

GOLD CUP MEETING

AUTOSPORT

SEPTEMBER 7, 1962

2/-

EVERY FRIDAY
Vol. 25 No. 10

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE LIEGE-SOFIA-LIEGE RALLY—FULL REPORT AND PICTURES

CLUB RACING AT MALLORY PARK, CRYSTAL PALACE, SILVERSTONE, GOODWOOD AND SNETTERTON

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BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 25 No. 10**September 7, 1962****Managing Editor** GREGOR GRANT**Assistant Editor** MARTYN WATKINS**Technical Editor**

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EDITORIAL

WORLD CUP FOR GREAT BRITAIN

DESPITE Dutch captain Ben Pon's splendid victory with his Porsche Abarth at Zandvoort, the British team carried off the AUTOSPORT World Cup for the third time in four years. The next five places went respectively to Julian Sutton (Elite), John Whitmore (Elite), Pat Fergusson (Turner), and Dick Jacobs's beautiful M.G. Midgets, in the hands of Alan Foster and Andrew Hedges. A big crowd watched a first-class programme of races, culminating in a superb Formula Junior event, with Peter Arundell (Lotus), Tony Maggs (Cooper-Austin) and Bob Anderson (Lotus), fighting it out for the entire 25 laps, and finishing in that order, with four-fifths of a second separating them. Anderson set up a new Formula Junior record for Zandvoort, with the remarkable time of 1 min. 39.8 secs., 93.99 m.p.h., whilst Arundell's winning speed was 91.7 m.p.h. The touring car race was won outright by Dutch driver Rob Slotemaker, in a Downton-entered Cooper-Mini, and the sports car event went to Tonio Hildebrand (Lotus Seven). In this last race, "specials" were admitted, and spectators were treated to the unusual sight of a fuel-injected Cooper-Norton "500", being diced merrily in the company of a heterogeneous collection of vehicles such as is seldom seen at an International meeting—all being driven with tremendous verve and enthusiasm. There is little doubt that the World Cup series has helped to encourage Grand Touring racing in Holland, and it is the ambition of every driver of a G.T. car to be selected by the N.A.V. to represent their country. This new-found enthusiasm will, it is to be hoped, lead to the acquisition of faster cars to back up Pon's Porsche, and thus provide the Dutch with a better chance to win back the Trophy next year.

MOSS WATCHES HIS RECORD GO

THE wonderful reception accorded Stirling Moss at Oulton Park is proof enough of the popularity of this great driver with the public. Whether or not he will be seen in action again, his name will never be forgotten, and the fact that he is determined to fight his way back to the fitness which would enable him once again to take his place as the greatest attraction in modern racing, is a tribute to his courage and dedication to the sport he loves. He must have watched the Gold Cup race with mixed feelings, for the winner, Jim Clark (Lotus-Climax) displayed the kind of virtuosity associated with Moss, and shattered the lap record set up in 1961 by Stirling himself in the Ferguson by 6.4 secs. That 100 m.p.h. lap at Oulton is now in sight, for Clark's new record is 99.4 m.p.h., and by 1963, the Cheshire circuit will undoubtedly join Silverstone, Snetterton and Goodwood as "ton tracks".

OUR COVER PICTURE

FORMULA JUNIOR RACING at Zandvoort last week-end resulted in yet another win for Peter Arundell (Lotus) after one of the closest-fought races this year. In this George Phillips shot, he leads Tony Maggs and Bob Anderson in close formation.

CASTROL WINS

AT OULTON PARK INTERNATIONAL GOLD CUP MEETING

Saloon Car Race Class A (up to 1000 c.c.)

- 1**ST JOHN LOVE (AUSTIN MINI-COOPER)
- 2**ND BILL BLYDENSTEIN (MORRIS MINI-COOPER)
- 3**RD DENNIS HULME (AUSTIN MINI-COOPER)

(All 3 cars entered by Cooper Car Co. Ltd.)

★ CONGRATULATIONS TO JOHN LOVE
WHO ON WINNING THIS RACE BECAME BRSCC
SALOON CAR CHAMPION

*(subject to
official confirmation)*



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

SPORTS NEWS

THE "AUTOSPORT" THREE HOURS

Qualifiers for Snetterton

AFTER Oulton Park and Crystal Palace, the competitors in the 1962 AUTOSPORT Championship have completed their qualifying events. In addition to the AUTOSPORT awards, the *Daily Mirror* is offering a challenge cup and £100 to the outright winner of the "Three Hours", and there are also cash prizes in the various classes.

Only competitor with maximum points from best five events is Stephen Minoprio (Marcos); followed by Innes Ireland (Lotus 19) with 42, Michael Parkes (Ferrari 250GT), 40, Chris Lawrence (Morgan), 39 and Mike Beckwith (Lotus 23), 39.

The full list of qualifiers, on the basis of best results in each class, is as follows:—

Class A.—G.T. up to 1,000 c.c.	
1. Stephen Minoprio (Turner-Climax) ...	45
2. Grahame John (Marcos-Ford) ...	31
3. Brian Bennett (Turner-B.M.C.) ...	19
4. Andrew Hedges (M.G. Midget) ...	15
5. David Rees (Marcos-Ford) ...	14
Reserves: Alan Foster (M.G. Midget), John Seabrook (Turner-B.M.C.), Tom Weber (Marcos-Ford).	
Class B.—G.T. 1,001-1,300 c.c.	
1. Pat Fergusson (Turner-Climax) ...	28
2. Clive Hunt (Lotus Elite) ...	23
3. Bill Shaw (Lotus Elite) ...	18
4. John Whitmore (Lotus Elite) ...	15
5. John Wagstaff (Lotus Elite) ...	13
Reserves: Peter Jopp (Lotus Elite).	
Special Invitation: Julian Sutton (Lotus Elite), winner, World Cup Race, Snetterton.	
Class C.—G.T. 1,301-2,500 c.c.	
1. Chris Lawrence (Morgan Plus 4) ...	39
2. Chris Summers (T.V.R. Grantura) ...	18
3. Dick Stoop (Porsche) ...	18
4. Philip Arnold (Morgan Plus 4) ...	16
5. Bob Duggan (Morgan Plus 4) ...	11
Reserves: Paddy Gaston (Sprite), John Rodgers (A.C.-Bristol).	
Special Invitation: Ben Pon (Porsche), Winner of World Cup Race, Zandvoort.	
Class D.—G.T. over 2,500 c.c.	
1. Mike Parkes (Ferrari 250 G.T.O) ...	40
2. Dick Protheroe (Jaguar E) ...	31
3. Innes Ireland (Ferrari 250 G.T.O) ...	22
4. Graham Hill (Jaguar and Ferrari) ...	16
5. H. W. A. Deacon (Jaguar XK 120) ...	15
Reserves: John Mitchell (Jaguar E), Robin Sturgess (Jaguar E).	
Class E.—Sports up to 1,600 c.c.	
1. Mike Beckwith (Lotus 23) ...	39
2. Paul Hawkins (Lotus 23) ...	27
3. Rodney Bloor (Lotus 23) ...	25
4. John Nicholson (Lola-Climax) ...	24
5. Dizzy Addicott (Elva-Climax) ...	24
Reserves: Chris Spender (Lotus-Climax), Peter Boshier-Jones (Lotus-Climax).	
Class F.—Sports over 1,600 c.c.	
1. Innes Ireland (Lotus 19) ...	42
2. Roy Pierpoint (Lotus 15) ...	33
3. Jim Blumer (Cooper-Monaco) ...	30
4. Peter Sutcliffe (Jaguar D) ...	22
5. John Coundley (Lister-Jaguar) ...	20
Reserves: Mike Pendleton (Lister-Jaguar), Bill de Selincourt (Lister-Jaguar).	

NORTHERN Editor Francis Penn's new address is The Studio, 13 Elgin Drive, Wallasey, Cheshire (telephone: New Brighton 5638).

FIRST meeting of the proposed Ferrari Enthusiasts' Club will be on the evening of 14th September, at "The Watling", Bow Lane, E.C.4.

HONDA would dearly like to have Jack Brabham to test the new Grand Prix car in the coming months.

JACK FAIRMAN will probably do a considerable amount of track-testing of the Formula 1 Serenissima.

CASTLE COMBE

THE B.R.S.C.C.'s third and final 1962 Castle Combe meeting takes place this Sunday, starting at 2.30 p.m. The main race of the day will be a 20-lap event for sports cars. Roy Pierpoint's 2-litre Lotus 15 will be opposed by the Lotus 23s of Mike Beckwith, Laurie Keens and Nick Garbett. Tony Kilburn's Lotus 11 and Tony Hegbourne's Lola are other likely winners. Chris Summers is due to unleash his 4½-litre Cooper-Chevrolet once more in the *Formule Libre* event, and Ken Baker's E-type, so far unbeaten at Castle Combe, heads the list of G.T. cars, though Geoff Richardson's Ferrari 250GT Berlinetta should provide interesting competition.

THERE will be a B.A.R.C.-Webbair flight to the Italian Grand Prix at Monza. Flight W124 leaves Gatwick at 12.00 hours on 13th September and returns on 18th September, the return fare being 43 gns. including demi-pension accommodation. The flight secretary is Sheila Mekie, B.A.R.C.-Webbair, 143-149 Great Portland Street, London, W.1.

TEAM LOTUS

IT is now confirmed that cars entered in Formula 1 races by Team Lotus will, in future, be described as Lotus-Climax, as the official factory machines are fitted with V8 Coventry Climax engines. The Formula Junior cars are described as Lotus-Ford.

SILVERSTONE RELAY RACE

AT a meeting on 29th August the Stewards upheld a protest by the Jaguar Drivers' Club that the audited results be invalidated on the grounds that they were posted more than seven days after the event in contravention of paragraph 11 of the supplementary regulations. The effect of this decision is to make the provisional results issued immediately after the event on 11th August final, and to declare the J.D.C. "B" team the winners, with the Morgan team second and the J.D.C. "A" team third. The subsequent audited results, in which the Morgan team were adjudged the winners, with the J.D.C. "B" team second and the Tornado team third, are consequently set aside by reason of this protest.

A VOLVO driven by Harry Beck, Brad Howes and Walt Hoover won the recent 12-hour endurance race at Marlboro, U.S.A. Second was a SAAB 96, third a Renault, fourth an Austin-Cooper and fifth a Volkswagen.

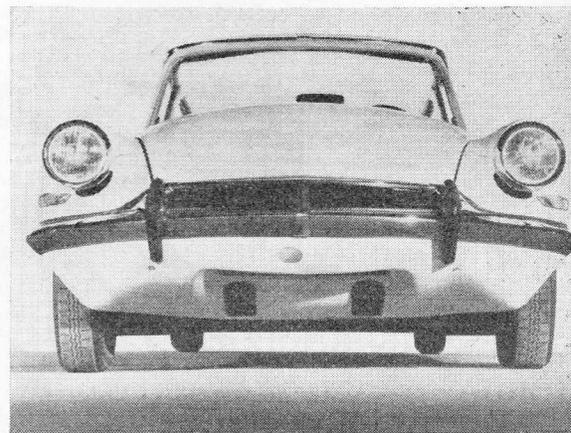
VALERIE STURGESS, wife of Robin (the driver of the notorious E-type 2BBC), recently gave birth to a boy.

NATIONAL SPRINT TROPHY

THE third and fourth events qualifying for the AUTOSPORT National Sprint Trophy are the Brighton and Hove M.C.'s Brighton Speed Trials, on Saturday, 15th September, and the B.A.R.C., Yorkshire Centre's Third Drag Sprint, on Sunday, 23rd September, at R.A.F., Church Fenton, near Tadcaster.

THE 1963 SAAB, introduced this week, features a new grille, raised front seats, a new heating system and several other refinements and new styling features.

PHIL HILL's new 24-valve, 12-carburettor Ferrari will be at Monza. Bodywork and frame are identical to those on Bandini's Nürburgring machine.



CITROËN's new front styling.

NEW AERODYNAMIC CITROËNS

FOR many years it has been known that spectacular gains in speed and economy are possible if a car is truly streamlined. Yet, outside actual racing designs, the average manufacturer takes little trouble to "clean up" his car aerodynamically.

Now, Citroën have redesigned the front of the ID19 and the DS19 cars, which has immediately resulted in maxima of 91 m.p.h. and 100 m.p.h. respectively. An appreciable improvement in fuel consumption has also been achieved.

A very complete aerodynamic study has been carried out, and alterations have been made in various directions. These include the external shape of the bonnet and the circulation of the air inside it, and of the undershield beneath the chassis. The airflow over the in-board disc brakes has been entirely altered, which has permitted the deletion of the previous air scoops under the car. The bumper no longer has an air intake passing through it, and an entirely new ventilation system has its intakes beneath the headlamps. The large grilles in the top of the mudguards beside the bonnet have been deleted, and the hot air escape has been re-routed.

All this careful detail design has not only given greater speed and better economy with the same 2-litre engine but the appearance of the cars has actually been improved. Technically, this development is of very great importance and reflects much credit on the always forward-looking design staff at the Quai André Citroën. It is bound to cause other designers furiously to think and may herald the end of the current fashion in square bodies, protruberant headlamp cowls, and the like.

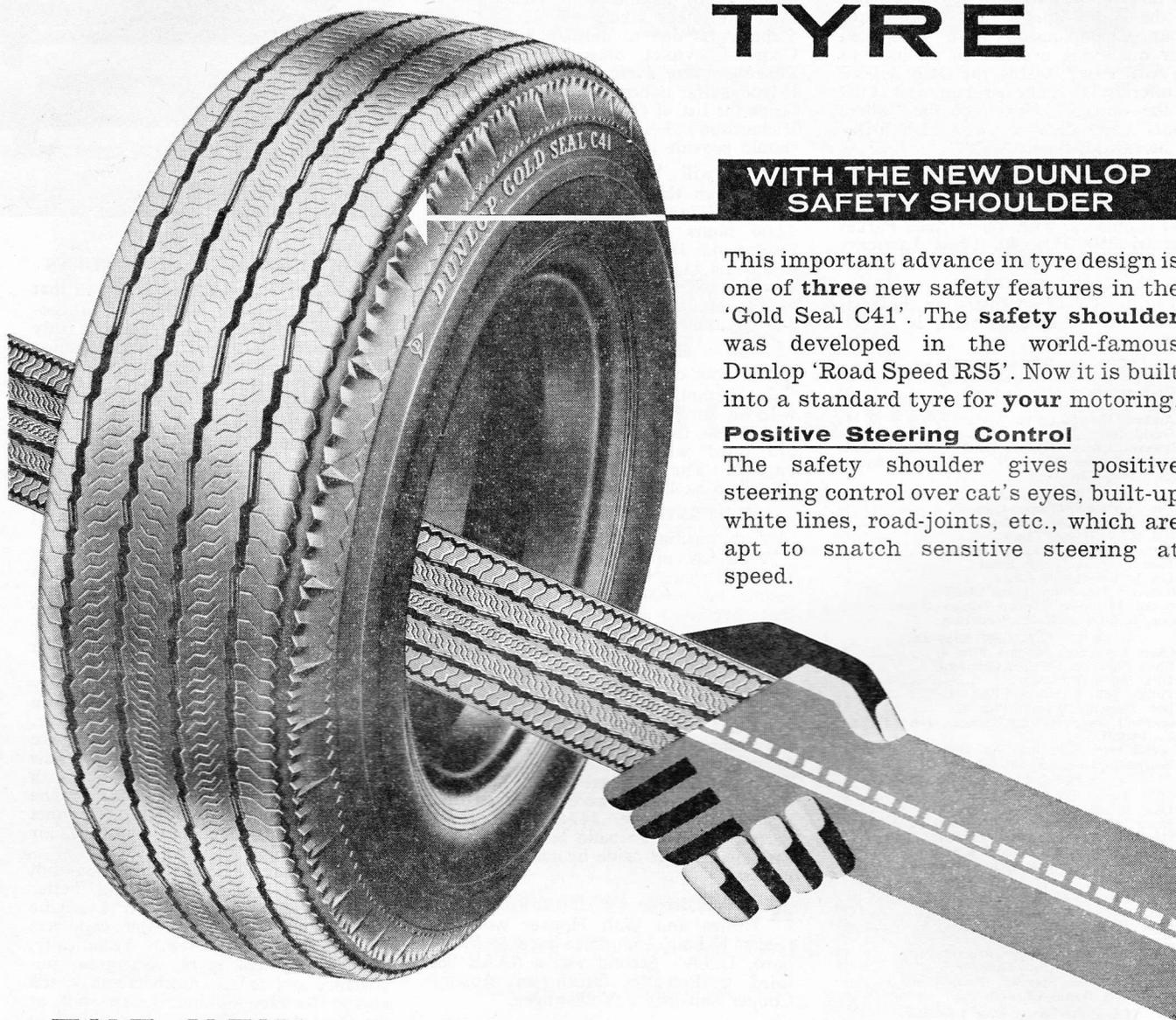
JOHN V. BOLSTER.

PRESCOTT

BOB GERARD, giving a demonstration run in an E.R.A., will open this Sunday's Prescott meeting. David Good, Arthur Owen, Mac Daghorn, Ray Fielding, Reg Phillips and Tony Marsh are included amongst the drivers competing for the R.A.C. Hill-Climb Championship, this being the final round unless the West Essex find a venue to replace Stapleford.

BOWMAKER, in conjunction with the Jim Russell Driving School, will run a test-day on 25th September at Snetterton. Occasion is the trying-out of promising pupils in a Formula 1 car.

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.

THE NEW

DUNLOP
GOLD SEAL C41

 for TOP safety - TOP mileage

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.

EVENTFUL SUNBAC SILVERSTONE

REPORT AND PHOTOGRAPHY BY MICHAEL WARE

SUNBAC put on a first class meeting at Silverstone on Saturday, with an entry of 140 cars plus some motor-cycles. The meeting ran smoothly with the minimum of delay between races.

The motor-cycles in the first race set the scene for the day with two of them sprawling over the track at Woodcote, and from this race on things happened thick and fast. In the first car race Ross-Tuppin spun his Rejo-Climax at Woodcote when in the lead in the up to 1,200 c.c. sports car race. He was narrowly missed by T. P. Hart (Lola) who went on to win. Ross-Tuppin made up

ten places after this to finish second. The first of the two 1172 races saw a win for R. Inglis in a Rejo. Arthur Cook had an A-frame bracket break at Copse and the Wavendon Wombat spun in the pack, everyone missing him. It was good to see the friendliness of the 1172 drivers, as almost without exception they slowed or stopped on the "cooling down" lap to see if he was O.K. He was.

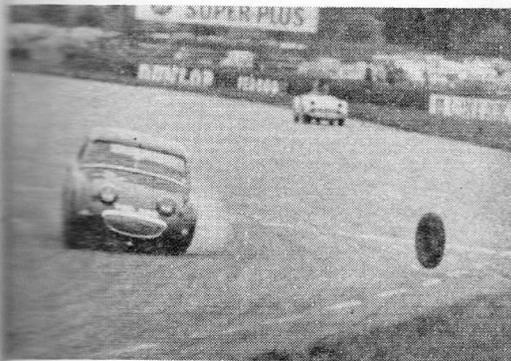
The next event was a half-hour speed trial which saw a rather interesting race for a few laps between J. M. Pielow's M.G. TC, W. B. Fowler's Aston Martin Le Mans and R. V. Boughen's Mini! Competing in a TR3 was Ian McLaughlin of hill-climb fame—he seemed to enjoy it all immensely.

The second of the up to 1,200 c.c. sports car races was won by W. C. Hill's Lotus XI. Then followed another high speed trial which provided a spirited race between Mrs. Lambert's E-type and M. J. Lawlor's 948 c.c. Turner.

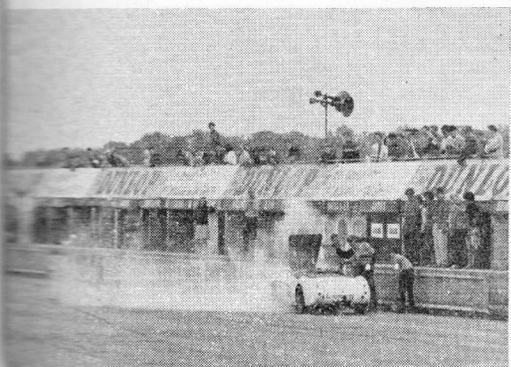
The second 1172 race lived up to the extremely high standard of racing we expect from 1172 this year. Arthur Mallock started at the back of the grid, as he was transferred to this race from the first one when

suddenly overtaken by R. W. Waters (Lola) and A. J. Lambert (Jaguar E) on the braking.

The ten lap race for popular sports cars really caused the fireworks. In practice J. Carden had his Austin-Healey 100 catch fire at Woodcote and was swamped in extinguisher foam. It continued to send out clouds of black smoke for ten minutes afterwards. He spent the complete afternoon rebuilding the car and cleaning it out, only to have it catch fire again at Woodcote on the second lap of the race! He came round Woodcote sitting on the back of the seat and the car stopped opposite the pits, where it was again covered in foam. A. M. Clough in his TR3A arrived at Woodcote with a front wheel flapping and managed to stop before it came off. G. M. Young in his Austin-Healey Sprite was not so lucky; he lost a wheel half way through Woodcote, the wheel bouncing high over the earth bank and finishing hard up against a Jaguar parked by the television tower. The last race of the way was for saloons. Coming into Woodcote on the first lap, V. J. Crapnell had something happen to the rear suspension of his 3.8 Jaguar as, with things hanging down from underneath, it spun. It was completely immovable and had to stay there for the rest of the race—it took two breakdown lorries to shift it afterwards! The race was won by the incredibly quick Mini of Embley.



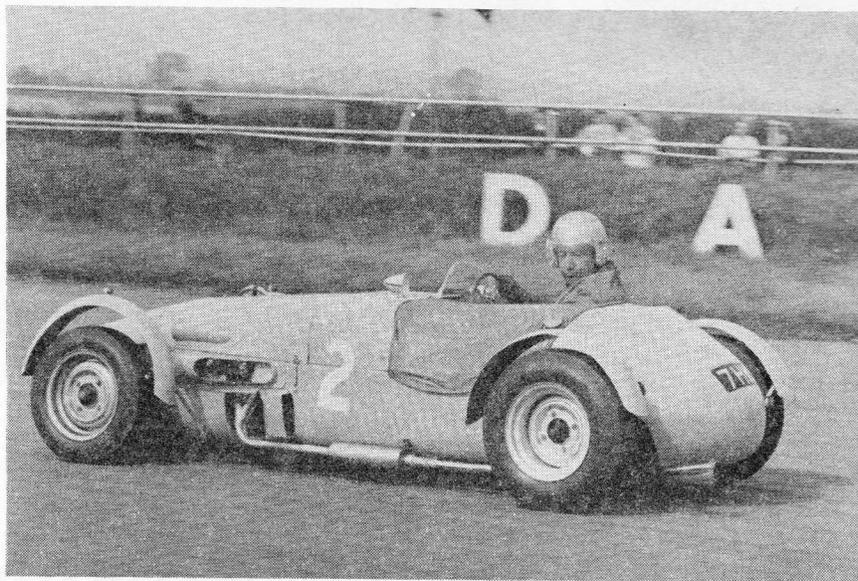
G. M. YOUNG's Sprite loses a wheel at Woodcote. In the background is the Triumph of A. M. Clough—which nearly lost a wheel too!



JOHN CARDEN's Austin-Healey catches fire for the second time of the day during the sports car race.



A MINI rounds Woodcote while, in the background, is V. J. Crapnell, whose Jaguar's suspension had broken, making it immovable. Note bits hanging down!



ARTHUR COOK takes the Wavendon Wombat backwards whilst spinning at Copse in the 1172 race. He did not hit anything.

he was still putting his engine together after the flywheel came off in practice. From the back of the grid his U2 was second into Becketts behind the Warwick of J. B. Moore. These two then swapped places for the rest of the race, the verdict finally going to Moore. Wershat (Lolita) was third, just, from Corfield and Garnham (Terriers).

Following another high speed trial came the 10-lap *Formule Libre* race. This was won by Chris Summers by half a lap from the Cooper-Alta of Jack Epstein, though this is where my lap scoring differs from the provisional results! Summers's fastest lap was at 92.47 m.p.h., surely a club circuit record? J. S. Dunn damaged his Lotus Junior somewhat at Woodcote, but he escaped with scratches and cuts. Sports cars over 1,200 c.c. saw the first three places change suddenly on the approach to Woodcote on the last lap. Ewer in the Merlyn-Climax had been leading but he was

Results

Sports Cars up to 1,200 c.c.: 1, T. P. Hart (Lola-Climax); 2, P. Ross-Tuppin (Rejo-Climax Mk. 4). **1172 Formula:** 1, R. Inglis (Rejo), 77.82 m.p.h.; 2, S. R. Godwin (Terrier Mk. 2); 3, R. E. Easterling (Rejo). **Sports Cars up to 1,200 c.c.:** 1, W. C. Hill (Lotus-Climax 1D), 79.80 m.p.h.; 2, P. L. Hovenden (Elva-Climax Mk. 6); 3, M. J. Beard (Lotus-Climax 17). **1172 Formula:** 1, J. B. Moore (Warwick Mk. 2), 77.39 m.p.h.; 2, A. M. R. Mallock (U2); 3, A. R. Wershat (Lolita). **Formule Libre:** 1, C. Summers (Cooper-Chevrolet), 90.28 m.p.h.; 2, J. Epstein (Cooper-Alta); 3, A. Eccles (Cooper-Climax). **Sports Cars over 1,200 c.c.:** 1, R. W. Waters (Lola-Climax), 78.20 m.p.h.; 2, A. J. Lambert (Jaguar "E"); 3, J. A. G. Ewer (Merlyn-Climax). **Popular Sports Cars—over 1,300 c.c. class:** 1, M. R. Brain (Austin-Healey 3000), 73.20 m.p.h.; 2, J. G. Sharpe (M.G.A.); 3, W. J. Hemming (Triumph TR3A). **Up to 1,300 c.c. class:** 1, D. E. Darby (Austin-Healey Sprite), 70.65 m.p.h.; 2, D. W. Balm (Austin-Healey Sprite); 3, J. M. Pielow (M.G. TC). **Saloon Cars—over 1,000 c.c. class:** 1, G. D. Allen (Morris Mini-Cooper), 71.94 m.p.h.; 2, D. H. Preston (Riley 1.5); 3, G. C. Collins (Sunbeam Rapier). **Up to 1,000 c.c. class:** 1, R. Embley (B.M.C. Mini), 70.69 m.p.h.; 2, R. D. Broad (Austin Mini-Cooper); 3, J. D. G. Knight (Austin A40).



COPENHAGEN GRAND PRIX

AUGUST 26th, 1962

1st JACK BRABHAM

LOTUS-CLIMAX

(Subject to official confirmation)

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

A RATHER small crowd, no doubt due to other motor racing attractions, holidays, and heaven knows what, were treated to some very entertaining racing on a lovely day at Goodwood last Saturday.

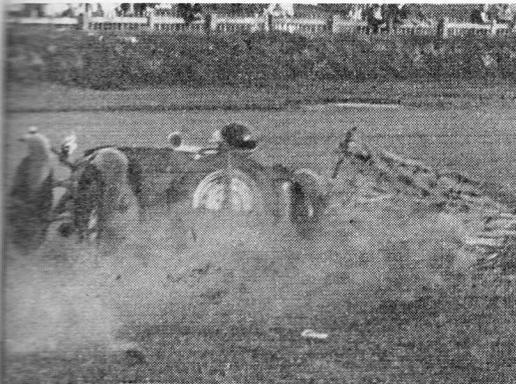
Due to their lack of numbers, the Juniors were mixed once again with the 1,100 c.c. sports cars. One must admit that this added spice to the event as it was not long before Tony Hegbourne in his Lola-Climax was having a go at Bill Heathcote's Lotus-Ford Junior—and it would not be for the first time that he has tried something similar! Hegbourne, having pressed Heathcote for half the distance, finally got by during the fifth lap. Heathcote promptly tried very hard and overdid things at St. Mary's on lap seven, spun and was penalised one minute. Behind these two the gaps mostly widened and it was rather processional. R. Banting (Lotus) won the Formula Junior section, followed by C. Crichton-Stuart (Cooper), and the irrepressible Heathcote was third in spite of his "minute". Lord Clydesdale brought his Lola in second in the sports car section with M. P. Renny third in a Lotus.

Once again a good dice for the first two places took place in the second race, which was a five-lap scratch race for pushrod cars up to 1,200 c.c. Both Lotus-Ford mounted, D. B. Porter chased C. L. Lacey all the way, drawing nearer and nearer and getting by on the final tour at the back of the course. Lacey, however, nearly caught him again on Lavant straight, but Porter managed to hold him off.

Race three was resumption of the battle for the Freddy Dixon Trophy, and as such this marquee scratch race got under way with a tremendous scrap between Tom Entwistle's T.V.R., R. E. Meredith's Morgan Plus 4, David Eva's M.G. Twin-Cam, and W. H. Jones's Morgan Plus 4. This was the order as they came through at the end of the first lap, though on reaching Madgwick Jones left the course and bent the car, but not himself. Eva got past Meredith on the second lap, took the lead on lap three and by lap six was lapping the tail-enders. Entwistle and Meredith were really hard at it for the places and finally crossed the line almost in a dead heat, Meredith being adjudged second.

The fourth race was for sports and G.T. cars of unlimited capacity, but the "big boys" did not get a look in. Tony Hegbourne set off at a tremendous pace in the Lola and there was the winner. C. J. Hicks and Lord Clydesdale had a considerable battle for the places and were never separ-

COMING OUT of the chicane, Peter Gethin turned on too much power too soon to the detriment of the wattle fencing!



A. M. CORBIN's SAAB causes some evasive action for R. Shaw's Austin-Cooper and D. Oakenfold's A40 at St. Marys.



WHOOOPS! D. W. Spice's A40 was frequently to be seen in this attitude at St. Marys. Winner of the event, Mike Cave (A40) follows.

MEMBERS ONLY AT GOODWOOD

REPORT AND PHOTOGRAPHY BY PATRICK BENJAFIELD

ated by more than a few cars' lengths, Hicks taking Lord Clydesdale into Woodcote on the eighth lap and managing to hold his Lordship off till the end. Further back among the "big boys" J. R. M. Boothby ("D"-Type) and N. Cussons (DB4) were having a very good dice, Cussons finally got by on the eighth lap. Hegbourne won by an enormous margin.

We were now treated to one of the B.A.R.C. specialities, the five-lap saloon car handicap. Relishing a resumption of the Merfield versus "Uncle Tom Cobley and All" battle, one was not, of course, disappointed. Starting from scratch on this occasion, however, he could not do better than fourth, hotly chased all the time by Peter Woodroffe's Jaguar. It would seem that in spite of a re-handicap Mike Cave's A40 was benevolently treated, as he led by the end of the third lap and was thereafter uncatchable.

Two five lap handicaps followed, and the first proved to be a bit of a gift to D. S. Jones's Triumph TR3, during which there was a further resumption of the Meredith-Eva battle. But in spite of Meredith having a five second start Eva was comfortably home in second place, having gone through from scratch, with Meredith third.

The final lap of the last race was a real credit to the handicappers as no less than six cars descended upon Woodcote corner

more or less together. R. B. Beck held a slender lead with his XK 120 and managed to win from J. Dangerfield's A.C.-Bristol with M. P. Renny's Lotus third, but only a little over six seconds split the whole six cars.

Results

Formula Junior and Sports Cars up to 1,100 c.c. (Overall Winner): A. V. Hegbourne (Lola-Climax), 92.09 m.p.h. **Formula Junior Class:** 1, R. Banting (Lotus-Ford 20); 2, C. Crichton-Stuart (Cooper-Ford Mk. 3); 3, W. G. Heathcote (Lotus-Ford 18). **Fastest lap:** Heathcote, 93.10 m.p.h. **Sports Car Class:** 1, A. V. Hegbourne (Lola-Climax), 92.09 m.p.h.; 2, Lord Clydesdale (Lola-Climax); 3, M. P. Renny (Lotus-Climax 11). **Fastest lap:** Hegbourne, 93.51 m.p.h.

Sports Cars up to 1,200 c.c.: 1, D. B. Porter (Lotus-Ford 7), 86.06 m.p.h.; 2, C. L. Lacey (Lotus-Ford 7); 3, P. Gethin (Lotus-Ford 7). **Fastest lap:** Porter, 88.34 m.p.h.

Marque Scratch Race: 1, D. Eva (M.G.A Twin-Cam), 80.94 m.p.h.; 2, R. E. Meredith (Morgan Plus 4); 3, T. Entwistle (T.V.R. Grantura). **Fastest lap:** Eva, 83.08 m.p.h.

Sports and Grand Touring Cars: 1, A. V. Hegbourne (Lola-Climax), 90.51 m.p.h.; 2, C. J. Hicks (Lotus-Climax 11); 3, Lord Clydesdale (Lola-Climax). **Fastest lap:** Hegbourne, 92.50 m.p.h.

Closed Car Handicap: 1, M. Cave (Austin A40), 76.54 m.p.h.; 2, R. Shaw (Austin-Cooper); 3, D. W. Spice (Austin A40). **Fastest lap:** P. J. Woodroffe (Jaguar 3.8), 83.40 m.p.h.

Handicap Race: 1, D. S. Jones (Triumph TR3), 78.32 m.p.h.; 2, D. Eva (M.G.A Twin-Cam); 3, R. E. Meredith (Morgan Plus 4). **Fastest lap:** Eva, 84.21 m.p.h.

Handicap Race: 1, R. B. Beck (Jaguar XK 120), 81.36 m.p.h.; 2, J. Dangerfield (A.C.-Bristol); 3, M. P. Renny (Lotus-Climax 11). **Fastest lap:** Renny, 85.37 m.p.h.

BMC MINI COOPER WINS

BRSCC Saloon Car Championship

for John Love

At Oulton Park on Saturday, September 1st, John Love celebrated his success with another win in the B.M.C. Mini Cooper he has driven throughout the championship. His list of victories is impressive:

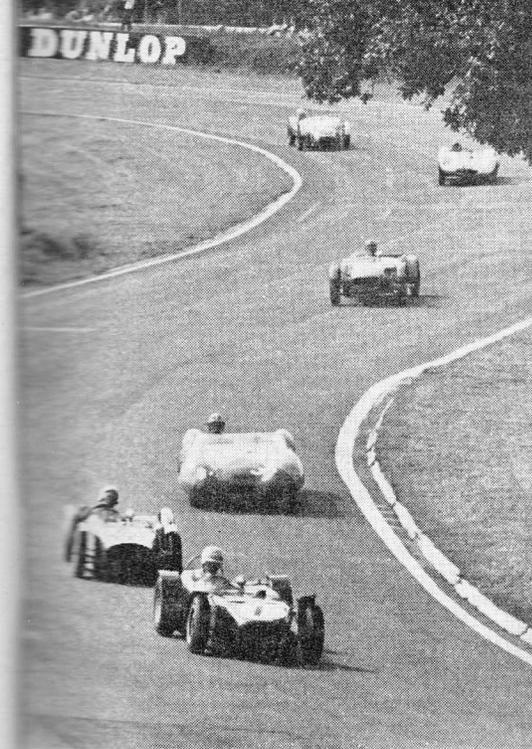
SNETTERTON	April 14th	WON
AINTREE	April 28th	WON
SILVERSTONE	May 12th	WON
CRYSTAL PALACE	June 11th	WON
AINTREE	July 21st	WON
BRANDS HATCH	August 6th	WON
OULTON PARK	September 1st	WON

Subject to official confirmation

B.M.C. builds to Win!

THE BRITISH MOTOR CORPORATION LIMITED
BIRMINGHAM AND OXFORD





THE U2s of Arthur Mallock and David Wragg lead Graham Birrell (Lotus 11) at the Lake Esses.

A MERRY MALLORY

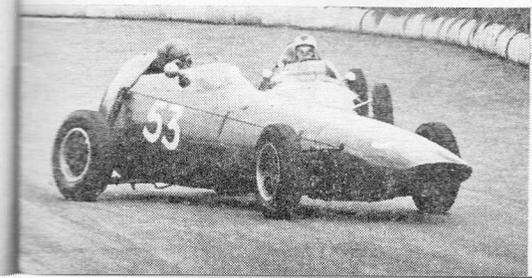
BY
MICHAEL
KETTLEWELL

INTERESTING, but not always exciting racing was the order of the day at last Sunday's club meeting at Mallory Park, organized by the Midland Centre of the B.R.S.C.C. Luckily, the promised rain fell elsewhere and the meeting was blessed with beautiful sunshine.

David Wragg's U2-Ford led as far as Gerards Bend in the opening event for 1,200 c.c. sports cars, then Arthur Mallock's similar beast passed him on the outside and led for the remainder of the 10 laps. A Sprite slithered dangerously near the lake on the first lap while, on the third tour, Graham Birrell's B.M.C.-engined Lotus 11 spun into the paddock entrance. Both resumed racing, Birrell with a vengeance: he eventually finished second behind Mallock, heading Wragg, John Haynes (Lotus 7), John Butt (Elva-B.M.C.) and Clive Garnham (Terrier), all of whom had been well in the hunt.

Both Don Smith (XK 150S) and Bob Rose (Elite) anticipated the unsteady dropping of the flag in the over 1,000 c.c. G.T. race and were subsequently penalized one minute. Rose, however, soon retired after a bit of over-exuberance and Smith finished fourth on the road behind Gordon Jones (Marcos-Climax), Laurie Ingram (Elite) and Malcolm Wayne (Elva Courier). John Cross had his ancient M.G.A fully wound-up as usual and was third until the last lap when he slowed—he finished behind Smith, but was officially placed fourth. Chris Meek, mak-

A NEAR THING as Les Marshall loses his Terrier and nearly collects J. Bouckley's Lola.



ing a welcome return to racing after more than a year's absence, retired into the paddock on the third lap after working his Elva Courier up into sixth position from the rear of the grid.

The Formula Junior race went to Jack Pearce, whose immaculately maintained Lotus 22 was too much for John Taylor's Bob Gerard-entered Cooper-Ford, despite Taylor's very best efforts. Brian Griffin was third throughout following a superb race in his Lotus 20. David Baker's M.R.P. Cooper ran an excellent fourth until trouble intervened, then Brian Berrow-Johnson's white and pink Lotus took up this position from the seventh lap onwards. Charles Crichton-Stuart, who had been chasing Berrow-Johnson, had to retire on the 10th lap when his Cooper lost its water. This event was the last qualifying round for the Bob Gerard Silver Challenge Trophy and his own man, John Taylor, won it—which just goes to show!

The SAAB led away from the grid in the 850 c.c. saloon car race, but by the time it had negotiated Gerards, Minis had crawled through on both sides, underneath it and on top of it as well! Michael Lacey, who usually contrives to win these events, did and his Downton tuned car won from Barry Hall's Team Speedwell Mini and John Barrett's Don Moore-tuned machine. The day's only ugly looking incident occurred on the

first lap when Paul Beckham rolled his Mini into the ditch at the Lake Esses. He emerged unscathed.

The second race for 1,200 c.c. sports cars was the most closely fought event of the day. Bill Stein's Lotus 7 led away from the grid and at the end of the first lap he led Gerry Birrell, who drove the Lotus which brother Graham had used in the first event, Geoff Miller's Mark 6 Terrier and Robin McArthur's Lotus 7. Birrell took the lead at Shaws on the second lap and then A. P. Belcher, who had made a poor start, shot his Mark 2 Terrier past both of them to lead on the fifth round. Belcher went on to win, Stein took over second position from Birrell, who had lost his vizzor, and Miller was fourth, McArthur was just fifth ahead of Nick Wilson (Lotus 7) and Alistair Welch (Lotus 7).

The event for single-seater racing cars proved that Brian Griffin is a man to watch. His impeccable driving of his Formula Junior Lotus 20 was a joy to behold and he never let John Taylor's winning Formula 1 Cooper-Ford get out of sight; indeed, he even began to close up on it towards the end. Brian Mann drove Ian Sievwright's Ferrari 625 well, but was gradually overwhelmed by most of the other competitors. Charles Crichton-Stuart (Cooper F.J.), M. Nunn (ex-F2 Cooper) and David Soley (D.R.W.) each passed it, but the latter retired his pretty 1-litre sports car with but three of the 20 laps to go and Crichton-Stuart was fortunate to be third, for he had a blown gasket and a carburetter was loose, David Rogers (Cooper-Norton) won his duel with Albert Rodgie (Cooper-J.A.P.) for the honour of the 500 c.c. award.

Nick Garbett's Lotus 23 was just too quick for the others in the over 1,000 c.c. sports car race, but Tony Lanfranchi provided the interest by working up to second place. He was noticeably quicker

through the Lake Esses than anyone else save Garbett and even Tony Kilburn's Lotus 11 was unable to do anything about the red Elva.

The saloon car race kept the crowd on their toes. Hero of this event was Rod Embley, whose little black box—a 997 c.c. Mini—caught, passed and drew away from Phil Middlehurst's notorious Austin A40. Then, on the eighth lap, a plug lead came off and the little Mini dropped back, to retire at the pits on the following round. Middlehurst won from Roger Bunting's cleverly conducted Team Speedwell A40 and Mick Clare's Morris Mini-Cooper.

The 1,000 c.c. G.T. cars concluded the entertainment, though it must be stressed the entertainment is for the drivers and not necessarily for spectators at these meetings. John Bloomfield's Diva, which went so well at Castle Combe and Brands Hatch recently, led until the sixth lap when it retired. John Miles's Team Speedwell Sprite inherited the lead and went on to a deserving win after so many good performances this year. Some 36.2 secs. behind came Gerald Day, his duel with Peter Thurston having ended when the latter's Elva Junior-based Prima-B.M.C., clothed in a Heron body similar to the Diva, retired with overheating.



BOB ROSE does a bit of no good to his Elite at Shaws.

Results

Sports Cars up to 1,200 c.c. (10 laps): 1, A. M. R. Mallock (U2-Ford), 80.54 m.p.h.; 2, G. B. Birrell (Lotus-B.M.C. 11); 3, D. L. Wragg (U2-Ford). **Fastest lap:** Birrell, 82.65 m.p.h. **Grand Touring Cars over 1,000 c.c. (10 laps):** 1, G. M. Jones (Marcos-Climax), 79.15 m.p.h.; 2, H. L. Ingram (Lotus Elite); 3, M. J. Wayne (Elva Courier). **Fastest lap:** Jones, 81.00 m.p.h. **Formula Junior (20 laps):** 1, J. R. Pearce (Lotus-Ford 22), 89.29 m.p.h.; 2, J. Taylor (Cooper-Ford Mk. 3); 3, B. H. Griffin (Lotus-Ford 20); 4, B. E. Berrow-Johnson (Lotus-Ford 20); 5, W. J. Forbes (Lotus-Ford 22); 6, L. D. Marshall (Terrier-Ford). **Fastest lap:** Pearce and Taylor, 91.35 m.p.h. **Saloon Cars up to 850 c.c. (10 laps):** 1, M. G. Lacey (Austin Mini), 69.77 m.p.h.; 2, B. W. F. Hall (Austin Mini); 3, J. R. Barrett (Austin Mini). **Fastest lap:** Lacey, 71.67 m.p.h. **Sports Cars up to 1,200 c.c. (10 laps):** 1, A. P. Belcher (Terrier-Ford Mk. 2), 80.09 m.p.h.; 2, W. J. Stein (Lotus-Ford 7); 3, G. H. B. Birrell (Lotus-B.M.C. 11). **Fastest lap:** Stein, 82.65 m.p.h. **Single-Seater Racing Cars (20 laps):** 1, J. Taylor (Cooper-Ford Mk. 3 F1), 89.51 m.p.h.; 2, B. H. Griffin (Lotus-Ford 20); 3, C. Crichton-Stuart (Cooper-Ford Mk. 3); 4, M. Nunn (Cooper-Climax); 5, B. Mann (Ferrari 625); 6, D. M. Rogers (Cooper-Norton Mk. 10). **Fastest lap:** Taylor, 91.35 m.p.h. **Sports Cars over 1,000 c.c. (10 laps):** 1, N. Garbett (Lotus-Ford 23), 84.79 m.p.h.; 2, A. Lanfranchi (Elva-Climax Mk. 6); 3, A. Kilburn (Lotus-Climax 11). **Fastest lap:** Garbett, 86.48 m.p.h. **Saloon Cars over 850 c.c. (10 laps):** **Overall winner:** P. T. Middlehurst (Austin A40), 75.00 m.p.h. **Over 1,000 c.c. class:** 1, H. T. Lee (Jaguar 3.8), 70.48 m.p.h.; 2, R. K. Sartain (Wolseley 1500). **Fastest lap:** Lee, 72.32 m.p.h. **851-1,000 c.c. class:** 1, P. T. Middlehurst (Austin A40), 75.00 m.p.h.; 2, R. Bunting (Austin A40); 3, M. H. Clare (Morris Mini-Cooper). **Fastest lap:** R. Embley (B.M.C. Mini), 77.39 m.p.h. **Grand Touring Cars up to 1,000 c.c. (10 laps):** 1, J. E. Miles (Austin-Healey Sprite), 75.73 m.p.h.; 2, G. A. Day (Austin-Healey Sprite); 3, D. Paterson (M.G. Midget). **Fastest lap:** J. R. Bloomfield (Diva-Ford), 78.14 m.p.h.

The toll was heavy, though miraculously (as always seems to be the case) there were no serious injuries. Many cars, however, must still be dotted around Yugoslavia, either whole or in part.

Before the start of the rally, scrutineering was a simple affair. It was almost a case of "anything goes". In fact, one gets the impression that the organizers would love to see a B.R.M. or similar device entered. An example of this was the hearty laughter from Sidney Allard when asked for homologation forms for his "Allardette". Needless to say, he started.

As usual, the convoy of cars left Liège at 6 p.m. for Spa, where the cars were put into *parc ferme* until 22.01 hours, when the first car was due to leave.

The custom of starting three cars side by side in the main street of Spa was maintained, to give the locals their yearly thrill.

The first section, from Spa to Steinbruck was a simple, short run to the Belgium/German border where formalities were very simple, as was the case at all frontiers, even into Yugoslavia and Bulgaria. Just another example of the efficiency of the Royal Motoring Union to ensure a straightforward run for all competitors. In fact, delay was conspicuous by its absence at the Italian/Yugoslavian/Bulgarian borders. The melee of last year's rally coming from Bulgaria into Yugoslavia at the frontier will be remembered by many who were delayed for up to 45 minutes and as a result virtually ran out of time.

The route then went through Germany into Austria, where the authorities are so anti-rallying that the whole of the section through this country was neutralized so there would be no hurrying. The average speed, in fact, worked out at 46 k.p.h.

This did not, however, prevent accidents. A French-entered Volvo overturned for no apparent reason on a swinging main road bend and the Mike Sutcliffe/Roy Fidler works TR4 was slightly reshaped when it "collected" a local Volkswagen. Roy was heard to remark, "I must have had too much sleep".

Then into Italy, where Tarvisio seemed to be a general service centre for manufacturers. It was about 10 kilometres from here that Barry Shawzin ended his rally when he "collected" a bridge and damaged the car too badly to carry on. The works Ford Zodiac of Henry Taylor/Bill Bradley was also reshaped, but managed to carry on.

Thence to Predil and the Italian/Yugoslavian frontier and to the first part of the rally where motoring became serious—the 56 kilometre stage over the hazardous Moistrocca pass to be covered in 50 minutes. This section started with a 13 kilometre twisting down-hill, narrow road with large drops and a very loose dirt surface. Then came 23 kilometres of narrow, twisting tarmac through the valley and finally the ascent and descent of the notorious Moistrocca itself for 8 kilometres and finally a 2 kilometre tarmac stretch to the finish at Kranjska Gora.

Only five crews did this section clean: The three works Healeys of David Seigle/Morris/Barry Hercock, Rauno Aaltonen-Tony Ambrose, Paddy Hopkirk/Jack Scott, Bohringer's Mercedes and Walter's Porsche. Other notable times were Eric Carlsson in his Saab, being one minute late, and the new Morris 1100s of Pat Moss/Pauline Mayman and Peter Riley/Tony Nash, who both dropped three minutes—an impressive time for so small a car. These new B.M.C.

ELEVEN HUNDRED: The Peter Riley/Tony Nash ADO16 against a mountain backdrop during the 1962 "Liège". The car subsequently broke its flywheel.

THE 1962 Liège-Sofia-Liège rally ran true to form and lived up to its name "Le Marathon de la Route" having only 18 finishers out of 100 starters.

As usual, Maurice Garot and his team of organizers did a superb job to make what must have surely been one of the toughest internationals ever.

Dapper little Eugen Bohringer, who looks less like a rally driver than anything else, came home to a magnificent win with a total time loss of only 53 minutes, having been over some of the roughest mountain passes in Europe.

The route was much the same as last year, with only minor changes, so many of the competitors knew what they were in for. This, however, did not deter them, for the entry this year of 107 was the second largest ever.

The time allowances were different, though, from last year. The "creep", as the drivers call it, only applied from Liège to Pec and came back again at Schilparic to Liège. This meant that virtually the whole of the difficult Yugoslavian section could be done at the average speeds required by the time allowances, whereas last year this "creep" went all through the rally.

The "creep" is best explained as follows: in order to maintain one's position relative to the opening and closing times of controls it was necessary to exceed substantially the average required for zero penalty.

The fact that the "creep" did not apply to the most difficult sections of the rally resulted in an 18 per cent. finish this year as compared with only 8 per cent. last year.

The entry list appeared with 101 starters, though there were some last minute additions, the most notable being those of Hans Walter in his Porsche Carrera and Strahle in his new 2-litre Porsche. Neither, however, were destined to finish.

As has already been mentioned in previous issues of AUTOSPORT, very strong works entries were put in by B.M.C., Fords, Rovers, Standard-Triumph, Mercedes, Citroën, and the cream of European rally drivers were there to pit their skill and ingenuity against the hazardous dirt-surfaced roads of the Yugoslavian mountains.

DOLOMITES: Anne Hall and Val Domleo on the Passo di Porpoi in their Ford Zodiac. A collision with another car caused their retirement.



LIÈGE-SOFIA-LIÈGE

Bohringer/Eger (Mercedes) Outright Winners—Citroëns Win Team Prize—Claudine Bouchet Wins Ladies' Award

BY DAVID SEIGLE-MORRIS

"babies" were going great guns only to drop out later on, but, interesting to note, neither with suspension troubles, so for those people who said "it will not work" they may now eat their words. Another quick time here was that of Logan Morrison/Rupert Jones, the latter being described in the Liège papers as "le sportif de Dieu". They were three minutes down, but no mean performance since this was the first time that Logan has driven a Healey on a rally and his final position of fifth overall was very creditable indeed.

From here a route on good roads to Ljubljana. Here the Riley/Nash Morris 1100 arrived with expensive-sounding noises coming from the clutch, and during the next section the car was forcibly retired with a broken flywheel.

Then to Zagreb on Autoput roads and Belgrade, where ill-luck struck at the Aaltonen/Ambrose works Austin-Healey. They had some time in hand here and when they eventually got ready to book in they discovered that their road book was missing. It was thought that it must have been stolen from the car, possibly as a souvenir; a very expensive souvenir, however, because it disqualified them from carrying on and ended the possibility of what must have surely been a brilliant performance.

From Belgrade the next section led over the very rough Dragoman pass into Bulgaria and Sofia, where drivers had an hour's break and cars went into *parc fermé*.

Four cars were equal first at this point: the two Austin-Healeys of Seigle-Morris/Hercock, Hopkirk/Scott, the Mercedes of Bohringer and Walter in his Porsche. But it seems to be the old Mille Miglia saying that "he who leads at Rome never wins", for last year, too, David Seigle-Morris was leading at Sofia, but ill-luck struck at his Healey later on during the rally.

Then the serious part began. The prelude over, the crews were flung into roads of such poor quality that the average motorist would think twice about walking down them let alone driving.

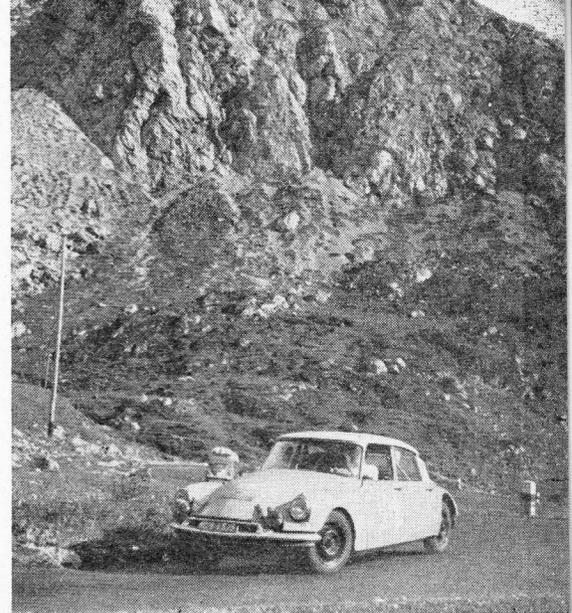
However, most of the top crews were clean on the Sofia to Skopje section, as they were from Skopje to Pec.

The next section from Pec to Titograd was one of the most difficult ones of the rally. Very few cars were clean here. Bohringer did it and both David Seigle-Morris and Paddy Hopkirk had three minutes to spare. It was on this section that the John Gott/Bill Shepherd M.G.A. suffered a split petrol tank, but managed to carry on to Titograd, where hasty repairs were made. But it happened again on the Novi to Colle section and, with the petrol tank covering sparking on the ground, it was obvious they could not carry on. Eric Carlsson retired on the section to Titograd with broken rear suspension, the result of a shock absorber being broken earlier on. At the control B.M.C. competitions manager Stuart Turner had a 100-gallon plastic petrol tank in the team transporter to avoid delay and provide rapid refuelling facilities for the thirsty Healeys.

The next section from Titograd to Dubrovnik was rather dangerous because of the number of small coastal resorts it passed through, and people were out in their hundreds taking their evening stroll. No one did this section clean and Paddy Hopkirk retired here with broken rear suspension.

Then through the night from Dubrovnik to Split and Split to Novi, the order and penalty marks at Split were as follows:

1, Seigle-Morris/Hercock (Austin-Healey) 15 minutes; 2, Bohringer/Eger (Mercedes) 21 minutes; 3, Hacquin/Berger (Citroën) 22 minutes; 4, de Lageneste/Bertaut (Citroën) 24 minutes; 5, Kuhne/



RACERS: Lucien Bianchi and Olivier Geudebien in the Passo di Porpoi region of the Dolomites in their Citroën ID19. Bianchi won last year's event.

Lang (Mercedes) 30 minutes; 6 equal, Anne Hall/Val Domleo (Ford) 31 minutes and Marang/Coltelloni (Citroën) 31 minutes.

At the end of the next section at Novi the order was:

1, Seigle-Morris/Hercock (Austin-Healey) 15 minutes; 2, Bohringer/Eger (Mercedes) 21 minutes; 3, de Lageneste/Bertaut (Citroën) 24 minutes; 4, Marang/Coltelloni (Citroën) 31 minutes; 5 equal, Verrier/Badoche (Citroën) 40 minutes and Bengry/Skeffington (Rover) 40 minutes.

So it was still a neck and neck race. The word "race" is certainly a very appropriate one, for trying to drive into a dust cloud left by the car in front, to catch it and pass it is very hazardous indeed. On these last few sections several British crews were out as a result of accidents. Ronnie Adams/Peter Riviere's Rover 3-litre hit a bus which was on the wrong side of the road and rebounded back into a wall as a result of having lost its hooter. The John Cuff/Geoff Howarth Rover went straight on at a corner in a dust cloud and over the edge, dropping a few feet, breaking Geoff Howarth's leg, and the Sutcliffe/Fidler works TR4 went off in the identical place, in fact hitting the Rover as it fell, but causing no further injury to either of the crews. Trautmann/Ogier's Citroën landed in someone's front garden and finished its rally there six feet below the road level. The Sprinzel/Cave works TR4 went out with radiator trouble, so leaving only the Thunner/Gretener car to carry the Standard-Triumph colours and romp home to a very creditable ninth place.

The next section and the last of the really difficult stuff claimed the leaders, David Seigle-Morris and Barry Hercock, when the chassis and rear spring broke on their Austin-Healey. They motored on, however (David determined to finish because a finish would make three Lièges in a row and a special award). About 180 kilometres with the car dragging its tail on the ground and the bodywork burning the tyre. They were penalized 1 hour 30 minutes at the end of this section, so moving them down to eighth place, where they finally finished.

At Corizia, near Colle, B.M.C. mechanic Duggie Watts took out the fuel tank of David's Healey, welded its chassis, fitted a new spring and got the car ready for the road in little over an hour. Gerry Burgess retired when his Ford ran out of spare



LES GIRLS: The Morris 1100 of Pat Moss and Pauline Mäyman pulls out of a control during the rally. None of the "1100s" finished the event.



PRIVATE ENTRY: The Belgian-entered Ford Anglia of Charlier and Mosbeux at Col, Yugoslavia. They finished 10th overall.

tyres after having about six punctures, and Anne Hall/Val Domleo were forced to retire their Ford when a Yugoslav Fiat collided with them. They were both unhurt, but the Yugoslav couple both suffered minor injuries.

The next section from Forno d'Allione to Rovereto was a long and tedious affair of some 250 kilometres over such passes as the Colle Xonio and similar, though again most of the top crews remaining did this clean and, finally, on to the section from Schillpario to Trafoi, which includes those well-known mountain passes of the Dolomites the Vivione, Gavia and Stelvio. It was here that the organizers played yet another little trick on the competitors by putting in a neutralized section between the end of the Vivione and the start of the Gavia to make sure that competitors did not take less than one hour between these two points. This meant that the Gavia and the Stelvio had to be covered at impossible average speeds to arrive at Trafoi within the time limits. The best time here was put up by Bohringer, who had a total of 10 minutes' lateness on this section.

The route then wound its way back over the same roads covered on the way down from Austria and Germany and back into Belgium.

A particularly unfortunate incident happened here to John La Trobe, who had driven his Volkswagen in a very creditable manner through the entire rally only to have it break its crankshaft on the final run in.

Protests are rare on the Liège, but Monday morning brought one from the Belgian, Patte, who was provisionally placed third in a well-driven Volvo. He protested against Coltelloni because the latter had booked in ahead of time at Saarbrücken on the run down.

In typical Liège manner the organizers resolved the situation by cancelling the control on the ground that it was not properly run! This was much to the relief of Coltelloni, whose fine second place must have been particularly pleasing to him since Citroëns had not reckoned his chances very highly and he had had to pay for his own preparations and expenses.

Bohringer's win now gives him a lead in the European Rally Championship, but second place man Carlsson may be able to catch up as Bohringer will probably miss the Geneva Rally in order to compete in the Pan-American Road Race.

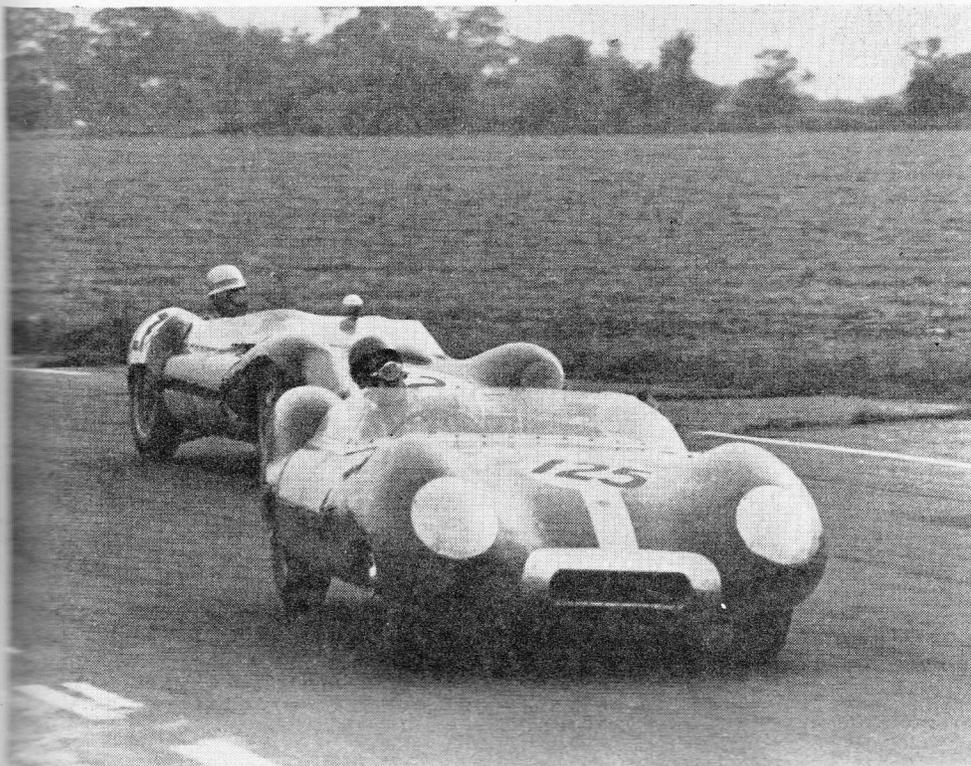
Results

1, Bohringer/Eger (Mercedes), 53 m. lateness; 2, Marang/Coltelloni (Citroën), 1 h. 22 m.; 3, Patte/Rouselle (Volvo 122S), 1 h. 29 m.; 4, Verrier/Badoche (Citroën), 1 h. 36 m.; 5, Logan Morrison/Rupert Jones (Austin-Healey), 2 h. 11 m.; 6, Ken James/Mike Hughes (Rover), 2 h. 12 m.; 7, Mmc. Bouchier/Mlle. Kissel (Citroën), 2 h. 23 m.; 8, David Seigle-Morris/Barry Hercock (Austin-Healey), 2 h. 25 m.; 9, Thuner/Gretener



MINI-COOPER: An optimistic wave from Meunier and Cachet.

(Triumph), 2 h. 53 m.; 10, Charlier/Mosbeux (Ford Anglia), 2 h. 56 m.; 11, Poirot/Harmand (Porsche), 3 h. 6 m.; 12, Mmc. Rosqvist/Mlle. Wirth (Mercedes), 3 h. 28 m.; 13, Edward Harrison/John Harrison (Ford Zodiac), 3 h. 52 m.; 14, "Cyr"/Gagnoux (Citroën), 3 h. 56 m.; 15, Staepelaere/Meuwissen (Ford Anglia), 3 h. 58 m.; 16, Reip/Lejeune (Porsche Carrera), 4 h. 6 m.; 17, Pilhatsch/Hartinger (Volvo), 4 h. 19 m.; and 18, Bill Bengry/David Skeffington (Rover), 4 h. 20 m.



CLUBMEN'S DAY AT SNETTERTON

Robin Sturgess (E-type) Clinches S.M.R.C. Championship

LAST Sunday the Snetterton M.R.C. held its club championship meeting, the main race of which was the final round of their championship for G.T. cars decided by four events held this season. The meeting as a whole ran off smoothly in sunny conditions and there was some spirited driving much appreciated by the enthusiastic crowd of Snetterton "regulars".

The meeting started on time with a 10-lap "Marque" scratch race. From pole position on the grid Ken Baker drove his bronze E-Type steadily to an easy victory from Porter's I.R.S. Lotus Seven. The earlier stages of the race were enlivened by a good scrap for second place between the Aston Martin DB4GT of Nick Cussons and Deal's Lotus Seven. This unfortunately petered out when the Lotus retired and the Aston spun, leaving third place to the Super Seven of L. E. Selby.

Of the 19 cars which faced the starter's flag for the Junior race, no less than 11 were from the Jim Russell school. The two works Ron Harris Lolas of John Hine and John Fenning swiftly established themselves in the first two positions with Fenning coming past the winner after only one change-over in their positions. Jacques Maglia's Lotus was a good third, and a struggle between the Lotuses of Wyllie and Russell pupil Henry Morrogh was resolved when Scotsman Wyllie came in fourth.

Event three was the 15-lap final of the S.M.R.C. Club Championship, led by Robin Sturgess by one point from the Sprite of Peter Clarke. A third place in the race and a class second was enough to secure Sturgess the championship with Clarke a close second. The race itself was another victory for Ken Baker, who won as he liked after the retirement of Mike Salmon's Aston Martin Zagato. Salmon

had been whittling down Baker's early 5 secs. lead, but his clutch began to slip and he dropped back to be taken by Bill Shaw (Elite) at Sear Corner before retiring at the end of the lap. Sturgess seemed content with his third position, and Tom Weber's old-type Marcos was fourth, after a very fast drive to win his class.

The next race, a 10 lapper, gave us a chance to see Chris Summers's mighty Cooper-Chevrolet in action—and what a sight it was! Sid Day made a brave effort to compete against modern single-seaters in his E.R.A. R6B, and with six Juniors behind him he was really mixing it, using the E.R.A.'s prodigious acceleration down the straights to keep ahead. Summers had taken the lead from the start and was drawing away at the rate of 2 secs. per lap from Brian Hart's 1½-litre Lotus-Ford, at a race average of over 100 m.p.h. Third for the duration of the race was Jacques Maglia (Lotus Junior), who made a very good start from the back of the grid. Unfortunately Sid Day's meteoric progress was checked when lack of oil pressure caused him to retire on the fifth lap. However, he took consolation from the fact that he broke his own Historic Racing Car lap record by 2 secs., leaving it at 1 min. 52.8 secs. (86.49 m.p.h.)—a fine achievement.

The Group 3 saloon car race had two unfortunate non-starters: Alan Peer's 1½-litre Anglia was not on the grid, and neither was Chris Craft's similar car which had been driven by Cuthbertson in the G.T. race and which was retired with no oil pressure. Doc Merfield in his well-known yellow Anglia took the lead from the front row, but by the hairpin the leader was Peter Ashdown, who had started from the back row in one of John Young's 1,475 c.c. Anglias. In spite of all the Doc's efforts,

BILL HILL's Lotus 11 about to be passed by Tony Hegbourne's very quick Lola at Sear.

Ashdown drew away, and finally won. Third was Peter Webb in John Young's other Anglia, and fourth, after a race long dice with Mike Young's 997 c.c. Anglia, was Chris McLaren (Mercedes-Benz 220SEb).

The sports car race brought an end to a pleasant afternoon's racing. Mike Beckwith's red Lotus 23 added another win to its long string of victories, and second place was hotly contested by Chris Williams (Lotus 23) and Tony Hegbourne (Lola) with the place finally going to Williams. Fourth, after a fourth lap spin, was Geoff Oliver in the rear-engined D.R.W.-Terrier. G.G.

Results

Ten-lap Marque Scratch Race: 1, K. Baker (E-Type), 85.82 m.p.h.; 2, D. B. Porter (Lotus Seven); 3, L. E. Selby (Lotus Super Seven). **Fastest lap:** K. Baker, 88.85 m.p.h. **Ten-lap Formula Junior Race:** 1, J. Fenning (Lola Mk. V), 95.18 m.p.h.; 2, J. Hine (Lola Mk. V); 3, J. Maglia (Lotus 22). **Fastest lap:** J. Hine, 96.98 m.p.h. **Fifteen-lap Final, S.M.R.C. Club Championship For G.T. Cars—Class A, Up to 1,000 c.c.:** 1, T. E. Weber (Marcos G.T.), 83.07 m.p.h.; 2, P. Clarke (Sprite); 3, C. McLaren (Marcos G.T.). **Class B, Up to 2,000 c.c.:** 1, W. J. Shaw (Lotus Elite), 87.34 m.p.h.; 2, J. B. Rodgers. **Class C, Up to 3,000 c.c.:** 1, P. H. Arnold (Morgan Plus 4), 81.38 m.p.h.; 2, R. J. Crosfield (Daimler SP250); 3, R. B. Aigate (TR2). **Class D, Over 3,000 c.c.:** 1, K. Baker (E-Type), 88.63 m.p.h.; 2, R. P. G. Sturgess (E-type). **Overall Positions:** 1, K. Baker; 2, W. J. Shaw; 3, R. P. G. Sturgess. **Fastest lap:** M. Salmon (Aston Martin Zagato), 91.01 m.p.h. **Ten-lap Scratch Race For Single-Seat Racing Cars—Class A (pre-1950):** No Finishers. **Fastest lap:** S. Day (E.R.A. R6B), 86.49 m.p.h. **Class B (post-1950):** 1, C. Summers (Cooper-Chev.), 100.74 m.p.h.; 2, B. Hart (Lotus 20); 3, J. Maglia (Lotus 22). **Fastest lap:** C. Summers, 102.26 m.p.h. **Ten-lap Scratch Race, Saloon Cars—Class A, Up to 1,150 c.c.:** 1, M. A. Young (Ford Anglia); 2, G. Morgan (Mini-Cooper); 3, M. Knight (Mini-Cooper). **Fastest lap:** M. A. Young, 2 m. 1 s. 80.63 m.p.h.). **Class B, Over 1,150 c.c.:** 1, P. Ashdown (1½-litre Anglia), 83.79 m.p.h.; 2, D. P. Merfield (1½-litre Anglia); 3, P. Webb (1½-litre Anglia). **Fastest lap:** Ashdown, 1 m. 54 s. (85.58 m.p.h.). **Ten-lap Scratch Race For Sports Cars Up to 1,150 c.c.:** 1, M. G. Beckwith (Lotus 23), 93.38 m.p.h.; 2, C. M. M. Williams (Lotus 23); 3, A. V. Hegbourne (Lola). **Fastest lap:** M. G. Beckwith, 1 m. 42.4 s. (95.27 m.p.h.). **Over 1,150 c.c.:** 1, C. M. M. Williams (Lotus 23); 2, M. Perry (Attila-Climax); 3, A. Stubbs (Aston Martin DB3S). **Fastest lap:** Williams, 1 m. 44.4 s. (93.45 m.p.h.). **Overall Placings:** 1, Beckwith; 2, Williams; 3, Hegbourne.

ALAN FULWOOD ploughs the stubble as he leaves Sear Corner in his Jim Russell-entered Lotus 18.



ROGER NATHAN will be driving Patrick McNally's Lotus Elite in the Colibri Trophy Race at Silverstone on Saturday. Roger, of course, wrote-off his Elite at Brands Hatch recently when a half-shaft broke, while Paddy McNally has not been able to race recently because of an arm operation. Roger will be using his own engine and front suspension parts.

SUN SHINES AT CRYSTAL PALACE

BY MICHAEL KETTLEWELL

PHOTOGRAPHY BY LYNTON MONEY

LAST Saturday's National meeting at Crystal Palace, organized by the British Racing and Sports Car Club, was blessed with really hot weather and a reasonable number of spectators and witnessed some entertaining racing. The "Fairy Godmother" of motor racing was in an unpleasant mood, however, and she smiled not upon the fortunes of Les Leston and David Piper. Poor "Dadio" had a wretched day; his engine blew up in the first of the two races in which he had hoped to compete and these, it is sadly reported, were to be Leston's last. David Piper also suffered misfortunes which resulted in a dented Ferrari.

David Piper's immaculate green Ferrari 250GTO sped into North Tower Crescent first, in the over 1,600 c.c. G.T. race that opened the programme, and hot on his tail were the E-type Jaguars of Dick Protheroe, Peter Lumsden and Ken Baker. Gallantly last was Mrs. P. Hall in her Chevrolet Corvette which, she sadly admitted, was a little short of stoppers. Piper's race ended just before Anerley Ramp on the third lap when his gearbox played up, so Protheroe, who had been strongly challenging him, ran out a comfortable winner from Lumsden, who also tried hard. Baker held off the challenge of Mike Salmon's fierce-sounding Aston Martin and was a good third. Fifth, and the remaining runner not to

SIGHT, SOUND AND SMELL of the Historic Racing Car event was terrific! Pat Lindsay (E.R.A.), watched by fellow E.R.A. driver Alan Cottam on the right.



FIRST LAP of the Formula Junior race. Mike Spence (Lotus 22) leads Alan Rees (Lotus 22) and Roy Pike (Ausper T3) at Ramp Bend. Following a grand scrap, Rees won from Spence—just!

be lapped, was Chris Lawrence, his Morgan, as always, being extremely well-conducted.

The saloon car race was not restricted to Group 2 cars, so one had the welcome sight of 1½-litre Ford Anglias on the grid—those of Peter Ashdown (in John Young's Superspeed car) and Chris Craft. Peter Sachs, the bumper off his Chevy II to assist cooling, led into North Tower after an impressive burst of acceleration, Peter Ashdown being right behind and Craft third. Colin Hextall's challenge with his chrome yellow Tornado Talisman ended when he damaged the rear of the car in an unscheduled incident at North Tower on the second lap.

Peter Ashdown tried everything he knew, but every time he got level with Sachs, the enormous power of the Chevrolet told and it drew away again—sounding as dreadful as ever!—only to have Ashdown right up again at the next corner. This situation continued right until the end and Sachs won by 0.8 sec. Craft was a distant third in the orange "on toe" Anglia and Mike Young fifth in his Superspeed Anglia, this a 1-litre machine which won its class. Young had been dicing heavily with Frank Williams's Austin A40 until the eighth lap when the B.M.C. car spun at South Tower and bashed in its front. Both drivers established a new class lap record, but, to be fair, a Group 2 car held the previous one. Chris Lawrence's much-modified, mini-cab coloured Renault Dauphine kept several Minis and things at bay until it retired on the last lap.

The sports car race followed and

Piper's Ferrari was a last-minute addition to the start line after repairs. Roy Pierpoint stormed away and his Lotus 15 led the Ferrari and Dizzy Addicott's Elva on the first lap. Ian Raby's Merlyn was fourth, Peter Boshier-Jones's Lotus 23 fifth, Peter Lumsden's E-type sixth, Geoff Oliver's D.R.W. seventh and Les Leston eighth in his familiar red Lotus Elite. Poor Les, as mentioned earlier, retired on the third lap when a con. rod appeared where it shouldn't. Meanwhile, Piper went off the road at North Tower on his second lap and bent his beautiful Berlinetta a trifle, also spilling oil and petrol on to the track in the process. It was just not his day!

The leading Lotus was soon caught by Addicott and, in turn, Boshier-Jones, driving his yellow Climax-engined Lotus 23, caught up the pair of them and set the fastest lap of the race, 80.19 m.p.h., while doing so. The last few laps were completed with the trio nose-to-tail and, on the last lap, Boshier-Jones made his effort on the inside at South Tower, but he tried that little bit too hard and lost it. He recovered very quickly and finished third behind Pierpoint and Addicott. Geoff Oliver was fourth in the D.R.W., after a poor start, and Ian Raby fifth in his Holbay-powered Merlyn Mk. 4, a few feet ahead of the E-type.

Following the hectic racing last Whit-sun, the London Trophy Race for Formula Junior cars was eagerly awaited. Mike Spence took the lead in the yellow Ian Waker Lotus 22 with Alan Rees's works Lotus 22, Roy Pike's Ausper T3 and the Ron Harris Lolas of John Hine





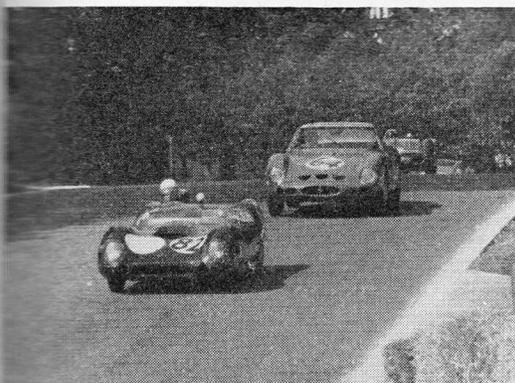
POWER: Peter Sachs's enormous Chevy II leads Peter Ashdown's 1½-litre Anglia soon after the start of the saloon car race.

and John Fenning right upon his heels. However, Hine discovered where Piper's Ferrari had lubricated the circuit—he promptly spun and team-mate Fenning also stopped in avoidance. Luckily the two immaculate cars were undamaged and they set off in pursuit of the rest of the field. Spence led from Rees and the American Roy Pike, now back in his last year's model Ausper after two disappointing drives in the latest type, was an incredible third. He led Jack Pearce (Lotus 22), Peter Ashdown (Lola), Lionel Brooke (Lotus 20), John Mew (Lotus 20), Adam Wyllie (Lotus 22), Brian Berrow-

Johnson (Lotus 20), David Baker (Cooper), Hine and Fenning.

Rees tried all he could to relieve Spence of his lead, but Spence wasn't playing! Ashdown had worked his way up to fourth place on the second lap and took Pike for third on the seventh. Hine and Fenning were forcing their way up through the field in such a way that one imagined that they would have given the leading pair something to think about. Then, on the ninth lap, after passing the start line level with him, Rees passed Spence on the inside of the left-hand curve leading into North Tower Crescent. He opened up a little lead but Spence soon caught up again. Poor John Hine, after working his way up to fifth place, had the misfortune to lose the Lola at Ramp Bend; he crawled into the pits a few laps later to retire.

Rees managed to hold off Spence until



ABOVE: At the start of the New Link, Roy Pierpoint's Lotus 15 leads David Piper's Ferrari GTO, which later came to grief, and Dizzy Addicott's works Elva Mk. 6.

BELOW: Saloons at North Tower. Frank Williams (A40) heads Colin Hextall (Talisman), Mike Young (Anglia) and Roger Bunting (A40). In the background hovers a Mini.



the end, winning by 2.8 secs., and the Lotus pair finished some way ahead of third and fourth men Ashdown and Pike. Fenning was fifth, having spent most of the race struggling to get past Pearce, who was sixth—both were a lap in arrears—and Wyllie displaced Brooke for seventh place on the last lap. Rees and Spence shared the new Formula Junior lap record of 58.8 secs., 85.10 m.p.h., this being 0.8 sec. better than the Whitson record.

Syd Day won the Historic Racing Car event with ease, his E.R.A. leading home the similar beasts of Peter Waller, Pat Lindsay, Alan Cottam and Dudley Gahagan. Tony Charnock was sixth—his 4.3-litre Alvis finished on the tail of Gahagan—and Richard Bergel's Bugatti Type 35 was seventh ahead of John Tozer's Amilcar. Mrs. John Freeman drove the ex-Jock Horsfall Aston Martin for a change, but soon retired, and Ron Smith's Darracq, Bob Ashley's Frazer-Nash and Colin Lyne's Amilcar were other machines that were forced to give up the struggle.

The last race of the day, a poorly supported event for 1,600 c.c. G.T. cars, should have been Les Leston's "farewell". He did take up position on the front row minus his Elite, but, as it was such a hot day and as he was not homologated, Les decided that a touch of the athletics would be asking too much of a chap. Bill Shaw's red Elite easily won from Tom Threlfall's similar, but white projectile and Stephen Minoprio's indecently rapid grey Marcos which, at one time nearly became second. Shaw's fastest lap of 66.2 secs., 75.59 m.p.h., was a new class lap record. Tom Weber's Marcos was fourth, holding off a last minute challenge from Grahame John's similar machine.

RESULTS

Grand Touring Cars over 1,600 c.c. (15 laps): 1, E. R. Protheroe (Jaguar E), 77.02 m.p.h.; 2, P. J. S. Lumsden (Jaguar E); 3, K. Baker (Jaguar E); 4, P. M. Salmon (Aston Martin DB4GT Zagato); 5, C. J. Lawrence (Morgan Plus 4); 6, R. M. Shepherd-Barron (Morgan Plus 4). **Fastest lap:** Protheroe and D. R. Piper (Ferrari 250GTO), 78.93 m.p.h.

Saloon Cars (10 laps): Overall Winner: P. G. Sachs (Chevrolet Chevy II), 72.06 m.p.h. **Over 1,000 c.c. class:** 1, P. G. Sachs (Chevrolet Chevy II), 72.06 m.p.h.; 2, P. H. Ashdown (Ford Anglia); 3, C. Craft (Ford Anglia). **Fastest lap:** Ashdown, 73.81 m.p.h. **Up to 1,000 c.c. class:** 1, M. A. Young (Ford Anglia), 69.99 m.p.h.; 2, R. Bunting (Austin A40); 3, P. Clarke (Morris Mini-Cooper). **Fastest lap:** F. O. Williams (Austin A40) and Young, 72.52 m.p.h.

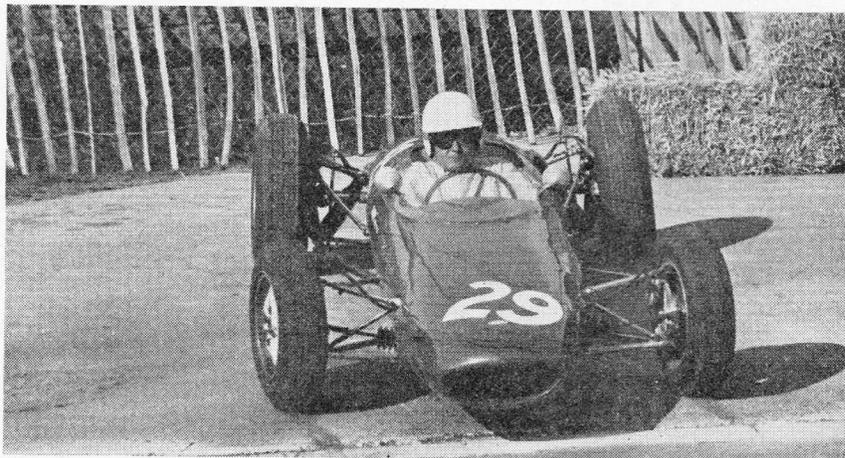
Sports Cars (15 laps): Overall Winner: R. F. Pierpoint (Lotus-Climax 15), 78.60 m.p.h. **Over 1,600 c.c. class:** 1, R. F. Pierpoint (Lotus-Climax 15), 78.60 m.p.h.; 2, P. J. S. Lumsden (Jaguar

E). **Fastest lap:** Pierpoint, 79.43 m.p.h. **Up to 1,600 c.c. class:** 1, D. G. Addicott (Elva-Climax Mk. 6), 78.48 m.p.h.; 2, P. Boshier-Jones (Lotus-Climax 23); 3, G. E. Oliver (D.R.W.-Ford). **Fastest lap:** Boshier-Jones, 80.19 m.p.h.

Formula Junior (25 laps): 1, A. B. Rees (Lotus-Ford 22), 84.06 m.p.h.; 2, M. H. Spence (Lotus-Ford 22); 3, P. H. Ashdown (Lola-Ford Mk. 5); 4, R. G. Pike (Ausper-Ford T3); 5, J. E. Fenning (Lola-Ford Mk. 5); 6, J. R. Pearce (Lotus-Ford 22). **Fastest lap:** Rees and Spence, 85.10 m.p.h.

Historic Racing Cars (10 laps): 1, S. I. Day (E.R.A.), 71.43 m.p.h.; 2, P. Waller (E.R.A.); 3, Hon. P. Lindsay (E.R.A.); 4, A. Cottam (E.R.A.); 5, D. H. Gahagan (E.R.A.); 6, A. S. R. Charnock (Alvis). **Fastest lap:** Day, 73.16 m.p.h.

Grand Touring Cars up to 1,600 c.c. (15 laps): 1, W. J. Shaw (Lotus Elite), 74.49 m.p.h.; 2, T. J. Threlfall (Lotus Elite); 3, S. J. C. Minoprio (Marcos-Ford); 4, T. E. Weber (Marcos-Ford); 5, G. W. John (Marcos-Ford); 6, L. A. Weldon (M.G.A.). **Fastest lap:** Shaw, 75.59 m.p.h.



OOPS! John Hine, after a meteoric performance following a first lap nonsense, spun again at Anerley Ramp and retired when in fifth place.

DRIVING his Lotus 25 with almost casual brilliance, Jim Clark beat the pants off all the opposition to win the Gold Cup and £250 at Oulton Park last Saturday. He covered the 73 laps (201 miles) at an average speed of 97.70 m.p.h., .06 m.p.h. faster than Moss' old outright course record which he set up in the 2½-litre Cooper-Climax! Second, and the only driver not to be lapped, was Graham Hill (B.R.M.). Jack Brabham, giving the car that bears his name its first competitive outing in this country, was third, but three laps behind Clark and Hill. The race was notable for its high rate of retirement, only 10 of the 23 starters finishing the race.

Friday's practice proved interesting, for no fewer than three drivers, Clark, Ginther and Hill, lapped at over 100 m.p.h., the first time this speed has been achieved at Oulton. Team Lotus brought three cars (two 25s and a 24) as did B.R.M., their third driver being the South African Bruce Johnstone. Bruce drove a fine steady race in the Bourne machine and showed that he is definitely a man to watch. But he seems a strange choice for the third car when there are a few British drivers who could use the chance he was given. Jack Lewis and Keith Greene will do for a start, especially Lewis, who put up some fine performances last year in his privately entered Cooper. Bowmaker produced two Lolas for Surtees and Salvadori and U.D.T. had two Lotuses for Ireland (Climax) and Gregory (B.R.M.). Coopers turned up with only one car, for Bruce McLaren, Tony Maggs being away at Zandvoort. The private entrants were led by Brabham (Brabham) and Bonnier (Walker Lotus) in V8s. Then came the four-cylinder cars of Gary Hocking (Lotus), Tony Shelly (Lotus), Jack Lewis (Cooper), Ian Burgess (Cooper), Gerry Ashmore (Lotus), Carel de Beaufort (Porsche), Philip Robinson (Lotus), Graham Eden (Lotus), Tony Settember (Emeryson), Gunther Seifert (Lotus), Bernard Collomb (Cooper), Wolfgang Seidel (Lotus) and Keith Greene (Gilby V8), the last-named only doing three practice laps as his car arrived late.

It was Ginther who set the pace with a

lap in 1 min. 38.6 (100.81 m.p.h.), but Clark equalled this and Graham Hill was only 0.4 secs slower. McLaren did 1 min. 40.0 sec. in the first session and let it go at that, for he appeared at the second session with new tyres, new brake pads and a full tank, so he obviously wasn't out to break any records.

Brabham was trying really hard, hunched over the wheel and using all the road, and often some of the grass. His time of 1 min. 40.4 secs. put him on the second row with Surtees (same time) and Ireland (1 min. 40.8 secs.). Salvadori did 1 min. 41.0 secs., Johnstone 1 min. 42.0 secs., Taylor 1 min. 42.2 secs. and Hocking 1 min. 43.4 secs., by far the fastest four-cylinder time and a very creditable performance.

Six drivers broke the sports racing car lap record in practice, Clark (1½-litre Lotus 23) and Ireland (Lotus Monte Carlo) being equal fastest with a time of 1 min. 45.8 secs. Rodney Bloor and Mike Beckwith were both very fast in their 1,100 c.c. Lotus 23s, each recording a time of 1 min. 48.4 secs.

The saloon car record also took a pasting, Graham Hill recording 1 min. 58.0 secs., Roy Salvadori 1 min. 59.0 secs., Mike Parkes 2 mins. and Jack Sears 2 mins. 0.2 secs. It was during this practice that we very nearly lost Salvadori. The Jaguar's offside front tyre burst as Roy was going through Cascades. The car went straight on and into the lake, where it landed upside down in the muddy water. A couple of marshals leapt in and pulled Roy out through one of the back doors. Just why it should have been a back door is a mystery,

for Roy has no recollection of (a) undoing his seat belt and (b) of moving, or being thrown into the back of the car, but that's where he ended up.

Shortly after the shunt Graham Hill pulled into the pits and from the back emerged what appeared to be the original Monster from the Deep, but what was in fact Roy, covered from head to foot in black, stinking mud. Not surprisingly his complexion was, to put it mildly, grey, for to have a shunt is one thing but to have a shunt and then be nearly drowned into the bargain is something else again. We later learned that Roy had been even luckier than we thought, for apparently only a few feet from where the car landed the lake bed falls abruptly to a depth of 30 feet. . . .

Stirling arrived in the afternoon in BP's new helicopter, a fabulous little two-seater which, according to Moss, costs only £9,000, making it the cheapest "chopper" available. It was a beautiful little machine, a sort of G.T. Ferrari of the air. "The boy" is looking very fit after his holiday in Nassau and his speech is now articulate and lucid. He is still having trouble in focusing his eyes properly, but this is something time alone can heal. His other injuries are rapidly mending as is shown by his Twisting, which is as good as ever. Swinging, Dad!

Another welcome return to the racing scene was Tim Parnell's, who delighted his many friends by looking very fit, albeit considerably slimmer, after his recent illness. Tim sold all his racing gear to Gary Hocking recently, but he will be back racing again next season, he says. Let's hope so.

JIM CLARK'S GOLD

Wonderful Drive to Victory for Team Lotus Second and Jack Brabham Third - New Lo

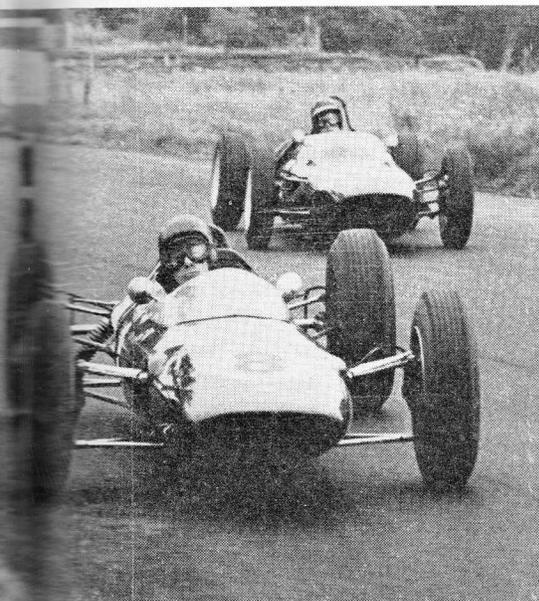
BY CHRISTOPHER NIXON



OLD CUP

Driver—Graham Hill
Record for Clark

PHOTOGRAPHY BY FRANCIS PENN



ABOVE: Jim Clark on his winning way. His Lotus 23 leads the Lotus 18 of Tony Shelly at The Avenue. Below: Smoke pouring from their tyres, the Formula 1 cars get away from the start. Left to right on the track are Bruce McLaren (Cooper), Innes Ireland, and Graham Hill (B.R.M.), Jim Clark (Lotus) and, in pole position, Richie Ginther (B.R.M.).



Opening Saturday's proceedings was a 19-lap (50 mile) race for sports racing cars. Innes Ireland shot into the lead in the U.D.T. Lotus Monte Carlo, but Jim Clark (who had crashed the Lotus 23 in practice, necessitating new bodywork) had trouble selecting his gears and was swallowed up by the pack. There was nearly a shunt at Old Hall with all sorts of people locking up wheels and switching about but they all got sorted out and continued. Innes appeared at the end of the first lap with a large lead from Jimmy Blumer (Cooper Monaco), Mike Beckwith, Bruce Johnstone, Paul Hawkins, Rodney Bloor, Jim Clark and Bob Hicks, all in Lotus 23s.

Without anyone to challenge him, Innes drove a relaxed, easy race and simply ran away and hid from everyone else. Although constantly having difficulty engaging gears, Clark switched on his lights and went racing, achieving third place on lap five. It took him a couple more laps to get to grips with Blumer, whom he passed on lap eight.

By lap 10 the order was Ireland, Clark, Blumer, Johnstone, Beckwith, Hawkins, Bloor, Hicks and Chris Williams (Lotus 23). Mike Beckwith was going great guns, his 1,100 c.c. car splitting the 1,500 c.c. machines of Ian Walker's team.

Two laps later Jimmy Blumer stopped at Knicker Brook with an engine that refused to fire any more and so everyone moved up a place. On the next tour Bruce Johnstone stopped at the pits with his Lotus locked in fourth gear. He rejoined the race four minutes later. So Innes still led, by about $\frac{1}{2}$ of a minute, from Clark, Beckwith, Hawkins, Bloor, Hicks and Williams. Then there was a long gap before Nick Garbett (Lotus 23) hove into view closely followed by Gerry Ashmore (Elva) with whom he was having a pretty good dice. The next one to go was Paul Hawkins, whose Lotus came to an abrupt halt when its clutch came apart. The remaining cars managed to finish the race, Ireland winning by exactly a minute from Clark, who was 19 secs. ahead of third man Beckwith. Fourth was Rodney Bloor, fifth Bob Hicks and sixth Chris Williams.

It will come as no surprise to learn that Roy Salvadori was a non-starter in the 19-lap Saloon Car race. Thus Graham Hill was left on his "tod" to do battle with the Equipe Endeavour cars on behalf of John Coombs. Graham led from the flag and was never really pushed. Jack Sears held second spot initially but Parkes got by him at Druids and proceeded to pull away from his team-mate although he was unable to do anything about Hill, and the order of the first three remained this way until the last lap.

Next up and going like smoke was Alan Hutcheson, with John Love and Christabel Carlisle, already locked in combat. Then came Denny Hulme, driving a works Cooper Mini in place of John Whitmore, who was in Zandvoort, Billy Blydenstein, Peter Harper (works Sunbeam), Chris McLaren (Mercedes), Peter Pilsworth, Peter Jopp, and Cuff-Miller, all in Alan Fraser's Sunbeams, and Bill Aston in his VX-4/90 Vauxhall.

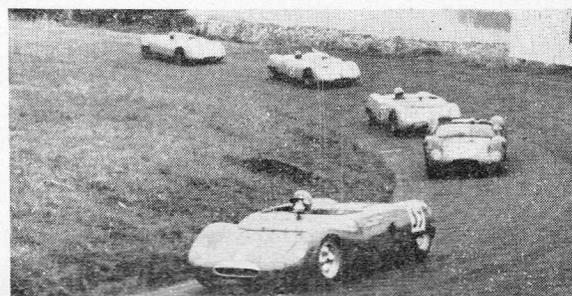
Johnny Love began to close on Alan Hutcheson, leaving Christabel behind, she being slowed by a failing clutch which gave up the ghost on lap six. Two laps later Love whipped past Hutcheson at Cascades but as they came out of Esso Bend Alan was seen to have regained his position. On lap 10 Chris McLaren got by Bill Blydenstein but could make no impression on Peter Harper.

Denny Hulme kept his distance ahead of Peter Pilsworth who was going round very

steadily, very much on his own. Behind him however there was a three-cornered battle between the Sunbeams of Jopp and Cuff-Miller and the very fast Vauxhall of Bill Aston, with the latter being the meat in the Sunbeam sandwich.

The race order remained the same until the last lap when Parkes suddenly slowed right down and was just beaten into second place by Sears, and Alan Hutcheson failed to come round having overturned at Knicker Brook. Alan walked away unhurt. Finally Cuff-Miller got past Bill Aston, and the two Sunbeams crossed the line a second apart only to be separated by a minute on the result sheets as "Groper" Jopp had jumped the start and was penalized 60 secs.

The 200-mile Gold Cup race unfortunately turned into a procession very early on. On the grid Ireland's clutch began playing up and as soon as he engaged first gear the car ran forward into the front row. Innes braked to a halt just as the flag fell and he then roared away with the rest but he was penalized 60 secs. for jumping the start. Team-mate Masten Gregory had the greatest difficulty in persuading his Lotus-



ABOVE: Mike Beckwith's Lotus 23 leads Jimmy Blumer, Bruce Johnstone, Paul Hawkins and Rodney Bloor at Esso. BELOW: Soon after the start, the saloons rush up from Old Hall Corner, led by Graham Hill, Jack Sears and Mike Parkes.



B.R.M. to leave the grid, finally getting away last of all.

At the end of the first lap Jim Clark led from Graham Hill, Richie Ginther, Bruce McLaren, John Surtees, Jack Brabham, Roy Salvadori, Gary Hocking, Innes Ireland and Ian Burgess. Then came Trevor Taylor, Tony Shelly, Bruce Johnstone, Philip Robinson and Keith Greene.

Trevor Taylor was driving the second Lotus 25, although this car was intended for practice only, in readiness for Monza, but the 24 developed engine trouble and so Trevor found himself driving a new car.

For some laps Graham managed to stay with Jimmy but by lap 12 the Lotus was five seconds ahead of the B.R.M. Bruce McLaren was now third, having passed Richie Ginther into Old Hall on lap seven. Trevor Taylor was an early visitor to the pits, having trouble selecting his gears. He finally rejoined the race three laps in arrears.



JOHN SURTEES (Lola) leads Tony Shelly (Lotus) at Old Hall Corner.

Ireland's clutch was so useless that he was using it as little as possible, but he continued to go very fast indeed, passing Brabham and going after Surtees. Gary Hocking was tremendously impressive in the Lotus, holding ninth position and leading the four-cylinder brigade in what was only his third motor race. (He is the current 350 and 500 c.c. motor-cycle champion, and the way he's going at the moment, he may be another two-wheel man in a G.P. team soon.) Unfortunately he was forced to stop at the pits on lap 10, the engine having overheated.

After his bad start Masten Gregory was going splendidly and rapidly moving up through the backmarkers, overtaking Bruce Johnstone and moving into ninth position on lap 15. On the next tour Innes passed Surtees and set off after Ginther. Jo Bonnier meanwhile had retired with gear selector troubles after an unhappy drive.

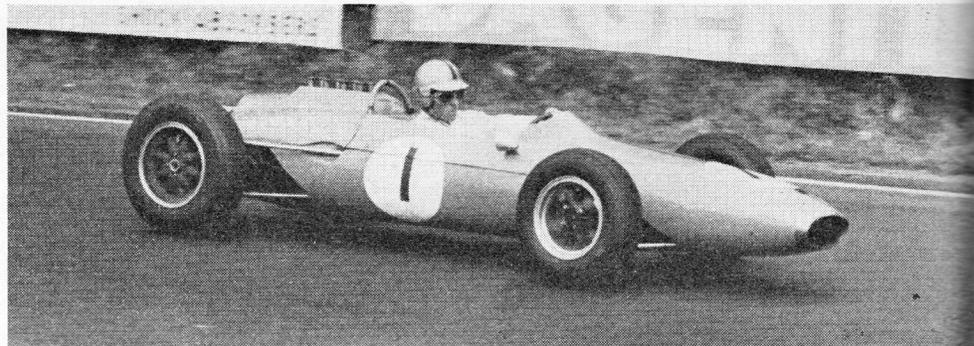
Roy Salvadori was next to have trouble. He stopped out on the circuit on lap 18, then restarted and came slowly into the pits to retire with a broken throttle cable. The order now became Clark, Hill, McLaren, Ginther, Ireland, Surtees, Brabham, Gregory and Johnstone. All the rest had by now been lapped by the leader. Ireland, driving very determinedly, gained rapidly on Ginther, and on lap 21 he slipped by as the two cars went into Old Hall and pulled away a bit. However a couple of laps later Ginther was seen to be catching him slowly.

On lap 25 John Surtees went by with his upper offside radius arm broken off at the chassis and at the end of the lap he called in at the pits to have it repaired, losing three minutes.

Keith Greene was next to retire with oil blowing out of the gearbox and a fuel leak that had made things very uncomfortable for him in the cockpit. A lap later Innes came in to retire, his clutch having packed up completely.

By lap 30, almost halfway, Clark was some 19 seconds ahead of Hill, who was 11 secs. ahead of McLaren, who was 4 secs. ahead of Ginther, who was 62 secs. ahead of Brabham, who was 43 secs. ahead of Gregory. Clark had already lapped Gregory and was about to lap Brabham.

Jack Lewis lost a wheel at Knicker Brook



JACK BRABHAM'S new toy, his own Grand Prix car, was third, three laps behind the winner.

but emerged unscathed and two laps later, on lap 32, Richie Ginther retired at the pits with a blown piston, and on lap 34 John Surtees retired with engine trouble.

There was a slight lull in the proceedings until lap 40 when Bruce McLaren came over Deer Leap all of a wobble, nearly clobbering the bank on the inside of the circuit. As he came towards the pits we could see the reason for this—flames were coming from under the car. Feeling the heat, Bruce had looked down to see what was going on and momentarily lost control. Seeing the flames he slowed right down and wriggled out of the cockpit, leaping out as he reached the pits. The fire, a very small one, was rapidly extinguished and the Cooper, covered in white extinguishing dust, was wheeled away. The reason for the blaze was apparently that a battery lead had short circuited on a petrol tank and the spark had set fire to a piece of fibreglass covering the battery. No real damage was done, happily.

At the back of the field there was a fine old scrap between Ashmore and de Beaufort. This scrap had been going on for some time, with the Dutchman leading early on only to be passed by his rival who led for a time until the Porsche got by again. On lap 23 Gerry led again and held his position for eight laps, until Carel passed him once more. Four laps later Ashmore had reversed the order but on lap 39 the battle resolved itself when the Lotus driver spun

at Cascades and lost a lot of time.

With 45 laps gone the order was Clark, Hill, Brabham (a lap behind), Gregory, Johnstone, Hocking (having made a fine recovery after his pit stop), Burgess, Shelly, de Beaufort, Ashmore, Collomb (Cooper) and Seifert (Lotus).

On lap 52 Clark lapped Brabham for the second time. Hocking's car now began to sound rough and Burgess retired on lap 54 with an oil leak and consequently no oil pressure. Nothing else happened until lap 64 when Masten Gregory slowed so much that he was passed by Johnstone, Hocking and Shelly. Hocking, whose engine had been misfiring badly, stopped at Cascades to investigate and then motored slowly into the pits to retire.

Masten then came in for more fuel, the Lotus having sprung a leak somewhere. This dropped him to sixth place.

On his 65th lap Jimmy roared round in 1 min. 40.0 secs (99.40 m.p.h.) and we wondered whether he was going to try for a 100 m.p.h. lap, but he seemed content to leave it at that. He then lapped poor Brabham for the *third* time and romped home to win by over a minute and a quarter from Graham.

Stirling presented Jim with the Gold Cup

and then drove him round the track in a splendid Continental Bentley.

Results

Gold Cup (73 laps, 201 miles): 1, Jim Clark (Lotus), 73 laps, 2 h. 3 m. 46.6 s. (97.20 m.p.h.); 2, Graham Hill (B.R.M.), 73, 2 h. 5 m. 4.2 s.; 3, Jack Brabham (Brabham), 70, 2 h. 4 m. 8.8 s.; 4, Bruce Johnstone (B.R.M.), 70, 2 h. 4 m. 44.4 s.; 5, Tony Shelly (Lotus 4-cyl.), 69, 2 h. 4 m. 50.2 s.; 6, Masten Gregory (Lotus), 69, 2 h. 5 m. 18.6 s. **Fastest lap:** Clark, 1 m. 40 s., 99.40 m.p.h.

Sports/Racing Cars (19 laps, 50 miles): 1, Innes Ireland (Lotus 19), 19 laps, 33 m. 29.6 s., 93.98 m.p.h.; 2, Jim Clark (Lotus 23), 19, 34 m. 29.6 s.; 3, Mike Beckwith (Lotus 23), 19, 34 m. 48.2 s. **Up to 1,600 c.c.:** 1, Clark; 2, Beckwith; 3, Rodney Bloor (Lotus 23). **Over 1,600 c.c.:** 1, Ireland; 2, Peter Sutcliffe (D-Type); 3, Jim Diggory (Aston Martin DBR2). **Fastest lap:** Clark, 1 m. 45 s., 94.66 m.p.h.

Saloon Cars (19 laps, 50 miles): 1, Graham Hill (Jaguar), 19 laps, 38 m. 21.4 s., 80.87 m.p.h.; 2, Jack Sears (Jaguar), 19, 38 m. 52.8 s.; 3, Mike Parkes (Jaguar), 19, 38 m. 53 s. **1,000-2,000 c.c.:** 1, Peter Harper (Sunbeam), 18, 39 m. 33 s.; 2, Peter Pilsworth (Sunbeam), 17, 38 m. 24.2 s.; 3, E. W. Cuff-Miller (Sunbeam), 17, 38 m. 44.2 s. **Up to 1,000 c.c.:** 1, John Love (Mini-Cooper), 18, 39 m. 20.2 s.; 2, Billy Blydenstein (Mini-Cooper), 18, 39 m. 48.4 s.; 3, Denny Hulme (Cooper Mini), 18, 39 m. 50.2 s. **Fastest lap:** Parkes, 1 m. 59.8 s., 82.92 m.p.h.

OULTON ODDS AND ENDS

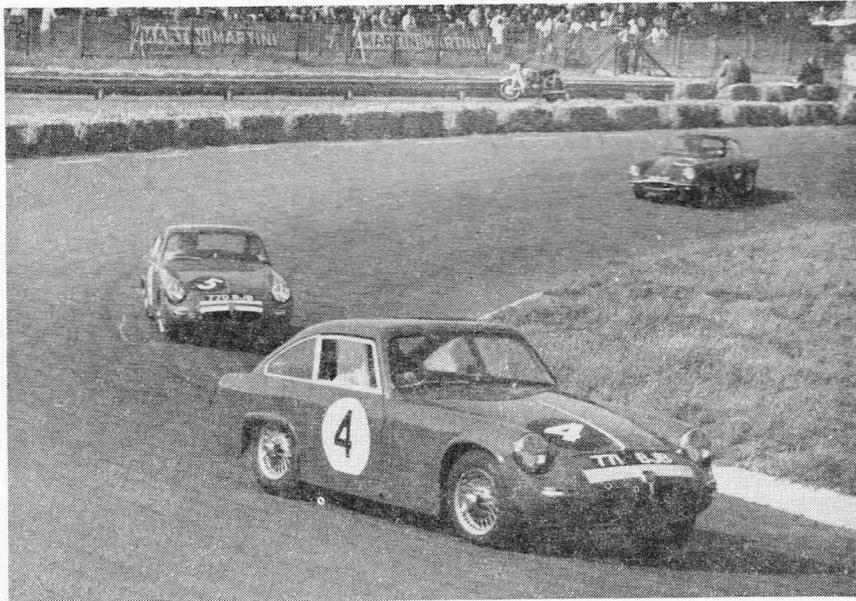
A timing strip was set up on the straight leading to Knicker Brook. Fastest G.P. car was Clark's Lotus at 135.5 m.p.h., then came Ireland (135 m.p.h.), Ginther (131.5 m.p.h.), Surtees (130 m.p.h.), Hill (129.5 m.p.h.) and Hocking (126 m.p.h.). . . Moss reckons that the Italian G.P. will be won by Phil Hill in a Ferrari—and he has his reasons. . .



with a 25-point lead after the first round at Snetterton last month, and Saturday's training showed that our cars are somehow getting faster every year, whereas the Dutchmen are only just about matching their lap times of three years ago. Ben Pon with his Porsche Abarth Carrera is naturally some 10 seconds a lap quicker than his team-mates, and his time remained

FORMULA JUNIOR: Peter Arundell leads the field to a well-driven win. Right behind him is Tony Maggs.

Glorious weather brought a fine crowd to the circuit on race day, and appetites were quickly whetted by a wonderful saloon-car race for the local drivers. Daniel Richmond's Austin-Cooper, with skid-pan



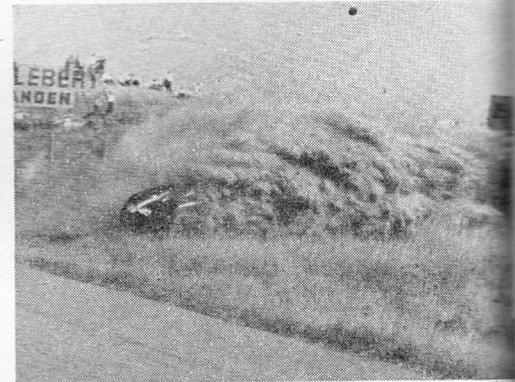
TEAM FORMATION: Alan Foster leads Andrew Hedges in the usual pattern followed by the Dick Jacobs M.G. Midgets.

the best of all, but of the British cars Barry Wood's unblown Sprite was the only one which failed to break 2 mins., whereas in 1959 Jimmy Clark and Graham Warner were the only drivers in the whole field who could get below this magic figure. This remarkable advance is particularly pleasing to team manager Dick Jacobs, whose new Midgets are proving themselves to be several seconds faster than his own highly successful Twin-Cams of former years. Having proved this in the course of a few practice laps, he prudently called his cars in and saved them for race day, leaving the Elites of John Whitmore and Julian Sutton and Pat Fergusson's "Tattie Turner" to take their places behind Ben Pon in the line-up.

expert Rob Slotemaker at the wheel, wrested the lead from Henk van Zalinge's Auto-Union 1,000 on the opening lap and held it to the end, but there was never more than half a dozen lengths between the first three cars until first van Zalinge's machine and then M. Jonker's incredibly fast DKW Junior suffered what appeared to be car-

buration bothers and left the little Cooper-Mini threatened only by the Alfa Romeo of J. Heidendahl. The standard of driving in this race was absolutely first class, and British race-goers would have loved it.

Next on the programme came the race for the AUTOSPORT World Cup, for which the Dutchmen had produced magnificent publicity. The distance this year was reduced from the normal 50 to 30 laps, and the compulsory pit stop for fuel was cut out. The Le Mans-type start, however, which the Dutch spectators love, was retained, and quite how the drivers managed to get their harnesses secured is something of a mystery. Remarkably, no one jumped the flag, and the drivers reached their cars almost simultaneously. Alan Foster, however, had been practising getting into his Midget, and he was the first to get his car on the move. Ben Pon, with a broad grin and the driver's door still unlatched, got the Porsche cracking as Alan drew alongside, and just led at the first corner. By the end of the opening lap Pon held a useful lead and Julian Sutton had appointed himself the spearhead of the British attack. Alan Foster's amazing Midget was third, ahead of Paddy Gaston's blown Sprite, and John Whitmore was getting ready to go motor-racing in earnest. The pattern of the race was soon established, with the British team in line astern behind the Dutch captain and headed by the two Elites. Dutchmen Ad Bouwmeester (Porsche), Han Vetter (Twin-Cam) and Evert-Jan Groen



PAT FERGUSSON disappeared in a cloud of sand.

(Porsche) were lapping as regularly as clockwork, but losing ground all the while to Pon and the six British cars. Barry Wood in the non-scoring reserve Sprite was doing very well to keep them in sight.

On the sixth lap Pon did his best time of 1 min. 51.3 secs. and Julian Sutton came past the pits giving the thumbs-down signal. Fortunately, this turned out to indicate nothing worse than a slightly

WORLD-CUP: Pat Fergusson leads Alan Foster (M.G.) and Paddy Gaston (Sprite).



LEADING this bunch is L. A. Nerden's Cooper-Austin, ahead of A. P. Immink's Morris 850. Doing it wrong in the VW is J. F. Westerman.

stiff gearbox, and the car kept going for the full distance, though unable to hold the superbly-driven Porsche of the Dutch captain. John Whitmore might have been expected to take up the cudgels on our behalf, but his engine was mysteriously short of a few hundred revs, and he began to fall back slightly.

At one-third distance Han Vetter had a spectacular accident at the end of the long, fast straight but, after a short delay, while he extricated his M.G. from the safety fence, he rejoined the fray nothing daunted. Laps 13 and 14 were horrifying for the British. Pat Fergusson, who had been maintaining station behind the two Elites, went all agricultural behind the pits for no apparent reason, and it was fortunate the first time that the car did not turn over. It subsequently transpired that the new soles on his racing boots were proud of the uppers, and his foot was held firmly down on the loud pedal at the moment that he wanted a stab of brake. Most upsetting for him, and paralysing for the onlookers who included his wife.



their Elites, then came Fergusson's Turner. The two Dick Jacobs' Midgets crossed the line almost abreast, and Ad Bouwmeester just avoided being doubled by the Turner as he led the rest of his team home. This result gave the British team a convincing victory in the World Cup match and also gained for them the Vredestein Trophy for the second year.

before last and drove a wonderful race in support of the leader. The Repco-Brabhams had an unhappy day, Gavin Youl's engine seizing up and Frank Gardner's distributor coming to pieces. The Pilette family also were not in luck with their Merlyns, son Teddy's engine turning sour right at the start and father Andre's car going out at half distance. Tony Maggs was immensely fast along the stretch behind the pits, but Arundell always had an answer and the Cooper never really got its nose in front. The race was as good as any Grand Prix, and it more than made up for the catastrophic event last year when the Juniors were racing on Dutch soil for the first time.

The N.A.V., the Dutch club who organised this meeting, can congratulate themselves on a wonderful day's racing, and we sincerely hope that the spectators enjoyed the sport as much as did the British visitors.



By half distance the Midgets had got into formation and Andrew Hedges sat squarely on the tail of team-mate Foster for the rest of the race. At two-thirds distance Julian Sutton was seen to be closing on Ben Pon at the rate of 2 secs. a lap, but this situation was short-lived. Pon quickly got the message and judged his speed to a nicety so as to hold a safe lead without driving any faster than was absolutely necessary. He was complete master of the situation, and no praise is too high for the skill he showed in dictating this race.

At this point poor Han Vetter again provided the excitement. As he passed the pits his car was suddenly enveloped in a gigantic cloud of smoke and pit staff were shortly seen picking up large pieces of extremely hot metal. The crankshaft had broken, and the engine completely disintegrated.

With six laps to go, Paddy Gaston limped into the pits and there were long faces visible as large quantities of oil were shot into the engine. His bearings had gone at the end of the straight on the previous lap, and he could do no more than crawl round for a finish. Suddenly the finish came, and the flag swept down for a joyous Pon. Sutton and Whitmore were next up with

TOGETHER for much of the 30-lap World Cup race were the Elites of Julian Sutton (leading) and John Whitmore.

There followed the second national race, which was said to be for sports cars and specials. It was Formule extremely Libre, and great fun in consequence. Where else could one see a Mini-Cooper and a Volkswagen Q-ship in the same race as a Cooper-Norton? Tonio Hildebrand's Lotus 7 had a comfortable victory as the opposition dropped out one by one, Rob Slotemaker in the Mini had a wonderful scrap with Dudok van Heel's DKW-engined sports-racer which was left on the line, and Bloem's M.G.A. and "Kalaga's" BMW Sport came into collision at the back of the circuit, both inverting without damage to the drivers.

The Formula Junior race which brought the programme to a close was one of the best ever seen. Peter Arundell was right on top of his form in the team Lotus car and, like Ben Pon earlier, he dictated the race from the front despite the almost superhuman efforts of Tony Maggs in the Cooper. Bob Anderson in the other Lotus team car showed that he has completely got over his mishap at Aintree the season

Results

"Autosport" World Cup (30 laps—125.8 kiloms.)

1. Ben Pon (Porsche Abarth Carrera), Holland, 56 m. 45.4 s., 82.54 m.p.h.
 2. Julian Sutton (Lotus Elite), GB, 57 m. 0.6 s.
 3. John Whitmore (Lotus Elite), GB, 57 m. 6.9 s.
 4. Pat Fergusson (Turner-Climax), GB, 58 m. 38.6 s.
 5. Alan Foster (M.G. Midget), GB, 29 laps.
 6. Andrew Hedges (M.G. Midget), GB, 29.
 7. Ad. Bouwmeester (Porsche S90), Holland, 29.
 8. Evert-Jan Groen (Porsche S90), Holland, 28.
 9. Corn van den Leden (Alfa Romeo), Holland, 27.
 10. Gijs van Zijl (Porsche S90), Holland, 27.
 11. Paddy Gaston (Sprite s/c), GB, 26.
 12. Barry Wood (Sprite), GB, 23.
- Fastest lap:** Pon, 1 m. 51.3 s., 84.26 m.p.h.
World Cup Final Scores: Great Britain 112 points, Holland 73.

International Formula Junior (25 laps—104.83 kiloms.)

1. Peter Arundell (Lotus-Ford), 42 m. 37.2 s., 91.7 m.p.h.
 2. Tony Maggs (Cooper-Austin), 42 m. 37.8 s.
 3. Bob Anderson (Lotus-Ford), 42 m. 38. 4s.
 4. Peter Procter (Cooper-Morris), 42 m. 58.4 s.
 5. Michael De-Udy (Lotus-Ford), 43 m. 8.2 s.
 6. John Rhodes (Alexis-Ford), 43 m. 10.3 s.
 7. Rob Slotemaker (Cooper-B.M.C.), 43 m. 33.8 s.
 8. Bob Olthoff (Brabham-B.M.C.), 43 m. 50.5 s.
 9. John Ampt (Auser-Ford), 44 m. 24.2 s.
 10. Chris Ashmore (Elva-Ford), 24 laps.
- Fastest lap:** Anderson, 1 m. 39.8 s., 93.99 m.p.h. (F.J. record).

Touring Cars

(18 laps—75.47 kiloms.)

1. Rob Slotemaker (Austin-Cooper), 38 m. 41.7 s., 117.031 k.p.h.
 2. J. A. H. Heidendahl (Alfa Romeo), 38 m. 41.8 s.
 3. H. van Zalinge (Auto Union), 38 m. 56.1 s.
 4. P. H. Blansjaar (DKW Junior), 39 m. 23.2 s.
- Fastest lap:** M. Jonker (DKW Junior), 2 m. 5.8 s., 119.990 k.p.h.

Sports Cars and Specials (20 laps—83.86 kiloms.)

1. Tonio Hildebrand (Lotus Seven), 40 m. 15.5 s., 124.982 k.p.h.
 2. F. C. F. van Heel (DKW Special), 40 m. 21.2 s.
 3. C. A. Stapff (CAS Special), 41 m. 13.8 s.
 4. J. W. K. Koster (BMW Special), 41 m. 51.8 s.
- Fastest lap:** Hildebrand, 1 m. 56 s., 130.127 k.p.h.

Club News

By MICHAEL DURBIN

LONDON M.C. BRANDS HATCH SPRINT

SUNSHINE, dry circuit, speedy drivers and speedy organization, brought the London Motor Club's annual sprint meeting at Brands Hatch to its finale one hour ahead of schedule on Sunday.

Drivers who were placed first and second in their classes were to have been given an additional "off-the-programme" sprint with a prize of a free entry in the Club's London Rally on 21st September, 1962, but an incident which occurred at the close of the meeting squashed the competition.

The meeting had been practically spill-free until the closing stage, when Derek Cracknell's Fairthorpe Zeta spun off the track as it came out of Paddock Bend, and turned over—driver Derek being catapulted out of his seat and clear of the car. Derek was unhurt apart from scratches and bruises, but was nevertheless transported to hospital for a check up—and the meeting closed. The Fairthorpe Zeta looked as though it needed a hospital more than its driver. . . .

The best time of the day was put up by Clive Lacey, driving a Lotus Seven with Ford engine, completing one standing and one flying lap in 2 mins. 3 secs. This time was a second behind the winning time set up at last year's meeting by Hugh Dibley in a Lola-Ford. Lacey competed in group three of the event—for series production sports cars and grand touring cars.

Best time put up in group one (for

standard saloon cars unmodified) was claimed for the second year in succession by Dimitrios Hadoulis in a Jaguar 3.4, this year clipping his previous time by a second, and clocking 2 mins. 24.6 secs.

Speediest drive in group two (for modified saloon cars) was by Roland Shaw, who drove a Cooper Mini for the first time at Brands—he clocked the fastest lap in the group at 2 mins. 22.8 secs.

Of the women drivers who entered, the one who probably distinguished herself most of all was Miss Sheila Kemp, who drove past a marshals' control point at Druids and careered off into the wood. Her Morris Mini-Minor, declared to be

"without mods.", was considerably modified by its adventure into the woods! Miss Kemp escaped with scratches. Before this happened, however, she had put up a time of 2 mins. 52.0 secs. on her first run.

Only other driver to make a distinguished departure from the circuit was M. Tearle, whose M.G. TD spun, and meant slight damage to the car, a sprained wrist for himself, and unlucky withdrawal from the contest.

ANNE RENDELL.

Results
Standard Saloon Cars: Dimitrios Hadoulis (Jaguar 3.4), 2 m. 24.6 s. **Modified Saloon Cars:** Roland Shaw (Mini-Cooper), 2 m. 22.8 s. **Series-Production Sports Cars and G.T. Cars:** Clive Lacey (Lotus 7), 2 m. 3 s. (B.T.D.).

B.A.R.C. (YORKS)

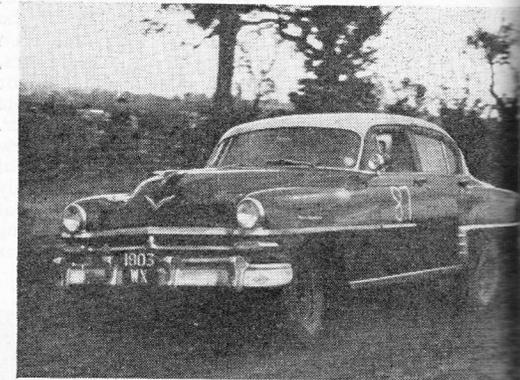
YORKSHIRE S.C.C.

EAST YORKSHIRE C.C.

AUTOCROSS

THE smoothest and fastest autocross course yet seen in the North was found by the joint autocross committee of the B.A.R.C. (Yorks), the Yorkshire Sports Car Club and the East Yorkshire Car Club for their combined autocross meeting held on 25th August.

A new course at Dunkeswick, near Harewood, was used, as last year's excellent course in Harewood Park was still clogged with the trees blown down in the February gales. In a sloping field, the course had hardly a bump anywhere in the 1,000-yard lap, two of which were completed by every competitor in each of his four timed runs. It consisted of a long straight from the start leading into sweeping left and right bends followed by a left-handed U-turn before



TRANSATLANTIC ROLL is displayed by J. K. MacPherson's Chrysler.

more fast left and right bends to a tighter left-hand bend to start the second lap.

An indication of the speed reached might be gained from the fact that Norman Coates, who set the best time of the day in his N.H.C. Special, took only 1 min. 26.7 secs. for the two laps.

Although the meeting was held on a Saturday there was a good crowd and the entry, at 57, was only slightly down on the average for these events in Yorkshire. Some of the autocross experts were missing owing to a championship event on the same day, but those entered certainly made up in enthusiasm for anything lacking in experience at grass dining.

This was certainly true of J. K. MacPherson, a U.S. serviceman from the Menwith Hill radio base nearby, who took his huge and ungainly Chrysler New Yorker around in a highly creditable 1 min. 48.3 secs. Over-enthusiasm was displayed by Mervyn Oldham, who rolled his Cooper-Mini, and Bruce Moss, who got entangled with a hedge but still finished his run. Fortunately, both were unhurt, but the Mini had an unusual low roof line afterwards.

Class competition was as close as usual. In the B.M.C. Mini class Peter Kaye with his newly converted Cooper set best time in 1 min. 27.1 secs., after leading the class on each run. He also made second B.T.D.

Two drivers tied for first place in the class for touring cars up to 1,066 c.c., R. G. Oddy and A. S. Carr each sharing a run at 1 min. 34.8 secs. Ian Grassick won the big saloon class with his 3.8 Jaguar from Chris Winder in a rapid Land-Rover. The Sprite class went to R. Sutherland's Sprite, and two Sunbeam Alpines took the next sports car class.

Coming Attractions

- 7th-9th September. International Porsche Rally, Monte Carlo.
- 8th September. B.R.S.C.C. Race Meeting, Castle Combe, near Chippenham, Wilts. Starts 2.30 p.m.
- Jaguar D.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 1 p.m.
- Aintree Circuit C. Race Meeting, Aintree, near Liverpool, Lancs. Starts 2 p.m.
- B.R.S.C.C. Race Meeting, Rufforth, near York. Starts 2 p.m.
- Scottish S.C.C. Hill-Climb, Rest-and-Bethankful, near Arrochar, Argyll. Starts 2.30 p.m.
- 8th-9th September. Craven M.C. Hawthorn Rally. Starts Oxford and Marlborough at 9 p.m.
- Morecambe C.C. Illuminations Rally. Starts Morecambe Promenade at 9 p.m.
- Mid-Derbyshire M.C. Speed Trophy Rally. Starts New Central Car Park, Alfreton, Derbyshire, at 10 p.m.
- Rhyl and D.M.C. Chairman's Rally.
- 9th September. Albi Grand Prix, France (F.J.). Gaisberg Hill-Climb, Austria.
- Bugatti O.C. National Championship Hill-Climb, Prescott, near Cheltenham, Glos. Starts 11 a.m.
- Herts C.A. and Ae.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 1 p.m.
- Liverpool M.C. Autocross, Hill Farm, Thurston, Wirral, Cheshire. Starts 1.30 p.m.
- Huddersfield M.C. Driving Tests, St. Paul's Street Drill Hall, Huddersfield, Yorks. Starts 10.30 a.m.
- V.S.C.C. Concours d'Élégance and Driving Tests, Madresfield Court, near Malvern, Worcs. Starts 1.30 p.m.
- 15th September. Peterborough M.C. Race Meeting, Silverstone, near Towcester, Northants.
- Lancs and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
- Brighton and Hove M.C. National Speed Trials, Sea Front, Brighton, Sussex.
- S.U.N.B.A.C. Hill-Climb, Ragley Park, near Alcester, Warwickshire. Starts 2 p.m.
- Chelmsford M.C., Romford E.C.C. and West Essex C.C. Driving Tests, North Weald Aerodrome, Essex.
- 15th-16th September. "Double" 400 Bridgehampton Meeting, New York, U.S.A. (G.T. Classes 1, 2 and 3).
- Rhayader M.C. Sycamore Rally. Starts Smithfield, Rhayader, Mid-Wales, at 11 p.m.
- Godiva C.C. 5th Godiva Trophy Rally. Starts Coventry and Bolton at 7.30 p.m.
- 16th September. Italian Grand Prix, Monza (F1, F.J.).
- Sevenoaks and D.M.C. Sprint, Brands Hatch, near Farningham, Kent.
- Swansea M.C. Sprint, Pembrey Airfield, Llanelly, Carmarthenshire.
- B.A.R.C. (Yorks) National Hill-Climb, Wharfedale, Yorks.
- Bentley D.C. Hill-Climb, Firtle, near Lewes, Sussex.
- Yeovil C.C., West Hants and Dorset C.C., Taunton M.C. and Burnham-on-Sea M.C. Sprint, Yeovilton, Bridgehampton, near Ilchester (M.R. 177/565239). Starts 1.30 p.m.
- Allard O.C. Concours d'Élégance, Biscot Mill Hotel, Luton, Beds. Starts 4 p.m.
- Caernarvonshire and Anglesey M.C., North Wales C.C. and South Caernarvon M.C. Driving Tests, Mona Airfield.
- Southsea M.C. President's Trophy Trial, Deers Hut, Longmore, Liphook, Hants. Starts 10.30 a.m.
- 21st-22nd September. London M.C. London Rally. Starts London, Manchester, Bristol and Birmingham.
- 26th-30th September. German Rally.
- 29th September. Snetterton M.R.C. National "Autosport" Three Hours Race Meeting, Snetterton, near Thetford, Norfolk. Starts 2.30 p.m.
- 6th October. B.R.S.C.C. International Six Hours Touring Car Race Meeting, Brands Hatch, near Farningham, Kent. Starts 12 noon.
- 7th October. American Grand Prix, Watkins Glen (F1).
- Coupes du Salon, Monthéry, France (F.J., S., G.T., T.).
- 7th-21st October. Argentine Touring Car Road Races.

The large sports class was taken by J. M. Busfield's Healey 3000.

In the specials class Coates set his best time on his first run, fearing the possibilities of a shower. The shower did duly arrive and lap times went up as a result, but the course soon dried out and most competitors still made their best time on their last runs.

PETER CRAVEN.

Results

B.M.C. Mini Cars: 1, F. P. Kaye (Cooper-Austin), 1 m. 27.1 s.; 2, J. Wales (Mini-Minor), 1 m. 28.7 s.; 3, A. Rathmell (Austin Mini), 1 m. 30.5 s.

Touring Cars. Up to 1,066 c.c.: 1 (tie), R. G. Oddy (A40) and A. S. Carr (Anglia), 1 m. 34.8 s. **Up to 1,900 c.c.:** 1, R. M. Bean (Hillman Minx), 1 m. 34.5 s. **Over 1,900 c.c.:** I. Grassick (Jaguar 3.8), 1 m. 37.5 s.

Sports Cars. Up to 1,066 c.c.: 1, R. D. Sutherland (Sprite), 1 m. 27.3 s.; 2, J. E. M. Denton (Sprite), 1 m. 28.8 s. **Up to 1,630 c.c.:** 1, E. D. Clark (Alpine), 1 m. 31.7 s.; 2, D. C. Cramer (Alpine) and D. D. Perkins (Alpine), 1 m. 31.8 s. **Over 1,631 c.c.:** J. M. Busfield (Austin-Healey 3000), 1 m. 30.6 s.

Specials. Up to 2,000 c.c.: G. Firth (R.G.F. Spl.), 1 m. 27.4 s.

Best Time of Day: N. H. Coates (N.H.C. Spl.), 1 m. 26.7 s.

SEVEN-FIFTY M.C.

AUTOCROSS

THE Seven-Fifty Motor Club co-promoted a very fine Autocross meeting at Cross-in-Hand, Sussex, on 2nd September. The other clubs giving valuable support were the Sevenoaks, the Eastbourne and the Austin-Healey clubs. Best time of the day was put up in fine style by Graham "dusty" White in his Cannon. It was a masterly piece

of driving, using the fiddle brakes and often, it seemed, on two wheels. Horace Appleby with a Sebring Sprite ran him a close second, and the incredible Mini of Brian Stevens was third. The course contained about eight corners, some gradients and a chicane. The weather was really warm and the track soon proved to be dusty, but this seemed to add to the atmosphere of the meeting.

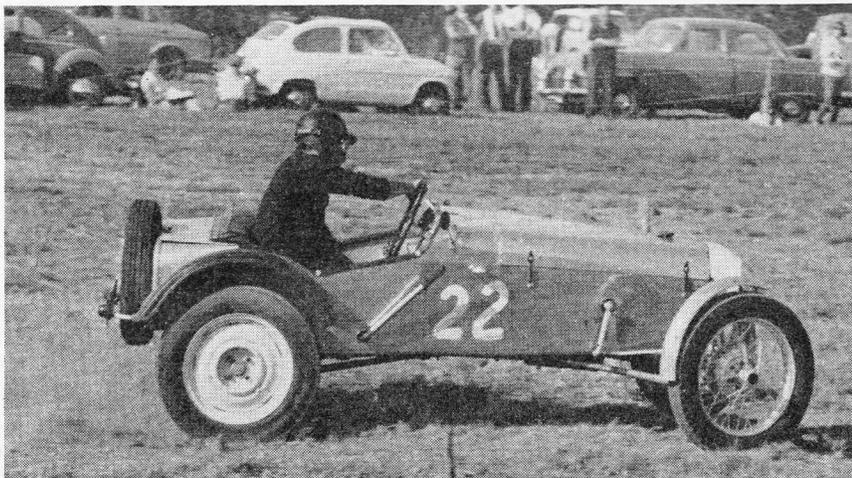
The 750 class was poorly supported—come on you 750 people the centre puts on a meeting for you; where are you? It was won by R. B. Sawyer in the Landa II, in the very creditable time of 1 min. 34.6 secs. W. C. Payne's super-charged A60 made stirring noises and provided the large crowd with an exhibition of full throttle motoring. I think everyone, spectators, competitors, and even marshals were disappointed when the event finished. It was all such good fun.

M.E.W.

Results

B.T.D.: G. D. White (Cannon), 1 m. 22.8 s. **Class Winners:** H. A. Appleby (Austin-Healey Sebring Sprite); N. C. Ward (M.G.A.), 1 m. 30 s.; D. A. Friend (H57), 1 m. 28.6 s.; R. B. Sawyer (Landa II), 1 m. 34.6 s.; B. Stevens (Mini-Minor), 1 m. 23.4 s.; G. Snow (Austin A40), 1 m. 28.4 s.; H. Glanville (Ford Anglia), 1 m. 32.4 s. **Team Awards:** 1, Sevenoaks and D.M.C. "A", 169 s.; 2, Sevenoaks and D.M.C. "B", 169.6 s.; 3, Eastbourne and D.M.C., 171.8 s.

JOHN FINLAY, the driver badly injured in the accident at the 25th August Oulton Park meeting which resulted in the death of Raymond Entwistle, unfortunately succumbed to his injuries last Monday. AUTOSPORT extends its sympathies to the relatives and friends of this young driver.



GRAHAM WHITE in his Cannon passing through the chicane.

HAGLEY AND D.C.C.

AUTOCROSS

AN examination of the entry list of 62 competitors for this club event revealed not only quantity but quality, and such proved to be the case at Inkberrow, Worcestershire, on 26th August.

A long open circuit with a wide variety of corners to be lapped three times by competitors, starting in pairs, was the order of the day.

Proceedings were barely under way, to the accompaniment of what seemed like a force 8 gale, when the heavens opened and turned what had been a tricky circuit into a skid pan. Not, however, before Max Trimble's 3.8 Jaguar had returned 2 mins. 42.8 secs., which was to stand as B.T.D. What might have happened to this time had it not rained is a matter of conjecture. There is no doubt, however, that Trimble's run was a model of tidiness and precision and fully deserving of the honour.

In appalling conditions the efforts of Spinks (Herald), Coventry (M.G.A 1600) and Handley (Austin Seven) in winning their respective classes are particularly noteworthy. Coventry, driving a Sprite, secured second position in the class in addition to first place. John Handley, who last year made B.T.D., defeated no fewer than eight Cooper-Minis with his 850 Mini in achieving his class win.

So bad did conditions become that some competitors were observed to spin three times within a run, and having successfully negotiated the chicane it was no easy job to aim the car under the finish banner. Warwick Banks (A.C.-Bristol) and Gordon Fowell (Porsche 1600) were examples of competitors who found power to be an embarrassment, both having difficulty with much smaller machines.

The proceedings were concluded with a team relay, cars again running in pairs, and from the Le Mans starts more than one driver had difficulty in reaching his car in an upright position.

The large crowd, many of whom braved the elements throughout, testified to the undoubted success of this well-organized and popular event.

Results

B.T.D.: M. Trimble (Jaguar 3.8), 2 m. 42.8 s. **Class Winners:** J. Spinks (Herald 1200), 2 m. 51.3 s.; T. Coventry (M.G.A), 3 m. 1.0 s.; J. Handley (Austin 7), 2 m. 52.8 s. **Relay Race:** H. Livingston (Mini); J. Spinks (Herald 1200); M. Hawley (Porsche); M. Jeaves (M.H.S. 1290).

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JEANS GOLD CUP RALLY

**Fine Win for
Don Grimshaw and
Roy Dixon
(Austin-Healey 3000)**

BY MICHAEL DURNIN

"THE Jeans Gold Cup Rally", said the regulations, "is an attempt, by those with Continental experience, to produce a similar type of rally in England, and it contains sections which bear comparison with any in the Alpine, Tulip or Acropolis rallies including special stages timed in seconds. The emphasis is definitely on driving, whilst the navigation has been simplified as much as possible". Now comparisons are odious and Mount Pillion is not in the Lake District, but let it be said at once that the "Jeans" was a good, quick event which lived up to its reputation. The route was well and intelligently planned and all controls were sensibly sited. Competitors received control references several days in advance and, after the event, applauded the route, the marshals and the organisation but not (on the whole) the timing method utilised.

This method was to set the marshals' clocks at the time of start minus the number of minutes their control was sited from the start. The ideal effect of this is that each crew should arrive at each successive control at the same indicated time, in the event of their being without lateness. In theory this was all very good but in practice one or two of the clocks were inaccurate which destroyed navigators' confidence in the timing and made it very difficult for them to tell their drivers when to hurry and how to plan their time schedule. In short, this method of timing is unpopular and most navigators expressed the hope that it would not be used again.

Apart from those off on the Liège, most of the top crews in Northern rallying were among the 60 who set off from a start near Garstang on an easy run down the Trough of Bowland to T.C.1 near Hawthornthwaite. The route then headed north-east, skirting Sladeburn and on to map 90 to the west of Settle. The tempo was moderate until Ingleton where it speeded up on the run over Kingsdale and Deepdale to T.C.9 below Dent Station.

The pace became hectic on the way over really rough white roads to T.C.10 (90/

786920) over Shaking Moss hill. Then up a B road to T.C.11 on the edge of Birkett Common where the first dissension with the time shown on a marshal's clock was heard. This timing caused many crews to lose time on the run over Wharton Fell to T.C.12 and many others lost time for more usual reasons. Bobby Parkes/Ian Hall in their ex-works Healey lost two minutes up a wrong slot because Ian (one of the very best navigators in the country when he is feeling well) became car sick.

More crews dropped more minutes in the white road maze west of Kirkby Stephen where three sections swooped over rough and loosely surfaced tracks towards T.C.15, near where Geoff Allen/Barry Hughes had a quick and harmless spin on the loose wet shale of a T-junction. At 15 there were



BOBBY PARKES (left) and Ian Hall (right) with Bobby's ex-works Healey. Bobby won the driving test award.

some queries as to the accuracy of the clock before an easy run led to a petrol halt at Sayer's well known transport café at Brough.

From this halt the plot led straight to the first special stage from 84/742½171½ to 734½201½. This stage (at 50 m.p.h. and timed in seconds) was over a War Department road complicated by artificial twists laid out with barrel-chicanes. It was obviously a quick stage and Don Grimshaw/Roy Dixon had a fright when they came over the brow of a rise at about 70' to find a marshal standing in the middle of the road! There was more dissension about watches at T.C.16, sited south-west of Orton. This infamous section, on the edges of maps 89 and 83, caused havoc on the 1961 Morecambe Rally but has now become less fraught due to a good tar surface.

The general direction was now towards Windermere and several short two, three and four minute sections led over the rather rough Rather Heath. Here D. E. Pollard/A. Baines nearly landed their ex-works Rapier in a pond at a tricky left-hander at 89/472971 and J. B. H. Wood/J. Nottingham dropped their Riley 1.5 into a ditch. Light rain began to fall during a gentle run to Newby Bridge and along Windermere towards Graythwaite. Then, between T.C.28-29 a vicious hairpin not shown on the map and a road used but not mapped caused the surface to receive a generous coating of rubber.

Up Langdale Valley on a white road and

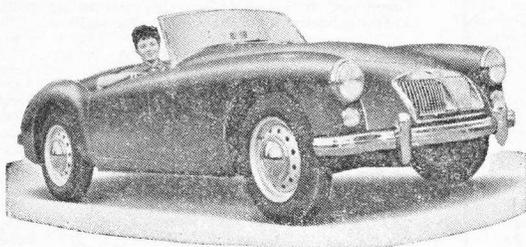
over the 1,100 ft. Blaetarn to an ascent of Wrynose Pass, where Pat Spencer/Ted Rowlands lost the brakes of the Mini-Cooper. Then came the second special stage, at 30 (2½ miles in five minutes) and over the dreaded Hardknot in rain and on a very greasy surface. There were many excitements! Harry Jacoby/Mike Kempley's TR4 developed a fault in the electrics which caused their lights to blink off and on and their wipers to pack up; Tony Fisher/Brian Melia spun their Mini-Cooper and hit a bank, but not very hard; the manifold flange of F. E. Grange/S. R. Gray's Anglia broke causing their Weber to fall off and catch fire—it was quickly put out with an extinguisher borrowed from W. Fieldhouse/W. Small (VW) and L. Jemson/G. J. Marrs (TR3) spun on one of the hairpins.

There was time to recover on a long, looping run round to Hall Duffersdale and then the final few sections headed south-west over yellow and white roads north of Broughton-in-Furness to the end of the navigational section and the third special stage at Beanthwaite Quarries. The stage covered a very loose and twisty 1¼ miles at 50 and was much admired.

Last of all came a longish run home to the finish at Silverdale, interspersed with a series of driving tests counting towards a special award. As the organisers then omitted to calculate the special stage times there was a delay before results were issued, lengthened by an upheld protest concerning a marshal late to erect his control flags. One or two irritations were felt by some competitors but the really important parts of the event were very well received indeed and the general verdict was that the 1962 Jeans was among the best in northern rallying.

Results

General classification: 1, D. Grimshaw/R. Dixon (Austin-Healey), 8 road penalties + 8 special penalties = 16 penalties; 2, D. Pollard/A. Baines (Rapier), 9+11=20; 3, G. W. Halliwell/J. M. Wood (Mini), 13+21=34; 4, G. Allen/B. Hughes (Cooper-Mini), 15+20=35; 5, J. Anderton/K. Barraclough (Anglia), 13+24=37; 6, B. T. Hadfield/G. D. Haggie (Anglia), 14+24=38. **Class Winners:** Halliwell/Wood; A. T. Fisher/B. Melia (Mini-Cooper); J. Oldham/X (Mini-Cooper); R. C. Boardman/M. Isley (Mini); Anderton/Barraclough; H. Jacoby/M. Kempley (TR4). **Team Prize:** Grimshaw/Dixon and Allen/Hughes. **Driving Test Award:** G. H. F. Parkes (Austin-Healey).



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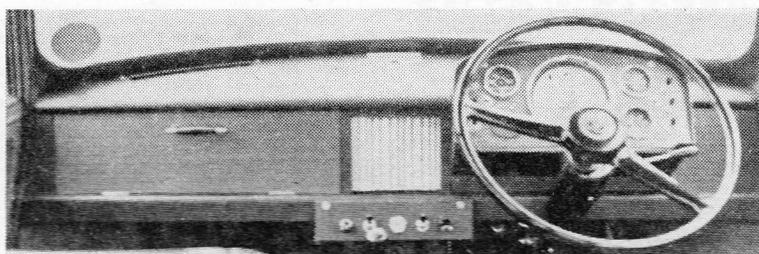
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CAMDEN SPORTS CARS offer: Swallow Doretti, 1955, sports two-seater drophead. Remarkably attractive car, finished in British Racing Green with fawn interior. Resounding performance from custombuilt elegance on well-proved Triumph TR chassis. Beautifully kept in every respect and remarkable value at £395.—Camden Sports Cars, Leighton Buzzard, Beds. Tel.: 2041. Open daily to 8 p.m.

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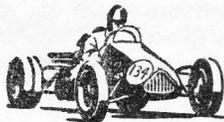
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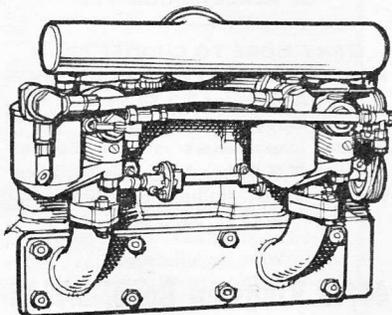
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FIRST RACE 1.0 p.m.

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Signed AGE (if under 18)

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

Address all entries to Autosport, Cars of Yesterday Competition, 159 Praed St., London, W.2. Stamped addressed envelope must accompany all submitted prints which entrants wish returned.

Classified Advertisements—continued

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FOR SALE: Shorrock Supercharger. Complete kit. £40.—TULse Hill 2818.

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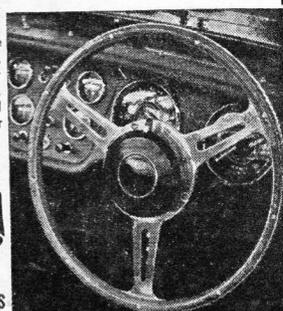
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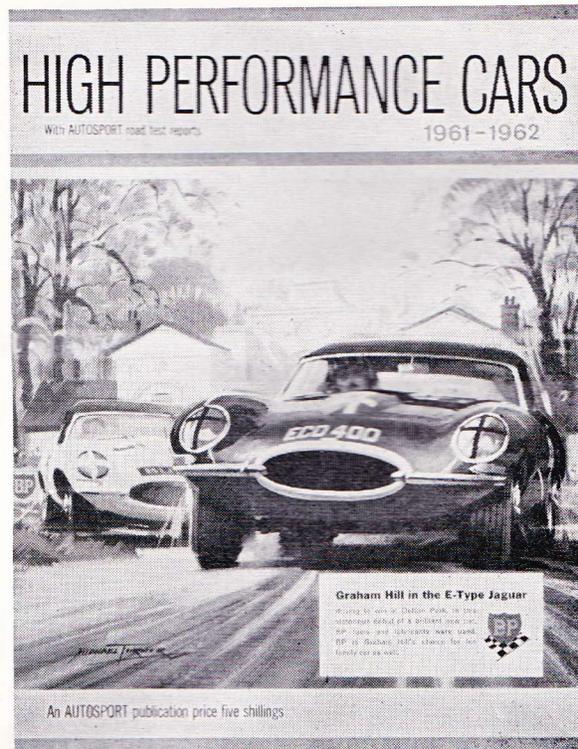
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