

THE GERMAN RALLY

AUTOSPORT

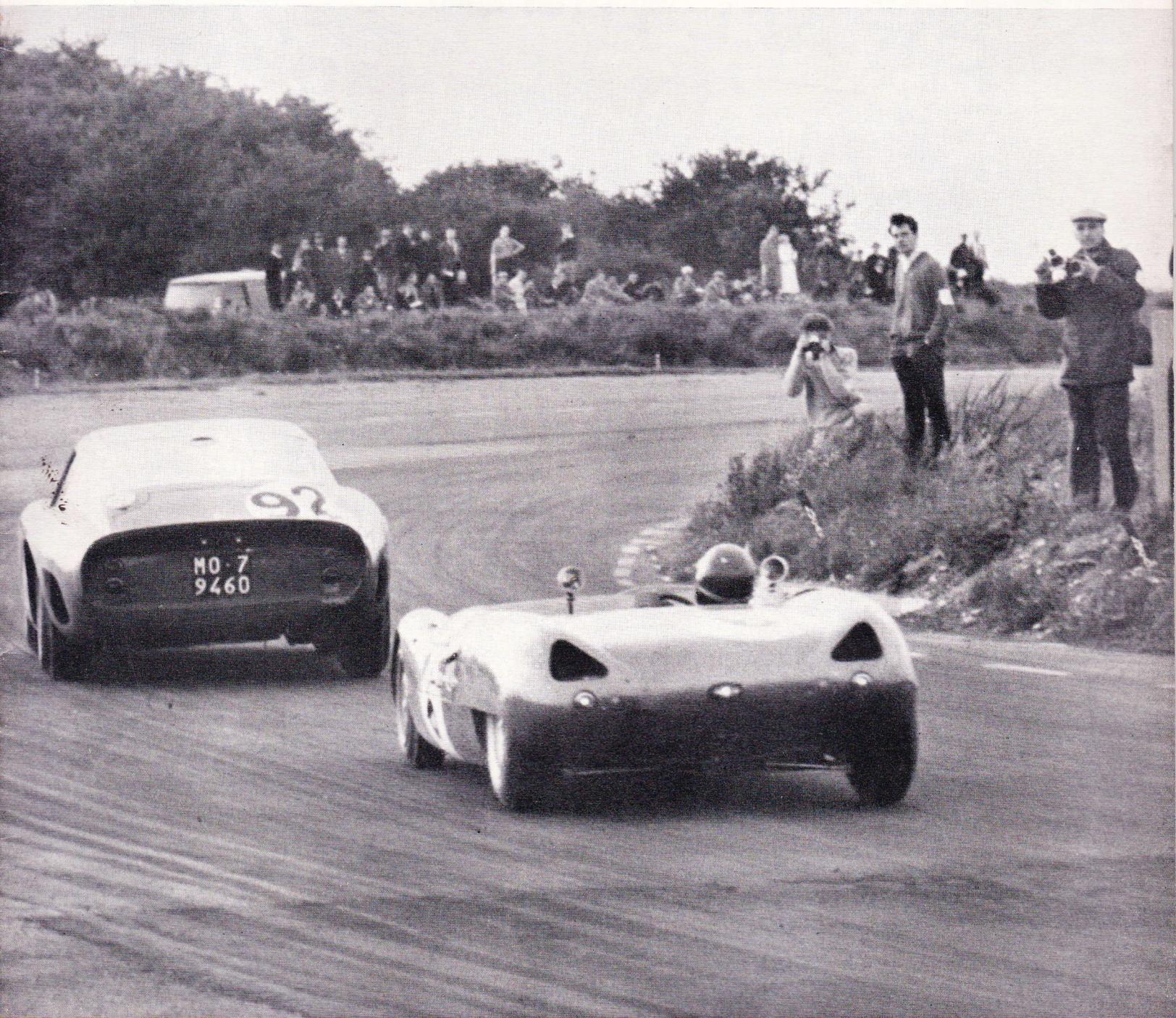
BRITAIN'S MOTOR SPORTING WEEKLY

OCTOBER 5, 1962

2/-

EVERY FRIDAY
Vol. 25 No. 14

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



IN THIS ISSUE

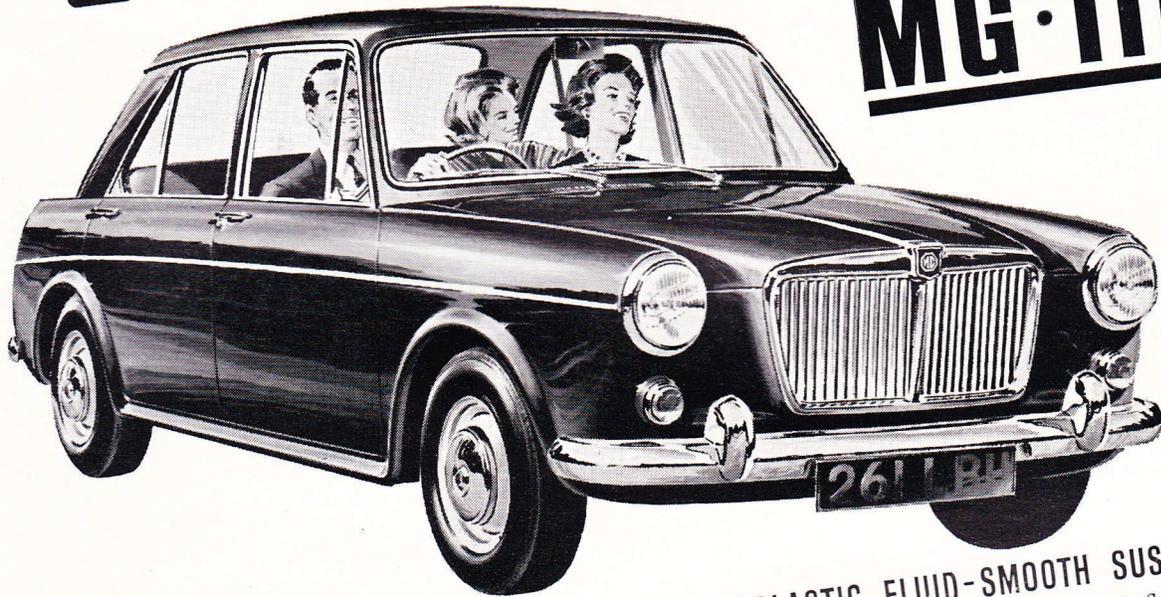
THE SNETTERTON "THREE-HOURS" RACE—FULL REPORT AND PICTURES

NEW MODELS FROM COOPER, M.G. AND VAUXHALL : WESTON-SUPER-MARE SPEED TRIALS

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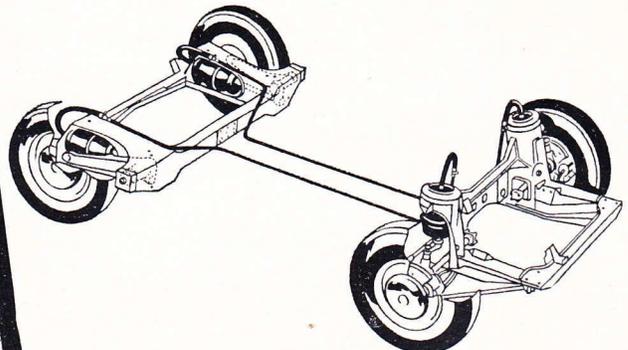
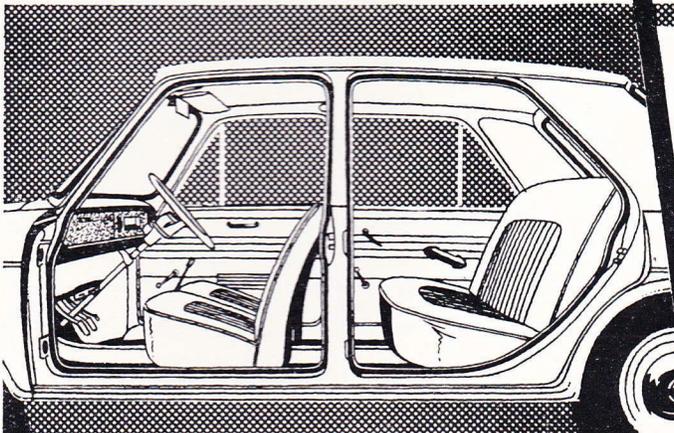
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Vol. 25 No. 14

October 6, 1962

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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

A WONDERFUL EVENT

ONCE again all who left Snetterton last Saturday night insisted that the AUTOSPORT Three Hours race was the best event of the season. Indeed interest never flagged for the entire distance, the tense duel between Mike Parkes (Ferrari GTO) and Jim Clark (Lotus-Ford 23) keeping the big crowd on tenterhooks, as did the battles in all classes. Clark, after a tremendous performance during which he lapped at 1 min. 40.1 secs. (97.2 m.p.h.), had gearbox trouble about ten minutes from the end, and Parkes went on to win, not only the *Daily Mirror* Trophy, but the 1962 AUTOSPORT Championship. He drove a wonderfully consistent race, in a splendidly prepared motor-car which sounded as if it would go on for ever. Chief challenger to Michael Parkes for the Championship was Stephen Minoprio (Marcos), who was unfortunately eliminated due to front suspension breakage. The marque Marcos had the consolation, however, of winning the Team Award for the second successive year. At the time of writing the exact placings of the drivers after Parkes in the general classification are the subject of dispute, and only a very provisional list was issued by the official timekeepers. The supporting events were also excellent, and few will forget that incredible race in ADO 16 Morris for the "Molyslip" Trophy.

LONG, LONG TRAIL!

IT was evident that the new starting grid rules which I applied at Snetterton cannot be described as adding to the safety of motor-racing. For example, the R.A.C. decreed that there should be a minimum distance of 20 yards between each row of vehicles. In the "Three Hours", with a 3-2-3 etc. grid, the line of cars stretched for over 270 yards, the unlucky back-markers being almost out of sight at the end of Coram Curve. This entailed two starting flags, but when the race began, a petrified Jim Clark broke his bottom gear and stalled his engine. Whilst he was stationary in his tiny car, the field thundered past, and by the time the back rows had arrived, they were doing around 80 m.p.h. There were many sudden swerves and miraculous avoidances, and if it had been wet, with the little Lotus probably completely obscured by flying spray, one shudders to think what might have happened. Surely this vast distance between rows is not necessary, and AUTOSPORT wonders whether or not it was intended to read feet, instead of yards. Anyway it was probably a good thing that this happened at the outset of the regulations and fortunately it was easy to observe the peril of a stationary vehicle in the midst of cars accelerating from a considerably distance back. The drivers themselves could not quite understand why this mighty grid was necessary, but at least they do realize now the hazards it could easily provoke.

OUR COVER PICTURE

SNETTERTON: Last week-end saw victory for Mike Parkes (Ferrari) in the AUTOSPORT "Three Hours" race. A likely challenge by Jim Clark, in the Essex Racing Team Lotus 23, came to naught following gearbox trouble, but not before Jim had made a considerable impression on the field following a bad start. Here he chases David Piper's Ferrari into Riches Corner.



CANADIAN GRAND PRIX, MOSPORT—SEPTEMBER 23rd

2,000 c.c. CLASS

1st JACK BRABHAM LOTUS-FORD

VANWALL TROPHY, SNETTERTON—SEPTEMBER 29th

1st PETER ARUNDELL LOTUS-FORD

3rd JOHN FENNING LOLA-FORD

(Subject to official confirmation)

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

PIT & PADDOCK

GRAND PRIX OF U.S.A.

Jim Clark still has chance to wrest championship from Graham Hill at Watkins Glen

THIS Sunday's Grand Prix of U.S.A. at Watkins Glen has full representation of European Formula 1 cars, with the possible exception of Sefac Ferrari, whose two cars for Phil Hill and Ricardo Rodriguez remain to be confirmed, at the time of writing.

Graham Hill's present total of 36 points in the World Championship from five best performances is made up of three wins (27 pts.), one second (6) and a third (3). Jim Clark's 22 points are from three results only, so for the remaining *grandes epreuves* at Watkins Glen and in South Africa, both results will count.

Should Hill win at Watkins Glen, then the Championship is confirmed with a total of 9+9+9+9+6=42. Clark could then only achieve (if he were second) 9+9+9+6+3=36. A victory for Clark would still leave the title open, even if Graham took second place (6 pts.). Another win for Jim in South Africa would give him four wins and his third place =39. There are, of course, other permutations, but obviously Graham is in a far more favourable position than Clark. Also, the result of Sunday's event may decide the Constructors' Championship. McLaren has 22 points at present, but even should he win both races, he can reach only 35 points—one less than Hill's present total.

However, championship or no championship—the race is a Grand Prix, and the two contenders will have their work cut out to stave off people like Surtees, McLaren, Gurney and Co.

Confirmed Entries

B.R.M.: Graham Hill, Richie Ginther.
 Lotus-Climax: Jim Clark, Trevor Taylor (Team Lotus); Maurice Trintignant (Walker); Jim Hall (Rosebud); Innes Ireland (U.D.T.-Laystall).
 Lotus-B.R.M.: Masten Gregory (U.D.T.-Laystall); Bob Schroeder.
 Lola-Climax: John Surtees, Roy Salvadori (Bowmaker).
 Cooper-Climax: Bruce McLaren, Tony Maggs (Cooper Car Co. Ltd.); Roger Penske, Hap Sharp (Rosebud); Tim Mayer.
 Brabham-Climax: Jack Brabham.
 Porsche: Dan Gurney, Jo Bonnier.

Possible Additions

Ferrari: Phil Hill, Ricardo Rodriguez.
 Porsche: C. G. de Beaufort.

MORE RELIANT SABRES

FOUR additions to the range of Sabre sports cars were announced this week. Supplementing the existing four-cylinder Sabre soft-top and hard-top two-seaters, which have, of course, 90 b.h.p. versions of the 1.7-litre Ford Consul engine, is a new styled two-four seater G.T. fixed-head coupé. Three new versions employing the six-cylinder Ford Zodiac engine giving 109 b.h.p., known as the Sabre Six, also make their debut. The engine is offered in various stages of tune, culminating in a three-carburettor 175 b.h.p. version intended for competition use.

SOUTH AFRICAN NEWS

THE last event counting towards the South African Championship will take place on 10th October and, though the Championship has already been decided in favour of Ernie Pieterse, the placings have yet to be settled. The field should be a large one and will include Sam Tingle, the Rhodesian Champion, and one or two other entries from Rhodesia.

Trevor Blockdyk and Ray Cresp, at present campaigning in Europe, will be coming back to compete with Formula Junior Coopers fitted with Formula 1 Alfa Romeo engines. A notable entry is Gary Hocking, who will conduct a Formula 1 Lotus-Climax—probably the ex-Tim Parnell machine.

Other new cars are expected to appear, so this could turn out to be the most interesting race held in South Africa this year.

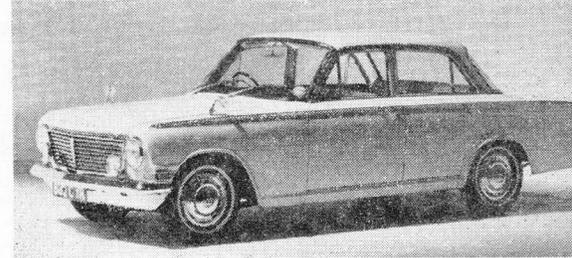
According to a source here, Coventry Climax are designing a 1½-litre V12 for next year.

The new De Tomaso flat-eight may be entered in the Springbok series of races at the end of the year. W. R. SKINNER.

TONY HEGBOURNE, that brilliant driver of an 1,100 c.c. Lola-Climax who has put up many astounding performances this season, has won the Brooklands Memorial Trophy.

OUR attention has been drawn to the fact that Dizzy Addicott's meteoric drive at Goodwood on 22nd September started from the back row of the grid. Had he started from the front it seems likely that he would have won.

THE busiest ever Goodwood season finishes this Saturday when the B.A.R.C. hold their 55th Members' Meeting. An interesting innovation is an event for *Formule Libre* racing cars in which several Formula Junior cars oppose an Alta, a B-type Connaught, a 500 c.c. Grenfell-Triumph, an ex-F2 Cooper, the Parson-Maserati, a Lister-Jaguar, three Lotus 11s, two D-type Jaguars and a Mille Miglia Frazer-Nash. The meeting marks the final round of the Cibie Cup for saloon cars which Doc Merfield looks like winning.



THE NEW VAUXHALL Cresta (above) and Velox announced this week combine new looks and interior treatment with a well-proved, highly developed technical specification. The 113 b.h.p. 2.6-litre engine has a compression ratio of 8.5:1, and Hydra-matic fully automatic transmission is an alternative to an all-synchromesh three-speed gearbox, which has overdrive on top and second as an extra.

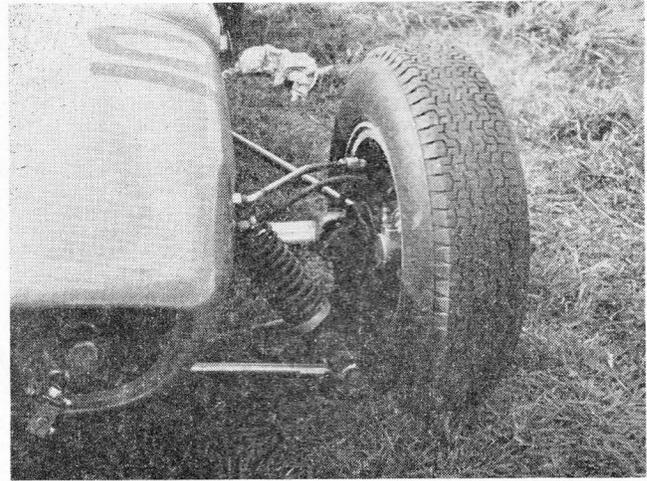
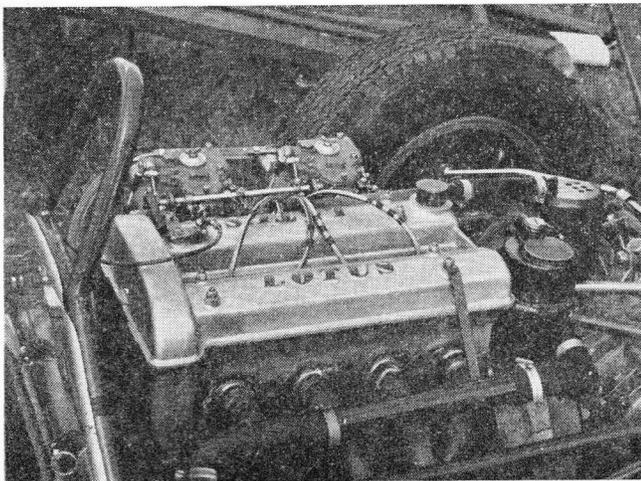
TELEFLEX Products, Ltd., the inventors and licensors of the inertia reel in use in the Brooks Reel Safety Belt, have commenced Court proceedings against Irving Air Chute of Great Britain, Ltd., and Belbrace, Ltd., who recently announced that they intend to market a new inertia reel car harness.

Teleflex are claiming an injunction to restrain alleged infringement of their patents.

JOHN THORNE, of 1 Worthington Road, Tolworth, Surrey, has undertaken the responsibility of historian of the Seventy-Fifty Motor Club. If anyone has old magazines, programmes, etc., in which the club has featured—the older the better.

THE Mini Nudge-Bar, manufactured by Excelsior Motor Co., Ltd., and described in a recent issue, is to be marketed by Britax (London), Ltd.

COOPER and Lola entries have already been confirmed for the South African Grand Prix which takes place on 29th December.



FORMULA II LOTUS FOR 1964! This car appeared at Oulton Park last weekend in the hands of Brian Hart. Prepared by Mike Costin and Keith Duckworth it features a Lotus 20 chassis with discs all round. The engine is the 997 c.c. Ford unit with the Lotus twin-cam head, special crankshaft, rods, etc., and develops 102 b.h.p. at 8,000 r.p.m.



OUTRIGHT WIN

FOR

MORRIS MINI COOPER

3rd International Championship this year

This Pat Moss and Pauline Mayman victory follows the Morris Mini Cooper success in the Swedish Rally to the Midnight Sun and their own superb win in the Tulip Rally.

Subject to official confirmation

B.M.C. builds to Win!

THE BRITISH MOTOR CORPORATION LIMITED
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SPORTS NEWS

COUPES DE PARIS

THE Coupes de Paris meeting at Montlhéry took much the same form this year as on previous occasions, with four handicap races for G.T. and touring cars and a scratch event for Juniors. Having tried hard for the last two years to keep Minis out of the touring results the organizers really excelled themselves on this occasion and I was not surprised to find myself on the very back row of the starting grid giving half a minute to all the other Coopers—which because they were slower in practice the organisers thought must be Group 1 cars—and nearly two minutes to the B18 Volvos! As this race was over only 15 laps of the 4 km. circuit it was not surprising that Volvos took the first two places, although one of French-entered, very un-Group 2 Coopers took an excellent third place on the very last lap. An equally good fourth place went to Frank Hamlin's VX4/90 Vauxhall which because the French had never seen one racing was allowed to start with the Volvos and surprised everyone—Hamlin included—by beating all but two of them.

The race for touring cars up to 850 c.c. was not quite such a victory for the organizers, as Alex von Falkenhausen, racing director of BMW, arrived with a works car and took full advantage of the good handicap given to these cars to win the race very convincingly, lapping within two seconds of my Cooper. The only British entry in this class, John Thurston's 850 Mini, retired at the halfway point with a complete lack of brakes after a most stirring battle with a group of fast Dauphines.

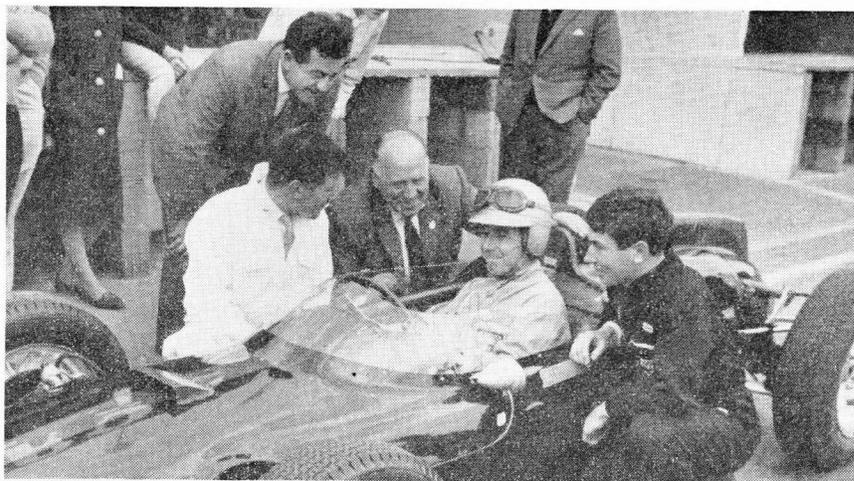
In the first G.T. race, Tommy Weber starting from scratch with his early type Marcos made no mistake, not only winning the event outright but making fastest lap at a time which even made the Abarth drivers start thinking.

In the other G.T. race—for the bigger bangers—I don't think anyone really knew what was happening but at the finish the organizers made a popular decision by awarding first place to Gerard Laureau in the 1,000 c.c. Rene Bonnet and the G.T. prize to Koch who had struggled manfully throughout from an impossible rear position with his Porsche Abarth Carrera.

The entry for the Junior event was not up to the usual standard, with few foreign entries and the field being composed mainly of rather obscure Frenchmen in outdated cars. However, from the start Henri Grandisire—who is formidable enough opposition in anyone's language—led in the Ecurie Edger Lotus 22, but after only a third of the race had to retire with overheating. Originally David Hitches in the Lola had been second but he spun at one of the chicanes, dropping well back, so it was the bearded Robert Bouharde, in one of the Coopers the Tyrrell boys raced so successfully last season, who took the lead which, despite all the Lola drivers' efforts, he was able to hold to the end. The finish was marked by a most impressive shunt when right on the finish line a French Lotus driver lost it, rolled several times and finally took the flag sliding painfully on his back!

JOHN ALEY.

DAVID PROPHET'S Alexis Junior, crashed at Silverstone a few weeks ago, was not as badly damaged as first thought.



THREE PUPILS of the Jim Russell Racing Drivers' School were given a chance of driving a Formula 1 racing car recently at trials at Snetterton organised by the school and the Bowmaker Racing Team. Left to right are Jim Russell, David Cuff, Reg Parnell, Henry Morrogh and Teddy Pilette. Cuff, Morrogh and Pilette greatly impressed Reg Parnell.

SIX HOURS OF SALOONS Representative Entry of Cars for Brands Hatch Six Hours on Saturday

THE British Racing and Sports Car Club once again come up with something new with their Six Hours Saloon Car Race at Brands Hatch this Sunday. Long distance touring car events have been popular in Europe and in America for some time, but no club in this country seemed to want to stage such an event. However, the B.R.S.C.C. have made the first and boldest step forward, and it is to be hoped that if the event is a success, and there is no reason why it should not be, similar meetings will be arranged next year.

There is a strong continental flavour, with machines from Italy, America, Germany and Sweden. It is a pity that the anticipated "Detroit Irons" are not present; these big machines are reputed to be quite something, as their fantastic speeds at Daytona indicate. Also, entries from French manufacturers are lacking.

The over 3,000 c.c. class comprises five Jaguars. Tommy Sopwith's familiar blue machines are due to be driven by Mike Parkes/Jimmy Blumer and Sir Gawaine Baillie/Jack Sears. The former pair must be strongly favoured for outright victory. John Coombs has entered one of his white 3.8s, but drivers are to be nominated—his regular team of Roy Salvadori and Graham Hill being in the United States. As well as another British-entered car, the German-entered machine of Peter Lindner/Peter Nöcker is down to run. Lindner has an impressive record at the Nürburgring.

The continental flavour becomes apparent in the 1,601-3,000 c.c. class in which British hopes of victory rest upon two Ford Zodiacs, the Ian Walker-entered car of Paul Hawkins/Bruce Johnstone and that of Jeff Uren/David Haynes. Two two-door Lancia Flaminia coupés will be driven by Piero Frescobaldi/C. Fiorio and L. Cabella/David Piper while Chris Lawrence and Richard Shepherd-Barron will drive a Chevrolet Corvair, the only American car in the race. The already familiar 220SEb Mercedes-Benz of Nicky Byrne/Chris McLaren and two similar machines entered by the Equipe Nationale Belge complete this most interesting class, one that has been poorly supported this year—until now!

No doubt after the Index of Price classification, Syd Hurrell has entered a six-cylinder Triumph Vitesse for John

Sprinzell/Neil Dangerfield in the 1,301-1,600 c.c. class. Peter Harper/Peter Procter share a works Rapier and Peter Jopp/Peter Pilsforth an Alan Fraser-entered machine in this class, while yet another Sunbeam has been entered by Belgians Victor Heylen/"Carlos". The Swiss-entered Volvo of Walter Ehrensberger/G. Steinemann, Riley 1.5s for Edward Lewis/Peter Riley and Alan Hutcheson/Paddy Hopkirk and a Vauxhall VX4/90 for Bill Aston/Dizzy Addicott complete this class. Last August the Vauxhall split the Rapiers—so watch it this Saturday.

The interesting 1,300 c.c. class sees another Ian Walker entry: a Ford Anglia 1200 Super for Peter Arundell/Anita Taylor—Trevor's sister! A similar car will be driven by Alan Mann/Roy Pierpoint and there is a Swiss-entered Alfa Romeo Giulietta T1 for F. Birchler/M. Lanz, a German-entered Volkswagen for Hans Braun/W. Deutsch, a Morris 1100 for Tony Kilburn/Nick Garbett and a Dick Jacobs entry—yes, a spanking new M.G. 1100 for Alan Foster/Andrew Hedges.

The 1,000 c.c. class (the smallest—there being no 850 c.c. class usually found in continental events, which is a pity) is, of course, Mini Mad. Works Cooper-Minis, strong weapons that they are, have been entrusted to John Whitmore/Billy Blydenstein and John Aley/John Rhodes, while a Don Moore entry will be driven by Christabel Carlisle/Peter Galliford. Elizabeth Jones/Pauline Mayman have a Cooper-Mini, the fifth one being the Belgian-entered car of Julien Vermaeve and Georges Harris. Two BMW 700s have been entered for Herbert Linge/Walter Schneider and Miss "Timaru"/Rona Pearson, the latter being one of those successful lady Mini drivers who have appeared on the British race tracks this season. A SAAB for G. Karlsson and a co-driver to be nominated should also be well up.

The race, sponsored by *The Motor*, starts at 12 noon, and from then until six o'clock the spectators will be able to see something lacking in modern motor racing: pit stops for fuel, tyres and change of drivers—plus, of course, the unscheduled stops for repairs. There is the interesting Index of Price category, based on the Manufacturer's list price, and a team prize.

MICHAEL KETTLEWELL.

FOR YOUR M.G.1100



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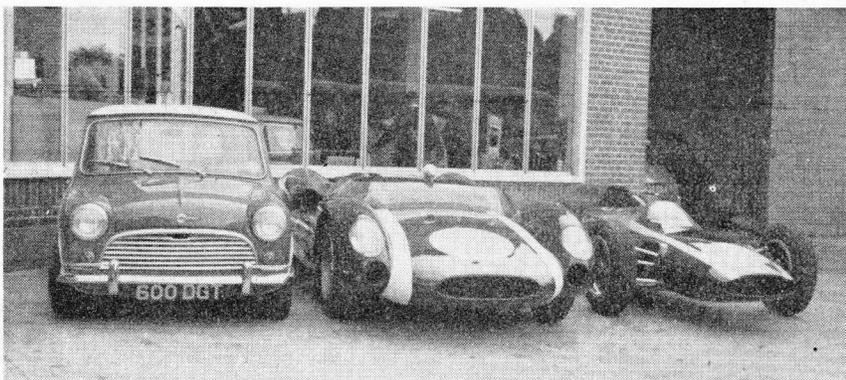
by name



recommend



for every car they have ever made



TWO NEW COOPERS

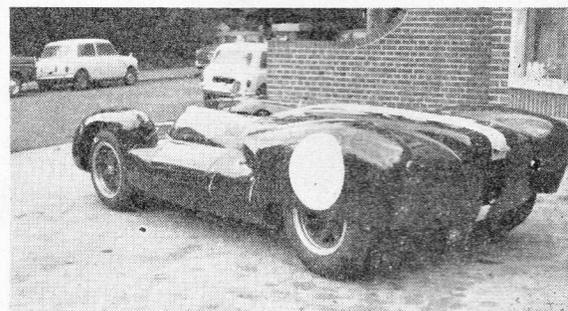
THREE OF A KIND: Looking massive compared to the new Monaco and Intercontinental cars is a Cooper-Mini.

WORKS COOPERS FOR THE WINTER SEASON

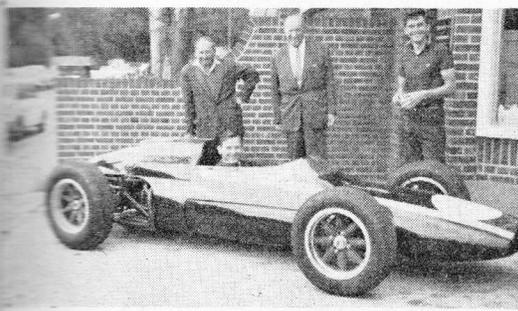
FOLLOWING the American G.P., Bruce McLaren will begin his winter season's racing armed with three cars, a Cooper-Mini, a 2.7-litre Intercontinental Cooper and a similarly powered Cooper Monaco sports car.

Bruce's first race will be at Riverside on 14th October with the new Monaco, a number of which have been ordered in the States. Powered by the 2.7-litre Coventry Climax engine, the car should be very hard to beat.

The Intercontinental car (prepared by Tommy Atkins) will be raced extensively by Bruce in Australia and New Zealand.



REAR VIEW of the interesting new Cooper Monaco, the Type 61, which has a 4-cylinder, 2.7-litre Coventry Climax engine.



INTERCONTINENTAL car being admired by Harry Pearce, Bruce McLaren—at the wheel—Tommy Atkins and Willy Willmott.

THE GOLDEN LODGE H.F. SPARKING PLUG

THE recent pooling of resources of the Lodge and K.L.G. sparking plug firms has now been marked by the introduction of a plug which represents a major breakthrough in electrical engineering. At all stages the collaboration of Joseph Lucas has ensured that the latest knowledge on ignition has been available.

Modern conditions are very hard on the sparking plug, because the engine must face unlimited flat-out driving on the motorways or hours of idling and stop-go progress in the towns. These conditions demand a plug with a wider heat range than anything hitherto available, and rapid electrode burning on the one hand, with fouling on the other, have become a real problem.

This double dilemma has been brilliantly

solved. In the first place, a high frequency converter has been incorporated with the plug insulator. The high-frequency current produced is able to break down the leak resistance which fouling represents. Indeed, it will cope with four times as much fouling as will a normal high tension plug.

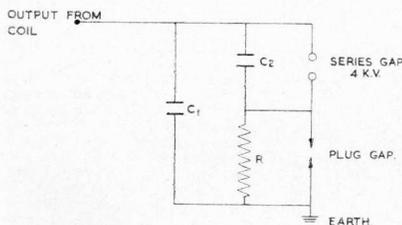
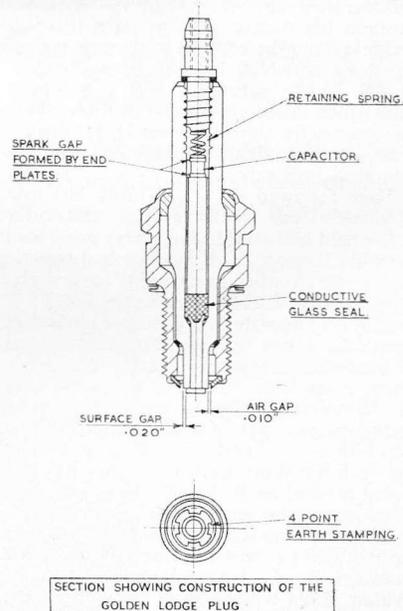
If this converter were applied to a normal plug, the intensity of the spark would tend to erode the gap. Furthermore, the voltage drop across the converter would leave insufficient surplus to flash across a steadily widening gap. As a higher voltage ignition system would introduce other problems, the solution was to design a gap that would remain virtually constant for 20,000 miles.

This new gap cannot be adjusted. It is not a plain air gap but a combined air and surface gap with a very large area to reduce burning. This is achieved by the placing of the edge of the insulator between the two electrodes.

If I may become a little more technical, the breakdown voltage across the gap is reduced by the presence of the insulator, which raises the voltage gradient between the centre electrode and the earth electrode in proportion to the dielectric constant of the insulator. There are really two gaps in series, a small air gap and a larger surface gap, with dimensions of .010 in. and .020 in. respectively. The breakdown voltage of the surface gap is actually lowered still further by conduction deposits which present a semi-conducting surface.

The high frequency current is produced by a capacitor in the shape of a small ceramic cylinder with a capacitance of 350 pF, and its end caps form the electrodes of the spark gap, which discharges whenever the voltage rises to 4 kV. As the complete circuit is pulse forming, the necessary H.F. is produced to break through the fouling and ensure continuous sparking at the business end of the plug.

It will therefore be understood that a sparking plug has been designed and manu-



- C₁ = IGNITION CIRCUIT CAPACITANCE
- C₂ = SERIES CAPACITOR 350 pF
- R = RESISTOR DUE TO FOULED INSULATOR

CIRCUIT DIAGRAM - "GOLDEN LODGE"

factured which contains its own H.F. converter and which will operate from an absolutely conventional H.T. ignition system with normal suppression. Except for a few very unusual applications, only one heat range is necessary for all engines, the variations in reach being the sole differences. These sparking plugs have been used for some time in racing, Innes Ireland having won the T.T. on a set.

The plugs are attractively plated with a golden-coloured surface and are priced at 8s. 6d. each. With their longer life and complete absence of service chores, they represent a considerable economy over previous types.

JOHN V. BOLSTER.

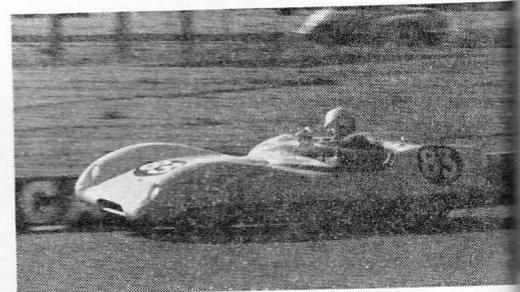
EVERYBODY CREEPING while the starter's flag is still raised for the 750 Formula race.

NORTH STAFFS SILVERSTONE

Two Wins for John Mew

BY PATRICK BENJAFIELD

thing of a runaway win with his Daimler S.P.250 but the places were indeed hard-fought, P. Danby making second place and C. B. L. Harding third, both in Lotus Sevens. Len Gibbs was narrowly but deservedly successful in the third one getting home by a tiny margin from R. Elvy's revitalised Cooper with Richard Redgrave one further second adrift in third place. Finally M. Fielden's Sprite managed to hold off the challenge of B. Fielding's S.P.250 by about 4 secs., while M. M. Bell's Terrier came third, some distance behind.



RICHARD REDGRAVE (Lotus 17) at Copse.

Results

750 Formula: 1, A. R. Wontner (A.R.W.), 66.17 m.p.h.; 2, D. A. White (Impala); 3, D. H. Beale (Austin Special). 1172 Formula: 1, J. Corfield (Terrier Mk. 2), 74.87 m.p.h.; 2, J. Heseltine (Vanford U.2); 3, J. N. Lancaster (Ford Special). 1172 Formula: 1, R. Inglis (Rejo Mk. 2); 3, A. M. R. 2, J. B. Moore (Warwick Mk. 2). Sports Cars up to 1,600 c.c.: Mallow (U.2-Ford). Sports Cars up to 1,600 c.c.: 1, S. A. Fox (Lola-Climax) and R. W. Waters (Lola-Climax); 3, R. Redgrave (Lotus-Climax 17). Closed Cars: Class Winners: J. D. G. Knight (Austin A40); J. C. Merfield (Ford Anglia); H. L. Ingram (Lotus U.2-Elite). Monoposto Register: 1, M. R. Paris (Ford); 78.08 m.p.h.; 2, A. R. Wershat (Lolita-Ford); 3, J. B. Moore (Warwick Mk. 2). Sports Cars: 1, G. E. Oliver (D.R.W.-Ford); 2, S. A. Fox (Lola-Climax); 3, P. R. Dickinson (Lola-Climax). Formule Libre: 1, J. R. C. Mew (Lotus-Ford 20); 83.49 m.p.h.; 2, J. Dunn (Lotus-Ford 18); 3, L. E. Gibbs (Lotus-Ford 20). Sports Cars up to 1,000 c.c.: 1, T. G. Smallman (Lotus-Ford 7), 76.28 m.p.h.; 2, M. M. Bell (Terrier-Ford Mk. 2); 3, R. H. H. Barneby (Lotus-Ford 7). Sports Cars up to 1,600 c.c.; 1, G. E. Oliver (D.R.W.-Ford), 83.72 m.p.h.; 2, R. W. Waters (Lola-Climax); 3, R. A. Postlethwaite (Lola-Climax). Formula Junior: 1, J. R. C. Mew (Lotus-Ford 20), 83.19 m.p.h.; 2, J. Dunn (Lotus-Ford 18); 3, L. E. Gibbs (Lotus-Ford 20). Sports Cars Handicap: 1, A. Dence (Morgan Plus 4), 74.69 m.p.h.; 2, J. Edmunds (A.C.); 3, W. B. Unett (Sunbeam Alpine). Sports Cars Handicap: 1, Hon. B. Fielding (Daimler S.P.250), 62.65 m.p.h.; 2, P. Danby (Lotus-Ford 7); 3, C. B. L. Harding (Lotus-Ford 7). Racing Cars Handicap: 1, L. E. Gibbs (Lotus-Ford 20), 82.10 m.p.h.; 2, R. Elvy (Cooper-B.M.C. Mk. 2); 3, R. Redgrave (Lotus-Climax 17). Sports Cars Handicap: 1, M. Fielden (Austin-Healey Sprite), 79.41 m.p.h.; 2, Hon. B. Fielding (Daimler S.P.250); 3, M. M. Bell (Terrier Mk. 2).

THE North Staffordshire Motor Club were lucky with the weather for their restricted meeting at Silverstone on Saturday, and they were extremely well supported, to the tune of 184 accepted entries, and another 32 for whom they could not find room on the programme.

Racing started with a seven lapper for 750 formula cars, in which A. Wontner brought his Austin A.R.W. right through the field from the back to lead at the end of lap 2, after which he was never headed. D. A. White's Impala 750 was firmly established in second place, but there was a good scrap for third between D. H. Beale's Austin and J. Cotton's Finesse, which is how they finished.

Then followed two 1172 races, the first of which was a bit processional after J. Corfield had established a very good lead with his Terrier. G. J. Stewart had trouble on the last lap when in second place and was replaced by J. Heseltine's Vanford-U.2, with J. N. Lancaster's pretty, but somewhat erratically driven Special, third. The second of these races was a considerable ding-dong. They came into Copse in a bunch with A. J. Youtlen trying to bring the Terrier round the outside of the leaders, in which he was unsuccessful and spun off. J. E. Moore led with the Warwick for two laps but was being pressed by R. Inglis's Rejo Mk. 2 at Woodcote, who got by next time round.

The seven-lap scratch race for sports cars up to 1,600 c.c. was enlivened by the battle between S. A. Fox's Lola and R. W. Waters' Lola which lasted throughout the race. Waters led by about a car's length for four laps and then they changed round, but on lap six Fox, having been overhauled by Waters down the straight, tried to come through on the inside at Woodcote. They touched and Waters spun, leaving Fox with the lead. Waters put in a protest, and the result was finally given out as a tie.

The closed cars appeared next and it was interesting to see one of the Merfield brothers, in this case the younger, sitting next to the Lotus Elite of H. L. Ingram on the grid. Merfield out-accelerated the Elite into Copse and led for three laps, but was taking Woodcote rather wide and Ingram threatened each time to slip inside him. Mrs. Gammon inverted her Anglia at Copse second time round, having been third, which let P. Thurston's Prima into her place.

Ingram got past on the fourth round but Merfield never let him get away.

In the 10-lap race for cars of the Monoposto register Gordon Rae put a rod through the side on the second lap while trying very hard. Alan Wershat, and M. R. Paris in Arthur Mallock's U.2, fought out the lead for four laps in the order mentioned and H. M. Slater lost third place to J. B. Moore's Warwick Mk. 2. Next time round Paris got the U.2 past Lolita and stayed there. This was the best Monoposto turn-out of the season since the revised formula was introduced.

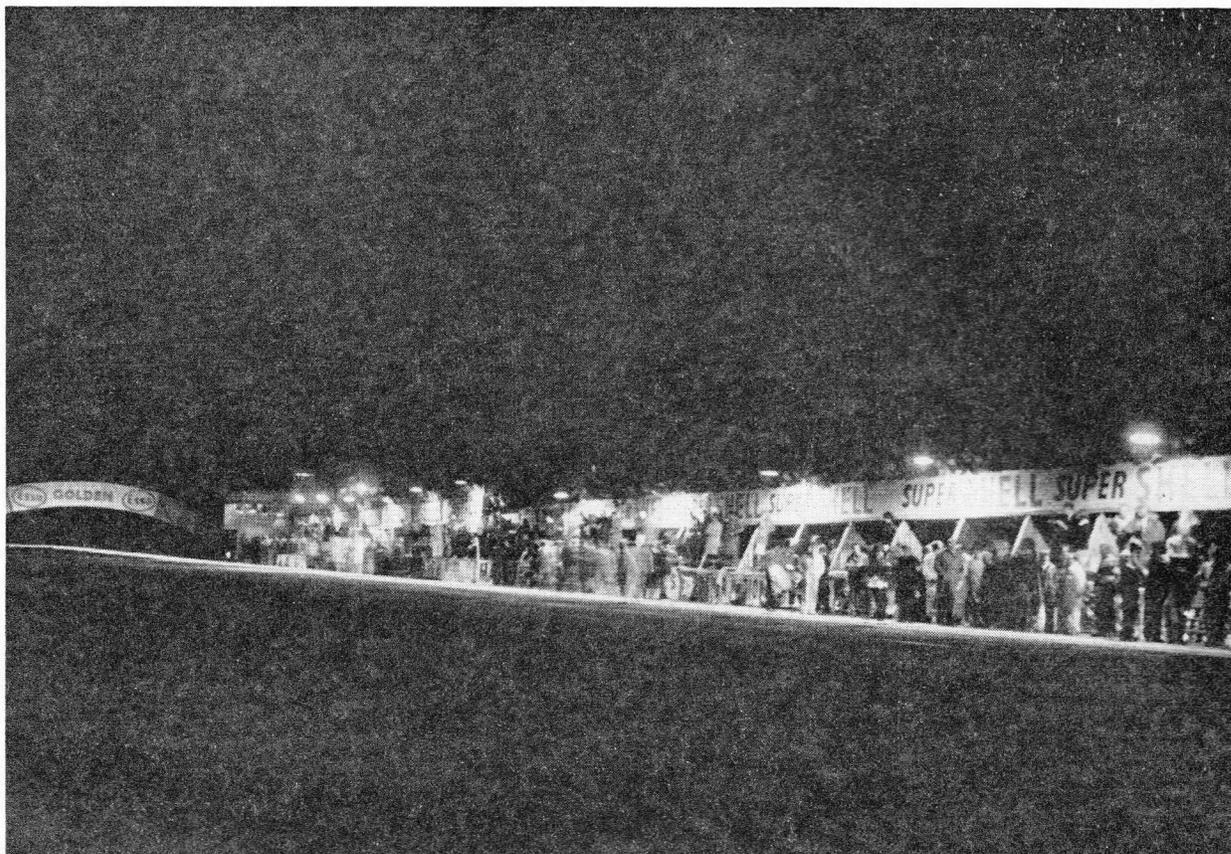
Geoff Oliver very quickly established a big lead in the race for unclassified sports racing cars, and kept it. Next up, and almost equally firmly placed, was S. A. Fox in the Lola and the same may be said of P. R. Dickinson, also Lola-mounted, in for once a rather dull race. In the *Formule Libre* race, which came next, the issue was seldom in doubt either, although the three leading cars were a little closer together. The race was over 12 laps, and J. Mew took his Lotus to the front straight away, followed for two laps by J. Dunn. Behind Mew and Dunn Len Gibbs was trying to come through and this he did on the sixth round.

By lap two it looked as though Robin McArthur had the seven-lap scratch race for 1,000 c.c. sports cars in the bag, but on the fourth tour he stopped at the pits with fuel starvation, and the lead was taken over by T. G. Smallman's Lotus Seven, with M. M. Bell's Terrier and R. H. H. Barneby's Lotus Seven in very close attendance. They remained in this order but were well matched.

Geoff Oliver once again established immediate supremacy in a further seven-lap race for sports-racers up to 1,600 c.c.

The 12-lap Formula Junior race was hard-fought, and very little separated the first three cars once R. Elvy's Cooper-B.M.C. started misfiring; he dropped back on lap six. The three Lotuses of J. Mew, J. S. Dunn, and Len Gibbs remained in close company for the rest of the race, but the order did not change.

Four six-lap handicaps finished the meeting and all of these were well organized. In the first A. Dence brought his Morgan home by quite a handsome margin from J. Edmunds (A.C.) with W. B. Unett's Alpine third. In the second, B. Fielding had some-



THREE-STAR SNETTERTON

Vanwall Trophy and New Formula Junior Lap Record for Peter Arundell—John Whitmore Wins Molyslip Trophy from Graham Hill by Inches—Michael Parkes is 1962 "Autosport" Champion and Holder of the "Daily Mirror" Trophy following Outright Victory in the "3-Hours" with the Ferrari Berlinetta



BY

DAVID PRITCHARD



PHOTOGRAPHY BY

GEORGE PHILLIPS

DOUBLE WINNER:
Mike Parkes (Ferrari) won the "Three Hours" and the 1962 "Autosport" Championship after a splendid drive.

THE Snetterton racing season came to a triumphant close last Saturday with a magnificent three-race programme run off on a sunny afternoon and a clear night before a vast crowd of enthusiastic spectators. The racing itself was of the highest order, and the welcome innovation of a wandering microphone down on the track in the start/finish area allowed the onlookers to hear news direct from the pits during the

classic Three-Hours race, and also to hear the presentation of the trophies after the first two events to the winning drivers, and their ensuing comments. It was a great pity that a main cable apparently got accidentally severed 10 seconds before the maroon signalled the end of the Three-Hours race, with the result that the arrival at the line of a jubilant Michael Parkes in the Ferrari jointly entered by Equipe Endeavour and

Maranello Concessionaires was greeted by stony silence. Not only was Michael unable to give public vent to his pleasure at winning the *Daily Mirror* Trophy and the 1962 AUTOSPORT Championship, but also the commentators were unable to fill in with a description of the scene at the climax of this splendid meeting. Nevertheless when Jimmy Clark, who had triumphed over
(Continued overleaf)

FOLLOW - MY - LEADER: Pendleton's Lister-Jaguar goes into Riches pursued by Stoop (Porsche), Pon (Porsche) and Ferguson (Turner).

the Three-Hours was in the vicinity of Paddock Bend. (Previously, grids at Snetterton were arranged 4-3-4-3 after an earlier instruction to discontinue the 5-4-5-4 pattern.) This instruction was no doubt issued in the interests of safety, but experience now shows that the new arrangement has the opposite effect. When the flag fell for the start of the Three-Hours, for which a grid start was used this year in line with the R.A.C.'s laudable ban on Le Mans-type starts, Jimmy Clark, in the middle of the front row with the diminutive Lotus 23, had bottom gear strip when he let in the clutch. As this was obviously completely unexpected, Jimmy did not have his hand up as he would have had if he had

considerable adversity to keep the Ferrari driver thoroughly extended for the whole of the race, was at last forced to bring the little Lotus 23 up to the line to await the flag, the system did allow the crowd to learn straight from the driver's mouth that it was the gearbox which had proved unequal to the strain. In these days when the design of cars limits the spectators' view of the drivers to the tops of their helmets, a service like this must surely do a lot to add a human touch to the exciting sport of motor racing.

The circuit was honoured by a visit from the Lord Mayor of Norwich, the Rt. Hon. H. A. Ryrie, who takes a keen interest in the activities at Snetterton. He accepted an invitation to send the drivers on their way at the start of the Three-Hours race, and performed this deceptively difficult task impeccably. (Many another celebrity has made an indescribable mess of starting a motor race.) Thereafter, he found a great deal to occupy his attention and interest, and stayed to the bitter end at the possible expense of a less absorbing function, which perhaps learned, that "the Lord Mayor



SIDE(WAYS) BY SIDE(WAYS): Ben Pon leads Dick Stoop as they emerge from Coram in a manner reminiscent of fast motoring!

warning of his inability to move. By the time the following drivers came upon this small and unheralded obstruction in their path they were moving at a tremendous velocity, those from the back rows probably doing something in the region of 80 m.p.h. Jimmy said afterwards that this was one of the most terrifying experiences of his career and, had the track been wet at the time, he must surely have been hit and, at best, badly injured, as he would then have been completely obscured by a cloud of spray. We fervently hope that the R.A.C. will swiftly reconsider this decision in the light of the experience at this meeting.

The second bad feature of the meeting was the complete lack of information from the timekeepers at the end of the Three-Hours. Admittedly it is an exceptionally difficult race to record, but it should not be impossible to give at least the top three places overall, and the winner's speed based on the number of laps completed in the set time. This at any rate would give the representatives of the daily and Sunday newspapers sufficient to round off their accounts before their deadline. On this occasion we had what has come to be regarded as the customary wait of about 1½ hours before any information at all was forthcoming and, when a finishing order was produced, it was so palpably absurd that it gave rise to a storm of protests. At the time of writing this report for our own weekly publication we have no news of any possible rethinking on the part of the timekeepers, and therefore no idea as to which of four possible claimants for second position overall may have been officially credited with this result.



greatly regrets that he was unavoidably delayed by unforeseen circumstances"!

Despite the excellence of the meeting as a whole, two features are unhappily open to grave criticism. The first of these is the arrangement of the starting grids which came about as the result of a mandatory instruction from the R.A.C. the morning before the meeting. When confirming to the organisers their agreement to an increase

MEN AT WORK: Night pit-stops, watched by a densely packed crowd above the pits. Car No. 39 is E. J. B. Mitchell's "E" type.

in the permitted number of starters over the previous maxima, the governing body of motor sport in the British Isles insisted that the grids be rearranged on a 3-2-3-2 basis with no less than 20 yards between rows, as a result of which the back of the grid for

The Formula Junior race

The 30-lap Formula Junior race for the Vanwall Trophy, which opened the meeting, attracted the cream of the drivers of these cars, and proved to be another tearaway victory for Peter Arundell in the works Lotus. It was not for want of trying on the part of other drivers, notably Mike Spence, Dickie Attwood, John Fenning and Tony Maggs, that Arundell ran away with the race, but it was evident that his car had the legs of all its rivals, and his consistency was superb. Lap after lap he recorded, by unofficial timing at opposite sides of the circuit, an unvarying time of 1 min. 39.4 secs., and his calculated average time for each of the 30 laps works out at 1 min. 40.08 secs. He and Spence were finally credited with sharing the fastest lap time of 1 min. 39.2 secs., which gives a speed of 98.35 m.p.h., not quite the ton, but getting remarkably close to it. Spence must have done his best effort during the first third of the race, when he climbed from eighth position to second through the tremendous struggle that was being waged between Attwood, Maggs and Fenning, but by this time Arundell had got clear and he finally won by 10 seconds. Arundell's team-mate, Bob Anderson, was forced out at 20 laps with engine failure, and his was only one of many retirements during this punishing contest. The Geminis were quickly in

minute bid for third. This he duly did, and failed to bring it off by no more than the radius of a front wheel. Bruce Johnstone, at the wheel of the second Ian Walker Lotus, was left with a safe fifth place after his battle with Gardner ended when the Brabham expired, and Dennis Hulme was sixth in the second Tyrrell Cooper.

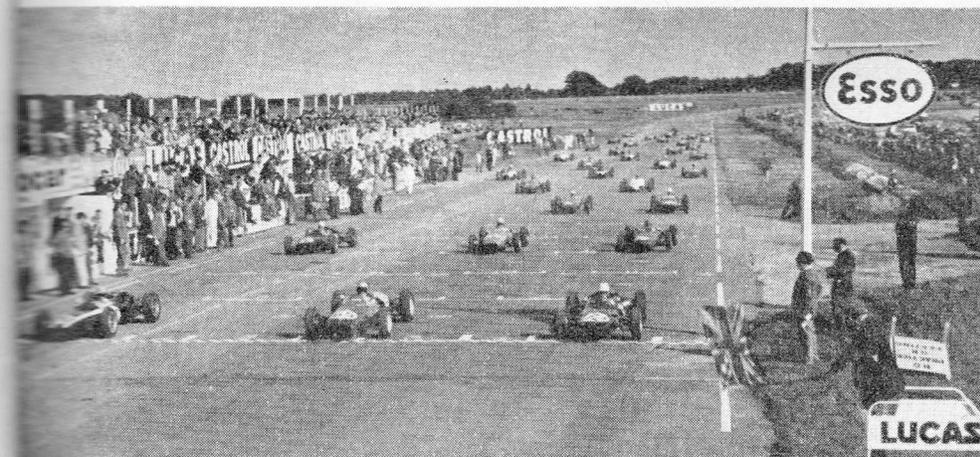
The ADO 16 race

The Molyslip Trophy race was contested this year over 15 laps by 12 of the new Morris 1100s, prepared by the works and driven by invited drivers. Many people have been saying for years that they would dearly love to see a race in which the possession of a deep pocket and/or a tuning wizard counted for naught, and this was their opportunity. Judging by the rapidity with which the order changed radically throughout almost every lap, and the incredibly short distance between first and last at the finish, this contest must have been not a little exciting through the twiddly bits. One gathers anyway, that the cars are most impressive with their silence, absence of tyre squeal, and amazing stability. Unfortunately, however, some of the Grand Prix drivers enjoyed the race less than one could have hoped, and poor Tony Maggs had a very lucky escape when he found himself on the end of a multiple lateral evasive manoeuvre on the Home

Straight. He was forced onto the grass where he went flat-out head-on into an earth bank put there to protect the flag marshals. The car was badly lozenged and the mountings for his safety harness were strained to the utmost, but his straps held him long enough to ensure that he was completely unscathed. Shortly after this Alan Hutcheson got into difficulties, and Jimmy Clark and Roy Salvadori, who had earlier been right up at the front but were delayed in the Maggs incident, became unavoidably involved in the ensuing shunting match which resulted in their retirement. Christabel Carlisle had at one time managed to lead the otherwise all-male field to the huge delight of the crowd, but she could not hold her advantage for long and, by the end, four cars had contrived to gain what in this race was a commanding lead, some two lengths ahead of the rest of the field headed by Jack Brabham. Graham Hill and Mike Parkes were making the running, hotly pursued by Graham Warner and John Whitmore. Whitmore got to the front time and again, and actually led across the timing strip on the last three laps, finally getting the decision from Graham Hill by little more than the thickness of a tyre.

The Three-Hours

Before the start of the Three-Hours there was a welcome interval for refreshment but, though all may have been calm and uneventful in the spectator area, there was drama in the paddock. Half an hour before the flag was due to fall, Andrew Hedges was seen tearing about with a worried expression on his normally-happy face, for someone had clumsily reversed a transporter into the nose of his Dick Jacobs Midget, and there was considerable doubt whether it would be possible to fix the car up with a full complement of lights. Frantic work behind the scenes was happily rewarded with success, and 35 cars took up their places on the over-extended grid for the start of the classic event which forms the climax to the annual AUTOSPORT Championship. Joint favourites for the race itself were two widely different cars, the Ferrari Berlinetta of Mike Parkes and the amazing little Essex Racing Team Lotus 23 with the 1,500 c.c. push-rod Ford engine, to be driven by Jimmy Clark. Favourite for the Championship was Stephen Minoprio, whose Marcos was the only car to notch up a "possible" of 45 points in the qualifying rounds. However, at the end of Friday night's practice it was found that the engine bearings were in a bad way, and there was also some doubt as



NEW-STYLE GRID START: How the field lined up for the start of the F. J. Vanwall Trophy race, with twenty YARDS between each row of the 3-2-3 formation grid. At Silverstone, one supposes, the back rows would be the other side of Woodcote Corner!

trouble and both Tony Marsh and Peter Procter were eventually forced to abandon, Frank Gardner's Brabham blew up with five laps to go, while up near the Hairpin an impromptu dead car park rapidly became full of exhausted machinery. On the whole it was a thoroughly good race, though there was one atrocious piece of driving at Riches corner which might have had very serious consequences, and which may possibly prove to be an occasion for censure. However, the battle for the places was so enthralling that it was difficult to take note of anything else. Attwood lost a complete lap shortly after half distance when the Cooper developed trouble round the back of the circuit, but he was able to cure whatever it was and rejoin the race right on the tail of Spence, who by this time was secure in second spot. Whether or not this made it any more difficult for Fenning and Maggs to have a go at Spence is hard to say, but with five laps to go Tony Maggs visibly decided to hold station on the tail of the red Lola and bank everything on a last-

A BAD START coupled with gearbox trouble spoiled Jim Clark's chances in the Essex Racing Team Lotus 23, despite some press-on motoring by this previous winner of the "Three Hours."



to the health of the gearbox. After all-night work Steve was just able to get the car to the circuit in time to sign on for the meeting.

As the Lord Mayor of Norwich dropped the flag, Jim Clark's gearbox showed the first sign of the disintegration which was to bring him to a halt eight minutes from the end, but the rest of the field got away to a magnificent start, with Mike Parkes quickly establishing himself at the head of the procession. At the Hairpin on the opening lap John Whitmore's brakes on the Elite played up badly and the car came to rest, never to be seen again. First car round to the start line was Mike Parkes's Ferrari, with Mike Beckwith's Lotus 23, Mike Salmon's Aston Martin Zagato, and Dick Protheroe's E-type in hot pursuit. The field was well together and Jimmy Clark

bracing member which carries the front suspension of his wooden car broke irrevocably, and he too was out of the race.

By 30 laps Jimmy Clark had taken the lead from the Ferrari, Roy Pierpoint's Lotus XV was secure in third place, and Paul Hawkins was fourth with the Ian Walker Lotus 23. This car was fated shortly to throw a rod at the Esses, and Pierpoint was later eliminated by transmission trouble after curing an electrical fault. Jimmy Blumer also went out with what was first reported as big-end failure but turned out to involve a piston also.

As darkness fell and fuel stops became frequent it became impossible to maintain a complete lap chart without an army of spotters, but the significant fact which did emerge was that the Ferrari was back in the

pipe, but the flames went out as soon as he accelerated up the straight. Dick Protheroe's Jaguar also enlivened proceedings by staging a small fire in the pits but this, too, was short-lived. Andrew Hedges led the small cars with Alan Foster a lap behind following brake bothers, and this plus the overall winner is the only result we can give with confidence. As the minutes ticked away Michael Parkes went on his victorious way and 24 of the 35 starters took the flag after three hours of fine racing.

Tailpiece

About a 100 of those who had waited patiently for results were supplied with hot meals at the Anchor in Thetford up to well after midnight, thanks to the magnificent efforts of Jean and Neville Bishop and their wonderful staff.

"THE MOLYSLIP TROPHY"

Event 1—A 30 Lap Scratch Race for Cars complying with the International Formula Junior

1. P. Arundell (Lotus F.J.), 97.48 m.p.h.; 2. M. Spence (Lotus 22); 3. J. Fenning (Lola Mk. V); 4. A. Maggs (Cooper F.J.). Fastest lap: Arundell and Spence, 1 m. 39.2 s., 98.35 m.p.h.

Event 2—A 15 Lap Scratch Race in Morris ADO 16 "1100" Cars

(The cars in this race were provided by the Nuffield Organisation)

1. J. Whitmore, 66.22 m.p.h.; 2. G. Hill; 3. G. Warner; 4. M. Parkes. Fastest lap: Whitmore, 2 m. 24.2 s., 67.65 m.p.h.

Event 3—The "AUTOSPORT" Three-Hours for the "DAILY MIRROR" Trophy

(A race of Three Hours' duration for Sports Cars and Grand Touring cars)

Overall winner: M. J. Parkes (Ferrari Berlinetta), 103 laps.

"AUTOSPORT" CHAMPIONSHIP RESULTS 1962

Overall

1. Mike Parkes (Ferrari Berlinetta).
2. Mike Beckwith (Lotus 23).
3. Chris Lawrence (Morgan Plus 4).
4. Peter Sutcliffe (Jaguar "D").

Class A (G.T. up to 1,000 c.c.)

1. Stephen Minoprio (Marcos-Ford).
2. Andrew Hedges (M.G. Midget).
3. Grahame John (Marcos-Ford).

Class B (G.T. 1,001-1,300 c.c.)

1. Pat Fergusson (Turner Climax).
2. Clive Hunt (Lotus Elite).
3. John Wagstaff (Lotus Elite).

Class C (G.T. 1,301-2,500 c.c.)

1. Philip Arnold (Morgan Plus 4).
2. Dick Stoop (Porsche).
3. Paddy Gaston (Sprite).

Class D (G.T. over 2,500 c.c.)

1. Dick Protheroe (Jaguar "E").
2. John Mitchell (Jaguar "E").
3. Robin Sturgess (Jaguar "E").

Class E (Sports up to 1,600 c.c.)

1. John Nicholson (Lola-Climax).
2. Dizzy Addicott (Elva-Climax Mk. III).
3. Rodney Bloor (Lotus 23).

Class F (Sports over 1,600 c.c.)

1. Roy Pierpoint (Lotus XV).
2. Jim Blumer (Cooper Monaco).
3. Mike Pendleton (Lister-Jaguar).

Teams

1. Team Marcos (Minoprio, John, Rees), 90 pts.
2. Huddersfield Racing Team (Mitchell, Sutcliffe, Lanfranchi), 79 pts.
3. Team Turner (Fergusson, Bennett, Seabrook), 73 pts.

DOING IT WRONG at Coram is David Piper (Ferrari).



was already up to fifteenth place, going like the proverbial rocket. By the fifth lap he was third and, two laps later, he gave every appearance of taking the lead. However, as he rounded Riches corner, a vast plume of spray streamed from the tail of his car, due as we thought to the fuel filler cap coming adrift. At the Hairpin Jimmy tried to take advantage of reduced velocity to replace it, but so much fuel was shedding onto the rear tyres that the car spun, and he dropped five places.

As Jimmy set off once more in pursuit of the leader the first visitor to the pits appeared in the shape of Clive Hunt's Elite, misfiring badly. Scant wonder! One of the carburetters had no fuel pipe connected to it and, when this omission had been repaired, the car shot back into the race in full health. At this time Jimmy Blumer, driving an Aston Martin in place of his sick Cooper Monaco, was taking the lead amongst the big sports cars from Peter Sutcliffe's D-type, Paddy Gaston's blown Sprite was deposing the Porsches of Ben Pon and Dick Stoop in the 1,301-2,500 c.c. class, Trevor Taylor was leading the next class with the Elite from Pat Fergusson's Turner, and Stephen Minoprio was beginning to speed up and challenge the Midgets for the lead in the 1-litre class.

Then came a succession of half-shaft failures which included Brian Bennett's Turner, the Gaston Sprite and the Marcos. Incredible work was done in the pits to get all these cars back into the race in a matter of minutes, but all was in vain. Paddy Gaston suffered a broken exhaust manifold which defied all efforts at repair, Bennett subsequently had a second half-shaft break which chewed up the differential, and poor Stephen Minoprio had the bitter disappointment of seeing the Championship slip through his fingers when the steel

NO ROOM—not even for a little one—as the tightly bunched field goes into the Esses during the ADO 16 race.



HOW TO WIN FRIENDS . . . : Someone backed a trailer into one of the Dick Jacobs M.G.s just before the start of the "Three Hours", necessitating a good deal of panel-beating!

lead despite changing two rear tyres when it took on fuel. Jimmy Clark was losing more and more ratios as the night wore on and, suddenly, he began to lose ground rapidly. His car also developed the habit of going on fire every time he negotiated the Hairpin due to oil surging onto the exhaust



END OF THE SEASON AT OULTON PARK

THE B.A.R.C. held their seventh Members' Meeting at Oulton Park on Saturday, 29th September, which, in effect, concluded the northern racing season.

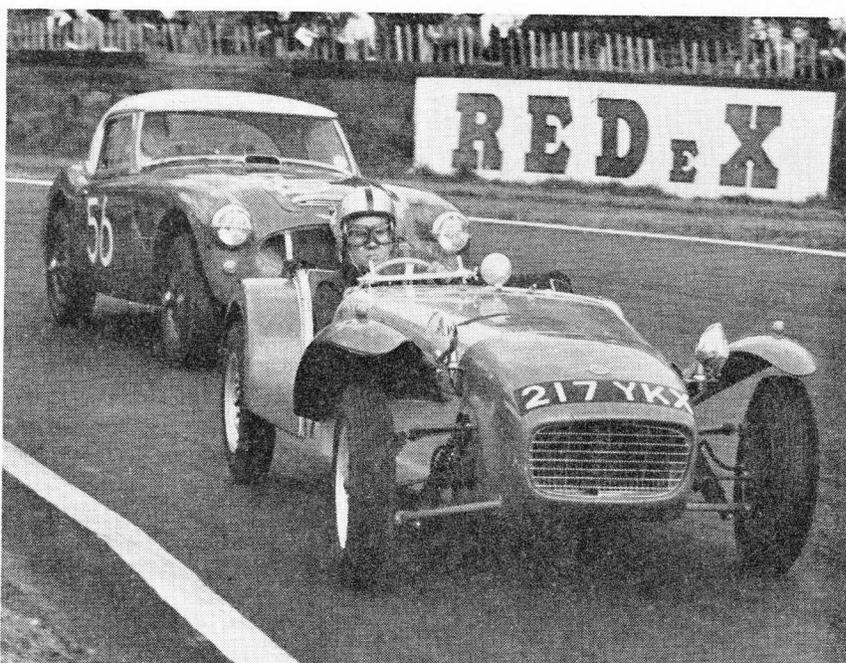
As usual, it was a top-line, perfectly-organized event, run smack on time. It consisted of a mixed programme of six events, run over varying distances, and attracted an entry of over a hundred starters.

Commencing with a handicap of five laps, the fast men, in the shape of G. Pitt and T. Lanfranchi, were involved in a pile-up at Knicker Brook in which their Elva-Climax and Lotus cars became more than somewhat "deranged", Pitt having a very lucky escape when he was flung into the centre of the track, right into the path of R. B. Beck's fast-travelling XK 120. He was missed by less than the proverbial foot.

The race was won by limit man L. H. J. Iddon's TR3A by 0.2 of a second from H. S. Lee (Lotus Ford) (1.25). Third came B. Joell (Morgan +4) (1.20).

The second handicap saw a very valiant drive by D. C. Alderson (Lotus Elite) who came right through the field, just failing to catch A. Lambe (T.V.R.), the winner and limit man, by three seconds. Third was G. H. F. Parkes (Jaguar 3.8). Mrs. G. M. Konig (Lotus Elite), who was third on the road, was penalized one minute for a spin at Old Hall corner, and so lost her place.

Event three, a five lap Marque scratch race, demonstrated an amazing turn of speed by D. C. Astle's Austin-Healey 3000,



DON'T LOOK NOW, you're being followed! Derek Astle's very fast Austin-Healey chases W. C. Metcalf's Lotus-Ford through Lodge.

which fair walked away from D. Eva's M.G.A Twin Cam to the tune of 15 secs! Third place going to T. Entwistle's T.V.R. a second later.

A mixed bag of *Formule Libre* and *Formula Juniors* next appeared, the race distance being ten laps. From the flag it was J. M. Taylor in Bob Gerard's 1,475 c.c. Cooper-Ford, running out an easy winner by 26 secs. from K. M. Francis (Lotus-Ford) who, in turn, took the F.J. class. Third, overall, went to A. W. Rollinson (Cooper-Ford F.J.) after the experimental 1,000 c.c. twin cam Lotus-Ford Formula 2 (1964 version), driven by B. Hart, had retired with "plug trouble".

Next came sports cars up to 1,000 c.c.

non S/C (excluding O.H.C. engines) and a class for 1,150 c.c. non S/C, and a further class for cars of unlimited engine capacity—somewhat complicated, so we'll stick to the race overall. It was C. M. M. Williams driving a Lotus-Ford of 1,498 c.c. who won by half a second from P. Boshier-Jones (Lotus-Climax) with F. W. Smith (Lotus-Ford) third—those three each took the separate classes, so all was well!

The last race of the day was over seven laps for grand touring cars to 1,000 c.c. and unlimited. Overall it proved an easy win by half a minute for A. D. Bennett, driving D. C. Alderson's very fast Lotus Elite. The placement, after a spirited scrap in which less than a second separated them, were R. B. Beck (XK 120) and D. C. Astle (Austin-Healey 3000). The smaller class went to J. Scott Davies (Sprite), R. C. Glossop (A40) and P. de Banks (Sprite).

FRANCIS PENN

Results

Five-lap Handicap (A): 1, L. Iddon (TR3), 73.30 m.p.h.; 2, H. S. Lee (Lotus); 3, B. Joell (Morgan). **Fastest lap:** T. Lanfranchi (Elva), 1 m. 58.4 s., 83.95 m.p.h. **Five-lap Handicap (B):** 1, A. Lambe (TVR), 72.53 m.p.h.; 2, A. D. Bennett (Elite); 3, G. H. F. Parkes (Jaguar). **Fastest lap:** Bennett, 1 m. 59.6 s., 83.11 m.p.h. **Marque Scratch Race:** 1, D. C. Astle (Austin-Healey), 80.44 m.p.h.; 2, D. Eva (M.G.A.); 3, T. Entwistle (TVR). **Fastest lap:** Astle, 2 m. 1.6 s., 81.74 m.p.h. **Formule Libre and Formula Junior:** 1, J. M. Taylor (Cooper-Ford), 92.24 m.p.h.; 2, K. M. Francis (Lotus-Ford); 3, A. W. Rollinson (Cooper-Ford). **Fastest lap:** Taylor, 1 m. 46.4 s., 93.42 m.p.h. **Formule Libre Class:** 1, Taylor; 2, C. M. Williams (Lotus-Ford); 3, R. Ferreira (Lotus-Climax). **Fastest lap:** Taylor. **Formula Junior:** 1, Francis; 2, Rollinson; 3, L. Brooke (Lotus-Ford). **Fastest lap:** Francis, 1 m. 48.2 s., 91.86 m.p.h. **Seven-lap Scratch Race:** 1, C. M. M. Williams (Lotus-Ford), 88.81 m.p.h.; 2, P. Boshier-Jones (Lotus-Climax); 3, F. W. Smith (Lotus-Ford). **Fastest lap:** Williams and Boshier-Jones (Lotus-Ford), 1 m. 50.6 s., 89.87 m.p.h. **Unlimited Class:** 1, Williams; 2, W. C. Metcalf (Lotus-Ford); 3, H. S. Lee (Lotus-Ford). **Fastest Lap:** Williams. **Up to 1,150 c.c.:** 1, Boshier-Jones; 2, J. Scott-Davies (Lotus-Climax); 3, J. B. Brierley (Lotus-Climax). **Fastest lap:** Boshier-Jones. **Up to 1,000 c.c.:** 1, Smith; 2, D. C. Thompson (Lotus-B.M.C.); 3, D. S. Baldock (Lotus-B.M.C.). **Fastest Lap:** Smith, 2 m. 0 s., 82.83 m.p.h. **Grand Touring Cars:** 1, A. D. Bennett (Lotus Elite), 82.86 m.p.h.; 2, R. B. Beck (Jaguar); 3, D. C. Astle (Austin-Healey). **Fastest lap:** Bennett, 1 m. 59.4 s., 83.25 m.p.h. **Up to 1,000 c.c.:** 1, J. Scott-Davies (Sprite), 73.78 m.p.h.; 2, R. C. Glossop (A40); 3, P. de Banks (Sprite). **Fastest lap:** Scott-Davies, 2 m. 12.8 s., 74.85 m.p.h.

SALOONS: G. H. F. Parkes (Jaguar), H. S. Shepherd (Jaguar) and M. H. Cave (A40) fight it out on a right-hander.





WAITING to clock in at Chambéry is winner Pat Moss, sitting on her Mini-Cooper.

INTERNATIONAL Rallying has become a very serious business, and quite often criticism is levelled at those who strive to win, especially if their methods appear to be somewhat ruthless. It is all the better—as a consequence—to be able to report that Pat Moss and Pauline Mayman won the German International Rally Baden-Baden, in spite of all that the strong works team of Mercedes-Benz cars could manage, on their own home ground. Böhlinger's 220SE, which might well have won if the team had been allowed to drive as they wished, dropped to second place on the last hill-climb test, when his team-mates erred by split seconds, and were too slow to count in the class-improvement system which was employed to decide the results. The current European Champion, Hans Walter, with his Porsche Carrera gained a well earned third place, after devastating all opposition and putting up best times on every climb. Poor Eric Carlsson, for whom hopes of the 1962 Rally Championship are dwindling, was faced with a horde of determined DKW Junior drivers, with persistent baulking by a factory entered Auto Union, and by tests which were all fast, smooth and steep—and, therefore, were certainly not the kind of hill where Carlsson's technique or the SAAB's roadholding could shine.

Rain accompanied the 68 hopeful contestants from their before-dawn start at Baden-Baden, and persisted throughout the first day's run to Charbonnières. Apart from the need to navigate accurately through the maze of little roads which were used, time schedules were easy enough for everyone, and the first hill—the Col de Rousset—at dawn on the second day, was welcomed as a chance to really motor. Hans Walter gained 20 secs. over the nearest rival — Wallrabenstein's Carrera — but Böhlinger came an easy third nearly *two minutes* in front of the next works Mercedes — which was hardly being driven in the spirit of the regulations! The two private 220SEs which made up the class were approached shortly after the hill by the Mercedes team manager and given times which they were asked not to exceed. The German crew obviously took little notice but unfortunately left the road in their renewed efforts to do battle. On the other hand the British crew were persuaded to

co-operate, although Johnny Cuff, who was to drive the tests, refused to have anything further to do with the driving—on the grounds that he only knew how to try and not how to fiddle.

Col de Rousset 14 kilometres

1. Walter/Stock (Porsche Carrera), 10 m. 40.6 s.
2. Wallrabenstein/Exner (Porsche Carrera), 11 m. 3.0 s.
3. Böhlinger/Lang (Mercedes 220SEb), 11 m. 11.0 s.
4. Metzger/Zander (Healey 3000), 11 m. 29.1 s.
5. Moss/Mayman (Mini-Cooper), 11 m. 31.4 s.
6. Golderer/John (Mercedes 220SEb), 11 m. 35.0 s.
7. Carallari/Simonetta (Alfa Romeo G.T.1), 11 m. 40.3 s.
8. Carlsson/Häggbom (SAAB), 11 m. 42.0 s.
9. Smoliner/Auer (Citroën ID19), 11 m. 46.3 s.
10. Trautmann/Mme. Bouchet (Citroën), 11 m. 47.7 s.

The St. Jean en Royans circuit which followed was well within the reach of almost all the crews, although Trautmann was visibly annoyed at being given a higher average speed than the bigger Mercedes class. Wolfgang Levy was forced to retire with engine trouble not long afterwards, and Bengt Soderstrom, in his Swedish Rally-winning Cooper, found no gears with which to continue the contest! The Chamrousse came next, using the good surfaced side of the mountain, and once again Walter made everyone else seem pathetically slow, taking nearly 50 secs. from the other Carrera and more than a minute from Böhlinger. Trautmann took only 8 secs. from Smoliner's Citroën after losing a second to him on the Rousset. Again the Mercedes team waited for two minutes on the way up!

Pat Moss was a cheeky five seconds faster than her old works 3000, now in the hands of Rudi Metzger—driving for the German Austin importer—and Eric's SAAB was still keeping a few seconds ahead of the buzzing DKW Juniors.

Chamrousse 17.2 kilometres

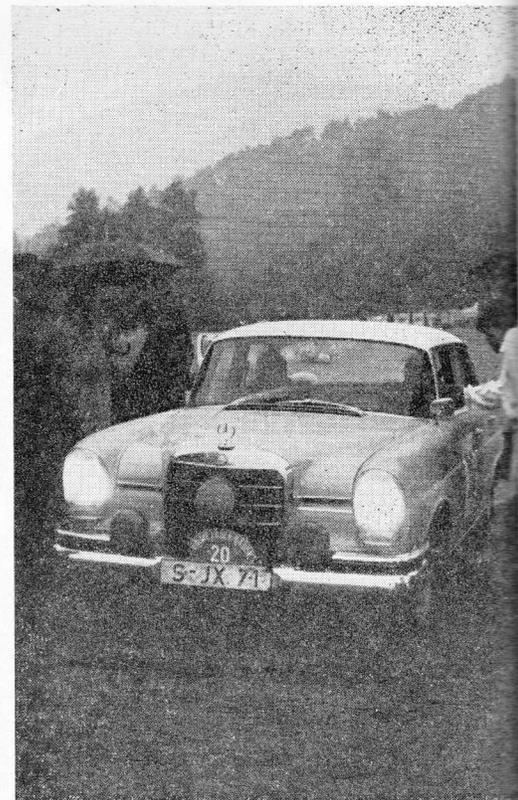
1. Walter/Stock, 12 m. 41.4 s.
2. Wallrabenstein/Exner, 13 m. 27.2 s.
3. Böhlinger/Lang, 13 m. 56.4 s.
4. Carallari/Simonetta, 14 m. 15.2 s.
5. Moss/Mayman, 14 m. 15.3 s.
6. Trautmann/Mme. Bouchet, 14 m. 16.0 s.
7. Metzger/Zander, 14 m. 20.4 s.
8. Kaufmann/Stock (DKW Junior), 14 m. 24.2 s.
9. Smoliner/Auer, 14 m. 24.3 s.
10. Carlsson/Häggbom, 14 m. 26.4 s.

As darkness fell again, the 50 remaining competitors pulled into Annecy, for a two-hour rest—with sandwiches by courtesy of the Automobile Club of Mont Blanc—before

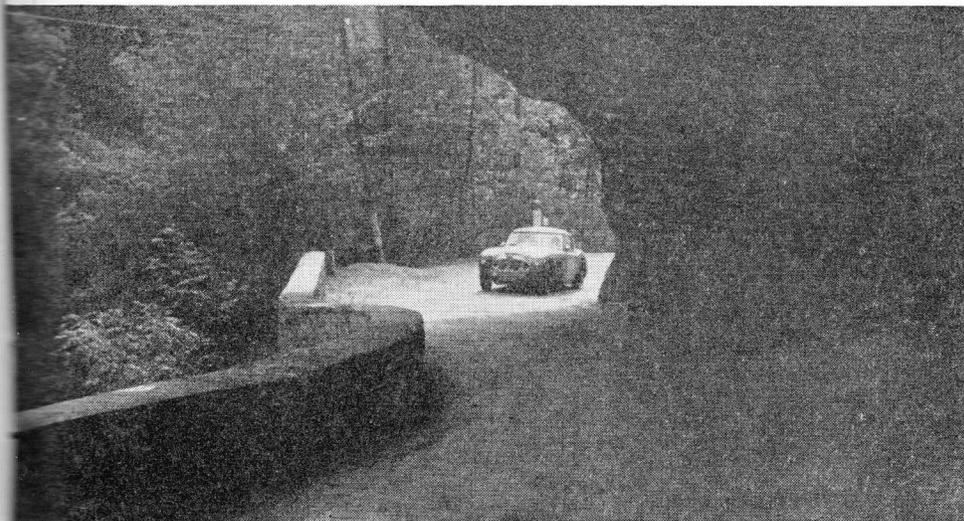
GERMAN RALLY GOES TO PAT MOSS

Pat Moss/Pauline Mayman (Mini-Cooper) beat Böhlinger/Lang (Mercedes-Benz)

BY JOHN SPRINZEL



SECOND were Eugen Böhlinger and Peter Lang in a works Mercedes-Benz 220SEb. They are seen here just before the start.



THE EX-PAT MOSS, ex-David Seigle-Morris Austin-Healey 3,000 of Rudolf Metzger, an official German works entry.

setting off once more in a leisurely manner, back to the German-speaking regions of Alsace. Cold and wet weather seemed to be one of the regular companions of the German Rally, and Saturday morning found a chilly convoy waiting to tackle the Ballon d'Alsace. The order here was much as before, except that Pat narrowed Böhlinger's advantage down to less than four seconds—and was still a second ahead of the Healey. Astounding performance of the hill was that of Hans Wehner, driving a modified Volkswagen, in the same time as Carlsson's SAAB and only three seconds behind the flying Moss.

Ballon d'Alsace 9.2 kilometres

1. Walter/Stock, 6 m. 58.6 s.
2. Wallrabenstein/Exner, 7 m. 20.6 s.
3. Böhlinger/Lang, 7 m. 27.6 s.
4. Moss/Mayman, 7 m. 31.4 s.
5. Metzger/Zander, 7 m. 32.9 s.
6. Wehner/von Schweinichen (Volkswagen), 7 m. 34.1 s.
7. Carlsson/Häggbom, 7 m. 34.9 s.
8. Pauti/Würft (Auto Union 1000), 7 m. 42.8 s.
9. Trautmann/Mme. Bouchet, 7 m. 44.0 s.
10. Karger/Guelfenburg (Volvo 122S), 7 m. 47.4 s.

Two hours later, at the next time control, there was a lengthy delay while the gendarmerie sorted out the barriers for the climb of the Trois Epis. Only just over six kilometres, the road is smooth and wide with obvious warning of the few tight corners. Carlsson claimed the need to lift only twice during the ascent, and with the

slippery surface spectators were treated to some really spectacular exhibitions of the dreaded sideslip. Moss's Cooper climb was 5 seconds faster than Böhlinger and only 19 seconds behind Wallrabenstein's Carrera—but the drama of the rally took place much farther down the field. Both Kuhne and Rosquist were slower than ever, and in fact took longer than the maximum time to count in the class, so that Böhlinger's advantage was almost nil! While the worried Mercedes crews tried to calculate the

Türkheim-Trois Epis 6.3 kilometres

1. Walter/Stock, 4 m. 26.2 s.
2. Wallrabenstein/Exner, 4 m. 33.8 s.
3. Moss/Mayman, 4 m. 54.4 s.
4. Wehner/von Schweinichen, 4 m. 55.2 s.
5. Böhlinger/Lang, 4 m. 59.6 s.
6. Trautmann/Mme. Bouchet, 5 m. 1.4 s.
7. Carlsson/Häggbom, 5 m. 1.6 s.
8. Karger/Guelfenburg, 5 m. 2.2 s.
9. Pauti/Würft, 5 m. 3.6 s.
10. Raschig/Bein (DKW Junior), 5 m. 4.0 s.

position, Trautmann paused just after the climb while a lorry—directed by a policeman—crossed his path. The enthusiastic controller penalized Trautmann for this infringement of the regulations, and although a protest is at present with the F.I.A. in Paris, these penalties dropped the Citroën driver well down the list.

After a champagne finish in the centre of Baden-Baden, there was then a day's wait for the results, and most of the crews

retired to recover from their efforts, but a good crowd was up early for the posting of the results—and no one could have been more surprised than the two girls to find that their Cooper had taken first place. Some very sheepish faces at the Mercedes table were a feature of the prize-giving, and there was a good deal of good-natured booing when Kuhne and Wencher climbed the rostrum for an obediently driven third place in their class. Most of the Germans were quite delighted that things turned out the way they did, and it seemed as if the organizers themselves heaved a sigh of relief when the best laid plans of Mice and Mercedes went quite a bit astray!

Results

1. Moss/Mayman (Cooper), 0 penalty points;
2. Böhlinger/Lang (Mercedes-Benz 220SE), 0;
3. Walter/Stock (Porsche Carrera), 0; 4. Smoliner/Auer (Citroën ID19), 0; 5. Carallari/Simonetta (Alfa Romeo), 0; 6. Carlsson/Häggbom (SAAB 96), 0;
7. Wehner/von Schweinichen (VW Special), 10;
8. Zink/Erb (BMW 700S), 14.6; 9. Trautmann/Mme. Bouchet (Citroën), 30; 10. Cordaro/Tecilla (Alfa Romeo) 47.3.



ERIC CARLSSON'S SAAB at Lescheraires, near Chambery, with Gunnar "Twinkle" Höggbom in the foreground.

M.G. 1100

A New Version of the ADO 16

BASED on the Morris 1100, the British Motor Corporation this week announced the M.G. 1100—a new four-five seater saloon car developed from the latest concept of B.M.C.'s technical director, Alec Issigonis, with bodywork by Pininfarina.

Power is derived from a B.M.C. four-cylinder o.h.v. engine of 1098 c.c., developing 55 b.h.p. at 5,500 r.p.m. and fitted with twin SU carburetors. This unit is integrated with a four-speed synchromesh gearbox and the final drive is mounted transversely, driving the front wheels.

The suspension is independent on all four wheels and pioneers in M.G. the recently-introduced "Hydrolastic" unit. The car has a maximum speed of the order of 85 m.p.h. and can accelerate from rest to 60 m.p.h. in under 20 seconds.



IT looked like the end of the road for B.R.M. Sir Alfred Owen, the team's wealthy patron, had put his foot down. "Win two *Grande Epreuves* this year—or else." Hardly surprising. In 14 years the B.R.M. had won one—only one—World Championship race. Despite the expenditure of more than £1 million it had time and again been a laughing stock. First there was the V16. Designed to earn prestige for British engineering, it brought only derision. Then came the 2½-litre, 4-cylinder car. In its time this must have gone through all the troubles which it is possible for a racing car to experience. In 1959, Joakim Bonnier drove one to victory in the Dutch Grand Prix, but, this and a few minor races apart, it was a dismal failure.

In 1961, because their new V8 power unit was not ready to race, B.R.M. used 4-cylinder Coventry Climax engines. Even this did not make much difference to the team's fortunes, although the drivers did begin to experience the hitherto unusual sensation of finishing races, albeit some distance behind the winner. The V8 eventually materialized during practice for the Italian Grand Prix, and put up fifth fastest time—but it was far from ready to race.

1962 began with a fire during testing which put works driver Richie Ginther out of action for several weeks—before the season had even started. Graham Hill won the first heat in the Brussels Grand Prix, only for his starter motor to fail at the beginning of the second heat. Shades of B.R.M. history. But at Snetterton, a fortnight later, Hill was second to Clark's Lotus, and at Goodwood on 23rd April the V8 B.R.M. recorded its first win.

Hill won again at Silverstone on 12th May, when he caught Clark right on the line. And on 20th May he won his first *Grande Epreuve*, the Dutch Grand Prix at Zandvoort. Things were looking up! Hill led again in the Monaco Grand Prix until only seven laps from the end, when the engine expired. Clark's Lotus had a runaway win in the Belgian Grand Prix, although Hill might have made him work harder but for a persistent misfire due to a fault in the fuel injection system. Nevertheless, he finished second. He was second again in the Rheims Grand Prix, and led the French Grand Prix at Rouen until the throttle linkage became deranged. In the British Grand Prix at Aintree the B.R.M. was a poor fourth, but at the Nürburgring on 5th August, Graham Hill

drove the finest race of his career to win the German Grand Prix on a treacherously wet track.

After Clark had run away with the Oulton Park Gold Cup race it was generally expected that the Coventry Climax-engined cars would be fastest at Monza. However, B.R.M. fooled everybody by finding more power (and more r.p.m.) and finished a magnificent first (Hill) and second (Ginther), with McLaren's Cooper almost a minute behind the winner in third place, and the rest of the serious opposition in the dead car park.

British Racing Motors was founded in 1947 by Peter Berthon and Raymond Mays. Mays remains Racing Manager, but Berthon, who designed the V8 engine, has had very little to do with the running of the cars this year; in fact the team's destinies, from a mechanical point of view, are now entirely in the hands of chief engineer Tony Rudd, who was previously associated mainly with chassis details. Rudd's brief for 1962, in addition to winning two *Grande Epreuves*, was to put his house in order financially; with three *Grande Epreuves* and two other major races won, and five second places garnered, prize and bonus money has gone a long way towards fulfilling the latter requirement.

The B.R.M. is made by the Engine Development Division of Robery Owen & Co. Ltd.—a major industrial combine—at Bourne, Lincolnshire. In a factory employing 82 men and carrying out a lot of general engineering work (including the manufacture of Raymond Mays conversions for Ford engines) about 15 of these men are concerned solely with engines. All machining is done on the premises, and parts which cannot be made at Bourne are sub-contracted whenever possible to other firms in the Owen Organization. High-quality materials are used for everything, and even a cursory glance at the car gives evidence of high standards of workmanship.

By contrast with some other manufacturers, B.R.M. make a point of co-operating with the Press, reasoning that publicity encourages people to go to motor races, and thereby indirectly pays their starting money; if there were no spectators there would be no motor racing—it is as simple as that. Thus all my questions about the car and the engine were answered, and I was allowed to take photographs of every component of the engine which had won the German Grand Prix. (The other

British Formula 1 engine manufacturer declines to release anything more than bore and stroke measurements, while the power units of both the major Continental teams are shrouded in a veil of secrecy which this season's results seem scarcely to justify.)

The design of the B.R.M. is basically very straightforward and very conventional. The cars which have been raced for the greater part of the 1962 season were actually built in 1961. A new chassis, designed to utilize the six-speed Colotti type 34 gearbox, was built this year, but after three Colotti gearboxes had been used up in less than six weeks it was decided to revert to the old five-speed B.R.M. transmission—despite a considerable weight penalty.

Torsional rigidity has been considered important at Bourne since it was discovered that the stiffness of the early 250F Maserati raced by the Owen Organization was only 250 lbs./ft. per degree. (The figure for a saloon car like the Morris 1100 is 6,260 lbs./ft. per degree!) Many considerations conflict with the provision of such rigidity in an open single-seater racing car, but B.R.M. regard adequate stiffness as around 2,000 lbs./ft. per degree and obtain this by the use of a well-triangulated multi-tubular layout, welded up from 17 gauge T45 (manganese steel) tube; lower members have a diameter of 1¼ ins., upper members 1 in., while the size of

FORMULA

BY DAVID

CUTAWAY DRAWING

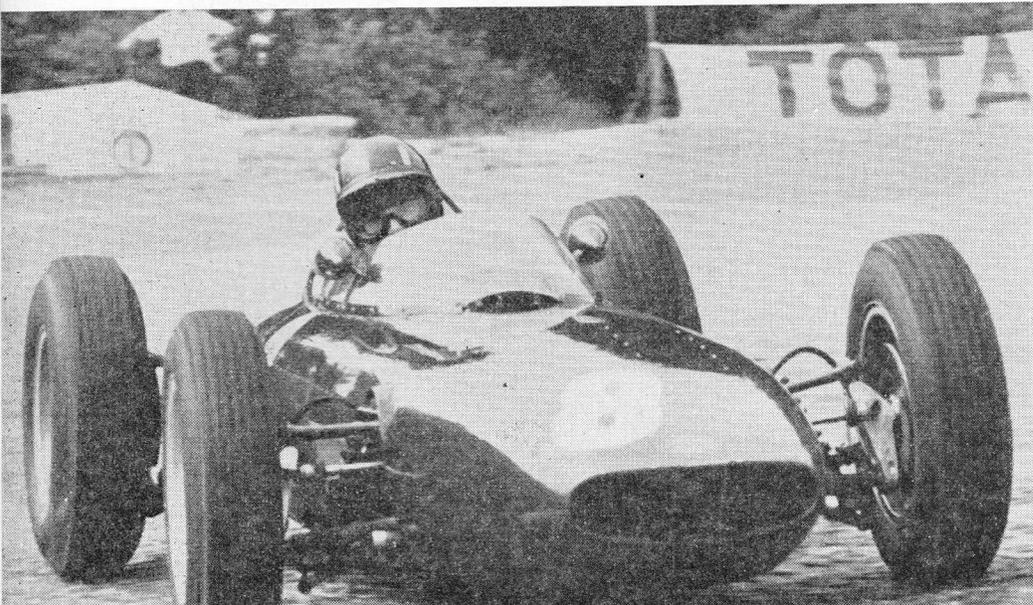
bracing tube is calculated on a length/slenderness ratio—the shorter the tube the smaller its diameter.

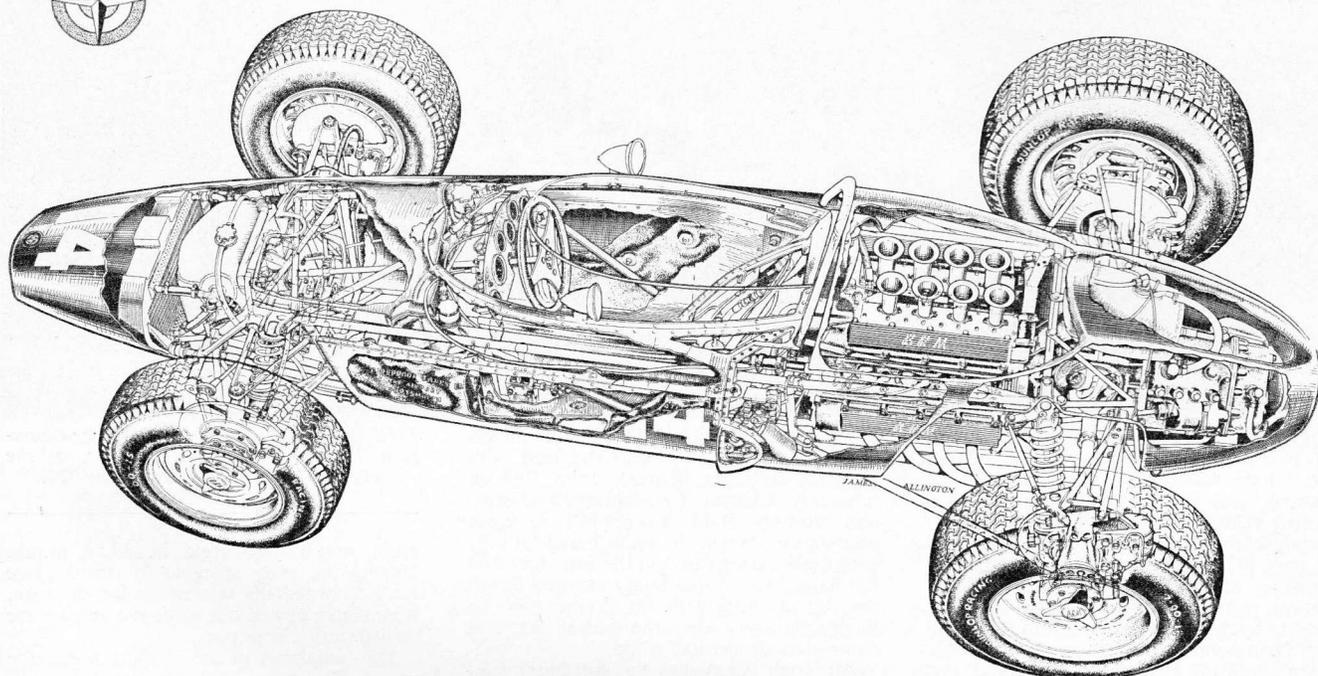
Suspension at both front and rear is by double wishbones and co-axial coil spring/damper units, with roll-centres about 5 ins. above the ground in each case. The suspension uprights are of forged duralumin at the front and cast aluminium at the rear, and the wishbones are of T45 steel—heat-treated. The springs are rather stiffer than on most other current British F1 contenders, especially on Graham Hill's car; Richie Ginther likes his springs slightly softer. A front anti-roll bar is always used (except at Nürburgring, where its removal a few minutes before the start gave Graham Hill a big advantage) and a rear anti-roll bar is fitted on some circuits.

Steering is by rack and pinion. The steering ratio can be altered from circuit to circuit, and in addition, Graham Hill has three steering wheels, of different diameters, from which to choose.

The brakes are Dunlop discs, mounted outboard all round. Disc diameters are 10½ ins. at the front, 9½ ins. at the rear.

Wheelbase is 89½ ins., front track 52½ ins. and rear track 52½ ins. The 15-in. wheels are fitted with 5.00 tyres (Dunlop, of course) on 5-in. rims at the front and either 6.50 or 7.00 tyres on 6-in. rims at the rear. Weight is still in the region of 100 lbs. above the minimum for the Formula—due largely to the excess avoirdupois of the transmission. The bodywork—rather wider than that of some 1962 cars—is in alu-





A 1 B.R.M.

BY PHIPPS

BY JAMES ALLINGTON

minium, and aircraft-type rubber fuel tanks are fitted on either side of the seat; total fuel capacity is $31\frac{1}{2}$ gallons.

The engine—very straightforward, like the rest of the car—is basically a 90 deg. V8, with bore and stroke of 2.7 ins. (68.1 mm.) and 2.0 ins. (50.8 mm.) respectively, and a capacity of 91.41 cu. ins. (1,498 c.c.). The cylinder heads and the combined crankcase and cylinder block are all cast in aluminium alloy—LM8. The separate sump is of magnesium alloy. The crankshaft is made of nitrided alloy steel (En 40u) and runs in five main bearings—Vandervell lead-indium, $2\frac{1}{4}$ ins. wide—with opposing piston assemblies sharing common big-end journals; in this case the bearings are 1.6 ins. wide. The camshafts and the other auxiliaries—the water pump, the oil pumps, the fuel distributor pump and the distributor for the Lucas transistorized ignition system—are driven by gear trains from the front end of the crankshaft.

The ultra-lightweight two-ring pistons are die-cast, and the forged connecting rods are machined all over. Forged pistons with a slightly different profile have been tried in recent races and will almost certainly be used next year. They provide a revised combustion chamber shape, centred on the spark plug (there is just not room for twin plugs) and hence more efficient combustion; such engines are far more susceptible to experiments with ignition timing than the earlier units. Expensive, yes, but the results would seem to justify it. Results also justify the policy of reducing

the weight of these components to the absolute minimum to permit the use (in conjunction with the very much oversquare bore/stroke ratio) of really high r.p.m.

The four overhead camshafts run in five roller bearings and operate the valves through inverted tappets. Valve sizes are 1.5625 ins. on the inlet side and 1.20 ins. for the exhausts. The inlets are made of KE805 steel, and set at an angle of 45 deg.; the exhausts, in KE965 steel, are set at 30 deg. Valve lift is 0.3125 ins. on the inlet side and 0.25 ins. on the exhaust; double coil springs cope adequately with the problem of closure, even at 11,000+ r.p.m.; in fact the valve gear was designed for up to 13,000 r.p.m.

Mixture is provided by a Lucas port-type fuel injection system, controlled by a slide-throttle. The compression ratio, using 100 octane fuel as specified by the Formula One regulations, is 11.5 to 1. Fuel-injected engines produce about 10 b.h.p. more than the carburettor engines sold to customers, and have a further incidental advantage in that the air-intake trumpets require less vertical space than down-draught carburettors.

Sparks for the 10-mm. plugs are supplied by a Lucas transistorized ignition system. The advantage of the latter over coil or magneto systems is that it can provide sparks at a rate of 1,000 per second if required, without any drop in voltage. Mechanical considerations of contact breaker design restrict the output of conventional systems to about 400 sparks per second in the case of coil ignition or 500 sparks per second with magnetos. Running at 11,000 r.p.m. (which it did at Monza) the V8 B.R.M. needs 733 sparks per second, and the Lucas transistors provide them. Timing is controlled by pole pieces mounted on the back of the flywheel, in conjunction with a magnetic pick-up on the engine back-plate. Current is supplied by an alternator, driven by a pulley from the right side inlet camshaft.

Maximum power output is about 193 b.h.p. at 10,250 r.p.m., with 110 b.h.p. at 6,000 r.p.m., 150 at 7,500, 173 at 9,000 and 190 at 9,750. The new cam profiles

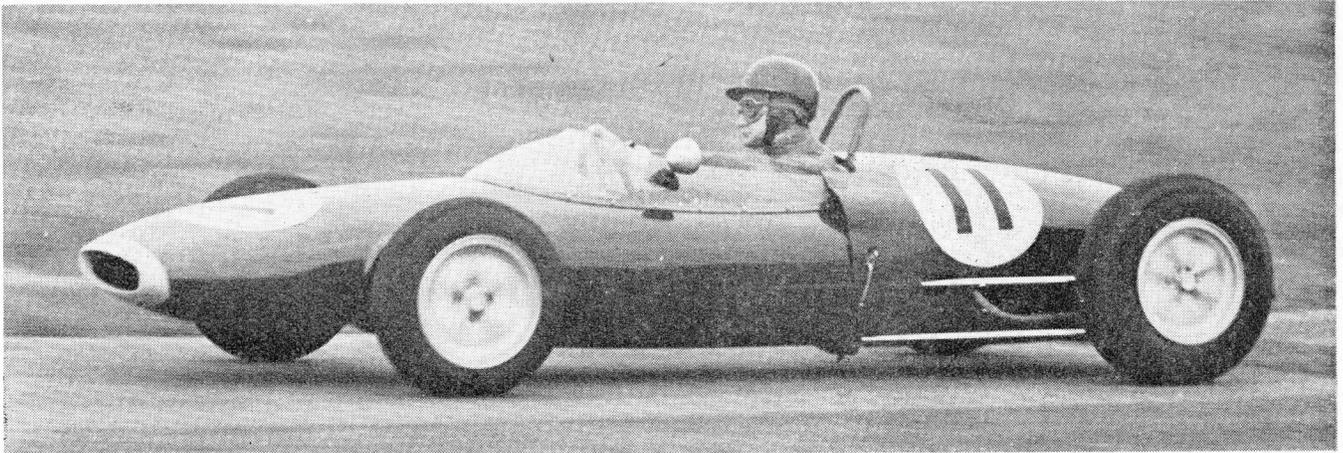
used at Monza (they were also used, less successfully, at Oulton Park on 1st September) increase the maximum power only slightly; what is far more significant is that they increase the range of engine speed over which peak power can be maintained, so the drivers are now able to use 11,000 r.p.m. Specific fuel consumption is 0.52 pints/b.h.p./hour, and at Monza the winning car did 10.6 m.p.g.

A number of changes have taken place since the engines were first tested last year. The original V16 connecting rods (one of which broke at Monza in 1961) were replaced first by new rods with stud fixing, and then by rods with setscrew fixing (see illustration). The original low exhaust system was of the four-into-two-into-one type (on each side) but this proved unsatisfactory and was replaced first by long, upswept, megaphone stubs (which had a habit of blowing away), then by low pipes feeding into a combined expansion chamber/extractor affair with a single outlet at each side, and finally by simple separate low pipes about 19 ins. long. And the fuel injection system has been modified considerably, notably by the fitting of slide throttles in place of the original butterfly throttles.

As has already been mentioned, transmission is by a two-plate, diaphragm spring clutch and the B.R.M. five-speed gearbox/final drive unit; the drive is taken to the wheels by forged, splined drive shafts which cost no less than £385 per pair. The gearbox is basically similar to the four-speed unit which was used in the $2\frac{1}{2}$ -litre car, but with an extra pair of gears squeezed in. For 1963 B.R.M. are designing an entirely new six-speed unit.

Also on the way for 1963 are a new chassis and an even more powerful version of the V8 engine. So, at the end of what began as the team's last year in motor racing (even Tony Rudd and his men must have had doubts about fulfilling Sir Alfred Owen's conditions for survival) the prospects for British Racing Motors are better than ever before.

P.S.—Sir Alfred Owen has stated that B.R.M. will definitely be racing next year.



AFTER a long and arduous search for a new racing circuit in Northern Ireland, the Ulster Automobile Club produced a "winner" for its September meeting, previously held at Cluntoe. The new circuit at Bishopscourt in County Down is made up of part of the perimeter track and main runways of the local Royal Air Force station, put at the disposal of the Club for the day by the Air Ministry. And following last Saturday's meeting it proved not only to be about the best circuit in Ireland, but also to rate highly among the numerous circuits at present in use throughout the British Isles.

Within the three miles of track chosen

of the flag Malcolm Templeton in his 1,100 c.c. Lotus shot into the lead with Maurice Acheson (Lotus), John Pollock (Gemini), Charles Eyre-Maunsell (Lotus) and Tommy Reid (Lotus) all in close attendance. When the main bunch of cars was disappearing through the fast right and left hand Esses, Luke Duffy was still left in the starting area with his Cooper, but he finally got away when the leading cars had completed almost half a lap.

Although Templeton was still in the lead at the end of the first lap he was having trouble in holding off a strong challenge from Acheson who was right on his tail, while Eyre-Maunsell, Pollock and Reid

THE WINNER of the Formula Junior Champion Trophy, Malcolm Templeton, at the wheel of his very successful Lotus 22.

89.27 m.p.h. and Reid at 88.88 m.p.h. During the early struggle for third place Reid recorded the fastest lap for the race, which later turned out to be the new course record, at 91.37 m.p.h.

The remainder of the meeting was made up of two open handicap races for all-comers. The first of these was won by W. J. Kinnear in a 500 c.c. J.P., followed by Alan Nesbitt in a 1,172 c.c. Lotus and W. H. Hagan in an M.G. Midget. During this race John DuMoulin put in a lap at 80.48 m.p.h. with his very fast Ford Anglia.

In the second of these two handicap events it was expected that the real speed of the circuit would be emphasized by John Pringle in his 2,495 c.c. Cooper, but un-

BISHOPSCOURT

BY BRIAN WADDELL

A New Circuit in Northern Ireland

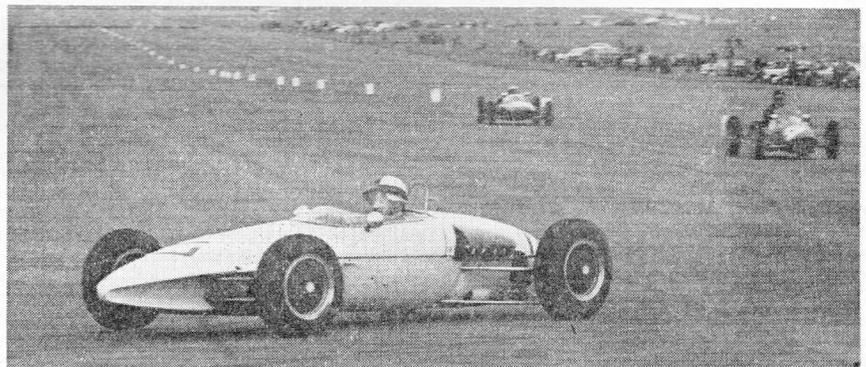
for the meeting, there is a wide variety of bends and straights, all with excellent road surfaces, combined with first class spectator facilities. From any point around the circuit it is possible to see at least three-quarters of the complete course.

And the racing staged at Bishopscourt on Saturday was equally as good as the amenities provided. After a practice period in the morning, racing started in the afternoon with a seven-lap scratch race for 1,172 c.c. side-valve Ford specials in which the only three Crossle cars in the event took the first three places.

First across the line, at an average speed of 73.96 m.p.h., was designer-constructor John Crossle himself, who led the field for six of the seven laps. He was followed about two seconds later by S. J. Hanna, while Gordon Drew brought the third Crossle car into third place, again just over two seconds behind Hanna. This performance was typical of the success Crossle cars have been having in Irish Ford circles this season.

Second event on the programme was a handicap race for closed cars over seven laps which was won by the Dublin driver N. O'D. Browne in a 997 c.c. Austin-Cooper at an average speed of 68.24 m.p.h. When he seemed all set to collect second place, D. A. McShane spun his Mini-Minor on the last hairpin bend, dropping his place to Dr. J. D. Keatley in another Austin-Cooper who was off the same handicap mark as the winner. Before he was forced to retire, fastest lap went to Des Wylie in his T.V.R. Grantura at 76.38 m.p.h.

The most exciting race of the day was the Formula Junior Champion Trophy event over 60 miles which brought a full entry of 11 cars to the starting line. From the fall



JOHN POLLOCK drove his Mark 4 Gemini into second place in the Formula Junior Champion Trophy race after a tussle with Charles Eyre-Maunsell's Lotus 18 and Tommy Reid's Lotus 22.

were locked in combat for third place. After a few laps the pattern of the race soon became evident. Templeton and Acheson were setting a very hot pace and were constantly widening the gap between themselves and the other three, with the rest of the field spread well out behind.

But the pace was too hot for Acheson who went missing on the eighth lap, letting Eyre-Maunsell into second place followed by Pollock and Reid. Eyre-Maunsell held this position for the next three laps, but the pace again began to tell on this Lotus and a loss of necessary revs. let Pollock through on the eleventh lap. Two laps later Eyre-Maunsell was in fourth place and on the next lap he pulled into the pits.

Without being seriously challenged again, Templeton eased the pace and took the chequered flag with an average for the race of 89.36 m.p.h., followed by Pollock at

fortunately the car broke a crown wheel and pinion early in the event after recording a lap at 86.96 m.p.h. Winner of this race was Bertie McElhinney in his Lotus Super Seven at 79.89 m.p.h. followed by Templeton's Formula Junior Lotus and Brian Nelson's Turner.

Results

1,172 c.c. Ford scratch: 1, J. Crossle (Crossle-Ford), 73.96 m.p.h.; 2, S. J. Hanna (Crossle-Ford); 3, G. W. Drew (Crossle-Ford).

Closed car handicap: 1, N. O'D. Browne (Austin-Cooper), 68.24 m.p.h.; 2, J. D. Keatley (Austin-Cooper); 3, D. A. McShane (Morris Mini).

Formula Junior Champion Trophy: 1, M. Templeton (Lotus), 89.36 m.p.h.; 2, J. Pollock (Gemini); 3, T. D. Reid (Lotus).

Handicap race "A": 1, W. J. Kinnear (500 c.c. J.P.), 76.35 m.p.h.; 2, J. A. Nesbitt (1,172 c.c. Lotus); 3, W. H. Hagan (M.G. Midget).

Handicap race "B": 1, R. McElhinney (Lotus Super Seven), 79.89 m.p.h.; 2, M. Templeton (Lotus); 3, B. Nelson (1,098 c.c. Turner).

Fastest lap and course record: T. Reid (Lotus), 91.37 m.p.h.

CORRESPONDENCE

What is a Dragster?

IN AUTOSPORT's report of Brighton Speed Trials it was mentioned that Chris Summers was "transferred" from the Dragster to the unlimited racing class. In actual fact, Chris was arbitrarily excluded from the Dragster class at the last minute on the grounds of a verbal quibble and a total misunderstanding of the meaning of the word Dragster.

As a result of Chris's exclusion the Organizing Committee saved themselves £40 of award money; Sydney Allard had his by now almost traditional solo run with full V.I.P. treatment; and I had no run at all.

May I suggest that for next year's Brighton meeting the Dragster class be renamed the Allard class so as to make things clearer for prospective entrants. All earlier Allard models would, of course, also be eligible for entry, apart possibly from the Allard Ambulance which might risk exclusion on the grounds of deriving unfair advantage from its de Dion rear axle. The position of the current Allardette would also need clarification, but I am convinced that the Brighton and Hove M.C. Organizing Committee would be able to rise to the situation.

LONDON, W.9.
JOHN FARLEY.

I was all right!

MR MCCAIRN's article in a recent AUTOSPORT has finally roused me to put pen to paper. Although I realize his main criticism was directed at the unsympathetic attitude of an official, I feel it only just to point out a few facts which appear to have been overlooked.

At the meeting in question (the Gold Cup at Oulton Park) I, also in the company of a small party, purchased tickets for the Lodge Corner "Stand", and had no difficulty in finding seating room, albeit in the lower half of the structure. This was a mere hour before the start of the first race, so perhaps a slightly earlier departure from slumberland by Mr. McCairn and party would have prevented the ensuing unpleasantness.

I also consider the price of admission to this enclosure to be worthy of note. Being a frequent visitor to the Southern circuits, I was amazed that viewing (in comfort) should be in the offing for the almost nominal fee of 5s., and indeed even enquired whether perhaps a fi ure or two might not have dropped from the price board. Try finding anything like that down south, Mr. McCairn!

As regards the incident with the official, I hope, Mr. McCairn, you can forget and drink with me instead a toast to the excellent work performed by that vast majority of officials who help make motor racing the number one sport.

LONDON, S.W.16.

DON IRELAND.

Poor Man's Motor Racing

A GREAT deal of moaning has been heard of late about the cost of "Poor man's motor racing", i.e. Formula Junior. Designed for the impecunious enthusiast to "av-a-bash", it is now way out of reach of all impecunious enthusiasts.

Many tries have been made at providing a poor man's formula, e.g., 750 c.c., Formula 3, 1,172 c.c. and Formula Junior. But still nobody, other than the 750 boys, seems to realize that 750 Formula is still cheap and is still going, as it has done for quite some time now.

Even the most impecunious of enthusiasts could build a 750 c.c. "dicer" over a period of about 18 months for around 30s. a week, which is less than many blokes spend on beer 'n fags!

I have heard it said that 750 Formula is dying, but I don't see how this can be at all true. One has only to take a look at the entries for 750 events. A few years ago you would be lucky to see six or seven entries, now you can see as many as 26 or 27 and there are many more.

I feel that with a "prolonged push" from the press, i.e., AUTOSPORT, many more enthusiasts would get out and frighten themselves to death in 750 Formula cars.

COUNDON, COVENTRY.

B. A. GREGSON.

Motor Racing and the National Press

FOR too long now the national magazines and press have used motor racing to the utmost in sensationalism, never missing a chance to headline any accident and to make a catastrophe out of a nasty crash. Admittedly these boys have to earn their money, and the best way nowadays is by reporting a truly blood-curdling accident on the motor racing circuits of the world.

Even the "local" papers catch on. If a local lad has driven a 750 c.c. "special" once in his life you can guarantee that should he meet a sad end on our crowded roads then the headline is "Racing Driver Killed in Village Smash".

Let's all get together and buy an almighty large gag and silence the lot.

A recent weekly news magazine joined the blood-thirsty press. It has seen fit to dig up the von Trips story. Ghastly looking photographs in full colour show how "Taffy" met his end. It goes on to give a lurid report of the whole incident.

I wish the proprietors of the "Daily Muddle", "Daily Train", "Bush Telegraph" and the "Daily Looking Glass" would leave motor racing alone. The drivers racing today know full well the hazards. The horrible, mangled facts in the daily press do not help the ones at home waiting to hear from their husband, relation or friend.

LYMM, CHESHIRE.

LANCE WILSON.

Brighton Speed Trials

AT Brighton Speed Trials it used to be the practice, after competitors had completed their runs and were waiting in the slip road before a peaceful return down Madeira Drive, to hand each a card—white for the first run, red for the second—with their times written thereon. These times appeared accurate and were published later, in good order and "unscrambled", in the printed results.

Nowadays, despite a slight increase from the then current entry fee of about 25s., some strange things seem to be happening. After competitors have managed to complete a somewhat difficult return journey, handicapped by a fast car with large racing numbers, down the traffic-blocked, and hostile police-infested main road, they usually find that their times are still unobtainable. In my own case, this year I was lucky enough to be able to get mine for all my runs, as I was kindly invited into the caravan and they were given to me personally. I ran in Class Seven (Sports, over 2,501 c.c.) and Class Eight (Ladies' Sports). My first run of the day, in Class Seven, had to be cancelled and re-run, because a dog started to run on to the sea lane. Though I completed my run on the land side, I slowed. My co-runner on the sea side stopped. This cancelled time of mine was obviously slower than the other four runs, which were all fairly even in the 27 secs. margin. In Class Eight my best time of 27.48 secs. gave me a placing of second in the class. I wrote all these times down in order after the runs.

Now, having given the Press the original results correctly, the Club has issued a printed result sheet in which appear some very strangely "scrambled" times! In my particular case, the time of my slow and cancelled run has been resurrected and transposed from first run in Class Seven, to my last run in Class Eight, thereby dropping me from the second place which the correct time gave me. (This slowed time I had actually written down before I competed in the event in which I am now supposed to have recorded it!) To continue with further surprises in these results: on my second run in Class Seven, I competed against Mr. Eric Brown; after a fairly even getaway, the superior streamlining of the E-Type gave me an advantage over his fast XK 120 and we finished, so far as I could judge in my driving mirror, with my car a good 1½ lengths ahead. Surprisingly, the results show that the XK120 made the faster time! Now, take our last year's results—1961—I ran my Lotus Elite against John Playford, driving Peter Lumsden's very fast Elite WUU2; I got away slightly ahead, and WUU2 passed me when we changed out of second gear, and he held his lead and finished about 1½ lengths ahead of me. We queried the result when I was given the faster time. In this case people suggested that it might have been possible owing to my faster getaway. I was slightly sceptical, and am even more so, now!

It would be interesting to know what results other competitors have received. I have already heard of one other case similar to my own this year.

I would like to stress that I raise this point not so much in a spirit of complaint, as from the fact that I have been competing regularly at Brighton since 1946 and have had many enjoyable days at the Speed Trials, and hope to continue to do so: I always receive friendly and helpful treatment from the organizers at the meetings. Brighton Speed Trials must be one of the oldest established events of its kind in the world. These very questionable timing results, which would appear to be clerical errors, are unworthy of this famous sprint meeting.

PETWORTH, SUSSEX.

BETTY HAIG.

Motor Racing Statistics

I WAS most interested to read Mr. Thompson's comments on this year's Formula 1 races and a comparison of this with last year's season makes for interesting reading. Last year there were altogether 30 races (including odd races like the Kyalami "100" about which, as with all other South African F1 races, information is very difficult to obtain). Jim Clark had the most starts with 23, followed by Moss (21) and Bonnier (20). Salvadori only had five retirements out of 17 races, while Surtees had 11 out of 18 and Brabham 10 out of 19.

The driver with the most drives with no retirements was Phil Hill with seven. But the best record is Dan Gurney with only one retirement in 14 races (this being the Brussels G.P., with gear-selector trouble). De Beaufort's Porsche seems to have mellowed with age as last year he had three retirements out of nine races.

As regards wins, Moss had twice as many as anyone else with eight, including a run from the German G.P. onwards of six firsts and two retirements in eight races. Others with wins were Baghetti and Clark (four each), Ireland (three), Brabham, P. Hill and von Trips (two each) and Johnstone, Marsh, Salvadori, Surtees and T. Taylor (one each).

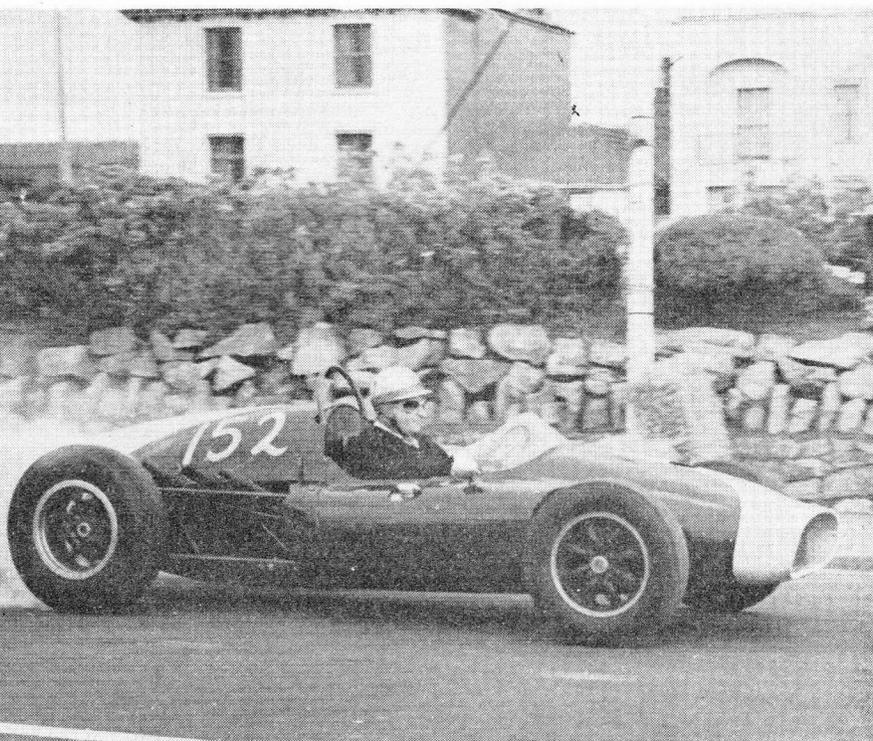
As regards spins—no figures, I'm afraid. Shortest season was that of Munaron who failed to complete a lap in his only race (Pau).

What does all this prove? Not an awful lot really, but I think it is a fascinating pastime to compile tables, etc., of races. I have thought for quite a little while that it would be a good idea to have a society on the lines of the National Union of Track Statisticians of the Athletic world (NUTS for short—they are, I'm one of them!). They spend their whole time compiling performance lists and publishing books of results, etc. I think that motor racing could well put up with a similar bunch of Nuts (for want of a better word). I know that I have quite a bit of trouble sometimes in finding out the results of races; if a society like this existed members would be able to pool their information and the resulting records would be far more comprehensive. What does Mr. Thompson think?

LONDON, E.1.

K. P. SHELDON.

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

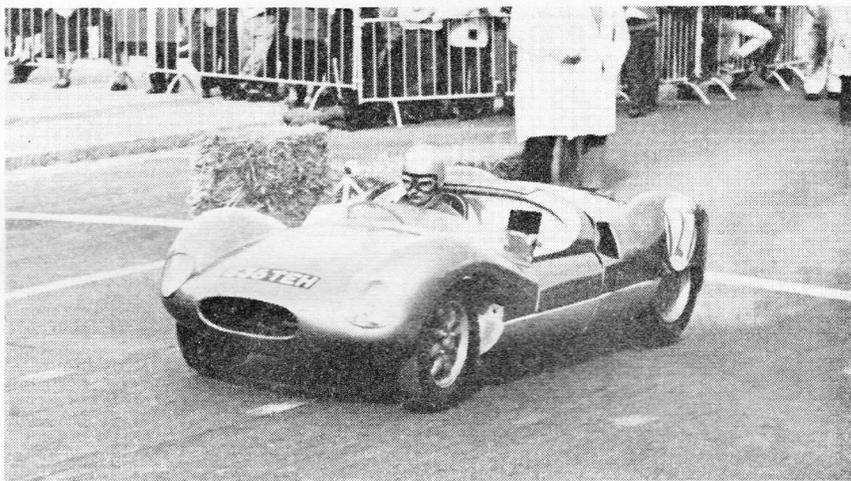


CHRIS SUMMERS'S MONSTER. The Cooper-Chevrolet repeated its Brighton success and stormed along the course in 18.34 secs. to record B.T.D. This was, of course, a new record.

CHRIS SUMMERS BEST AT WESTON- SUPER- MARE

BY HOWARD BILEY

THE Burnham-on-Sea Motor Club's Weston-Super-Mare Speed Trials, held annually on the Marine Parade and this year elevated to national status, have become the major established event in the sporting calendar of the West Country and it was gratifying to see last Saturday that the usual high standard was maintained. A capacity entry was easily achieved, and the organization ran like clockwork, some credit being due to the enthusiastic co-operation of Weston Borough Council, without whom the event would not be possible. Even the weather—by some miracle and despite heavy rain before and



BEST SPORTS CAR time was put up by Josh Randles, who recorded 20.89 secs. in his 2-litre Cooper Monaco.

after the meeting—gave no cause for complaint, remaining fine and even sunny for most of the day.

The really fast times over the standing-start 800-yard course came, as was to be expected, from the unlimited racing class, with one exception, in the shape of Josh Randles, who hurled his silver-grey Cooper-Monaco along in 20.89 secs., fractionally better than his own 1961 sports car record of 21.01 secs. and quite rapid enough to collect the Fred Tuck Challenge Trophy for the sports-racing B.T.D.

The absolute course record itself, which stood at 19.36 secs. and was established by Fred Tuck's Inter-Continental Cooper-Maserati last year, was fairly hammered out of existence by the intrepid Chris Summers, who lopped off almost a second with his monstrous Cooper-Chevrolet to return a shattering 18.43 secs. on his first

run, and then went out again and lowered it to 18.34 secs., collecting the bag of gold and the Ken Burgess Memorial Challenge Trophy en route. This convincing B.T.D. represents a prodigious average speed of approximately a hundred miles an hour over the distance; there may have been some excuse for the seagulls, after all!

The only other entrant to get inside 20 secs. was J. Thornton, also driving the Cooper-Chev, who did 19.35 secs.: Arthur Owen was, unfortunately, a non-starter, and Bateman brought out his old Syracuse Connaught but was not quick enough to be seriously in the running, while Jack Cordingley's ex-Brian Naylor J.B.W.-Maserati came into second place with 20.87 secs., challenged only by Gordon Parker's H.K.-Jaguar which, third with 21.49 secs., was a good deal slower than last year.

The completion of the first runs saw Eric Willmott's F.J. Elva-Ford, in the 1,500 c.c. class, faster than Patsy Burt's Cooper by a tenth of a second; subsequently, Miss Burt fairly streaked up the course in 22.16 secs., while Willmott was unable to improve on 22.37 secs. for second place. A real ding-dong for third place was eventually resolved when Wally Cuff, driving "Hell's Hammers" and clocking 23.04 secs., was just, but only just, able to hold off a determined Freddy Floyd, whose similar Cooper-J.A.P. returned 23.07 secs.

In the one-litre class the presence of Austen May and his Lotus 18 made the class win something of a foregone conclusion and, sure enough, his 23.62 secs. was

unapproached; Fred Jones joined the ranks of the non-starters with his F.J. Lola, and Ray Palfreyman experienced mechanical disorders in his F.J. Elva and withdrew after one run, J. R. Axon bringing his F.J. Kieft into second place with 24.17 secs. Denley's F.J. Lotus returned 24.57 secs. to take third place from J. E. Manfield's D.R.W., which justified its unconventional appearance with a run in 24.67 secs.

In the unlimited sports-racing class, since Randles had done B.T.D. in this group, S. H. Richardson's glittering A.C. Ace-Jaguar again demonstrated that it has more power than traction, leaving a pall of rubber smoke from its spinning wheels over a good third of the course but none the less going very quickly to record a time of 21.46 secs. The places were very closely fought indeed, Ken Wilson's ex-Equipe Nationale Belge Lister-Jaguar doing 22.03

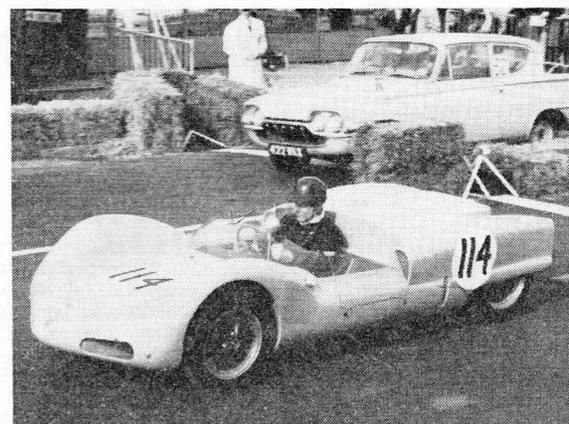
secs., while Peter Farquharson's 5½-litre J2 Allard clocked 22.04 secs. and Ron Fry's Ferrari Berlinetta got down to 22.07 secs.

The Wirral Racing Team's Elva Climax Mk. 6, driven by G. D. Hill, annexed the 1½-litre class in 23.56 secs., challenged by the Lotus XI of D. Balm with 23.99 secs. Don Bishop's blown "Cream Cracker" type M.G. PB was slower than of yore, while Mrs. Diane Trevethick came into third place driving Maurice Davies's Monte Lotus Elite with a credited time of 24.00 secs., Davies himself being unable to do any better than 27.00 secs., which must prove something! The small class was poorly supported, with R. J. Ashford's very hot M.G. Midget getting down to 27.63 secs. with little opposition and Tom Jones finding that the elusive misfire afflicting his Sebring Sprite in recent events has yet to be eliminated.

The unlimited "marque" class provided one of the major excitements of the day when Ken Wilson left the start in his Jaguar "E" backwards, having inadvertently selected reverse; when the tumult subsided, he was found to have clocked 23.51 secs. for third place, being beaten by

Ken Rudd who, appearing for the first time at Weston, brought out his Aston Martin DB4GT to do 23.26 secs., which was not enough to oust class-winner E. W. Judge's "E"-type with 22.71 secs. In the two-litre class Donald Duncan (Ace) found the opposition more to his liking than he did last year, returning 25.36 secs. challenged only by Ray Meredith, whose Plus 4 got down to 25.60 secs.: Mrs. Barbara Hassall's spirited 26.07 secs. for third place in the Ace-Bristol surprised a good many mere males, including Vic Hassall himself, who could not improve on 26.64 secs. in the same car. Howard Steele's Sprite took the small class with 30.02 secs. from Miss Christine Wells's machine with 30.12 secs.

Eventually the day drew to a close, the Trials proving this year to be the most successful of the series to date; not for the first time it is suggested that, so long as the Burnham-on-Sea Motor Club can maintain its present standards of organization, other promoters must needs get down to it if their efforts are not to be eclipsed.



DON HILL'S Mk. 6 Elva-Climax accelerates away from the line while D. A. Fisk's Ford Classic has hardly moved

David Render Wins Stone Trough Trial



T. A. MARSHALL gradually disappearing into a bog.

THE northern trials season opened with a big splash with the B.A.R.C./Yorkshire Sports Car Club's Stone Trough Trial, an R.A.C. Championship and B.R.T.D.A. Star qualifier.

It was run on "carefully" selected ground on the moors, high above Grassington. In the programme some 25 sections were encountered. The first half of these was on quarry, hewn shale and deep grey sand and of the short, steep and wiggly variety, all well selected and climbed by but few! The lunch-time scoreboard showed L. Hurt (82) in the lead, ahead of D. Render (79) and E. Harrison (78).

So off down to the "bog" area, made famous by Mike Wilson, who once lost an entire V8 Battlewagon much to the delight of the many pushers, who just wouldn't push any more! This marshland, aided by Saturday's torrential rain, was in rare form, and fair put the cat among the pigeons.

On the last three sections nearly one and all sunk with all hands, to the great delight of a huge crowd of spectators (who said trials aren't popular?) seated on the surrounding terraces. Survivors were "Stone-wall" Jackson, who sneaked through as an early number, and Ivor Portlock, who perilously surveyed the morass on foot first!

Poor Ernie Chandler, taking a short cut from one section to another, was only just saved by sheer weight of manpower.

It was a good trial, beloved by one and all. One last word: very nice to see quite a lot of new faces behind the wheel!

FRANCIS PENN

Results

Stone Trough and B.R.T.D.A. Award: D. Render, 223 marks. Thomas Ramsden Award: E. Jackson, 222. 1st Class Award: E. Harrison, 222; L. Hurt, 214. Fifth: W. G. Warr, 209; Sixth: I. Portlock, 199; Novice: L. C. Tucker.

PETER FARQUHARSON'S big Allard J2 recorded an excellent 22.04 secs.

Results. B.T.D.: C. G. Summers (Cooper-Chevrolet), 18.34 s. B.T.D. Sports Car: J. Randles (Cooper-Climax Monaco), 20.89 s. Touring Cars: Up to 1,300 c.c.: 1, V. ff. Gardner (Austin Mini-Cooper), 27.24 s.; 2, G. J. Mabbs (Austin Mini-Cooper), 28.94 s.; 3, N. Porter (Austin Mini-Cooper), 29.04 s. 1,301-2,000 c.c.: 1, I. D. L. Lewis (Sunbeam Rapier), 27.01 s.; 2, A. Lefevre (Sunbeam Rapier), 27.35 s.; M. J. Marsh (Renault Dauphine Gordini s/c), 31.00 s. Over 2,000 c.c.: 1, R. D. Jennings (Jaguar 3.8), 25.99 s.; 2, T. Bassett (Jaguar 3.8), 26.06 s.; 3, R. C. Morley (Jaguar 3.4), 26.10 s. Modified Touring Cars: Up to 1,300 c.c.: 1, D. Richmond (Morris 1100), 28.12 s.; 2, G. J. Mabbs (Austin Mini-Cooper), 29.02 s.; 3, D. I. Robinson (Austin 7), 29.22 s. 1,301-2,000 c.c.: 1, K. Hodges (Ford), 32.15 s.; 2, D. A. Fisk (Ford Classic), 33.40 s.; 3, A. C. L. Dick (Ford Classic), 33.67 s. Over 2,000 c.c.: 1, P. Gibblett (Jaguar 3.8), 26.66 s.; 2, J. Wensley (Jaguar 3.8), 27.21 s. Marque Sports Cars: Up to 1,200 c.c.: 1, H. Steele (Austin-Healey Sprite), 30.02 s.; 2, Miss C. Wells (Austin-Healey Sprite), 30.12 s.; 3, J. Featherstone (Austin-Healey Sprite), 30.60 s. 1,201-2,000 c.c.: 1, D. Duncan (A.C. Ace-Bristol), 25.36 s.; 2, R. E. Meredith (Morgan Plus 4), 25.60 s.; 3, Mrs. H. Hassall (A.C. Ace-Bristol), 26.07 s. Over 2,000 c.c.: 1, E. W. Judge (Jaguar E), 22.71 s.; 2, K. N. Rudd (Aston Martin DB4 GT), 23.26 s.; 3, K. Wilson (Jaguar 3), 23.51 s. Sports Cars: Up to 1,000 c.c.: 1, R. J. Ashford (M.G. Midget), 27.63 s.; 2, A. C. Cook (Austin-Healey Sprite), 28.00 s.; 3, T. Jones (Austin-Healey Sebring Sprite) and F. J. Sparkes (Austin-Healey Sprite), 30.20 s. 1,001-1,600 c.c.: 1, G. D. Hill (Elva-Climax Mk 6), 23.56 s.; 2, D. Balm (Lotus-Climax 11), 23.99 s.; 3, C. Pearce-Pope (Lotus Elite), 25.22 s. Over 1,600 c.c.: 1, S. H. Richardson (A.C. Ace-Jaguar), 21.46 s.; 2, M. H. Richardson (A.C. Ace-Jaguar), 21.51 s.; 3, K. Wilson (Lister-Jaguar), 22.03 s. Racing Cars: Up to 1,000 c.c.: 1, C. A. N. May (Lotus-Ford 18), 23.62 s.; 2, J. R. Axon (Kieft-Ford), 24.17 s.; 3, F. J. Denley (Lotus-Ford), 24.57 s. 1,001-1,500 c.c.: 1, Miss P. Burt (Cooper-Climax), 22.16 s.; 2, E. G. Willmott (Elva-Ford), 22.37 s.; 3, W. C. Cuff (Cooper-J.A.P.), 23.04 s. Over 1,500 c.c.: 1, J. Thornton (Cooper-Chevrolet), 19.38 s.; 2, J. S. Cordingley (J.B.W.-Maserati), 20.87 s.; 3, G. Parker (H. K.-Jaguar), 21.49 s.

Club News

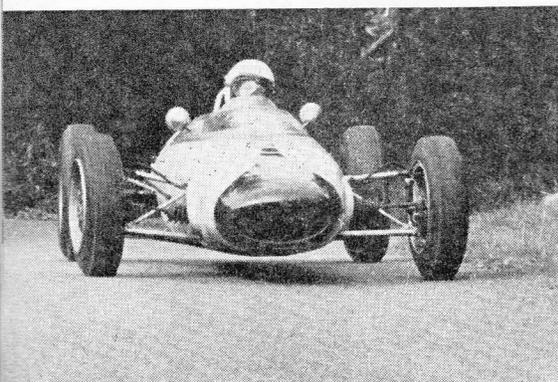
By MICHAEL DURIN

B.R.S.C.C.

WISCOMBE HILL-CLIMB

THE B.R.S.C.C. (South-Western Centre) promoted a very successful hill-climb at the popular Wiscombe Park, in Devon, on Sunday, 23rd September. One of the warmest days this season made a big difference to the general atmosphere, and a good entry, with a large proportion of new names, provided some excellent sport for the spectators.

The saloon classes were, for once, poorly



HUGH DIBLEY at speed in his Lola-Ford Junior. He suffered gearbox trouble.

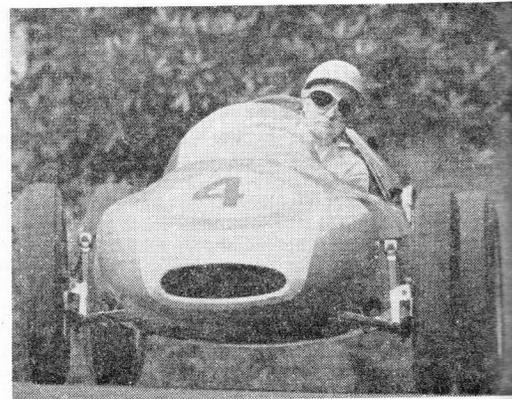
supported, and Arnold Denman dealt summarily with his opposition, getting his Cooper-Mini to the top in 56.02 secs, while Amie Lefevre took yet another class award with his well-tryed Rapier. V. J. Crapnell's big Jaguar saloon showed tremendous urge away from the corners, and did a very competent 54.13. In Class two of event three, W. G. F. Swayne's quiet Porsche Super 90 ran out the winner, in 56.05 secs., though R. Knapman's red Alpine went extremely fast, being hurled through the Esses. R. Saunderson had, we suspect, a slight moment in the gateway on his first run, but managed 60.86 in his lively red Alfa Giulietta.

Some big sports cars came out in the next class, and Fry's magnificent Ferrari fairly hurtled up in 50.66 secs., touching the bank at the full throttle twist at Bunny's Leap, but looking most impressive all the way. Chris Lawrence's ear-splitting Le Mans team Morgan ran the Italian car close with a tremendous trip in 51.00 secs., while Tom Cunane made his fastest ever at Wiscombe in the red Ace. Betty Haig's Ace deposited oil on the course at strategic points, without any alarm to the next man up, after marshals had swept cement onto the road. J. Chatham's red Austin-Healey had a long and anxious moment trying to slow down at The Gateway, but did a very good 54.65.

J. R. Bloomfield's Diva GT made a shattering noise, and was very fast indeed through the tricky twist between Esses and Saw Bench, to record a startling 52.26 secs., though Richard Gibbings wasn't hanging about in a very "Downtonised" Austin-Mini.

Among a pack of Lotuses, Peter Boshier-Jones did a tearing 47.00, with Nick Garbett's pale blue "23" close on his heels.

Fun and games in the racing classes started with a duel between Howard Bennett and J. Brabin, the latter driving



PATSY BURT drove her familiar pale blue 1957 Cooper-Climax.

Mr. Bennett's old car, the JBS, while the black and white Cooper took the class with a determined 49.12.

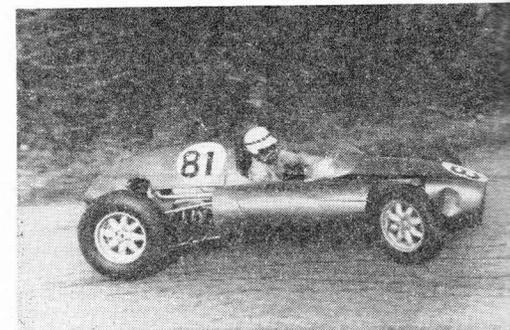
Patsy Burt made a welcome reappearance with her immaculate blue Cooper, doing 49.70 secs. The Chichester-Lambton Alta provided a certain amount of temperament, the accelerator coming adrift when piloted by the latter driver, while Major Chichester had a horrid moment with front-wheel patter when braking for The Gateway. T. Elton's Cooper explored the bushes at Saw Bench on its first run. Freddy Floyd ran into trouble in his own Cooper, and was borrowing the ex-Malcolm Hartwell Cooper-JAP. He found it not quite to his liking, but managed a creditable 49.55 secs. Wally Cuff had everything turned right up and fairly fought his way for every inch of the hill, and got down to a remarkable 46.06 secs. His venerable Cooper gets faster every meeting, but it would be most interesting seeing Wally in a Formula Junior at a future Wiscombe! All eyes then turned to Peter Westbury, making his first appearance on the hill. The Daimler-engined Cooper was tremendously fast up through the Esses, turning a positive blast of power from Saw Bench, going under the Motor Bridge at well up to 100 m.p.h. There was an expectant hush before it was announced that the watches had somehow failed, and no time had been recorded! However, on his next attempt, a new record for the hill was announced, in 44.80 secs. When David Good came up, it was obvious that the Newbury man was trying really hard, braking fiercely for the hairpin, and using all the road. Time — 45.55 secs. This had everyone on their toes for the second runs, and Peter Westbury made another shattering trip, having a "moment" on the first bend, but making up for it higher up the hill. Down went the record again, this time to 44.73 secs.

(Continued on page A69)

Coming Attractions

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. Clubmen's Championship Race Meeting, Silverstone, near Towcester, Northants. Starts 12 noon.
B.A.R.C. Sprint, Aintree, near Liverpool, Lancs. Starts 2 p.m.
North Staffs M.C., Mid-Cheshire M.C. and English Electric M.C. (Kidsgrove) Midwinter Rally, Starts T. Byatt's Garage, Fenton, Staffs (M.R. 110/890457), at 7.30 p.m.
Motor Cycling C. 8th Derbyshire Trial. Starts Coventry at 2 p.m.
Bristol M.C. and L.C.C. Autocross, Horton, near Bristol. Starts 2 p.m.
6th-7th October. Broughton-Bretton M.C. Gold Leaf Rally. Starts Corner House Cafe, Pentrebychan, near Wrexham, Denbighshire, at 10 p.m.
V.S.C.C. Welsh Rally.
Chelmsford M.C. 2nd Britvic Rally.
Evesham A.C. Mountford Rally.
Advertising M.C. Adman Rally. Starts near Guildford at 10 p.m.
E.M.I.M.C. October Night Rally.
7th October. American Grand Prix, Watkins Glen (F1).
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, Finnerie Circuit, near Buckingham, Bucks. Starts 9.30 a.m.
Stockport M.C., Mid-Cheshire M.C. and Cavendish C.C. Autocross, Erncroft Farm, Loadworth, near Marple Bridge, Cheshire (M.R. 101/979910), Starts 1.30 p.m.
Northampton and D.M.C. Deansgate Trophy Trial.
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, Guseley, near Leeds, Yorks, at 1 p.m.
S.U.N.B.A.C. Vesey Production Car Trial. Starts Prestbury, Gloss, at 11 a.m.

Northampton and D.C.C. Derngate Trophy Trial, Testing Ground, Tiffeld, near Towcester, Northants. (M.R. 146/706510). Starts 10.30 a.m.
7th-21st October. Argentine Touring Car Road Races.
13th October. Hastings and St. Leonards East Sussex C.C. Hill-Climb, Bodiam, near Hastings, Sussex.
Wirral 100 M.C. Sprint, Rhydymwyn, near Mold, Flint.
Bugatti O.C. Sprint, Wellesbourne, near Stratford-upon-Avon, Warwickshire. Starts 11 a.m.
Shenstone and D.C.C. Buxton Rally. Starts The Bull's Head Inn, Shenstone, near Lichfield, Staffs, at 8 a.m.
13th-14th October. Riverside Grand Prix, U.S.A. (S., F.J.).
West Hants and Dorset C.C. National Bournemouth Rally. Starts Taunton at 10.30 p.m.
Warrington and D.M.C. and Waterloo and D.M.C. Roy Emson Memorial Rally. Starts William Moores, Oakmere Service Station (M.R. 109/589694) at midnight.
Cavendish C.C. Black Trophy Rally.
Pembrokeshire M.C. Harrison Allen Rally. Horsham and D.M.C. and L.C.C. Autumn Rally. Starts (M.R. 183/466243).
14th October. Seven-Fifty M.C. Hill-Climb, Wiscombe Park, near Honiton, Devon.
Jaguar D.C., B.A.R.C. (Yorks) and East Yorkshire C.C. Hill-Climb, Oliver's Mount, Scarborough, Yorks. Starts 2 p.m.
Maidstone and Mid-Kent M.C. Bossom Trophy Trial.
Windsor C.C. Thames Valley Rally.
Pre-1940 Triumph Owners' Club Driving Tests, Standard-Triumph, Ltd., Fletcherstead Highway, Coventry. Starts 2.30 p.m.
Cemian M.C. Driving Tests, Blackbushe Aerodrome, near Camberley, Surrey. Starts 11 a.m.
19th-21st October. Pacific Grand Prix, Laguna Seca, U.S.A. (S.).
21st October. Paris 1,000 Kilometres, Monthéry (G.T., E.P.).
3rd-11th November. Grand Prix de Puerto Rico Speed Week, Caguas, near San Juan, Puerto Rico (S.G.T., F.J.).
4th November. Mexican Grand Prix, Mexico City (F1).



PETER WESTBURY and his magnificent Cooper-Daimler approach the Hairpin.

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1000 c.c. class



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1st



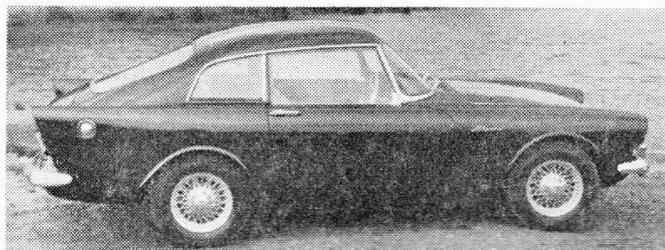
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A. T. FOSTER

2nd

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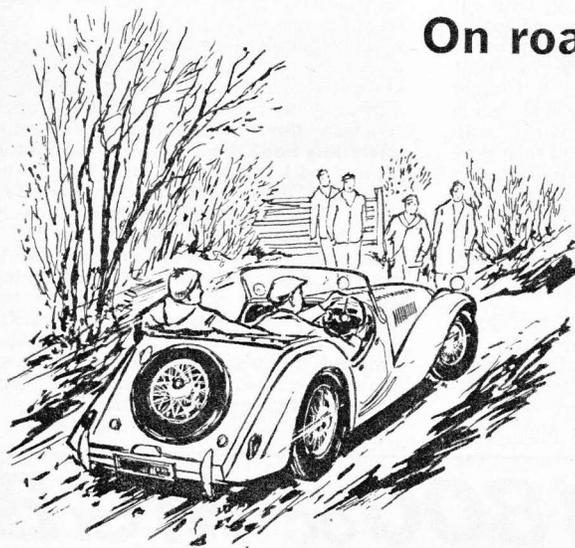
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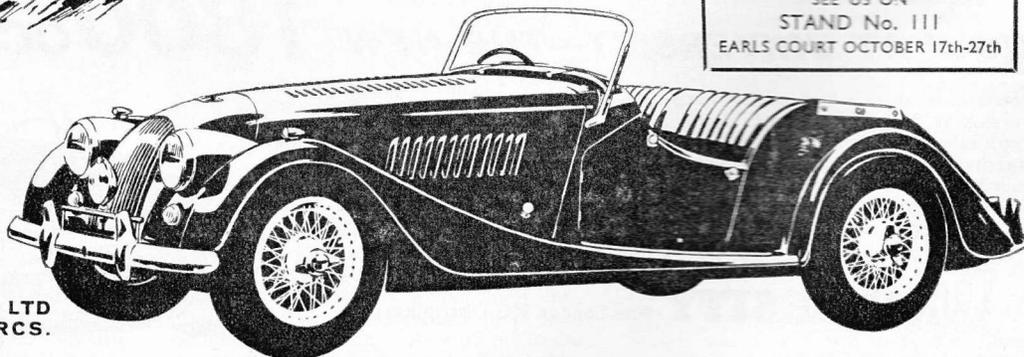
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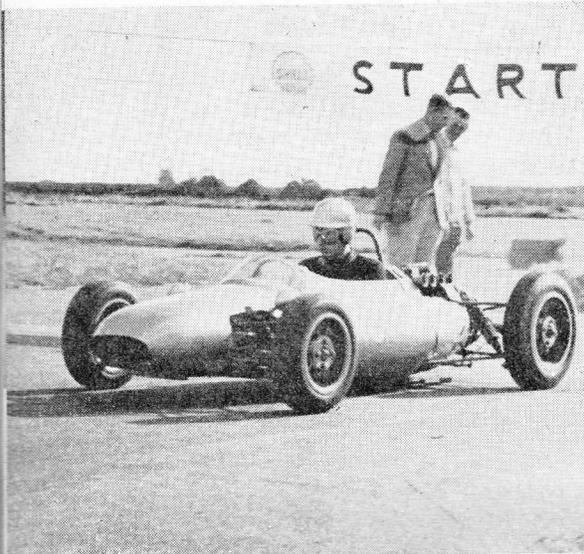


London Distributor: Messrs. Basil Roy Ltd. 161 Great Portland Street, London W.1.

SWANSEA M.C.

PEMBREY SPRINT

SWANSEA Motor Club's recent Pembrey sprint maintained the reputation which the event holds for a consistently good entry; something in the order of 100 competitors took part and, of the invited clubs, the "Hagley Boys" were particularly well represented. As things turned out, the trophy for B.T.D. was to go to an entrant from that club, in the person of Steve Neal who, with his Ford-powered F.J. Arden, returned 31.66 secs. This most attractive car, a Jim Whitehouse conception, now seems to have got over the gearbox troubles which plagued it earlier in the year and it goes indecently fast, getting on this occasion to well within striking distance of Josh Randles's absolute Pembrey course record, which stands to the Cooper Monaco at 31.28 secs.



STEVE NEAL leaves the start in his attractive Ford-powered Formula Junior Arden. He made B.T.D. in a time of 31.66 secs.

The day was free from serious incident, save for the antics of an NSU Prinz, which, driven by Reg Braddick, rolled in practice, eventually coming to rest on its wheels again. Braddick was unhurt, which was just as well, since the marshals paid no heed whatsoever to the occurrence, the hapless pilot being left to make his own arrangements for removing the car, which proved to be still mobile. During the competition runs Eric Wood flipped the poor thing

again, once more with no personal injury, though two inversions in one day left the NSU looking very much the worse for wear. The class for small standard touring cars, which the Prinz had been contesting, went to Mike Merrick who, with Miss Jan Hatton's remarkably quick Broadspeed Austin Seven, returned 39.63 secs. to snatch the class from Keith Howells and his Downton Mini, which took to the grass from time to time and got down to 39.78 secs. In third place, with 39.83 secs., Tim Bassett found himself under considerable pressure from Jan Hatton who, on her first excursion to Pembrey, clocked a very businesslike 39.96 secs., while no other car in this very large class bettered 40 seconds. In the corresponding class for Coopers and modified cars, Jan again finished a very close fourth, this time in Mike Merrick's Austin-Cooper, first place going to Ian McDougall's Morris-Cooper after a heroic total replacement, in the paddock, of the clutch assembly, challenged by Mike Merrick with 38.46 secs. and G. Edmunds (Morris-Cooper) who did 38.68 secs. Gwyn Evans, with his "hairy Husky", had a little difficulty in annexing the 1½-litre class with 40.92 secs. from Clason Jones, whose Riley 1.5 got round in 40.98 secs., while Arthur Bassett and his 3.8 Jaguar inevitably cleaned up the unlimited class with a run in 36.76 secs.

The small racing car class provided Freddy Floyd with an eventful day out; in practice, the works of his Cooper-J.A.P. seized slightly, causing derangements which put the car out of the running. However, Fred Jones generously allowed him to drive his Lola Junior, though, on his first run in the borrowed machine, Freddy found himself faced by an over-zealous marshal who showed the red flag *before* the car went through instead of *after*. Proceedings were halted temporarily until this little contretemps was sorted out, and Freddy went out again to do 33.44 secs. for second in the class, Fred Jones himself getting down to 32.75 secs. for the win, while Ricky Fuchs wheeled Colin Priddey's Mk. 8 Cooper into third place. In the unlimited racing class Ken Wilson's Lister-Jaguar, with 33.11 secs., won unopposed, and then gave a repeat performance in the sports-racing class with 33.70 secs., while Malcolm Delingpole's Lotus Seven, with 34.46 secs., was nearly but not quite quick enough to oust Brian Field's Lotus Super Seven, with 34.12 secs., from its lead in the small sports-racing class.

In the small sports and G.T. class Gerry Thomas's very special Sprite took the honours in 36.67 secs., simultaneously knocking a fair slice from Daniel Richmond's old class record; C. Parry-Williams spun in his Sprite in practice, while Brian

Jenkins got his Berkeley B105 round in 38.99 secs. for second place. Tom Jones's Sebring was afflicted with fuel starvation, and Ian Robinson's Whitehouse-tuned Mini came into third place with a comfortable 39.28 secs. The larger class brought out Tom Pascoe's well-known Porsche, second in 38.62 secs. to Richard Neal's Lotus Elite in 38.26 secs.; Peter Rees went round and round on several occasions in his ex-Fergusson Elva Courier, and John McAdam's smoky M.G.A Twin-Cam just conceded third place to Gordon Kitzell's supercharged Sprite, which clocked 39.93 secs. Finally came the heavy metal, Ken Wilson's scarlet "E"-type returning 35.89 secs. on one run before spinning at some length second time out, with Malcolm Delingpole, in his similar car, close behind with 35.93 secs.

HOWARD BILEY.

SOUTHPORT M.C.

WEST LANC'S M.C.

WIGAN AND ST. HELENS M.C.

AUTUMN AUTOCROSS

SOUTHPORT M.C., co-promoting with West Lancs M.C. and Wigan and St. Helens M.C., staged their Autumn Autocross on 23rd September at Mere Brow, Southport, on a field kindly loaned by local motoring enthusiast, Lord Lilford.

Digby Martland, having won many similar events this year, duly obliged with the best time of the day in 2 mins. 26.6 secs. in his Lotus Super Seven. K. Watkinson, in his M.G.A., was some distance away in 2 mins. 36.6 secs.

The saloons provided an interesting sight. In the front wheel drive class, G. Kely was the best in 2 mins. 39 secs. In Class 2, for everything up to 1,000 c.c. (except front wheel drive vehicles), I. Gough was successful in 2 mins. 48.6 secs. Classes 3 and 4 were merged and catered for saloon cars over 1,000 c.c., and Bill Worswick, well known Autocross exponent, was best with 2 mins. 47 secs. Classes 5 and 6 for open cars were also merged and A. Towse in his interesting Ford Special was the quickest in 2 mins. 44.4 secs. The Team Award was won by Digby Martland and Gordon Kely. K. Watkinson, in his M.G.A., easily took the Index of Performance Award.

To sum up, it would be fair to say that it was an excellent day's sport, there being some very hairy driving which kept the large crowd very interested. Unfortunately, P. Martin overdid it on a tight right hander and his Ford Special gracefully rolled on to its side; the driver was unharmed, but there was slight damage to his vehicle.

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B.A.R.C. (S.E. CENTRE)

M.G.C.C. (S.E. CENTRE)

FIRLE HILL-CLIMB*Poor Weather Conditions
Spoil Well-Organized Event*

WET and slippery were the conditions encountered throughout most of the day by the large number of competitors who took part in the hill-climb organized by the B.A.R.C. and M.G. Car Club (South Eastern Centres), last Sunday.

Although neither Arthur Owen nor Patsy Burt were present, we were treated to some very good, neat and rapid driving by nearly all the drivers, considering the conditions, and, of course, David Good gave a very polished performance to make B.T.D.

During practice, the hill was simply running with water and first runs in nearly all cases were taken very gently. Unfortunately the paddock was rather muddy and as the cars went up the hill, the mud collected on tyres and under mudguards, dropped onto the road, making the corners particularly slippery. The result was that by the time official runs were started at just before 2.00 p.m., the hill was pretty treacherous. This autumn event is the second of two held each year by the B.A.R.C.—the other being in May—and it differed slightly in organization from the May event this year. A class was intro-



REALLY PRESSING ON to record 33.24 secs. is K. Kemsley (Mini).

duced for cars up to 850 c.c. in order to separate ordinary Minis from the Cooper versions. So to the event itself. The Minis started the proceedings in all their various forms and most of them were astonishingly rapid in the wet, with colossal understeer on the corners. As far as the top bend was concerned, it seemed just a matter of nerves as to how fast the projectiles could be thrown into the corner. P. K. King was best of the ordinary Minis and K. Kemsley best of the Cooper-Minis. For most of the competitors' second runs, the rain had stopped and the hill gradually dried out, and so it was rather naturally assumed that competitors would be faster. Not a bit of it. Not one of the Minis was faster on their second attempts. We are still trying to fathom out a reason! Classes 3 and 4 had the bigger saloons ready to go and it was good to see a Vauxhall VX4/90 having a go for the first time. This particular car was in fact the very first production model from Vauxhalls and driven by P. Garratt and slightly modified, it went very well indeed to make second best time in the Class against Sunbeams and Rileys. N. Lawrence in a very non-standard Borgward was the best. David Baker in his ex-John Coombs/Salvadori Jaguar 3.8 was fastest of the big saloons in a time of

33.22 secs. Again on his first run—very odd!

The more sporty machinery now got ready to climb with G.T. cars up to 1,000 c.c. with the Class award going to J. Bloomfield in his very pretty Diva G.T. in a time of 30.89 secs. Mrs. Cherry-Anne Price in her red Lotus Elite made neat work of her climb in Class 6 to beat Mrs. Wheeler's T.V.R. by over 4 seconds. In this class, A. Saunders in his T.V.R. had a very nasty moment on the top bend and nearly went straight up the bank leaving black rubber marks for all to see. Class 7 produced a good duel between Bill Swayne in his Super 90 Porsche and N. Lefton in his Twin-Cam M.G.A. Swayne was best on the first run but Lefton beat him by over 3 secs. to take the award. Ray Dilley in his superb Frazer-Nash made the best time in the class for sports cars 1,601 c.c.-2,000 c.c., but not before D. Monro had, in his A.C., bettered Dilley's first run. R. Forster in his smart white TR4 took the honours in Class 9 against another TR4 and an XK150 Jaguar.

Class 10 was the first of three classes for sports-racing cars. Horace Appleby went very fast on both runs to take the Class award by 0.45 seconds from J. F. Barnes also in a Lotus 7. The story might have been different if Barnes had not spun and gone across the finishing line backwards. A very interesting old car in this class was Pat Hewitt's M.G. PB, which made an extremely creditable run in 33.71 seconds on his second run. A battle of Lotus Super Sevens was seen in Class 11, and P. H. Meldrum made the best time on his second run with a time of 29.57 secs.

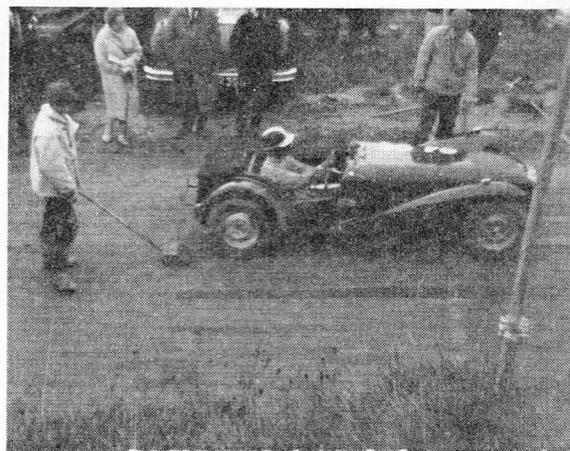
James Boothby's wonderful D-type Jaguar made a very good second run to take the class award from Nigel Price in his DB3S Aston-Martin (63 EMU) by just over 0.5 secs. An interesting point was heard during the afternoon concerning 63 EMU. Apparently Nigel Price is going to completely rebuild this car to the original specification, having obtained all the necessary plans from David Brown.

Finally the thoroughbred racing cars came to the line and, of course, the popping and banging of the 500s was heard with Isobel Robinson as usual the best in the Class. However this was not before R. Pratt had beaten Miss Robinson's first climb in his new Cooper. As already said, David Good went very well on both his runs, and on his second made Best Time of Day with a time of 27.68 seconds. W. Camp had his fantastic supercharged Cooper Special and made second fastest time in 28.60 secs.

So ended a very good day's sport, spoilt only by the weather, and even that was

Wiscombe—continued

The only one who could challenge this was David Good, and once again everyone could see that he was absolutely flat out. His approach to the hairpin was, if anything, even faster than before, and he was forced to cut right out to avoid the outside bank. Despite this, it was obvious to everyone that the time was pretty sensational. However, nobody was quite prepared for Douglas Chalmer's astonished announcement that it was a level tie with Peter Westbury in 44.73 secs.! Thus we had two joint record holders, after a really monumental struggle. It was suggested that the two had a third trip to decide things, but, after a starting line conference, both men decided to call it a day. As a tribute to the men who helped to make it all possible, both drivers toured up in line-ahead, with the mechanics sitting astride the tail of the



LOTUS SUPER SEVEN of R. Neville with rear wheels spinning madly at the start.

made up for by the good driving and efficient organization by the B.A.R.C.

TIM WALTON.

Results

B.T.D.: D. Good (Cooper-Climax). **Class Winners:** P. King (Morris Mini), K. Kemsley (Cooper-Mini), N. Lawrence (Borgward), D. Baker (Jaguar 3.8), J. Bloomfield (Diva GT), Mrs. C. A. Price (Lotus Elite), N. Lefton (M.G.A. Twin-Cam), R. Dilley (Frazer-Nash), R. Forster (Triumph TR4), H. Appleby (Lotus Seven), P. Meldrum (Lotus Super Seven), J. Boothby (Jaguar D-type), Miss I. Robinson (Cooper), D. R. Good (Cooper-Climax).

**GRAHAM HILL—DRIVER OF THE YEAR**

THE Guild of Motoring Writers has elected Graham Hill as Driver of the Year for 1962. This was announced at the Guild's Paris Show Dinner, and the award will be made at the annual dinner held in London.

cars; a pleasant gesture which brought forth considerable applause from the crowd.

A pleasant meeting, ending with everyone wondering if there will be a "return match" at the 750 event, in October.

TONY HOLLISTER.

Results

Series Touring Cars: Class 1: A. G. Denman (Cooper Mini), 56.02 s.; Class 2: A. F. Lefevre (Rapier), 56.55 s. **Improved Touring Cars:** Class 1: M. Saunders (Morris 1000), 66.41 s.; Class 2: V. J. Crapnall (Jaguar), 54.13. **Sports Cars:** Class 1: J. F. Barnes (Turner GT), 55.80 s.; Class 2: 1, W. G. F. Swayne (Porsche), 56.05 s.; 2, R. A. Knapman (Alpine), 57.22 s.; Class 3: 1, R. Fry (Ferrari), 50.66 s.; 2, C. Lawrence (Morgan), 51.00 s. **Modified Grand Touring Cars:** Class 1: J. R. Bloomfield (Dina GT), 52.26 s.; Class 2: R. Meredith (Morgan Plus 4), 51.38 s. **Sports Racing Cars:** 1, P. Boshier-Jones (Lotus 23), 47.00 s.; 2, N. Garbett (Lotus 23), 48.20 s. **Specials:** J. C. Hart (JHS), 53.88. **Racing Cars:** Class 1: H. Bennett (Cooper), 49.12 s. Class 2: 1, P. Westbury (Cooper-Daimler), 44.73 s.; D. R. Good (Cooper), 44.73 s.; 3, W. C. Cuff (Cooper), 46.06 s.

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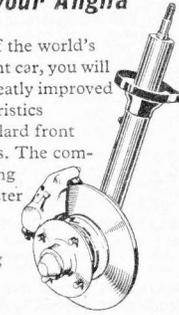
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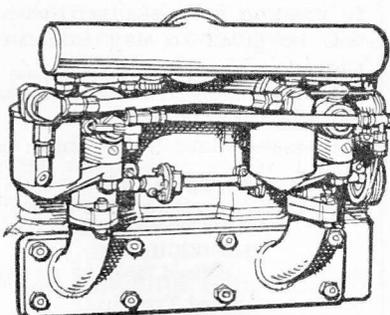
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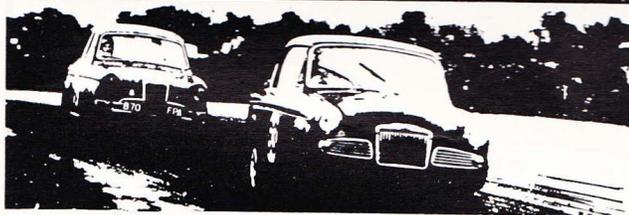
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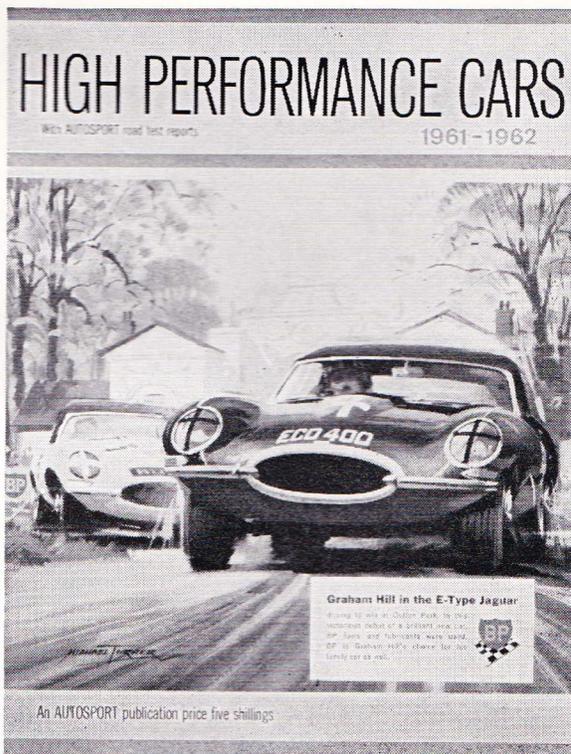
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