country, and although the newspaper withdrew its backing a few years ago, the B.R.D.C. has had financial aid with no strings attached.

SOUTH AFRICAN NEWS

DUE to a con-rod breaking during practice for a Formula 1 race recently held at Westmead, Ernest Pieterse, who is now leading the South African Championship, has had to fly to England either to buy a new Mark 2 Climax engine for his Lotus 21 or obtain parts in order to rebuild his extensively damaged motor.

The next Championship race will be held at Kyalami on 4th August. At this meeting, one of the curtain-raiser events will be for pre-war machines, the first of its kind in South Africa. Bugattis, an E.R.A. and a supercharged Alfa Romeo will be in action.

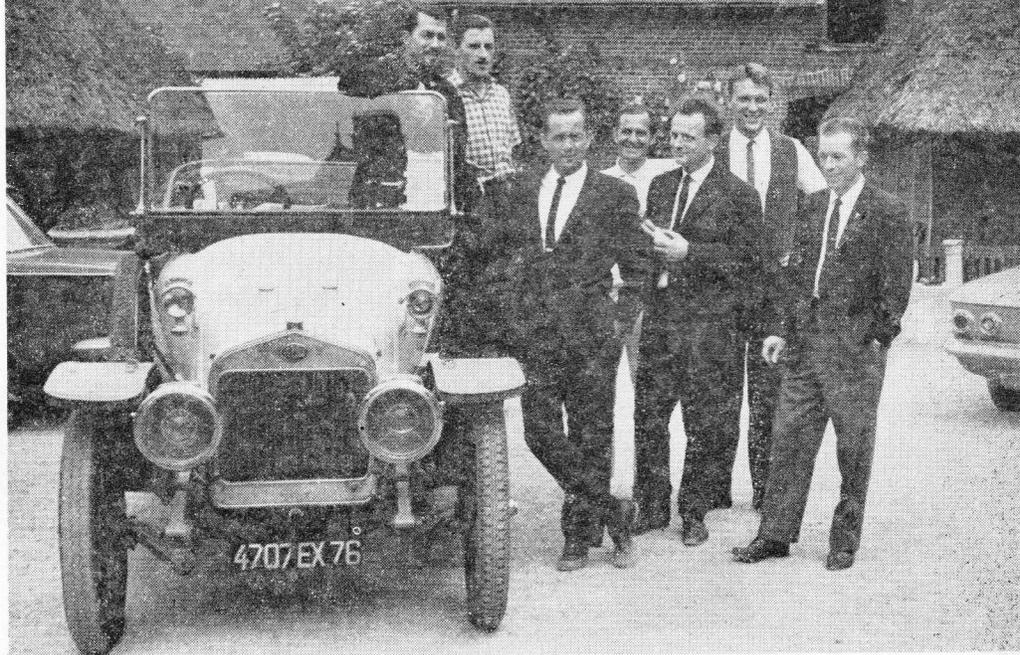
The Serenissima Formula 1 car is expected to make its debut in the South African Grand Prix if it is not ready for the Italian Grand Prix.

W. R. SKINNER.

THE latest addition to the range of Les Leston accessories is the Stirling Moss wood-rim steering wheel. Designed by Stirling himself, its special features are a highly polished mahogany rim, a one-piece aluminium frame with all edges fully rounded, a rim specially shaped to fit hands, underside finger serrations and flattened spokes to give maximum instrument vision. There are types available for all popular British and Continental cars.

G.P.D.A. SUGGESTIONS

A MEETING of the Grand Prix Drivers' Association was held in London on 18th July in the Chairman's Suite in the May Fair Hotel. Chairman, Stirling Moss, and Vice-Chairman, Joakim Bonnier, were both present.



WHILST IN ROUEN for the French G.P., A. F. Rivers-Fletcher of the Owen Organization took some of the boys to see a collection of veteran cars owned by the patron of his hotel, the Cheval Noir at Cleves. Seen in this picture are (l. to r.) Jo Bonnier, Graham Hill, Phil Hill, Rivers himself, M. Pichon, owner of the hotel, Dan Gurney and Richie Ginther. The car is a Delage.

(1) The G.P.D.A. has been asked by a member of the C.S.I. to make suggestions on minimum cockpit dimensions for Grand Prix cars, in view of the current tendency to over-reduce cockpit size in search of lightweight performance.

(2) It was pointed out by Stirling Moss that of the 40 minutes taken to extract him from his wrecked car at Easter Goodwood, over half this time was taken in carefully removing the battery to lessen the risk of fire. It is to be strongly recommended by the G.P.D.A. that the present rule demanding batteries shall be made optional instead of mandatory.

(3) Members expressed alarm at present high accident rate in Formula Junior racing, and unanimously agreed to put their experience at the disposal of Junior drivers in whatever way they can.

(4) The following drivers have been elected members: Belgian Willy Mairesse, Englishman Trevor Taylor, South African Tony Maggs, Italians Lorenzo Bandini and Giancarlo Baghetti, and Mexican Ricardo Rodriguez.

(5) Great concern was expressed at the inexperience of some of the drivers admitted to the Le Mans 24-hour race.

(6) Members were delighted to have Stirling Moss back in the Chair at their meeting, hammering on the table with his broken arm.

GOLD CUP MEETING

THE Oulton Park Gold Cup meeting, to be held on 1st September, is headed as usual by a Formula 1 race over 73 laps of the 2.761-mile circuit (201 miles). Also on the programme are two 19-lap (50 miles) races for sports-racing and saloon cars.

CLERMONT-FERRAND

PAUL HAWKINS'S trouble at Clermont-Ferrand was gearbox. In practice the times of the Lotus 23 were much better than any of the others, e.g., Hawkins, 3 mins. 54 secs., Vaccarella (Ferrari), 3 mins. 59 secs., Arundell (Lotus 23), 4 mins. 00 secs.

JOHN CAMPBELL-JONES

IF any friends of John Campbell-Jones would like to write to him in hospital, or even visit him on their way to Nürburgring, he would be delighted to hear from them. He will be at the hospital for at least another three weeks. Although he is on the mend by now it will take some time before he is up and about again. He is at "Kreiskrankenhaus, Room 108, Leonburg, Wurtenburg, W. Germany."

BRUCE McLAREN TO WRITE FOR "AUTOSPORT"

NEXT week Bruce McLaren's "From the Cockpit" will inaugurate a series of articles specially written by the New Zealander for AUTOSPORT. The Cooper-Climax team leader will give his impressions of the Grand Prix scene with personal notes that will be of immense interest to our readers. Bruce McLaren, currently runner-up in the World Championship of Drivers, is one of the most popular and unassuming of the Grand Prix drivers.

ROGER PENSKE will be driving a 2½-litre Cooper Monaco at Brands Hatch on August Monday. This popular American driver has over the past couple of years proved very successful in U.S.A. events and must be considered a strong contender for outright victory.

THE Freiburg hill-climb, an event counting towards the European Championship, was won last Sunday by Lodovico Scarfiotti (2.0 Ferrari) from Heini Walter (8-cyl. Porsche). Scarfiotti now leads the Championship.

THE B.R.S.C.C. race meeting at Oulton Park this Saturday, starting at 2 p.m., includes an excellent entry of Formula Junior cars in addition to 750 and 1172 Formulae, saloon, G.T. and sports cars.

THE Irish Formula Junior championship, organized by the 500 M.R.C.I., will now be run at Kirkistown on 25th August. Prize money totals £300, and there is a *Daily Express* trophy. Regs. can be obtained from Jack Dunlop, 519 Lisburn Road, Belfast, 9.



**TRAVELLING
FIRST
WITH SAFETY**

BRITISH GRAND PRIX AINTREE

1ST LOTUS Jim Clark

2ND LOLA John Surtees

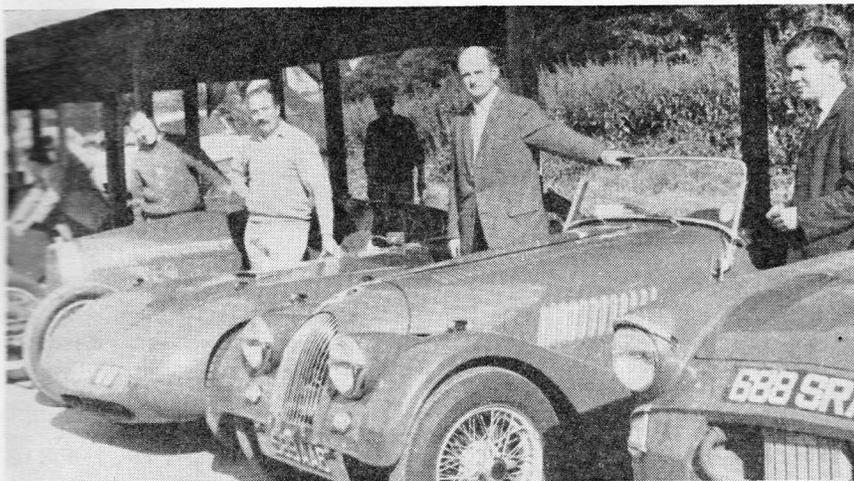
3RD COOPER Bruce McLaren

RESULTS SUBJECT TO OFFICIAL CONFIRMATION

ALL CARS FITTED WITH

GIRLING DISC BRAKES

THE BEST BRAKES IN THE WORLD



WINNING SMILES from the victorious North Midland M.C. team of 1. to r., Tom Wild (Bugatti), Roy Walton (Walton-Riley), Jack McEwan (Morgan) and Colin Smith (team manager).

INTER-CLUB SHELSLEY

REPORT AND
PHOTOGRAPHY
BY TREVOR GEDGE

VICTORY at their first inter-club Shelsley Walsh hill-climb—that was the outstanding feat of the North Midland Motor Club's team at this annual restricted event organized by the Midland Automobile Club last Sunday.

The spirited driving of their trio of Tom Wild (Type 37 Bugatti), Roy Walton (Walton-Riley) and Jack McEwan (Morgan Plus 4)—aided by a fairly generous 40.80 secs. handicap and two extra "practice" runs when the hockey stick failed to actuate the timing mechanism—enabled them to get the better of Bolton Le Moors C.C., who had a slightly inferior handicap.

But it was a close thing. There was only just over a second between the two teams after the handicap times had been deducted.

There was not much in it for third place either. The M.G. Car Club (South-Eastern Centre) team, with a liberal 78.80 secs. handicap, just got the verdict by less than half a second from the Hagley & District L.C.C.

In fact, the handicappers deserve congratulations for their permutations. Competition throughout was very close, even though handicaps ranged from the Bristol M.C. & L.C.C. on scratch and the promoting club with a well-nigh insuperable 4.20 secs. to Smiths (Bishops Cleeve) M.C. on 84.80 secs. and Walsall C.C. with 80.80 secs.

Evidence of the closeness of things can be gathered from the fact that only just over 10 seconds covered the first 12 teams.

But there might have been a different result had not intermittent showers during the afternoon made things a trifle slippery for three or four of the teams' second climbs. The Morgan 4/4 Club suffered worst in this respect, losing some 15 seconds on their first climbs in the dry. As a result they had to be content with 15th place.

It was also bad luck for the M.G. Car Club (South-Eastern Centre) team that they had to make their second runs in the wet, which cost them almost 10 seconds. Yet they still finished third. Could they have snatched victory, one wonders, had their second ascent of the hill been in the dry?

Still, rain in events such as these only

benefits those who don't get caught by it!

However, showers or no showers, the main "course on the menu" went down well.

The hors-d'oeuvres, too, were most satisfying. For things got under way promptly in the promoting club's typical style with the morning individual runs.

Ian McLaughlin (Cooper) aided by a very tight line at the S bend comfortably won the class and made B.T.D. in the process, with a 36.04 secs. run. E. G. Willmott's Elva was over 2 secs. behind in second place, with R. M. Hartwell (Cooper-J.A.P.), third.

Class 2 for 1,201 to 2,000 c.c. saw Brian Eccles (Cooper-J.A.P. 998S) make second fastest time of the day in 36.79 secs. to win. Fractionally under three seconds down in second place was P. Cottrell (Lotus XV). Third was B. L. Field's Lotus Super 7.

The individual runs—competitors only made one climb each—ended with the 2,001 c.c. and over class. George Keylock's 1500S Cooper proved the master

see if they could better their times of the morning.

Brian Eccles, of the promoting club, did. In fact he set up an unofficial class record at 35.32 secs.—which was less than a second outside Tony Marsh's outright record for Shelsley—and would have made B.T.D. had it have counted. However, he had some consolation in the fact that the organizers made a special award for the fastest non-scheduled run. E. G. Willmott also broke the up to 1,200 c.c. class record in his supplementary climb.

The Midland Automobile Club are to be congratulated on running the event in their usual business-like manner. From an entry point of view it was the most popular yet—35 clubs applied to take part, but the entry had to be limited to 26 with selection being decided by ballot.

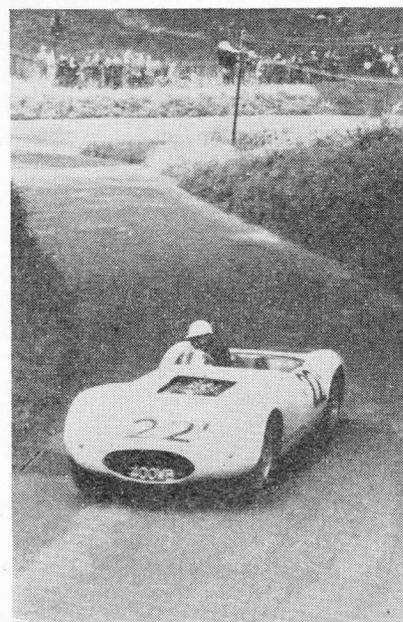
Results

Inter-club teams (net times): 1. North Midland M.C.: T. W. Wild (Bugatti), J. R. Walton (Walton-Riley), J. McEwan (Morgan Plus 4), 227.68 s.; 2. Bolton Le Moors C.C.: G. H. Breakell (Lotus 1100); Mrs. M. J. Warburton (Austin-Mini); T. H. Warburton (Jaguar E-type), 228.81 s.; 3. M.G.C.C. (South-Eastern Centre): N. Duntton (M.G.A.), J. A. Calton (M.G. Midget), R. Randall (M.G. Midget), 230.81 s.; 4. Hagley & District L.C.C.: P. Gaskell (Cooper 1100), M. Trimble (Jaguar 3.8), D. Blankstone (Aston Martin), 231.13 s.; 5. Bristol M.C. & L.C.C.: F. W. Floyd (Cooper-J.A.P. 1098), W. C. Cuff (Cooper-J.A.P. 1098), E. G. Willmott (Elva), 232.30 s.; 6. B.A.R.C. (West Midlands Centre): A. F. Millington (Lotus 7), R. F. Terry (Lotus 7), D. R. Driver (Lotus 7), 232.59 s.; 7. 432 M.C.: R. Rose (Lotus Elite), J. F. May (Porsche 90), B. Eccles (Cooper-J.A.P. 998S), 232.68 s.; 8. Welsh Counties C.C.: B. R. Parsons (Morgan Plus 4), P. M. G. Rees (Elva Courier), G. T. Kitsell (Austin-Healey Sprite), 234.72 s.; 9. S.U.N.B.A.C.: I. B. McLaughlin (Cooper 1098), P. S. Tempest (Lotus Super 7), R. Broad (Mini-Cooper), 235.24 s.; 10. Evesham A.C.: N. G. B. Bomford (Healey Silverstone), M. J. Hodges (Triumph TR2), T. Carter (Triumph TR2), 236.0 s.

Individual Runs. Class 1 (up to 1,200 c.c.): 1. and B.T.D., I. B. McLaughlin (Cooper), 36.04 s.; 2. E. G. Willmott (Elva), 38.06 s.; 3. R. M. Hartwell (Cooper-J.A.P. 1097), 38.86 s.

Class 2 (1,201-2,000 c.c.): 1. B. Eccles (Cooper-J.A.P. 998S), 36.79 s.; 2. P. Cottrell (Lotus XV), 39.77 s.; 3. B. L. Field (Lotus Super 7), 41.44 s.

Class 3: (2,001 c.c. and over): 1. G. H. Keylock (Cooper 1500S), 38.47 s.; 2. J. P. Chapman (Chapman Mercury), 39.10 s.; 3. A. B. Griffiths (Jaguar E-type), 40.87 s.



HANDFUL. J. P. Chapman's 4½-litre Chapman Mercury, pictured here at the S-bend, proved quite a handful on the hill but managed to take second place in the class.

So far this year every meeting at Brands Hatch has seen class lap records, sometimes even the outright circuit record, smashed beyond recognition. Even though the outright record was not beaten at last Sunday's B.R.S.C.C. club meeting, no fewer than nine class records were broken, another equalled and possibly yet another beaten during the course of the 12-race programme, marred by two nasty looking accidents and several other shunts.

Despite repeated attacks by the older version of Tom Weber, Stephen Minoprio won the 1,000 c.c. G.T. race fairly easily in his Marcos-Ford. Alan Foster and Andrew Hedges were second and third in the two Dick Jacobs M.G. Midgents and Weber fourth after an unscheduled poppy-picking expedition at Druids on the eighth lap. Ken Samuels (Sprite) also departed from the scene, but permanently, at Clearways. Minoprio and Weber shared the new class record of 61.8 secs., 72.23 m.p.h.

The 850 c.c. saloon car race provided the usual Mini entertainment, the only intruder being Laurie Goodwin's NSU Prinz which, although a constant last, went quicker than it did earlier in the year. Barry Hall, Michael Lacey and Harry Davidson constantly disputed the lead, while John Oakley and Sheridan Thynne similarly contested fourth place. Unfortunately, whilst Hall was challenging Davidson for first position on the seventh lap, drawing alongside him on the outside at Paddock, they touched and Davidson was deflected into the barrier. He was taken to hospital for a check-up, but had the consolation of a new class record of 68.4 secs., 65.26 m.p.h. Hall's Team Speedwell Mini led Lacey's car across the line by a second while Oakley was third, a few lengths in front of Thynne.

The 1,100 c.c. sports car event was a Mike Beckwith benefit, his Lotus 23 leading from start to finish. However, the fastest lap of 56.6 secs., 78.87 m.p.h., a new record, was recorded by second man Tony Hegbourne (Lola). Syd Fox (Lola) was third, a few yards ahead of Lord Clydesdale (Lola). Jim Morley's Lotus 11 was fifth while Tony Kilburn's



I SAY CHAPS! Doc Merfield (Anglia) tries to get inside Albert Powell (3.4) at Clearways.

BRANDS BASH!

A Day of Spills and Records
BY MICHAEL KETTLEWELL

similar car finished sixth in spite of a magnificent slide at Clearways which also involved Ewen Paul's Lotus 11.

Next came the single-seater racing car event, this introducing to Brands Brian Hart's 1½-litre Ford-powered Lotus 20, Chris Summers's Cooper-Chevrolet, this time with Jack Newton at the helm, and Ian Sievwright's immaculately maintained Ferrari 625. Hart soon galloped away from the rest of the pack, which included classes for 500 c.c. cars and Juniors. In fact only one Junior appeared, J. H. Clayton's Mark 2 Gemini, and its race lasted until just after Paddock Bend when it charged the bank and lost a wheel. Mike Herman, in avoiding the wheel, hit the straw bales going up Pilgrims Rise, his Cooper-J.A.P. overturning and catching fire. Luckily, neither driver was badly hurt.

Jack Newton held a safe second position, but third place was contested by Brian Mann's Lotus 16, Ian Sievwright's Ferrari and Mike Ledbrook's cheeky Cooper-Norton which had the audacity to challenge the Italian car in the twisty sections. Mann, despite nearly losing it at Bottom Bend on the eighth lap, finished third and Sievwright held Ledbrook at bay. Although he was not pressed, Hart equalled the class lap record of 56.4 secs., 79.15 m.p.h.

The 1,600 c.c. G.T. race was the only event without incident—nevertheless, it could not have proved more exciting! Mike Johnson's relentless chasing of Gordon Jones very nearly paid off, the Elite only failing to beat the Marcos-Climax by less than two feet. The Elites of Bill Shaw and Tom Threlfall were third and fourth, Roger Nathan's similar car having retired when fourth. This race was notable for the snail-like pace of a Sunbeam Alpine which was lapped three times (it was even slower than the NSU), and Gordon Jones's new class record of 60 secs., 74.40 m.p.h.

Then followed the unfortunate 1172 event. Races for these Ford-engined machines have been very hair-raising this year, spins and off-course excursions usually being the rule rather than the exception. This race ran practically incident-free until the eighth lap when an accident occurred that could very well have ended with most severe consequences. D. J. Harding (Lotus 7) was making up time after a mistake on the fourth lap when, after having passed Chris Featherstone's Lotus 7 along the Top Straight, he went on to the grass on the left side of the track, lost control and skidded broadside back across the track and into the rear of the other Lotus 7. His car rolled over and caught alight while Featherstone's mount hit the bank,

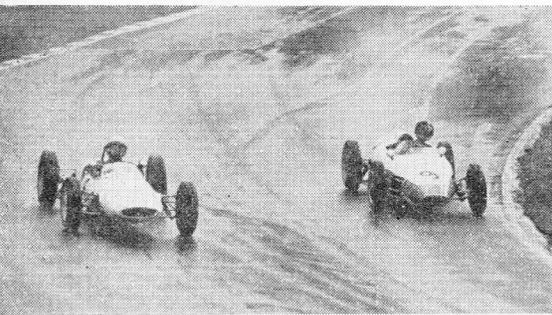
the driver being thrown out. Marshals were on the scene within seconds but as the track was blocked the race had to be stopped. Tony Youlten (Terrier) was declared the winner, from Bob Bell (Lotus 7), both drivers being credited with eight laps. As the rest of the field had halted around the finishing line, the remaining positions were based on the order at the end of seven laps. Rod Easterling (Rejo) and Clive Garnham (Terrier) were placed third and fourth. Youlten's fastest lap of 60.8 secs., 73.42 m.p.h., failed to beat Arthur Mallock's 1172 record, set at the Trio meeting, by 0.4 secs.

It later transpired that Featherstone had been removed to hospital, having suffered cuts and bruises. This was evi-

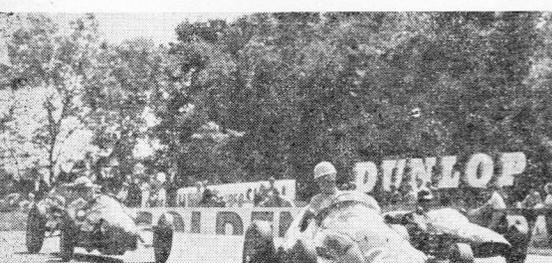
(Continued on page 136)

Results

Grand Touring Cars up to 1,000 c.c. (10 laps): 1, S. J. C. Minoprio (Marcos-Ford), 70.15 m.p.h.; 2, A. T. Foster (M.G. Midget); 3, A. P. Hedges (M.G. Midget). **Fastest lap:** Minoprio and T. E. Weber (Marcos-Ford), 72.23 m.p.h. **Saloon Cars up to 850 c.c. (10 laps):** 1, B. W. F. Hall (Austin-Mini), 63.19 m.p.h.; 2, M. G. Lacey (Austin-Mini); 3, J. Oakley (Morris-Mini). **Fastest lap:** H. Davidson (Austin-Mini), 65.26 m.p.h. **Sports Cars 1,001-1,100 c.c. (10 laps):** 1, M. G. Beckwith (Lotus-Ford 23), 74.90 m.p.h.; 2, A. V. Hegbourne (Lola-Climax); 3, S. A. Fox (Lola-Climax). **Fastest lap:** Hegbourne, 78.87 m.p.h. **Single-seater Racing Cars (10 laps): Overall winner:** B. R. Hart (Lotus-Ford 20), 76.89 m.p.h. **Racing Car Class:** 1, B. R. Hart (Lotus-Ford 20), 76.89 m.p.h.; 2, A. J. C. Newton (Cooper-Chevrolet); 3, B. Mann (Lotus-Climax 16). **Fastest lap:** Hart, 79.15 m.p.h. **Formula Junior Class:** no finisher. **500 c.c. Class:** 1, M. J. Ledbrook (Cooper-Norton Mk. 8), 68.98 m.p.h.; 2, A. C. Rodgie (Cooper-J.A.P. Mk. 5); 3, D. M. Rogers (Cooper-Norton Mk. 10). **Fastest lap:** Ledbrook, 70.86 m.p.h. **Grand Touring Cars 1,001-1,600 c.c. (10 laps):** 1, G. M. Jones (Marcos-Climax), 71.95 m.p.h.; 2, M. B. Johnson (Lotus Elite); 3, W. J. Shaw (Lotus Elite). **Fastest lap:** Jones, 74.40 m.p.h. **1172 Sports Cars (8 laps):** 1, A. J. Youlten (Terrier-Ford Mk. 2), 71.79 m.p.h.; 2, R. H. Bell (Lotus-Ford 7); 3, R. Easterling (Rejo-Ford). **Fastest lap:** Youlten, 73.42 m.p.h. **Formula Junior (10 laps):** 1, J. E. Fenning (Lotus-Ford 20), 67.37 m.p.h.; 2, R. G. Pike (Auser-Ford T3); 3, B. E. Berrow-Johnson (Lotus-Ford 20). **Fastest lap:** Pike, 69.53 m.p.h. **Saloon Cars 851-1,000 c.c. (10 laps):** 1, M. A. Young (Ford Anglia), 64.86 m.p.h.; 2, C. J. Hicks (Ford Anglia); 3, R. C. Glossop (Austin A40). **Fastest lap:** J. J. Williams (Austin A40), 68.68 m.p.h. **Sports Cars over 1,100 c.c. (10 laps):** 1, D. G. Addicott (Elva-Climax Mk. 6), 75.36 m.p.h.; 2, R. F. Pierpoint (Lotus-Climax 15); 3, C. J. Steele (A.D. Sportive-Climax). **Fastest lap:** Addicott, 78.32 m.p.h. **Grand Touring Cars over 1,600 c.c. (10 laps): Overall Winner:** K. Baker (Jaguar E-type), 70.28 m.p.h. **Over 3,000 c.c. Class:** 1, K. Baker (Jaguar E-type), 70.28 m.p.h.; 2, W. Pearce (Jaguar XK 150). **Fastest lap:** Baker 72.00 m.p.h. **1,601-3,000 c.c. Class:** 1, P. H. Arnold (Morgan Plus 4), 69.95 m.p.h.; 2, R. C. Burnard (A.C. Ace-Bristol); 3, D. Selway-Jones (Triumph TR3A). **Fastest lap:** Arnold, 71.54 m.p.h. **Saloon Cars over 1,000 c.c. (10 laps):** 1, A. Peer (Ford Anglia), 67.97 m.p.h.; 2, W. A. Powell (Jaguar 3.4); 3, C. D. Hextall (Tornado Talisman). **Fastest lap:** Powell, Peer and Hextall, 69.32 m.p.h. **Sports Cars up to 1,000 c.c. (10 laps):** 1, P. W. J. Deal (Lotus-Ford 7), 73.49 m.p.h.; 2, C. L. Lacey (Lotus-Ford 7); 3, R. S. Deverall (Lotus-Ford 7). **Fastest lap:** Lacey and Deal, 74.90 m.p.h.



ABOVE: Roy Pike (Auser) about to pass Brian Berrow-Johnson at Bottom Bend. BELOW: Ian Sievwright's ex-F1 Ferrari holds off Mike Ledbrook's ex-F3 Cooper-Norton, but Brian Hart sweeps by to lap them both in his 1½-litre Lotus 20.



THE fastest Mini yet to be tested by this magazine came from Daniel Richmond of Downton Engineering, Ltd. Daniel has always specialized in B.M.C. engines and his results would suggest he knows more about them than most people.

His work on the B.M.C. Mini appears to be most advanced and certainly the end product is extremely fast and flexible. So much so, that I had heard a lot about the car before we got it for testing, and was therefore interested to see whether it was fact or fiction, for the performance figures mentioned seemed extraordinarily quick.

Well: the performance figures I got in almost ideal conditions confounded me despite what I had heard. The car would accelerate to 60 m.p.h. (leaving quite a lot of rubber on the road!) in 8 secs. when driven hard, and never failed to reach this speed in less than 9 secs. when driven moderately. The 30 figure was found to be 2.2 secs., but proper co-ordination between throttle and clutch was vital so as not to waste time with excessive wheelspin! Fifty m.p.h. was reached in 5.9 secs. and 80 m.p.h. in 16.2 secs. Now, if these had been figures for a 2-litre sports car, they would have been considered excellent—for a 1,088 c.c. Cooper-Austin they were incredible.

The maximum speed was governed by wind conditions, but a two-way time of 108.2 m.p.h. was recorded on a very

of valve springs required. The inlet seats are unusual and very efficient, being similar to those used on all Downton's recent competition engines. The compression ratio on the test car when we tried it was 11:1, this necessitating the use of 100 octane fuel.

Two H.4 SU carburetters are mounted on a special Downton-tuned and tapered inlet manifold with a balance pipe running between the two inlets. The exhaust manifold is very special; it is widely known that exhaust length and diameter is particularly critical on Minis and Cooper-Minis for maximum economy and flexibility.

Silence surrounds the camshaft; for here lie many of the secrets of Downton's success. However, it is claimed that the original cams are reprofiled and talk of a completely new camshaft is nonsense. The capacity of the engine is increased by boring out each cylinder to 65 mm., giving a total of 1,088 c.c., this, and the camshaft, giving the very useful increase in torque. All engine

what they are about, as amateur ministrations in this department could have extremely dangerous consequences.

When taking performance figures I was advised not to exceed 7,200-7,500 r.p.m., although for the 0-60 m.p.h. time I permitted myself 7,800 r.p.m. to save an extra gear change. First gear gave 36 m.p.h., second gave 60 m.p.h., and third 87 m.p.h.—extremely useful ratios. The engine noise, although a trifle louder than standard, was not that of a highly tuned Mini, which saved a lot of embarrassment.

The flexibility of the engine was truly astonishing, the car pulling away from 1,500 r.p.m. in top. There were no flat spots in the rev. range, and an urge to change up when already in top occurred once or twice.

When really driving hard, the use of high r.p.m. paid off where the use of maximum power really showed. FE.220 plugs were used throughout the test, except when taking acceleration and maximum speed figures when these were

PATRICK McNALLY TESTS

A THREE-FIGURE MINI

Fast Motoring in a Downton Cooper-Austin



Daniel Richmond enthusiastically cornering his Downton Cooper-Austin at Stapleford last October. This was one of the first competition appearances of a Cooper-Mini. Race-modified Downton Minis have an excellent record of success ranging from British hill-climbs to the Targa Florio.

★

still day. The car would, no doubt, with a following wind and a downhill gradient, exceed 110 m.p.h. If these figures weren't enough to convince anybody, the standing quarter-mile was covered in 16.8 secs.

This car, I was assured by Daniel Richmond, was very much a touring unit and not suitable for any serious competition work. The competition tuning is completely different and gives more top-end performance at the expense of some flexibility.

How can this performance be got out of a Cooper? Unfortunately I can only reveal to you what Daniel would tell me, for although questioned closely on valve lift and timing, and one or two other points, his memory seemed to have conveniently deserted him! Not that I blamed him, for years of research have gone into some of his modifications.

The cylinder head has had its combustion chambers completely recontoured, and the ports too have seen a lot of work. Considerably larger valves, both inlet and exhaust, are used, but relatively soft double valve springs are fitted. The rocker gear is extensively lightened and this, of course, is all-important when calculating the strength

parts are balanced and the crank, flywheel and clutch assembly are dynamically balanced as a unit. If you work out what part of the anatomy would suffer most if a flywheel ever came adrift on one of these cars, you realize just how important it is to have every part in balance!

All these modifications are carried out with a view to road work. If the car is to be used in competition, Downtons will make it go even quicker by less moderate valve timing and a few other modifications, but with a consequential loss in bottom end and flexibility.

The suspension has been extensively modified and lowered—these modifications consisting of substantially lowering the car and altering the rate at which the rear springs are compressed by changing the shape of the member which compresses the rubber. Koni shock absorbers are fitted.

These modifications are carried out only if the car is going to be used for special competition purposes. For normal road use the standard suspension is almost ideal. However, it is extremely important that no modification should be made to the suspension except by someone who thoroughly understands

changed for FE.260s. Neither set of plugs ever tried to oil up.

The lowered and hardened suspension transformed the road-holding, reducing the understeering characteristics to a minimum; however, it was possible to lift a front wheel in certain circumstances, but one had to be really pressing on for this to happen. There appeared to be no adverse effects in handling due to these modifications, but, of course, it does lower the ground clearance somewhat, so would be of little advantage for rally work.

Perhaps one of the most startling things about the whole car was its moderate fuel consumption. Driven as it was, flat out for most of the test period, often exceeding the ton, it averaged 26.5 m.p.g., which must be considered excellent.

One has to be very careful what one writes about the surprises one gives to other drivers on the road when road-testing modified cars. All the same, I am sure it is permissible to relate an incident that happened during my period of ownership. The car was being driven along the M4 when a Jaguar and a Bentley were seen to be coming up, nose to tail, obviously engaged in a friendly "dice". I let them pass, and then accelerated after them, and, on a safe stretch of road, promptly passed them. The driver of the Jaguar stared open-mouthed, while his passenger—quite rightly—removed his hat and bowed in our direction; and the rather staid-looking gentleman in the Bentley gave me the "thumbs up" sign, in a manner which rather belied his appearance!

Acceleration

0-30 m.p.h., 2.2 secs.; 0-50 m.p.h., 5.9 secs.;
0-60 m.p.h., 8.0 secs.; 0-80 m.p.h., 16.2 secs.
Standing quarter-mile: 16.8 secs.
Maximum speed: 108.2 m.p.h.
Economy: 26.5 m.p.g.
Speeds in gears: 36 m.p.h., 60 m.p.h., 87 m.p.h.



VINTAGE SILVERSTONE

SID DAY WINS BOULOGNE TROPHY

Excellent Meeting Marred by Tragic Accident

THE tremendous interest in Vintage cars was shown clearly by the enormous crowd who turned out for the Vintage Sports Car Club's Silverstone meeting. At one stage marshals had to stop people entering the paddock as it was so full. The whole meeting was run off like clockwork and all 11 events were interesting and exciting.

Unfortunately the meeting was marred by a tragic accident which fatally injured two marshals.

The main race of the day was the Boulogne Trophy run over 19 laps, 50 kms., an allcomers race which featured E.R.A.s, a Maserati, an Alfa Romeo, Bentleys, to name but a few. Patrick Lindsay in Remus had made best time in practice but had the misfortune to damage the key way on one of his drive shafts, so Sid Day took pole position in his dark blue E.R.A.

The start was as exciting as that of a G.P. with clouds of smoke, oil and rubber dust. Bertie Brown's E.R.A. was first into Copse and held the lead until Sid Day passed him on lap two; Day had made a relatively poor initial start.

Behind these came Martin Morris (E.R.A.), Dan Margulies (Maserati), Keith Schellenberg (Bentley) and Peter Waller (E.R.A.).

Lap three saw several changes—Martin Morris had moved into second place in

BY PATRICK McNALLY

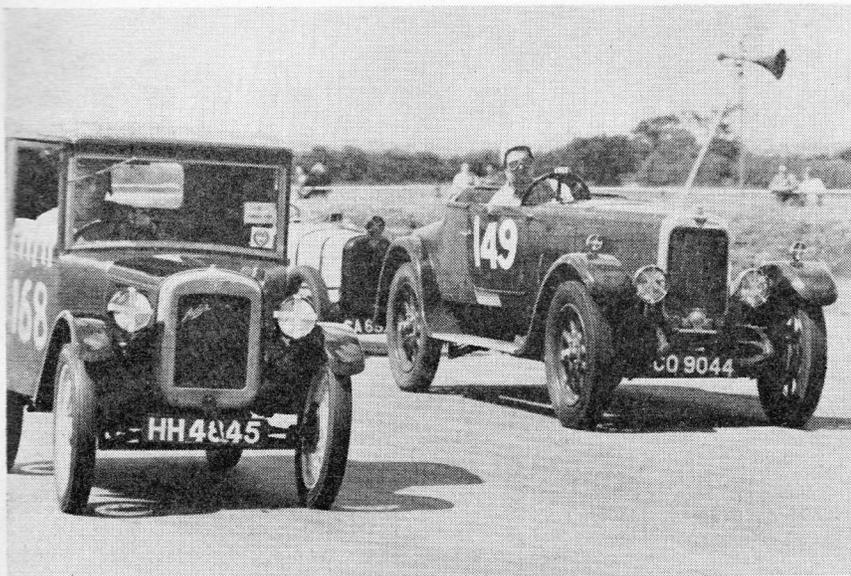
PHOTOGRAPHY BY MICHAEL WARE

his newly acquired E.R.A. and Bertie Brown had dropped back to third place ahead of Margulies and Schellenberg, with Peter Waller moving up fast. With five laps gone Day had pulled out a 100 yards lead over Morris, who was firmly in second place, whilst Margulies was having a fine old dice with Peter Waller who had got his E.R.A. past Schellenberg's 8-litre Bentley.

There were no more place changes in the top six until lap 9 when Dan Margulies coasted into the pits to retire the Maserati, letting Waller through to third place. Excitement rose when it was

noticed that Martin Morris was catching Day, and on lap 16 they came through Woodcote together after Day had been delayed by back markers. However, all chances of passing Day went when Martin too was baulked by slower cars, and Day crossed the line a comfortable winner with Morris in second place ahead of a third E.R.A. driven by Waller. Keith Schellenberg took a well-deserved fourth place in the Barnato Hassan Bentley despite the fact he had few brakes; Bertie Brown's E.R.A. was fifth.

The first race of the day had been an Inter-Team Relay race which saw the Riley team from the 1 min. 50 sec. mark win from the Bentleys, with the Frazer-Nash third. This had been closely followed by another handicap event which went to B. M. Russ-Turner's 4½-litre Bentley, which led P. E. Carmichael's Aston Martin over the line with A. Archdale's Nash taking the minor award. A third handicap event for smaller capacity cars saw J. T. Warden's 1925 Humber slip across the line ahead of R. C. Batho's fast Riley Amilcar, B. M.



THE unusual two-seater Austin 7 saloon of R. J. L. McCowen leads J. C. Starke's Alvis and Barry Clarke's Austin 7 through a corner (above). **SECOND MAN** home in the Boulogne Trophy race, Martin Morris (E.R.A.) leads the later model of Bertie Brown through Becketts (right). **OPPOSITE PAGE.** A. E. Riseley (Aston Martin), P. A. Mann (Bugatti) and A. L. Askew (Alfa Romeo) get off the line in event two.

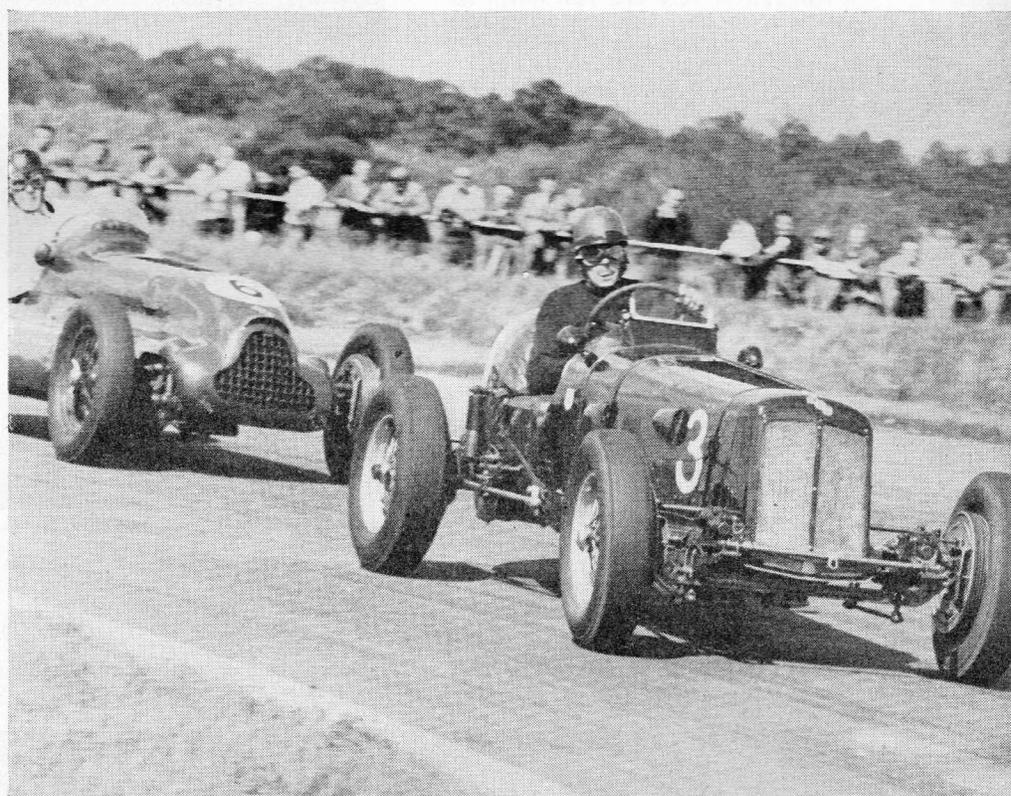
Clarke (Austin 750) just beating J. Miles in a similar car for third place.

Geoffrey St. John took the Merry-down Trophy and won the vintage sports car scratch race outright. J. T. Williamson had led at the fall of the flag in his 4½ Bentley but St. John (Frazer-Nash), driving faultlessly, had slipped through at Woodcote second time round. R. P. Bradley's 4½ Bentley had held second place on lap 1, but retired at Becketts on lap four when in a secure third place, letting J. Morley's Bentley through. St. John, although closely pursued by second man Williamson, won comfortably setting fastest lap of 73.09 m.p.h.

C. P. Marsh won the 750 c.c. award in his Austin, J. Bromley-Johnson won the up to 1,100 c.c. class in his Riley, and both St. John and Williamson naturally won their classes, the up to 3,000 c.c. and over 3,000 c.c.

K. Knight well deserved his win in another of the five-lap handicap events. Knight, driving a 1935 1½-litre Riley, came through from the 35 sec. mark to snatch victory from R. P. Cook's Riley and J. D. Crabtree's Alfa Romeo. Two more five-lap handicaps followed. The first of these had a fairly close finish with R. C. Batho (Amilcar-Riley) leading J. Miles's Austin and B. M. Clarke's Austin over the line. The second was won by T. R. Burke (Frazer-Nash) with R. Wood's Invicta and D. Elwell Smith's Aston Martin in second and third spots.

Great excitement was caused in the five-lap allcomers scratch. Patrick Lindsay had been lent Sid Day's car and was in pole position with Martin Morris, Bertie Brown and Waller, all in E.R.A.s, occupying the front row. Another fantastic start and Martin Morris



emerged in the lead from Bertie Brown and Patrick Lindsay. Morris was going very well when a front brake locked as he was going into Becketts, the car slewing off the track, fatally injuring two marshals after demolishing a protective barrier. Lindsay, with no real opposition, won comfortably from Waller, with Brown in third place.

The last two races of the day were handicap events. The first of these was won by H. P. Hine (Bentley) from R. V. Hardman's Riley. The second was won by C. B. Harding's Amilcar from J. Freeman's fast Aston Martin.

Results

Inter-Team Relay Race: 1, Riley, 60.72 m.p.h.; 2, Bentley; 3, Frazer-Nash III. **Fastest lap:** T. Williamson (Bentley), 71.29 m.p.h.

Handicap Race: 1, B. M. Russ-Turner (Bentley), 60.43 m.p.h.; 2, P. E. L. Carmichael (Aston Martin); 3, A. Archdale (Frazer-Nash). **Fastest lap:** R. A. Hutchings (BMW), 62.92 m.p.h.

Handicap Race: 1, J. T. Warden (Humber), 46.64 m.p.h.; 2, R. C. Batho (Amilcar-Riley); 3, B. M. Clarke (Austin). **Fastest lap:** Batho, 57.89 m.p.h.

Scratch Race for Vintage Sports Cars: 1, G. S. St. John (Frazer-Nash), 70.70 m.p.h.; 2, J. T. Williamson (Bentley); 3, J. Morley (Bentley). **Fastest lap:** G. S. St. John (Frazer-Nash), 73.09 m.p.h.

Handicap Race: 1, K. Knight (Riley), 61.69 m.p.h.; 2, R. P. Cook (Riley); 3, J. D. Crabtree (Alfa Romeo). **Fastest lap:** Cook, 65.78 m.p.h.

50 km. Boulogne Trophy: 1, Sid Day (E.R.A.), 77.71 m.p.h.; 2, M. H. Morris (E.R.A.); 3, P. Waller (E.R.A.). **Fastest lap:** Day, 80.17 m.p.h.

Handicap Race: 1, R. C. Batho (Amilcar-Riley), 57.75 m.p.h.; 2, J. Miles (Austin); 3, B. M. Clarke (Austin). **Fastest lap:** C. P. Marsh (Austin), 63.06 m.p.h.

Handicap Race: 1, T. R. W. Burke (Frazer-Nash), 59.31 m.p.h.; 2, R. C. J. Wood (Invicta); 3, D. Elwell Smith (Aston Martin). **Fastest lap:** P. Martin (Aston Martin), 68.91 m.p.h.

Handicap Race: 1, H. P. Hine (Bentley), 63.64 m.p.h.; 2, R. V. Hardman (Riley); 3, D. P. Martin (Riley). **Fastest lap:** Hardman, 66.54 m.p.h.

Handicap Race: 1, C. B. Harding (Amilcar), 69.01 m.p.h.; 2, J. Freeman (Aston Martin); 3, P. Waller (E.R.A.). **Fastest lap:** Waller, 77.81 m.p.h.

750 SILVERSTONE

THE Seven-Fifty Motor Club's Silverstone meeting this Saturday includes events for saloon, sports, 750 Formula, 1172 Formula and *Formule Libre* cars. Entries in the last-named race range from Lotus 20s to a Chevrolet Corvette. The meeting starts at 1.30 p.m., the admission is free and there is a car parking charge of 10s. The course car is reputed to be a 1931 18/80 M.G.

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THE R.S.A.C. Veteran and Vintage Car Rally will start from Blythswood Square, Glasgow, at 10.30 a.m. on 4th August.

JOHN BOLSTER TESTS

TWO VAUXHALLS

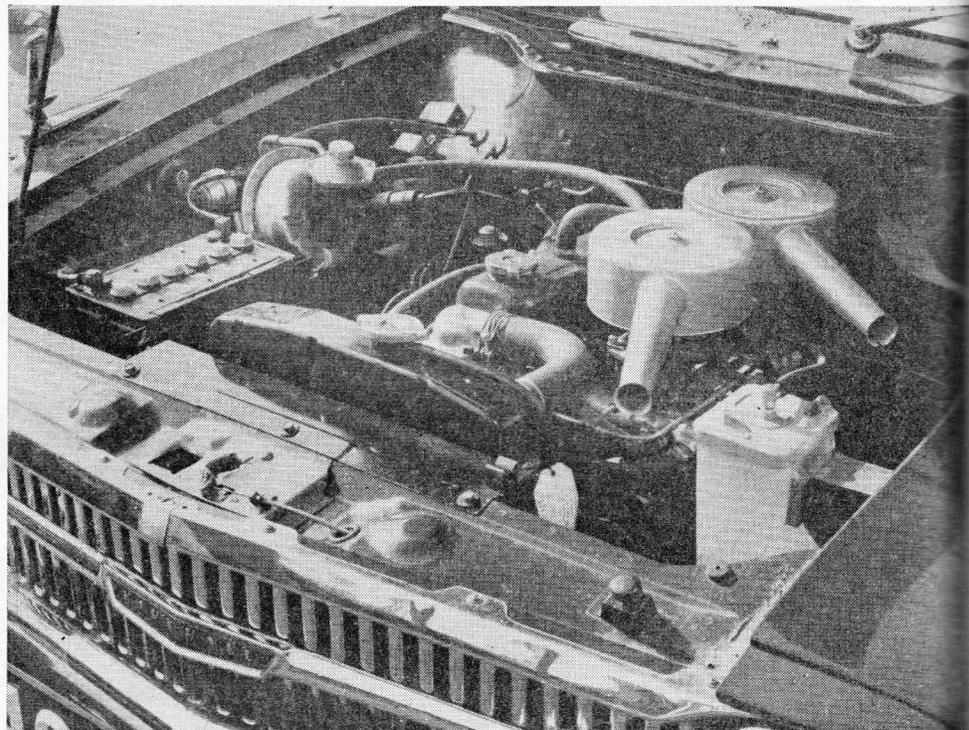
The VICTOR and The VX 4/90

THE new Vauxhall Victor has achieved immediate popularity, largely by virtue of its attractive appearance and many practical features. In standard form, it incorporates all the customary Vauxhall qualities, including an engine which has exceptional low-speed torque and flexibility, enabling it to do most of its work on top gear. A three-speed gearbox is therefore standard.

However, a very fine four-speed, all-synchromesh box with a short, central lever is now offered as an extra. This transmission at once adds to the possibilities of the car, for it means that some low-speed torque can be sacrificed in increasing the horsepower at high revolutions. This is exactly what has been done in the VX 4/90, which is supplied only with the four-speed box.

A light alloy, high-compression cylinder head carries two carburetters, and an overlap camshaft allows full benefit to be obtained from the potentially better breathing capacity. Front disc brakes with a vacuum servo look after the stopping problem posed by higher speeds, and stronger dampers keep the wheels on the road during enthusiastic cornering. The rims are 1 in. larger in diameter. A delightful array of proper round instruments, including a large rev. counter, adds considerably to the pleasure of driving the car.

In other respects, the VX 4/90 and the Victor are identical. A slightly over-square four-cylinder engine of 1,508 c.c. is in unit with the gearbox, which is allowed considerable movement on its flexible mountings. The open propeller shaft is not divided and the hypoid axle is on semi-elliptic springs. The independent front suspension is by helical



The engine of the VX 4/90, showing the twin downdraught Zenith carburetters

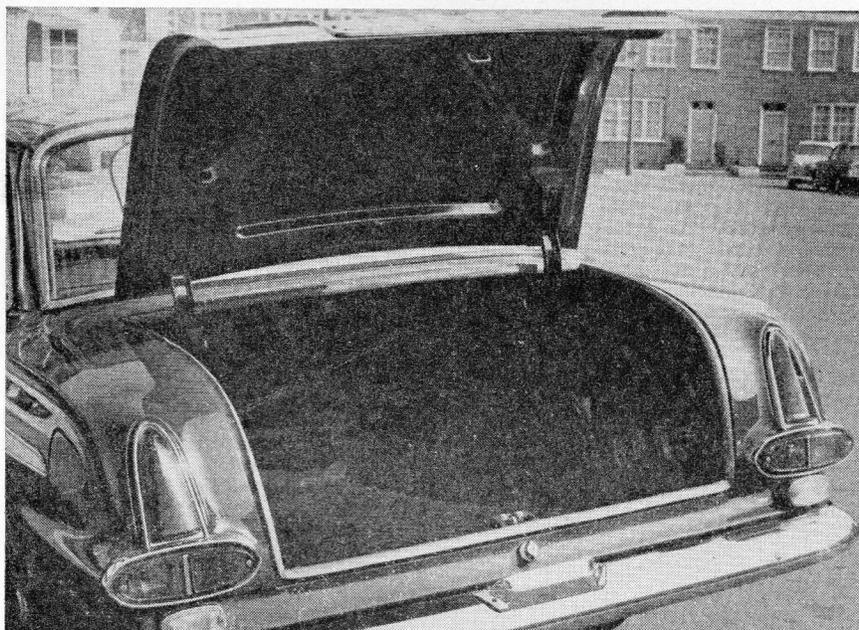
springs with a torsional anti-roll bar and the four greasing points at the king pins require only annual attention.

The attractive steel body has four doors and provides plenty of room for all occupants. A really tall driver might like a little more space, but the seating

has been improved since I tried a prototype. The interior appointments of the VX 4/90 are very attractive, and though the Victor is not so expensively turned out, the equipment and trim are more than adequate. A "flash" along each side and a different grille distinguish the more advanced model.

Let us deal first with the standard Victor. "My" car had the four-speed gearbox and I at once applauded the synchronized bottom gear. The engine is both smooth and flexible, equalling some "sixes" that I know. The standard model is not fast for its size but a timed-both-ways mean speed of 74.5 m.p.h. is enough for the average driver. More important is a fuel consumption which ranges between 25 and 31 m.p.g. The rapid gear change allows the quarter-mile to be encompassed in 21.8 secs., which keeps one ahead when the traffic lights turn green.

The suspension gives a comfortable ride on all but the worst roads and the cornering power is about normal for this type of car. The brakes are fully up to the performance, and the handling, on dry or wet surfaces, remains always fully predictable. I would say that the Victor is a very safe car in the hands of the





Some road noise can be heard on certain types of surface, but in general this is a quiet car, neither wind noises nor mechanical sounds being obtrusive. The smooth running of the engine encourages one to press this Vauxhall fairly hard. Naturally, the fuel consumption figures cannot then equal those of the Victor, 23 m.p.g. having been recorded during very hard driving. The heater is powerful but its controls need practice.

The Vauxhall Victor is a car of attractive appearance which is roomy, comfortable, well-equipped, and has a really big boot. The VX 4/90 has all these features, plus a considerably greater performance. As a town car, I would choose the Victor, but for fast, long-distance journeys I would have the VX 4/90 every time. Let us hope that the excellent Vauxhall gearbox, with synchromesh on all four speeds, will prove an inspiration to some other British manufacturers who are lagging far behind in this department.

average driver and that this will be reflected in an enviable insurance record.

The VX 4/90 is a much faster car, having a timed speed of 88.2 m.p.h. and the very good standing quarter-mile time of 19.5 secs., made possible by the lightning gear change. It is not a sports car, but a family saloon which will appeal to the man who regrets the two-seaters of his bachelor days. The acceleration times are impressive, partly because the 0.30 m.p.h. figure can be achieved without changing from bottom gear. I admit that I "cheated" in attaining the 0-50 m.p.h. time of 9.6 secs.! A fractional incursion into the red part of the rev. counter dial was necessary to reach a full 50 m.p.h. on second gear, but the unit remained completely smooth.

Very smooth running at high speeds is the greatest virtue of this engine. In two-carburettor form, it perhaps lacks "punch" at the bottom end, but the excellent four-speed gearbox is the answer to that. Some low-speed flexibility has been lost compared with the Victor and

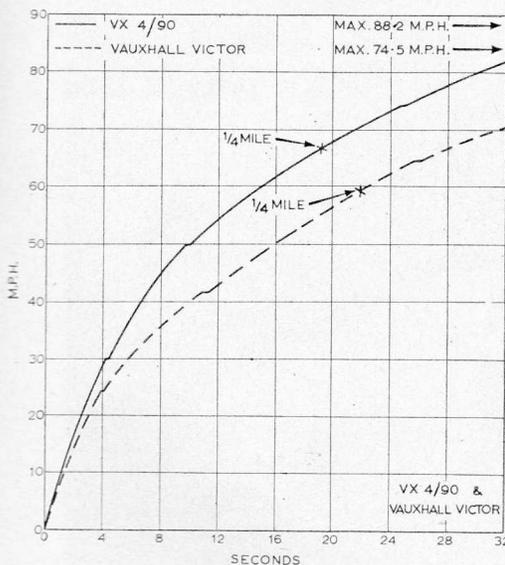
the idling is a little "lumpy", but as the standard model is exceptionally good in these respects, this is not a serious criticism.

At first the machine seems to bounce a little when driven hard on indifferent roads. It soon becomes apparent, however, that the stability is very good for a conventional chassis design. Corners may be slid with considerable abandon, and the well-damped suspension is fully up to the performance of the tuned engine. Though the ride is firmer than that of the Victor it is by no means hard, and one feels that the settings chosen are a good compromise for a family car which has an exceptional turn of speed. The rear axle was less inclined to tramp than that of the prototype we tested not long ago, which proves that some useful progress has been made.

The brakes are very powerful indeed and require only light pedal pressure. The car does not tend to deviate during panic braking at high speed. No fading was apparent during the test and the pedals were suitably arranged for "heel and toe".



ACCELERATION GRAPH



SPECIFICATION AND PERFORMANCE DATA

Cars Tested: Vauxhall Victor Super saloon, price £736 12s. 9d. Extra: four-speed gearbox £16 10s., individual front seats £13 15s. Heater £15 15s. Screenclean £1 9s. 6d., all including P.T. Vauxhall VX 4/90 saloon, price £927 15s. 3d. including P.T.

Engine: Four cylinders 79.38 mm. x 76.2 mm (1,508 c.c.). Pushrod operated overhead valves. Lucas coil and distributor. **Victor:** Downdraught Zenith carburettor. Compression ratio 8.1 to 1, 57 b.h.p. (S.A.E.) at 4,600 r.p.m. **VX 4/90:** Twin downdraught Zenith carburettors. Compression ratio 9.3 to 1, 81 b.h.p. (S.A.E.) at 5,200 r.p.m.

Dimensions: Wheelbase 8 ft. 4 ins. Track (front) 4 ft. 3 1/2 ins.; (rear) 4 ft. 4 1/2 ins. Overall length, 14 ft. 5 1/2 ins. Width, 5 ft. 4 ins. Weight, 19 1/2 cwt.

Chassis: Steel body and chassis. Independent front suspension by wishbones and helical springs with torsional anti-roll bar. Recirculating ball steering box. Rear axle on semi-elliptic springs. Telescopic dampers all round. **Victor:** Drum-type hydraulic brakes. Bolt-on disc wheels fitted 5.60-13 ins. tyres. **VX 4/90:** Disc front brakes, drum rear brakes, with vacuum servo. Bolt-on disc wheels, fitted 5.60-14 ins. tyres.

Transmission: Single dry plate clutch, four-speed gearbox with central remote control lever and synchromesh on all gears, ratios 3.9, 5.26, 8.3 and 12.83 to 1. Open propeller shaft. Hypoid rear axle.

Equipment—Victor: 12 volt lighting and starting. Speedometer, Fuel and temperature gauges. Flashing indicators. Windscreen wipers. Extra: Screen washer, heater. **VX 4/90:** 12 volt lighting and starting. Speedometer, rev. counter, ammeter. Fuel, temperature and oil pressure gauges. Heater and demister. Cigar lighter. Windscreen wipers and washers. Extra: Radio, safety belts and fog lamps.

Performance—Victor: Maximum speed 74.5 m.p.h. Speeds in gears, third, 65 m.p.h.; second, 42 m.p.h.; first, 25 m.p.h. Standing quarter-mile 21.8 s. Acceleration: 0-30 m.p.h., 5.8 s.; 0-50 m.p.h., 16.2 s.; 0-60 m.p.h. 22 s. **VX 4/90:** Maximum speed 88.2 m.p.h. Speeds in gears, third, 74 m.p.h.; second, 50 m.p.h. (see text); first, 30 m.p.h. Standing quarter-mile 19.5 secs. Acceleration: 0-30 m.p.h., 4.2 s.; 0-50 m.p.h., 9.6 s.; 0-60 m.p.h., 15 s.; 0-70 m.p.h., 21.7 s.

Fuel Consumption—Victor: 25 to 31 m.p.g. **VX 4/90:** 23 to 27 m.p.g.

NON-STOP

WITH his splendid victory in the British Grand Prix at Aintree last Saturday, Jim Clark (Lotus) becomes a serious challenger for the World Championship of Drivers. Graham Hill's fourth place netted him 3 points for a total of 19, but Clark is just one point behind. Bruce McLaren has 16, Phil Hill 14 and John Surtees 13.

What promised to be an exciting race turned into something of a procession, with Jim Clark leading for the entire 75 laps distance. Only real threat to the Team Lotus man came from John Surtees in the Bowmaker Lola. The pair doubled the rest of the field with the exception of McLaren and Hill. Porsche and Ferrari were completely eclipsed by the British V8s. Dan Gurney had to struggle all the way for his ninth place, Jo Bonnier retired with gearbox bothers

THE START: Clark leads off the grid, followed by Surtees, McLaren, Gurney, Brabham, Graham Hill, Ginther, Salvadori, Phil Hill, Maggs, Taylor, Bonnier and the rest of the field.

Jim Clark (Lotus) Wins British Grand Prix from John World Championship with 19 points to Clark's 18

REPORT BY
GREGOR GRANT

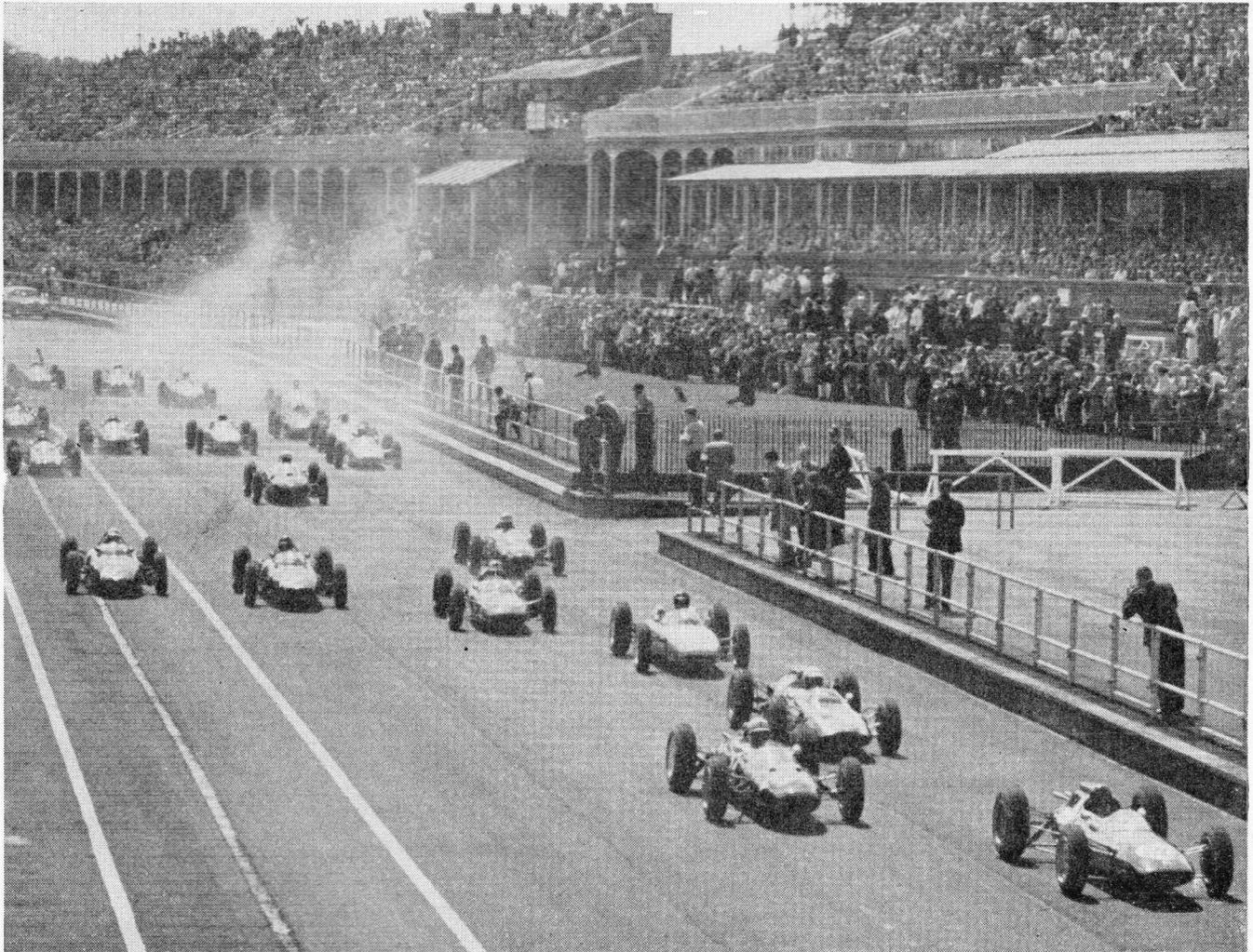
and Phil Hill gave up with valve problems.

It was the saloon car race that provided the thrills, with Jack Sears winning by a few yards from Mike Parkes—both in Equipe Endeavour Jaguars. Peter Harper (Sunbeam), losing many seconds after a third lap spin, drove a furious race to take the 3-litre class, during which Alan Hutcheson inverted his Riley at Cottage Corner on the 14th lap. Harper broke the class record by no less than 3 secs., finishing up with 2 mins. 26.8 secs. (73.57 m.p.h.). In the "Mini" section, won by John Love, both he and Christabel Carlisle did 2 mins. 28.2 secs.

* * *
FOR the first practice period on Thursday, 16 drivers reported to the clerk of the course. Fastest was Innes Ireland

in the U.D.T.-Laystall Lotus V8, with a time of 1 min. 55.2 secs. (93.75 m.p.h.). Towards the end of the session this was equalled by Richie Ginther (B.R.M.) and Dan Gurney with the Solitude-winning Porsche. Jim Clark did 1 min. 55.6 secs. with his monocoque Lotus "25", whilst Graham Hill (B.R.M.) and John Surtees (Lola) returned 1 min. 55.8 secs.

The evening period produced much better times, with Jim Clark top of the class, equalling his own Aintree record of 1 min. 54 secs. (94.74 m.p.h.). Dan Gurney clocked 1 min. 54.8 secs. and Surtees 1 min. 55 secs. Jack Brabham turned up with his Lotus, the new



FLYING SCOTSMAN

**Surtees (Lola)—Graham Hill (B.R.M.) Still Leads in
—Victory for Jack Sears (Jaguar) in Saloon Car Race**

**PHOTOGRAPHY BY
GEORGE PHILLIPS and FRANCIS PENN**

Brabham not being completed in time. He returned 1 min. 55.8 secs., which Innes Ireland also did with Lotus-Climax and Lotus-B.R.M. Ginther recorded 1 min. 55.6 secs. with the six-speed B.R.M. Surtees went out with the revised Lola, also with Colotti six-speed gearbox, but his best was 1 min. 58.2 secs. Phil Hill had a spot of gearbox trouble with the lone Ferrari, his best time being 1 min. 57.8 secs.—0.4 sec. slower than Roy Salvadori (Lola) and 0.6 sec. under Masten Gregory's figures with the Lotus-B.R.M. Fastest of the four-cylinder brigade was de Beaufort (Porsche) with 2 mins. 1.4 secs. Trintignant was officially posted as a non-

starter, the Walker stable being unable to find a replacement for the Lotus wrecked at Rouen.

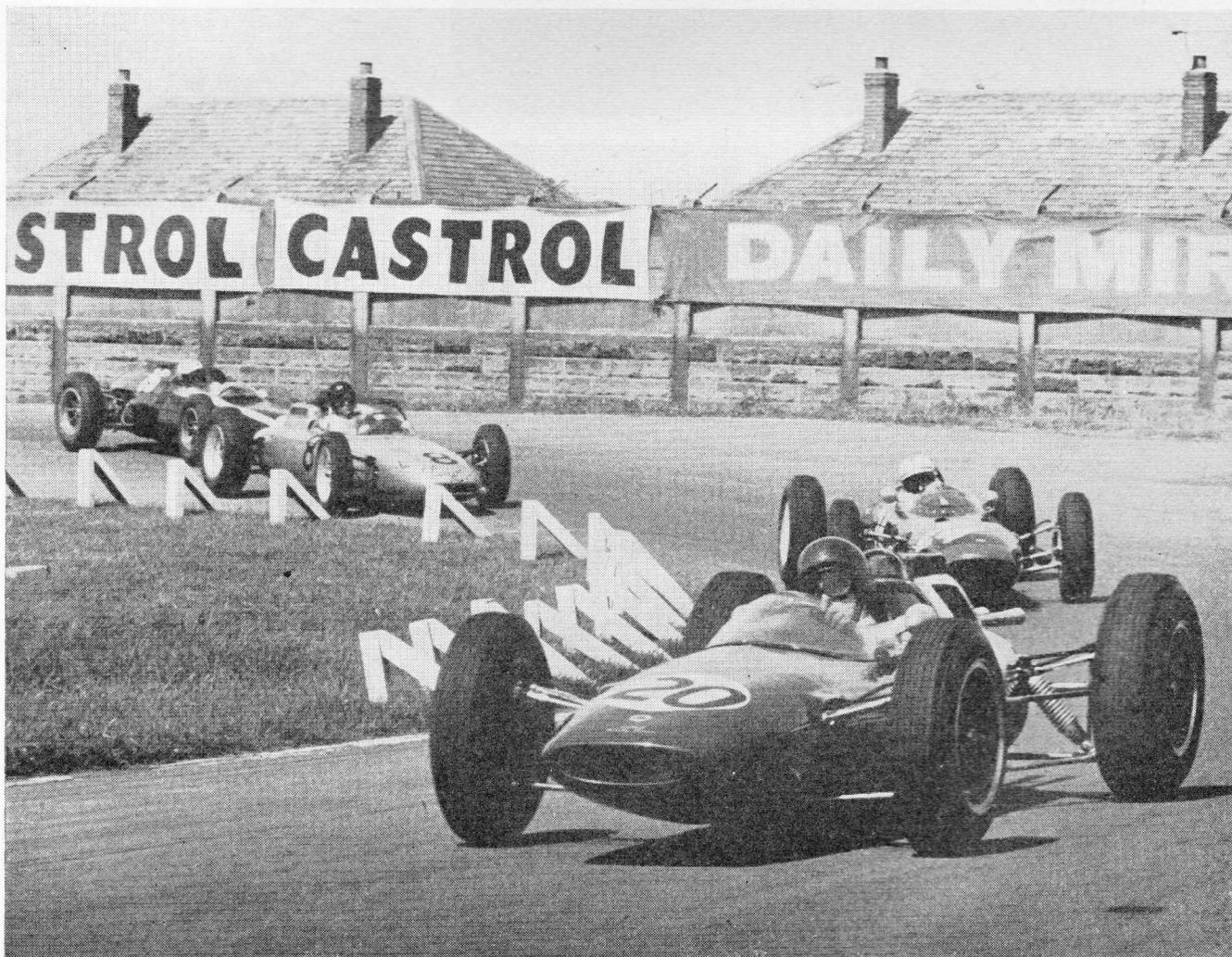
The fine weather continued on Friday afternoon and it was John Surtees who headed the list with 1 min. 54.2 secs. in the Bowmaker Lola. Not to be outdone, U.D.T.-Laystall's Innes Ireland was only 0.2 sec. slower. Bruce McLaren came into the picture with 1 min. 54.6 secs. in the Cooper-Climax. Both Graham Hill (B.R.M.) and Jim Clark (Lotus) did 1 min. 55 secs. and Ginther returned 1 min. 55.2 secs. Seidel turned up with a Lotus-B.R.M., his best being 2 mins. 25.6 secs., 0.4 sec. faster than John Love in his Cooper-Austin in the saloon section. Fastest of the closed cars was R. F. Jane (3.8 Jaguar) with 2 mins. 17.8 secs., followed by C. C. Kelsey (Chevrolet) with 2 mins.

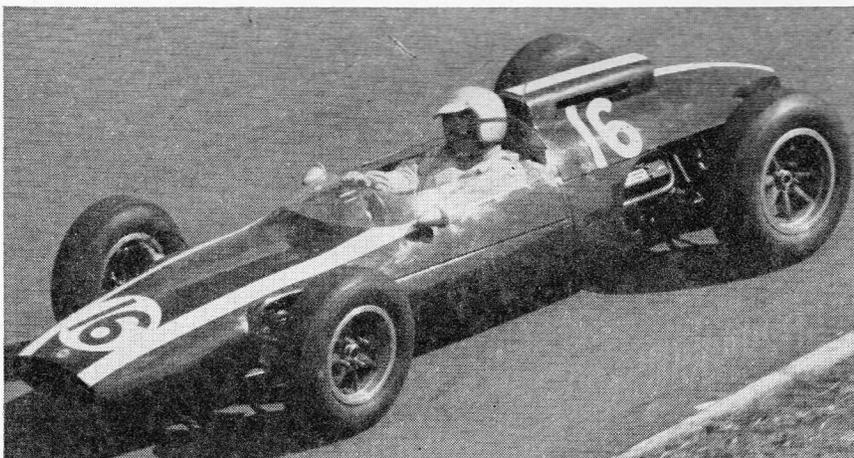
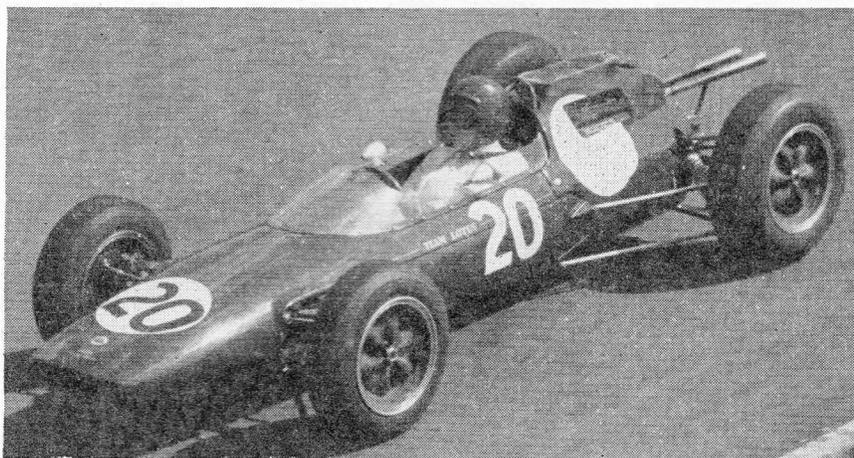
26 secs. Peter Harper (Rapier) did 2 mins. 29 secs.

Clark unofficially broke the circuit record during the final session, with 1 min. 53.6 secs. Graham Hill (B.R.M.) did 1 min. 54.6 secs., which was equalled by Bruce McLaren (Cooper-Climax). Keith Greene, who had practised hopefully in Tony Shelly's Lotus, had to withdraw on learning that his new Gilby-B.R.M. would not be ready. Surtees again tried the six-speed car, but could do no better than 1 min. 58.8 secs. Fastest four-cylinder merchant was Jack Lewis (Cooper-Climax) with 1 min. 59.4 secs.

Mike Parkes (Jaguar) headed the touring cars with 2 mins. 16.2 secs.—0.4 sec. quicker than Bob Jane. Alan Hutcheson (Riley) led the 3-litre class with 2 mins. 26.8 secs., followed by Nicky Byrne

FIRST LAP at Anchor Crossing: Jim Clark (Lotus 25) leads John Surtees (Lola), Dan Gurney (Porsche) and Bruce McLaren (Cooper) after about one mile of racing.





MEN AT

COCKPIT STUDIES

UPPER LEFT: JIM CLARK

LEFT, UPPER CENTRE: TREVOR TAYLOR

LEFT, LOWER CENTRE: BRUCE McLAREN

BOTTOM LEFT: TONY MAGGS

(Mercedes) with 2 mins. 28.6 secs. Fastest of the Minis was John Love with 2 mins. 28 secs.—one second quicker than John Whitmore.

Liverpool woke to a dreadful morning of wind and rain, but forecasters reckoned that it would clear by mid-day. For once they were right, and half an hour before the saloon car race was due to start the circuit had dried out completely and the sun was breaking through.

The grid for the touring car event looked just like a by-pass traffic jam, with the three Jaguars of Parkes, Jane and Sears in the front row, and then the similar cars of Baillie and Dodd. Cheekily sharing row three with Hutcheson's Riley and Kelsey's Chevrolet was Love's tiny Cooper-Austin. This race is described elsewhere.

After lunch came the procession of drivers, all in gleaming white Austin-Healeys. Then came the serious business of the Grand Prix, and the cars lined up as follows:—

Starting Grid		
Jim Clark (Lotus-C1.) 1 m. 53.6 s.	John Surtees (Lola-C1.) 1 m. 54.2 s.	Innes Ireland (Lotus-C1.) 1 m. 54.4 s.
Bruce McLaren (Cooper-C1.) 1 m. 54.6 s.		Graham Hill (B.R.M.) 1 m. 54.6 s.
Dan Gurney (Porsche) 1 m. 54.8 s.	Jo Bonnier (Porsche) 1 m. 55.2 s.	Richie Ginther (B.R.M.) 1 m. 55.2 s.
Jack Brabham (Lotus-C1.) 1 m. 55.4 s.		Trevor Taylor (Lotus-C1.) 1 m. 56 s.
Roy Salvadori (Lola-C1.) 1 m. 56.2 s.	Phil Hill (Ferrari) 1 m. 56.2 s.	Tony Maggs (Cooper-C1.) 1 m. 57 s.
Masten Gregory (Lotus-B.R.M.) 1 m. 57.2 s.		Jack Lewis (Cooper-C1.)* 1 m. 59.4 s.
Ian Burgess (Cooper-C1.)* 2 m. 0.6 s.	C. G. de Beaufort (Porsche)* 2 m. 1.4 s.	Tony Shelly (Lotus-C1.)* 2 m. 2.4 s.
Tony Settember (Emeryson-C1.)* 2 m. 2.4 s.		Jay Chamberlain (Lotus-C1.)* 2 m. 3.4 s.
	Wolfgang Seidel (Lotus-B.R.M.) 2 m. 11.6 s.	

*Four-cylinder cars.

Down went the flag and 20 cars surged forward, the unfortunate Innes Ireland being left on the grid, his gear selector having come adrift during the warming-up lap. Straight into the pits he went

WORK

FROM AINTREE

JOHN SURTEES : UPPER RIGHT

GRAHAM HILL : RIGHT, UPPER CENTRE

DAN GURNEY : RIGHT, LOWER CENTRE

JACK BRABHAM : BOTTOM RIGHT

where he was to remain for more than a quarter of an hour. Meanwhile, Jim Clark had seized the lead, chased by John Surtees, Dan Gurney and Bruce McLaren, and that was the order as they shrieked past the crowded stands to complete the opening lap. Close behind the New Zealander came Jack Brabham, then Graham Hill, Masten Gregory, Roy Salvadori, Phil Hill, Jo Bonnier and Tony Maggs in that order.

For lap two the order remained the same, but Phil Hill had dropped to 12th place behind Richie Ginther and was being threatened by Trevor Taylor. Surtees was shadowing Clark and Jo Bonnier had moved his Porsche up to eighth place behind Gregory.

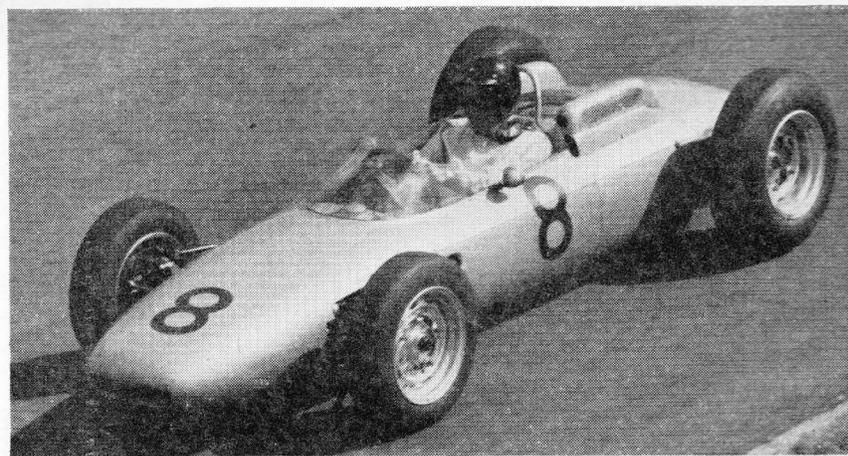
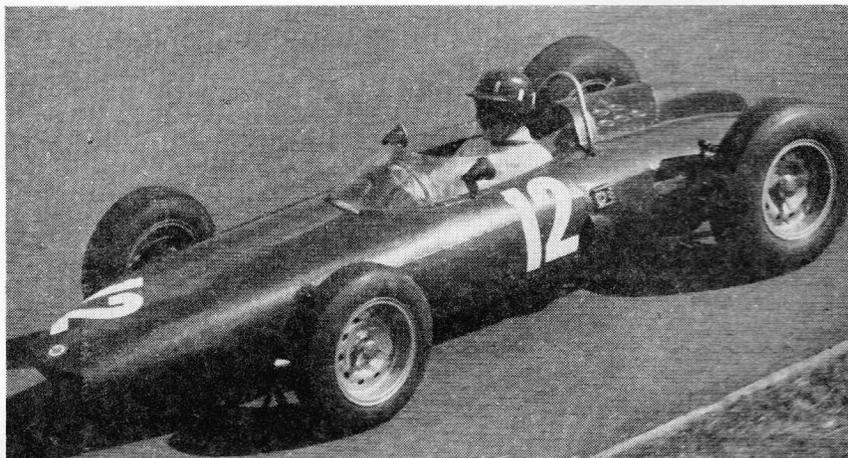
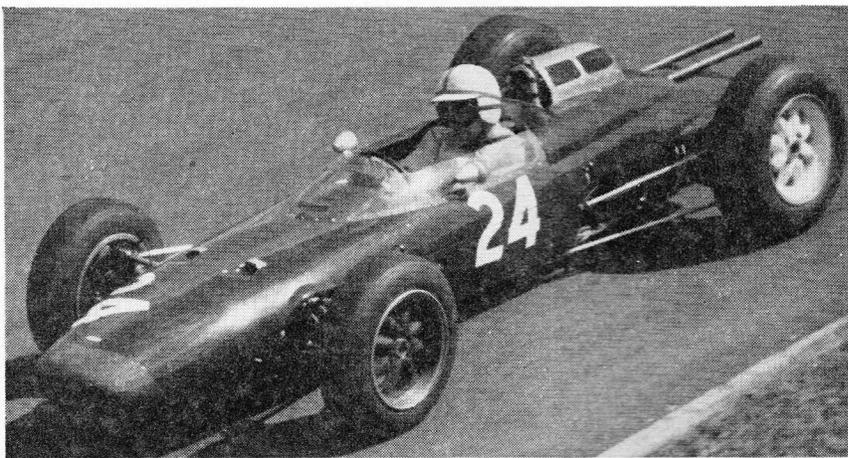
For six laps there was no change in the first half-dozen places, but on the seventh round Graham Hill snatched fifth place from Brabham and began to close up on McLaren. Gurney was challenging Surtees for second place and both had closed right up on Jim Clark. Into the pits came Trevor Taylor with a carburetter fault, losing over a lap before he got away again. Tony Shelly's Lotus was misfiring horribly and he came into the pits to abandon with incurable overheating. Ireland joined the fray but with only three operative gears and many, many laps behind the leaders.

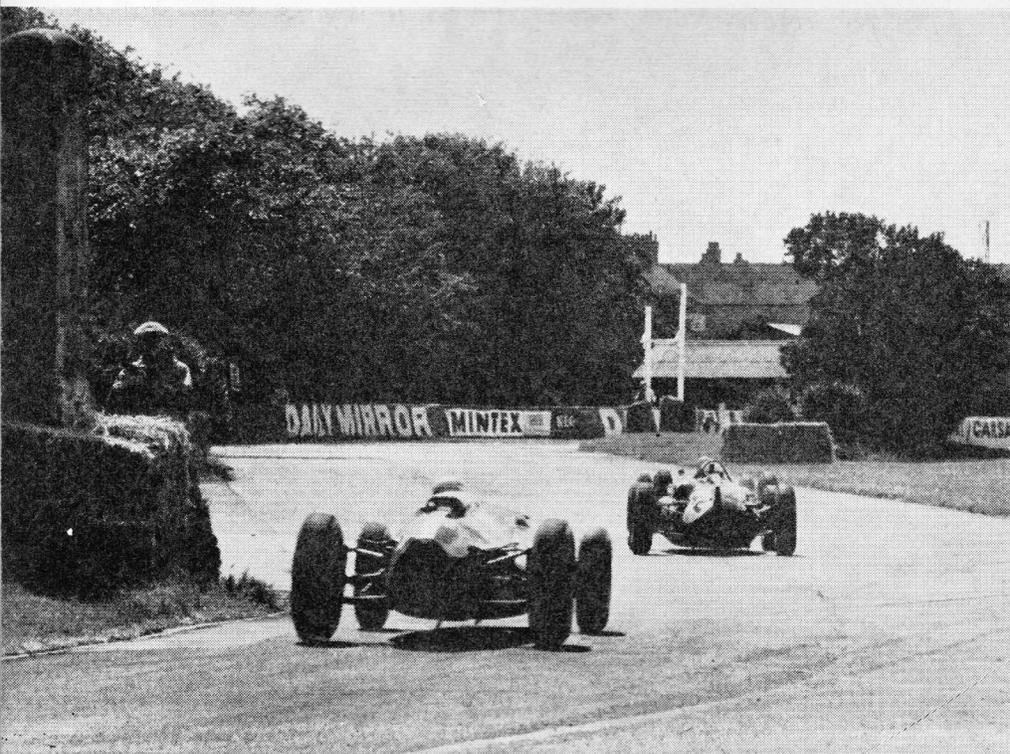
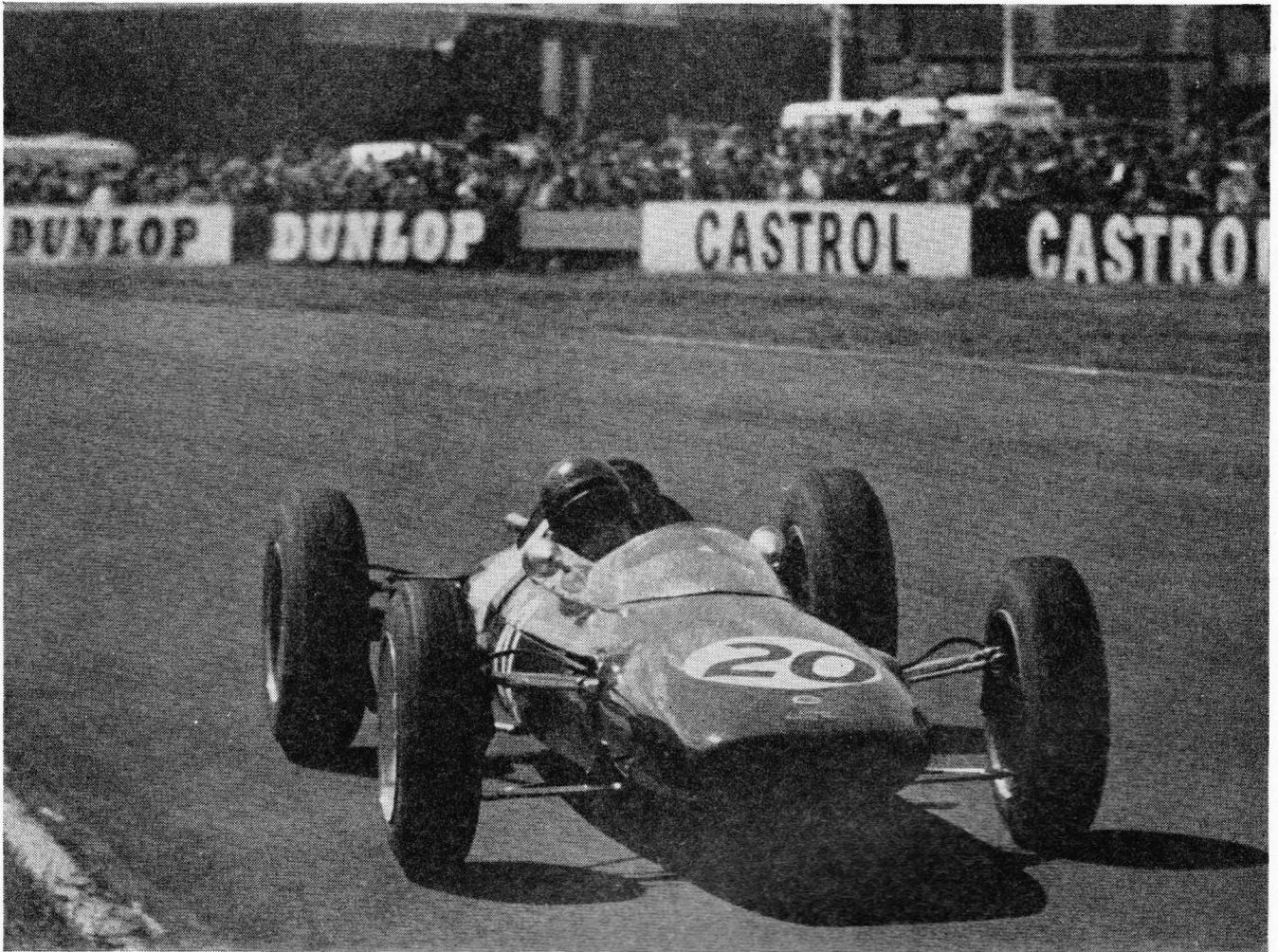
Clark, Surtees and Gurney continued their struggle and the Lola driver was trying everything to wrest the initiative from the monocoque Lotus "25". On lap 13 Bruce McLaren surged past Gurney, whose clutch sounded as if it were slipping as he accelerated out of Tatts. The Californian was now being threatened by Graham Hill and Brabham. Suddenly Surtees dropped over 3 secs. from Clark; evidently he was having trouble finding fourth gear. Nevertheless, the Bowmaker man continued to pull away from McLaren. Both he and Clark were driving magnificently. On the 17th lap Graham Hill took Gurney for fourth place with Brabham coming closer and closer to the Porsche.

Lacking a vital ratio, Surtees could not hope to keep close to the flying Clark and gradually lost ground at around a second a lap. With 20 tours completed the score-board read:—

1. Jim Clark (Lotus), 39 m. 18 s., 91.60 m.p.h. (147.42 k.p.h.).

(Continued on page 128)



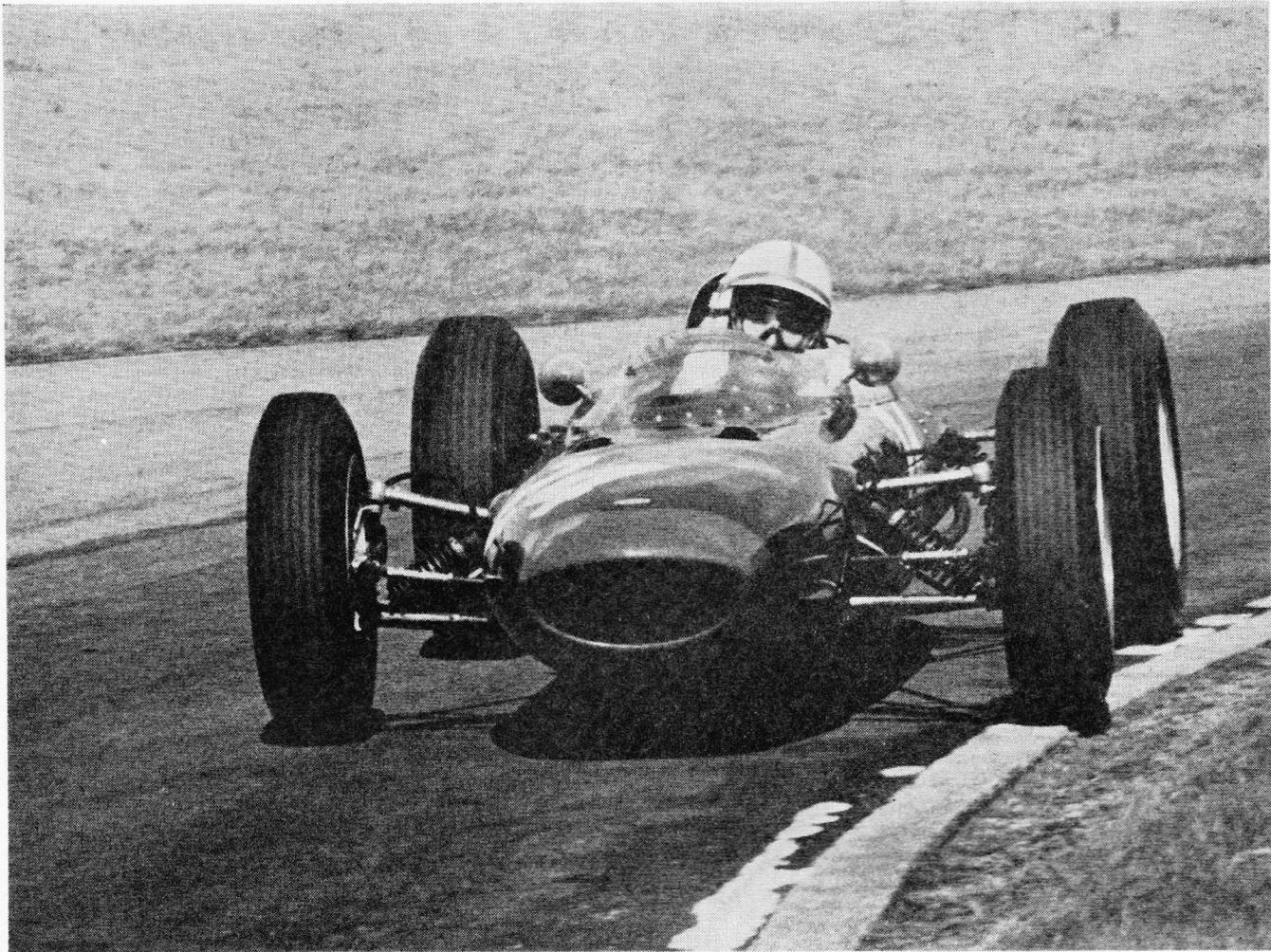


BRITIS

Photogr

GEORGE PHILLIPS

FIRST HOME (above left) was Jim Clark, whose Lotus
 Phillips shot. **SECOND PLACE** (above right) went to Jim
 by Francis Penn. **FINE WEATHER** at Aintree can be seen
 tricky Melling Crossing left-and-right-hander at the end of
 Jane, the Australian Touring Car Champion (No. 1). Es
 opening



SH G.P.

ography by
and FRANCIS PENN

...ed all the way in a manner characterised by this George
John Surtees, Lola, captured here in the equally fine picture
... (left) in the light and shade of this driver's view of the
... of the straight. **FROM DOWN UNDER** (right) came Bob
... and Mike Parkes and Jack Sears a merry dance in the
...ing Maps





TWO OFF! Peter Harper (Sunbeam Rapier) overdoes it at Tatts, while Alan Hutcheson (Riley) is also a bit off course. The winner of the small class, John Love (Cooper-Austin), is seen on the inside.



END of an incident! Alan Hutcheson's Riley lies upside down at Cottage Corner a little after the incident on the left. The driver, luckily, was not hurt, but, as is apparent, the car suffered a good deal.

2. John Surtees (Lola), 39 m. 25 s.
3. Bruce McLaren (Cooper), 39 m. 43.4 s.
4. Graham Hill (B.R.M.), 39 m. 45.4 s.
5. Dan Gurney (Porsche), 39 m. 47 s.
6. Jack Brabham (Lotus), 39 m. 47.8 s.
7. Jo Bonnier (Porsche), 8. Tony Maggs (Cooper); 9. Roy Salvadori (Lola); 10. Richie Ginther (B.R.M.).

Clark had made fastest lap to date with 1 min. 56 secs., 93.10 m.p.h. (149.83 k.p.h.). Phil Hill was most unhappy, the Ferrari missing and banging occasionally and dropping farther and farther back. Seidel's Lotus-B.R.M. was pushed to the dead car park, with the engine temperature gauge almost off the dial.

Even although Surtees was steadily dropping back Jim Clark never let up for an instant. Gurney's clutch seemed to be behaving itself once more and he managed to hold off Brabham. The struggle for third place featuring McLaren, Graham Hill, Gurney and Brabham kept the interest up, for both Clark and Surtees were now very much on their own. Bonnier was seen to be in trouble with his gearbox, making several attempts to find the right ratio coming out of Tatts. Sure enough, on the 25th lap he stopped for attention, but apparently there was nothing the Porsche mechanics could do, for he restarted almost immediately. Two laps later and he was again in the pits—this time for good.

It was not a good day for the men of Stuttgart, for on the 28th lap, Brabham snapped in front of Gurney, whose clutch was now slipping really badly. The American was quickly left behind as Brabham sought to catch McLaren and Graham Hill. Salvadori, in eighth place and driving extremely well, had his



JOHN WHITMORE nips inside Byrne's Mercedes at Tatts Corner, followed by Peter Jopp (Sunbeam), Edward Lewis (Riley) and Elizabeth Jones (Cooper-Austin).

engine go on to half its cylinders. He stopped and then rejoined the race, but the car was sounding very sick indeed. It was no surprise when he abandoned half a dozen laps later. Meanwhile Ireland was chuffing round with his three-speed U.D.T.-Laystall Lotus, miles behind everyone else and looking thoroughly miserable. It would have been a much better idea to have withdrawn the car rather than see a top-class driver fighting against hopeless odds.

Trevor Taylor caught up with seventh placeman Tony Maggs and so two yellow helmets circulated together. De Beaufort's Porsche began to sound dreadful but it must have been partial fuel starvation for the engine picked up again after a couple of slow laps. The Dutchman was most disappointed for he dropped back considerably and had little hope of being the fastest "four". This distinction was held by Jack Lewis in 10th place, followed by Tony Settember's Emeryson. With Gurney now out of the reckoning, McLaren, Graham Hill and Brabham were left to dispute third place—a long way behind Clark and Surtees. With 40 laps covered the race position was as follows:—

1. Jim Clark, 1 h. 18 m. 2 s., 92.27 m.p.h. (148.49 k.p.h.).
2. John Surtees, 1 h. 18 m. 19.2 s.
3. Bruce McLaren, 1 h. 18 m. 50 s.
4. Graham Hill, 1 h. 18 m. 52.4 s.
5. Jack Brabham, 1 h. 18 m. 55.8 s.
6. Dan Gurney, 1 h. 19 m. 42 s.

Clark's average was the fastest ever for a race at Aintree and he had returned at least three laps at just over 1 min. 55 secs. and then finally one at 1 min. 55 secs., 93.91 m.p.h. (151.14 k.p.h.). The unfortunate Dan Gurney was having to use a light foot to keep his clutch from burning out altogether. On the 41st lap he relinquished sixth place to Tony Maggs. Phil Hill had already been doubled by both Clark and Surtees and the Ferrari had now developed a noticeable engine fluff. On lap 44 Ginther went missing for over three laps. Apparently he had pulled on to the grass on the Railway Straight.

Phil Hill's engine steadily became rougher and rougher and on his 47th lap he stopped at the pits. Mechanics worked away at the engine, but seemingly the trouble was irreparable and the red car was pushed away to the dead car park. He had worked his way up to 11th place, his highest position in the race.



IT'S A TOPSY-TURVY WORLD! K. Bell tipped his Vauxhall over—just so that Hutcheson wouldn't be lonely—at Cottage Corner, too. He was not hurt.

Meanwhile, Jim Clark continued his meteoric progress, with Surtees firmly established in second place, wishing that by some miracle the missing ratio could reappear. Both Lotus and Lola sounded magnificent, the V8 engines never missing a beat. Undoubtedly the Grand Prix had become a procession, with McLaren now getting away from Graham Hill, who, in turn, had increased his advantage over Brabham. Gurney, still struggling to keep going, was falling back considerably, being taken by Masten Gregory and threatened by Trevor Taylor—all three had been doubled by Clark and Surtees.

It was a case of hoping that Clark would be able to maintain his rate of progress, and that nothing more would happen to Surtees's gearbox. The way both were driving it would have been a shame to have either of them meet trouble. With the scoreboards registering 60 laps, the race order was:—

1. Jim Clark, 1 h. 56 m. 43.4 s., 92.53 m.p.h. (148.92 k.p.h.).
2. John Surtees, 1 h. 57 m. 21 s.
3. Bruce McLaren, 1 h. 57 m. 58.4 s.
4. Graham Hill, 1 h. 58 m. 12.6 s.
5. Jack Brabham, 1 h. 58 m. 24.2 s.
6. Tony Maggs, 1 h. 59 m. 24 s.

Ian Burgess had to stop to refuel, his Cooper having a smaller-than-usual tank. On the 65th Clark lapped Gurney's ailing Porsche for the second time. Tony Maggs, a lap behind, caught up with Surtees and proceeded to pass him. Reg Parnell kept his man in the picture in case John thought that the Cooper driver was on the same lap and John let the South African go on. Trevor Taylor had also passed Gurney, so the American was down to ninth place.

Toward the end, Jim Clark doubled Brabham, to leave only four cars on the same lap. To the consternation of B.R.M. it looked as though the same treatment might be handed out to Graham Hill. However, it was not to be and Hill was over the line before Jim had taken the chequered flag. Into second place came John Surtees for Bowmaker Lola, 49.2 secs. behind the Lotus. Bruce McLaren increased his Championship prospects with a well-driven third place, 12 secs. in front of the leader, Graham Hill. This was the third *grande épreuve* to go to Team Lotus, Ireland winning in 1961 at Watkins Glen and Clark this year at Spa. It was also John Surtees's highest placing in a World Championship event and with 13 points he must also be considered for Championship honours.

The Result

75 laps=225 miles

1. Jim Clark (Lotus-Climax), 2 h. 26 m. 20.8 s., 92.25 m.p.h. (146.47 k.p.h.).
 2. John Surtees (Lola-Climax), 2 h. 27 m. 10 s. 5.6 s.
 3. Bruce McLaren (Cooper-Climax), 2 h. 28 m. 5.6 s.
 4. Graham Hill (B.R.M.), 2 h. 28 m. 17.6 s.
 5. Jack Brabham (Lotus-Climax), 74 laps.
 6. Tony Maggs (Cooper-Climax), 74.
 7. Masten Gregory (Lotus-Climax), 74.
 8. Trevor Taylor (Lotus-Climax), 74.
 9. Dan Gurney (Porsche), 73.
 10. Jack Lewis (Cooper-Climax "4"), 72.
 11. Tony Settember (Emeryson-Climax), 71; 12. Ian Burgess (Cooper-Climax), 71; 13. Richie Ginther (B.R.M.), 70; 14. Carel Godin de Beaufort (Porsche), 69; 15. Jay Chamberlain (Lotus-Climax), 64; 16. Innes Ireland (Lotus-Climax), 61.
- Fastest lap: Clark, 1 m. 55 s., 93.91 m.p.h. (151.14 k.p.h.).

Retirements

Tony Shelly (Lotus-Climax). Overheating, 5 laps.
Wolfgang Seidel (Lotus-B.R.M.). Defective brakes and overheating, 10.
Jo Bonnier (Porsche). Gearbox trouble, 26.
Roy Salvadori (Lola-Climax). Ignition, 34.
Phil Hill (Ferrari). Dropped valve in engine, 46.

THE TOURING CAR RACE

It was Australian Bob Jane in John Coombs's 3.8 Jaguar who took the lead, pursued by Mike Parkes and Jack Sears in the Equipe Endeavour cars. Jane, weaving thisaway and thataway, was determined to keep in front. Kelsey's challenge with the big Chevrolet lasted just one lap, for a radiator hose burst and that was that. Behind the five Jaguars, Alan Hutcheson (Riley) and Peter Harper (Sunbeam) were having a furious battle to lead the 3-litre category—so furious was it, that Harper completely lost it at Tatts, and dropped to 16th place. Close behind Hutcheson came John Love in the works Cooper-Mini, leading the 1,000 c.c. section.

Jane's driving was somewhat spectacular to say the least. On the fifth lap he spun round at Cottage Corner, and was nearly hit by both following cars. During the avoidances, Jack Sears took the lead, chased by team-mate Parkes. Farther back came Sir Gawaine Baillie, ahead of Peter Dodd. Undaunted by his tete-a-queue, Jane once more set off to challenge Sears and Parkes, but had plenty of leeway to make up. John Love thrilled the crowd by overtaking Hutcheson, and Christabel Carlisle was also close to the Riley, having cheekily passed Nicky Byrne's Mercedes-Benz 220SE, then second to Hutcheson in the 3-litre class. Bill Blydenstein had abandoned his Cooper-Mini with engine bothers, and Borrowman gave up with suspected valve failure.

K. Bell, right at the back of the field, overturned his VX4/90 Vauxhall at Cottage Corner, but scrambled out unhurt. The Vauxhalls were most disappointing, the highest-placed after seven laps being Aston's in 22nd place.

Attention was now focused on the come-back of Peter Harper, who was simply thrashing the Rapier round, breaking the class record time and time again. By lap 8 he had overtaken Christabel Carlisle's red Cooper-Mini into eighth place, and was rapidly overhauling Love and Hutcheson, who had managed to retake the Cooper-Mini, which was slipstreaming his blue car. By 10 laps, only Sears, Parkes, Jane, Baillie, Dodd, Hutcheson, Love, Harper and Miss Carlisle were on the same lap; two laps later, only the five Jaguars remained.

Mick Clare had the wretched luck to have a piece of wood hit and wreck his fan on the Cooper-Mini, and drove into the infield at Tatts to abandon. John Whitmore, having lost time following a spin at Tatts, had moved into third place in the class, behind Christabel Carlisle. Edward Lewis (Riley) and Peter Jopp (Rapier) both overtook Byrne's Mercedes.

Sears continued to hold off Parkes, who was quite content to tail his team-mate. Anyway, all was not well with his brakes, for clouds of smoke poured from the front discs as he slowed for Tatts.

With five laps to go, Harper was only 6 secs. behind Hutcheson, but still had Love to pass. Next time round it was 4.5 secs., but still the dark-green Mini was in front. On lap 14, the Sunbeam sped past Love, closing up rapidly on the blue Riley. As they disappeared down towards Waterway, Harper was almost on the tail of his rival's car. They swept round Anchor, a few feet apart. Then, overtaking at Cottage Corner, it seemed as if both cars touched.

Harper got round safely, but the Riley went end over end, then rolled. Fortunately Hutcheson was uninjured.

Sears and Parkes took the chequered flag in line ahead, with Baillie in third place. Harper took the 3-litre class, but at the time of going to press, a protest had been lodged following the Cottage Corner incident, and the results were not confirmed. Into second place came Peter Jopp in Alan Fraser's Rapier, followed by Edward Lewis (Riley), and Peter Pilsworth in another Fraser-Sunbeam. To John Love went the Mini class, with Christabel Carlisle splitting the factory-entered cars by finishing ahead of Whitmore. Liz Jones was fourth. Fastest lap in this section was shared by Love and Miss Carlisle, whilst Harper's 2 mins. 26.8 secs. was a new 3-litre record.

Bob Jane retired three laps from the end with serious overheating. Twenty-two cars were running at the end, the two remaining Vauxhalls bringing up the rear.

Results

(17 laps=75 miles)

Over 3 litres

1. Jack Sears (3.8 Jaguar), 39 m. 19.6 s. 77.81 m.p.h. (123.62 k.p.h.). Outright winner.
2. Mike Parkes (3.8 Jaguar), 39 m. 19.8 s.
3. Sir Gawaine Baillie (3.8 Jaguar), 39 m. 58.2 s.
4. Peter Dodd (3.8 Jaguar), 41 m. 01.4 s.

Fastest lap: Bob Jane (3.8 Jaguar), 2 m. 15.8 s.

1,001-3,000 c.c.

1. Peter Harper (Sunbeam)* 40 m. 05.2 s. 71.84 m.p.h. (115.62 k.p.h.).
2. Peter Jopp (Sunbeam), 40 m. 32.2 s.
3. Edward Lewis (Riley), 40 m. 35.6 s.
4. Peter Pilsworth (Sunbeam), 40 m. 44 s.
5. Nicky Byrne (Mercedes-Benz).
6. E. W. Cuff-Miller (Sunbeam).

Fastest lap: Harper, 2 m. 26.8 s., 73.57 m.p.h. (118.40 k.p.h.). Record.

*Subject to confirmation.

Up to 1,000 c.c.

1. John Love (Cooper-Austin), 40 m. 05.8 s. 71.83 m.p.h. (115.28 k.p.h.).
2. Christabel Carlisle (Cooper-Austin), 40 m. 20.6 s.
3. John Whitmore (Cooper-Austin), 40 m. 36 s.
4. Elizabeth Jones (Cooper-Austin), 41 m. 24.2 s.
5. John Richard Aley (Cooper-Morris).
6. A. D. Rutt (Cooper-Morris).

Fastest lap: John Love and Christabel Carlisle, 2 m. 28.2 s., 72.87 m.p.h. (117.28 k.p.h.).

Aintree Chatter: Jack Brabham hopes to have his Brabham-Climax ready for Nürburgring. . . . Mrs. Topham entertained drivers, officials and pressmen to a cocktail party at Aintree on Friday evening. Later, Mr. and Mrs. Louis Stanley gave a dinner party in the Adelphi Hotel. Amongst those present were Mr. and Mrs. Graham Hill, Mr. and Mrs. John Surtees, Mr. and Mrs. John Cooper, Richie Ginther, Innes Ireland, Dick Jeffrey, Mr. and Mrs. Jo Bonnier, Masten Gregory, Huschke von Hanstein and Herr Schmidt (AvD). . . . Sir Alfred Owen also had a dinner-party on Saturday evening. . . . The Irish invasion was bigger than ever, and this time there was also a large contingent from Eire, including AUTOSPORT's Brian Foley. . . . In case of rain, Les Leston provided his well-known umbrellas for the parade of drivers. . . . Much in evidence were the new head-scarves of the Dog-House Owners' Club. . . . Frankie Penn had to duck for it when Hutcheson's Riley almost flew over his head at Cottage Corner. . . . John Dalton had his new 2 plus 2 Ferrari, finished in dark blue.

Club News

By MICHAEL DURBIN

BAULKING by slower competitors is a persistent problem for rally organizers. In an attempt to overcome it the organizers of the **London M.C.'s** 1962 London Rally (21st/22nd September) propose to "seed" the experts more thoroughly than ever before. The entry list will be divided into three groups: S—half the Experts specially selected by the organizers, E—the remainder of the Experts, N—the Novices. The field will be led by Group S, followed by Group E, and then by Group N. David Seigle-Morris, clerk of the course of this year's event, is determined to make the standard of this national equal to that of the best in International events. He is supported by a team of vast experience in the planning of previous Londons including Ken Barrow, Ron Carradine, Colin Hoile, Brian Odoni, Brian Punchard and Peter Harwood. Prize money of more than £250 will be awarded for the first time, although the entry fee remains unchanged. Most of the 400-mile route will be new to the London and will include a number of special high-speed stages. There will be four starting points near London, Birmingham, Manchester and Bristol, all routes converging on Wales where the main sections of the rally will be run. The entry list opened on 13th July and invitations to compete have been sent to previous entrants. Judging by the initial response, a big and interesting entry is expected. Secretary of the event is Mrs. Jill Bacon, 277 Rochester Road, Gravesend, Kent. . . . The revitalized **Surrey S.M.C.** are, happily, to present another Sortie Rally on 8th-9th September. Clerk of the course is Hugh Braithwaite, so it should



WEEK-END IN PARIS: Peter Noad and Brian Culcheth boarding the 'plane at London Airport before their "Weekend in Paris", this being the premier award of the Farnborough District Motor Club's Winter Mixture Rally last December. Verdict: "Swinging!"

be a good one. There will be no trick navigation, all references will be available 30 minutes before the start and there will be no rough stuff. The event is open to South Eastern Association Championship contenders, Central Southern Association clubs, B.A.M.A., B.A.R.C., Fullers' Earth Union M.C., Guildford M.C., London M.C., M.G.C.C. and Tunbridge Wells M.C. The start will be from Reigate and the finish, 250 miles later, near Lamberhurst. Regs. from P. Barker, 50 Greenview Avenue, Shirley, Surrey, who should have all entries by 31st August, or later at increased fee. . . . Again the **London M.C.** This time for a Brands Hatch sprint on 2nd September, which is open to Austin-Healey C., B.A.R.C., Club Lotus, Herts County A. and Ae.C., Jaguar D.C., Maidstone and Mid-Kent M.C., M.G.C.C. (S-E), Mid-Surrey A.C., Thames Estuary A.C. and West Essex C.C. Regs. from Miss Anne Colvin, 74 Great Russell Street, London, W.C.1, who should have all entries by 25th August. . . . The Surrey Centre of the **B.A.R.C.** are to hold a sprint meeting at Goodwood on 11th August. The invited clubs are Allard O.C., London M.C., A.M.O.C., J.D.C., North London E.C.C., A.C.O.C., Cemian M.C. and Mid-Surrey A.C. and regulations are available from K. C. W. Rainsbury, Whitegates, Leatherhead Road, Oxshott, Surrey. . . . The **Thames Estuary A.C.** have their "Day of Dicing" driving test meeting on 26th August. Invited clubs are B.A.R.C., Bexley L.C.C., London M.C., M.G.C.C. (Midland and S.E.), B.T.R.D.A., East Anglian M.C., Romford Enthusiasts C.C. and Eastern Area Association Championship entrants. Regs. from Miss B. J. Kaye, 78 Leitrim Avenue, Shoeburyness, Essex.

Coming Attractions

- 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, Dunboyne, Co. Meath, Ireland.
 Bristol M.C. and L.C.C. Hill-Climb, Dyrham Park, near Bath, Somerset. Starts 2 p.m.
 432 M.C. Stalom 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.
- 4th August.** Jaguar D.C. and Bentley D.C. Race Meeting, Silverstone, near Towcester, Northants.
- 5th August.** German Grand Prix, Nürburgring (F1, G.T.).
 Liverpool M.C. Driving Tests, Dunlop Rubber Co. Factory, Speke, Liverpool, Lancs. Starts 2 p.m.
- 6th August.** B.R.S.C.C. International Race Meeting, Brands Hatch, near Farningham, Kent (S., F.J., G.T., T.). Starts 12.30 p.m.
 N.S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics.
 B.A.R.C. Race Meeting, Aintree, near Liverpool, Lancs. Starts 2 p.m.
 Taunton M.C. National Autocross, Walford Cross, Taunton, Somerset. Starts 2 p.m.

MICHAEL WARE, the Seven-Fifty Motor Club's new P.R.O., has informed us that the ex-Kay Petre 1935 side-valve Austin 7 racing car depicted in the B.A.R.C. Festival of Motoring report published in last week's issue was driven by Charles Goodacre. Mike Eyre was driving his beautifully restored "Blood Orange" Ulster, but no doubt wishes he did own the single-seater!

WEST HANTS AND DORSET C.C. AUTOCROSS

THE West Hants and Dorset Car Club held open house to five other clubs in their Autocross meeting at Winterbourne Kingston, in Dorset, on 15th July, and received a full and potent entry as a result.

A well-planned course contained a fast straight, and some interesting bends and, though somewhat dusty, did not break up into the usual ruts which are often the case in this type of event. Competition in the classes was keen, and there was some pretty determined motoring. An unusual feature for a West Hants event was the number of contenders for the upside-down prize. Clear winner was Michael Hickman, who looped his Mini three times, with no personal injury, but with rather spectacular results to the coachwork. P. J. Marr's Prefect did one roll, and left its entire windscreen athwart the course in very small pieces.

The small car class went to Ken Piper, whose DKW sounded like a frenzied Rotoscythe, and mowed down the opposition with 2 min. 7.7 secs., with Peter Vann's normal Austin-Mini a worthy second, in 2 mins. 10.7 secs. Frank Burton's venerable 750 Renault contained a Dauphine engine, and went like a bomb, before its driver rushed home to do the milking! The Cooper-Minis did battle in class 2, with Alex Kynoch doing 2 mins. 6.8 secs., with Arnold Denman in very close attendance.

Among the Sprites, Mrs. Jill Bowles drove competently to annex the Ladies' award, in 2 mins. 18.4 secs., while husband David did 2 mins. 12.8 secs., just pipping Amie Lefevre, who did 2 mins. 12.9 secs. However, Ken Haskell's Lotus popped up in the class, and soundly trounced everyone, with 2 mins. 3.7 secs.

J. H. Parkin's interesting Lotus Cannonball showed great promise but finally packed up with clutch trouble before it could really get going. Syd Davey's Lotus gave up after a very fast practice tour. D. Harris's 2 mins. 10.0 secs. with a Porsche saloon was particularly noteworthy, as this youthful driver was competing in his very first competitive event. J. M. Sheldrick and Frank Pryor came down from Cambridge with the two Irises, Nos. II and III, and had a very close scrap all day, honours for B.T.D. finally going to the former, in 2 mins. 2.2 secs., against 2 mins. 2.4 secs. A surprise finish was provided by local driver Jim Burry, with his latest version of "Lilmo", turning in a final and very rapid run of 2 mins. 2.5 secs., losing, we suspect, half a second on the final corner in a spectacular broadside.

TONY HOLLISTER.

Results

Class Winners: K. Piper (981 DKW), 2 m. 7.7 s.; A. Kynoch (997 Morris-Cooper), 2 m. 6.8 s.; L. C. Manifold (1192 Volkswagen), 2 m. 10.0 s.; K. G. Haskell (948 Lotus), 2 m. 3.7 s.; B. J. Drake (1172 Ford Special), 2 m. 6.5 s.; J. R. Burry (1340 Lilmo), 2 m. 2.5 s.; J. M. Sheldrick (1992 Iris II), 2 m. 2.2 s.

B.T.D.: J. M. Sheldrick, 2 m. 2.2 s. **Novices' Award:** D. Harris (Porsche), 2 m. 10.0 s. **Ladies' Award:** Mrs. J. Bowles (Sprite), 2 m. 18.4 s. **Team Award:** S. G. Davey (Ford), J. M. Sheldrick and F. B. Pryor, 6 m. 18.1 s. **Best Saloon Car:** A. Kynoch (Mini), 2 m. 6.8 s.

THE B.A.R.C. Aintree sprint scheduled for Saturday has been cancelled.

NOTTINGHAM S.C.C.

DUET GRAND PRIX

Inter-Area Team Driving Tests

PROBABLY the most ambitious venture in driving tests so far was organized on the tarmac surface at Church Lawford Aerodrome, near Rugby, by the Nottingham Sports Car Club, Ltd. Attracting virtually every driving test exponent from all corners of the country, the principal competition was for the Flather Inter-Area Challenge Shield. This main award was presented to the winning team of four cars from nine areas of the country and this year went to the North.

The tests were arranged in six identical pairs so that two competitors were sent off together on each test with all runs to count. These were all long tests drawn up by people who are test enthusiasts and know what the boys like. In particular there was an abundance of direction changes without altering course, i.e., one had to keep going along the same route while changing from reverse to forward direction.

For the first test there was a chicane, a forward wiggle-wobble, then reverse through it changing to forward direction to return through the chicane. The second test went through a curved channel to a spin turn in a box, then a reverse spin turn in the same box, changing direction to return through the channel facing forward. On the next test we had another chicane followed by three garages and here the theme of changing from forward to reverse without altering course was again stressed. The penultimate test provided a stop astride then reverse through a chicane, changing to forward direction into a scissors movement, then forward through the chicane to the finish line. Finally there was another long forward direction test with just one bit of reversing in the middle of it. All tests used the preferred type of finish line; a flying finish over line "X" with a baulk as the boundary.

With such a star field it is naturally difficult to single out individual good performances—all the same I cannot help mentioning a few of them. Tom Gold, whose driving was, as usual, brilliant and who set a standard for every Sprite and Midget driver to follow. Len Gibson was, of course, one of the best saloon car drivers present and, in fact, beat most of the sports cars.

This event showed the southern contingent the style of driving tests preferred in the northern half of the country, and the writer, for one, was favourably impressed. Using the maximum distance allowed by R.A.C. regulations, speeds of up to 50 m.p.h. were possible on several occasions, and in no case would the tests have been difficult to perform by a large car. The Northern team were worthy winners.

SAM ACTMAN.

Provisional Results

Winning Team: North, 2,011.0 (A. C. Whatmough, T. Gold, D. Smith and L. Gibson); 2, Midlands, 2,040.7 (J. F. Livingston, M. Hazlewood, H. Livingston and P. J. Anton); 3, London Counties, 2,147.2 (S. M. Actman, J. E. McManus, I. Mantle and B. R. Greaves). **Winning Reserve Team:** Midlands, 1,075.1 (T. S. Baker and A. J. Brown). **Individual—Open Class:** 1, T. Gold (Midget), 487.1; 2, F. Livingston (Midget), 503.8; 3, R. Squire (Sprite), 505.7. **Closed Class:** 1, L. Gibson (Austin 7), 502.2; 2, D. Smith (Austin-Cooper), 505.2; 3, P. J. Anton (Austin-Cooper), 514.4.

SEVERN VALLEY M.C.

LOTON PARK HILL-CLIMB

ONE of the major attractions of the hill-climb season this year has been the driving of Josh Randles with his silver Cooper Monaco, and at Loton Park on Saturday he was again in the groove, taking the day's honours in a restricted meeting impeccably organized by Severn Valley M.C.

Josh by himself, in fact, provided enough excitement for a whole class of racing machines during the course of four runs—only two of which, however, he completed. Kicking off as sole runner in the open sports-racing class he left the line with tremendous verve on his first run—as far as the left-hander at Keepers where the Cooper took charge and pirouetted almost within sight of the start. Undaunted he then made a successful intrusion into the unlimited racing car class and chasing hard after the 34.32 secs. recorded minutes earlier by Jack Cordingley in the J.B.W.-Maserati, completed the 770-yard climb in 34.52 secs. Mechanical gremlins then intervened and when the Cooper next appeared it was as the last runner of the day and with a new clutch. This enforced delay formed the best possible climax for taking his second sports-racing ascent. Josh recorded 34.11 secs. and took B.T.D. from Cordingley. With Ian McLaughlin's course record of 33.93 secs. now very much in sight Randles returned straight to the start, a glint in his eye. Up went the revs., a perfect take-off, the silver car was flicked through the right-hander at Keepers, slid safely through the left-hander and then down went the right foot for the series of fast swerves leading to the Museum bends. Josh whipped round the sharp left turn, belted up to the equally tight right-hander and—bang! Mr. Randles ended his run perched on a bank sitting in a Cooper with a battered conk, suffered while exploring the countryside after the car went straight on. According to the timekeepers Josh reached this point in 32 secs. and had some 40 yards of virtually straight line motoring to complete. What do you think?

Cordingley retained his class win, his 34.32 secs. at last beating Reg Phillips's time set with the Fairley last year. The other notable runners were Basil Davenport's splendid 2-litre G.N. Spider which recorded 40.06 secs. but went agricultural second time up and Doug Haigh's golden Cooper which took 35 secs. and 35.01 secs.

Racing cars up to 1,100 c.c. produced a varied entry and a keen struggle between the Lotus 18s of C. A. N. May and W. G. Wilson. The issue was settled on the first runs for Austen took 35.94 secs. but Geoffrey steamed up in 35.51 secs. although this time was way off Dibley's F.J. record of 34.18 secs.

Since the last meeting the Severn Valley Club and sponsors, the *Wellington Journal and Shrewsbury News*, have settled on a new arrangement of classes so that in many cases times were no longer comparable. T. D. Dyke took the touring and sports touring class up to 1,000 c.c. in 41.35 secs. with his M.G. Midget, with the Sprite of G. L. Thomas close on his heels in 41.71 secs.

Porter (Austin-Cooper) lowered his

own Mini class record to 40.98 secs. and won the J. A. Lucas Trophy for the fastest saloon under 1,000 c.c. He thereby relinquished the class to the Mini-Minor of J. Wales (42.23 secs.).

A huge entry turned out to support the touring and sports touring class, 1,001-2,000 c.c. G. P. Smith's T.V.R. just pipped Ray Meredith (Plus Four) for the Fullwood Trophy, awarded to the fastest sports car. Smith improved to 38.16 secs. on his second climb, so that the Morgan driver had to rest content with a class win gained on his first ascent in 38.19 secs. Second time up Ray had a dicey moment at the left-hander at Museum and came to grief at the last bend. V. A. Hassall arrived at Museum with the wheels of his A.C.-Bristol all locked up but took second spot in 39.89 secs., while J. Edmonds's similar vehicle was third in 40.20 secs. P. W. Thomas took his M.G.A. on off-course excursions on both runs.

The open touring and sports touring class produced only three runners and the Group II 3.8 Jaguar of H. S. Shepherd easily led the way in 38.93 secs.

Only four cars subscribed to the up to 1,500 c.c. G.T. class in which Peter Jackson, driving Wilson-Spratt's Sebring Sprite to great effect, turned in 38.54 secs.

The "E"-types of Lambert and Tony Griffiths monopolized the over 1,500 c.c. G.T. cars, Lambert's first climb of 37.47 secs. winning him the Trafficators Trophy for fastest G.T. car and Griffiths, pulling out some stops on his second run, taking the class in 37.76 secs. M. H. Delingpole ("E"-type) just managed to beat the Porsche Carrera of M. R. Brain for second place, 38.83 secs. compared to 38.84 secs.

In the up to 1,600 c.c. sports racing class G. Austin (Wirral Racing Team Lotus-B.M.C.) and T. R. Clapham (1,200 c.c. Lotus) resumed their April battle which Austin won in 36.17 secs. Both drivers were slower on this occasion, but Clapham took the class in a first ascent of 36.32 secs. while Austin, a model of consistency in the smartly turned out blue car, returned 36.48 secs. both times.

This was a pleasant and varied meeting conducted on a pleasant, informal note by the organizers under bright and breezy conditions. TONY BEX.

THE BRITISH TRIALS AND RALLY DRIVERS' ASSOCIATION

Gold Star Trials Championship

THE best eight up to and including the Roderick Gray on 15th April, 1962:—

R. Chappell, 154; I. Portlock, 144; G. Newman, 119; L. Hurt, 115; T. A. Marshall, 104; G. Pollard, 101; G. Holdrup, 97; D. D. Render, 62.

The Flather Star Driving Test Championship

Interim results including the London event:—

E. J. S. Townsend, 57, 6 events; R. Squire, 44, 5; D. B. Smith, 36, 5; P. J. Anton, 31, 4; T. S. Baker, 31, 4; J. F. Livingston, 31, 4; W. T. Meredith, 28, 4; J. S. Spain, 25, 3; T. D. Warren, 23, 3; H. L. Livingston, 20, 2; L. Gibson, 20, 3.

The Stross International Trophy

Position as at the end of June, 1962, based upon the three best performances in the Monte, Acropolis, Tulip, Alpine and Midnight Sun International Rallies:—

Pat Moss, 48; Don Morley, 41; Erle Morley, 41; Anne Hall, 15; Paul Steiner, 10; Mike Sutcliffe, 9; Tony Fisher, 8; Ken Chambers, 6; John Sprinzel, 5; Peter Harper, 2.5; Tom Fisk, 2.5.

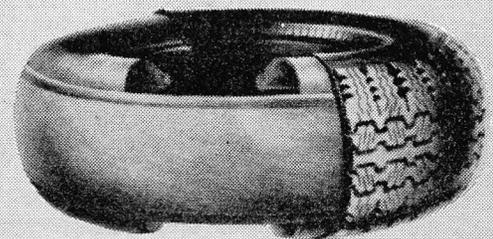


Mitch says Cintura. There are really two Nancy Mitchells — and both of them took part in this test of the Cintura tyre. The first Mitch is, of course, a top-flight driver, Ladies' European Champion in 1956 and 1957, and winner of enough Ladies' Cups to fill a car park; and former Motoring Editor of 'Vogue' who has driven practically every make of motor car there is. The second Mitch is a wife and mother, deeply concerned with road safety. In both capacities, Nancy Mitchell thought highly of the Cintura. Here are some extracts from her tape-recorded report.

The Cintura in action "I did 1700 test miles on Cinturas when I went over to help run a control for the Tulip Rally. We went down to the South of France first, and then back to Holland. The tyres were fitted to my M.G. 'A' coupé." "Incidentally, on the back, on the luggage rack, I was carrying my great big trunk. It's a huge cabin trunk, a fitted one, made of rawhide. It weighs a ton. A real brute. And the remarkable thing is, it seemed to make no difference at all to the superb roadholding of the Cinturas." "I didn't drive at terrifically high speeds, but often I was well over the 80 mark, and the Cinturas felt as safe as a house." "We had every kind of weather—sometimes passing from hot sunshine to torrential rain—in the Jura, for example. But it doesn't seem to matter to Cinturas whether it's raining or not. I just went on at the same happy speed. I had absolute confidence in them." "Cornering? Well, just perfect even in the wet. And although I had that brute of a trunk on the luggage rack, I never had a nasty moment. And I was putting her in quite fast. I think the cornering of Cinturas is most impressive." "You know, they're doing a lot of work on the French roads at the moment, so that you do hit nasty bits quite suddenly. Well, the Cinturas really did absorb the bad bits... and made the ride much safer." "Then on one stage it was mountains, mountains, mountains: I think I got top gear about four times in sixty miles. It was then I appreciated the remarkable lightness of handling Cinturas give a car. It was a genuine benefit." "I would say the Cintura is a first-rate rallying tyre. Its road-holding is so good under every kind of condition. I'd have no hesitation in fitting Cinturas again and again."

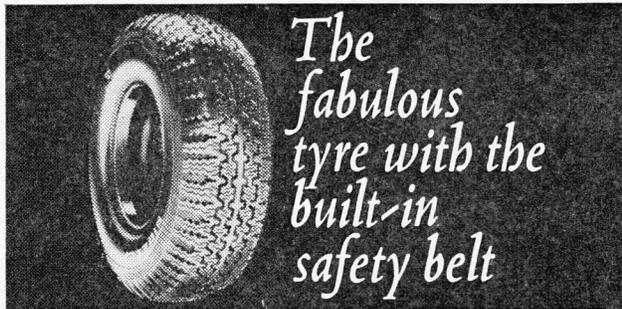
Some advice for women drivers (and their husbands) Nancy Mitchell concluded: "Cinturas make a sporting kind of car much lighter and safer to handle, much more a woman's car. They would give even a big powerful car the handling qualities of a lighter family saloon. So that if a family is changing over to a more powerful car, then it makes the transition much easier and safer for the wife if the new car is fitted with Cinturas. Cinturas give you competition standards of road-holding but with absolutely no vices. They're as much at home in the high street as they are on an international rally." **The basic facts about the Cintura** The basic structural fact about the Cintura is that it has its own built-in 'safety belt'.

(In fact, 'Cintura' is derived from the Italian for 'belted'.) This 'safety belt' is an inextensible textile belt running right round the circumference of the tyre under the tread. It holds the tyre profile virtually unchanged, even at high speeds; this structural difference in the Cintura gives you three big advantages. Advantage 1. Much cooler and safer running at high speed. Advantage 2. A low slip-angle and continuously open tread pattern for phenomenal road-holding and cornering. Advantage 3. A very low rolling resistance giving long tyre life, less absorption of engine power, and reduced fuel consumption. In short, the Cintura is the only tyre fully matched to the potential of today's top cars. On another page you will find a list of the cars for which Cinturas are available. Is your car on the list? Then send away now for your copy of the Cintura book.



**PIRELLI
CINTURA**

**The fabulous tyre with
the built-in safety belt**



Earlier in this magazine you can read Nancy Mitchell's remarkable test report on the Cintura. And here is a complete list of the cars to which Cinturas can be fitted. If your car is on this list, why not fill in the coupon below? The Pirelli booklet will give you the full story on how the Cintura solves some major problems of high-performance motoring:—

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Alvis All models	Jaguar 2.4, 3.4, 3.8 Mark VII, VIII, IX XK 120, XK 140, XK 150	Rolls-Royce Silver Dawn
Alfa Romeo 1300 Giulietta 1300 Giulietta T.I. Sprint & Veloce Giulietta Giardinetta	Jensen 541 R & De Luxe	Rover 60, 75 & 90 105S & R 80 & 100 3 litre
Armstrong Siddeley Sapphire 234, 236, 346 Star	Lancia Appia 1a, Appia 2a Flavia	Saab 93, G.T. 750 & 96
Aston Martin D.B.2/4 Mk. III	Lotus Elite	Simca Aronde series
Austin A.40 A.50 (Cambridge) A.55 II A.60 A.90 & A.95, A.105 A 125 Sheerline Princess	M.G. MGA & 1600 Z.B. Magnette Magnette III & IV T.F., T.D.	Singer Gazelle Saloon
Auto Union 1000	Morgan 4/4 Series 2 Plus 4	Standard Ensign Vanguard: 4-cyl Saloon 6-cyl. Saloon Sportsman
Bentley 'R' type Saloon	Morris Cowley 1500 Oxford Series III, V, VI Isis Series II Six	Sunbeam Rapier Series I, II & III
Continental		Triumph TR2, TR3, TR4
B.M.W. 501-502 (6 cyl.)		T.V.R. 2-seat Coupe
Bristol 403, 405, 406, 407		Vauxhall Wyvern 1956/7 Velox Cresta VX 4/90
Daimler Conquest Roadster 3½ litre Regency 104 Majestic & Major S.P.250		Volkswagen Standard & De Luxe Karmann Ghia Coupe 1500
D.K.W. Three Six		Volvo P.1800 122S & B18
Fairthorpe Electron		Wolesey 4/44, 15/50, 6/90 15/60, 16/60
Fiat (England) 1500 Convertible	Pearless G.T. 2 litre	
Hillman Minx after June 1958	Peugeot 203, 403 & 404	
	Porsche 1300, 1300 S 1600, 1600 S	
	Reliant Sabre	
	Renault Fregate & Caravan	

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PIRELLI CINTURA

CORRESPONDENCE

Spinning at Silverstone

I FEEL it's about time that something was done to prevent inexperienced drivers from marring otherwise first-class races by their gyratory antics when driving in the wet.

Surely the stage has now been reached when the R.A.C. should make it mandatory that all club level racing drivers should be required to produce evidence that they have attended a skid pad school and possess the ability for "skid" correction and the usage of correct tyre pressures.

For myself particularly, the matter was brought to a head at the Aston Martin Owners' Martini Trophy meeting when the inexperienced gyratory antics of another competitor cost me a class win.

In the saloon car race my SAAB had built up a good lead and comfortably headed the 850 c.c. class. For three laps I had circulated behind two cars in a higher class, drawing up on them at the corners and losing ground again to their superior power on the straights. At Copse the hairiest (nameless, but obvious to those who attended this meeting) lost it completely and came to an abrupt halt broadside on in the "drift lane". Having already "set up" my own car for a normal Copse drift it was impossible to "steer out" of it and therefore to save both cars from rapidly becoming *Smörgåsbord* (clue to the identity of other car!) I had no alternative but to deliberately spin out onto the grassy bank alongside, resulting in carburettor flooding in my own motor and the consequential inability to get under way again until the end of the race. It was particularly frustrating to sit out and watch the continued gyrations of the offender and lack of action by the organising club.

It is surprising how few club drivers today pay sufficient attention to tyre pressures for wet racing conditions. Because they have seen or heard (usually incorrectly) that such and such a driver uses the same high pressures wet or dry they feel they must emulate him to gain success. It appears quite fashionable these days to race with the highest possible tyre pressures irrespective of track conditions.

Here again I feel it is time that the R.A.C. stepped in and directed the appointed scrutineers to spot check tyre pressures before a dice in the wet. I feel this would certainly curtail some misguided drivers who appear to ignore, and openly boast that they ignore, the manufacturers' recommended tyre pressures and turn their normally mild-mannered cars into lethal hairy monsters.

For both racing and road work I find that Pirelli Cinturas at 4 lb. above recommended are admirable *in the dry*. In the *wet*, at exactly recommended pressures, and with sensible power usage on bends and corners, the road holding is phenomenal. In the wet, however, at *dry* racing pressures my SAAB is transformed into the hairiest machine yet encountered.

When the cost of preparation and entry (£5 per car for the aforementioned meeting) is as high as it is, I feel that the weekly regular is entitled to some protection from the "one meeting per season drivers" who tend to appear in fair numbers at the various marque meetings.

Possibly the retort may be that one has only one's self to blame for attending such meetings. However, in this instance, the opportunity to use the Silverstone Grand Prix circuit is not to be dismissed lightly. Especially so when it also suits the gearing and "top end" performance of one's own car.

I consider that proof of ability to correct "skids" and knowledge of critical tyre pressures are minimum qualifications for entry into any race meeting. As the regulations stand at the moment novice drivers are able to complete six races in the dry and then obtain full international and national participation—only to show their complete lack of driving ability and understanding when they have to face up to the hazards of "The Wet".

BEACONSFIELD, BUCKS.

PETER LANCASTER BROWN.

Present-day Pistons

IN John Bolster's article entitled "The Technical Aspects of Le Mans", he refers to the "comparative fragility of the piston". In being directly concerned with the design and development of both production and racing pistons, I must strongly object to this reference, as present-day pistons are designed to have more than adequate mechanical strength to withstand loadings under all operating conditions whether touring or racing.

I notice that he does refer to the possibility of weak mixture which may have been encouraged by the thermal efficiency prize. I also heard it suggested at Le Mans that the fuel supplied was not of the intended octane rating. This has happened several times in the past with disastrous results in certain teams. The increasing of piston crown sections will not provide 100 per cent. freedom from failure if carburation and ignition settings are not correct for a given compression ratio and fuel octane rating. In most engines the higher the state of tune the more critical ignition and carburation settings become, and slight maladjustment can quite easily result in a holed piston irrespective of crown thickness.

Finally, it is true to say that piston failures are almost entirely due to some unsatisfactory factor or factors outside the control of the piston designer.

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J. C. WINBY.

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

BUGATTI O.C.

PRESCOTT HILL-CLIMB

IN cold and raw conditions the Bugatti O.C. held their second "special" meeting on 15th July, B.T.D. honours falling to Doug Haigh with his 1,132 c.c. Cooper-NorJap in 55.80 secs. No records were broken on a track which never completely dried, but startling times were not anticipated anyway as these special meetings are laid aside specifically for those members who have not won at Prescott over the past three years.

Sports-racing cars up to 1,600 c.c. featured hordes of Lotus 7s and a keen battle between Austin's B.M.C. model, whose first climb of 57.05 secs. remained unbeaten, Barnes (Ford powered), second in 57.28 secs. and Macklin (Super Seven), whose second run gave him third spot in 57.44 secs. Ridge spun his queer looking blown Buckler at the Semi-circle as did van Moyland in the ex-Fielding Cooper-Climax.

In the class for unlimited racing cars up to three cylinders Haigh and Gordon March (Djinn) waged war for B.T.D.

Haigh, the gold coloured supercharged Cooper sounding and looking devastating, returned 56.73 secs. and 55.8 secs., whereas March had a slower but wilder ride in 56.92 secs. on both climbs. Macartney-Filgate's Cooper-J.A.P. was third in 58.40 secs. closely followed (58.84 secs.) by R. J. Vaughan in George Keylock's "kartish"-looking Elton with 650 c.c. Triumph twin engine. Another variation on the Triumph theme was the White brothers' Petty with a blown unit.

but this car was off form. J. T. Payne, after a promising start, inverted his Cooper-J.A.P. twin at the Semi-circle and had to be whisked away to hospital for attention to badly cut hands. Len Woodcock had a day of trouble with his Cooper-Norton and completed his second run only by the generosity of W. D. Adams who loaned him his similar machine.

D. Farrell toured his Cadillac-engined Farrillac up in 64.90 secs. to win the over 1,600 c.c. sports racing class from Scott Pound's silver bodied 4½-litre Bentley (66.76 secs.). J. L. Goodard brought his immaculately restored Type 35C Bugatti to the line but on every run he was greatly handicapped by a spitting engine.

Only three cars turned out to represent racing cars with four or more cylinders up to 1,500 c.c. and the front-engined Lola-Ford of F. Jones crackled up in a single winning run of 57.45 secs. Bouckley's similar car was second in 59.45 secs. Moore took the famous Norris Special into the sand at Pardon but came to rest undamaged.

T. D. Dyke beat all the Minis with his supercharged M.G. Midget to win the class for sports touring, G.T. and modified saloons up to 1,000 c.c. Nearest to his second run time of 64.08 secs. was R. G. Ordway (Mini-Minor) in 66 secs. Miss S. Taylor, daughter of the famous Caesar Special conductor, took a well earned third in 67.74 secs. with her old Turner. A challenge by P. K. Howells (Mini-Minor), on his second run, was just too slow—by two-hundredths of a second.

A. C. E. Reeves handled the old

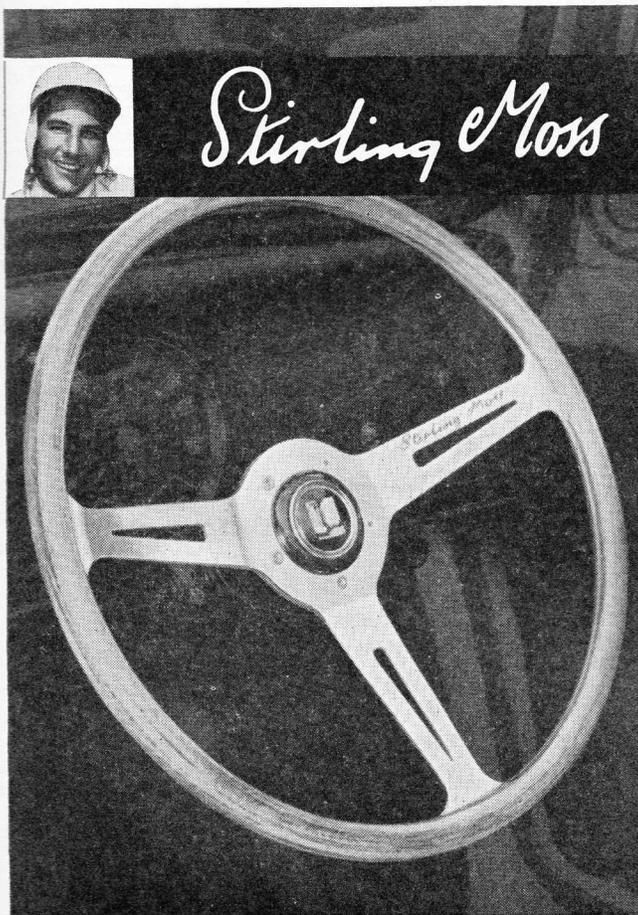
Fairley-Mercury with apparent caution but his best time of 60.4 secs. was sufficient to recapture the open racing car class from John Horton (61.22 secs.), driving Connaught AL10. Impressive by reason of its size, power and condition was N. Arnold-Foster's 5-litre Delage.

Tom Pascoe always reminds you that he isn't getting any younger for "this kind of thing" but he never drives that way. On Saturday the veteran Porsche driver defeated a Super 90, Lotus Elites, Harrington Alpine and Alfa Romeo to win the 1,001-1,600 c.c. class for sports touring, G.T. and Modified saloons in 65.05 secs., after a close scrap. Second was A. Meredith-Owens (Porsche S90), 65.18 secs. and third, with 65.94 secs., M. J. Virr, in an M.G.-engined Morgan 4/4. A. Moray-Wallace (Herald) achieved the doubtful distinction of going through the Semi-circle twice on the same ascent after making a nonsense on his second run.

Morgans monopolised the placings in the open version of the previous class. A. Dence pulled out all the stops in a remarkably good ascent of 59.64 secs. after J. V. Terry had seemed virtually certain of the class with a time of 60.54 secs. I. D. Swift was third with 61.72 secs.

In the traditional Bugatti handicap Frank Wall, on scratch with his Type 51, went up in a resounding 60.17 secs. to win from the 57S of T. A. Roberts, whose handicap brought his time down to 60.30 secs. The Specials handicap, taken from the class runs, was won by Ridge's Buckler from J. White's Petty.

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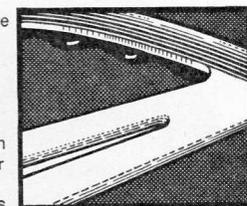
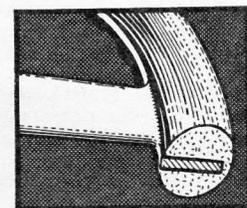
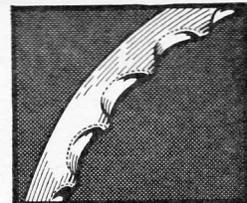
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Brands Bash!—continued

dently not the only incident of the race as a dead Lotus 7 was seen being towed back to the Paddock from Druids shortly afterwards.

Soon the Juniors trickled out upon a now soaking track and John Fenning (Lotus 20) quickly established his customary lead. The American, Roy Pike, driving as enthusiastically as ever, was not content to let Brian Berrow-Johnson keep second position, however, so fully winding-up his Ausper he passed the Lotus 20 on the eighth lap at Kidney.

Jonathan Williams's Austin A40 played-up in the 1,000 c.c. saloon car event, necessitating a pit stop for maintenance, but while attempting to regain lost ground he established a new class record of 65 secs., 68.68 m.p.h.—the track having dried out during the race. Mike Young won as he pleased in the Superspeed Anglia from Joe Hicks's rapid Anglia and Robert Glossop's A40. Rona Pearson unfortunately bent her Cooper-Mini a trifle at Clearways on the third lap whilst attempting to pass Roger Bunting's A40, which finished fourth.

Dizzy Addicott won the over 1,100 c.c. sports car event, not in his familiar Lotus-Buick but in a works 1,216 c.c. Elva-Climax Mk. 6. Roy Pierpoint's Lotus 15 was second, having led in the early stages, and Chris Steele third, in the attractive A.D. Sportive-Climax which had chosen Brands for its long-awaited debut. Ian Raby was fourth in the 1,250 c.c. Holbay Ford-powered Merlyn Mk. 4 despite a spin at Kidney. Addicott established a new 1,500 c.c. class lap record at 57.0 secs., 78.32 m.p.h., and Pierpoint must have broken the 2,000 c.c. figures, though no confirmation of this emanated from the time-keepers.

Ken Baker's E-type Jaguar won the over 1,600 c.c. G.T. race, nevertheless, it must have been embarrassing to have had Pip Arnold's Morgan Plus 4 breathing down his neck throughout! These two finished half a lap ahead of Bob Burnard (A.C.). Incidents in this race came after the chequered flag! A wheel flew off the Morgan whilst it came down from Druids on its cooling-down lap and Arnold ground to a halt at the bottom of the hill. A breakdown van was soon in attendance and then John Dangerfield came upon them, his A.C. practically out of control. Somehow he managed to avoid the Morgan and the van, but it was too close for comfort! Two new class records were established by Baker and Arnold—62 secs., 72 m.p.h., and 62.4 secs., 71.54 m.p.h., respectively.

The over 1,000 c.c. saloon car event was a most hairy dice. Alan Peer's 1½-litre Superspeed Anglia led with Albert Powell's 3.4 Jaguar, Colin Hextall's Talisman and Doc Merfield's Anglia on his heels. Powell passed briefly on the fourth lap at Kidney but Peer wasn't having any, retook him at Clearways and was never again headed. Merfield sliced his way through in second place with Powell and Hextall challenging him either side but the Flying Doctor retired on lap nine with smoke pouring from the car and, it is reported, bodywork rubbing against the wheels as a result of cornering side-by-side with Powell at Clearways on a previous tour! It was at Clearways that Eric Weaver's Rapier took up three-wheel motoring—quite a few Rapiers have lost wheels recently. A most interesting last was Gordon Council's 1947 J-type Vauxhall which

sported a TR3 engine and gearbox amongst other ingenious extras which, in practice, included castors on the roof just in case the inevitable happened!

The final race of the day brought even more "moments" and a deserved hat-trick for Superspeed-Ford-engined cars. Peter Deal (Lotus 7) led the 1,000 c.c. sports car event from start to finish, ignoring the determined challenges of Clive Lacey's similar beast. Both drivers recorded a new class record of 59.6 secs., 74.90 m.p.h. Piers Courage and R. Payne (Lotus 7s) came into contact at Kidney on the first lap, Courage continuing half a lap in arrears, and Bill Morgan's Lotus 7 also lost time in this vicinity.

The entertaining B.R.S.C.C. meeting was now over, the spectators being left pretty breathless after all the antics that occurred. No doubt they drove home very carefully!

WEST ESSEX C.C.**DEBDEN SPRINT**

IN place of the restricted hill-climb which the West Essex Car Club had to cancel in May, a speed trial was held at Debden on 15th July using the recently constituted 1½-mile circuit at R.A.F. Debden.

A composite entry was received, though, due to the inevitable clashing of dates which so often takes place these days, numbers were not as high as were anticipated. However, an excellent day's sport was enjoyed despite some rather atrocious weather.

Competitors were given two runs, each comprising a standing start and a flying lap. A very creditable B.T.D. was turned in by Roy Millbank in his Climax-engined Lotus Super 7 with a time of 2 mins. 24.8 secs., an average speed of over 70 m.p.h. in conditions which were far from ideal. For this he was awarded the Double 12 Trophy.

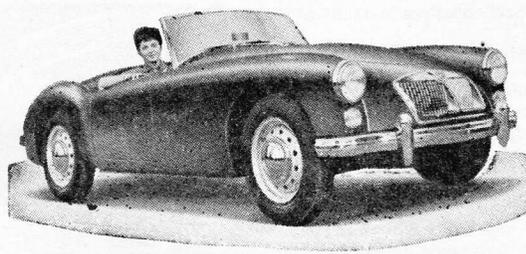
Some excellent driving was seen and those amongst others who are worthy of mention include the various trophy winners. A. C. Rodgie in a 500 c.c. Cooper-J.A.P., who achieved second B.T.D. with a time of 2 mins. 32.2 secs.; D. Pratley in his Sprite, who won the special handicap award for W.E.C.C. members. The W. Lyons Trophy went to A. F. Warnell in his E-type Jaguar, who managed to pull this off despite the fact that due to a puncture during one of his runs he was using one odd tyre. Some very exciting dicing ensued during a special Bentley Drivers' Club handi-

cap, for which the Tim Birkin Memorial Trophy was awarded to John Morley after brother Peter had made repeated attempts to demolish an ever-diminishing pile of straw bales. The Ashley Trophy was won by B. O. Patchett in a Saga, and the Falcon Trophy by D. Price in a Lotus 7. Mention should also be made of the spirited driving of E. Weaver and Tony Wells in their Sunbeam Rapier and Cooper-Mini respectively, also of the inevitable battle between Roy Romain and John Dunster, both 3.8 mounted, resolved itself this time in victory for the former.

The meeting was run with the usual efficient and pleasant W.E.C.C. organization and it would seem that the popularity of this event was such that it will become a regular feature on the club programme.

Results

B.T.D.: B. R. Millbank (Lotus Super 7), 2 m. 24.8 s.; **2nd B.T.D.:** A. C. Rodgie (Cooper-J.A.P. Mk. 5), 2 m. 32.2 s. **Touring Cars: Up to 1,300 c.c.:** 1, M. W. Winch (Simca Aronde), 2 m. 52.6 s.; 2, A. Wells (Austin Mini-Cooper), 2 m. 56 s. **1,301-2,000 c.c.:** 1, E. Weaver (Sunbeam Rapier), 2 m. 43.6 s.; 2, R. H. Longton (Riley 1.5), 2 m. 44.2 s. **Over 2,000 c.c.:** 1, R. Romain (Jaguar 3.8), 2 m. 37.6 s.; 2, J. Dunster (Jaguar 3.8), 2 m. 39.2 s. **Grand Touring Cars:** 1, M. J. Carter (Austin-Healey Sprite), 2 m. 55.4 s.; 2, J. R. Button (Austin-Healey Sprite), 2 m. 56.8 s. **1,001-2,000 c.c.:** 1, J. Duncan (A.C. Ace-Bristol), 2 m. 35.8 s.; 2, K. D. Laverton (Turner-Climax), 2 m. 36 s. **Over 2,000 c.c.:** 1, A. F. Warnell (Jaguar E), 2 m. 41 s.; 2, J. Oliver (Chevrolet Corvette), 2 m. 42.2 s. **Sports Cars: Up to 1,500 c.c.:** 1, B. R. Millbank (Lotus Super 7), 2 m. 27 s.; 2, D. Price (Lotus 7), 2 m. 41 s. **Over 1,500 c.c.:** 1, J. C. Hart (J.H.S. Spl.), 2 m. 36.4 s.; 2, A. F. Warnell (Jaguar E), 2 m. 37.4 s. **Racing Cars:** 1, B. R. Millbank (Lotus Super 7), 2 m. 24.8 s.; 2, A. C. Rodgie (Cooper-J.A.P. Mk. 5), 2 m. 32.2 s.



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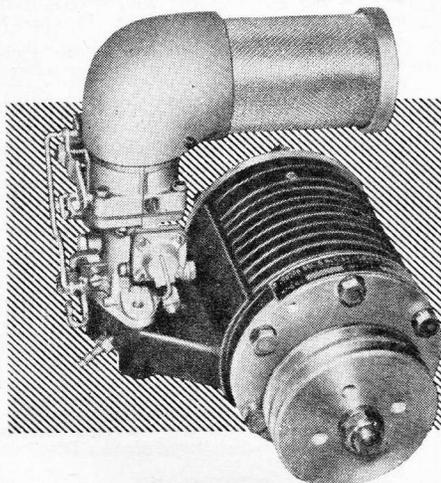
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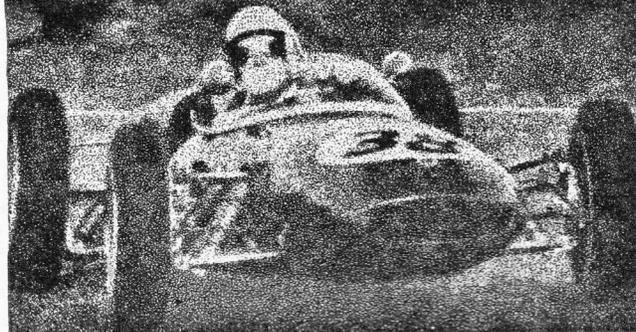
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(Continued overleaf)



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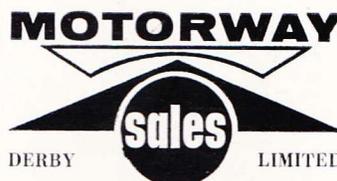
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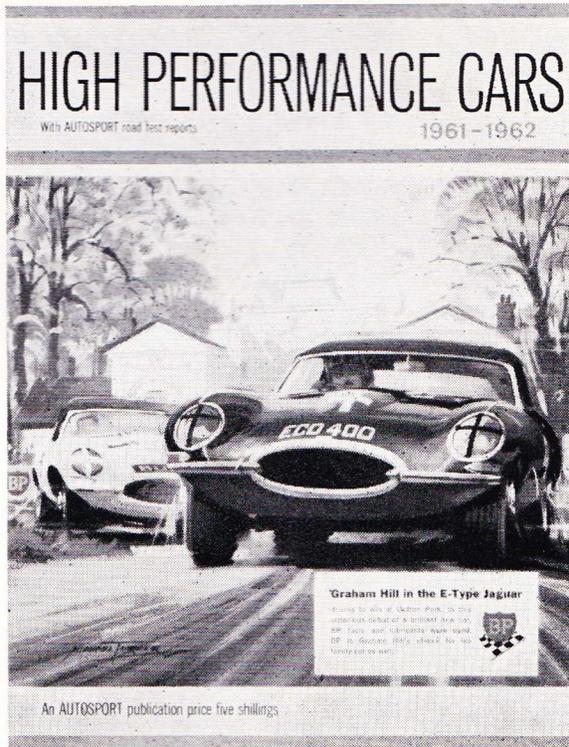
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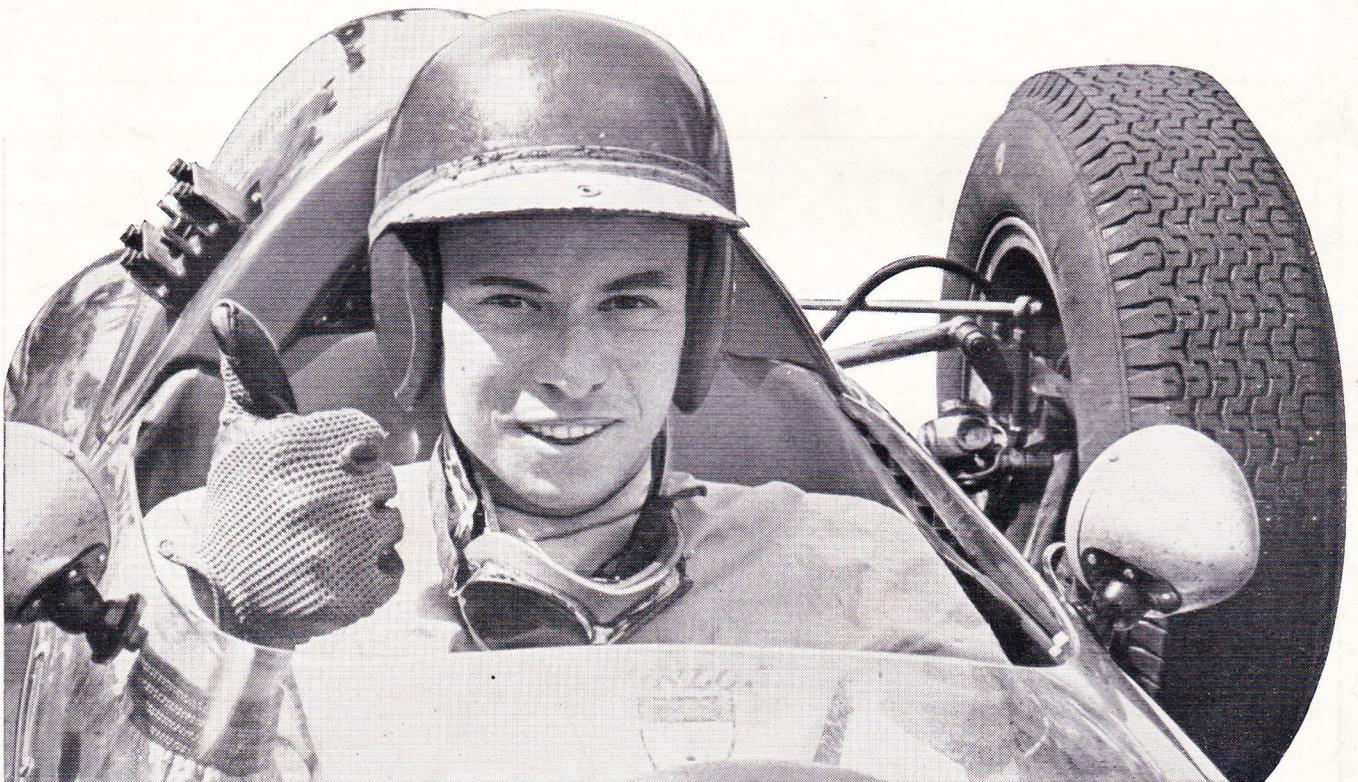
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