

TOUR DE FRANCE

SEPTEMBER 28, 1962

AUTOSPORT

2/-

EVERY FRIDAY
Vol. 25 No. 13

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

BRUCE McLAREN—FROM THE COCKPIT : "THREE HOURS" PREVIEW

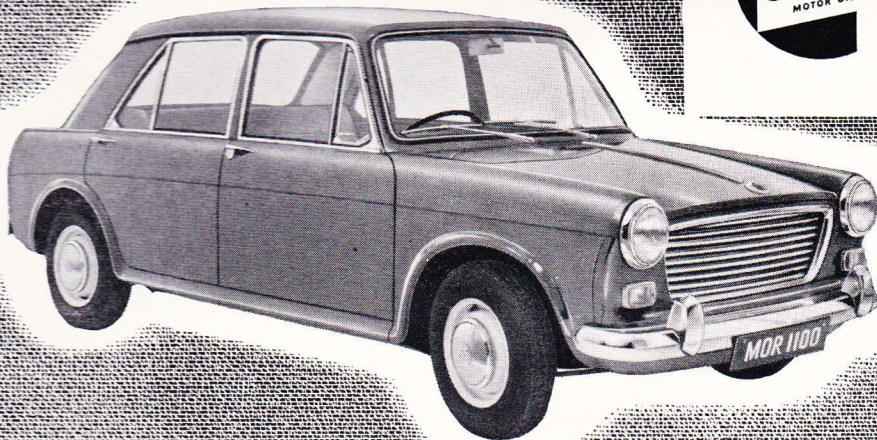
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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 25 No. 13

September 28, 1962

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CONTENTS

	Page
Pit and Paddock	415
Sports News	417
The Three Hours—This Week-end at Snetterton	418
Seven-Fifty M.C. Debden Race Meeting	419
From the Cockpit	420
B.A.R.C. Goodwood Race Meeting	421
London M.C. London Rally	422
Report From Eire	424
Winfield J.C. Charterhall Race Meeting	425
B.A.R.C. Church Fenton Drag Sprint	426
Bristol M.C. and L.C.C. Dyrham Park Hill-Climb	427
Tour de France	428
Club News	432

Published every Friday by AUTOSPORT

159 Praed Street, London, W.2

Editorial and General Office

PADdington 7673

Advertising Department

PADdington 7671-2

General Manager PETER BAYLEY

Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £5 15s. 0d.

(U.S.A. and Canada \$16.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

GRAND FINALE

ON Saturday, at Snetterton, the annual AUTOSPORT Championship will be decided in the Three Hours' Race. This is the only day and night race to be held in Great Britain. Not only will the result decide the Championship and Team Trophy, but the outright winner will receive the *Daily Mirror* Trophy. The battle between the G.T. and sports-racing cars should be worth watching. Marcos hope to repeat the 1961 success, as Steve Minoprio has achieved maximum points in the qualifying rounds. However, favourite to win the "Three Hours" will be Mike Parkes in the Equipe Endeavour 250GTO Ferrari—that is, depending on the reliability of the sports-racing machines. As has been proved in previous events, anything can happen in the "Three Hours". With the inclusion of invited entries, the struggle for outright victory ought to keep spectators on their toes. It will also be interesting to see the outcome of the race for ADO 16 Morrisies, all to be handled by top-ranking drivers. This, it must be remembered, is a real race and not one of those delightful "demonstrations", that we have been used to seeing with Minis. By no means all the drivers, either, are practised "Minihands", and the event should be worth seeing.

TOUR DE FRANCE

VICTORY in the 5,000 kilometres "Tour de France" was virtually snatched from the Belgians Lucien Bianchi/Claude Dubois (GTO Ferrari), who were involved in a road crash just after leaving Spa—some 250 kilometres from the finish at Rheims. This left André Simon/Dupeyron, in an older-type 250GT, as leaders of the G.T. category. Ferrari dominance in this section continues, and no British challenger has emerged to give the Maranello machines any trouble whatsoever. It was different in the Touring Category, where the 3.8 Jaguars reigned supreme, and Bernard Consten repeated his 1961 victory. Sunbeam Rapiers had a glorious event, all three finishing high up in general classification, and Rosemary Smith/Rosemary Seers winning the Coupe des Dames. That Fiat/Abarth has found reliability was evident in the handicap victory by a young Belgian crew, Mauro Bianchi and Pascal Ickx, in the 850 c.c. version. It is a pity that the "Tour" does not attract more factory entries from this country, for the day-to-day publicity on the Continent is tremendous. The road sections were far more difficult than was anticipated, although the results depended on the numerous speed events. To finish the "Tour" at all is a major achievement, and the event must now be ranked with such classics as the "Alpine" and the "Liège-Sofia-Liège" for the sheer severity of the conditions under which it is organized.

OUR COVER PICTURE

TOUR DE FRANCE: A delightful "scenic" shot by George Phillips taken during the Tour de France, the "racing drivers' rally" which took place last week. The Jaguar of Barrier/Jourdain tackles the mountain hairpins on the way up the Col de Braus with a great deal of power, and the back tyres smoking slightly as the wheels spin.



ONLY ONE SPORTS SALOON OFFERS ALL THIS

11TH AUTOMOBILE TOUR DE FRANCE

1ST
Keith Ballisat
"Tiny" Lewis

2ND
Peter Harper
Peter Procter

3RD
Rosemary Smith
Rosemary Seers

STANDARD TOURING CARS, 1301-1600 C.C.

1ST
Rosemary Smith
Rosemary Seers

COUPE DES DAMES
(Only lady drivers to finish)

1ST
Rosemary Smith
Rosemary Seers

LADIES' PRIZE
(Touring Cars' handicap)

2ND Keith Ballisat, Peter Harper, Rosemary Smith
MANUFACTURERS' TEAM PRIZE

In 8½ days, the Tour de France is a remarkable combination of seven circuit races and seven timed mountain climbs, all linked by over 3,000 miles of fast road sections. Only 51 finished of the 162 starters. Yet—THREE RAPIERS STARTED, THREE RAPIERS FINISHED. A feat of endurance, a superb performance.

(Results subject to official confirmation)

Sports car performance proved by years of consistent success in major international rallies. Luxurious comfort, smoothness and quietness unequalled in its class. 1.6 litre engine. Front disc brakes. Adjustable individual front seats. Quality finish throughout. Efficient heating and ventilating unit. Wide range of instruments. Cigar lighter. Screenwashers. Lockable glove box.

Successes have been achieved this year in the following international motoring events:

International Acropolis Rally • Spa Grand Prix Meeting, Belgium • International Trophy Race, Silverstone • Circuit of Ireland International Rally • Scottish International Rally • Columbian Canyon Rally, Canada • Closed Circuit National Race, Tenerife • B.A.R.C. Meeting, Crystal Palace • Central American-Mexico Rally • Westwood Racing Circuit, Vancouver • Monte Carlo Rally

SALOON: £705 plus P.T. £265.7.9

CONVERTIBLE: £745 plus P.T. £280.7.9

OPTIONAL EXTRAS: WHITEWALL TYRES,
OVERDRIVE ON 3RD AND 4TH GEARS

The successful Sunbeam range continues unchanged and will be on show at the Earls Court Motor Show

SUNBEAM RAPIER



ROOTES MOTORS LTD

SUNBEAM-TALBOT LTD., COVENTRY. LONDON SHOWROOMS AND EXPORT DIV., ROOTES LTD., DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1

NEW MERLYN

A NEW 110 m.p.h. dual purpose road and racing sports car makes its debut this week for Colchester Racing Developments, Ltd. The new Merlyn is supplied in component form at a cost of £699. The new model complies with Appendix C specifications and is a development of the Mark 4 Merlyn sports-racing car which has the highly tuned, 100 b.h.p. plus 1,100 c.c. Holbay-Ford engine. Changes include a 1,340 c.c. Ford Classic engine instead of the Holbay unit, steel as opposed to magnesium wheels, a single carburettor compared to twin Webers and an all-synchromesh Volkswagen gearbox as opposed to a Merlyn five-speed gearbox. The body is mainly of glassfibre with light alloy sections. The car is, of course, rear-engined, with independent suspension all round and Girling disc brakes. The kit of component parts can be supplied with all-weather protection if desired as an extra, and there is, of course, full lighting equipment. This car should appeal to those enthusiasts who need a car for road as well as track use. F.W.



SEEN during the Tour de France; a Jaguar 3.8 shooting brake, known as the "County."

DUNLOP wish to point out that there is no truth in the rumour that it will abandon the manufacture of special tyres, principally the beaded edge type, for veteran and vintage cars.



FAIRTHORPE ROCKETTE features unique headlamp arrangement. See "Sports News" for details.

WEIGHING 7 lb. 6 ozs., a daughter, Patricia Karen, was born to Mrs. Keith Duckworth on 20th September.

BOB HICKS has announced his retirement from racing.

PIT & PADDOCK

WESTON-SUPER-MARE SPEED TRIALS

OVER 140 entries have been received for this Saturday's Speed Trials at Weston-Super-Mare. This event, organized by the Burnham-on-Sea Motor Club, commences at 10.30 a.m. and amongst those entered are Arthur Owen, Chris Summers, Jack Cordingley, Gordon Parker, Wally Cuff, Austen May, Josh Randles and Daniel Richmond. The 880-yard course is on the Marine Parade and the meeting counts towards the AUTOSPORT National Sprint Trophy.

GREGORY WINS AT MOSPORT

DRIVING the UDT-Laystall Lotus "19", Masten Gregory won the Grand Prix of Canada for sports cars on the Mosport circuit, by over a minute from Pedro Rodriguez (Ferrari). Into fourth place came Jack Brabham in his new Holbay-tuned Lotus "23." Stirling Moss started the race. Gregory's time was 2 h. 46.3 s., an average of 95.4 m.p.h.

ANDY MARRIOTT, a young enthusiast who often assists Team Turner, wishes to be of assistance to a competitor at the Brands Hatch Six Hours Race. He can keep a lap chart, operate a stop watch and is offering to come equipped with a slide rule so that he can work out a car's placing in the price index. He can be contacted at "Little Burgh", Broadway, Duffield, Derbyshire.

To Henry and Peggy Taylor, a second son of over 10 lb.!

THE American Formula Racing Association are seeking to reintroduce the old Formula 3, but want to increase the capacity to 750 c.c.

JOE HICKS

WE regret to record the death of C. J. Hicks, who was killed at Goodwood last Saturday when his Lotus XI overturned as a result of a wheel failure. Joe, the 23-year-old brother of Bob Hicks, started racing only this year, first with a Ford Anglia and then a Lotus XI in partnership with his friend Mike Renny. He showed promise from the start, winning three events and gaining four seconds in about 12 starts this season.

To his relatives and friends AUTOSPORT offers its sincerest sympathy.

COUPE DE PARIS

WINNERS in the AGAC Coupe de Paris races at Montlhéry last Sunday were:

Formula Junior

1. Bouharde (Cooper), 117.895 k.p.h.
2. Hitches (Lola).
3. Periat (Cooper).

G.T. and Sports

1. Laureau (René Bonnet), 112.901 k.p.h.
2. Koch (Porsche).
3. Morand (Elite).

G.T.

1. Weber (Marcos).
2. Magne (A.C.-Bristol).
3. Langlois (D.B.).

Touring

850 c.c.: Van Falkenhausen (BMW), 93.189 k.p.h.; 2,000 c.c.: Maublanc (Volvo), 94.658 k.p.h.



FAVOURITE for the AUTOSPORT Championship is Marcos-driver Stephen Minoprio. He leads the Championship prior to the "Three Hours" with 45 points.

AMERICAN driver Bud Faust was fatally injured when his Lotus-Buick overturned at Watkins Glen in a sports-car event.



SYDNEY ALLARD WINS "AUTOSPORT" NATIONAL SPRINT TROPHY

AFTER four events, and with one round still to go, Sydney Allard has assured himself of the AUTOSPORT National Sprint Trophy. Thus, before the Weston-super-Mare Speed Trials, the points are as follows:

1. Sydney Allard (Allard Dragster) ...	31
2. Tony Marsh (Marsh-B.R.M. and B.R.M.) ...	18
3. Jack Cordingley (J.B.W.-Maserati) ...	10
4. Miss Patsy Burt (Cooper-Climax) ...	9
5. Chris Summers (Cooper-Chevrolet) ...	9
6. Peter Sutcliffe (Jaguar D) ...	6
7. Josh Randles (Cooper Monaco) ...	5½
8. T. B. Gibson (Jaguar C) ...	3
9. Gordon Parker (H.K.-Jaguar) ...	2½
10. Anthony Brooke (Lotus-Climax 16) ...	2
11. John Wilks (Omega) ...	1
12. Gordon March (Dinn) ...	1
13. Jackie Epstein (Cooper-R.R.A.) ...	1
14. Alan Ensoll (Jaguar XK 120) ...	1

Which Oil
was used by
these Formula Junior
winners?

Oulton Park.....	April 7th 1962.....	1st P. Arundell (Lotus-Ford)
Snetterton.....	April 14th 1962.....	1st P. Arundell (Lotus-Ford)
Goodwood.....	April 23rd 1962.....	1st P. Arundell (Lotus-Ford)
Aintree.....	April 28th 1962.....	1st P. Arundell (Lotus-Ford)
Silverstone.....	May 12th 1962.....	1st P. Arundell (Lotus-Ford)
Monaco.....	June 2nd 1962.....	1st P. Arundell (Lotus-Ford)
Crystal Palace.....	June 11th 1962.....	1st A. B. Rees (Lotus-Ford)
Monza.....	June 24th 1962.....	1st P. Arundell (Lotus-Ford)
Rouen.....	July 8th 1962.....	1st P. Arundell (Lotus-Ford)
Goodwood.....	August 18th 1962.....	1st P. Arundell (Lotus-Ford)
Zandvoort.....	September 2nd 1962.....	1st P. Arundell (Lotus-Ford)
Albi.....	September 9th 1962.....	1st P. Arundell (Lotus-Ford)

In every case the oil chosen was

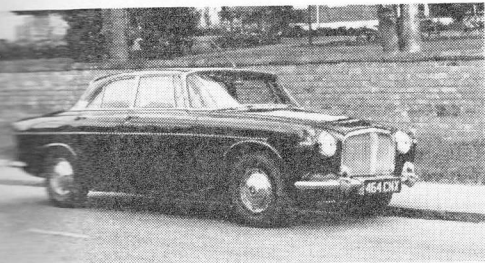
ESSO EXTRA MOTOR OIL

Britain's Premium Oil

"THE SAME OIL
YOU CAN BUY
WHEREVER YOU
SEE THIS SIGN!"



SPORTS NEWS



ROVER 3-LITRE COUPÉ.

HIGHER PERFORMANCE ROVERS AND A NEW COUPÉ BODY

THE 3-litre Rover now has a new cylinder head and induction manifold, which has given the car a power increase of no less than 17 per cent., the output being 134 b.h.p. at 5,000 r.p.m. on a compression ratio of 8.75 to 1. This engine is used in conjunction with a manual four-speed transmission and overdrive, the compression ratio being reduced to 8.1 to 1 for the Borg-Warner automatic box, the output then being 129 b.h.p. at 4,750 r.p.m.

The manual gearbox now has a delightful short, central remote control gear lever. The overdrive has had its kick-down feature deleted and the final drive ratio is 4.3 to 1. For the automatic transmission, a 3.9 to 1 axle is supplied.

Improved suspension and steering are also incorporated. The new Burman F3 steering box is used in conjunction with a telescopic steering damper, with power steering available as an extra. The car has been lowered an inch and fitted with a new type of Woodhead Munro damper, while high speed tyres are now standard to cope with the speed of considerably over 100 m.p.h.

The Coupé is generally similar to the saloon but has a 2½ ins. lower roof line in the interest of appearance and maximum speed. It has a new instrument binnacle incorporating a rev. counter and the rear seats are individual. The front seats are adjustable for rake and height and power steering is standard.

A new model, the Rover "110", replaces the previous "100", and this also incorporates the special cylinder head of the 3-litre. The Rover "95" has the old "100" engine and a 3.9 to 1 axle ratio with no overdrive. Prices range from £1,373 5s. 3d. for the "95" to £2,130 17s. 9d. for the 3-litre Coupé with automatic transmission.

JOHN V. BOLSTER.

NOW that Mallory Park has been acquired by Brands Hatch Circuit, Ltd., the Nottingham Sports Car Club will be unable to hold National meetings at the Leicestershire circuit next year. However, after negotiations with the B.R.D.C., they will now be holding three national meetings at Silverstone. The Grand Prix circuit will be used for their National Open meeting on Whit Monday and the short "club" circuit will be used for National British meetings on Easter Monday and August Bank Holiday Monday.

A MAJOR advance in disc brake design has been achieved by Dunlop with the introduction of a self-servo disc brake. The simple self-servo device is integral with the individual brake, and consists of a pair of angled and opposed pistons which press the pads against the disc. Each pad is in contact with an angled thrust face: the rotation of the disc tends to pull the pads on by a "wedging" action. In this way, the effective retarding force is increased.

Previously, no production disc brake has had this "self-applying" action (which is possible with the two-leading-shoe drum brake), and a degree of vacuum or other servo assistance to reduce pedal effort has been necessary in the braking system. By eliminating the need for a servo unit and its attendant piping, the new Dunlop "S" type brake makes possible a valuable saving in engine compartment space.

The design of the Dunlop "S" type disc brake is greatly simplified: the caliper and cylinder are one unit, and the number of working parts is reduced.



GINETTA G4 SPORTS CAR.

GINETTA CARS, LTD., have now moved to Witham, Essex, and, because of greatly improved production facilities, price reductions have been announced for their kit cars. The Ginetta G4, powered by a 105E Ford engine, is now £499 in kit form. The very attractive body is made from Cellobond polyester resin and glassfibre and is very light.



MISKIN-GOODSON RUBBERIDERS were recently introduced to fit over Mini overriders. As well as absorbing impact, many small dents are saved as a result of the rubber thickness which holds offending obstacles a further inch away! They cost 19s. 6d. per pair and can be obtained from Miskin-Goodson, 7 Foxcroft, St. Albans, Herts.

THE Turin Motor Show will be held from 31st October until 11th November and exhibitors will be representing Czechoslovakia, France, Germany, Holland, Italy, Japan, Britain and America.

THE Crypton Sports Car Service, using electronic precision engine testers, will be at Brands Hatch on 6th October for the Six Hours Race.

A. K. STEVENSON, O.B.E., retires from the secretaryship of the Royal Scottish Automobile Club on 30th September. Major R. Tennent Reid will take over his position.

AS intimated earlier, the West Essex Car Club have had to cancel the Stapleford Hill-Climb, which was to have been the last round in the Hill-Climb Championship, due to reasons beyond their control.



PININFARINA are, in the near future, to produce the special-bodied 4/5-seater Peugeot 404 in their Turin factory.

RALLYE NEIGE ET GLACE

DUE to lack of support, probably owing to the close proximity to the Monte Carlo Rally, the Rallye Neige et Glace in February, 1963, has been cancelled.

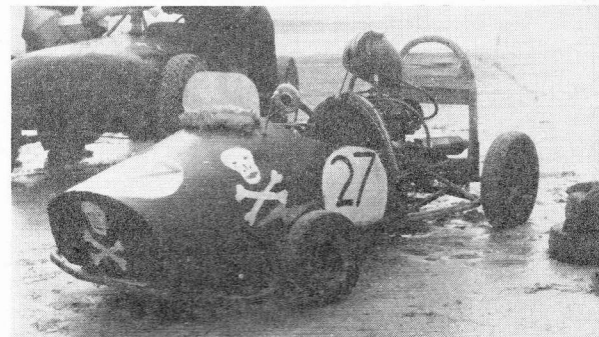
NEW FAIRTHORPE

ANNOUNCED this week is the new Fairthorpe Rockette Sports Six. The most interesting feature of the car is its engine, the 1,596 c.c. Triumph Vitesse which produces 70 b.h.p. at 5,000 r.p.m. Disc brakes are fitted at the front and suspension is independent by wishbones all round. Price of this car, which features a unique headlamp arrangement, is £997 16s. 3d. or £625 in kit form.

THE B.T.R.D.A. are to introduce a new event for trials drivers to be called the Junior Trials Championship. The idea is to enlarge the interest in trials by holding a meeting for all members of the association who fail to qualify for the R.A.C. Trials Championship.

MORE MARCOSES

A NEW company, Marcos Cars, Ltd., has taken over the manufacture and sales of Marcos G.T. cars. Until they move into their new factory, the company's address will be c/o Freshford Motor Co., Freshford, Bath. The Chairman of the new company is Lt.-Cdr. G. A. Cavendish and co-director is Jem Marsh.



THIS interesting device is one of the many vehicles used by sand racing enthusiasts in the Channel Islands. It is a 249 c.c. Jehan Special, owned by P. Wilson. It was the smallest car at the meeting earlier in the month, the largest being nearly of 4 litres capacity.



THE WINNER of the AUTOSPORT Championship is due to receive this magnificent Trophy.

SNETTERTON SATURDAY

Final Round of 1962 "Autosport" Championship

SPORTS-RACING or Grand Touring? It will be interesting to see which category of car wins this Saturday's AUTOSPORT Three Hours race at Snetterton. Also, the outcome of the 1962 AUTOSPORT Championship is to be decided in this race. This, too, should prove interesting as there are several drivers aiming to carry away the trophy this year!

At the moment, Stephen Minoprio leads, having scored maximum points from five qualifying rounds, *i.e.*, 45. Unfortunately, Innes Ireland and U.D.T.-Laystall are engaged elsewhere so Mike Parkes's Ferrari, at present third, will provide the main challenge to the grey Marcos. Parkes has 40 points. Other drivers who figure at the head of the table include Chris Lawrence, Mike Beckwith, Roy Pierpoint, Grahame John, Dick Protheroe, Jimmy Blumer and Pat Fergusson.

The Three Hours is the only British event that goes on into darkness—it finishes at 8.30 p.m.—and, to add to the Le Mans atmosphere, Oliver Sear of the Snetterton Motor Racing Club has arranged a fair, fireworks, sideshows and a barbecue.

Each of the 35 starters will be required to make a pit stop for fuel, while it is quite likely that several of the "big bangers" will have to stop for tyres. This will give the ultra-rapid lightweight machinery an advantage that could very well decide the race. Jim Clark's Essex Racing Stable Lotus 23 should benefit the most from this, while Dizzy Addicott's Mark 6 Elva, now with a 1½-litre Alfa Romeo Giulietta engine, and Paul Hawkins's 1½-litre Lotus 23 should also be very well up.

Last year's winning car, the D-Type

Jaguar of Peter Sutcliffe, heads the large-capacity sports car class which also contains the very fast Lotus 15 of Roy Pierpoint and Jimmy Blumer's Cooper Monaco. John Coundley's Lister-Jaguar should be impressive to watch.

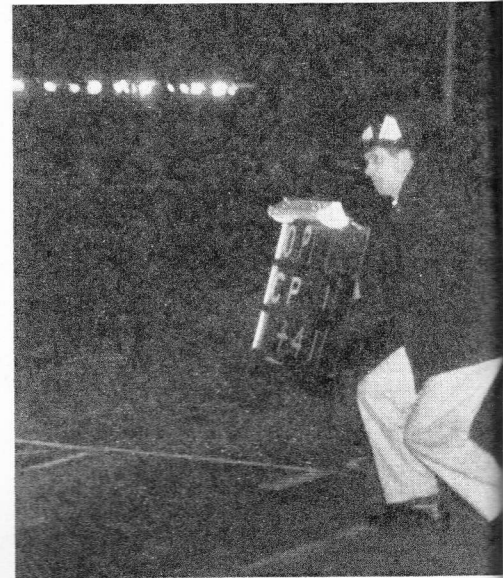
Stephen Minoprio will be assured of the AUTOSPORT Championship if he wins the 1-litre G.T. class, though to do this he will have to stave off the similar cars of David Rees and Grahame John and the Dick Jacobs's M.G. Midgets of Andrew Hedges and Alan Foster. Pat Fergusson and Tatty Turner face the almighty opposition of Lotus Elites driven by Trevor Taylor, John Whitmore, Tom Threlfall, Clive Hunt and John Wagstaff in the 1,300 c.c. G.T. class, so there will be fireworks on the track as well as off it!

Paddy Gaston's supercharged Sprite, Ben Pon's Porsche Carrera Abarth and Dickie Stoop's Porsche Carrera face the LawrenceTune Morgans of Chris Lawrence and Pip Arnold in the 2,500 c.c. class, whilst the big G.T. class includes a likely overall winner: Mike Parkes in the Equipe Endeavour/Maranello Concessionaires 250GTO Ferrari. Dick Protheroe's E-Type, however, will be fully wound-up in its efforts to keep up with the Italian car and also in this class is the driver who won last year's Three Hours—Mike Salmon, who is to conduct his Aston Martin Zagato.

This being the final round of the AUTOSPORT Championship, the points-scoring system has been altered and is as follows: 1, 24 points; 2, 18; 3, 14; 4, 10; 5, 6; 6, 4; and all finishers will receive two points. The points apply to each class and, to qualify as a finisher, each driver must complete two-thirds of the distance covered by the winner. To show just how close the Championship is, if Minoprio is second in his class he will have a total of 63 and if Parkes wins his class he will have netted 64—which would give him the Championship! The outright winner of the race will receive the *Daily Mirror* Cup and a sum of £100.

Supporting this race is the 30-lap Vanwall Trophy Race for Formula Junior cars and the Molyslip Trophy Race for ADO 16—Morris 1100—cars. All the leading Junior teams have entered: Peter Procter and Tony Marsh (Gemini); Peter Arundell and Bob Anderson (Lotus); John Fenning and

John Hine (Ron Harris Lola); Tony Maggs and Denis Hulme (Tyrrell Cooper); Bill Bradley, Richard Attwood and David Baker (M.R.P. Cooper); Frank Gardner (Brabham); Mike Spence and Bruce Johnstone (Ian Walker Lotus); and David Prophet (Alexis). The Jim Russell contingent includes the strong challenge of Mike De-Udy, Melvyn Long, Teddy Pilette and John Mastin, while other noteworthy private entries include Bob Olthoff (Brabham), Peter Ashdown (Lola), Chris Ashmore (Elva) and Roy Pike (Ausper). Gemini won last year and the Mark 4 cars could very



A FEATURE of the Three Hours' race is night racing, complete with the Le Mans atmosphere of a fair and sideshows in the background.

well do the same this year now that they are fully "sorted".

The Morris 1100 race over 15 laps sees Christabel Carlisle opposing several equally talented males, namely, John Whitmore, Jim Clark, Tony Maggs, John Surtees, Roy Salvadori, Mike Parkes, Don Morley, Graham Hill, Trevor Taylor and Alan Hutcheson.

The first race commences at 2.30 p.m.
MICHAEL KETTLEWELL.

LIST OF ENTRIES . . .

"Autosport" Three Hours: Dizzy Addicott (Elva-Alfa Romeo Mk. 6); Mike Beckwith (Lotus-Ford 23); Rodney Bloor (Lotus-Ford 23); John Nicholson (Lola-Climax); Chris Williams (Lotus-Ford 23); Jim Clark (Lotus 23); John Coundley (Lister-Jaguar); Roy Pierpoint (Lotus-Climax 15); Richard Wrottesley (Lister-Jaguar); Mike Pendleton (Lister-Jaguar); Jimmy Blumer (Cooper-Climax Monaco); Peter Sutcliffe (Jaguar D); David Rees (Marcos-Ford G.T.); Stephen Minoprio (Marcos-Ford G.T.); John Seabrook (Turner-B.M.C.); Brian Bennett (Turner-B.M.C.); Andrew Hedges (M.G. Midget); Alan Foster (M.G. Midget); Grahame John (Marcos-Ford); Mike Reid (Austin-Healey Sebring Sprite)*; Keith Price (Alexander Turner-B.M.C.)*; Keith Holland (G.S.M. Delta)*; John Whitmore (Lotus Elite); Tom Threlfall (Lotus Elite); Pat Fergusson (Turner-Climax); Clive Hunt (Lotus Elite); John Wagstaff (Lotus Elite); Trevor Taylor (Lotus Elite); Roger Nathan (Lotus Elite)*; Paddy Gaston (Austin-Healey Sprite s/c); Ben Pon (Porsche Carrera Abarth); Chris Lawrence (Morgan Plus 4); Pip Arnold (Morgan Plus 4); Dick Stoop (Porsche Carrera); Tom Entwistle (V.V.R. Gran-tura)*; Dick Protheroe (Jaguar E); Robin Sturgess (Jaguar E); John Mitchell (Jaguar E); Mike Salmon (Aston Martin DB4GT Zagato); Mike Parkes (Ferrari 250GTO); Keith Wilson (Jaguar XK 120).*

*Reserve.

Formula Junior: Melvyn Long (Lotus-Ford 20); John Mastin (Lotus-Ford 22); Mike De-Udy (Lotus-Ford 22); Len Deakin (Lotus-Ford 18); David Cuff (Lotus-Ford 18); Jack Hatter (Lotus-Ford 20); Teddy Pilette (Merlyn-Ford Mk. 3); Rodney Banting (Lotus-Ford 20); Brian Gubby (Ausper-Ford T4); Peter Procter (Gemini-Ford Mk. 4); Tony Marsh (Gemini-Ford Mk. 4); Teddy Dawson (Lotus-Ford 22); Bob Olthoff (Brabham-B.M.C.); Peter Ashdown (Lola-Ford Mk. 5); Adam Wyllie (Lotus-Ford 22); Jacques Maglia (Lotus-Ford 22); Chris Ashmore (Elva-Ford); Roy Pike (Ausper-Ford T3); Edward Fletcher (Lotus-Ford 20); Bob Anderson (Lotus-Ford 22); Peter Arundell (Lotus-Ford 22); David Prophet (Alexis-Ford Mk. 3); Len Bridge (Deep Sanderson-Ford); John Fenning (Lola-Ford Mk. 5); John Hine (Lola-Ford Mk. 5); Tony Maggs (Cooper-B.M.C. Mk. 3); Denis Hulme (Cooper-B.M.C. Mk. 3); Bill Bradley (Cooper-Ford Mk. 3); David Baker (Cooper-B.M.C. Mk. 2); Richard Attwood (Cooper-Ford Mk. 3); Terry Shepherd (Lotus-Ford 20); Brian Griffin (Lotus-Ford 20); John Muirhead (Lola-Ford Mk. 2); Geoff Breakell (Lotus-Ford 20); Lionel Brooke (Lotus-Ford 20); Frank Gardner (Brabham-Ford); Mike Spence (Lotus-Ford 22); Bruce Johnstone (Lotus-Ford 22).

Morris 1100: Christabel Carlisle; John Whitmore; Jimmy Clark; Tony Maggs; John Surtees; Roy Salvadori; Mike Parkes; Don Morley; Graham Hill; Trevor Taylor; Alan Hutcheson.

SEVEN-FIFTY M.C.

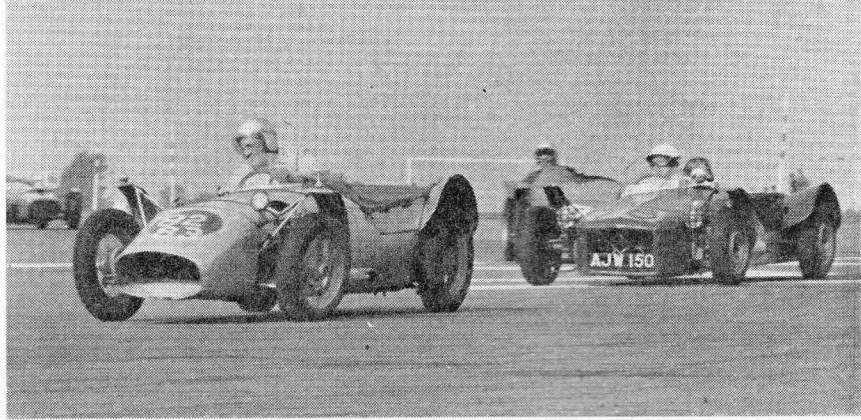
AUTUMN DEBDEN

BY MICHAEL KETTLEWELL

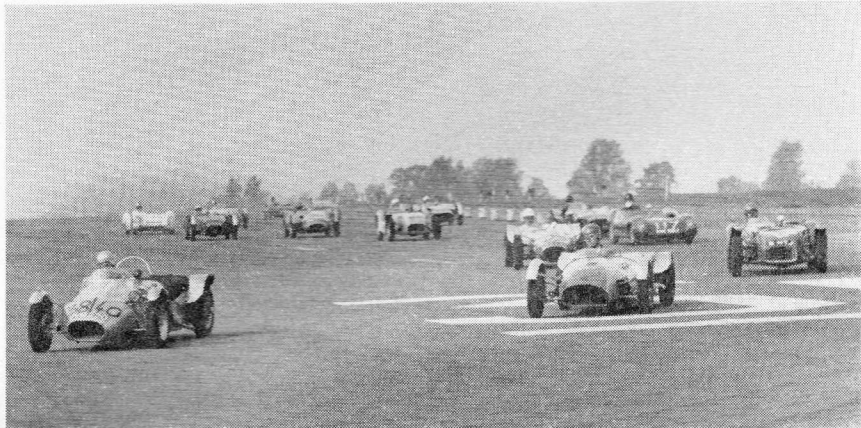
ONE HUNDRED AND TEN members of the Seven-Fifty Motor Club had a race meeting to themselves last Saturday when the 1.5-mile Debden circuit, situated near Saffron Walden, Essex, was employed for racing for the second time this year. The paddock abounded with home-brewed devices of all shapes and sizes—a welcome change from the all too familiar sight of rows of factory produced vehicles—thereby making this a rare occasion for the club racing boys.

Mike Paris, driving Arthur Mallock's U2, won the first heat for 1172 Formula cars. It was a hard-fought victory as he was being continually pressed by H. J. Milborrow (Milmor Mk. 3) whose valiant efforts culminated in a spin at Dodson Corner on the very last lap. He recovered quickly, but not soon enough as Bill Cooper's Terrier Mk. 2 slipped through into second place. The first heat for 750s saw R. Wheeler, driving Bryan Small's Special, win very comfortably from T. H. Hesketh (Finesse) and Humphrey Bloor (Lewis).

The second heat for 1172s contained all the fast boys: Arthur Mallock, John Moore, Alan Wershat, Ron Inglis, Tony Youtlen, Gordon Rae, Rod Easterling, John Corfield, George Whitehead, Arthur Cook and Co. Surprisingly, Inglis's Rejo Mk. 2 walked away from his rivals and beat Whitehead by 3.8 secs. Whitehead's rear-engined W.R.A., a tatty but



TRUE SPIRIT of Club Racing is displayed by the 750 Specials of J. M. Cotton (Finesse) and Adrian Wontner (A.R.W.) at Goodacre Corner.



1172 FORMULA cars at Goodacre: G. J. Stewart (Goodwin) leads D. K. Mean (Milmor) and R. L. Hay (Lotus 7).

effective tool, was some distance ahead of Wershat (Lolita) who just held off Youtlen's Terrier. Bryan Small won the second 750 heat with ease. Derrick White's Impala was second, J. M. Cotton's Finesse third and Adrian Wontner's A.R.W. fourth, these three having waged a merry battle for most of the race.

R. L. Hay's Lotus 7 won the third 1172 heat after a struggle involving J. H. P. Rope's very pretty Claydoc, D. K. Mean's Milmor Mk. 4 and G. J. Stewart's Goodwin which trailed behind him in that order. D. H. Abbott's Jerboa won the corresponding 750 heat fairly comfortably from D. Hollister's Special and Dennis Beale's Special.

The race for Monoposto Register cars contained a varied entry ranging from C. J. Beckwith's Ford 8-engined Leotar 833, a machine with enormous ground clearance that started life as a sand racer, to H. M. Slater's very Lotus 20-like 105E-engined Junior which the owner has yet to christen. John Moore, having taken off the 1172 body of his Warwick Mk. 2 (this was, in fact, the body from the streamlined works Formula 1 Cooper tried at Rheims in 1959), replaced it with single-seater clothes for this event and he won convincingly from Alan Wershat's wingless Lolita. C. R. Miller's similar Goodwin, Slater's "undecided" and Chris Nicholson's pretty Embryo. The venerable sand racer bravely accomplished six of the ten laps.

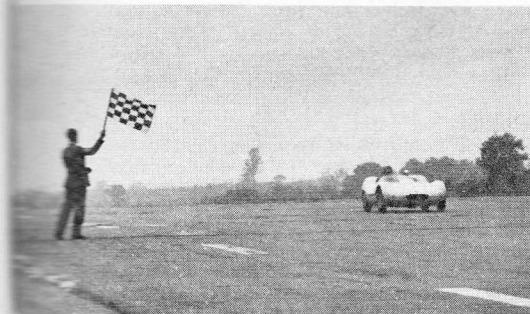
Unlimited sports cars followed with Richard Wrottesley's Lister-Jaguar accelerating away into an immediate lead. J. S. Patterson's Lola closed up on the twitchy sections and offered a strong challenge, though it was he that made the mistake. He spun off and resumed racing in third position. A

new challenge to the Lister now made itself felt: Jack Murrell (D.R.W.), after a hesitant start, closed up rapidly and he only failed to catch it by one second. He set up a new course record of 1 min. 4 secs., a speed of 84.4 m.p.h., during his relentless chase. E. N. Grace's 997 c.c. Ginetta G4 was fourth, the only other competitor not to be lapped. One of the most spirited drives of the day came from Bill Needham who, after a poor start, worked his 750 Special up through the field into ninth place. This car, featuring coil springs at the rear which keep it out of 750 Formula events, disposed of two Sprites, a Sunbeam Alpine and a furious Mini-Cooper, while

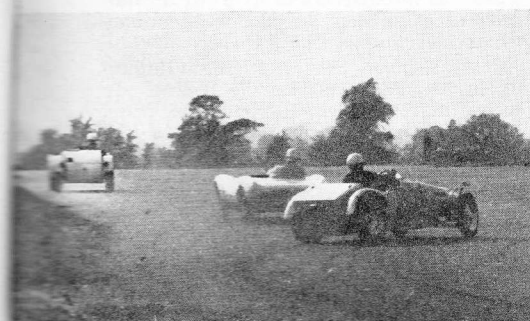
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Results

1172 Formula—Heat 1 (5 laps): 1, M. R. Paris (U2), 5 m. 49.6 s., 77.2 m.p.h.; 2, H. W. Cooper (Terrier Mk. 2); 3, H. J. Milborrow (Milmor Mk. 3). **750 Formula—Heat 1 (5 laps):** 1, R. Wheeler (Austin Spl.), 6 m. 24 s., 70.3 m.p.h.; 2, T. H. Hesketh (Finesse); 3, H. L. Bloor (Lewis). **1172 Formula—Heat 2 (5 laps):** 1, R. Inglis (Rejo Mk. 2), 5 m. 37.2 s., 80.1 m.p.h.; 2, G. Whitehead (W.R.A.); 3, A. R. Wershat (Lolita). **750 Formula—Heat 2 (5 laps):** 1, B. A. M. Small (Austin Spl.), 6 m. 21.6 s., 70.8 m.p.h.; 2, D. A. White (Impala); 3, J. M. Cotton (Finesse). **1172 Formula—Heat 3 (5 laps):** 1, R. L. Hay (Lotus 7), 6 m. 11 s., 75.5 m.p.h.; 2, J. H. P. Rope (Claydoc); 3, D. K. Mean (Milmor Mk. 4). **750 Formula—Heat 3 (5 laps):** 1, D. H. Abbott (Jerboa), 6 m. 50.8 s., 65.7 m.p.h.; 2, D. Hollister (Austin Spl.); 3, D. H. Beale (Austin Spl.). **Monoposto Formula (10 laps):** 1, J. B. Moore (Warwick-Ford Mk. 2), 11 m. 30.6 s., 78.2 m.p.h.; 2, A. R. Wershat (Lolita-Ford); 3, C. R. Miller (Goodwin-Ford). **Unlimited Sports Car (10 laps):** 1, R. F. G. Wrottesley (Lister-Jaguar), 10 m. 59 s., 83.5 m.p.h.; 2, J. A. Murrell (D.R.W.-Ford); 3, J. S. Patterson (Lola-Climax). **750 Formula—Final (7 laps):** 1, A. R. Wontner (A.R.W.), 9 m., 70 m.p.h.; 2, D. A. White (Impala); 3, B. A. M. Small (Austin Spl.). **1172 Formula—Final (7 laps):** 1, R. Inglis (Rejo Mk. 2), 7 m. 53.2 s., 79.9 m.p.h.; 2, A. R. Wershat (Lolita); 3, J. B. Moore (Warwick Mk. 2).

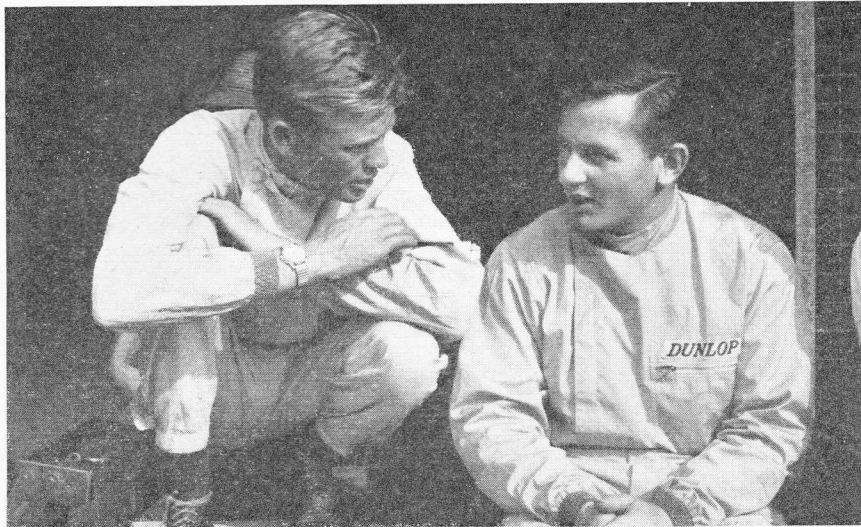


WINNER: Ron Inglis (Rejo) takes the flag in the 1172 Final.



WHOOOPS! B. Laver's 750 Special goes sideways at Goodacre, as did several other cars.

BRUCE McLAREN—FROM THE COCKPIT: HARD WORK AT MONZA



COOPER TEAM-MATES Tony Maggs and Bruce McLaren at Monza.

WHEN I saw the Cooper mechanic holding out the "last lap" signal at Monza, I hoped and prayed that he hadn't made a mistake, for Willy Mairesse in the works Ferrari was just 50 yards ahead, and I had to pass him on that last lap to take back third place. His car was a bit faster on the straights, but the Cooper was quicker through the corners, and I had to make each corner count to stay ahead on that last round. I had been watching Mairesse closely in those final laps and realized that, if I passed him on braking for the Grand Curve, I would just be able to hold him off for the rest of the lap. Phew!

Our finish must have been more exciting than Graham Hill's fine effort, almost a lap ahead on his own, for although I was leading out of the last corner, I could see the nose of the Ferrari getting perilously close, and only 0.4 sec. separated us at the line!

For me the race was one long battle—

or rather a series of battles. First it was Dan Gurney in the Porsche, and although we tried to tow ourselves nearer to the leading trio of Hill, Ginther and Surtees, we made no impression. We were soon engulfed in a bellowing mob of Ferraris and Lotuses, headed by Innes Ireland in his U.D.T. Lotus, who was actually a lap down after a pit stop, but was helping his team-mate, Masten Gregory, in the Lotus-B.R.M.

Dan and I couldn't beat them, so we joined them. What a session! Motoring at such close quarters called for continual alertness. Being sand-blasted by the flying grit, and the non-stop exhaust racket of my race-mates, made the position rather uncomfortable.

At times I glanced around to find a Ferrari roaring up alongside me, while Dan's Porsche was ducking out of my slipstream on the other side. The following lap I would be tucked in behind my team-mate Tony Maggs's Cooper, and the next it would be Bonnier's Porsche.

On one occasion passing the pits I glanced at the signal board, scanned the instruments, then looked in my left-hand mirror for Dan as I eased over to the right to let him through. He wasn't there! The only place he could have been was on my right, and he was. Poor Dan, I nearly had him into the wall. . . .

For most of the race, eight cars were circulating in a 120 m.p.h. train that rearranged itself several times during a lap, and must have been murder on the lap-scorers. I made the mistake of forgetting to fit ear-plugs, and after racing for 2½ hours with rival exhausts at such close quarters, I was nearly deaf.

There must have been rejoicing in the B.R.M. camp that night, with Graham and Richie placed first and second. This is the third championship win for B.R.M. and Graham this season, and with Richie backing up in such fine style, it must be the finest win B.R.M.s have ever had.

This puts Graham's championship

score up to 36 points. Jim Clark's retirement with a broken gearbox made him a non-scorer, and points from my third placing have bumped me up to second in the championship with 22 points, ahead of Jim (21 pts.) and John Surtees (19 pts.). However, we were working out the possible scoring combinations from the two races left in the series, coming home in the plane, and I find that even if I win both races and Graham doesn't place in either event, he will still beat me by one point.

Now Jimmy Clark is the only driver with a chance of wresting the crown from Graham.

I have never been particularly fond of racing at Monza—mainly because of the high-handed manner of police and officials. Masten spent a while in the circuit "cooler" after a brush with officialdom and I nearly joined him during a shouting match with the police because my wife, Patricia, had given one of the Italian constabulary "a hard look" when asked for her pit pass.

Apart from this, the race atmosphere was particularly bright and friendly. The Bowmaker, Lotus and Cooper teams were staying at the Hotel de la Ville, just down the road from the circuit, and we usually had fairly hilarious evenings.

The practice days were almost unbearably hot, but race day was pleasantly cool and this was a relief to us all.

Team Lotus had a bad run of luck with gearboxes at Monza, having them in pieces during much of the practice periods (not long enough to stop Jim snatching pole position by three-hundredths of a second, though) and, in the race, recurring gearbox bothers eliminated both Jim and Trevor. Dan Gurney disappeared from our sparring session when the crownwheel and pinion gave up on his Porsche and Jo Bonnier's Porsche dropped farther and farther back after his clutch packed up.

Innes Ireland's steering broke, Ferraris were beset by numerous maladies, and poor Roy Salvadori thought his fuel tanks had exploded when his fire extinguisher triggered itself off in the cockpit. He later retired with a broken valve spring.

The race distance had been lengthened to 306 miles which was beyond the range of our normal fuel tanks on the Cooper, so special larger tanks were fitted to my car so that it could run through non-stop. They also earned my car the title of "the pregnant duck". But it must have been heart-breaking for Tony Maggs, who realized he would have to stop to refuel the other team Cooper while he was easily holding his own with the Ferraris and Porsches. We were all worried about tyre wear, but most of us finished the race with enough rubber for another G.P.!

It was great to see Richie Ginther up in second place with the B.R.M. It seems that he is really back on form after his testing accident earlier in the season. He was fastest in practice in the Gold Cup race at Oulton Park, and after a tooth-and-nail session with John Surtees at Monza, he drew away to an unopposed second place.

The little American driver was bubbling over after the race, and commiserating with his fellow countryman Gurney for his broken Porsche. He said, "I shouldn't feel this way, but I'm pleased!"





B.A.R.C. GOODWOOD

Beckwith and Addicott

Send Records Flying

BY PATRICK McNALLY

Two lap records were broken at the 54th B.A.R.C. Sports Car Meeting at Goodwood last Saturday. Mike Beckwith set up a new record for the up to 1,100 c.c. cars with a time of 1 min. 30.6 secs., a speed of 95.36 m.p.h. Dizzy Addicott broke his own over 3-litre sports car record in his Lotus-Buick with a time of 1 min. 30 secs., a speed of 96 m.p.h. Considering conditions were not ideal, these two records reflected the capabilities of both these excellent drivers. This first-class meeting was unfortunately overshadowed by the death of Joe Hicks who crashed his Lotus in practice at Woodcote.

Formula Juniors were the first to take the field. Bill Bradley made an excellent start in his Cooper to lead Brian Griffin (Lotus) and Lionel Brooke (Lotus). Bradley, driving extremely well, pulled out a small lead over Griffin, who was unfortunate enough to blow up at Woodcote when a valve seized. However, John Fenning, who had made an extremely bad start, had come up well through the field and with Griffin's departure was challenging hard. On the eighth of the 10 laps he slipped ahead and won by 9 secs. Hugh Dibley (Lola) was unlucky enough to break his distributor drive in practice, otherwise the lead would have been more hotly contested.

Mike Beckwith, driving quickly, and with cool calculation, won the sports car

race. Mike led from start to finish in the Normand, Ltd., Lotus 23 and although Tony Hegbourne was never far behind in his Lola, he was unable to dispute the lead. Peter Boshier-Jones in another Lotus 23 had held second place until Hegbourne had passed him on the outside of Lavant.

Extremely close racing was the order of the day and the up to 1,200 c.c. sports cars were no exception, although James Manfield eventually won by 13 secs. Manfield had led in a D.R.W. for the first two laps with R. McArthur (Lotus 7) right on his tail. These two dived merrily for four laps, first one then the other taking the lead. The last lap proved too much for McArthur who spun at Madgwick letting the D.R.W. through to an undisputed lead. The unfortunate McArthur was then penalized one minute for his spin which dropped him right out of the placings. Clive Lacey, after a disappointing start and a first-lap spin at Lavant, came up through the field to take second place on the road. Unfortunately, he too had been penalized a minute so was unclassified. Second and third men took a bit of working out with the various penalizations, but were given as J. Heskett and P. Arnold, both in Lotus 7s.

The Marque race was well up to standard, Bob Burnard, right on form, leading for nine of the 10 laps when he broke a drive shaft. This gave the lead to David Eva (M.G.) who had been pressing him hard. Bob Burnard (A.C.-Bristol) and David Eva seemed extremely closely matched which made Burnard's last lap retirement all the more disappointing. D. S. Jones took an extremely well deserved second place, albeit over half a minute behind.

Mike Beckwith won the unlimited G.T. and sports car race, but not as convincingly as previously. Although Mike led from start to finish, he was extremely hard pressed by Dizzy Addicott (Lotus-Buick), who had moved up to second place by lap seven and had made a stern last-lap challenge at Woodcote, actually coming alongside the Lotus 23. However, he was not on the best of lines and Beckwith crossed the line over a second ahead. Tony Hegbourne had again gone motor racing with a purpose

THE FIRST START of a Marque Scratch Race from a grid as opposed to a Le Mans start.

and had held second place for six laps, reluctantly having to let Addicott past in the latter stages of the race. It was in this race that Beckwith and Addicott

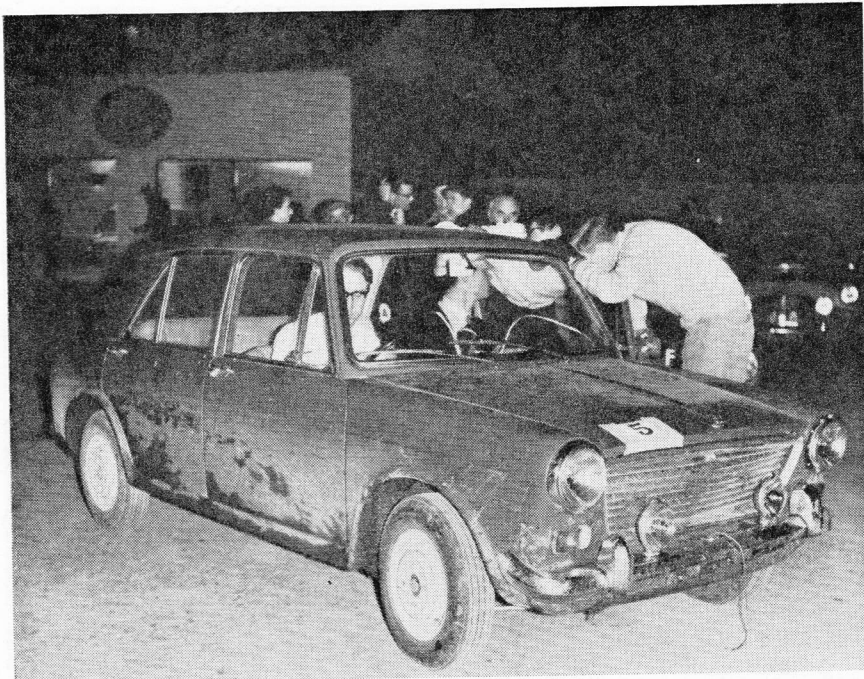
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Results

Formula Junior (10 laps): 1, J. E. Fenning (Lola-Ford Mk. 5), 95.41 m.p.h.; 2, W. M. C. Bradley (Cooper-Ford Mk. 3); 3, J. B. L. Brooke (Lotus-Ford 20). **Fastest lap:** Fenning, 97.74 m.p.h. **Sports Cars up to 1,100 c.c. (5 laps):** 1, M. G. Beckwith (Lotus-Ford 23), 92.43 m.p.h.; 2, A. V. Hebourne (Lola-Climax); 3, P. Boshier-Jones (Lotus-Climax 23). **Fastest lap:** Hegbourne, 94.32 m.p.h. **Sports Cars up to 1,200 c.c. (5 laps):** 1, J. E. Manfield (D.R.W.-Ford), 84.08 m.p.h.; 2, J. Heskett (Lotus-Ford 7); 3, P. Arnold (Lotus-Ford 7). **Fastest lap:** C. L. Lacey (Lotus-Ford 7), 87.80 m.p.h. **Marque Sports Cars (10 laps):** 1, D. Eva (M.G.A Twin-Cam), 82.71 m.p.h.; 2, D. S. Jones (Triumph TR3A); 3, D. H. Gill (Morgan Plus 4). **Fastest lap:** Eva, 83.88 m.p.h. **Sports and Grand Touring Cars (10 laps):** 1, M. G. Beckwith (Lotus-Ford 23), 93.24 m.p.h.; 2, D. G. Addicott (Lotus-Buick 15); 3, A. V. Hegbourne (Lola-Climax). **Fastest lap:** Addicott, 96.00 m.p.h. **Closed Car Handicap (5 laps):** 1, D. P. Merfield (Ford Anglia), 82.13 m.p.h.; 2, M. H. Cave (Austin A40); 3, A. H. Bunce (Fornado-Ford s/c). **Fastest lap:** Merfield, 83.72 m.p.h. **Handicap (5 laps):** 1, R. D. Nathan (Lotus Elite), 79.76 m.p.h.; 2, J. Bransfield (G.S.M. Delta); 3, Lord Cross (Daimler SP250). **Fastest lap:** D. Eva (M.G.A Twin-Cam), 85.37 m.p.h. **Handicap (5 laps):** 1, C. A. C. Hodgson (Lotus-Climax 11), 89.22 m.p.h.; 2, Mrs. R. Bluebelle Gibbs (Lola-Climax); 3, J. D. A. Bromilow (Lotus-Ford 7). **Fastest lap:** Hodgson, 91.72 m.p.h.

DICING DAIMLERS: T. N. Crisp in a hard top SP 250 slips inside Lord Cross's drophead version at Madgwick.





DERRICK ASTLE and navigator John Brown have a chat with other competitors. Their Morris 1100 won the 1,300 c.c. touring car class.

WHEN David Seigle-Morris was appointed clerk of the course for the 11th London Rally, predictions were many and varied . . . everything was going to be different, it would be too tough, the route would be too rough, money prizes would encourage over-enthusiastic driving . . . but one thing was agreed, it would be a real rally! Dispensing with most of the traditions—save that of first class organization—David's team of officials provided the 110 starters with an interesting and not-too-easy route, with a handful of specially timed sections—and perhaps, most important of all, with a winner on the road.

Abandoning a "London" start caused some raised eyebrows, but with a meeting point at Welshpool, short run-ins from Birmingham and Manchester satisfied most of the customers, and gave sufficient time to plot more than 60 controls, which were to provide the meat of the rally. For once navigators were not going to be faced with the problem of unfolding a marked map—thrust at them at a control somewhere in Wales, but had the pleasure of knowing where we were going a few hours in advance. At Welshpool the navigators all sounded glum—"It's going to be a tight one" seemed to be the general verdict, although Terry Hunter and crew were more concerned with changing a head gasket than with predictions. The convoy set off into the evening a little too early for some, and while on the whole the population were ready and enthusiastically waiting, two vans and one stubborn Zephyr, caused several competitors to lose time even while the pubs were still open.

Quite early on, Pat Moss's SAAB was delayed with a shortage of gears, and British champion Bill Bengry, with his Volkswagen 1500 took over the position of trail-blazer. Retirements, mostly caused by the bumps and humps of the unmade sections, were coming in thick and fast, and even those who continued

sleeping sheep. The approach to control 37 contained a tricky little right-hander, and the ditch at this point collected a good proportion of the entry, including the Fisher Cooper and the Sutcliffe Mini, but most managed to regain the road except the Martin-Hurst 3-litre Rover, which will require considerable attention before it can be given back to the "private owners" who support the works Rover team.

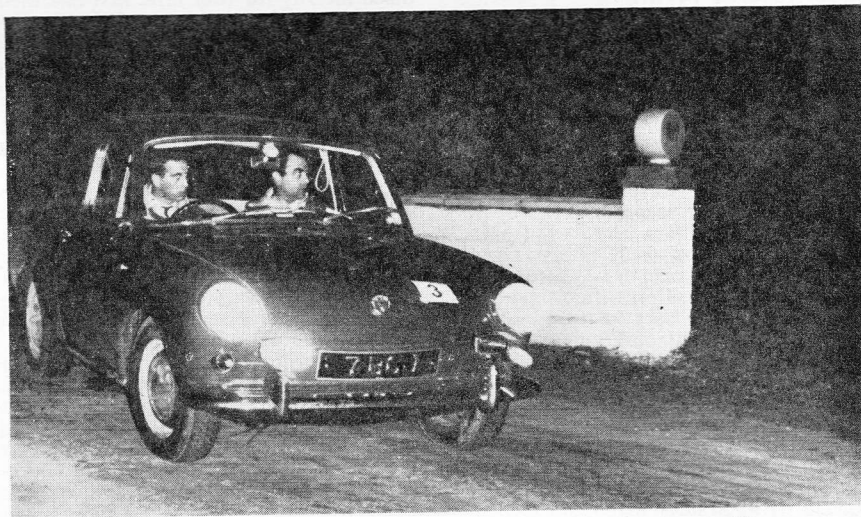
At the refuelling point, the position was beginning to sort itself out, with the Harper Sebring Sprite and the Parkes Healey 3000 both seeming to be well up on time.

In order to decide the results, a number of specially timed sections had been included. Some of these were on the open road, at a 30 m.p.h. average, but were timed to the second, and no one managed to cover them in the required time. This was not surprising considering that two were across grassy mountain tracks, which had been made even more treacherous by the recent rains, and those which were on "good" surfaces contained a devilish mixture of bumpy fords and hairpins which required—as often as not—the use of reverse gears. Three of these sections were run in a row, and the third found even the experts milling about in search of the right road. We raised a grin

BRIAN HARPER WINS "NEW STYLE" LONDON

Harper/Crellin (Sebring Sprite) Gain Second "London" Victory

BY JOHN SPRINZEL



THE FIRST car to arrive at the Capel Bangor Garage for refuelling was the Bill Bengry/Dave Skeffington Volkswagen 1500 which was fourth.

showed visible—and audible—signs of hard contact. Don Grimshaw lost a wheel (and still hasn't found it), Tony Fisher had a puncture, the Allen/Hughes Cooper lost its exhaust, while my TR lost most of the silencer and two of the gears. Pauline Mayman's 1100 slowed considerably through carburetter icing, Derrick Astle's sister car slowed involuntarily against the bank, and Paddy Hopkirk's 1100 just went slower and slower with clutch slip. Bertorelli's Vitesse suffered axle trouble, while Bill Bengry lost two minutes clearing the route of

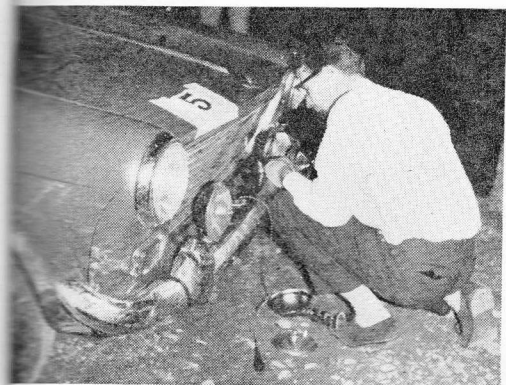
when we met Geoff Mabbs coming back the other way (making a very welcome return to rallying after his serious accident) but our mirth was short-lived as we fell into the same trap and incurred numerous penalties as a result of losing the way. At every control, competitors were handed a card with their time of arrival, and while this is an excellent and speedy timing arrangement, it does give the poor navigator just one more problem to cope with—just try filing 70 or more time cards in the door pocket of a bouncing TR3! Marshalling



PAT MOSS and David Stone in the former's SAAB.

was superb with well-informed and enthusiastic volunteers coping manfully with the mud and the shouts of over-worked crews—even the temperature was no deterrent to the officials, and although the temperature hovered around freezing point, the marshals' welcome was warm and most friendly.

All too soon, for it was not long past midnight for the earlier numbers, the final controls slipped by, and the convoy arrived at the familiar Eppynt Military ranges, where the stage was set for three high speed tests along the gravelly tracks. Fifty miles an hour is the maximum permitted speed for "special stages" and 50 m.p.h. it was to be. The first test was twisty enough to prevent anyone from achieving the target, but the second—set along the fast and straight valley road was possible even at these high averages. Finally, another stage full of sweeping corners and blind brows concluded the business of the night, and here Tony Fisher showed his worth, storming through seconds faster than his nearest rival in an effort to retrieve the precious minutes lost over his earlier puncture, and gaining the Carradine Trophy for fastest time in the special stages as a result. However, even this brilliant effort by the current leader of the British championship was not enough to take victory away from Brian Harper. Consistently among the top British rally crews, the combination of Brian and Ron Crellin in a Sebring Sprite is always among the favourites. Three cars alone managed to cover the normal road section on time although the other two (Holland/Binns and Sprinzel/Robson), both fell back in the results through errors on the timed



REPAIRS by Derrick Astle to a spot lamp on his Morris.

stages. Tony Fisher's effort on Eppynt pulled him back into second place and just four seconds ahead of Bobby Parkes's Healey who, in turn, was a mere 16 secs. in front of Bill Bengry—who has good cause to wish the sheep had picked alternative sleeping quarters!

Just over half the convoy qualified as "finishers", and the general comment, over an excellent breakfast at the Hotel Metropole in Llandrindod Wells, was that the changes were all for the good. With rallying in its current state of siege, it is something of a victory for a clerk of the course to find a winner "on the road" while at the same time avoiding annoyance to the public. David Seigle-Morris did both these things, so in spite

of the greatly reduced entry—the London must be voted "a hit".

Provisional Results

Outright Winner (The London Challenge Trophy and £50): Brian Harper/Ron Crellin (Sebring Sprite), 252 s. lost; 2. Tony Fisher/Brian Melia (Mini-Cooper), 376 s.; 3. Bobby Parkes/Reg Dixon (Austin-Healey 3000), 380 s.; 4 (and best club member), Bill Bengry/Dave Skeffington (Volkswagen 1500), 396 s. **Novice Award:** G. Dilworth/R. Howland (Anglia), 3,715 s., 24 fails. **Class Awards—Touring Cars up to 1,000 c.c.:** Fisher/Melia (Cooper). **Touring Cars up to 1,300 c.c.:** Astle/Brown (Morris 1100). **To ring Cars over 1,300 c.c.:** Bengry/Skeffington (VW 1500). **Grand Touring and Modified Touring Cars—Up to 1,300 c.c.:** Harper/Crellin (Sebring Sprite). **Up to 2,000 c.c.:** Sprinzel/Robson (Triumph TR3). **Over 2,000 c.c.:** Parkes/Dixon (Austin-Healey 3000). **Mixed Crew Award:** Pauline Mayman/D. Hewitt (Morris 1100). **U.S.A. Challenge Trophy:** H. Folts/M. Bishop (Cooper). **Individual Team:** Lobb/Terry. **Club Team:** Shenstone.



PADDY HOPKIRK cleans the windscreen of his Morris 1100 while navigator Jack Scott gets on with it. Paddy was plagued by a slipping clutch.

Debden—continued

it only just failed to conquer an 1172 Terrier.

Bryan Small led the 750 final until the fifth of the seven laps when he stopped briefly as all was not well in the transmission department. He resumed to finish third behind Adrian Wontner's A.R.W. and Derrick White's Impala. D. H. Abbott's well-driven Jerboa was fourth.

The 1172 final, delayed for some minutes while timekeeping errors were sorted out, was easily the best race of the day. George Whitehead, driving his W.R.A. on the limit, kept Ron Inglis's Rejo at bay until the fourth lap when he went grass-cutting in a big way at Hadley Bend. This left Inglis with a comfortable lead which he maintained until the end. Alan Wershat became second practically on the line, relegating John Moore's Warwick Mk. 2 to third position, and then followed Tony Youlten (Terrier), Clive Garnham (Terrier), Rod Easterling (Rejo) and John Lancaster's very well-conducted Special.

Thus the meeting was concluded. The hard-working officials then set to, meticulously clearing up the circuit so that, as they deserve to, the Seven-Fifty Motor Club should be able to use the circuit next season.

Goodwood—continued

had smashed their records. First of the G.T. cars home had been Roger Nathan (Elite) who succeeded in passing James Boothby (D-type) after a three-lap tussle.

The first handicap race of the day saw "Doc" Merfield performing at his best. The yellow Anglia, on scratch, came up through the field to take second place on the penultimate lap to win by 7 secs. from Mike Cave's A40. Mike Cave, too, had started from the rear of the field and these two cars made quite a sight as they slipped past other competitors on all sides.

A second handicap race for G.T. and Marque cars, as well as a smattering of sports cars, was an absolute walkover for Roger Nathan. Roger's Elite finished 14 secs. ahead of J. Bransfield (G.S.M. Delta) who led Lord Cross's SP250 over the line. David Eva went very well from scratch but was unable to do better than sixth place with such a crowded circuit; however, he did have the satisfaction of making the fastest lap of 1 min. 41.2 secs., which is very quick for a Twin-Cam.

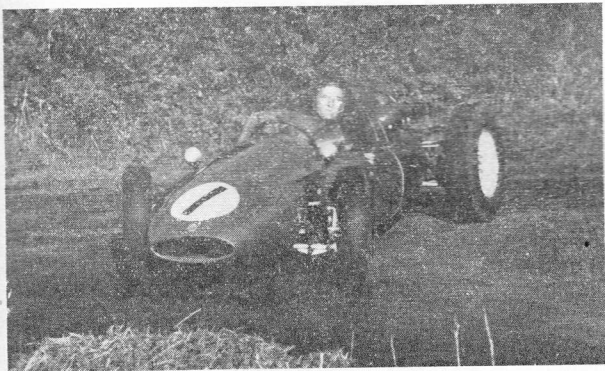
Driving extremely well, Charles Hodgson (Lotus 11) won the final handicap event from Bluebelle Gibbs (Lola) and J. D. A. Bromilow (Lotus 7).

CLONMEL HILL-CLIMB

It was Bertie McElhinney's day at Clonmel Hill-Climb on Sunday, 2nd September. Driving his extremely potent 1,340 c.c. Lotus Super Seven, he recorded B.T.D., won two classes and the open handicap.

The Clonmel event was the final Eire hill-climb of the season. Drivers were faced with typical "Nürburgring" weather when practising commenced at 11.30 a.m. Visibility was literally down to zero at the summit of this new and very steep, one-mile hill. Fortunately the mist lifted before the official runs began at 2.30 p.m.

McElhinney had four fabulous runs in 69.8 secs., 67.6 secs., 69.2 secs. and 67 secs. His nearest rival was Stan Ryan, who found his 1½-litre Cooper-Climax less manageable on the tight hairpins than the little Lotus. Ryan only took three runs, his best being 2.2 secs. slower than McElhinney's last climb. Johnny duMoulin was third fastest in his very special 1,388 c.c. Ford Anglia saloon. With a run in 73 secs., Captain John Burke, in the now almost vintage sports-racing 1½-litre Gordini, was 0.4 of a second slower than duMoulin. Michael Ivis had a particularly rewarding afternoon. He was placed second in two classes and tied with Capt. Burke for third spot in the open handicap. Ivis collected sufficient points to give him the Saloon Car Championship for 1962. His best run in his 1,029 c.c. Austin-Cooper was 76.8 secs. The only incident of the after-

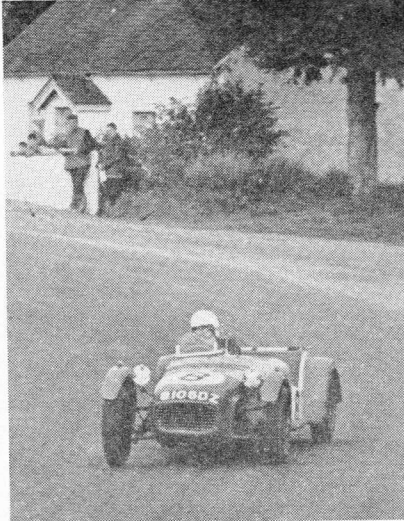


JOHN PRINGLE at the very tight Rathdrum hairpin.

noon occurred after the last of the official runs, when a non-entrant was allowed to do an unofficial run in a borrowed, supercharged VW and tipped it up on its side, half-way up the hill. No damage—only red faces! The Tipperary Club rounded off a good day's sport with a prize giving and very enjoyable "hooley" that night in the Ormond Hotel in Clonmel.

Results

B.T.D.: R. McElhinney (1,340 c.c. Lotus Super Seven), 67 s. (new record). **Sports/Racing/Specials Unlimited Handicap:** 1, R. McElhinney, 61 s.; 2, Capt. J. Burke (1,488 c.c. Gordini), 65.8 s.; 3, R. Lovell-Butt (1,087 c.c. L.B.-M.G. s/c), 66 s. **Sports/Racing Specials over 1,250 c.c. Scratch:** 1, Lovell-Butt, 77 s.; 2, D. Huet (Sprite), 79.4 s. **Sports/Racing Specials over 1,250 c.c. Scratch:** 1, R. McElhinney, 67 s.; 2, W. S. Ryan (1,475 c.c. Cooper-Climax), 69.2 s. **Saloons up to 1,000 c.c.:** 1, R. Barrett (Austin Seven), 79.4 s.; 2, P. Barry (Morris-Cooper), 83.8 s. **Saloons over 1,000 c.c.:** 1, J. C. du Moulin (1,388 c.c. Ford Anglia), 72.6 s.; 2, M. Ivis (1,029 c.c. Austin-Cooper), 76.8 s. **Saloon Handicap:** 1, J. C. du Moulin, 64.6 s.; 2, M. Ivis, 65.8 s.; 3, J. Shine (DKW), 67 s. **Open Handicap:** 1, R. McElhinney, 61 s.; 2, J. C. du Moulin, 64.6 s.; 3, M. Ivis and Capt. J. Burke 65.8 s. (tie).



BERTIE McELHINNEY sweeps around a right-hander at Rathdrum.

BRIAN FOLEY'S

Report From Eire

RATHDRUM RACING

THANKS to the tremendous efforts of the Motor Enthusiasts' Club, and the very helpful co-operation of the Wicklow County Council, the 1962 Eire speed season went out with flying colours in an absolutely splendid grand finale on Saturday, 15th September.

Way back in 1903 a special act of Parliament was passed which legalized the closing of public roads for the sport of motor racing, the occasion being the famous Gordon Bennett Cup race. This very special act of Parliament is still operative today but, with the exception of the two road race meetings at Dunboyne and Phoenix Park, the Eire calendar is made up of an ever-increasing number of hill-climbs. During the past few years the boys have been literally howling out for more racing and a little less hill-climbing. However, despite much rumour and speculation the road racing events were not forthcoming. Motor Enthusiasts' Club have now put words into action by staging a road race meeting.

The diminutive, 0.8-mile circuit at Rathdrum, Co. Wicklow, is a triangular affair with three acute and badly cambered hairpin bends. The *pièce de résistance* is a fast, sweeping, right-hand curve, just past the start-finish area. In order to minimize passing on this short and narrow circuit, cars were despatched at five-second intervals and only five cars were permitted to start in each five-lap race. Fourteen races were held in all, every driver having two races. Three motor-cycle races started the proceedings.

Dickie Barrett buzzed around with great verve in Frank Keane's DKW Special in the first race and, despite a spin, he set up the best time. Barrett was again best next time out and he emerged as the winner of the under 1,300 c.c. sports car class, ahead of more powerful machinery.

In the second race, young John Hayes used his karting experience to put his Austin-Cooper into first place in the 1,000 c.c. saloon car class. The third race developed into a great scrap between Johnny duMoulin in his 1,388 c.c. Ford Anglia and Marty McNamara in a similar 1,097 c.c. model: duMoulin started five seconds ahead of McNamara but he spun on the second lap and McNamara came by in the lead. A lap later the two Anglias spun off in

formation on the hairpin after the start-finish straight; duMoulin recovered quicker and he led McNamara across the line. Later in the afternoon the Anglia pair were out again but this time neither spun and duMoulin took the class ahead of McNamara.

Bertie McElhinney was as usual, extremely rapid in his 1,340 c.c. Lotus Super Seven. The Belfast driver was actually third overall, he won the open handicap and was an easy winner of the over 1,300 c.c. sports car class. Kenny McArdle and Brendan Dempsey in a brace of M.G.As were second and third in this class.

The red 2½-litre Cooper-Climax in the

very capable hands of John Pringle was a very impressive sight in the two events confined to racing cars. In his first race Pringle lapped at 55.38 m.p.h., which was the best lap of the day and the new lap record. Rain slowed Pringle in the second race. Pringle won this class easily from Lingard Goulding, who was second best overall in his 1,475 c.c. Lotus-Ford 18, and he was third behind McElhinney and Goulding in the open handicap. Henry Elliott brought his Lotus 20 into third spot in the racing class. He was handicapped by gearbox trouble.

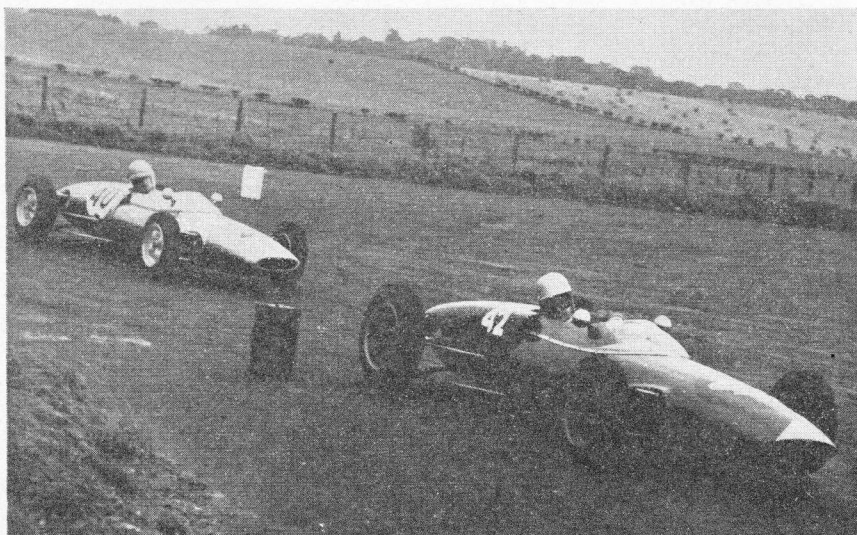
M.E.C. may hold two meetings at Rathdrum next year. This very successful event should be an "eye-opener" for the other clubs and it is hoped that road racing will be back in Eire in force in the very near future.

Results

1,000 c.c. Saloons: 1, John Hayes (Austin-Cooper), 5 m. 42 s.; 2, John Emerson (Morris-Mini); 3, Pat Naismith (Ford Anglia). **Over 1,000 c.c. Saloons:** 1, Johnny duMoulin (1,388 Ford Anglia), 5 m. 9.8 s.; 2, Martin McNamara (1,097 Ford Anglia); 3, Cecil-Vard (1,050 Austin-Cooper). **Under 1,300 c.c. Sports Cars:** 1, Dickie Barrett (896 DKW Spl.), 5 m. 30.6 s.; 2, R. Lovell-Butt (1,087 L.B.-M.G. s/c); 3, Bob Heeley (948 M.G. Midget). **Over 1,300 c.c. Sports Cars:** 1, Bertie McElhinney (1,340 Lotus Super Seven), 5 m. 23 s.; 2, Kenny McArdle (1,489 M.G.A.); 3, Brendan Dempsey (1,588 M.G.A.). **Racing Cars:** 1, John Pringle (2,495 Cooper-Climax), 4 m. 56.6 s.; 2, Lingard Goulding (1,475 Lotus 18); 3, Henry Elliott (997 Lotus 20). **Open Handicap:** 1, Bertie McElhinney, 4 m. 21.6 s.; 2, Lingard Goulding, 4 m. 28 s.; 3, John Pringle, 4 m. 28.6 s. **Marie Trophy (B.T.D.):** John Pringle, 4 m. 28.6 s. **L.S.E. Trophy (Best Saloon):** Johnny duMoulin, 5 m. 9.8 s. **Fastest lap:** John Pringle, 52 s., 55.38 m.p.h.



JOHNNIE DuMOULIN leads Marty McNamara, both Anglia-mounted, from the Rathdrum hairpin.



JOUSTING JUNIORS: John Romanes (Lotus 20) leads Adam Wyllie (Lotus 22) at Tofts Turn during their dice in the racing car event.



HEAVY METAL: Jimmy Blumer hurls Jim Diggory's DBR2 Aston Martin around Tofts Turn on his way to winning the event for racing cars.

WINFIELD JOINT COMMITTEE

CHARTERHALL

REPORT AND PHOTOGRAPHY BY W. K. HENDERSON

LAST Sunday the weather was again favourable for the final meeting of the season organised at Charterhall by the Winfield Joint Committee, but only just, as rain had fallen during practice, later to be replaced by a biting wind which did not encourage the usual attendance of spectators.

The meeting, which started about 30 minutes late, brought out the sports cars up to 1,600 c.c. for the first car event, and provided W. J. Stein in his Lotus 7F with a runaway win after a polished drive, which can hardly be said of several of the other drivers who went off into the scenery at Lodge Corner on various occasions. D. L. Wragg (U2) was first to go mowing on lap 2, rejoining the track in a hurry, then some forceful motoring allowed him to regain third place from Miss Jill Hutchin-

son (Terrier Mk. 2) on lap four. After seeing off F. S. Tinning (T.V.R.) on the following lap he again went harvesting at Lodge on the next lap and stalled out of the race. This allowed Tinning and Miss Hutchinson to regain their places, the latter being pipped for second spot on the last lap by D. C. Thomson (Lotus 7) after Tinning had dropped back on lap six.

A much smaller field of 11 Grand Tourers appeared next for what was largely a processional six laps with R. F. Morrison (Jaguar E) never being hurried by M. J. Wayne's Elva Courier and Tinning's T.V.R.

By far the most interesting race of the day came next, for racing cars, with the juniors out to do battle against Diggory's Aston Martin DBR2 driven by Jimmy Blumer (whose intercontinental 2½-litre Lotus did

not appear, being still in the care of the Customs). P. Barak's Cooper-Ferrari was also out, a piston having ventilated the block in a big way during practice.

From the flag fall, Blumer blasted the DBR2 out in front of John Romanes (Lotus 20) and A. R. Wyllie (Lotus 22), who besides dicing with one another were snapping at the Aston Martin's tail pipe on the early laps. W. Forbes (Lotus 22) led the next group of J. H. Blades (B.B.K.-Climax) and E. Dawson (Lotus 22), the latter eventually forcing past Blades on lap six. Meanwhile Blumer gradually out-paced the Junior battle which was resolved when Wyllie sneaked his immaculate 22 ahead of Romanes on the second to last lap as Jill Hutchinson (Terrier Mk. 2) took over third place in the over 1,100 c.c. class from G. Robinson (Lotus 11).

Another eight-lapper brought out the DBR2 again with Jim Diggory at the wheel, for a sports car race divided into classes for Climax engines up to 1,300 c.c. and others over 1,600 c.c. Diggory led all the way, gradually opening a lead over J. H. Blades (B.B.K.-Climax) with Julian Sutton third, but fleeing from G. Robinson (Lotus 11). M. J. Wayne (Elva Courier) had a lonely race to finish second in the over 1,600 class, while further down the field D. G. Tarbet (Morgan Plus Four) dived with W. A. B. Davies (XK140) until the latter stopped near Paddock Bend with an apparently overheated engine. Robinson overtook Sutton on lap six and pulled away slightly, but A. Forbes lost his Jaguar at Paddock and had a fine spin, fortunately without contacting anything.

With the evening shadows lengthening, the up to 1,300 c.c. Grand Touring cars took the field for the final event. Julian Sutton and Bill Thompson were on the front row of the grid in their Elites, with three other Elites, a collection of Mini-variants, a Sprite, a Volkswagen and a Herald making up the field.

As expected, Sutton led Thompson all the way but on the first lap J. Nicholson spun his Lotus 11 at Paddock Bend right in front of the rest of the pack, but by some miracle everyone managed to scatter. The race was largely processional after lap five when R. C. Martin pushed his red Elite ahead of Palmer's Lotus, but W. Forbes (Elite) waited till the last lap to do likewise. W. Morrison's Seaton-Renault expired at the Snake, but Sutton and Thompson howled around overtaking back markers with their headlights ablaze.

Altogether not a very exciting meeting with very widely varying standards of driving, being watched by Jimmy Clark having a quiet week-end at home. The track appears to get narrower every meeting as moss and grass encroach on the fairly bumpy track.

Results

Sports Cars up to 1,600 c.c. (eight laps): 1, W. J. Stein (Lotus 7F), 79.9 m.p.h.; 2, D. C. Thomson (Lotus 7); 3, Miss J. Hutchinson (Terrier Mk. 2).

Grand Touring over 1,300 c.c. (six laps): 1, R. F. Morrison (Jaguar E), 76.5 m.p.h.; 2, M. J. Wayne (Elva Courier); 3, F. S. Tinning (T.V.R.).

Racing Cars (eight laps): Up to 1,100 c.c. Class: 1, A. R. Wyllie (Lotus 22); 2, J. L. Romanes (Lotus 20); 3, W. Forbes (Lotus 22).

Over 1,100 c.c. Class: 1, J. Blumer (Aston Martin DBR2), 85.7 m.p.h.; 2, J. H. Blades (B.B.K.-Climax); 3, Miss J. Hutchinson (Terrier Mk. 2).

Sports Cars (eight laps): Up to 1,300 c.c. (Climax engines) Class: 1, J. H. Blades (B.B.K.-Climax), 83.7 m.p.h.; 2, G. Robinson (Lotus 11); 3, J. Sutton (Lotus Elite).

Over 1,600 c.c. Class: 1, J. Diggory (Aston Martin DBR2), 84.7 m.p.h.; 2, M. J. Wayne (Elva Courier); 3, D. G. Tarbet (Morgan Plus 4).

Grand Touring up to 1,300 c.c. (eight laps): 1, J. Sutton (Lotus Elite), 78.3 m.p.h.; 2, W. A. Thompson (Lotus Elite); 3, R. C. Martin (Lotus Elite).

THE main attraction of the Drag at Church Fenton Aerodrome, Yorks, last Sunday was, of course, Sydney Allard's now famous American-style Dragster complete with 5,800 c.c. of supercharged "urge" which on its first and only run put the cat among the pigeons with a standing quarter-mile time of 11.54 secs. He completed the kilometre in 20.86 secs., this being the best time over this distance yet seen in this country.

Unfortunately, approaching the finish line, the back end of the inlet manifold blew out, and, to quote the intrepid driver's own words, "leaving a b— great hole." This caused him to use the

ALLARD SETS NEW RECORD

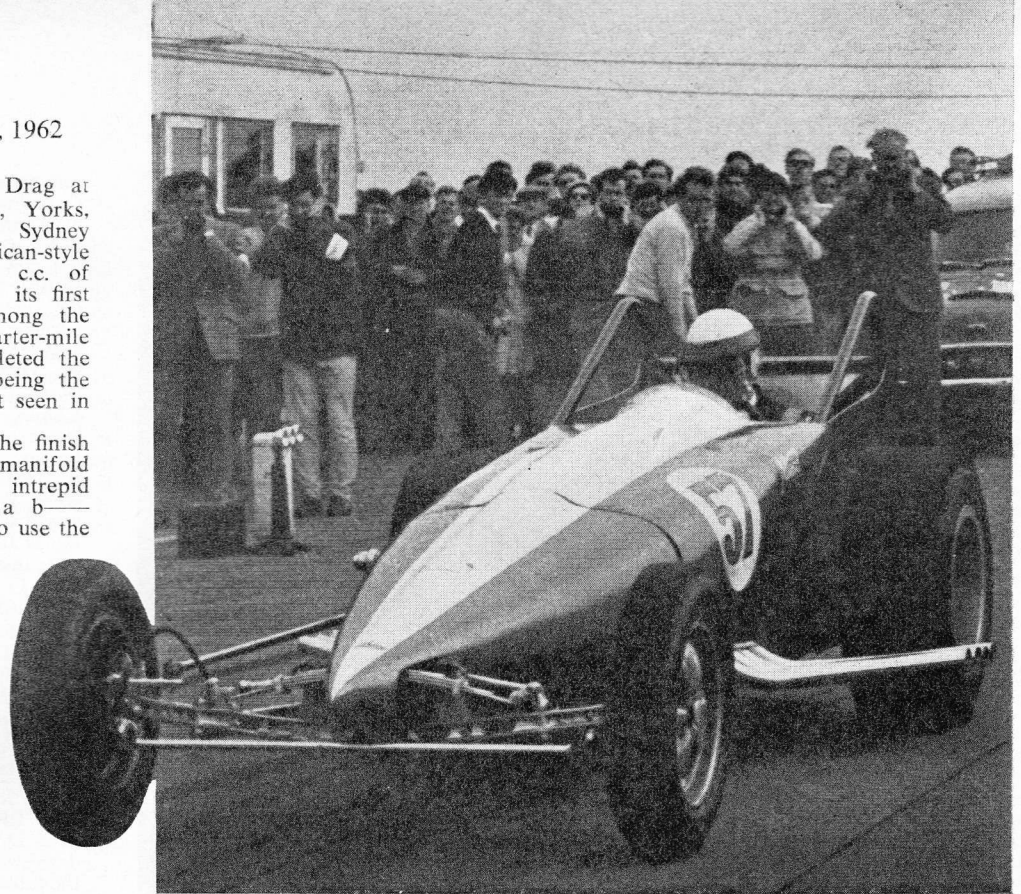
**Dragster Records 20.86 secs.
for Standing Kilometre at
B.A.R.C. Drag Sprint**

now triple braking parachutes somewhat earlier than intended! What his time would have been given a trouble-free run is anyone's guess!

Others to effect "real" times were Peter Sutcliffe ("D"-type), 13.61 secs. and 23.93 secs.; Tony Lanfranchi (Elva Mk. 6), 14.76 secs. and 26.78 secs.; Alan Ensoll (XK 120), 14.20 secs. and 25.53 secs.; J. Johnstone (Austin-Healey Sprite), 17.30 secs. and 29.70 secs.; and last, but certainly not least, K. N. Lee, driving a Mini with the incredible capacity of 1,150 c.c., 17.24 secs. and 32.44 secs.

A feature of this event was a time trap over the last 146 ft., showing in miles an hour speeds of 145.77 for the Dragster and 93.46 to the Mini!

FRANCIS PENN.

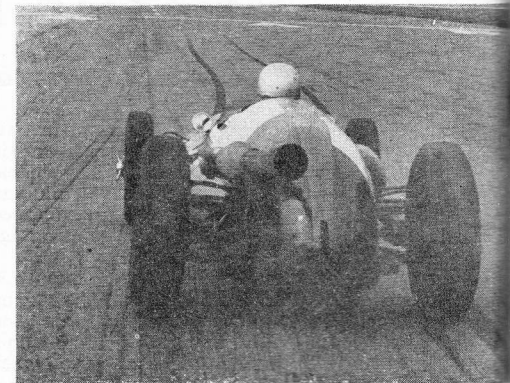


SYDNEY ALLARD begins his record-breaking run, watched by deafened spectators and officials. His time of 20.86 secs. is the best time ever in competition over the standing start kilometre in this country. Only person quicker has been George Brown during his successful motor-cycle record attempts.

RESULTS

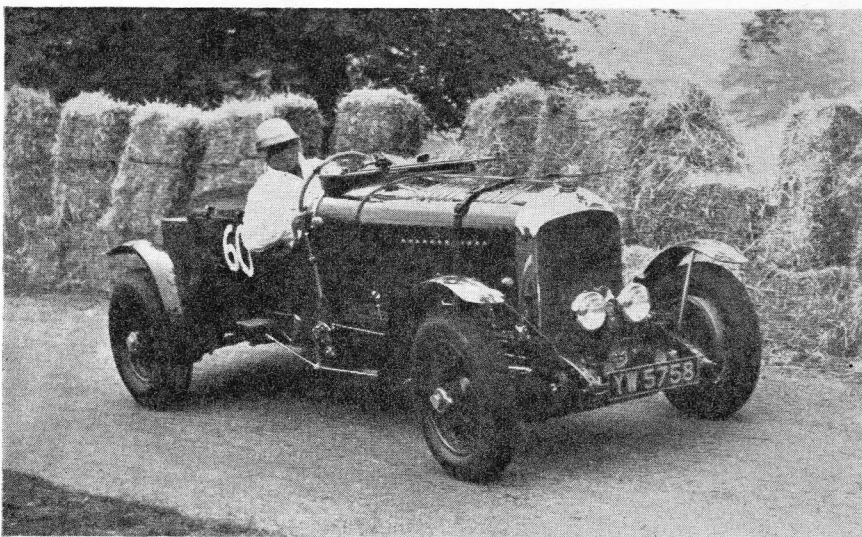
B.T.D.: S. H. Allard (Allard Dragster), 20.86 s.; 2nd B.T.D. P. H. Sutcliffe (Jaguar D), 23.93 s.
Touring Cars—B.M.C. Minis: 1, K. N. Lee (Mini-Cooper), 32.44 s.; 2, H. J. Wilson (Mini-Austin), 34.75 s.; 3, N. L. Hodkin (Mini-Cooper), 34.91 s.
Up to 1,066 c.c.: 1, A. S. Carr (Ford Anglia), 36.40 s.; 2, K. H. Monkman (Austin A40), 37.68 s.; 3, S. A. Coulson (Ford Anglia), 37.86 s.
1,067-1,900 c.c.: 1, B. W. Moss (Riley 1.5), 33.52 s.; 2, I. A. M. Walker (Sunbeam Rapier), 33.76 s.; 3, H. O. Holliday (Riley 1.5), 35.09 s.
1,901-2,700 c.c.: 1, E. Bowers Booth (Ford Zodiac), 34.65 s.; 2, C. G. Wood (Bristol 401), 36.54 s.; 3, M. Kitson (Bristol 401), 36.71 s.
Over 2,700 c.c.: 1, A. G. Wood (Jaguar 3.4), 28.34 s.; 2, J. S. Ramsbottom (Jaguar 3.4), 30.64 s.; 3, K. J. Oldham (Jaguar 3.8), 30.86 s.
Marque Sports Cars—Up to 1,066 c.c.: 1, J. Johnstone (Sprite), 29.70 s.; 2, R. D. Sutherland (Sprite), 32.74 s.; 3, P. G. Paulson (Sprite), 35.78 s.
1,067-1,650 c.c.: 1, J. A. Wilson (M.G.A 1600), 32.91 s.; 2, E. D.

Clark (Sunbeam Alpine), 34.47 s.; 3, H. E. Twaites (Sunbeam Alpine), 34.66 s.
Sports Cars—Up to 1,900 c.c.: 1, Dr. K. Kaye (Lotus Elite), 30.46 s.; 2, T. M. Wood (T.V.R. Grantura), 30.74 s.; 3, J. Heppenstall (T.V.R. Grantura), 30.77 s.
1,901-3,000 c.c.: 1, J. M. Busfield (Austin-Healey 3000), 30.17 s.; 2, B. Joell (Morgan Plus 4), 30.76 s.; 3, S. H. Newton (Triumph TR), 30.83 s.
Over 3,000 c.c.: 1, A. Ensoll (Jaguar XK 120), 25.53 s.; 2, B. R. Waddilove (Jaguar E), 26.42 s.; 3, W. G. Brown (Jaguar XK 120), 27.62 s.
Sports-Racing Cars—Up to 1,450 c.c.: 1, A. Lanfranchi (Elva-Climax Mk. 6), 26.78 s.; 2, J. M. Wheatley (Lotus Super 7), 27.27 s.; 3, R. Dawson (Lotus-Climax 11), 27.84 s.
Over 1,450 c.c.: 1, P. H. Sutcliffe (Jaguar D), 23.93 s.; 2, T. B. Gibson (Jaguar C), 24.61 s.; 3, R. F. G. Wrottesley (Lister-Jaguar), 26.69 s.
Racing Cars: 1, J. S. Cordingley (J.B.W. Maserati), 24.35 s.; 2, A. Brooke (Lotus-Climax 16), 25.50 s.; 3, J. D. Scott (Cooper), 26.21 s.
Dragsters: S. H. Allard (Allard Dragster), 20.86 s.



ABOVE: Jack Cordingley leaves the line in his ex-Brian Naylor J.B.W.-Maserati.

LEFT: Peter Sutcliffe's ex-Ecurie Ecosse, ex-Mike Salmon D-type Jaguar made second B.T.D. in 23.93 secs.



HARRY ROSE takes his 4½-litre Le Mans Bentley very gracefully around Neptune. His best efforts resulted in a time of 43.16 secs.

DYRHAM PARK NATIONAL

BY
TONY BEX

A SESSION of brilliant driving in which the old record was broken no fewer than 10 times formed a superb highlight to the first National meeting at Dyrham Park, last Saturday, when one of the rising stars on the hills this season, Peter Westbury, gained his first big win with the fierce Cooper-Daimler. Of the five drivers to get under Freddie Floyd's Cooper-J.A.P. record of 34.20 secs., Westbury, scaling the slopes in 32.08 secs., and David Good, who took his new Climax-engined Cooper up in 32.71 secs., were the dominating figures.

Saloons up to 1,000 c.c. opened the meeting at the scheduled 1 p.m., all runners being Mini-mounted. In the first climbs Mabbs's Cooper version was best in 41.70 secs., but Kynoch who had been unable to break 42 secs. with his Cooper first time up pulled out some record-breaking stops to clock 41.19 secs.

Amie Lefevre's well-known Rapier was developing all its many horses in the 1,001-1,600 c.c. saloon class and recorded an excellent 40.95 secs. to make a nonsense of Amie's old record of 42.07 secs.

The four lady drivers had a class of their own and it went to Christine Wells's Sprite with a spirited 44.14 secs., followed by Mrs. Russell-Scarr (DKW Junior) in 44.95 secs., and Mrs. Dunscombe (Sprite), 46.77 secs.

R. J. Ashford retained his long superiority among the up to 1,000 c.c. sports and G.T. machines, the potent M.G. Midget lowering the class record from 40.88 secs. to 40.01 secs. on the first run.

Austen Nurse's long established 1,001-1,600 c.c. class record of 38.48 secs. was finally demolished, Rose managing 38.08 secs. with the same dark blue Le Mans Lotus Elite that Nurse used. The way Ashley Cleave always leaves more modern and apparently faster machinery behind with his venerable Morris Special is almost uncanny, but he did it again on Saturday, clocking 39.84 secs. on both runs for second place.

The record-breaking trend was continued in the 1,601-2,500 c.c. sports and G.T. class, where straight away Ian Swift whisked his Morgan Super Sports along in 38.36 secs. for a new record. It was short-lived, for Ray Meredith, next to climb

with his famous Moggy, put in a faultless ascent of 37.67 secs.

The open sports and G.T. runners produced a small if select band of cars of which, however, Peter Farquharson's 5½ litres of Chrysler-powered Allard, although it has always run in this class previously and held the record at 36.77 secs., was pushed into the sports-racing class; the yellow 400-plus b.h.p. monster certainly seems more suited to this group! With Delingpole's "E"-type a non-starter, Ron Fry's familiar Ferrari was the first to go, and he threw the red car about in no mean manner to be rewarded with 36.63 secs. The Allard then beat the place up, Peter handling the thing magnificently to record 35.98 secs. This time appeared to be a new sports record, for on the programme Tony Kilburn was credited with 36.35 secs. in the up to 2,500 c.c. sports-racing class with his Lotus-Climax. In fact Dizzy Addicott at the last meeting recorded 35.68 secs. with his Lotus-Buick and Randles was the only driver to beat it on this occasion.

While unable to approach Fry's times, Tom Cunane's neat, red and silent A.C.-Zephyr saw off the "E"-types with a second ascent of 37.71 secs., and for a time it seemed that the G.T. Jaguars of Parkes and Judge would also have to give best to Charnock's well-known and skilfully handled Alvis which improved its first run of 39.11 secs. to 39.07 secs., equalling Parkes's first climb. The 19-year-old Bristol boy woke up to the situation, however, and clinched third place with 38.76 secs.

The faster Lotus pilots in the up to 2,500 c.c. sports-racing runners all had a close look at Kilburn's record headed by Delingpole's Climax-engined car which turned in 36.35 secs. first time to equal it, and then 36.30 secs. to beat it and take third place. Randles made the biggest impression on his first attempt, however, when he scorched straight into the wall of hay bales set round the edge of Neptune. Damage was fortunately restricted to the Cooper's nose and Josh's pride.

The only record not to fall was in the up to 1,000 c.c. racing class, but it did produce some fine driving and a keen

battle between Bennett, who worked really hard at the wheel of his immaculate Cooper 500 to record 36.35 secs. and then 36 secs. dead, and White, now with a 1,000 c.c. J.A.P. unit in his Petty, who was slower by a hundredth of a second than Bennett on his first run, but went better the second time and took second place with 35.52 secs. This effort was not all that far behind C. A. N. May's class-winning first run of 35.03 secs. with his Lotus 18, which holds the record at 34.35 secs.

The open racing car class together with the invitation event produced a splendid mixture of sights and sounds although Floyd, who had had the engine of his Cooper-J.A.P. in bits in the paddock when the meeting started, was unable to defend his title. Tom Norton's supercharged Lotus made an ear-splitting ascent of 36.02 secs., but Wally Cuff was the first to break the record, clocking 34.13 secs. with "Hells Hammers" despite a vicious tail-wag out of the Hairpin. Steve Neal took 34.93 secs. with the diminutive Arden, and next to crack the record and beat Cuff in the process was the wild and woolly blown Cooper twin of Bryan Eccles who turned in 34.11 secs. David Good brought his black Cooper-Climax to the line and 32.86 secs. left the hill gasping after a beautiful drive. The bearded Westbury launched the ferocious Cooper-Daimler and, despite missing a gear change after the start, hurled the blue machine up in 33.90 secs. The second runs were even more tremendous for Norton chopped almost a second off his first climb and Neal equalled Cuff's first effort which, however, Wally was to improve to 34.03 secs. Eccles failed to appear and when Good hove into view the Cooper was twitching all over the place with David looking not a little grim. Only 32.71 secs. elapsed before the finishing ray was broken. Westbury responded magnificently to the challenge and appeared through the Sweeps very much on the ragged edge, but the precious split-seconds were saved and the honours his in 32.08 secs.

Results

B.T.D.: P. Westbury (Cooper-Daimler), 32.08 s. (record). **Second B.T.D.:** D. R. Good (Cooper-Climax), 32.71 s. **Third B.T.D.:** W. C. Cuff (Cooper-J.A.P.), 34.03 s. **B.T.D. Sports Car:** J. Randles (Cooper Monaco), 34.90 s. (record). **B.T.D. Lady:** Miss C. Wells (A.-H. Sprite), 44.14 s.

Saloons—Up to 1,000 c.c.: 1, A. F. Kynoch (Austin-Cooper), 41.19 s.*; 2, G. J. Mabbs (Austin-Cooper), 41.70 s.*; 3, R. N. Cook (Morris-Cooper), 42.95 s. **1,001-1,600 c.c.:** 1, A. F. Lefevre (Sunbeam Rapier), 40.95 s.*; 2, M. W. Bracey (Sunbeam Rapier), 42.40 s.*; 3, C. Wordley (Volvo 122S), 43.40 s. **Sports and G.T.—Up to 1,000 c.c.:** 1, R. J. Ashford (M.G. Midget), 40.01 s.*; 2, A. C. Cook (A.-H. Sprite), 40.97 s.*; 3, R. D. Blackledge (Morris-Cooper), 41.15 s. **1,001-1,600 c.c.:** 1, R. Rose (Lotus Elite), 38.08 s.*; 2, W. A. Cleave (Morris Spl.), 39.84 s.*; 3, N. H. Cory (Morris Spl.), 40.20 s. **1,601-2,500 c.c.:** 1, R. E. Meredith (Morgan Plus 4), 37.67 s.*; 2, I. D. Swift (Morgan Super Sports), 38.20 s.*; 3, J. T. Spurrell (Triumph TR3A), 39.30 s. **Over 2,500 c.c.:** 1, R. Fry (Ferrari 250GT), 36.63 s.*; 2, T. G. Cunane (A.C. Ace-Zephyr), 37.71 s.*; 3, A. R. Parkes (Jaguar "E"), 38.76 s. **Sports/Racing Class:** 1, J. Randles (Cooper Monaco), 34.90 s.*; 2, P. L. Farquharson (Allard J2X), 35.98 s.*; 3, M. H. Delingpole (Lotus-Climax), 36.30 s. **Racing Cars—Up to 1,000 c.c.:** 1, C. A. N. May (Lotus 18), 35.03 s.*; 2, J. A. White (Petty-J.A.P.), 35.52 s.*; 3, H. M. Bennett (Cooper 500), 36 s. **Over 1,000 c.c.:** 1, P. Westbury (Cooper-Daimler), 32.08 s.*; 2, D. R. Good (Cooper-Climax), 32.71 s.*; 3, W. C. Cuff (Cooper-J.A.P.), 34.03 s. **Ladies' Class:** 1, Miss C. Wells (A.-H. Sprite), 44.14 s.*; 2, Mrs. P. Russell-Scarr (DKW Junior), 44.95 s.*; 3, Mrs. E. Dunscombe (A.-H. Sprite), 46.77 s. **Invitation Class:** 1, P. Westbury (Cooper-Daimler), 32.33 s.*; 2, D. R. Good (Cooper-Climax), 32.98 s.*; 3, W. C. Cuff (Cooper-J.A.P.), 34.25 s.*; 4, B. Eccles (Cooper-J.A.P. s/c), 34.27 s.*; 5, J. Randles (Cooper Monaco), 35.02 s.*; 6, A. T. Norton (Lotus Spl. s/c), 35.26 s.

*Denotes new class record.

COL DE BRAUS: The 250 GTO Ferrari of David Piper/Dan Margulies tackling the hairpins.

the tiny white Fiat-Abarth with 4 mins. 11 secs.—actually eighth fastest. Best Sunbeam was the Harper-Procter machine (4 mins. 17.2 secs.).

Carlo Abate won the battle of the Ferraris, his 3 mins. 33.6 secs. being a fifth of a second quicker than Henri Oreiller and a new Tour record.

The route now carried on in the twisty roads of Puy-de-Dome to the Circuit d'Auvergne at Charade, for a one-hour blind on the superb mountain course which measures 8.055 kilometres. This turned out to be disastrous for the two leading Jaguars of Jack Sears/Claude Lego and Gawaine Baillie/Peter Jopp. Both immediately went in front, with Sears leading in the red machine. Then to the consternation of the co-drivers back in the pits the cars failed to reappear after three laps. Apparently

THE "TOUR" FOR JAGUAR AND FERRARI

Last-day Accident Eliminates Leader Bianchi/Dubois (Ferrari) to Give Simon/Dupeyron (Ferrari) G.T. Victory—Consten Wins Fourth "Tour" with Jaguar—Splendid Performances of Sunbeams—Coupe des Dames for the two Rosemarys

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS

THE 5,000 kilometres Tour de France, which finished at Rheims last Sunday, was an event of ups and downs. Accidents and incidents changed the leadership several times in both G.T. and touring categories. After Spa, it seemed virtually certain that Lucien Bianchi/Claude Dubois (Ferrari GTO) would be easy winners, but a collision with a milk lorry at Remouchamps damaged the car so severely that the scrutineers refused to let it start in the Rheims event. This gave victory to André Simon/Dupeyron in a 1960-type Ferrari. Oreiller/Schlesser (GTO), in second place, never regained the ground lost when Schlesser went into the sandbanks at Le Mans in the earlier stages. Fifth place went to David Piper/Dan Margulies (GTO), who would have been higher had they not lost road marks in the Pyrenees. With the unfortunate elimination of the Jaguars of Jack Sears/Claude Lego and Peter Jopp/Gawaine Baillie, the touring class resolved between Consten/Renel and Rosinski/Charon—also in Jaguars.

Sears complained bitterly to the stewards concerning the driving of Marang (Citroën) at Auvergne, who appeared to have caused the crash by cutting-in, whilst being overtaken at a corner. Nonetheless, it was held that

ONE-TWO-THREE in the 1,600 c.c. class, Coupe des Dames and second in team award—the proud record of the Sunbeam team. Left to right are Rosemary Seers, Keith Ballisat, Peter Harper, Peter Procter, Rosemary Smith, Stuart Turner (B.M.C.) and Tiny Lewis.



WINNERS in the G.T. category: The Simon/Dupeyron Ferrari on the Col.

Marang had not committed any offence—despite allegations of otherwise by a flag marshal. Sears was later found to have a displaced vertebra, and was eventually taken to the clinic at Le Mans by his co-driver for X-rays. Gawaine Baillie suffered bruises and a cracked rib when his Jaguar crashed on the same circuit, thought to be caused by a burst tyre.

Sunbeams had a fine "Tour", with a 1-2-3 in the 1,600 c.c. touring class, the Coupe des Dames for Rosemary Smith/Rosemary Seers, sixth in general classification for Ballisat/Lewis, and runners-up in the team award, won by Fiat-Abarth. Both Sunbeam and Fiat-Abarth had a 100 per cent. finishing result.

In the Mont-Dore hill-climb on Monday, Rosinski turned the tables on Jack Sears, with 3 mins. 57 secs., against 3 mins. 57.4 secs. A truly fantastic climb was put up by Mauro Bianchi in

Marang (Citroën) ignored the blue flag at the bridge at Charade when about to be doubled by Sears, and cut across the bows of the rapidly approaching Jaguar. Sears stood on everything, but both cars collided and were badly damaged. Marang escaped unscathed, but Sears was later taken to hospital with a suspected displaced vertebra.

Baillie was believed to have had a tyre burst on the approach to the corner of the famous downhill sweep, and the Jaguar got completely out of control and landed several feet below in a deep ditch. The driver was taken to hospital with rib fractures and severe bruises. This left Bernard Consten in the lead, closely followed by José Rosinski and that is how they finished. Peter Procter made eighth best performance, covering 99.958 kilometres, but the outstanding performance was that of the Vernaeve/Harris Cooper-Mini, which was fifth with 100.800 kiloms. Keith Ballisat had a



spot of bother (89,029 kiloms.), and had to give best to Rosemary Smith (91,425 kiloms.). Masoero drove his Alfa brilliantly to record 99,958 kiloms., continuing to chase the Bianchi/Ickx Abarth in the handicap.

Charade also was fatal to the leaders, Abate/Bettoja. The former slid off-course and burst a tyre. He tried to finish the event on the rim, but the wheel broke, and then it was found to be impossible to fit the spare. After the start he and Guichet collided, but both carried on. Abate's misfortune put the Swiss crew of Edgar Berney/John Gretener into the lead, but best performance was that of Henri Oreiller, whose 121,064 kiloms. was nearly three kiloms. better than Mairesse's 1961 record.

On went the cavalcade through the Massif Central to Le Puy, and then the areas of Lozere, Cantal, Correze and Tarn-et-Gardonne for the one-hour event at Albi on Tuesday. Here Rosinski, Richard and Consten had a tremendous battle, finishing in that order with only fractions of a second separating them. Annie Soisbault was fifth, finishing just behind Jo Schlessler. The Harper/Procter Sunbeam took 10th place, covering 116,144 kiloms., against the 115,195 of the Ballisat/Lewis car. Rosemary Smith/Rosemary Seers were 14th with a splendid 114,474 kiloms. Bianchi's Abarth still led on handicap from Masoero's Alfa, and the Harper/Procter Sunbeam had moved up to fifth place. With the retirement of Claudine Bouchet (Citroën) with engine trouble, the British Sunbeam now lay second to Annie Soisbault's Jaguar in the Coupe des Dames.

Edgar Berney defeated Oreiller and Guichet to retain the G.T. leadership, although Oreiller set up a new Tour lap record of 2 mins. 27.5 secs. (149.061



HANDICAP WINNER (Touring class):
Mauro Bianchi and Pascal Ickx
(seated).

k.p.h.). Lucien Bianchi was quite content to take fourth place ahead of the bright green GTO of David Piper/Dan Margulies. Abate was a non-starter, having retired during the night following the illness of co-driver Bettoja due to mountain-sickness, brought on by the countless twists and turns in the Massif Central. Handicap leader Bulgari retired his Alfa with serious mechanical derangements and Berney/Gretener took the lead. There were 31 cars left in the class and 52 in the touring section.

Now came the difficult Toulouse-Nice section of 1,620 kilometres, with its two hill-climbs in the Pyrenees and the hour epreuve at Pau. All records went by



the board with Rosinski getting down to 8 mins. 37.4 secs. on the Col d'Aspin. Second was Consten, followed by Richard. The tiny Cooper-Mini of the Belgians Vernaeve/Harris was actually fifth with 9 mins. 15.4 secs., ahead of Annie Soisbault's Jaguar. Ballisat/Lewis turned the tables on Harper/Procter, the last-named's car having lost its overdrive.

Oreiller set up a new record of 7 mins. 28 secs., next best being Lucien Bianchi's 7 mins. 42.7 secs. Mairesse's existing figures were 7 mins. 54 secs., almost equalled by André Simon in the 1960-type 250GT.

It was yet another record for Oreiller at Tourmalet, his 7 mins. 20.3 secs. beating Gendebien's 1961 time of 7 mins. 45.5 secs. Bianchi, moving relentlessly up the leader board, was again runner-up (7 mins. 52.2 secs.). Mme. Perrier (Porsche) was fastest of the smaller cars with 8 mins. 41.6 secs.

Rosinski once again defeated Consten with 8 mins. 32.8 secs., against 8 mins. 39.9 secs. and Ballisat/Lewis advanced once more on Harper/Procter.

So to Pau, where Consten's victory gave him the leadership over Rosinski. Bianchi/Ickx again took command in the handicap, in which Harper/Procter and Ballisat/Lewis were seventh and ninth respectively. Out went the Belgian Cooper-Mini when Harris broke his gearbox, but at last Gele's DKW began to sound healthy, for it had been plagued with misfiring for hundreds of kilometres.

Jo Schlessler went like a bomb to defeat Berney and Bianchi, so the Oreiller/Schlessler 250GTO won all three of the Pyrenees events, but owing to the Le Mans sand-pit incident, could only come up to seventh place in the classification. Jean Guichet, second in general classification, abandoned near Tourmalet after colliding with a lorry. Co-driver Clement was cut about the face when he was thrown against the windscreen. The new GTO Ferrari was completely wrecked. Another retirement was the E-type of Cardin/Victor, which broke its throttle on the Col d'Aspin and crashed into some boulders.

From Pau the route carried on in the Pyrenees and all through the night in

A SAD SIGHT: Lucien Bianchi's Ferrari is pushed away after being failed in a fitness test at Rheims. The accident which caused the damage happened in Belgium.

the Haute-Garonne, Ariège, Aude and the Pyrenees-Orientales to Perpignan, gateway to Spain. Then came Beziers, Montpellier, Nimes and Bedoin and by now many cars were looking fairly the worse for wear. Berney's Ferrari was eliminated with a broken half-shaft near Bagnères-de-Luchon, whilst Mme. Perrier's Porsche broke its gearbox.

Oreiller was fastest on Mont-Ventoux with 12 mins. 22.2 secs., with Simon runner-up (12 mins. 50.2 secs.). Berney's retirement put the Bianchi/Dubois car into the lead, followed by Simon/Dupeyron and Piper/Margulies. However, the last-named were believed to have incurred heavy road penalties for lateness at a control.

Consten was beaten by Rosinski by one-tenth of a second, the latter's figures being 14 mins. Ballisat/Lewis took 11th place with 16 mins. 9.8 secs., against the 16 mins. 21.8 secs. of the Harper/Procter car. Still pressing on were the two Rosemarys, who were beginning to move up the classification tables.

On the way to Logis du Pin, Jean Laroche's BMW 700 was completely written off after colliding with a camion; fortunately he and co-driver Labet escaped injury.

Next came the notorious Col de Braus with its 11 hairpins and bumpy surfaces. The sun was shining from a cloudless blue sky and it was surprisingly hot. Consten pulverized the class record with 6 mins. 34.4 secs. and second place went to Masoero's Alfa Romeo with 7 mins. 0.4 sec., followed by Annie Soisbault (7 mins. 1.8 secs.). Fourth was the Fiat-Abarth of Branche/Julien, and the Ballisat/Lewis Sunbeam did 7 mins. 25.3 secs., against the 7 mins. 29.7 secs. of the Harper/Procter entry. Rosemary Smith had a slight contreciems, damaging the front-end of the Rapiere, but not seriously (8 mins. 22.9 secs.).

Once again Oreiller made B.T.D., his 5 mins. 53 secs. being no less than 39 secs. quicker than Gendebien's 1961 time. Several drivers gave their co-

pilots the opportunity to do their compulsory timed event. Dubois carried Bianchi up for second place with 6 mins. 18.1 secs. André Simon yelled encouragement to Dupeyron, who responded by taking fourth place with 6 mins. 24.8 secs. Laurent did a splendid run with his DKW (7 mins. 8.2 secs.), beating all but Roche's Alfa, and soundly trouncing the Renault Alpines and D.B.-Panhard's.

I went to Levens to watch some of the cars coming into the control. Gele's DKW sounded dreadful; Trautmann was complaining bitterly of the tyre consumption on his Mini, having lost count of the number of replacements. The three Sunbeams arrived in good order, although Rosemary Smith professed embarrassment at the dents in front.

Bianchi's Abarth sounded tremendous, going off like a scalded cat. Brother Lucien grinned cheerfully from the Ferrari; Piper and Margulies both dreamed of a bath at Nice.

After checking in at Nice Airport competitors found themselves in a tremendous traffic jam on the Boulevard des Anglais, later G.T. numbers becoming irretrievably mixed up with home-bound workers and holidaymakers—most aggravating and not good for already overworked clutches!

From 6 a.m. on Saturday morning, cars went up into the Alps and to Uriage for the Chamrousse hill-climb, where the inevitable Oreiller made best time with 11 mins. 30.2 secs.—another Tour record. Bianchi took it quietly with 12 mins. 11.6 secs. and Simon was third with 12 mins. 17.9 secs. Still running to schedule, but well down in the classification was the Sunbeam Alpine of Nail/Francais—the only British G.T. car left.

The touring car section saw some unlucky mishaps, particularly to Rosinski, Bianchi and Masoero. The Jaguar driver had his seat mounting break and nearly lost the car in a big way. Mauro Bianchi lost 40 secs. when an ignition lead came adrift, whilst the Alfa hit a rock and bent a wheel. Best time went to Consten (13 mins. 2 secs.), followed by Richard (13 mins. 19 secs.), and then Rosinski. The Harper-Procter car led the Sunbeams and the two Rosemarys were sole survivors in the Coupe des Dames, for Annie Soisbault broke her gearbox and Therese Mahieu had the crankshaft fly apart on her BMW.

Next on the menu came Mont Revard, where this time Rosinski took B.T.D. with 7 mins. 1.4 secs.—5.3 secs. quicker than Bernard Consten. Ballisat/Lewis did 7 mins. 57.6 secs. to the 8 mins. 0.6 sec. of Harper/Procter, and Rosemary Smith recorded 8 mins. 21.4 secs. Bianchi's 7 mins. 47 secs. in the Fiat-Abarth consolidated his lead in the handicap over Masoero.

Trying too hard, Oreiller spun his Ferrari and for the first time Lucien Bianchi figured as winner of an epreuve with 6 mins. 39.8 secs. Simon was second with 6 mins. 42.4 secs., but Oreiller, despite his tete-a-queue, was only a tenth of a second slower. Bianchi led both classification and handicap, but the Ferrari was now threatened in the latter by the Laurent/Coolen DKW. Piper/Margulies dropped down to seventh place in general, having had their road penalty marks included.

On leaving the Revard there were 21 G.T. machines still running and 34 tourers. With Spa and Rheims still to come, the Tour order was as follows:—

G.T. CLASS

General Classification

1. Bianchi/Dubois (Ferrari 250GTO)*, 1,358.163 kiloms.
 2. Simon/Dupeyron (Ferrari 250GT), 1,336.461.
 3. Darvil/Langlois (Ferrari 250GTO), 1,279.756.
 4. Oreiller/Schlesser (Ferrari 250GTO), 1,258.646.
 5. Bourelly/Bourelly (Ferrari 250GTO), 1,212.930.
 6. M. et Mme. Spinedi (Ferrari 250), 1,201.393.
 7. Piper/Margulies (Ferrari 250GTO), 1,179.805.
 8. de Langeneste/Burglin (Ferrari 250), 1,148.448.
 9. Feret/Monraisse (Alpine 998), 1,091.043.
 10. Roux/Barons (Alfa Zagato), 1,072.770.
- Team leaders: 1, Equipe National Belge; 2, Equipe Storez; 3, Isle de France.

Touring Category

1. Consten/Renel (Jaguar), 1,227.583.
2. Rosinski/Charon (Jaguar), 1,218.985.
3. Richard/de Montaigu (Jaguar), 1,211.635.
4. Dutoit/Estager (Jaguar), 1,108.724.
5. Chollet/Blanchet (Jaguar), 1,132.777.
6. Masoero/Maurin (Alfa TD), 1,114.554.
7. Patte/Hacquin (Volvo 1800), 1,098.381.
8. Harper/Procter (Sunbeam), 1,092.785.
9. Ballisat/Lewis (Sunbeam), 1,090.586.
10. Bianchi/Ickx (Fiat-Abarth), 1,082.340.*
11. Verrier/Baehr (Citroën), 1,074.250.
12. Ackermans/Vic (Volvo 1800), 1,072.250.
13. Chardin/Pasquier (Alfa TD), 1,053.897.
14. Rosemary Smith/Rosemary Seers (Sunbeam), 1,049.997.

Team leaders: 1, Mediterranean; 2, AGACI; 3, Brit. Inter Rallies Club.

*Handicap leaders.

(The figures denote times in hill-climbs (converted to kiloms.) and distances covered in circuit events. Road penalty marks are deducted.)



HIGH-PRICED DODGEMS: Carlo Abate's "elimination waltz" with Jean Guichet at Auvergne.

At Spa-Francorchamps it was a two hours rest, and once again it was a grim Rosinski-Consten battle, with victory going to the latter by less than 30 yards. Keith Ballisat put up a fantastic show, to take third place with 278.720 kilometres—an average speed of 86.6 m.p.h. the Harper/Procter car, despite overdrive troubles, came into 6th place. The Ballisat/Lewis Rapier defeated the very fast Alfa of Masoero and the Volvo 1800 of Ackermans. Once again Bianchi's Abarth led on handicap.

To the great surprise of everyone, Lucien Bianchi could manage only third place in the G.T. class. Leader was Jo Schlesser with 336.121 kilometres (104.4 m.p.h.)

However, Bianchi/Dubois still had a comfortable lead, Alas for Belgian hopes, they collided with a milk lorry not far from Spa. They carried on to Rheims, minus the bonnet, but the machine was excluded by the scrutineers owing to damage.

Schlesser took the honours at Rheims, averaging 115.97 m.p.h. for the two hours. David Piper was second with 103.8 m.p.h. The Nail/Francais Sun-

beam failed to start, and did not appear at the final control.

Consten, realizing that he was in a comfortable position, let Richard and Rosinski fight it out, the former winning at 95.9 m.p.h. (308.502 kilometres). On this occasion Masoero defeated the Ballisat/Lewis Sunbeam, to finish 5th—about half-a-lap ahead. Procter was 8th, and Rosemary Smith, 9th. Masoero had averaged over 89 m.p.h.—some going for a TI Alfa—but Mauro Bianchi did over 76 m.p.h. with the tiny white Abarth "850". This kept him in the lead on the overall handicap positions.

Altogether 46 crews clocked in at the finish, including the unlucky Lucien Bianchi who fell down to 7th place in general classification.

Undoubtedly a very tough event, and a triumph for the fuel and tyre people, who went all out to give 100 per cent service.

Results

Touring Cars

1. Consten/Renel (Jaguar), 1,815.665 kiloms.
2. Rosinski/Charon (Jaguar), 1,807.648.
3. Richard/de Montaigu (Jaguar), 1,793.591.
4. Chollet/Blanchet (Jaguar), 1,686.448.
5. Masoero/Maurin (Alfa Romeo), 1,680.147.
6. Ballisat/Lewis (Sunbeam Rapier), 1,652.555.
7. Patte/Hacquin (Volvo 1800), 1,649.690.

8. Harper/Procter (Sunbeam Rapier), 1,645.186.
 9. Ackermans/Vic (Volvo 1800), 1,620.826.
 10. Verrier/Baehr (Citroën DS19), 1,616.668.
 11. Bianchi/Ickx (Fiat-Abarth 850), 1,614.958.
 12. Rosemary Smith/Rosemary Seers (Sunbeam Rapier), 1,576.818.
- 29 cars finished.

Handicap

1. Bianchi/Ickx (Fiat-Abarth), 1,929.468.
2. Masoero/Maurin (Alfa Romeo), 1,913.187.
3. Branche/Julien (Fiat-Abarth), 1,879.781.
4. Martin/Faure (Fiat-Abarth), 1,844.858.
5. Ballisat/Lewis (Sunbeam), 1,837.865.
6. Harper/Procter (Sunbeam), 1,830.496.

Coupe des Dames: Rosemary Smith/Rosemary Seers (Sunbeam).

Team Award: 1, Fiat-Abarth (Mediterranean A.C.); 2, Sunbeam (British I.R.C.); 3, Jaguar (AGACI).

Grand Touring

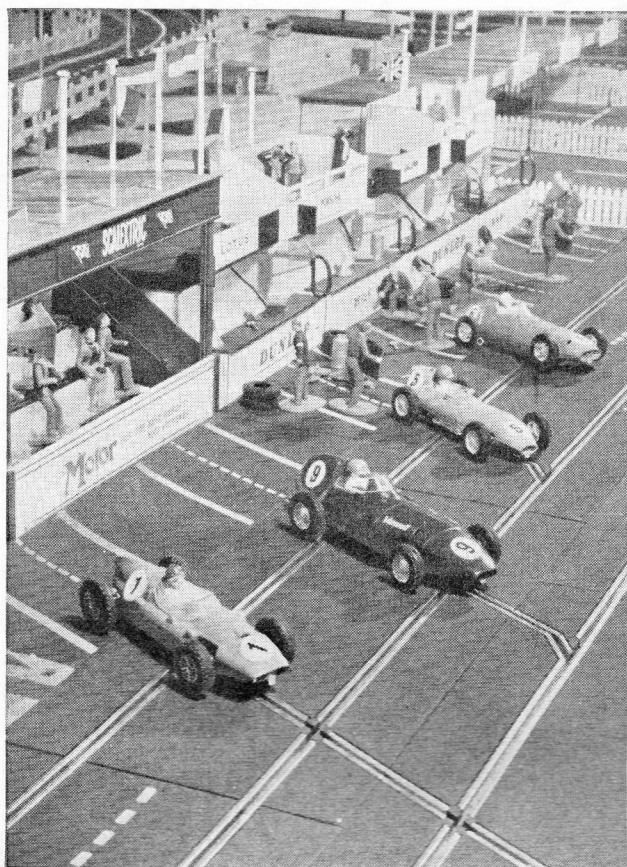
1. Simon/Dupeyron (Ferrari 250GT), 2,192 kiloms.
 2. Oreiller/Schlesser (Ferrari GTO), 1,958.033.
 3. Darville/Langlois (Ferrari GTO), 1,944.348.
 4. Piper/Margulies (Ferrari GTO), 1,816.847.
 5. de Lageneste/Burglin (Ferrari 250GT), 1,805.973.
 6. Roux/Barone (Alfa Zagato), 1,614.679.
 7. Bianchi/Dubois (Ferrari GTO), 1,569.940.
 8. Greder/Hazard (Renault Alpine), 1,549.881.
 9. Dion/Julliani (Porsche), 1,516.663.
 10. Den Bruwaene/Queff (D.B.-Panhard), 1,402.419.
- 17 finished.

Handicap

1. Simon/Dupeyron (Ferrari), 2,000.192.
2. Oreiller/Schlesser (Ferrari), 1,958.033.
3. Den Bruwaene/Queff (D.B.-Panhard), 1,947.409.

Coupe des Dames: No finishers.

Team Award: 1, Ecurie Storez (Laurent/Coolen (DKW) and Oreiller/Schlesser (Ferrari)); 2, P.I.F. (Greder/Hazard (Alpine) and Delalande/Campuzan (Alpine)).



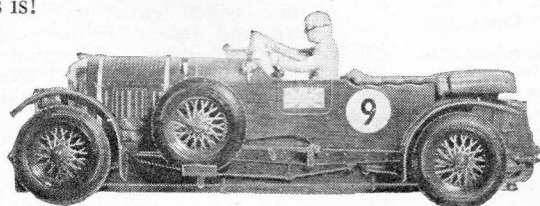
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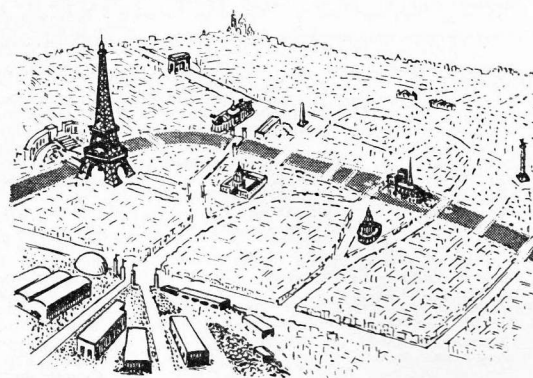
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Club News

By MICHAEL DURNIN

THE seventh Bournemouth Rally, a National event organized by the **West Hants and Dorset C.C.**, takes place on 13th-14th October. It starts at Taunton at 10.30 p.m. and finishes at Bournemouth "in time for breakfast" after a 200-mile journey. Regs. from Major C. H. Gray, Officers' Mess, R.A.C. Gunnery School, Ludworth Camp, Wareham, Dorset: entries close on 1st October. . . . The **Bugatti O.C.** are holding their first members' sprint at Wellesbourne, an increasingly popular venue, on 13th October. . . . Open to members of the Southern Association of Motor Clubs, the **Southsea M.C.** Driving Test meeting on 7th October includes classes for most types of car. The entry list closes on Monday and regs. may be obtained from Sid Taylor, White Acre, Pound Lane, Meonstoke, Southampton. . . . A qualifying event for the B.T.R.D.A. Silver Star Championship, the **Forces M.C.** Cotswold-Continental Rally is on 3rd-4th November. It is open to members of the B.T.R.D.A., B.A.R.C., London M.C., Hants and Berks M.C., South Wales A.C., West Essex C.C., Southsea M.C., Herefordshire M.C., Steel Co. of Wales M.C. and A.W.R.E. M.C. A 300-mile route is envisaged. Regs. from J. E. T. Raper, 1 Pond Head Lane, Earley, Reading, Berks. . . . Jointly promoted by the

Stockport M.C., **Mid-Cheshire M.C.** and **Cavendish C.C.**, the Motterhead Autocross is to be held on 7th October. Regs. from A. Wilson, Commercial Hotel, Compstall, Marple Bridge, Cheshire. The event takes place at Ernocroft Farm, Ludworth, near Marple Bridge. . . . The **Cemian M.C.** President's Driving Test Meeting takes place on 14th October at Blackbushe Airport, Camberley, Surrey. . . . The **Border M.R.C.** will be holding a closed-to-club race meeting at Charterhall on 7th October. There will be events for touring cars, G.T. cars, sports cars and racing cars, all sub-divided into various classes. . . . "A Rally of Distinction" is how clerks of the course describe the Gold Leaf Rally, to be organized by the **Broughton-Bretton M.C.** on 6th-7th October. Invited clubs comprise B.A.R.C., Cavendish C.C., Knowldale C.C., Liverpool M.C., North Wales C.C., Rhyl and D.M.C., Oswestry and D.M.C., Severn Valley M.C. and entrants in A.N.W.C.C. Rally Championship. The 200-mile event starts near Wrexham at 10 p.m. Entries to G. L. Blaber, 55 Landsdowne Road, Broughton, Cheshire. The **Yorkshire S.C.C.** hold their Gunter Trophy Hill-Climb at Castle Howard on 21st October. Members of the following clubs are invited: **Border M.R.C.**, **B.A.R.C.**, **B.R.S.C.C.**, **Darlington** and **D.M.C.**, **East Yorkshire C.C.**, **Huddersfield M.C.**, **Knowldale C.C.**, **Liverpool M.C.**, **Morecambe C.C.** and **Westmorland M.C.** and entries should be sent to P. F. E. Blatch, 25 Merriem Street, Leeds, 2. . . . The **B.A.R.C.** and **Yorkshire S.C.C.** Greenwood Cup Production Car Trial is to be held on 7th October. It is a closed event. . . . The Midlands

Region of the **British Motor Racing Marshals' Club** are giving a film show on Wednesday, 3rd October, at the headquarters of the Midland Aero Club, Elmdon Airport, Birmingham. All enthusiasts are invited to attend the show, which starts at 8 p.m.; they hope to give the first public showing of a film of the Ferguson research saloon car. . . . Guaranteed to be a "no-nonsense thrash", the **Chichester M.C.** Trentham "200" is open to members of the Association of Central Southern Motor Clubs. The 220-mile route commences at Haslemere. Regs. from Mrs. F. J. Hewitt, 151 Broyle Road, Chichester, Sussex.

SUNBAC

RAGLEY PARK HILL-CLIMB

THE final S.U.N.B.A.C. Ragley Park hill-climb of the year on 15th September produced what must be one of the oddest sets of results ever seen at this venue; Bob Rose's very rapid Lotus Elite made a comfortable B.T.D. in 27.65 secs. on a dry track, and shortly afterwards the rains came, to such good effect that the faster boys were never able to approach this time.

Practice for the event had started under heavy skies, and the customary large and representative entry turned up to have a go. Austen May, with his F.J. Lotus 18, was extremely fast, and David Good's Cooper-Climax got down to a promising 24.03 secs. with ratios that were not entirely suitable. Mike Hatton's Cooper-J.A.P. seemed not quite as quick as usual, while Ian McLaughlin, having a real try, lost his Mk. 10 Cooper-J.A.P. at the finish, rolling the car three times but unofficially shattering his own absolute hill record with a time of 23.12 secs. in the process! Luckily Ian appeared to suffer no serious personal harm, though the Cooper finished up looking a trifle the worse for wear. Fred Jones experienced difficulties with the clutch of his Mk. 11 Cooper-J.A.P., and the gearbox of Bryan Eccles's blown Cooper-J.A.P. gave trouble, though this did not prevent him from eventually winning the *Formule Libre* racing class, in the wet, with a run in 29.16 secs.

During the course of the competition runs the weather played havoc with practically everyone. David Good clocked 30.16 secs. for the place, and then spun on his second attempt, while Steve Neal detoured on to the grass at some length with his F.J. Arden and Geoffrey May gyrated in his Lotus 18. Doug Haigh's Cooper-Nor-J.A.P., a handful at the best of times, made its way up the hill in a hairy series of slides, and it was left to Austen May, in 30.52 secs., to annex third place. The small racing car class went to Woodcock's Mk. 9 Cooper-Norton in 34.68 secs., while N. S. Slade spun at the Oaktree and Macartney-Filgate was not quick enough, returning 34.78 secs. for second place.

Credit, however, for the finest individual performance of the meeting must surely be due to Mrs. Barbara Hassall who, in addition to bringing a touch of glamour to an otherwise drab afternoon, took her Ace-Bristol up in 28.73 secs., a time which gave her the Ladies' Award and second in her class, and which also stood as second B.T.D. Norman Ludlow, with 29.11 secs. in his Jaguar "E", took the corresponding class for over 2 litres.

Coming Attractions

29th September. Snetterton M.R.C. "Autosport" Three Hours Race Meeting, Snetterton, nr. Theford, Norfolk. Starts 2.30 p.m.
B.A.R.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 2 p.m.
North Staffs M.C. Race Meeting, Silverstone, nr. Towcester, Northants. Starts 12.30 p.m.
Burnham-on-Sea M.C. National Speed Trials, Marine Parade, Weston-super-Mare, Somerset. Starts 10.30 a.m.
Caernarvonshire and Anglesey M.C. Autocross, Bodwarren Farm, near Holyhead, Anglesey. Starts 2 p.m.
Midland A.C. Driving Tests, Maidstone and Mid-Kent M.C. and Rochester, Chatham and D.M.C. Seventh Windows Rally. Starts Danaway Café (M.R. 863630) at 7.30 p.m.
29th-30th September. World's Fair Grand Prix, Washington, U.S.A. (S.).
Airedale and Pennine M.C.C. Seventh White Horse Rally. Starts Senior Smith's Garage, White Cross, Guiseley, Yorks (M.R. 96/182423), at 11.30 p.m.
Newport C.C. Foster Rally. Starts Gwent Service Station, Cardiff Road, Newport (M.R. 155/299/865), at 11.30 p.m.
East Anglian M.C. 13th Clacton Rally. Starts G. S. Last, Ltd., Middlebrough, Colchester, Essex (M.R. 149/994256), at 9 p.m.
Waterloo and D.M.C. Waterloo Cup Rally. Folkestone and East Kent C.C. and Goodwins M.C. Rally.
Land-Rover O.C. National Rally.
Oswestry D.M.C. Border Counties 200 Rally.
Hants and Berks M.C. Experts' Night Trial.
Eastbourne and D.M.C., Sussex C. and M.C.C. and Redifon C. and M.C.C. "Bonnie Rally".
30th September. B.A.R.C. (S.E.) and M.G. C.C. Hill-Climb, Firl, near Lewes, Sussex. Starts 1.30 p.m.
Chorley A.C. Hill-Climb, Lanes Concrete Prod., Ltd., near Chorley, Lancs. Starts 1 p.m.
Allard O.C., Herts County Ae. and A.C., North London E.C.C. and Triumph S.O.A. Sprint, Elmore Plain, near Aldershot, Hants. Starts 2.30 p.m.
Hagley and D.L.C.C. Sprint, Chateau Impney, near Droitwich, Worcs. Starts 1.30 p.m.
Chiltern C.C., Circle C.C. and Harrow C.C. Sprint, Brands Hatch, near Farnham, Kent. Starts 1 p.m.
B.A.R.C. (Yorks) and Yorkshire S.C.C. Stone Trough Trial. Starts Tennant Arms Hotel, Kilsay, Yorks (M.R. 90/974678).
Volkswagen O.C. Driving Tests, R.A.F. Station, Andover, Hants. Starts 1.30 p.m.
Sporting Owner D.C. Driving Tests, Cranfield Aerodrome, Bletchley, Bucks.
M.G.C.C. (N.E.) Driving Tests, Marston Moor.

Cambridge C.C. Autocross, Fowlmere, near Cambridge.
6th October. B.R.S.C.C. International Six Hours Touring Car Race, Brands Hatch, near Farnham, Kent. Starts 12 noon.
B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Starts 2 p.m.
Aston Martin O.C. Eight Clubs and Seven-Fifty M.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 12 noon.
B.A.R.C. Sprint, Amtree, near Liverpool, Lancs. Starts 2 p.m.
North Staffs M.C., Mid-Cheshire M.C. and English Electric M.C. (Kilsgrove) Mid-winter Rally. Starts T. Byatts's Garage, Fenton, Staffs (M.R. 110/890457), at 7.30 p.m.
Motor Cycling C. Eighth Derbyshire Trial. Starts Coventry at 2 p.m.
6th-7th October. E.M.I. M.C. October Night Rally.
V.S.C.C. Welsh Rally.
Chelmsford M.C. Second Britvic Rally.
Evesham A.C. Mountford Rally.
Advertising M.C. Adman Rally. Starts near Guildford at 10 p.m.
Broughton and Bretton M.C. Gold Leaf Rally. Starts Corner House Café, Pentrebychan, nr. Wrexham, Denbigh, at 10 p.m.
7th October. American Grand Prix, Watkins Glen (F.I.).
Coupes du Salon, Monthéry, France (F.J., S., G.T., T.).
Border M.R.C. Race Meeting, Charterhall, near Berwick-on-Tweed, near Greenlaw, Berwickshire. Starts 2.30 p.m.
London M.C. Stalom, Fimmere Circuit, near Buckingham, Bucks.
B.A.R.C. (Yorks) and Yorkshire S.C.C. Greenwood Cup Production Car Trial. Starts Trailer Depot, of Messrs. Barnes and Winder, Ltd., White Cross, Guiseley, near Leeds, Yorks, at 1 p.m.
Northampton and D.M.C. Deringate Trophy Trial.
S.U.N.B.A.C. Vesey Production Car Trial. Starts Prestbury, Glos, at 11 a.m.
Stockport M.C., Mid-Cheshire M.C. and Cavendish C.C. Autocross, Ernocroft Farm, Ludworth, near Marple Bridge, Cheshire (M.R. 101/9799910). Starts 1.30 p.m.
Southsea M.C. Driving Tests, Clarence Pier Coach Park, Southsea, Hants (M.R. 181/635989), at 12.15 p.m.
7th-21st October. Argentine Touring Car Road Race.
13th-14th October. Riverside Grand Prix, U.S.A. (S., F.J.).
19th-21st October. Pacific Grand Prix, Laguna Seca, U.S.A. (S., F.J.).
21st October. Paris 1,000 Kilometres, Monthéry (G.T., E.P.).

Production saloon cars had opened the proceedings on a dry track, with Geoff Collins's Rapier taking the small class in 32.52, and Richard Bromley, with his ex-Whitmore Group 2 Mini-Minor, hard on his heels with 32.78 secs., while G. Ward's 3.8 Jaguar got down to 30.04 secs. for the heavy class.

In the special class for modified production cars Tony Brookes brought his formidable Speedsport M.G.A to the line in practice boiling merrily, but, inevitably, this machine was not approached in the event, returning a stirring 29.77 secs. in the wet; Mike Coombes spun his Elva Courier at Oaktree, and R. Eccles came into second place with 31.38 secs. with his Sprite.

Tim Cash's Terrier Mk. 2 fairly bombed up the hill in the small sports-racing class on its first run, to do 29.06 secs., which took the class and the J.H.C.C. award, before disgracing itself second time out by a revolution or two; the places were closely fought, Pete Tempest doing 29.66 secs. in his Lotus Seven for second place, but finding himself under considerable pressure from J. Bloxham and his Super Seven who, in 29.69 secs., took the Novice Award, while Paul Ivey's ex-Dick James Lotus Seven-Climax could not improve on 29.77 secs. Just to keep in the fashion, B.

Newsome spun his Lotus Seven. Ralph Broad's remarkable Austin-Cooper was, as usual, well in the running with a very determined 29.89 secs., and Hargreave's splendid Healey Prototype, with 31.57 secs., took the unlimited class before the hill was closed until next season.

HOWARD BILEY.

Results

B.T.D.: R. Rose (Lotus Elite), 27.65 s. **Saloon Cars: Up to 1,600 c.c. excluding Cooper-Minis:** 1, G. C. Collins (Sunbeam Rapier), 32.52 s.; 2, R. D. Bromley (Morris Mini), 32.78 s.; 3, H. A. Skelton (Sunbeam Rapier), 32.93 s. **Over 1,600 c.c.:** 1, G. S. H. Ward (Jaguar 3.8), 31.28 s. **Production Cars: Up to 2,000 c.c.:** 1, Mrs. B. Hassall (A.C. Ace-Bristol), 28.73 s.; 2, W. Nicholson (Sunbeam Alpine), 29.01 s.; 3, J. F. May (Porsche S90), 29.50 s. **Over 2,000 c.c.:** 1, E. N. Ludlow (Jaguar E), 29.11 s.; 2, S. A. Cracknell (Jaguar E), 31.96 s.; 3, Mrs. I. N. Lambert (Jaguar E), 32.24 s. **Modified Cars: Up to 2,000 c.c.:** 1, T. Brookes (M.G.A 1600), 29.77 s.; 2, B. C. Pimm (Austin-Healey Sprite), 30.94 s.; 3, R. Eccles (Austin-Healey Sprite), 31.38 s. **Over 2,000 c.c.:** 1, M. S. Wright (Jaguar XK 120), 29.77 s. **Sports Cars: Up to 1,500 c.c.:** 1, T. E. Cash (Terrier-Ford Mk. 2), 29.06 s.; 2, P. S. Tempest (Lotus-Ford 7), 29.66 s.; 3, J. Bloxham (Lotus Super 7), 29.69 s. **Over 2,000 c.c.:** 1, R. E. Hargreave (Austin-Healey), 31.57 s.; 2, A. D. Johnson (Jaguar XK 120), 32.96 s.; 3, C. J. Gilbert (Healey-Riley), 34.41 s. **Racing Cars: Up to 720 c.c.:** 1, L. H. Woodcock (Cooper-Norton Mk. 9), 34.68 s.; 2, J. D. Macarntine-Filgate (Cooper-J.A.P. Mk. 6), 34.78 s.; 3, W. D. Adams (Cooper-Norton Mk. 9), 35.13 s. **Formule Libre:** 1, B. Eccles (Cooper-J.A.P.), 29.16 s.; 2, D. R. Good (Cooper-Climax), 30.16 s.; 3, C. A. N. May (Lotus-Ford 18), 30.52 s.

through Bryn (160024) by many of the lesser experienced later numbers, who had elected to use this road in an opposite direction en route to Control 1. In the resulting chaos the TR3 of John Sprinzel/John Brown was forced off the road; also delayed were Don Grimshaw/

The Eunant to the top of Bwlch-Y-Groes then down the steep, twisting descent to Pennant, very few crews managing to clean these sections, Reg McBride/Don Barrow (Anglia), Roy Fidler/John Hopwood (Anglia) and Pat Moss/David Stone (SAAB) being amongst the elite who excelled here, whilst the passage of the ex-works Rapier of Pollard and Baines nearly caused the Air Ministry to issue a decree about low flying!

Passing on to map 116, the latest edition of which was possessed by only a few navigators, many crews must have raised their eyebrows; a tribute to the Clerk of the Course, Graham Robson, who had found more "unknown" white roads than has been produced for our downfall for a long time, and by the petrol halt at the Dolgun Café, all crews were fighting for time. However, the halt allowed a leisurely fill-up, a quick cup of coffee, etc., before the resumption of battle.

Commencing with a blazing series of short, snappy sections on the little-known white roads around Mynydd Bach, the Austin-Cooper of Tony Fisher/Brian Melia was forced to retire due to temperamental brakes, and many of the hard driven cars bottomed on the "sunk back" bridges at 750323 and 751319. It was around here that Norman Davies/Anthea Bradbury wrong-slotted and got stuck for a short time. Running south on the interesting roads near Llanfachret to Control 41 disaster struck Pat Moss, the almost certain "Lady Godiva" of 1962, when her SAAB left the road on a nasty, narrow corner, just prior to the Control.

A main road run along the A.485 took

A WELL-DRESSED GODIVA

Reg McBride and Don Barrow Winners of Hard and Fast

Fifth Godiva Trophy Rally

BY TED ROWLAND

Ted Rowland (Healey 3000), Phil Simister/Dave Ralphs (Anglia) and Tony Fisher/Brian Melia (Austin-Cooper), whilst John La Trobe/Julian Chitty (Rapier) had thoroughly to ditch themselves to avoid an oncoming Mini and were unable to regain the road for quite some considerable time.

This unfortunate mishap can only be laid at the feet of the organizers who had neglected to ensure that all crews would understand the correct route to Control 1. . . . Still!

Leaving Control 7, at 115049, Geoff Allen/Barry Hughes had a few moments of heartbreak when their Austin-Cooper suddenly lost its oil pressure, but after some while at halt the trouble righted itself and they hastened on once again, leaving behind the attractive, if pungent, aroma of Castrol R to guide the following cars, whilst car No. 1, the Anglia of Frank Grange/Stuart Grey, was forced to retire with dynamo troubles.

A section through the white roads around Pont Robert took the usual toll amongst the unwary. The pressure continued along the twisting white tracks through Farthnel, Brithdir and Cyfiau to Llwydiarth Hall and the hairpin junction at 087160 gave many crews a nasty moment—Brian Hadfield/Geoff Haggie (Anglia) got stuck here for several minutes. Along the brown road, up the southern side of Lake Vyrnwy to Control 15 at Pont Eunant, the pace eased slightly preceding a hectic thrash over

competitors back on to Map 117 and down the white and yellow roads over Taflog to Dolgadfon before going on to Map 128 for the final stages of this exacting event, which allowed the low-slung T.V.R. of Stan Pateman/Val Domleo to regain a little lost time.

With only three controls to go before the finish, Don Grimshaw, who had driven consistently well all night, slid off the road at a muddy junction near Penthrryn, his big Healey coming to rest in a sea of mud some 10 yards from the road. Tribute must be paid here to John Sprinzel who forfeited any chance of success when he stopped and helped to the "big banger" clear.

From the final time control competitors had a gentle run in to breakfast at Llandrindod Wells, where, under the supervision of Peter Carlisle, the results were produced within minutes of the last car finishing. They showed a fine and popular win for Reg McBride and Don Barrow, a welcome break in their recent run of bad luck. It was fitting that no protests were thought of, only congratulations.

Results

1, R. McBride/D. Barrow (Anglia), 7 mins. lost; 2, D. Pollard/A. Baines (Rapier), 19; 3, A. E. Bengry/D. Skeffington (VW 1500), 21; 4, R. Fidler/J. Hopwood (Anglia), 21; 5, C. J. Allen/B. Hughes (Austin-Cooper), 26; 6, B. Harper/R. Binns (Sebring Sprite), 29; 7, I. Terry/X (Anglia), 37; 8, P. Simister/D. Ralphs (Anglia), 42; 9, J. Wadsworth/M. Wood (Morris-Cooper), 44; 10, B. Hadfield/G. Haggie (Anglia), 48. **Best Mixed Crew Award:** A. Taylor/Mrs. Taylor (Austin-Cooper). **Best Novice:** R. Reynolds/J. Alcock (Morris-Mini).



TRAVEL-STAINED cars at the finish.

OVER past years, the Godiva has established an enviable reputation as a fast, tough and fairly straightforward event. Attracting this year entries from most of the regular "circus" members, the starting list read like a Debreit of the rally world, including Pat Moss/David Stone, John Sprinzel/John Brown and most of the other "Sleepless Knights" on 15th-16th September.

Converging on the central meeting point at Lower Luggy (117/201023) from the two starting points at Coventry and Bolton, most of the well-seeded entry had an uneventful run, although the Coventry start saw some anxious moments for Pat Moss, as her navigator arrived rather late, having been involved in a road accident on his way up from Cardiff. Pat started rather late and so had to drive briskly to arrive on time.

The route to the first control near Old Hall provided a taste of what the night was to offer, everyone having to produce maximum effort, but a humorous moment came at the deep ford, ref. 123028, where a large crowd of interested spectators, complete with a notice "Up Periscope", had gathered to watch the rally cars plunge through. Leaving Control 4, Pete Astbury/Peter Roberts (Vitesse) wrong-slotted and bogged down—nicely, thank you—in a rather muddy ditch. From Control 5 many of the early numbers were delayed on the white road



THREE MINIS and an NSU start.

SEVENOAKS AND D.M.C.

BRANDS HATCH SPRINT

CLUB sprinting seems to be gaining in popularity and a good entry of seventy-one cars took part in the fourth Sevenoaks Sprint run over two laps of the short circuit from a standing start on Bottom Straight. The standard of driving was good throughout, not only among the regular competitors who do this sort of thing when they are not actually racing, but also among club members, whose only excursion onto the track this is.

D. Felstead was unlucky enough to lose his Turner G.T. coming out of Paddock and the car flipped after striking the bank, but the driver escaped with bruises. The only other untoward incident in 710 laps was caused by Dave McEwan emerging more or less backwards from Bottom Bend, completing his spin with his Sprite's hardtop flapping in the breeze and coming, unharmed, to a halt alongside Clerk of the Course Len Francis, to whom he was heard to mutter: "Nearly lost it that time!" before securing his hardtop and pressing on with undiminished fervour.

As is becoming customary in these events, Clive Lacey put up B.T.D. with his most beautifully turned-out 997 c.c. Lotus 7, his runs being models of consistently fast and safe motoring in

2 mins. 3.2 secs. and 2 mins. 3.0 secs. Next came Bob King, whose Lotus 17B circulated in 2 mins. 7.8 secs. against the 2 mins. 9.0 secs. of E. Crocker and 2 mins. 9.6 secs. of W. Metcalfe, both likewise Lotus-mounted. The latter was denied a second run by a fractured fan-pulley.

Coming down a class, we were treated to a fine display of Morgan motoring by Messrs. Meredith, Pickard and Dence, all in LawrenceTune Plus Fours, of which Dence was fastest with 2 mins. 11.8 secs.

V. Clark had the 1,500 c.c. class well buttoned-up with a most spirited drive in his hairy Twin-Cam M.G.A and C. Saunders was also impressive in his crisp-sounding T.V.R. in 2 mins. 20.2 secs. A fine sight was the blown Ulster Austin shared by D. Marchant and D. Brown. In the morning this pretty little car had displayed the most alarming front wheel patter, cured either by a heavy lunch or by attention to shock-absorber settings.

From the horde of Sprites and Midgets Mark Fielden emerged as class winner with 2 mins. 17.6 secs. in his bored-out Sprite, just pipping J. Allan (Fairthorpe Minor) by 0.2 sec. in the day's closest struggle.

Mike Sargeant circulated his well-known Riley 1.5 in 2 mins. 24.0 secs. and then went home secure in the knowledge that he had done enough for a class win, although he might have stayed had he known that C. Thornton was going to improve by over ten seconds in a similar, but less potent, car.

Surprisingly, there were only two Cooper-Minis and of these M. Bate scored with 2 mins. 34.2 secs. and the class for 848 c.c. Minis (although there were also three N.S.U. Prizes to add a touch of variety) went to Sheridan Thynne with 2 mins. 29.6 secs.

RON AMBROSE.

Results

B.T.D.: C. L. Lacey (Lotus 7), 2 m. 3.0 s. **Class Winners:** S. Thynne (Morris Mini), 2.29.6; M. Bate (Austin-Cooper), 2.34.2; M. Sargeant (Riley 1.5), 2.24.0; M. Fielden (Sprite), 2.17.6; V. Clark (M.G.A.), 2.18.0; A. Dence (Morgan Plus 4), 2.11.8; C. L. Lacey (Lotus 7), 2.3.0; B. King (Lotus 17B), 2.7.8.

Class 2 followed the trend with Amie Lefevre hustling his well-known Rapier to the top in 29.14 secs., only 1.82 secs. off the previous record.

The lone runner in Class 3, V. J. Crapnell (Jaguar 3.8), broke the class record on both his runs, finally leaving it at 28.03 secs.

The fourth class was one of the exceptions to the record-breaking trend. Richard Gibbings (Downton Austin 7) unfortunately touched the bank on his final run, and finished up 0.1 sec. short of a new record. The rally-tuned Nerus Austin 7 of I. Clements finished second.

Class 5 was reduced to three runners and this record too remained unbroken. R. J. Smart (Lotus Elite) came from behind with a climb of 31.81 secs. to take the class from A. S. Sanderson (Alfa Romeo). Despite there being only two runners in Class 6, T. G. Cunane captured the class and class record with a climb of 27.03 secs. in the 2.6-litre A.C. Zephyr Ace.

The writing was on the wall for the outright hill record when Mike Crabtree made his first climb in the 1,098 c.c. Lotus-Climax 7—time 25.46 secs.—only 0.05 sec. below the outright hill record. The Class 8 record was further lowered

on Crabtree's second run in 25.03 secs.

There was a close battle in Class 9 between Claude Rye (1½-litre Lotus-M.G. Mk. 6) and Jeremy Griffin (1,216 c.c. Lotus-Climax 11) with the class and record going to Griffin in 25.49 secs. with Rye 0.37 sec. in arrears.

The blown J.H.S. of J. C. Hart fulfilled its earlier promise by reducing the Class 10 record to 27.03 secs. Alistair Park returned to Brunton with the Aston Martin-engined Tojeiro and broke the class record on his first run. However, J. Tiller, in the raucous Allard J2, really benefited from the smooth surface to take the class and record on his first run with a time of 26.36 secs. Park could not better 26.57 so had to be content with second place.

Mrs. Sheila Park brought consolation to the Park household by taking the Ladies' Award with the Tojeiro.

When the racing cars commenced their climbs it remained to see only by how much they could reduce the hill record. Class 12 (up to 500 c.c.) saw the class and hill record broken by Howard Bennett (Cooper-Norton) with 25.48 secs. Since Bennett took the B.T.D. for S.W. Centre member, L. A. Stone (Cooper VII) was declared class winner.

Class 14 saw David Good come to the line with his new 1½-litre Climax-engined car fresh from its success at Prescott; 23.14 secs. seemed quick enough to take B.T.D.—but it was not to be! Good had the consolation of the class award and class record. Messrs. Dibley, May and Camp followed Good home in the class—all within the old hill record.

Peter Westbury's climb to set B.T.D. in Class 15 will go down as one of the neatest seen. The Cooper-Daimler left the line to the accompaniment of a harsh bellow and smell of burning rubber. He went very neatly through Paddock Bend, accelerated hard through Rookery Bend, devoured the straight at astonishing speed, was well held round Top Bend and returned a time of 22.71 secs.

Arthur Owen's time of 23.11 on his first run was slower only at Top Bend where the vital fraction of a second was lost. Owen's final climb was also very rapid—23.17 secs.—but again Top Bend proved to be the stumbling block. This seemed to be due to much higher approach speeds resulting from the re-surfacing, almost all the quicker machinery having difficulty in finding the limit on this corner.

I. R. CLEMENTS.

Results

B.T.D.: P. Westbury (Cooper-Daimler), 22.71 s. **B.T.D. S.W. Centre Member:** H. M. Bennett (Cooper-Norton), 25.48 s. **B.T.D. Lady Driver:** Sheila Park (Tojeiro-Aston Martin), 28.14 s. **B.T.D. Novice Driver:** D. W. Long (Cooper-Norton), 28.05 s. **Touring Cars: Up to 1,000 c.c.:** 1. D. Richmond (Austin-Cooper), 28.21 s.; 2. G. Lawrence (Austin-Cooper), 28.73 s. **1,001-2,000 c.c.:** 1. A. E. Lefevre (Sunbeam Rapier), 29.14 s.; 2. J. R. Gibbs (Riley 1.5), 30.06 s. **Over 2,000 c.c.:** 1. V. J. Crapnell (Jaguar 3.8), 28.03 s. **G.T. Cars: Up to 1,000 c.c.:** 1. R. J. D. Gibbings (Austin 7), 29.64 s.; 2. I. R. Clements (Nerus-Austin 7), 31.91 s. **1,001-1,600 c.c.:** 1. R. J. Smart (Lotus Elite), 31.81 s.; 2. A. S. C. Sanderson (Alfa Romeo Giulietta), 32.54 s. **Over 1,600 c.c.:** 1. T. G. Cunane (A.C. Ace 2.6), 27.03 s. **Sports Cars: Up to 750 c.c.:** 1. V. N. Hood (Austin Special), 31.95 s. **751-1,100 c.c.:** 1. M. Crabtree (Lotus-Climax 7), 25.03 s.; 2. D. J. Sturgess (Lotus-Ford 7), 28.7 s. **1,101-1,500 c.c.:** 1. J. Griffin (Lotus-Climax 11), 25.49 s.; 2. C. Rye (Lotus-M.G. Mk. 6), 25.86 s. **1,501-2,000 c.c.:** 1. J. C. Hart (J.H.S.), 27.03 s. **Over 2,000 c.c.:** 1. J. A. Tiller (Allard J2), 26.36 s.; 2. A. Park (Tojeiro-Aston Martin), 26.57 s. **Racing Cars: Up to 500 c.c.:** 1. L. A. Stone (Cooper Mk. 7), 27.70 s. **501-1,500 c.c.:** 1. D. Good (Cooper-Climax), 23.14 s.; 2. H. Dibley (Lola-Ford Mk. 5), 23.54 s. **Over 1,500 c.c.:** 1. A. Owen (Cooper-Climax), 23.11 s.

B.A.R.C. (S.W.)

BRUNTON HILL-CLIMB

THE final Brunton meeting for 1962 can be described as magnificent and sunny. For a closed club meeting, the entry list read like a championship event: Arthur Owen (2½-litre Cooper-Climax)—this year's R.A.C. hill-climb champion; David Good (1½-litre Cooper-Climax)—the 1961 hill-climb champion; Peter Westbury (2½-litre Cooper-Daimler)—next year's champion? Westbury took full advantage of the new smooth surface to make B.T.D. with a superb final climb in 22.71 secs., shattering the previous record by no fewer than 2.7 secs. Arthur Owen soon got the 2½-litre Cooper-Climax into its stride to take Class 15 with a time of 23.11 secs., which was only 0.03 sec. faster than David Good's time in Class 14, with his new 1½-litre Cooper-Climax.

Class 1 showed how the day's sport would go when Daniel Richmond took the Downton Austin-Cooper up in 28.21 secs.—no fewer than 2.39 secs. off the old class record. G. Lawrence and G. Took also broke the old record with times of 28.73 secs. and 28.86 secs., respectively.

ROCHESTER, CHATHAM AND D.M.C. SEPTEMBER RALLY.

IN the final instructions for their September Rally on 15th-16th September, Rochester, Chatham and District M.C. had drawn attention to a road hazard between Controls 14 and 15, but on arrival at the former a very different problem confronted the 52 crews who had set out 60 miles earlier from the Winsor Café at West Malling. Quite simply, they could receive no further route instructions: a sector marshal had gone off with the route cards! The rally was abandoned there and then and a high-speed convoy returned to the start to see what was what.

All of which was a great pity, since competitors, having survived the organizers' opening shock tactics with varying degrees of success and having found the ensuing section to be lively but not impossible, were looking forward to the real "meat" promised by the prospect of 35 time controls, mostly on O.S.184 in the space of 60 miles. Tight stuff, indeed, and with no route checks to collect, it held every promise of a real good thrash.

Streamlined out of all recognition with its predecessors, the September was planned as an absolutely straightforward plot and bash, starting with a whole series of "twos", including that notorious stretch across West Malling aerodrome and before many miles were run all clean sheets had disappeared, thanks to an imaginative route, strict marshalling and the sheer intensity of the plot. This pace continued through the Yalding, Staplehurst and Headcorn areas, and despite the early hour (first car away had left at 8.30 p.m.) clever routing had left the home front undisturbed.

EAST ANGLIAN M.C.

NINTH COLCHESTER AUTOCROSS

SNOW was forecast by all who saw the entry list for this restricted Autocross event. That is to say, Geoff Snow, for with his very fast A40 he was a racing certainty for the premier award, this being presented on a best-performance-in-class basis. Sure enough, the best efforts of all other top drivers present were not good enough, and Snow went home with an armful of awards. In the "specials" class particularly several well-known contenders achieved extremely fast times but were too close in their performances for anyone to stand out sufficiently from the rest.

A small but good-quality entry consisting of 37 entrants arrived at this 1,000-yard course on a fine day to find ideal autocross conditions—a firm but dry course and almost entirely smooth, with several tricky but fast corners. Laurie Manifold's Fish-carb. Volkswagen is still much too fast for other lesser beetles, but in Class 1 had to give best to the incredibly noisy, scruffy but potent DKW of Ken Piper. This performance of Piper's was actually considerably faster than Snow's, but Manifold's time was too close for Piper to get the major award.

The next class was noteworthy for two performances, that of the winner, N. Morley in a Sunbeam Rapier, and of

The second route card continued the plot much as before but at a slightly reduced tempo and was noticeable for the number of new slots the organizers had been able to discover on one of the most intensively used maps in the business—172. This led to Longbeech Wood, near Charing and to Control 14. Full stop. Well, not quite, for Mike Amos and Ernie Warwicker, not hearing the instruction to return to base, did a spot of detective work, unearthed Control 15 who gave them the reference of Control 24 and they eventually rejoined the route until the finish, leaving behind a succession of bewildered controls with exaggerated ideas of the toughness of a rally which could decimate the field thus.

However, so good had been the opening 60 miles that the best crew was five minutes down and it was decided to mark and score the rally up to Control 14, a popular enough decision.

Of course, the rally as such was spoiled by what was clearly a major administrative blunder, but nevertheless one had only to add a 30-mile run-in and a similar run out to the sections actually covered to produce a very good non-nonsense half-nighter, and most people philosophized thus, consoling themselves that there remained for some future occasion a first-class route of 60 miles with 35 time controls. We understand that this will, in fact, be incorporated into next year's September Rally and it will include several as yet unknown slots on O.S.184. It should be good.

RON AMBROSE.

Results

1. D. J. Chappell/D. T. Jackson (SAAB), 5 mins.;
2. D. C. Furneaux/J. Owen (Austin A55), 7;
3. R. H. Ambrose/R. W. Exon (Allardette), 7;
4. D. R. Harris/M. Addington (Jaguar), 8;
5. K. Jagers/R. Moody (Ford);
6. J. Chapman/D. Poole (Volkswagen), 9;
7. A. Maskell/J. Dello (Hillman), 10;
8. R. Thomas/A. Pink (Simca), 10.

W. Payne, whose Austin A60 is quiet, fast and bravely driven.

Donald Morley brought his famous Austin-Healey 3000 to take the sports-car class by one second from P. Kerridge's well-known Porsche, and it was good to see a works Healey conducted by a works driver showing versatility and sheer power in a sport with which neither is closely connected.

Finally, we had the spectacle of 10 hairy brutes competing for B.T.D. in the non-production sports car class. This became a battle between J. Parkin's Lotus-Cannonball and K. Haskell's Lotus 7. Both these drivers as well as the others in this class made the most of the fast conditions, with power-slides much in evidence. Haskell's driving in particular was a fine example of extreme forcefulness and was most exciting to watch, for it seemed that he scarcely ever lifted his foot. But Parkin's driving and the purpose-built Cannonball was just quick enough.

SAM ACTMAN.

Results

Best Performance: G. Snow. **Best E.A.M.C. Member:** D. J. Morley. **Ladies' Award:** Mrs. M. Parkin. **Class Winners:** K. Piper, L. S. Temple-Cox, N. S. Morley, D. J. Morley, J. H. Parkin. **B.T.R.D.A. Award:** G. Snow. **Team Award:** P. Kerridge, J. Parkin and A. Butcher. **Best Novice:** P. H. Wren. **Best Performance by an Improved Car:** G. Snow. **Best Performance by a B.M.C. Car:** G. Snow. **Best Performance by a Ford Car:** K. C. Truscott. **Best Performance by an Invited Club Member in a Saloon:** G. Snow. **Best Performance by a Standard/Triumph Car:** L. S. Temple-Cox. **Best Performance by a Renault:** R. Hansom. **Best Performance by a Rootes Car:** N. S. Morley.

B.A.R.C. (YORKS)

HAREWOOD HILL-CLIMB

AFTER a search which has lasted for a number of years, the Yorkshire Centre of the B.A.R.C. have finally found their own hill-climb course—and it has been well worth waiting for!

On 16th September the centre held the first event at their new hill at Stockton Farm, Harewood, almost within sight of the venue of their popular and successful autocrosses. In spite of an unfortunate delay the event turned out to be a success, with competitors and spectators alike expressing their feeling that it is already one of the best hill-climbs in the North.

The new hill is nearly 1,200 yards long and rises almost 250 feet. It has left- and right-handed 90-degree bends followed by a twist through a farmyard, a long left-handed bend followed by a climbing straight and then a final sweeping right-hand bend which tightens into almost a hairpin just before the finish. The paddock is situated at the top of the hill with an excellent view of the whole climb, and the adjoining spectator accommodation enables spectators to either stay near their cars and look down on almost the whole climb or walk down to the rails for a close-up on the corners. The surface was a little bumpy and loose for this first event, but it seemed to satisfy the entry of over 100.

During practice D. N. Scott flipped his G.N. after touching the grass in the long left-hand bend. He was taken to hospital in the course ambulance, and was discharged later the same afternoon. However, the meeting was held up until the ambulance and first-aid staff returned from hospital and so the start was delayed for nearly two hours.

Among the non-starters was Reg Phillips's Fairley which had mechanical trouble, but Reg came along and competed with his "cooking" M.G.A. With no hill-climb championship specialists competing the battle for the new hill record was open to a mixed bag of E-type Jaguars, Formula Junior and even Formula 1 cars, early Coopers and sports-racing machines.

It was Elva Mk. 6 driver Tony Lanfranchi who made the new record, after setting the best time in the first of the two timed climbs and then rasping up on his second climb in 51.61 secs. with Derek Scott second overall in his Cooper-J.A.P. 1100 in 52.88 secs.

The classes saw the usual battles with the usual Yorkshire contestants. Ken Lee won the B.M.C. Mini class with his Cooper, now bored and sleeved to 1,150 c.c., with Alan Staniforth second. The class for touring cars up to 1,066 c.c. excluding Minis went to D. R. M. Kay's Anglia with Ken Monkman's A40 second and R. N. Bean's new Morris 1100 in third place in a creditable 64.19 secs. Bruce Moss in his hot Riley 1.5 took the next class from Henry Holliday's similar car by a margin of nearly two seconds, and an even bigger margin separated Greg Wood's hot Jaguar 3.8 from Ian Grassick's similar but standard machine in the biggest touring car class.

One of the biggest surprises of the first runs was when Jim Johnstone returned 55.56 secs. in a Sprite—well

(Continued overleaf)

Harewood Hill-Climb—continued

below the class average. He was unable to improve on his second run but still won the class comfortably. Derek Clark's Alpine had now established itself to lead the class for marque sports cars up to 1,650 c.c., but Peter Turner and Jeff Wilson tussled hard for second place, the honour finally going to Wilson by only .07 of a second after both tried very hard in their M.G.As.

Brian Waddilove (Jaguar E-type) and Alan Ensoll (modified XK 120) fought hard for the big sports car class, Waddilove returning 54.51 secs. on his first run and Ensoll 54.31. Then a shower threatened and Ensoll thought he had little chance of improving and went home, but Waddilove stayed on. The rain kept off and Waddilove got down to 54.08 to win the class!

In the racing and sports-racing classes, R. G. Hirst did well to be runner-up to Lanfranchi in the small sports-racing class in his old-type Cooper-Climax and

Tony Brooke was runner-up to Derek Scott in the racing car class in his Formula 1 front-engined Lotus 16. J. R. Walton's Walton-Riley took the big sports-racing class from a small field.

PETER CRAVEN.

Results

Best time of day: A. Lanfranchi (Elva Mk. 6), 51.61. **B.M.C. Mini-cars:** 1, K. N. Lee (Cooper), 58.97; 2, (tie) A. Stanforth (Morris Mini), 59.56 and F. P. Kave (Morris-Cooper), 59.56. **Touring cars:** **Up to 1,066 c.c.:** 1, D. R. M. Kay (Anglia), 62.28; 2, K. H. Monkman (A40), 63.94. **Up to 1,900 c.c.:** 1, B. W. Moss (Riley 1.5), 60.00; 2, H. O. Holliday (Riley 1.5), 61.94. **Over 1,900 c.c.:** A. G. Wood (Jaguar 3.8), 57.39. **Marque sports cars:** **Up to 1,066 c.c.:** 1, J. Johnstone (Sprite), 55.56; 2, R. D. Sutherland (Sprite), 57.44. **Up to 1,650 c.c.:** 1, E. D. Clark (Alpine), 60.37; 2, J. A. Wilson (M.G.A.), 61.50. **Sports cars:** **Up to 1,900 c.c.:** 1, P. J. Smith (Speedwell G.T.), 55.48; 2, G. Durham (Porsche Carrera), 56.33. **Up to 3,000 c.c.:** E. C. Booth (Frazer-Nash Le Mans), 55.60. **Over 3,000 c.c.:** B. R. Waddilove (Jaguar E-type), 54.08. **Sports-racing cars:** **Up to 1,450 c.c.:** 1, R. G. Hirst (Cooper-Climax), 53.57; 2, R. Dawson (Lotus 11), 54.56; 3, T. Clapham (Lotus 7), 54.57. **Over 1,450 c.c.:** J. R. Walton (Walton-Riley), 57.53. **Single-seater racing cars:** 1, J. D. Scott (Cooper 1,100), 52.88; 2, A. Brooke (Lotus FD), 54.03.

HASLEMERE MOTOR CLUB'S**RALLY WITH A DIFFERENCE****Sir Peter Moon (Austin-Healey 3000) Wins Merrydown Rally**

THE WINNER, Sir Peter Moon, takes his Austin-Healey 3000, an ex-works car like most Austin-Healey 3000s in rallying, around on one of the two laps of a disused goods yard. He made best time.

THE idea of a daylight rally is rightly frowned upon these days, but the Merrydown was a daylight rally with a difference, and the Haslemere Motor Club are to be congratulated on their enterprise in organizing an event which may well set the pattern for the future. Quite simply, the Merrydown consisted of a varied series of off-the-road stages, linked by untimed road sections. As such it was very much a driver's rally.

Using O.S. sheets 169 and 181, it is surprising to discover just how much territory is available to the diligent clerk of the course. In all, 14 stages had been planned, although two of these had to be deleted, one through lack of time at the end and the other through a local landowner deciding to exercise his feudal rights. Which only serves as a warning that even with this type of event the natives can sometimes be opposed to our activities, even if not openly hostile. The rally was sponsored by the Merrydown Wine Co., and for this reason numbers

were carried, in the form of souvenir plates, suitably decorated. For future events of this sort it might be prudent to omit this luxury.

The regulations stated quite unashamedly that some of the sections would be "colonial" and the 39 starters soon found that their suspension systems were in for a hard day's work, although their sumps were in no especial danger.

The first section, a mile or so from the start at Bordon Motors, ran across Kingsley Common for a distance of 0.6 miles, fairly straight, except for a wicked wiggle over a bridge, which put P. Funnell off his line for the road, but well in line for the stream. Fortunately he stopped just short of the water with no damage done. Fastest on this test were A. Mapson (Mini), M. Robinson (Mini) and L. Cruttenden (D.K.W.), all in 52 secs.

Next came the ascent of Broxhead, near Bordon, a section well known in production car trials and scored in trials fashion as a non-stop section with 10 marker boards.

Several spirited ascents were made and T. Yoward demonstrated that Minis won't go backwards up sandy hills.

Tilford, at 859419 came next, one mile of spaghetti in a bogey time of 120 secs., including a considerable ford. Sir Peter Moon, driving his newly acquired ex-works Healey 3000, came into the reckoning here with a rapid 89 secs., easily fastest. A similar section followed, shorter and with a somewhat softer surface, which was more to the liking of N. Thorne (Zephyr). His 74 secs. was best here.

Warren Mere, just off the main A3 road, provided a really splendid section of 1.3 miles of track and grass with every conceivable type of corner. Here you could overcook it without doing material harm, as some found to the detriment of their times. Sir P. Moon and L. Cruttenden were equal fastest here with 151 secs.

After lunch came Hydon Ball, 0.9 miles in a bogey time of 120 secs., which was cleaned by the majority with ease, but Redford Common, which followed, was more difficult. Again, the big Healey set the pace.

Competitors had a most pleasant surprise at the next section, Cocking Causeway, for here they were confronted with 1.6 miles of dead-straight track, which turned out to be the site of a disused railway! The rails and sleepers had been removed and only the station at the finish remained to do homage to Dr. Beeching. Here Thorne just pipped Moon, but the incredible Ford Squire of W. Martin shook everybody with third fastest time.

Now came Longmoor, two timed laps of a very interesting circuit on hard-standing, including two hairpins, one with a loose surface, the other over flush railway lines. Moon consolidated his lead here and the rally ended with a timed section through Standford Ford, some 10 in. deep and about 30 yds. long. Here Cruttenden perched the Deck on a hidden rock and several other people were over-enterprising in their efforts to temper speed with the necessary discretion.

A driving test or two might have added a little variety to what turned out to be an enjoyable and unusual event.

RON AMBROSE.

Provisional Results

1, Sir P. Moon (Austin-Healey 3000), 32.6 s.; 2, N. Thorne (Ford Zephyr), 53.5 s.; 3, J. Ivil (VW), 62.9 s.; 4, L. Cruttenden (D.K.W.), 69.7 s.; 5, W. Mapson (Mini), 91.9 s.; 6, M. Ford (D.K.W.), 106.0 s.; 7, H. Greenwood (Peugeot 403), 109.6 s.; 8, M. Robinson (Mini), 149.5 s.; 9, D. Styles (T.V.R.), 157.6 s.

Team Award: Haslemere M.C., Sir P. Moon and N. Thorne.



PETER HOOPER'S Jaguar XK 140 retires in a cloud of smoke—clutch smoke, it later transpired. He was towed away by the Land-Rover.

AUTOSPORT

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A.C. ACE 1957, immaculate, B.R.G., detachable hard top, 35,000, seen London. £600.—Bourchier, 3 York Avenue, Hove.

ASTON MARTIN

ASTON MARTIN 1932 International. Modified head, exhaust, crown wheel, back axle. £125.—Parker, 90 Rivermead Court, S.W.6. Renown 6945 (evenings).

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AUSTIN 7, 1961, one owner, engine modified. £415 o.n.o.—Bainbridge, MANston House 5061 (office), Ripley 6160 (home).
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Open all day Saturday.

17 Winchester Road, Swiss Cottage, N.W.3.

Tel.: PRImrose 9741.

AUSTIN-HEALEY 3000, 1960, white, fitted radio, heater, overdrive, etc. £795.—Normand, Ltd., Olympia Motor Services, Thornton Road, Bradford. Tel.: 31255 Bradford.

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MK II SPRITE, 1961, 6,000 miles, white with red interior, luggage rack, tonneau, etc., left-hand drive, can be converted for £30. £450. Part exchange possible.—Esher 3266.

SPRITE, late 1959, sensible mods, and extras. £395.—Banks, 22 Ashley Park Crescent, Stockton Lane, York.

SPRITE, 1960, Xs, many extras! Immaculate condition throughout. £375 for quick sale.—KINaston 3050 day, LIBerty 6580 evenings.

SPRITE, 1959, 28,000, white, heater, rev. counter, tonneau, belts, new tyres, mats. Owner gone abroad. £365 o.n.o.—VIGilant 6848 evenings (Surrey).

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E.R.A. R3A for sale. Any person/persons interested in purchasing or forming syndicate please contact: Kerron, 79A Wrotesley Road, N.W.10.

(Continued overleaf)



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£525 Porsche 1500, F.H.C. left-hand drive. In old English white with superb red interior. Fitted Telefunken push button radio, heater, etc. Choice of two others, both right-hand drive.

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£395 Austin-Healey BN2. Finished in white, red interior. Heater, tonneau, etc. Two owner car.

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ZODIAC, £450, 1959 (Aug.), 27,000. Cream/green, half-used X tyres. One private owner. Perfect order and condition. All bills available.—Phone: Alderley Edge 2342.

1960 (MARCH), Zephyr, green, 31,000 miles, Alexander conversion, triple carbs., front disc brakes, Michelin "X" tyres, heater, electric w/washers, wing mirrors. Taxed December. £575.—Adlards Motors, Ltd., 43-5 Acre Lane, Brixton, London, S.W.2. Brixton 6431 (6 lines).

1959 FORD Anglia 100E Alexander conversion, overdrive, heater. £325.—H. K. Jarvis, 25 Church Crescent, Muswell Hill, N.10. Tel.: Highgate Wood 9394 after 7 p.m.

£225 FANTASTIC ZEPHYR, the 100 m.p.h. ex-Pomeroy car with all mods as listed in its road tests. Just fitted with new gearbox, clutch, heater and going like a rocket. Would take early Mini P/E.—Phone: Holmer Green 3143 (Bucks). LONDON Wall 1551 (day).

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1959 M.G.A. coupé, only two owners, genuine 23,000 miles. Immaculate, with radio and many other extras. Licensed. £555.—Richards of Boreham (M.G. Dealers), Boreham, near Chelmsford. Phone: Boreham 271.

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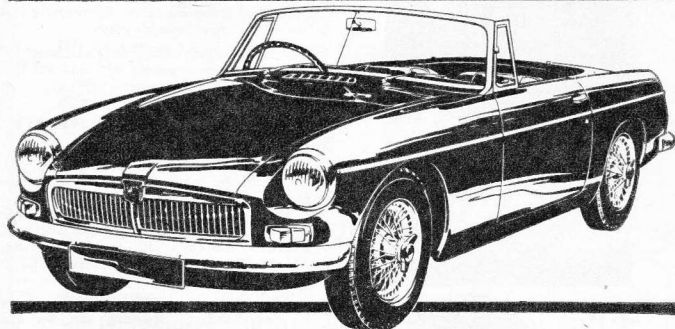
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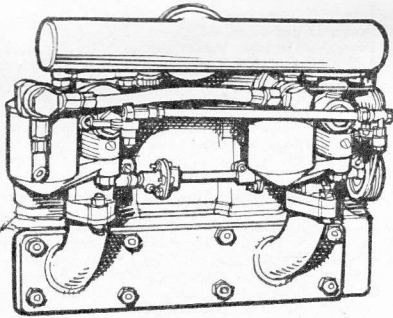
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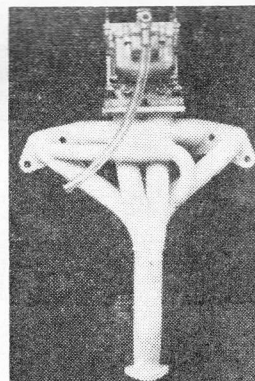
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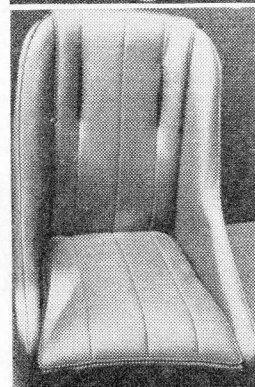
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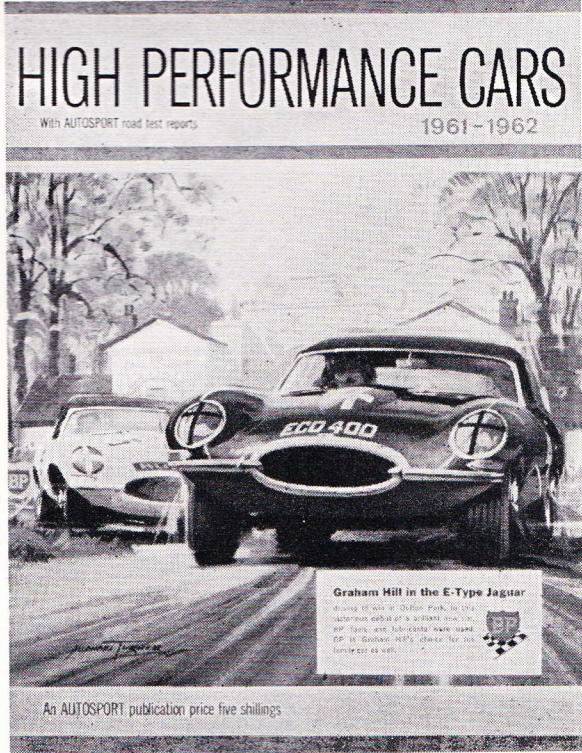
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