

AMERICAN GRAND PRIX

AUTOSPORT

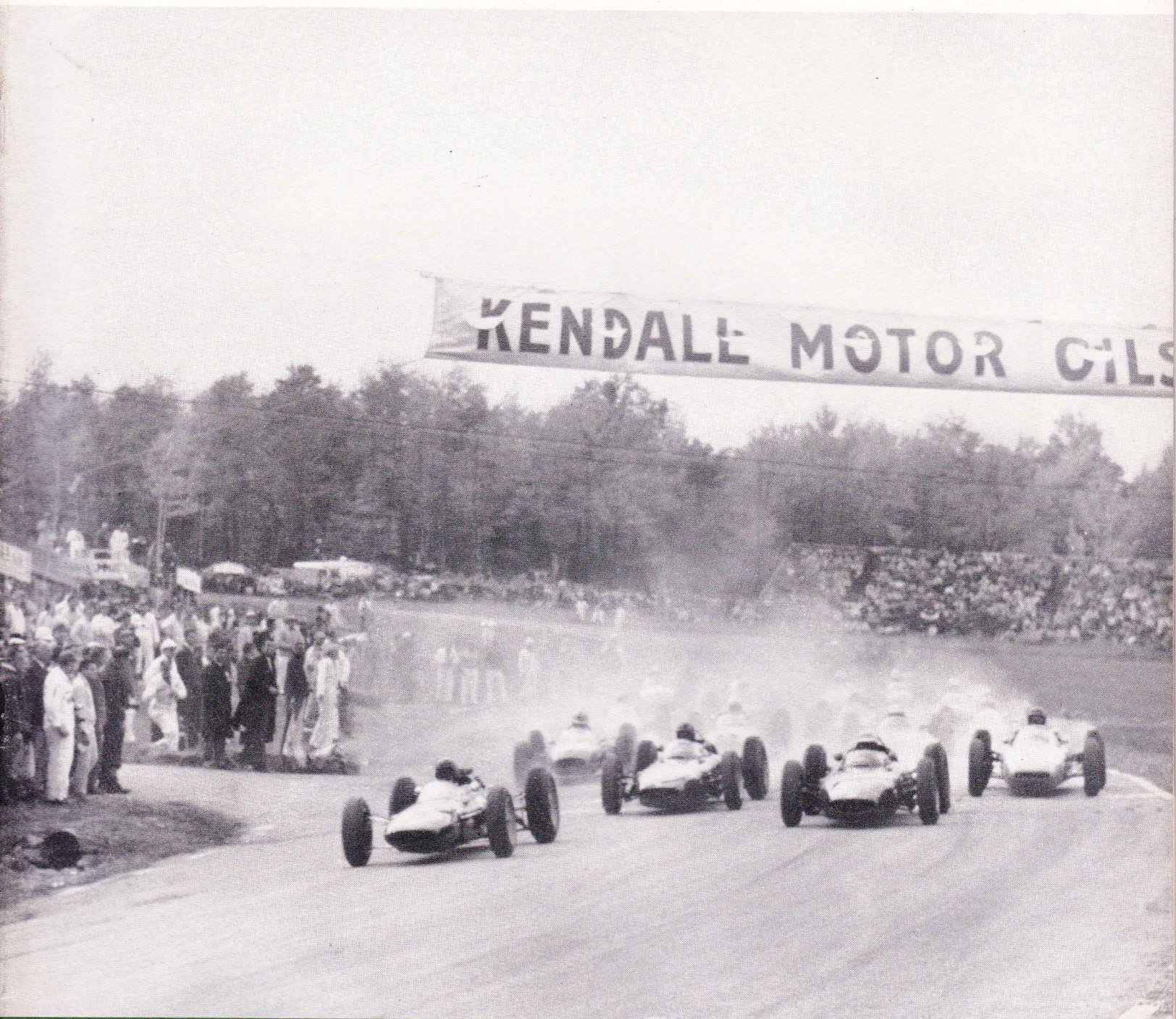
BRITAIN'S MOTOR SPORTING WEEKLY

OCTOBER 12, 1962

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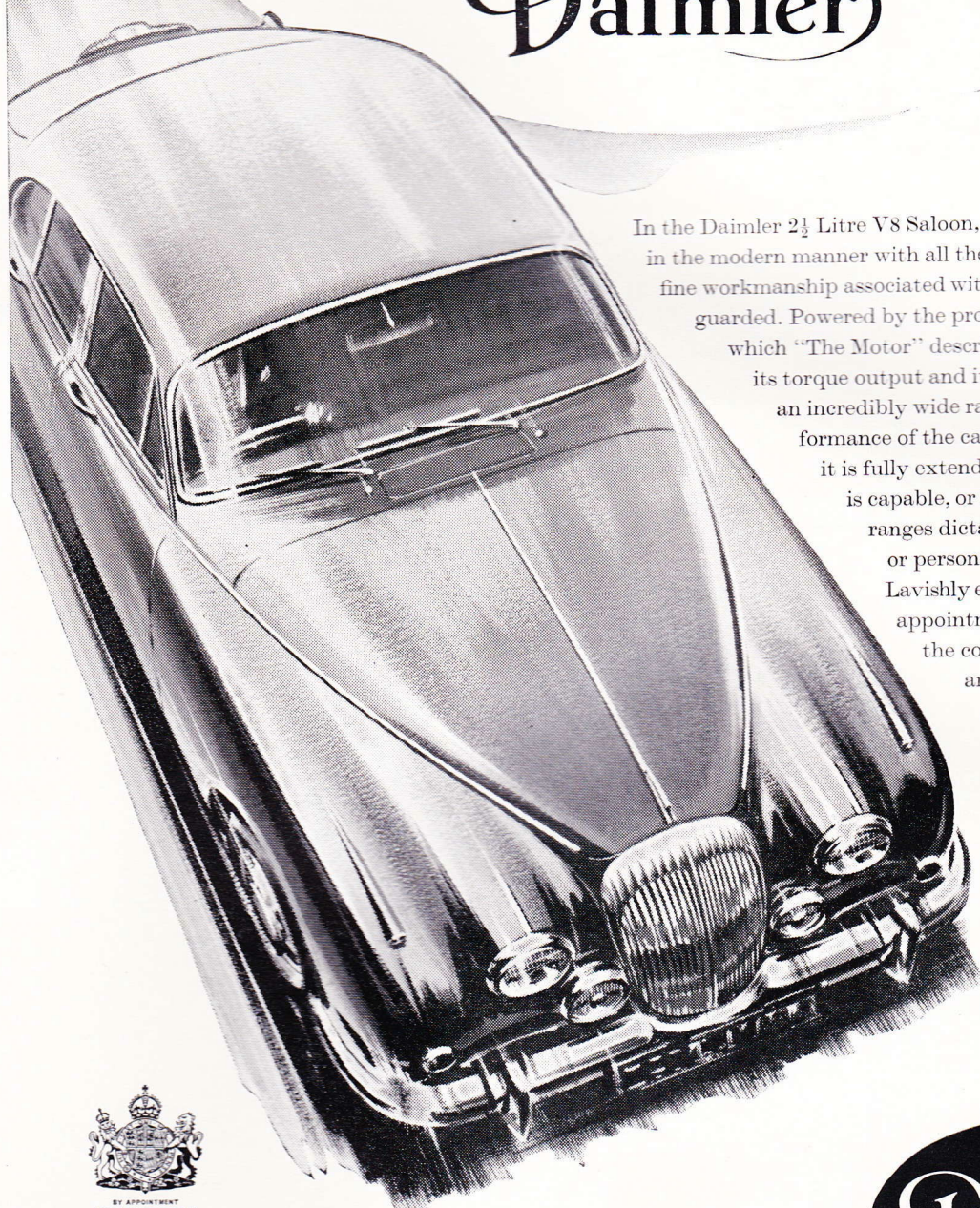


IN THIS ISSUE

BRANDS HATCH SIX HOURS RACE : SILVERSTONE CLUBMAN'S CHAMPIONSHIP

THE LOTUS ELAN : BRUCE McLAREN—FROM THE COCKPIT : THE PARIS SALON

Presenting the
NEW 2½ LITRE V8 SALOON
 by
Daimler



In the Daimler 2½ Litre V8 Saloon, Daimler tradition is continued in the modern manner with all the attributes of high quality and fine workmanship associated with this famous *marque* faithfully guarded. Powered by the proven 2½ litre Daimler V8 engine which "The Motor" describes as "...quite exceptional in its torque output and its turbine-like smoothness over an incredibly wide range of speeds..." the road performance of the car is no less exceptional whether it is fully extended to the 112 m.p.h. of which it is capable, or being driven in the lower speed ranges dictated either by traffic conditions or personal inclination.

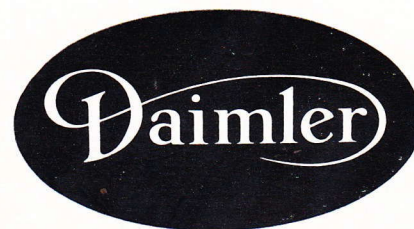
Lavishly equipped with every conceivable appointment and refinement devised for the comfort of driver and passengers, and with automatic transmission as standard equipment, here is the kind of Daimler which so many Daimler enthusiasts have long demanded and which truly provides prestige motoring in the modern manner.



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 THE QUEEN MOTHER
 MOTOR CAR MANUFACTURERS
 THE DAIMLER CO. LTD.

See this exciting new model with the full Daimler range
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EDITORIAL

VICTORY IN U.S.A.

THE World Championship of Drivers was left wide open by Jim Clark's splendid win in the Grand Prix of the U.S.A., at Watkins Glen, New York. His Lotus-Climax 25 was just too fast for Graham Hill and his B.R.M., who had to be content with second place. The result means that another victory for Clark in South Africa would give the Scotsman the title. He would equal Hill's present total of 39 points, but an extra win would give him preference. It would also give Lotus-Climax the constructor's championship, believed to be already in the bag for B.R.M. The race was full of interest from start to finish, for behind the duelling Clark and Hill, a furious battle raged featuring Brabham, McLaren, Gurney and Ginther. Third place finally went to McLaren, followed by Brabham, Gurney and Gregory.

THINGS TO COME

IT is fairly evident that both Ford and General Motors plan to enter motor-racing in the not-so-distant future. The former's plans for Indianapolis have already been given prominence, whilst the presentation of an entirely new 1½-litre, sports-racing car at Watkins Glen gives rise to speculation. G.M. displayed the "flat-six", 3-litre Corvair "Monza", possibly destined as a G.T. contender to Ferrari. With the imminence of Honda's entry into Grand Prix racing, Detroit could also be stirred to action.

SIX HOURS AT BRANDS

PROMOTED by our contemporary, *The Motor*, the Brands Hatch Six Hour Race proved to be extremely interesting and will surely provide prospective buyers with much food for thought. By and large the field proved very reliable, most of the retirements being due to wheels coming off. The performance of the works Cooper-Mini, which came third overall, was nothing short of staggering, and should result in a flood of orders for the little bombs. Of the all too few foreign cars entered the Lancias were by far the most impressive, coming first and third in their class and one car being fifth overall. Although a pretty good entry was received the number of spectators was not really very large and this is probably explained by two things. Firstly the G.P. boys were unable to partake, being in America. Secondly the race was the first of its kind in this country. In Europe Saloon Car races of six and even 12-hours duration are very popular, but it must be remembered that the European racegoers do not have nearly so many meetings as we in England do, and their keenness to go racing is much more acute than ours. Nevertheless, it is to be hoped that the organizers will decide to hold the race again next year and that it will soon become a regular event on the calendar.

OUR COVER PICTURE

THEY'RE OFF: Start of the Grand Prix of the U.S.A., showing Jim Clark (Lotus) streaking away from the B.R.M.s of Graham Hill and Richie Ginther and Dan Gurney's Porsche. Back markers were almost blinded by clouds of dust from the accelerating front row.



AMERICAN GRAND PRIX

Watkins Glen, New York, October 7

1ST JIM CLARK

LOTUS-CLIMAX

AT A RECORD SPEED OF 110.4 M.P.H.

3rd BRUCE McLAREN

COOPER-CLIMAX

(Subject to official confirmation)

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

PIT & PADDOCK

THREE Reliant Sabres have been entered for the R.A.C. Rally. The cars will be specially prepared versions of the 1.7-litre G.T. fixed-head coupés, all with a completely restyled front end which reduces the overall length by seven inches. Drivers will be Jimmy Ray/John Hopwood, Derrick Astle/Peter Roberts and Tony Fisher and another driver to be nominated. A privately entered Sabre will be driven in the rally by Bob Aston, racing manager of Mintex, and Gerry Cooper.

JACK BRABHAM will be going to East London for the South African Grand Prix this December.



THE DAIMLER 2½-litre saloon has a body very much resembling the Mark 2 Jaguar saloon.

2½-LITRE V8 DAIMLER SALOON

MOST important news from Daimler is the announcement of a 2½-litre V8 saloon to supplement the limousine, Majestic Major saloon and SP250 sports car, all of which, incidentally, continue unchanged for 1963.

This new V8 saloon has been produced to meet the demand for a medium sized car equipped and finished in a manner synonymous with the name "Daimler". It has been achieved by mounting the extremely smooth and flexible 2½-litre V8 Daimler engine in a five-seater body of compact overall dimensions, the result being a car offering high standards of refinement, comfort and performance.

The 2½-litre saloon will retail in Britain at £1,785 15s. 3d.

THE DISTINCTIVE Daimler radiator.



PREMIER FILLING STATION, Boreham, Essex, have been appointed sole concessionaires for the Musketeer 850 and 1000. Prices of the cars are as follows: Complete car: 850, £1,063 12s. 6d.; 1000, £1,125 15s. 10d. Kit car: 850, £719; 1000, £763.

LATEST confirmed entries for the Puerto Rico Grand Prix are David Piper (Ferrari 250GTO) and Hugh Dibley (Lola-Ford F.J.).

PRODUCTION of the Murray Overdrive for 100E Fords has now ceased. Spare parts can be obtained from the manufacturers, Albion Engineering Co., Ltd., Sampson Road North, Birmingham, 11.

GEORGE MERWYN of Fords (Dearborn) announces that three American Fords will be in the Monte Carlo Rally.

FERRARI ABANDONS RACING UNTIL 1963

ENZO FERRARI has announced that he will not be competing in any more races this season and that he has released his drivers from their contracts so that they may drive for other marques if they wish. This was explained in the following letter to the drivers:—

MESSRS. GIARNCARLO BAGHETTI, LORENZO BANDINI, PHIL HILL AND RICARDO RODRIGUEZ.

Gentlemen:

The industrial situation has once more rendered it impossible for us to finalise our racing programme, whereby we had hoped to produce four new Formula 1 cars for Monza.

Without the co-operation of the workers, for reasons stemming from a national, not local, dispute which began last March, we are forced to withdraw from further competition.

Within the limits imposed by reduced working hours, we shall continue to work on the prototype Formula 1 car and hope that we shall later benefit from this.

Meanwhile, if you wish, you are at liberty to compete in other marques for this season's remaining races, with the sole proviso that you respect our contracts with Dunlop, Shell, Marchal and Ferodo.

We would like to thank you for your help during this season and we are sorry that we were unable to put at your disposal Formula 1 cars as successful as our G.T., sports and experimental machines.

(signed) ENZO FERRARI,
President S.E.F.A.C.

MODENA 21st September, 1962.

D.R.W.-TERRIER

THE car driven this season by Geoff Oliver and Jack Murrell, often referred to as a D.R.W., is, in fact, identical to the Terrier Mk. 6 and was built under licence by the D.R.W. concern. The car should be referred to as the D.R.W.-Terrier.

The D.R.W.-Terrier, designed by Len Terry, is externally conventional, but hidden underneath the good-looking body are some rather novel features, especially in the suspension department which includes anti-brake dip characteristics and interconnected springing. Also unusual is the cooling system which, in the interests of a low centre of gravity, has the radiator lying flat on the undertray.

SOME startling changes will shortly be announced in 1963 Grand Prix teams.

LEN TERRY has rejoined the Lotus organization in the capacity of chief assistant to Colin Chapman on racing car design and development.

BANDINI UNHURT AFTER ACCIDENT

LAST week, on the Autostrada del Sol, between Modena and Milan, Lorenzo Bandini escaped uninjured when the Ferrari he was driving (powered by an experimental 4-litre engine) burst a tyre at about 130 m.p.h. The car spun several times before crashing into the guard rail which separated the two roads.

BERTIE ECCLES, the victim of a rather vicious piece of agricultural motoring while racing his Mini at Castle Combe on 8th September, would like to obtain some photographs of the incident. His address is 9 Eaton Terrace, London, S.W.1.

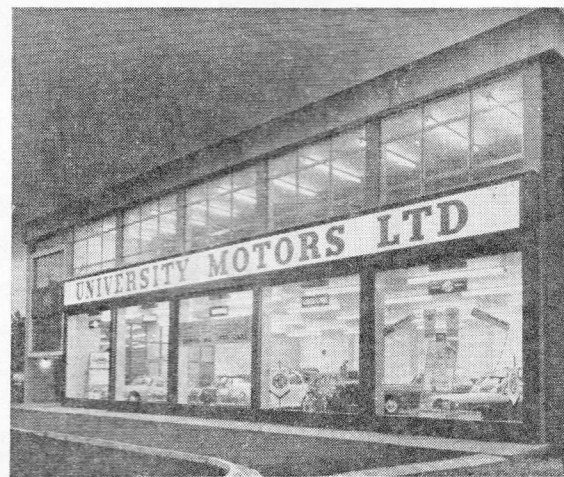
WITH its 1963 model announcements, the Studebaker Corporation becomes the first American manufacturer to offer caliper disc brakes, made by Dunlop, as optional equipment on its entire line.

HENRI OREILLER

WE regret to report that the popular French racing and rally driver Henri Oreiller succumbed to injuries received when his 250GTO Ferrari crashed at Monthéry last week-end.

JAGUAR CARS LTD., announce that its current range of models—the Mark 10 saloon, the E-type and the 2.4, 3.4 and 3.8 litre Mark 2 saloons—will continue for 1963.

TO Ken and Nem Gregory—a daughter on 3rd October.



LAST WEDNESDAY the Mayor of Ealing formally opened the new Hanwell showrooms and workshops of University Motors, Ltd. At 117 Boston Road, University Motors will provide full B.M.C. service.

Constructed around a backbone of racing experience

Years of painstaking design, research and experience have reached their spectacular conclusion in the production of the Lotus Elan. Even to the untrained eye the sleek and crisp styling of the glassfibre-reinforced plastic coachwork immediately creates the impression of a beautifully balanced motor car. Compact yet spacious, fast but also quiet and docile, superbly finished and equipped but low in price, the Lotus Elan represents so great an advance in sports car design as to be unique. From its precision engineered twin overhead camshaft engine, to its functional foam filled bumpers, this car portrays a totally new outlook in automotive engineering. Numerous features of the Lotus Elan are indirectly conceived from its renowned sister—The Lotus Elite—and backed by the design resources of today's most successful manufacturer of specialised performance cars. Lotus present a safe, proven, economical and unbelievably exciting sports car well worthy of the reputation which has made the Marque world famous.



Lotus Elan 1500

When purchased in component form the LOTUS ELAN 1500 can be assembled for £1,095. Ex Factory retail price for fully built car inclusive of Purchase Tax £1,499.

**The Factory Sales Department, Lotus Cars Limited,
Delamere Road, Cheshunt, Hertfordshire. Waltham Cross 26181-8.**

SPORTS NEWS



ALLARD MOTOR CO., LTD., world distributors of Shorrock Superchargers, have introduced a supercharger for the Ford Consul Cortina. Priced at £70, the latest Shorrock-Power set provides an increase in performance for the Cortina and to cope with this Allards also announce front wheel disc brakes for the Cortina, priced at £46 plus £5 for fitting. Further details may be obtained from the company at 24-28 Clapham High Street, London, S.W.4.



THE MARK 3 ELVA COURIER

1963 ELVA COURIERS

THE 1963 versions of the Elva Courier were recently announced by Trojan Ltd. In displaying four of these 105 m.p.h. disc-braked sports cars at Earls Court, the company, a member of the Lambretta-Trojan Group and an old established member of the S.M.M.T., will be exhibiting at the London Show for the first time for many years.

Since Trojan took over the Courier from Frank Nichols earlier this year, the M.G.-engined car, with his co-operation, has been greatly improved and Couriers are coming off the Trojan assembly line at Croydon, Surrey, at the rate of at least ten a week—not enough, though, to meet the orders from Trojan's American distributors. By the end of the year, 20 cars should be produced a week.

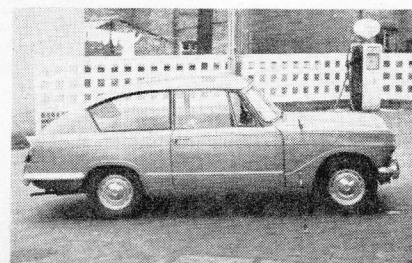
The range for 1963 is the Mark 3 open two-seater (£965 10s.) and the Mark 3 coupé (£996 10s.), both being available in component form at £716 and £738 respectively. Also, to be put into production at the end of the year, the Mark 4 sports two-seater and the Mark 4 coupé will have independent rear suspension and space at the back for two children.

CARROLL SHELBY has entered three of his "E-type-eating" A.C. Cobras in the Grand Prix de Puerto Rico next month. They will be driven by Billy Krause, Ed Hugus and, it is reported, Stirling Moss!

IAN RABY (RACING), LTD., has sold the ex-Jack Lewis Formula 1 Cooper to an overseas client.

RICKY OAKES-RICHARDS, late of Research Garage and associated with Chris Summers's very fast T.V.R., has now formed a company to specialize solely in the sales of T.V.R.s. He can be contacted at G.T. Cars, Kennel Lane, Witherley, near Atherstone, Warwickshire.

NOT content with setting up new records at British venues, Peter Westbury travelled to Belgium for the Namur Hill-Climb on 30th September. Armed with his potent Cooper-Daimler he made B.T.D., a new record of 1 min. 27.1 secs.



CALDERBANKS, of Church Street, Orrell, Wigan, Lancs., produce this attractive conversion for the Triumph Herald and Vitesse. It gives a larger luggage boot and a large parcel shelf behind the rear seat. There is a reduction of drag at high speed—particularly noticeable on the Vitesse. Price of this all-steel conversion, fully trimmed and painted, will be in the region of £85 on a registered vehicle.

WORLD CHAMPIONSHIP OF DRIVERS

1. Graham Hill	..	..	39*
2. Jim Clark	..	..	30
3. Bruce McLaren	..	..	24*
4. John Surtees	..	..	19
5. Dan Gurney	..	..	15
6. Phil Hill	..	..	14
7. Richie Ginther	..	..	10
8. Tony Maggs	..	..	9
9. Trevor Taylor	..	..	6
Jack Brabham	..	..	6
11. Giancarlo Baghetti	..	..	5
12. Lorenzo Bandini	..	..	4
Ricardo Rodriguez	..	..	4
14. Jo Bonnier	..	..	3
Willy Mairesse	..	..	3
16. Carel Godin de Beaufort	..	..	2
17. Masten Gregory	..	..	1

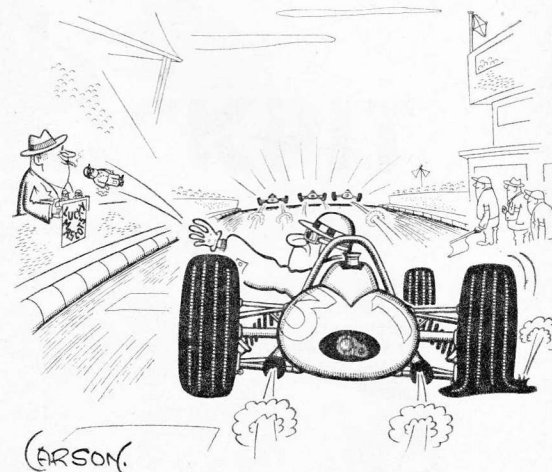
WORLD CHAMPIONSHIP OF MANUFACTURERS

1. B.R.M.	..	..	39*
2. Lotus-Climax	..	..	36
3. Cooper	..	..	27*
4. Lola	..	..	19
5. Ferrari	..	..	18
Porsche	..	..	18*
7. Brabham	..	..	3

* best five performances.

AFTER a prolonged session of changing its date, the Syracuse Grand Prix has once and for all been cancelled. We retire exhausted!

THE 3rd Eifel Cup Formula Junior race, held at the Nürburgring on 30th September, was won by Austrian Kurt Bardi-Barry in his Superspeed-Ford-powered Cooper. He beat Kurt Ahrens (Lotus) and Picko Troberg (Lola).



CHRIS SUMMERS had better watch out! We hear of several enterprising enthusiasts who intend to equip their racing cars with nice juicy fat American engines for next season. *Formule very Libre!*

THE BRITAX AUTOMATIC BELT

THE newly introduced Britax Automatic Belt will be available in three forms. These will be: a diagonal belt; a three-point lap and diagonal belt with the lap strap retracting into the Britax inertia reel; and a three-point lap and diagonal belt with the diagonal strap retracting into the Britax inertia reel. Prices range between £6 and £7 each, depending upon the type of belt selected.

The Britax Automatic Belt will require no adjustment, and allows full freedom of movement to the wearer. It is self-stowing in that all webbing automatically retracts into the reel when the belt is not in use. The reel has been designed expressly for use with car safety belts and incorporates a unique locking action operated both by inertia and centrifugal forces. This locking action is obtained by the interference between two trains of gears by three hardened steel rollers. The result is that the reel will lock under all conditions irrespective of the direction of the impact.

THE MOTOR SHOW

THIS year's International Motor Show will be officially opened at Earls Court on Wednesday, 17th October, and will be open to the public for 10 days, closing on the evening of Saturday, 27th October.

At this Show—one of the highlights of the International motoring calendar—will be seen the latest models of cars from nine countries. More than 34 manufacturers from Britain, the U.S.A., Canada, France, Germany, Italy, the Netherlands, Sweden and Czechoslovakia will be exhibiting their models.

More than 400 other stands will be devoted to coachwork, motorised caravans, accessories and components, tyres and transport service equipment. Trade Associations, Hire Purchase Finance Houses, Motoring Organizations, Press, Information and other services will also be represented.

AUTOSPORT will be there, as usual, and readers will be welcomed at Stand 55 on the Ground Floor. As well as this magazine, the new issue of *High Performance Cars* and several other books will be on sale.

Hours of Opening and Admission Charges:

Open daily (except Sunday) from 10 a.m.—9 p.m.
Opening day and Tuesday, 23rd October:
£1 before 5 p.m. and 10s. after 5 p.m.
All other days, including Saturdays: 5s. all day.



ELVA

SHE GOES!

Goes to 105 m.p.h. . . . eagerly, sleekly, safely. Powered by the famous BMC 1622 c.c. engine, the Elva Courier Mark III is disc-braked – a fixed-head coupé or an opensporttwo-seater. Choice of colours.

SPORTS 2-SEATER basic price £701-9-0
 Purchase Tax £264-1-0 Total £965-10-0
FIXED HEAD COUPÉ basic price £723-19-10
 Purchase Tax £272-10-2 Total £996-10-0

These models are available in component form

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AT NATIONAL BENZOLE

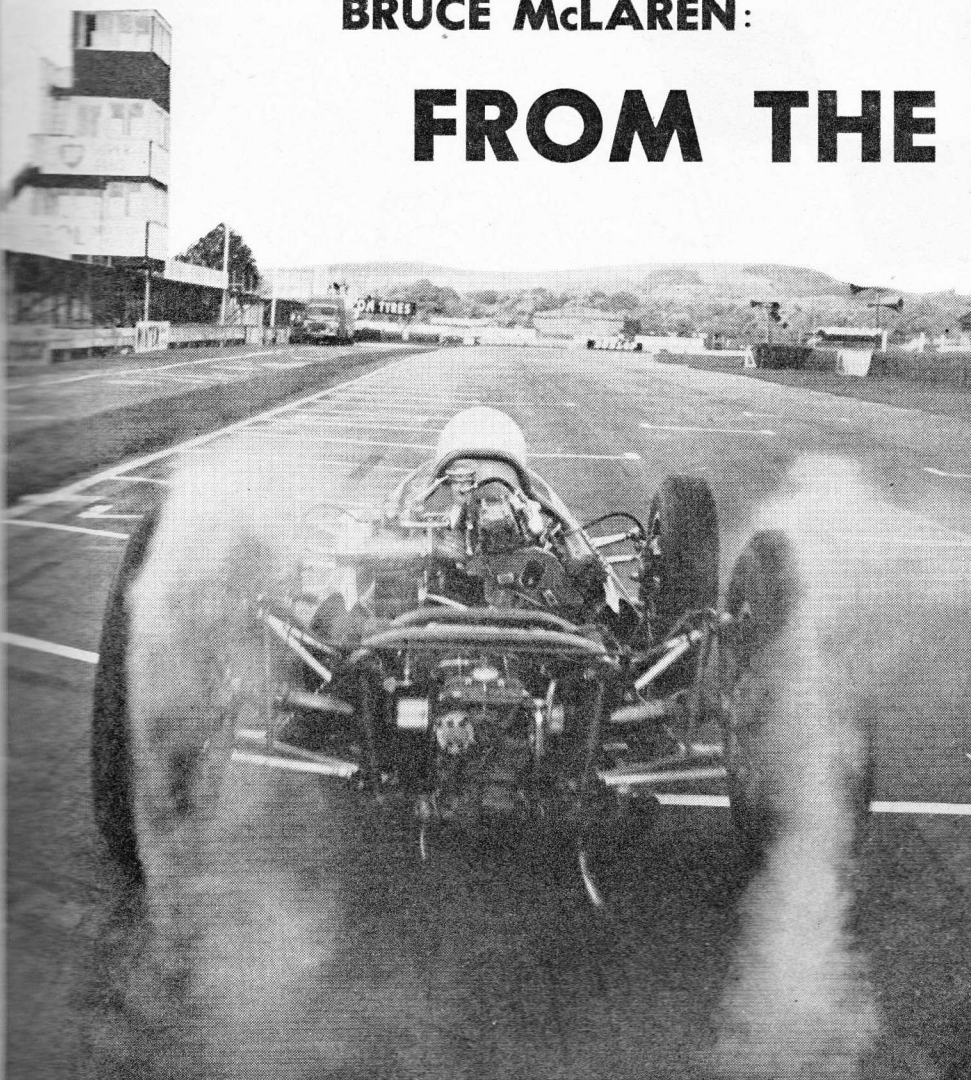


**WE UNDERSTAND
 YOUR CAR & YOUR
 MOTORING NEEDS**

M89

BRUCE McLAREN:

FROM THE COCKPIT



THE 1962 Cooper Monaco sports car was unveiled to the press last week, and all at Coopers are pleased with the new model—particularly with its appearance.

A rear-engined sports car can be ugly—and let's face it, there are some ugly ones around—but, in my opinion, this new Monaco is a real good looker.

The general layout is similar to the earlier Monacos with large diameter (by today's standards) tubular framework, double wishbone suspension with combined coil spring and shock absorber units all round, and suspension geometry from

THE NEW MONACO, making use of Britain's Motor Sporting Weekly!

SMOKE POURS from the rear tyres as Bruce McLaren tests the acceleration of his Intercontinental Cooper.

this year's Formula One car, a fully ball-jointed layout.

At the front the double wishbones are splayed out, giving a slightly leading action, mainly in the interests of foot room and chassis rigidity.

Very careful attention has been paid to weight distribution and spring rates, and so far during tests I've been very pleased with the handling. In general the car has been designed with races of 200 miles or more in mind, so it should definitely be a "stayer". The brakes are really big all round, so stopping and continuing to do so will be no problem. There is a generous fuel capacity, and a 5-gallon oil tank.

In fact, I think for a racing team with a serious approach to long-distance sports car racing, the Monaco is a car that could be capable of breaking the Ferrari domination. We will be racing this first car fitted with a 2.74-cylinder Climax in the American sports car series at Riverside, Laguna Seca, and Puerto Rico.

Top speed of the Monaco should be around 175 m.p.h., according to ratios fitted. The gearbox is the tried and trusty 5-speed Cooper unit which went right through the Sebring 12-hour race earlier this year without bother—and it had a 4-cylinder Maserati engine spinning it!

The Monaco sports car has been a popular competition tool in America for the last couple of years. Briggs Cunningham races two, one with a Buick V8, and the other the Maserati unit mentioned above; U.S. sports car champion Roger Penske motors very successfully with the car he flew over to race at Brands Hatch in the Guards Trophy race; Hap Sharp, the big Texan, races one, and another fast pedaller, Alan Connell, does well with a Monaco. I'm sure the Americans will like this new one. Here's hoping it's going to go as well as it looks.

My 2.7 formula libre Cooper was also on display. This car has been specially built and prepared for the "down under" season by the C. T. Atkins team.

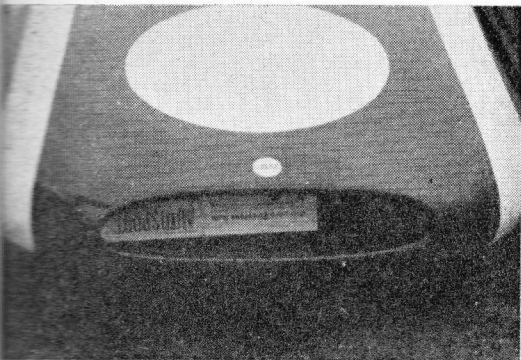
This is basically a 1962 works-type car with a 5-speed gearbox on the back of the big four. Its total weight is virtually identical to our F1 car, and with around 250 b.h.p. to play with, this is real motoring again. It works out to nearly 550 b.h.p. per ton, and it really feels like it.

At Goodwood with a 2.5 Climax fitted I clocked a 1 min. 19.8 secs. fastest testing lap, which chops around 3 secs. off the circuit record. First race for the car will be in the Australian G.P., which is to be held on the Caversham circuit near Perth on 17th November, the week before the Empire Games. Then the car will be shipped to New Zealand for the international series there, and back to Australia again for the 1963 GP (two Australian Grands Prix just four months apart!) and a couple of other international meetings.

As usual the Australasian meetings have drawn a colourful entry of top liners, so there should be plenty of life there this summer—swimming, water ski-ing, sun-bathing, and—oh yes, motor racing.



BRUCE McLAREN and John Cooper admire the latest sports car from the Surbiton factory.





**TRAVELLING
FIRST
WITH SAFETY**

AMERICAN GRAND PRIX

1ST

LOTUS

JIM CLARK

3RD

COOPER

BRUCE McLAREN

Results subject to
official confirmation

BOTH CARS FITTED WITH

GIRLING DISC BRAKES

THE BEST BRAKES IN THE WORLD



PATRICK McNALLY Reports

HERE THEY COME! The start of the saloon car race with Jaguars in the lead and, behind, Ford Anglias trying to get to the front.

THE SECOND CLUBMAN'S CHAMPIONSHIP

Several Lap Records Broken at Silverstone—Good Drives by Mike Beckwith

PHOTOGRAPHY BY LYNTON MONEY

THE large crowd of spectators which witnessed Saturday's racing at Silverstone should have gone home well pleased, for the Second Clubman's Championship was just as good as the first and the competition and driving ability were good. Lap records took a good beating, Mike Beckwith setting up a new up to 1,100 c.c. sports car record with a time of 1 min. 44.8 secs., an average speed of over 100 m.p.h. Other records went to Stephen Minoprio in his Marcos and Richard Attwood in his Cooper Junior. Chris Summers circulated in 1 min. 38.2 secs. in his Cooper-Chevrolet before retiring from the *Formule Libre* event which he had led. Chris Craft managed to get down below the magical 2 mins. with a time of 1 min. 59.2 secs., which must constitute a record of some sort. This was in fact the fastest lap in the saloon car event.

Vintage cars were the first out to compete in a 7-lap handicap. J. A. Williamson won this very comfortably in his 3-litre Bentley over 43 secs. ahead of second man Ian Sinclair Kerr (Alvis). Bob Ashley and George Burton went well in their Frazer-Nash and Bentley respectively, but, despite their rapid progress, were rather handicapped out of it. Burton finished sixth and Ashley ninth.

A Mike Beckwith benefit was next on the agenda. His Lotus 23 had little or no

opposition in the sports car race, finishing 17 secs. ahead of Rodney Bloor in another 23. At the start Beckwith and Mike Pendleton (Lister-Jaguar) had been battling for the lead but by the first time round Beckwith was a full 6 secs. ahead of the Lister. Behind Pendleton came Nicholson, Bloor and Oliver, all in a tight bunch. With three laps gone the race had settled down, with Beckwith comfortably ahead of Bloor and Geoff Oliver (D.R.W.-Terrier) had displaced Pendleton for third place. There were no more changes till the sixth lap when John Nicholson (Lola), who had been dicing furiously with Pendleton, slipped by on the inside at Woodcote. So the race ended with Bloor in second place, Oliver a good distance behind and Nicholson and Pendleton in fourth and fifth places.

The Formula Juniors showed a very representative field with a good smattering of works cars. From the start it had been Hugh Dibley in the Scuderia Light Blue Lola who had shown the way, leading Fenning, Bradley and Attwood. However, Attwood succeeded in passing Dibley at Stowe and after one lap it was the Midland Racing Partnership pretty firmly in the lead. John Fenning in a Ron Harris Lola was in second place and Bill Bradley in another M.R.P. Cooper held third place from a gaggle of Lolas and Lotuses. Hugh Dibley, after his excellent start, had slowed

right down to retire with engine trouble (which Hugh had anticipated earlier). Bob Olthoff (Brabham) was unlucky enough to be unable to start his car on the grid, and by the time he was pushed started the field was nearly through Becketts. Bob went like the wind and in three laps had pulled up four places and was closing on the leading bunch. Half distance saw Attwood still in the lead with Fenning, John Hine (Lola) and Bill Bradley all fighting hard for second place. David Prophet (Alexis) was going extremely well and moved up to fourth place by lap 7 when John Hine had lost time after a spin at Copse. The race order remained unchanged to the finish, with Attwood 5.2 secs. ahead of Fenning's Lola and Bradley barely half a car's length behind the second man in a most exciting finish. Some way behind came Prophet, having succeeded in holding off Olthoff, who was a second or so behind after a meteoric drive.

Next out were the G.T. and production sports cars. Rob Beck, after an incredibly fast start in the ex-Protheroe, much modified XK120, was in the lead from Robin Sturgess's E-type. These two after only two laps were really going hammer and tongs, Beck having the advantage of acceleration while Sturgess had the edge on braking. Behind these came Gordon

(Continued on page 502)

AGAIN THE FLYING SCOTSMAN!

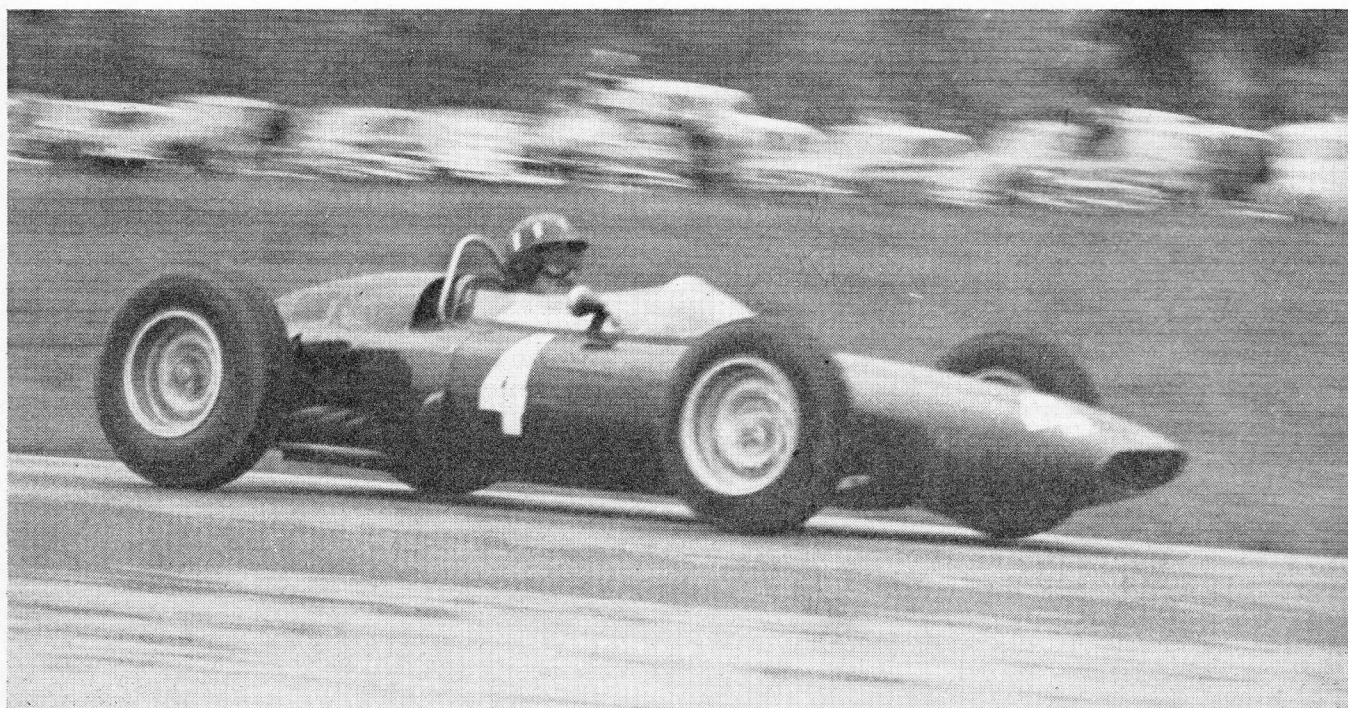
**Jim Clark (Lotus-Climax) Wins Grand Prix of the U.S.A.
at Record Speed From Graham Hill (B.R.M.)—Struggle
For Championship Honours Thrills Watkins Glen Crowd**

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS

VICTORY LANE: Jim Clark surrounded by admirers and pressmen after his great win. Behind Clark are organizer Cameron Argetsinger and well-known U.S.A. photographer Charles Lytell.





GRAHAM HILL (B.R.M.) in pursuit of Jim Clark's Lotus-Climax 25.

DRIVING an immaculate race, Jim Clark (Lotus-Climax) won the Grand Prix of the United States at Watkins Glen last Sunday. Graham Hill (B.R.M.) tried all he knew to defeat the Scotsman, and thus clinch the World Championship. However, it was a Lotus day, and Hill had to be content with second place.

During the early stages the Championship rivals fought a furious battle, which thrilled the large crowd, who also saw another ding-dong for third place, featuring Richie Ginther (B.R.M.), Bruce McLaren (Cooper-Climax), Dan Gurney (Porsche) and Jack Brabham (Brabham-Climax).

Hill took the lead on lap 12, but seven laps later Clark was again in front. The Lotus gradually forged ahead, and there was nothing that Hill could do about it. For half the 100 laps Jim Clark drove without a clutch, but even so set up a new lap record for the Watkins Glen circuit with 1 min. 15 secs. (110.40 m.p.h.).

As for the struggle behind, this finally went to McLaren. Ginther retired with a broken engine after 35 laps, leaving Brabham and Gurney to dispute the issue with Bruce McLaren.

Clark's average speed was 108.40 m.p.h. In point of fact, the first seven drivers were all above Ireland's 1961 winning speed.

AFTER flying to New York, the majority of the "Grand Prix circus" made its way up-state to New York in the latest Ford Galaxie "500" models, loaned for the occasion by the Ford corporation.

Most of the drivers put up at the Glen Court Motel, some two miles from the circuit, but Bowmaker were stationed at the small town of Painted Post. At the Mark Twain Motel at Elmira were members of the B.A.R.C. rally party—all in British cars, supplied for the occasion.

Friday's training session saw a full turnout, with Graham Hill and Richie Ginther

making best time in their B.R.M.s with 1 min. 17.9 secs. during the first period. Next best was Jim Clark with 1 min. 18 secs., followed by Dan Gurney (1 min. 18.3 secs.). Clark's gearbox was changed for the evening trials, when the boys really got down to it. Both Team Lotus and B.R.M. were fitted with 700×15 Dunlop D12 tyres on the rear wheels.

First to crack Moss's track record was Clark with 1 min. 15.8 secs. Next came Ginther (1 min. 16.6 secs.), Hill (1 min. 16.7 secs.) Gurney (1 min. 16.9 secs.), Brabham (1 min. 16.9 secs.), McLaren (1 min. 17.1 secs.) and Gregory (1 min. 17.9 secs.).

Surtees had a terrifying experience when a wishbone snapped coming into the Loop. The car left the road, disappeared into the undergrowth, and wrecked itself against some trees. Surtees emerged from the wreckage unhurt except for a wrenched back.

Saturday was a horrible day, rain making the course like a skating rink. In the circumstances, McLaren's 1 min. 26.1 secs.

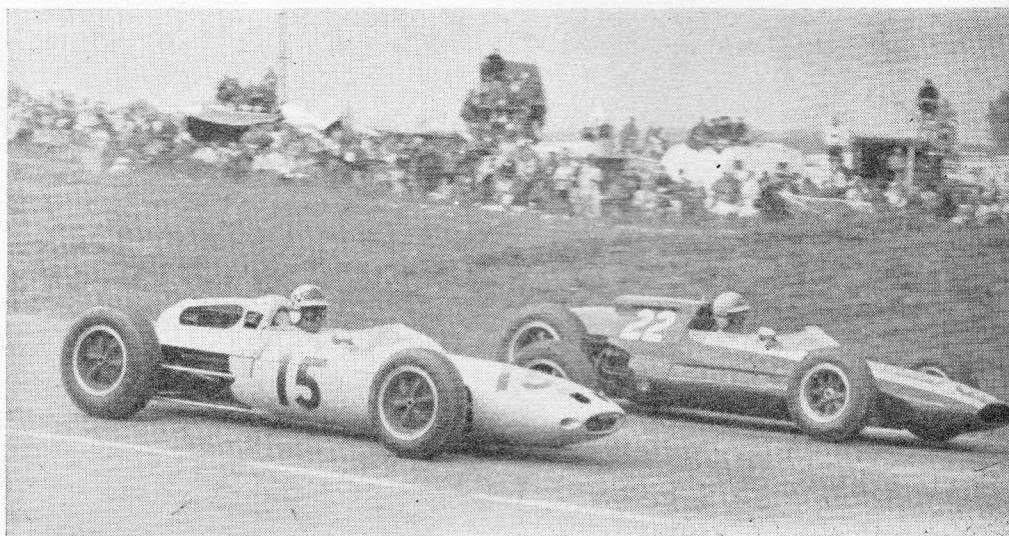
was most creditable, as was Gurney's 1 min. 26.5 secs. and Ginther's 1 min. 26.8 secs. Bonnier complained of a painful back, so Phil Hill practised in his Porsche. Ginther, whose wife was expecting her first baby, became worried when news came through that an operation would be required.

Surtees, who had been X-rayed in hospital and pronounced fit, took over Salvadori's car, and did several cautious laps. Jim Hall was posted as a non-starter, the engine of his Lotus having developed serious maladies.

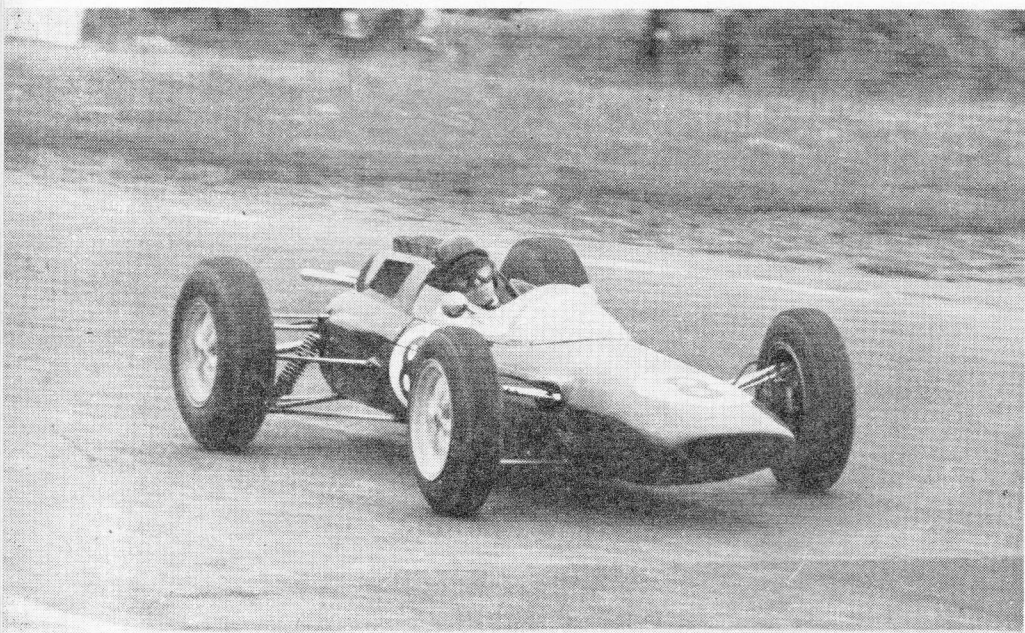
Towards the end of the training news came through that Richie Ginther was the father of a 7½ lb. son, so cigars were distributed right, left and centre.

Dan Gurney did a couple of demonstration laps in the intriguing, rear-engined V4 Ford Mustang, designed and developed by Roy Lunn, once famed for the R4 Jupiter, and now a top man at Dearborn, Detroit.

Race-day dawned to lowering skies, and a threat of rain. However, this did not



TONY MAGGS (Cooper-Climax) duelling with Innes Ireland (Lotus-Climax) out of the right-hander leading to the pits straight.



JIM CLARK (Lotus-Climax) tearing round the Loop, ever increasing his lead over Graham Hill's B.R.M.

deter the largest crowd ever to converge on Watkins Glen, and from a very early hour long queues of vehicles moved slowly towards the circuit.

To judge from number plates, many had come a long way, and it was interesting to note that the large contingent of Canadians seemed to prefer British cars.

As expected, Hill was a non-starter. Ginther duly took his place in the B.R.M., and Bonnier reported for duty to Porsche, so Phil Hill spectated. Surtees finally decided to take over the Salvadori Lola, so Roy was left without a drive.

Cars were still streaming into the circuit when drivers lined up on the starting grid as shown top of third column.

The starter performed the usual transatlantic leap, and the race was on. As Clark and Hill streaked away, the rest of the field was practically obliterated by dust clouds.

Up the hill they went, the eight-cylinder engines screaming out a joyous note of power, with Ginther and Hill both in grim pursuit of Clark.

The dust was just settling as the cars appeared to complete the first lap, with Clark just ahead of Hill, Ginther, Gurney and Brabham. McLaren had tucked his Cooper behind the Brabham.

The crowd, a large proportion of which had never seen Formula One racing, watched open-mouthed as Clark and Co. swung their high-revving little cars through the turns.

By the third lap, times were already down around 1 min. 17 secs., and Gurney had displaced Ginther for third spot—just ahead of Brabham and McLaren. Then came a gap, with the next group headed by Bonnier, Gregory, Taylor and Ireland in that order.

Clark had 1.2 secs. over Hill, but by

STARTING GRID

Hill (B.R.M.) 1 m. 16.7 s.	Ginther (B.R.M.) 1 m. 16.6 s.	Clark (Lotus-Cl.) 1 m. 15.8 s.
Brabham (Brabham-Cl.) 1 m. 16.9 s.	Gurney (Porsche) 1 m. 16.9 s.	
Taylor (Lotus-Cl.) 1 m. 18.0 s.	Gregory (Lotus-B.R.M.) 1 m. 17.9 s.	McLaren (Cooper-Cl.) 1 m. 17.1 s.
Maggs (Cooper-Cl.) 1 m. 19.7 s.	Bonnier (Porsche) 1 m. 19.0 s.	
de Beaufort (Porsche) 1 m. 21.8 s.	Penske (Lotus-Cl.) 1 m. 21.3 s.	Mayer (Cooper-Cl.) 1 m. 20.7 s.
Ireland (Cooper-Cl.) 1 m. 24.0 s.	Sharp (Cooper-Cl.) 1 m. 22.4 s.	
Surtees (Lola-Cl.) 1 m. 29.2 s.	Trintignant (Lotus-Cl.) 1 m. 25.8 s.	Schroeder (Lotus-B.R.M.) 1 m. 24.0 s.

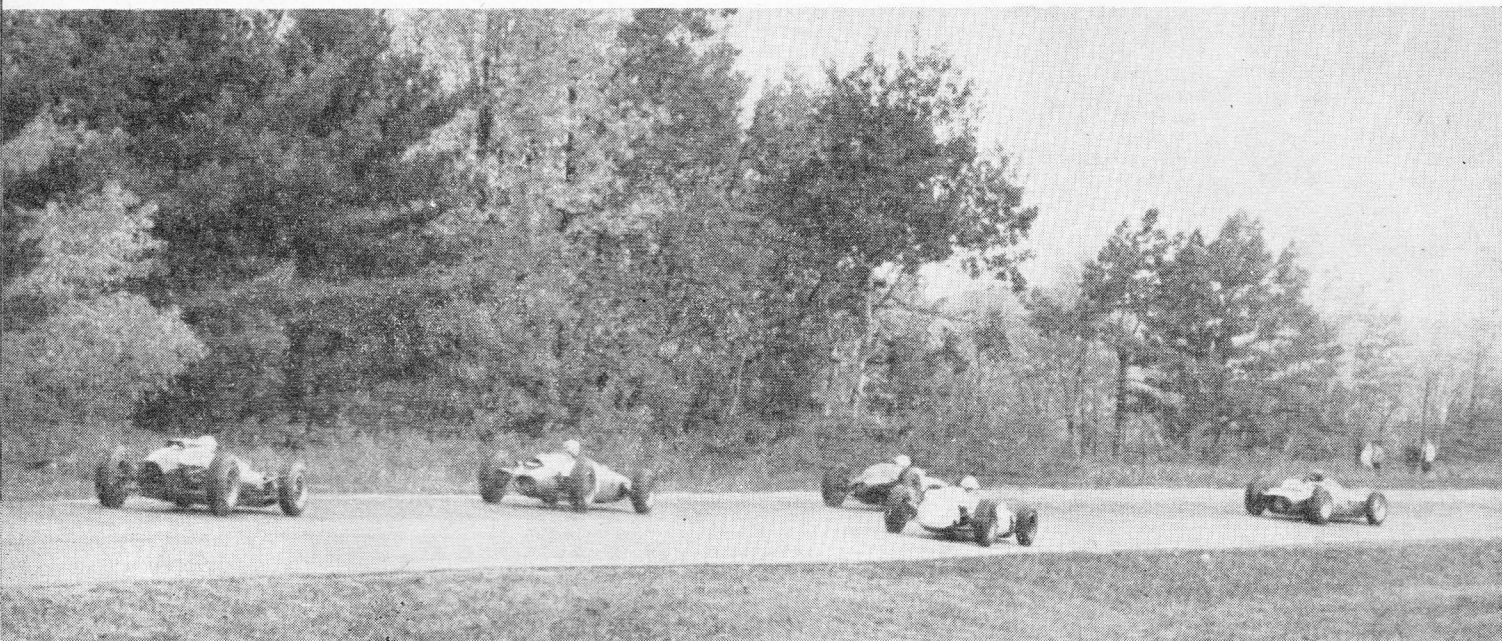
the fifth tour this was up to 1.8 secs. Next time round Ireland came into his pit to complain of gear-selector bothers, but was sent off again without anything being done. This cost him over a lap.

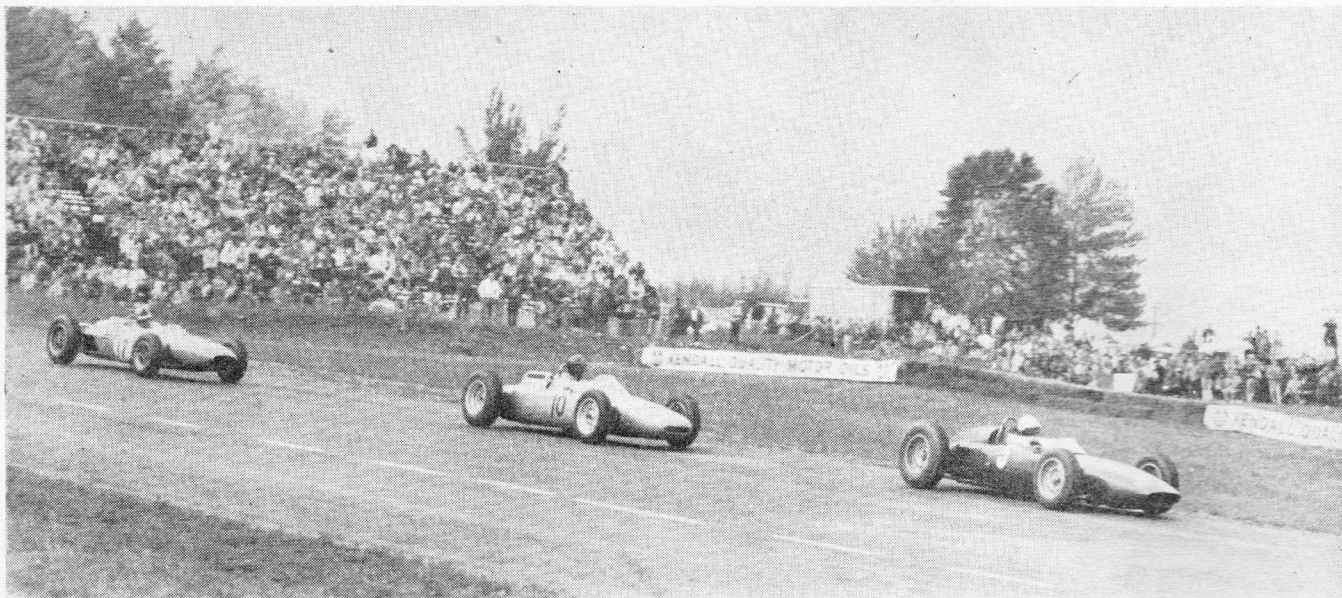
Jim Clark was surely widening the gap, and 2½ secs. separated the rivals on their 9th lap. Ginther was shadowing Gurney, whilst McLaren and Brabham were practically nose-to-tail. In group 2, Surtees had closed up on Bonnier, who had been taken by Gregory. Taylor was the second pits visitor, whilst mechanics fiddled about with the gear-change mechanism. De Beaufort had already been doubled by the two leaders. A lap later, and Mayer's Cooper "4" had also been added to the scalps.

De Beaufort shot off-course at the Loop, and eventually turned up at the pits with the rear wheels pointing in all directions.

On the 11th lap, whilst Clark was doubling Schroeder and Sharp on Big

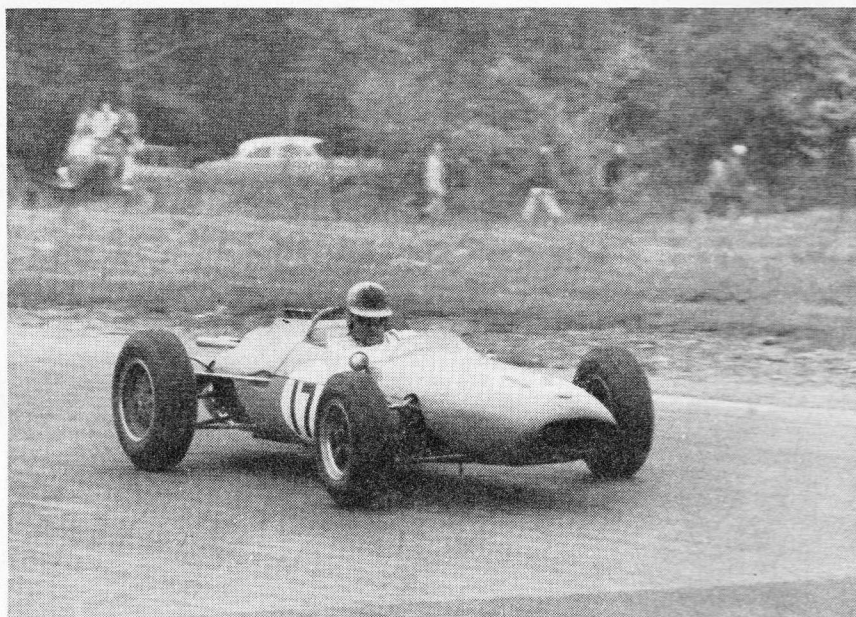
DAN GURNEY, Richie Ginther, Jack Brabham and Bruce McLaren lapping Hap Sharp's 4-cylinder Cooper-Climax on the approach to the pits bend.





ABOVE: Richie Ginther (B.R.M.), Dan Gurney (Porsche) and Jack Brabham (Brabham) at the pits right-hander, with a crowded "bleachers" stand in the background.

RIGHT: Jack Brabham drove a splendid race with his Brabham—first driver ever to gain Championship points in a car of his own construction.



Bend, Hill took advantage of a slight contretemps to slip past the Lotus on the inside. An excited crowd cheered as the B.R.M. came howling past the pits, almost 3 secs. in front of Clark. Ginther had managed to shake off Gurney and Co., who were still at it hammer-and-tongs. Bonnier stopped to have his gear-change seen to. Behind Gregory and Surtees Maggs was not finding it easy to shake off Penske.

Jim Clark was not letting Graham Hill get away with anything, and, lapping at 1 min. 16 secs., gradually closed up once more on the Owen car. Ginther was overtaken first by Gurney and then by Brabham, with McLaren also having a go. Amongst the tail-enders Ireland was pressing on,

eventually taking Schroeder, Sharp and Mayer in that order.

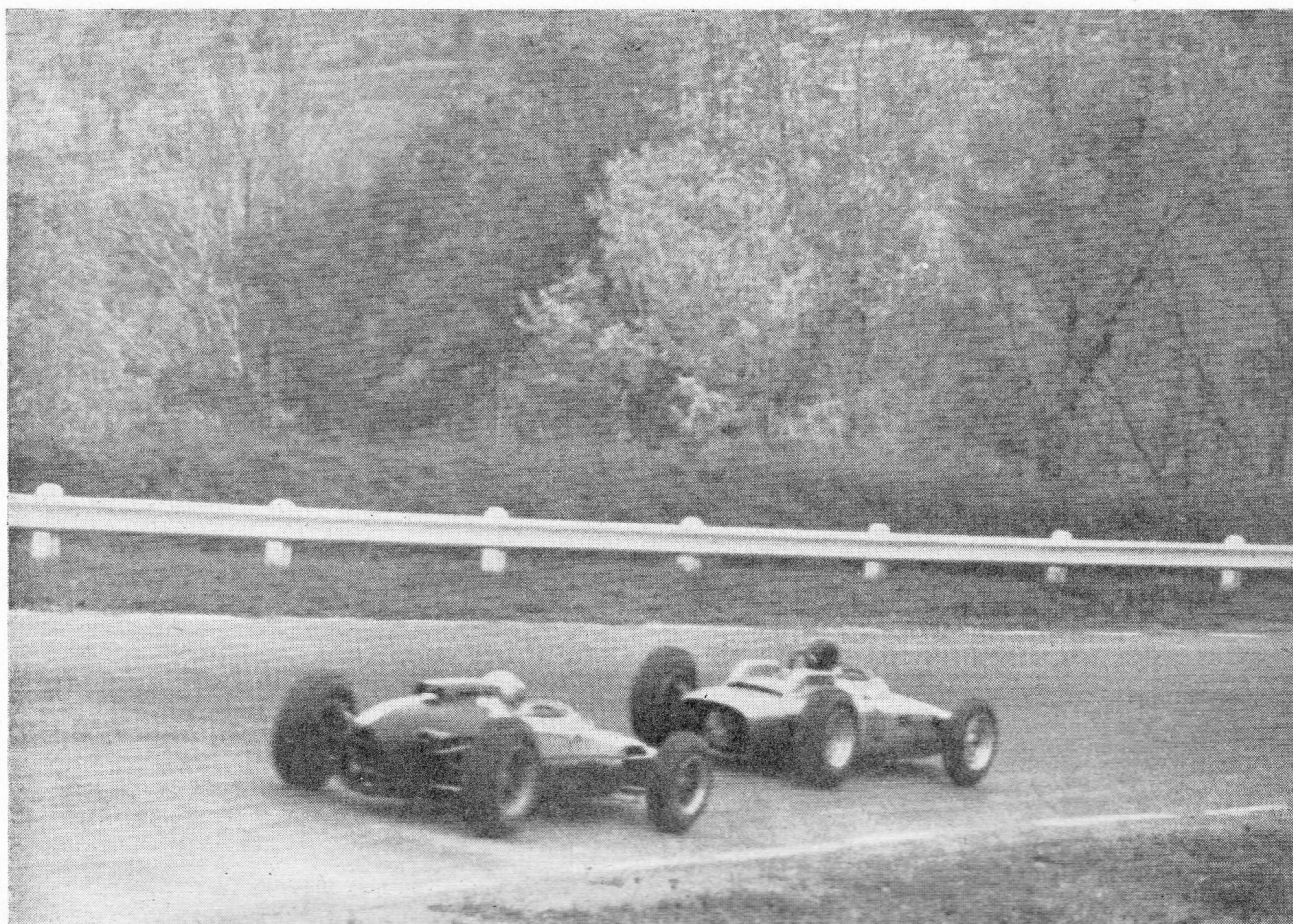
At the end of the 18th lap Clark was right on the tail of the B.R.M., and hurtled past on the hill leading to the underpass. A sizzling 1 min. 15.8 secs. (109.81 m.p.h.) cracked Moss's circuit record. At the same time Ginther swept past Brabham, and one lap later was back in third place. The unfortunate Surtees had his oil-pressure gauge zero, and toured into the pits trailing oil. Of all things, the crank-case drain-plug had dropped out! John was understandably annoyed, and made a few blistering comments as the Lola was pushed away.

With 20 laps completed, the race order was:

1. Clark (Lotus), 25 m. 50.4 s. (106.21 m.p.h.)
2. Hill (B.R.M.), 25 m. 51 s.
3. Gurney (Porsche), 26 m. 07.5 s.
4. Ginther (B.R.M.), 26 m. 08 s.

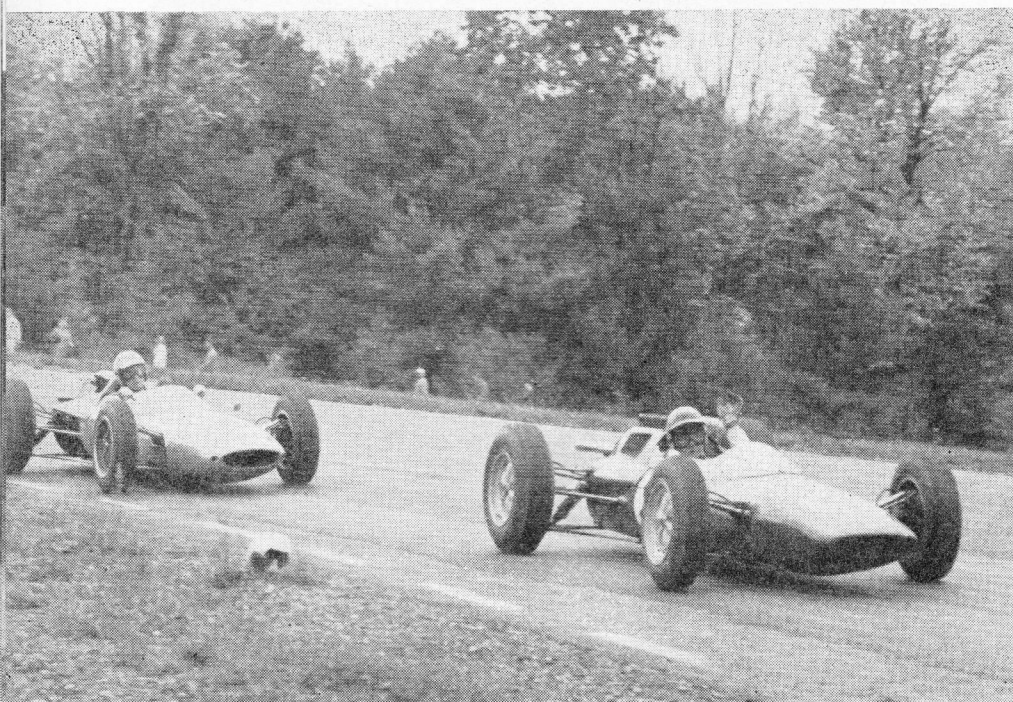
MASTEN GREGORY (Lotus-B.R.M.) leads Hap Sharp (Cooper-Climax) through a turn.





DUELLISTS (Above): Dan Gurney, in a works 8-cylinder Porsche, and Bruce McLaren during one of their many duels.

AFTER YOU (Below): Trevor Taylor (Lotus-Climax) gives a wave of thanks to Roger Penske, also in a V8 Lotus-Climax, having passed him on the approach to the Big Bend.



5. Brabham (Brabham) 26 m. 08.5 s.
 6. McLaren (Cooper), 26 m. 09.7 s.
 7. Gregory (Lotus). 8. Surtees (Lola). 9. Maggs (Cooper). 10. Penske (Lotus). 11. Trintignant (Lotus). 12. Ireland (Lotus).

By the 23rd lap Penske had been doubled by Clark, who was now $3\frac{1}{2}$ secs. ahead of Hill. Two laps later the Scot's lead was 4 secs., and Maggs had been added to the list.

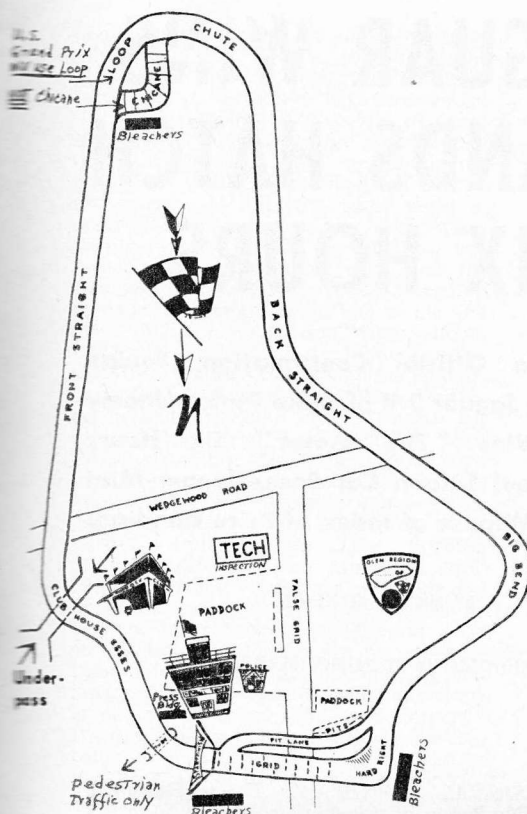
There was no stopping the ebullient James Clark, and all Graham Hill's very considerable skill could make little or no impression on the monocoque machine from Cheshunt. The only thing left to the B.R.M. camp was to hope that something would happen to the Lotus!

Clark was lapping consistently around the 1 min. 16 secs. mark, and by 30 laps he had 7 secs. over Hill and 30 secs. over the second group leader, Ginther. Mayer abandoned his Cooper in front of the pits, and on the 36th lap Ginther retired his B.R.M. with considerable mechanical derangement in the engine department—understated to be an oil leak.

At the tail end of the field Bonnier was in and out of his pits with transmission problems, and Taylor had also made another stop. By this time Clark had lapped Gregory, so only six cars were on the same lap. Three tours later and McLaren had doubled team-mate Maggs.

With 40 laps chalked up, the race position read:

1. Clark, 51 m. 13.2 s. (107.39 m.p.h.)
 2. Hill, 51 m. 24.6 s.
 3. Gurney 51 m. 53.4 s.
 4. McLaren. 5. Brabham. 6. Gregory.
 7. Maggs. 8. Penske. 9. Ireland. 10. Schroeder.



Roger Penske was making a good impression in this fast company, and was not letting Maggs out of his sights. Trintignant had abandoned with a burst brake fluid seal. Gurney and McLaren were having a tremendous duel, with Brabham keeping a watching brief.

Clark's pace was incredible, and inexorably he was not only getting well away from Hill, but was closing up on the Gurney-McLaren-Brabham group. He lowered the lap record to 1 min. 15.3 secs. (109.96 m.p.h.) on his 58th tour, and now there was a definite possibility of a 110 m.p.h. lap.

With 60 up and 40 to go, Jim led Graham by 9.8 secs., and the race average had shot up to 108.10 m.p.h. With every lap, Lotus and B.R.M. pits hung out their boards, which were duly acknowledged. McLaren had now displaced Gurney for third place, and Brabham was an ever-present threat to both.

On the 61st lap, Clark doubled Brabham, so it was merely a matter of time before McLaren and Gurney also became victims. With 65 laps gone, Dan Gurney was duly doubled, and three laps later it was Bruce McLaren's turn.

The Flying Scotsman was keeping a full head of steam, with lap after lap completed at around 1 min. 15.5 secs. Hill was obviously resigned to second place, keeping as calm as ever. The pair were, of course, the only ones on the same lap.

Brabham, whose own creation was going splendidly, managed to displace Gurney for fourth place, and Masten Gregory had sixth spot all to himself. Ireland had managed to take Penske, but Tony Maggs had pulled out a considerable lead.

A few spots of rain fell, but the track remained bone dry. The magic "110" was reached on the 70th lap, when Clark whistled round to the tune of 1 min. 15 secs. (110.4 m.p.h.).

★

THE VICTOR: Jim Clark takes the chequered flag from the energetic and gaily dressed starter.

★



RESULT

1. Jim Clark (Lotus-Climax), 2 hr. 7 m. 13.0 s. 108.61 m.p.h. (Race record).
 2. Graham Hill (B.R.M.), 2 h. 7 m. 22.2 s., 108.44 m.p.h.
 3. Bruce McLaren (Cooper-Climax), 99 laps, 2 h. 7 m. 46s., 107.19 m.p.h.
 4. Jack Brabham (Brabham-Climax), 99, 2 h. 8 m. 04.9 s., 106.85 m.p.h.
 5. Dan Gurney (Porsche), 99, 2 h. 8 m. 05.8 s., 106.83 m.p.h.
 6. Masten Gregory (Lotus-B.R.M.), 99, 2 h. 8 m. 22.2 s., 106.55 m.p.h.
 7. Tony Maggs (Cooper-Climax), 97, 104.54.
 8. Innes Ireland (Lotus-Climax), 96, 103.12.
 9. Roger Penske (Lotus-Climax), 96, 103.11.
 10. Bob Schroeder (Lotus-B.R.M.), 93.
 11. Hap Sharp (Cooper-Climax), 91.
 12. Trevor Taylor (Lotus-Climax), 85.
 13. Jo Bonnier (Porsche), 79.
- Fastest lap: Clark, 1 m. 15 s., 110.40 m.p.h. (Record).

Retirements

- De Beaufort (Porsche), crash, 9 laps.
 Surtees (Lola), crankcase plug adrift, 20.
 Mayer (Cooper), broken gear lever, 31.
 Trintignant (Lotus), brake fluid seal, 32.
 Ginther (B.R.M.), engine, 35.

With 20 laps to cover, the Team Lotus man had 16.7 secs. over B.R.M.'s pride and joy, and the race average was 108.42 m.p.h.—almost as quick as Moss's old lap record.

Interest now centred on the Brabham-Gurney contest, the outcome of which was anyone's guess. Jack had a slight advantage in acceleration, but the Californian invariably closed up on the fast bends. McLaren was seemingly safe in third place, his Cooper-Climax sounding really glorious.

It was not until the last few laps that Clark eased off somewhat. Hill plugged round, as impressive as ever, but it was Team Lotus's day. Both had doubled the entire field.

Dan Gurney was losing his duel with Brabham, the Porsche sounding a trifle off-tune. Masten Gregory had made sixth place his own with the B.R.M.-powered Lotus, but Ireland had to be content to trail behind Maggs.

Then it was all over: a deliriously happy Clark took the chequered flag, kept himself in the running for Championship honours, and will probably add thousands to the gate in South Africa. Graham Hill had done everything possible to push B.R.M. to the highest honours of 1962, but an inspired Jim Clark and his very rapid Lotus had defied him.

Behind the consistent McLaren came Jack Brabham—the first driver ever to gain Championship points in a car of his own construction. Dan Gurney again brought a Porsche to the finish line, whilst Masten Gregory secured the first Championship point for U.D.T.-Laystall.

Watkins Glen Chatter: Despite the high average speed, tyre wear with the D12 Dunlops was even less than in 1961. . . . New Kendall press stand provided first-rate accommodation. . . . Stirling Moss was an honorary steward. He cut the racing car cake at Cameron Argetsinger's (Mr. Watkins Glen) reception, and solemnly handed a piece to Colin Chapman—a rear wheel! . . . All F1 cars had Ferodo brake linings, and Harold Thayer was there to look after Chapel-en-le-Frith interests. . . . When Bruce McLaren revolved in front of the pits during practice one of the Cooper pit staff laconically remarked: "Next 'un 'll be a slow 'un."

JAGUAR WINS BRANDS HATCH SIX HOURS

Subject to Official Confirmation, Equipe Endeavour Jaguar 3.8 of Mike Parkes/Jimmy Blumer Wins "The Motor" Six Hours International Saloon Car Race—Cooper-Mini Third and Winner of Index of Price Handicap

BY MICHAEL KETTLEWELL

PHOTOGRAPHY BY PATRICK BENJAFIELD

THE PROVISIONAL WINNER, the Equipe Endeavour Jaguar 3.8, Mike Parkes at the wheel, leads John Sprinzel's Triumph Vitesse at Stirlings Bend.

AFTER the challenge of the white John Coombs-entered car had faded, the dark blue Equipe Endeavour Jaguar 3.8 of Mike Parkes and Jimmy Blumer sped on to an easy victory in *The Motor* Six Hours International Saloon Car Race, organized by the British Racing and Sports Car Club at Brands Hatch last Saturday.

Parkes and Blumer had driven for most of the race in overdrive-third, so their achievement was all the more meritorious, especially considering that severe transmission bothers put the second Equipe Endeavour car well out of the running. Second was the Jaguar 3.8 of Germans Peter Lindner and Peter Nöcker, the winners of the Nürburgring Six Hours Race last June. Much of the limelight was cheekily stolen from the Jaguars by the works Austin Mini-Cooper of John Aley and Denis Hulme, which finished an incredible third ahead of the works Sunbeam Rapier of Peter Procter and Peter Harper and won the Index of Price handicap. One of the day's most stirring drives came from Belgian Julien Vernaëve. He and co-driver Georges Harris drove a Don Moore-converted Austin-Cooper with incredible verve and put up the strongest challenge to the class-winning works Mini, a challenge which unfortunately ended only a few laps from the end when the left-hand-drive Mini crashed at Paddock Bend. Another feature of the Six Hours race was the reliability of the cars, most of the retirements being due to wheels coming off.

* * *

ONLY three of the 35 entrants were posted as non-starters on race day—the Scuderia Colonia Volkswagen and the two Equipe Nationale Belge 220SEB Mercedes-Benz, the Belgian team being unable to obtain spares from the works. This brought three of the reserves to the line—the Bracknell Motors Jaguar, the Equipe

Nationale Belge Volvo 122S and the Postland Engineering & Trading Co. Vauxhall VX4/90.

On the Thursday before the event, the extremely thorough scrutineering took place. This was to ensure that each car conformed to Group 2 specification down to the very last nut and bolt. After some obviously very quick thinking on the part of their manufacturers and the R.A.C., the Morris 1100, the M.G. 1100 and the two Ford Anglia 1200 Supers were homologated by the F.I.A.

Practice was on Friday. As the starting grid was not to be based on practice times, there was no Grand Prix amongst the Jaguars for pole position. The cars were arranged 3-2-3 on the grid in order of engine capacity and with slight gaps between the classes, and if there were several cars of the same capacity, a ballot system was employed. Fastest in practice was the Mike Parkes/Jimmy Blumer 3.8 Jaguar with a time of 1 min. 58.4 secs. Then followed Mike Salmon/Peter Sutcliffe (3.8 Jaguar), 1 min. 59.4 secs.; Peter Dodd/Les Fowler (Jaguar 3.8), 2 mins. 2.8 secs.; Peter Lindner/Peter Nöcker (Jaguar 3.8), 2 mins. 3 secs.; Bruce Halford/Roy Pierpoint (Jaguar 3.8), 2 mins. 3.4 secs.; John Coundley/Peter Lumsden (Jaguar 3.8), 2 min. 4.6 secs.; Chris McLaren/Nicky Byrne (Mercedes-Benz 220SEB), 2 mins. 7 secs.; John Whitmore/Billy Blydenstein (Morris-Cooper), 2 mins. 7.8 secs.; Peter Harper/Peter Procter (Sunbeam Rapier), 2 mins. 8 secs.; Edward Lewis/Peter Riley (Riley 1.5), 2 mins. 8.2 secs.; Jeff Uren/David Haynes (Ford Zodiac), 2 mins. 8.4 secs.; Paul Hawkins/Bruce Johnstone (Ford Zodiac), 2 mins. 8.6 secs.; Elizabeth Jones/Pauline Mayman (Austin-Cooper), 2 mins. 8.8 secs.; John Aley/Denis Hulme (Austin-Cooper), 2 mins. 9.0 secs. and Peter Jopp/Peter Pilsworth (Sunbeam Rapier), 2 mins. 9.2 secs. The

diminutive BMW 700S of Herbert Linge/Walter Schneider lapped in 2 mins. 11.4 secs.—better than one of the Lancias, and most of the other cars, too! The John Sprinzel/Neil Dangerfield Triumph Vitesse achieved 2 mins. 19.2 secs.—not as fast as the similar practically standard M.G. 1100 of Alan Foster/Andrew Hedges, which did 2 mins. 14.2 secs. The Chevrolet Corvair of Chris Lawrence/Richard Shepherd-Barron, which is fitted with some of the "Monza mods", recorded 2 mins. 18.2 secs.

As can be seen from the practice times, the Jaguars were several seconds ahead of the rest of the opposition which, incredible as it may seem, came in no particular order. This was also a feature of the Six Hours itself, and the battles of the marques farther down the field was one of the main spectator attractions of the race itself. There appeared to be fewer spectators than usually found at Brands Internationals; perhaps this was due to the fact that no "name" drivers were present—the American Grand Prix attracting them all—and that wintry weather conditions have been experienced recently. But this was a new event, and, as the reputation of the Six Hours grows, as it should, it will soon become a crowd-attracting meeting. Organized pit stops were a feature of the race, and no doubt many spectators came for this very reason. Unfortunately, those in the main grandstand had their view completely obliterated by the vast number of "hangers-on" in that area who enveloped each car as it came in. Mechanics, pit attendants and press photographers were in the minority, the area being engulfed by "Pit Popsies" and the "Box Brownie Brigade".

* * *

WHEN the flag dropped at 12 o'clock, 35 cars accelerated away from the starting grid in tremendous fashion: Les Fowler's

Jaguar brushed Mike Salmon's Jaguar as they rushed into Paddock, and already the Minis were fighting their way through! Never before has Druids been so crowded—it is bad enough with a field of 14 in club events—but everyone got through safely, saving their antics for later in the day. Fuel was being chucked out around the corners, so full were some tanks in order to minimise pit stops. Mike Parkes simply ran away from his pursuers, like the hare in a greyhound race, and the Equipe Endeavour Jaguar had a lead of half the top straight at the end of the first lap. In hot pursuit came Mike Salmon, Les Fowler, Peter Lindner, John Coundley and Bruce Halford and, behind the Jaguars, came Paul Hawkins (Ford), Piero Frescobaldi (Lancia), David Piper (Lancia), Jeff Uren (Ford), Peter Jopp (Rapier), Peter Procter (Rapier), Paddy Hopkirk (Riley), Denis Hulme (Cooper-Mini), Jacques Patte (Volvo), Richard Shepherd-Barron (Corvair) and the rest in a seething mass. Already trailing were John Sprinzel (Triumph Vitesse) and Miss "Timaro" (BMW), but the Vitesse was in trouble and Sprinzel became the first of the pit visitors when he brought the car in at the end of the second lap. Les Leston, the pit commentator, informed an attentive audience that Sprinzel had reported: "the bloody thing is cutting dead on right-hand corners." It transpired that carburettor malady had caused this and, after a new float chamber had been found, the car rejoined the race when Parkes had completed 11 laps. The order among the Jaguars had soon settled down to that of Parkes, Salmon, Fowler, Halford, Coundley and Lindner, the latter

The unrehearsed pit stops were in full swing: Ellis Cuff Miller brought in the Sunbeam Rapier that he was driving with Belgian Victor Heylen, having stopped out on the circuit for some time when the engine suddenly cut dead; Paddy Hopkirk came in to tighten loose wheel nuts on his Riley 1.5; John Coundley came in as his Jaguar lost its water when the core plug blew out (a lump of wood was the remedy). Then Hopkirk's Riley lost a wheel. He ran to the pits to collect a jack and went back to the car to fit the spare wheel which, according to the regulations, had to be fitted first. Unfortunately, he forgot about the rule concerning the use of only the tools carried on the car and he was disqualified for his efforts. The Riley was the first of many cars to suffer wheel shedding—in the race, that is, for Peter Lindner lost a wheel during practice and has yet to find it!

After an hour's racing Parkes still led, though Salmon had closed the gap a little. The leading positions were as follows:

1. Mike Parkes (Jaguar 3.8), 29 laps.
2. Mike Salmon (Jaguar 3.8), 29 laps.
3. Les Fowler (Jaguar 3.8), 28 laps.
4. Bruce Halford (Jaguar 3.8), 28 laps.
5. Peter Lindner (Jaguar 3.8), 27 laps.
6. Peter Procter (Sunbeam Rapier), 27 laps.
7. Denis Hulme (Austin-Cooper), 27 laps.
8. Paul Hawkins (Ford Zodiac), 27 laps.

Christabel Carlisle enjoyed a duel with Elizabeth Jones amongst the Minis, while the 1,300 c.c. class was being led by the narrowest of margins by Lanz's Alfa Romeo from Mike Costin's Anglia 1200 Super. Richard Shepherd-Barron nearly lost the Corvair at Clearways and stopped on the grass just after the pits to see what was amiss. A wheel stud had broken and,

ingenious devices to be found in the pits included Ford's pneumatic tool for undoing and doing-up wheel nuts and Cooper's jack as used by Jack Brabham at Indianapolis: you press a button and the car rises!

Roy Pierpoint took over from Halford. Lanz in the Alfa spun at Paddock and Jopp at Druids, both cars resuming with little delay, and the Ecurie Wild Goose Morris 1100 of Tony Kilburn/Nick Garbett made the first of its many stops. This car was very much Group 1, as was the M.G. 1100, and the latter proved the fastest, as was to be expected. John Coundley's Jaguar retired after its earlier bothers and then the pits became active when the routine stops began at about 1.30. On his 45th lap, Parkes brought in the leading Jaguar and was stationary for a little over 1½ minutes while fuel was added and tyres changed. A small fire in the engine was smothered in a second by a brave mechanic's hand. Parkes continued at the wheel, but was now second behind Mike Salmon in the John Coombs Jaguar. Denis Hulme handed over to John Aley and Billy Blydenstein to John Whitmore. The second works Mini ran into difficulties; first a stone bent a rim, and it took a long time to remove the wheel, then ignition trouble manifested itself. Christabel Carlisle now led the 1-litre class from Julien Vernaëve, but soon the gallant lady had to stop and the Belgian took the lead in the class, making full use of his long-range fuel tanks.

Just before 2 o'clock, Mike Salmon had to come in for fuel and tyres. It took just over two minutes, but this was enough to put Parkes back into the lead by more than



driving gently in an effort to save tyre and brake pad wear. Peter Procter became the Jaguar chaser from Hawkins and Hulme, but the little Mini, New Zealander Denis Hulme driving it very tidily, overtook the Zodiac on the 14th lap.

It became apparent that Equipe Endeavour and the Cooper Car Co. both had one of their two cars going like the clappers, while the remaining machines of Halford and Blydenstein seemed to have quite a lot in reserve. Ironically the two teams' slower cars were the ones to meet with trouble! Les Fowler was enjoying himself immensely in the Bracknell Motors Jaguar 3.8 that he was sharing with Peter Dodd; he broadsided at Clearways on one occasion, though kept third position.

A MIXED BAG comes into South Bank Bend. Left to right are the Frescobaldi/Fiorio Lancia, the Salmon/Sutcliffe Jaguar—headlamps ablaze trying to get through, the McLaren/Byrne Mercedes-Benz, the Jopp/Pilsworth Sunbeam, the Aley/Hulme Cooper-Mini and the Kilburn/Garbett Morris 1100.

after some repairs, he was off again. Bruce Halford then brought the second Equipe Endeavour Jaguar into the pits as most of the spokes on the right front wheel had broken. The car was lifted into the air by means of pneumatic jacking (these were not allowed in the regs. for the event—as John Coombs pointed out—but the R.A.C. said they could be used) and the wheel was changed after some difficulty. Other

a lap. The Vitesse had a puncture and Jeff Uren's Zodiac stopped to secure its bonnet. Positions after two hours were:

1. Mike Parkes (Jaguar 3.8), 58 laps.
2. Mike Salmon/Peter Sutcliffe (Jaguar 3.8), 57 laps.
3. Les Fowler (Jaguar 3.8), 56 laps.
4. Peter Lindner (Jaguar 3.8), 56 laps.
5. Bruce Halford/Roy Pierpoint (Jaguar 3.8), 55 laps.
6. Peter Jopp (Sunbeam Rapier), 54 laps.
7. Julien Vernaëve (Austin-Cooper), 54 laps.
8. Denis Hulme/John Aley (Austin-Cooper), 54 laps.

The Index of Price Handicap, based on performance in relation to basic price, was, not unexpectedly, a Mini benefit from start to finish. Poor Roy Pierpoint, having worked his Jaguar up from nineteenth to fifth place following its earlier pit stop,

halted again on his 56th lap for a supposed routine stop. However, a brake pad became stuck as a tag had broken and this meant taking the caliper off to get the pad out, much time being wasted.

David Piper brought in one of the immaculate Anglo-Italian Racing Team Lancia Flaminias for a routine pit stop and after everything had been sorted out, the car just would not start. In order to change the battery, the front bumper and grille had to be taken off, and took some time. The car eventually set off without its bumper and grille and was duly black-flagged by Nick Syrett. It came in and had the items refitted.

The Belgian-entered Volvo 122S of Patte/Hacquin lost a wheel coming down from Druids and rolled twice, coming to rest on its wheels at Bottom Bend. The driver was perfectly all right and was last heard asking for the Volvo representative to view the damage! Gösta Karlsson managed 61 laps before bringing in his raucous SAAB 96, having been fourth in the 1-litre class, and the Chevrolet Corvair spun to a halt at Druids when a rear hub broke.

It was now becoming obvious that either the leading Equipe Endeavour Jaguar or the John Coombs car was going to win this race, for the other healthy Jaguars, those of Les Fowler/Peter Dodd and Peter Lindner/Peter Nöcker, were several laps in arrears. So far there had been remarkably few retirements; indeed, this was a surprising feature of the race. The leading Jaguar then stopped for six minutes while the plugs, tyres and brake pads were changed, and it was refuelled. Jimmy Blumer took over the wheel and at half-distance, shortly after this stop, the order became:

1. Mike Salmon/Peter Sutcliffe (Jaguar 3.8), 86 laps.
2. Mike Parkes/Jimmy Blumer (Jaguar 3.8), 84 laps.
3. Les Fowler/Peter Dodd (Jaguar 3.8), 84 laps.
4. Peter Lindner/Peter Nöcker (Jaguar 3.8), 83 laps.
5. Peter Procter/Peter Harper (Sunbeam Rapier), 80 laps.
6. Denis Hulme/John Aley (Austin-Cooper), 80 laps.
7. Jeff Uren/David Haynes (Ford Zodiac), 80 laps.
8. Piero Frescobaldi/C. Fiorio (Lancia Flaminia), 80 laps.

Index of Price

1. Denis Hulme/John Aley (Austin-Cooper), 1,0107.
2. Julien Vernaëve/Georges Harris (Austin-Cooper), 1,0031.
3. Mike Salmon/Frank Gardner (Jaguar 3.8), 0,9916.

Progress of the Christabel Carlisle/Peter Galliford Mini was delayed while a wheel was changed because of a puncture, while poor Pauline Mayman had Elizabeth Jones's Mini die under her on the Portobello Straight. She ran back to the pits to ask for advice, but nothing could be done. This gave the *Coupe des Dames* to Miss "Timaro", a Luxembourg girl, and Rona Pearson (BMW 700). The Warwick Banks/John Handley Vauxhall VX4/90 had a long stop while three broken valve springs were replaced.

It was interesting to watch the progress of the cars behind the Jaguars, for, with all the pit stops, the lap chart became something resembling a "snakes and ladders" board with cars becoming very well placed and then dropping back to the bottom to start all over again. It was most confusing, though no doubt the team managers knew what was going on—at least, some of them!

The gallant BMW 700S, reserve driver Gianrico Steineman at the wheel, lost a wheel and brake drum at Druids and retired from the contest forthwith. Then



THE MINI-COOPER of John Aley/Denis Hulme nips inside the Jeff Uren/David Haynes Ford Zodiac at Stirlings Bend.



A MECHANIC works on the winning car during a pit stop. Note jacking system.

Neil Dangerfield's Triumph Vitesse lost a wheel at Stirlings Bend: another retirement and yet another to add to the list of "wheel casualties".

The Morris 1100 had severe clutch trouble and the Riley 1.5 of Edward Lewis/Peter Riley, after having a halfshaft changed in seven minutes, came in later to change a wheel bearing. However, still all was not well and the car eventually retired.

Therefore, after four hours the race order was as follows:

1. Mike Salmon/Peter Sutcliffe (Jaguar 3.8), 116 laps.
2. Mike Parkes/Jimmy Blumer (Jaguar 3.8), 114 laps.
3. Peter Lindner/Peter Nöcker (Jaguar 3.8), 112 laps.
4. Les Fowler/Peter Dodd (Jaguar 3.8), 110 laps.
5. Denis Hulme/John Aley (Austin-Cooper), 108 laps.
6. Piero Frescobaldi/C. Fiorio (Lancia Flaminia), 107 laps.
7. Julien Vernaëve/Georges Harris (Austin-Cooper), 107 laps.

The closest-fought class was the 1,300 c.c. division. Close-fought dicing and pit stops changed the order frequently and, at 4 p.m., the order was Tony Hegbourne/Alan Mann (Ford Anglia 1200 Super), Alan Foster/Andrew Hedges (M.G. 1100), Franco Birchler/M. Lanz (Alfa Romeo Giulietta T1) and Anita Taylor/Mike Costin (Ford Anglia 1200 Super).

On its 116th lap, the John Coombs Jaguar stopped for 3½ minutes and restarted

only slightly ahead the Parkes/Blumer car. Or course, with new tyres and full tanks, the Coombs car could not travel so fast as the Equipe Endeavour machine and it was eventually caught by Blumer, who was driving very well indeed. Victor Heylen had a wheel depart from his Rapier while negotiating South Bank Bend and the car rolled on to its roof, and had to be pushed clear of the track. Incidentally, the flag marshals were performing their tasks admirably, this being an essential service to the drivers in this race as there was such a difference in the speeds of the cars. The Equipe Rouge Mercedes-Benz spun at Paddock and was hit by the Hulme/Aley Mini, which was now fifth and the best non-Jaguar. Both continued but McLaren stopped his car along the Bottom Straight and got out to see if there was any damage, while the Mini sped into and out of its pit for a quick check. It would have been a disaster if the Mini had been put out of the race because of this incident. The Mercedes, however, must have been damaged, as it stopped at the pit for another check and then continued at a much slower pace.

Poor Mike Costin was the next to lose a wheel. His Anglia chose to lose it at Clearways and it rolled, Costin being unharmed. Despite the fact that the regulation concerning compulsory safety

belts was changed and practically everyone used them and they undoubtedly saved some drivers from serious injuries.

The Halford/Pierpoint Jaguar, well down among the tail-enders because of its earlier troubles, slowed right down and came into the pits with severe transmission bothers. It was pushed aside for a while, as the leading car was expected to make its last pit stop. This came shortly after 5 o'clock, when leading positions were as follows:

1. Mike Parkes/Jimmy Blumer (Jaguar 3.8), 144 laps.
2. Mike Salmon/Peter Sutcliffe (Jaguar 3.8), 143 laps.
3. Peter Lindner/Peter Nöcker (Jaguar 3.8), 138 laps.
4. Les Fowler/Peter Dodd (Jaguar 3.8), 137 laps.
5. Denis Hulme/John Aley (Austin-Cooper), 135 laps.
6. Julien Vernaev/Georges Harris (Austin-Cooper), 134 laps.
7. Piero Frescobaldi/C. Fiorio (Lancia Flaminia), 134 laps.
8. Peter Procter/Peter Harper (Sunbeam Rapier), 134 laps.

Blumer brought the car in and 1 min. 40 secs. later with Mike Parkes, more fuel and two new tyres, it was off again, still in the lead. Mike Salmon had also brought the second-place Jaguar in at the same time, but this was not a routine stop: the front wheel bearings had gone and the car was sadly abandoned. The main challenge to the Tommy Sopwith Equipe was now over and Parkes was soon signalled to slow down.

Now only second place had to be fought for, as the German-entered Jaguar was only about half a lap ahead of Les Fowler in the Peter Dodd car—and Fowler was trying! Peter Lindner was trying too, but this battle came to an end on Fowler's 158th lap when a broken rear hub caused a spin and instant retirement at South Bank Bend. This was indeed hard luck, for this car had gone very well throughout the race and could very easily have been second, for Lindner had to make a brief stop to hand over to Peter Nöcker, as his maximum permitted amount of driving time—four hours—was nearly up.

One would have thought that with only minutes to go before six o'clock, nothing more could happen. This was not the case, however, as the Vernaev/Harris Mini, whilst second in its class, a lap behind the Hulme/Aley machine, crashed after Paddock Bend, luckily without injury to the driver. The Ian Walker Racing Ford Zodiac of Paul Hawkins/Bruce Johnstone crawled out of its pit in order to qualify as a finisher—a front wheel bearing had gone; the Morris 1100 came back to life and set off with a badly slipping clutch; the Halford/Pierpoint Jaguar 3.8 crept very slowly towards Paddock in overdrive-top so that the Jaguar "A" team could qualify for the Team Prize.

Thus the race drew to a close and, at

six o'clock, the flag fell as the class-winning Lancia of Frescobaldi/Fiorio crossed the line. Right at the last minute, the Harper/Procter Rapier joined the sick list as clouds of smoke came from the left front wheel—but it finished a very good fourth.

Mike Parkes and Jimmy Blumer were besieged with admirers after the race, at least six of whom had track passes, and they were presented with the trophy. They had covered 171 laps of the 2.65-mile circuit—453 miles—at an average speed of 75.37 m.p.h. As well as being third overall and winning the 1-litre class award, Denis Hulme/John Aley gained the Index of Price Handicap. The Alan Foster/Andrew Hedges M.G. 1100 won the closely fought 1,300 c.c. class by 18 secs. from the remaining Anglia, which was only 11.6 secs. ahead of the Alfa Romeo.

It was learned later however, that following protests by the scrutineers when the cars were impounded after the race the two leading Jaguars may be disqualified for uncertain infringements of Appendix J, Group 2. Therefore, the results appended below are purely provisional as the outcome of the protests will not be known for some time.

Provisional Results General Classification

1. M. J. Parkes/J. Blumer (Jaguar 3.8), 171 laps in 6 h. 0 m. 45.4 s., 75.37 m.p.h.
2. P. Lindner/P. Nöcker (Jaguar 3.8), 167 laps in 6 h. 0 m. 38.6 s.
3. J. R. Aley/D. C. Hulme (Austin Mini-Cooper), 164 laps in 6 h. 2 m. 10.2 s.
4. P. Harper/P. R. Procter (Sunbeam Rapier), 162 laps in 6 h. 0 m. 58.2 s.
5. P. Frescobaldi/C. Fiorio (Lancia Flaminia), 161 laps in 6 h. 0 m. 18.2 s.
6. Miss C. Carlisle/P. Galliford (Morris Mini-Cooper), 161 laps in 6 h. 0 m. 20s.
7. P. M. Jopp/P. J. Pilsworth (Sunbeam Rapier), 161 laps.
8. J. M. Uren/D. B. Haynes (Ford Zodiac Mk. 3), 159 laps.
9. J. H. D. Whitmore/W. B. Blydenstein (Morris Mini-Cooper), 159 laps.
10. B. G. Aston/D. G. Addicott (Vauxhall VX4/90), 159 laps.
11. G. Karlsson/E. Berger (SAAB 96), 158 laps.
12. A. T. Foster/A. P. Hedges (M.G. 1100), 157 laps.
13. A. G. Mann/A. V. Hegbourne (Ford Anglia 1200 Super), 157 laps.
14. W. Ehrensberger/P. Scherrer (Volvo PV544), 157 laps.
15. F. Birchler/M. Lanz (Alfa Romeo Giulietta T1), 157 laps.
16. L. Cabella/D. R. Piper (Lancia Flaminia), 155 laps.
17. P. Hawkins/B. Johnstone (Ford Zodiac Mk. 3), 153 laps.
18. D. A. N. Byrne/C. McLaren (Mercedes-Benz 220SEb), 150 laps.
19. Miss "Timaro"/Miss R. Pearson (BMW 700), 144 laps.
20. F. W. W. Banks/J. Handley (Vauxhall VX4/90), 141 laps.
21. B. H. Halford/R. F. Pierpoint (Jaguar 3.8), 124 laps.
22. A. Kilburn/N. Garbett (Morris 1100), 79 laps.

Index of Price Handicap

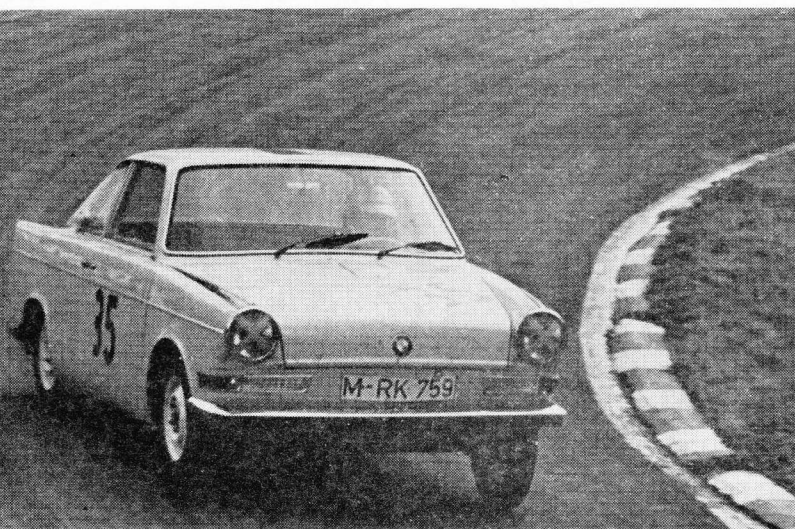
1. J. R. Aley/D. C. Hulme (Austin Mini-Cooper), 1.0181.
2. Miss C. Carlisle/P. Galliford (Morris Mini-Cooper), 1.0045.
3. J. H. D. Whitmore/W. B. Blydenstein (Morris Mini-Cooper), 0.9886.
4. P. Harper/P. R. Procter (Sunbeam Rapier), 0.9823.
5. A. G. Mann/A. V. Hegbourne (Ford Anglia 1200 Super), 0.9751.
6. M. J. Parkes/J. Blumer (Jaguar 3.8), 0.9750.

Class Results

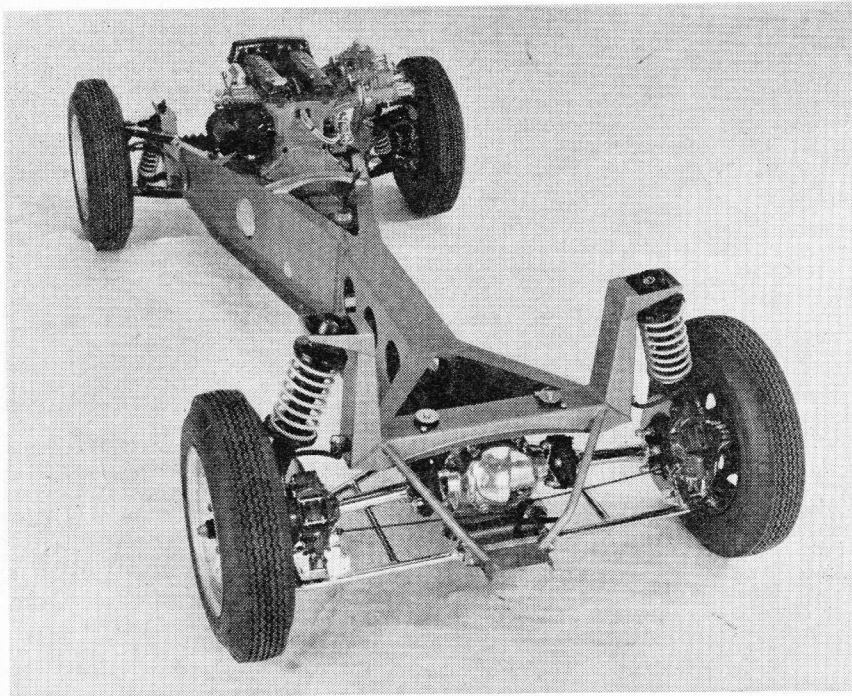
Up to 1,100 c.c.: 1, J. R. Aley/D. C. Hulme (Austin Mini-Cooper), 72.00 m.p.h.; 2, Miss C. Carlisle/P. Galliford (Morris Mini-Cooper); 3, J. H. D. Whitmore/W. B. Blydenstein (Morris Mini-Cooper). 1,001-1,300 c.c.: 1, A. T. Foster/A. P. Hedges (M.G. 1100), 69.25 m.p.h.; 2, A. G. Mann/A. V. Hegbourne (Ford Anglia 1200 Super); 3, F. Birchler/M. Lanz (Alfa Romeo Giulietta T1). 1,301-1,600 c.c.: 1, P. Harper/P. R. Procter (Sunbeam Rapier), 71.36 m.p.h.; 2, P. M. Jopp/P. J. Pilsworth (Sunbeam Rapier); 3, B. G. Aston/D. G. Addicott (Vauxhall VX4/90). 1,601-3,000 c.c.: 1, P. Frescobaldi/C. Fiorio (Lancia Flaminia), 71.05 m.p.h.; 2, J. M. Uren/D. B. Haynes (Ford Zodiac Mk. 3); 3, L. Cabella/D. R. Piper (Lancia Flaminia). Over 3,000 c.c.: 1, M. J. Parkes/J. Blumer (Jaguar 3.8), 75.37 m.p.h.; 2, P. Lindner/P. Nöcker (Jaguar 3.8); 3, B. H. Halford/R. Pierpoint (Jaguar 3.8).



BUSY MAN. Paddy Hopkirk comes to a grinding halt after his Riley 1.5 lost a wheel at South Bank Bend.



SETTING A FAIR OLD DRIFT at Stirlings Bend is the BMW 700S of Herbert Linge, which later lost a wheel and brake drum.



THE sports car owner of today has changed greatly from his predecessor of a few years ago. Then, performance was all, with roadholding in second place and creature comforts nowhere. Nowadays, superb roadholding is expected to be allied with a soft ride, and high performance with smoothness and flexibility. In addition, silent running is valued as never before, for the man who drives amidst deafening crescendos of sound tires long before his adversary in a less thunderous chariot.

The Lotus Elan is a sports car in this new context. Squeezing 100 b.h.p. into a 12-cwt. package, this 1½-litre 2-seater is

obviously a high-performance car. It also has silence designed into its chassis and body, with insulation at all strategic points. With a wheelbase of 7 ft. and a track of 3 ft. 11 ins., its overall length and width are only 12 ft. 1¼ ins. and 4 ft. 8 ins. This very compact car nevertheless has an occasional seat for a child or space for a carri-cot.

Leading a trend of which we shall hear much more, the Elan has a backbone-type chassis. Fabricated of 16- and 18-gauge pressed steel, it is of box section with a depth of 11½ ins., and naturally the propeller shaft passes through the centre. It is immensely stiff torsionally.

THE BACKBONE-TYPE chassis. Of box section and having a depth of 11½ ins., it is fabricated of 16- and 18-gauge pressed steel. The rear suspension comprising wide-based lower wishbones and Chapman struts can be clearly seen.

The front suspension is by wishbones of unequal length, fabricated of pressed steel. They are sprung on helical springs embracing telescopic dampers, and the steering is by rack and pinion. At the rear, wide-base lower wishbones are employed with Chapman struts. All these parts work on rubber to avoid the transmission of road noise. The hypoid final drive unit is suspended on two rubber mountings and has two stabilizer bars, also on rubber. The half shafts each have a pair of Metalastic universal joints. An anti-roll bar is attached to the front wishbones.

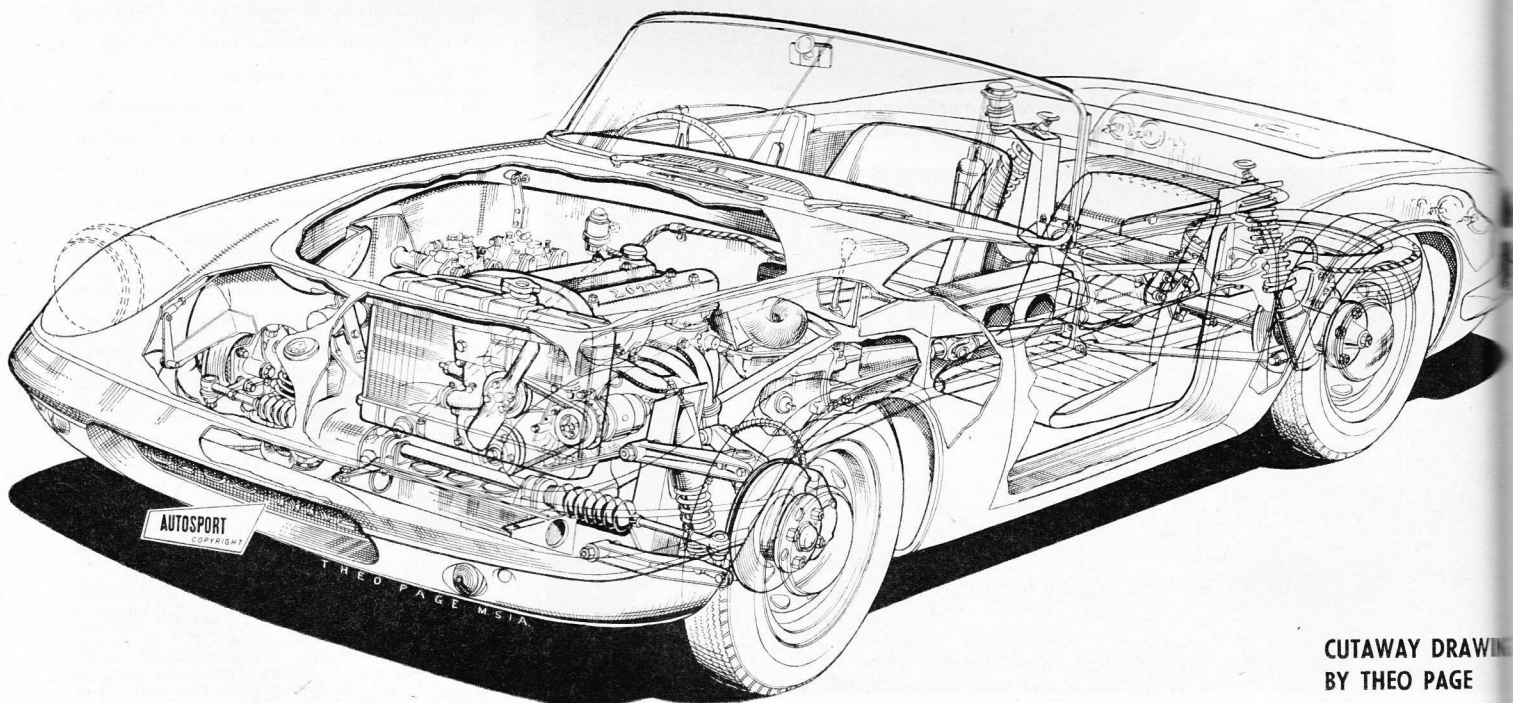
Pressed steel pierced disc wheels of Lotus design are bolted on, with 5.20—13 ins. Goodyear tyres. The Girling disc brakes are of 9½ ins. diameter in front and 10 ins. behind, an unusual set up. The rear discs are unconventionally mounted, for although they are unsprung they are inside the hub carriers and next to the outer universal joints. There are no greasing points.

The engine is the 5-bearing 1,498 c.c. Ford. It carries the Mundy-designed Lotus twin-cam cylinder head with two twin-choke 40 DCOE Weber carburettors. In standard tune, it develops 100 b.h.p. at

THE LOTUS

A High Performance Sports Car

into the 1½-litre Class—Ford Engine



CUTAWAY DRAWING
BY THEO PAGE



LOTUS ELAN

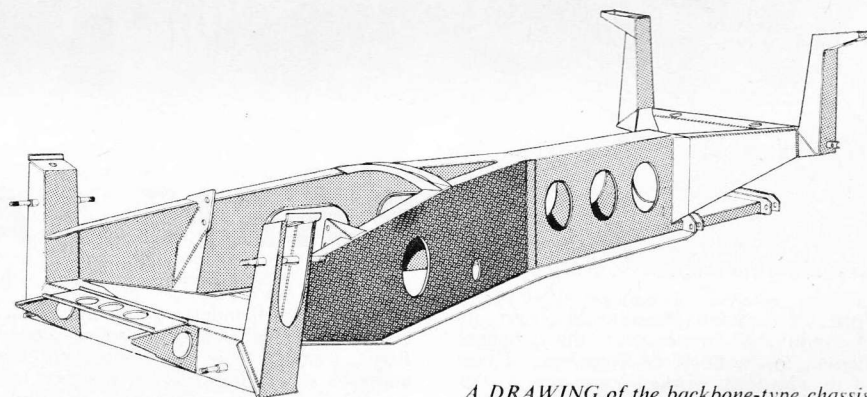
**Car Which Brings Real Luxury
Engine with Lotus Twin-cam Head**

5,700 r.p.m. The radiator is normally situated with an integral header tank. Naturally, the delicious Ford all-synchromesh gearbox is used, and the propeller shaft is by B.R.D.

Of glass-fibre construction, the body fits over the backbone like a saddle and is bolted down at 14 points. The very long doors, for easy entry, are hung on nylon hemispheres instead of hinges, with provision for height adjustment. Rising automatically as they are pushed forward, the seats give a constant eye level to short or tall drivers.

As the car may well be raced, the screen is arranged to come out of its slot which the trim at once fills, leaving no untidy gap. The fascia panel joins the scuttle to the backbone, and has oiled teak finish, which is weatherproof. It is a stressed member and eliminates the scuttle shake that afflicts almost all open 2-seaters with large door apertures.

The bumpers are of full width and are of glass-fibre, fitted with foam of the same material. They are thus resilient and can absorb minor shocks without damage. Inadequate bumpers are a fault of many sports cars. The hood has separate cant rails which can be turned over centre to tension the fabric. A very smooth slot-type fixing for the front of the hood avoids air disturbance. The bonnet has two separate releases inside the car and is quickly removable for easy engine maintenance.



A DRAWING of the backbone-type chassis, which is very stiff torsionally.

A low bonnet and front wing line is desirable for a good view of the road. As the minimum legal height for headlamps is 24 ins., they had to be made retractable. This operation is carried out by a vacuum servo when the switch is turned on. If the headlamps are switched on during the day, when the main lighting switch is off, they arise flashing automatically, a very neat touch. The car is full of such worthwhile features.

Sliding vertically in the doors, the windows may be pushed up and down and always remain where they are placed, avoiding the need for winding mechanism which would be difficult to accommodate. A 4 kW. fresh-air heater is standard, and there is provision for radio.

The Lotus Elan is a high-performance sports car which brings real luxury into the 1½-litre class. Of delightful appearance, it is at once glamorous and practical. I predict a long waiting list for this exciting new model.

JOHN V. BOLSTER.



THERE WILL BE a long waiting list for this exciting new model!



JOHN BOLSTER *visits*

THE PARIS SALON

PHOTOGRAPHY BY THEO PAGE

THE Paris Salon has moved from its traditional home near the Champs Elysées to the Porte de Versailles. Those of us who have worked every year at the Grand Palais may shed a silent tear, but in fact the new situation is quite convenient and the show is effectively staged.

Certainly, the most important feature of the exhibition is the historic show of racing cars. This splendid collection will be the subject of a separate article. The Salon itself benefits from being the first of the autumn car shows, and it anticipates London and Turin in presenting many new models. Obviously, this report cannot be of unlimited length, and so we are avoiding a too full description of all the new British cars, which will be covered exhaustively in our Earl's Court number. We must remember that the Salon is, first and foremost, a display of the vigorous French motor industry, though it is an excellent shop window of which other nations take full advantage.

Politically, the Paris motor show has much to teach us on the eve of the Common Market, and we can see that the competition will be fierce. Technically, the message is that the fully automatic transmissions of the larger machines are spreading into the low-priced field, and that manual gearboxes with even one gear unsynchronized will be unknown within a year or so.

In the French industry, it is difficult to condense the technical contributions of the Régie Renault. In the first place, the adoption of synchromesh for first gear on the R4 is something that nobody should ignore. This is an extremely cheap "peasant's" car, which makes no pretence to be a status symbol, but only a year from its inception it has been re-launched with a fully synchronized gearbox. It also has a more powerful engine, and in its "Super" form it boasts the Dauphine power unit—a modification already carried out on the car of our Technical Editor!

The optional all-synchronized three-speed gearbox is extremely popular on the R8 and Dauphine models, largely because three speeds are better than four in Paris traffic. Of the greatest possible interest is the Renault fully automatic transmission, available for about £50 extra on these two cars. The three-speed all-synchromesh box is allied with a magnetic powder-type clutch. Five buttons on the instrument panel select forward, neutral, and reverse, with an extra pair of buttons for the rare voluntary selection of the two lower gears.

The electrically-controlled clutch, using magnetized particles, was developed by Smiths in England, and a prototype transmission formed the subject of one of our road tests some years ago. The present Renault system has been built on the basis

of the Smith design, which has been handled on the Continent by Jaeger and refined by the Renault technicians. As is usual among automatic transmissions, a "brain" that is sensitive to load and speed selects the moment for changing gear, but a second throttle in the carburettor is closed electrically when the clutch is "out", to prevent the engine from racing away.

Citroën have perhaps fewer technical novelties, though their stand is staged with dramatic effect. The technical message here is in the aerodynamic field, and the DS has entered the 100 m.p.h. bracket by this means. Careful ducting of the air to the radiator and the brakes, allied with a very "clean" undershield, has given the Citroën owner some extra speed and improved economy, at no cost whatsoever.

The associated Panhard firm has also done some "cleaning up", to the benefit of the appearance of the PL17. Most interesting is the adoption of the brakes used at Le Mans, which consist of ribbed light-alloy drums projecting right through the centres of the wheels into the airstream. A new sports coupé called the CD is of very attractive shape and extremely clean aerodynamically. The doors open by pressing buttons, with no projections, while the seats are of the greatest comfort and there is a short, central gear lever. With the standard "Tigre" engine, which now



MASERATI 5000 GT. *With a body styled by Frua, this beautiful car would look just right in one's dream garage!*

develops 60 b.h.p., a maximum speed of 103 m.p.h. is available. For competition purposes, a "hot" engine with two twin-choke carburetters can be specified for an extra 1,000 N.F. (about £73), which is claimed to have pushed the little projectile down the Mulsanne straight at nearly 130 m.p.h.—not bad for 850 c.c.!

Speaking of projectiles, let us look at the René Bonnet. This new sports car, which appeared at Le Mans, is a Renault derivative as regards power units, and both front- and rear-driven models are sold. The fastest is the "Djet", which has the engine mounted amidships and driving the rear wheels. A tuned five-bearing Renault unit is used, and as the car is strictly a two-

seater coupé, it does not matter that the engine box is just behind the seats. There is plenty of luggage space behind the engine, and the rear of the body is detachable. Independent suspension by wishbones and helical springs is used all round. The radiator, fuel tank, and spare wheel occupy the nose of the body, and there are disc brakes all round.

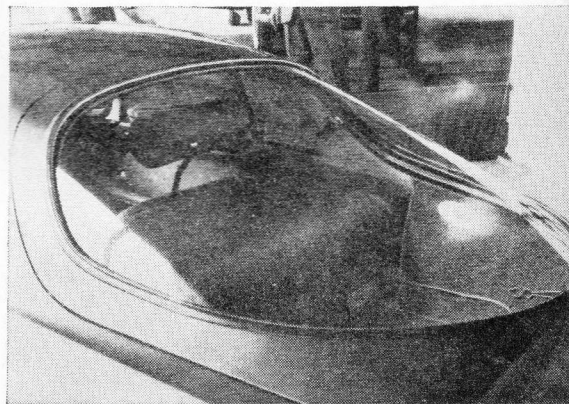
The "Le Mans" is an occasional four-seater open car, with an engine of 1,100 c.c. and a four-speed, all-synchromesh gearbox derived from the Estafette van. Front wheel drive is used, as on the "Missile" a sports car of 850 c.c. employing many R4 components. All these cars have glass-fibre bodies of superb quality.

Also of Renault parentage are the Alpine sports cars. Among these, the "Coupé 2+2" is a four-seater of remarkably light weight that will achieve 95 m.p.h., and it has looks to go with its performance. Also very beautiful, the Simca 1000 Coupé is now in production, while the saloon is becoming extremely popular. Styled on the contemporary square lines, this attractive little car, with its all-synchromesh gearbox, succeeds in spite of a remarkably tail-heavy weight distribution.

The Peugeot goes from strength to strength, a new station wagon and a couple of Farina coupés having been added to the 404 range. The fuel-injection version, which we tried last year, is now in full production. It has a separate ramming pipe for each cylinder. Talking of high-efficiency cars, the Facellia now has a worthwhile price reduction, bringing it into the same range as the smallest Alfa Romeo.

For those who are interested in comfortable high-performance cars, the exhibit of Bossaert must appeal. This is a short two-door coupé version of the Citroën DS, and regular readers may remember that I made a short test of the prototype. The production car is a good looker and will easily exceed 100 m.p.h.

From the foregoing notes it will be realized that the motor industry of France



A TUNED five-bearing Renault engine is used to power the René Bonnet "Djet", which has the engine mounted amidships behind the seats—hence the "hump" seen through the back window.

is really producing the goods, both in the quantity-production and high-performance fields. Of Franco-Italian origin, the Abarth Simca 1300 is shown beside the Fiat Abarth 1000, two very expensive twin-camshaft cars. Of more general interest is the little 850 with Fiat saloon body and pushrod-operated valves. This is the actual Tour de France car of Bianchi and Ickx, and its success has persuaded Abarth to have the 1,000 c.c. version homologated. He proposes to attack the Cooper Minis and Sprites in the biggest possible way. War has been declared!

All three Ferraris are bodied by Farina, the fierce four-litre Superamerica being seen again. Maserati shows a new Frua coupé on the five-litre fuel-injection car, a machine of attractive and exciting appearance, upholstered throughout in suede. Quite remarkably attractive is the Lancia Flavia coupé by Farina, which has central gear change instead of the usual lever on the column. Still delicious, though not new, is the Zagato version of the Flaminia Sport, but the same coachbuilder has made a mess of the Flavia, apparently by trying too hard to be original. After that, one rested one's eyes on the open two-seater by Touring on the Flaminia, a car of classical good



THE RENÉ BONNET "Le Mans", *an occasional four-seater open car of attractive lines. Front wheel drive is employed.*



PANHARD'S new sports coupé. The doors of this attractive car, the CD, open by pressing buttons.

looks. Among speed models, the Fiat 2300S makes many mouths water.

The vast Ford empire is showing examples of cars from its various factories, and one can compare the new Cortina and Taunus 12M in this elaborate display. A Ford-engined Brabham Formula Junior car is a surprising but welcome exhibit.

Also powered by Ford is the A.C. Cobra sponsored by Carroll Shelby. This light two-seater with 260 b.h.p. under its bonnet must be a real ball of fire. With 345 b.h.p. by courtesy of Chrysler, the Ghia coupé has even more power, but this is a big, heavy car. Large American machines abound, the Plymouth Fury looking low and potent and the Chrysler 300 too luxurious for words, while the Cadillac makes up in size for its unimaginative styling.

American attempts to enter the sports car world include the Chevrolet Corvair Monza Spyder, a neat little open rear-



THE BOSSAERT GT 19 is a short two-door coupé version of the DS 19 capable of over 100 m.p.h.

new three-litre Rover coupé makes its bow at the Salon, and the turbine car is shown.

British sports cars are always admired on the continent, for the remarkable value for money which they represent. In the past, they have been criticized for their crude sidescreens, but now that winding windows are becoming more popular it is likely that their appeal will be even greater.

The Morris 1100 is of course a centre of interest though it costs more in France than some people expected. The chassis design is universally admired but the lack of a synchronized bottom gear has been openly criticized in the press. Almost every Frenchman would buy a Jaguar if he could afford the cost plus the insurance premium, for the price of insurance in Paris is terrifying.

The Paris Salon of 1962 is a stimulating show with many interesting new models on view. Let us hope that Earls Court will be as worthy of a visit.

THE NEW CHEVROLET CORVETTE, a fierce looking car from America. Perhaps these cars will be seen in competition next year.



FORD & LOTUS GET TOGETHER

TO POWER THE TERRIFIC NEW 'ELAN' 1500

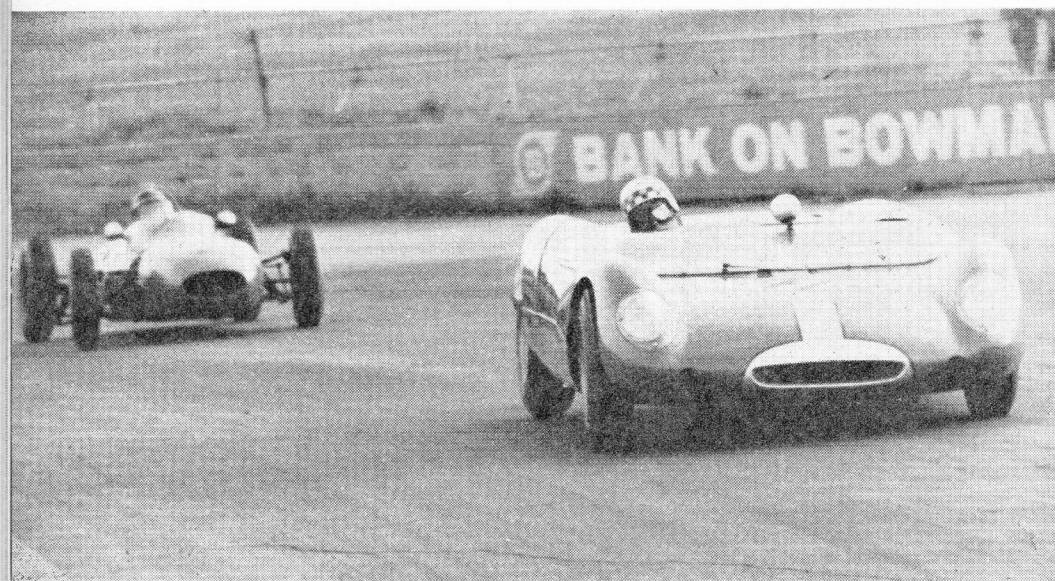


The long, race-winning association between Ford and Lotus enters a new and exciting phase with the unveiling of the 'Elan' 1500. To the basic type 122E Ford 1500cc engine—the power unit of the new 1½ Litre Consul Classic—Lotus have added their own brilliant twin o.h.c. cylinder head. The result is a motor of remarkable efficiency, giving 100 b.h.p. at 5,700 r.p.m., with reliability assured

by a 5-main-bearing crankshaft in a bottom-end that is rigid and robust. Ford also supply the clutch unit, the all-synchromesh 4-speed gearbox, the differential assembly and several other minor assemblies and accessories. We congratulate Colin Chapman and his team of designers on an outstanding achievement with which we are proud to couple the name of Ford.

FORD SPELLS POWER





MIKE BECKWITH (Lotus 23) in the midst of his duel with David Prophet's Alexis in the Formule Libre race.

Clubman's Championship—continued

Jones in the Climax-engined Marcos and Roger Nathan in the McNally Elite. Sturgess succeeded in passing Beck on the third lap, but was having to motor very quickly to keep ahead of the XK 120. The two Jaguars had pulled out a slight lead over the Marcos and the Elite, who, in turn, were comfortably ahead of their opposition. At half distance it was obvious that Beck was having trouble and Gordon Jones was closing fast on the ailing Jaguar. He passed it on lap seven, and then closed up on the leader.

With only two laps to go it was obvious that Sturgess had the race in the bag for although the Marcos was going quickly it had little chance of overhauling the E, which was nearly 10 secs. ahead. Roger Nathan—driving my Elite nicely!—closed up on Beck, whom he passed on the penultimate lap. Beck eventually retired. Sidney



ALBERT POWELL (Jaguar) and Chris Craft battle at Copse.



RICHARD ATTWOOD, who won the Formula Junior and Formule Libre races, gives Chris Summers a lift back after the latter event.

Taylor was fourth man home behind Nathan and Ken Laverton was fifth. This gave Sturgess overall first and the big class win, whilst Jones won the up to 2,000 c.c. division from Nathan. Bernard Unett (Alpine) provided a certain amount of spectacle with some hair raising spins, one of which occurred on the exit of Woodcote and finished just before the Motor bridge!

The 750 and 1172 race was as close as ever. Of the 750s Bryan Small was the first home 16 secs. ahead of Derrick White's Impala 750 with Jack Jones's Emgreen in third place. However, most excitement was caused by the 1172 class. Though the eventual winner proved to be Arthur Mallock in the U2, from the Rejos of Ron Inglis and Rod Easterling, George Whitehead's W.R.A. had set fastest lap and, but for its retirement, might well have won. His time was 1 min. 53.4 secs., which must be very close to an 1172 record for the G.P. circuit, although this is not an official one.

Saloon cars were the next on the grid and, despite the Six Hour race at Brands on the same day, there was an extremely large entry. Albert Powell (3.4 Jaguar) and Chris Craft (1½-litre Anglia) took an immediate lead from Peter Woodroffe and J. C. Morgan in two more Jaguars. However, after three laps, Powell was just in front with Craft closing up at various parts

of the circuit. Mike Young and Alan Peer, both in Anglias (the latter in a bored-out edition), had passed the Jaguars of Morgan and Woodroffe but were unable to close up on the two leaders. The order remained virtually unchanged until the seventh lap when Albert Powell, who had been driving really magnificently, especially through the really fast corners, had spun at Club when the car had slipped out of third gear and Craft (needless to say only feet behind) had stripped his transmission in his efforts to avoid the spinning Jaguar. This unlucky turn of events eliminated both cars and left Alan Peer leading from Mike Young.

On the penultimate lap Mike Young slipped by Peer when the latter went wide at Woodcote, taking the lead which he held to finish 1.2 secs. ahead. Third and fourth men home proved to be Woodroffe and Morgan, the former having pulled out a 20 secs. lead over his opponent. Mike Marston and Dimitrios Hadoulis had a race-long dice, although quite far back in the field, the verdict eventually going to the last named. Barry Hall won the up to 850 c.c. class from Sheridan Thynne and N. J. Parker, all driving Minis. This event was not without incident, Peter Lancaster

Brown inverting his SAAB and Mrs. José Gammon doing likewise to her Anglia for the second week in succession!

Another G.T. event was next, this being won comfortably by the Lotus Elites of Derek Alderson and Derek Bennett, both entered by Ecurie R.C.S. These two had led from the start and although the Earl of Denbigh had never let them out of his sight, despite the power of his E-type he was unable to catch them. Behind the E-type came Ray Meredith (Morgan Plus 4), Alistair Welch (Lotus 7), and Stephen Minoprio in the Marcos. With three laps completed Alderson still led from Bennett with Denbigh in third place now being pursued by Minoprio, who had passed the Morgan and the Lotus 7. As Steve had suffered a slipping clutch in practice, it was an extremely good effort to have removed the engine and replaced the component in time for the race. The order remained more or less unchanged except that in the closing stages Minoprio spun, dropping right back. Alderson and Bennett took the flag within a couple of seconds of each other but the Earl of Denbigh was over 30 secs. behind, while fourth and fifth places were occupied by Welch and Meredith, with Dick Fores in sixth place, having come up through the field from a very bad start in his Elite. John Gott, driving his immaculate Austin-

Healey 3000, came across a spinning Lotus which he was unable to avoid, causing considerable damage to his Healey as well as the Lotus 11, the driver of which is reported unhurt.

The organizers obviously saved up the best until the end and the last race of the day for *Formule Libre* cars was extremely good. Chris Summers, wheels-spinning almost till he reached Copse, had led after a fantastic start. With only one lap completed the Cooper-Chevrolet had already pulled out a good lead over the rest of the field which was headed by John Taylor (Cooper), Richard Attwood (Cooper) and Brian Hart in a Lotus Junior fitted with a twin-cam Lotus head Ford engine. Summers continued to extend his lead in a brilliant drive but after four laps his transmission packed up, leaving the lead to Richard Attwood's Cooper. Brian Hart still held second place but was being hard pressed by Bob Olthoff's Brabham, whilst farther back the incredible Beckwith, still driving his 23, was really mixing it with the Juniors, holding fourth place overall in this *Formule Libre* event and heading David Prophet's Alexis with which he was having a fair old tear-up. With Summers out of the race, a lot of the excitement had gone and on the seventh lap when Hart retired the fight seemed almost out of the race. Richard Attwood was now firmly in the lead and second man Bob Olthoff was unable to make any serious impression. David Prophet finished a mere 0.2 of a second behind Olthoff with Beckwith 1.2 secs. behind him in an exciting finish. Richard Attwood's fastest lap was given at 100.58 m.p.h., while Summers lapped at



COLIN HEXTALL takes his Tornado Talisman inside John Young's Ford Anglia at Copse. They later reversed positions to finish fifth and sixth.



KEITH TAFFS, driving the ex-Jack Sears Austin A105 in appropriate manner.

107.30 m.p.h.! Beckwith set up his new lap record in this event as he had more competition than in the sports car event!

If any criticism is to be made of this well-run meeting it would be on the grid positions, which were on "selection", not practice times as these were not taken. Unfortunately the selection proved too often that the fast cars were in the middle, not at the front.

RESULTS

Historic and Vintage Cars Handicap (seven laps): 1, J. A. Williamson (Bentley 3-litre), 13 m. 41.0 s.; 2, I. Sinclair Kerr (Alvis); 3, A. E. Riseley (Aston Martin); 4, C. Lyne (Amilcar); 5, D. Ewell Smith (Aston Martin); 6, G. H. G. Burton (Bentley). Fastest lap: S. I. Day (E.R.A. B-type), 1 m. 54.6 s., 92.11 m.p.h.

Sports-Racing Cars (10 laps): 1, M. G. Beckwith (Lotus-Ford 23), 17 m. 59.4 s., 97.62 m.p.h.; 2, R. J. Bloor (Lotus Ford 23); 3, G. E. Oliver (D.R.W.-Terrier-Ford); 4, J. Nicholson (Lola-Climax); 5, M. Pendleton (Lister-Jaguar); 6, M. J. Beard

(Lotus-Climax 17). Fastest lap: M. G. Beckwith, 1 m. 46.6 s., 98.85 m.p.h. Up to 1,100 c.c. class: M. G. Beckwith (Lotus-Ford 23), 17 m. 59.4 s. Over 1,100 c.c. class: M. Pendleton (Lister-Jaguar), 19 m. 12.4 s.

Formula Junior (10 laps): 1, R. J. D. Attwood (Cooper-Ford Mk. 3), 17 m. 21.8 s., 101.15 m.p.h.; 2, J. E. Fenning (Lola-Ford Mk. 5); 3, W. M. C. Bradley (Cooper-Ford Mk. 3); 4, D. M. D. Prophet (Alexis-Ford Mk. 3); 5, J. R. Olthoff (Brabham-B.M.C.); 6, E. L. Hine (Lola-Ford Mk. 5). Fastest lap: R. J. D. Attwood, 1 m. 42.6 s., 102.70 m.p.h.

Grand Touring and Production Sports Cars (1) (10 laps): 1, R. P. G. Sturgess (Jaguar E), 19 m. 50.6 s., 88.51 m.p.h.; 2, G. M. Jones (Marcos-Climax); 3, R. D. Nathan (Lotus Elite); 4, S. J. Taylor (Lotus Elite); 5, K. D. Laverton (Turner-Climax); 6, T. G. Smallman (Lotus-Ford 7). Fastest lap: R. P. G. Sturgess, 1 m. 55.4 s., 91.31 m.p.h. Up to 1,000 c.c. class: T. G. Smallman (Lotus-Ford 7), 20 m. 49.8 s. 1,001-2,000 c.c. class: G. M. Jones (Marcos-Climax), 19 m. 57.0 s. Over 2,000 c.c. class: R. P. G. Sturgess (Jaguar E), 19 m. 50.6 s.

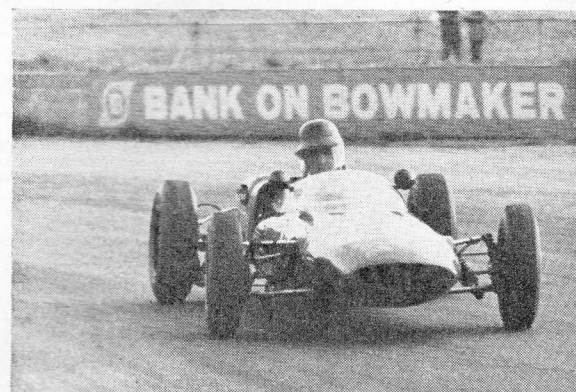
1172 and 750 Formulae Cars (five laps): 1172 Class: 1, A. M. R. Mallock (U2), 10 m., 87.81 m.p.h.; 2, R. Inglis (Rejo Mk. 2); 3, R. E. Easterling (Rejo Mk. 3); 4, J. Corfield (Terrier Mk. 2). Fastest lap:

G. Whitehead (W.R.A.), 1 m. 53.4 s., 92.92 m.p.h. 750 class: 1, B. A. M. Small (Special), 11 m. 44.4 s., 73.75 m.p.h.; 2, D. A. White (Impala); 3, J. H. Jones (Emgreen); 4, E. G. Vallender (Special). Fastest lap: B. A. M. Small, 2 m. 19.2 s., 75.70 m.p.h.

Saloon Cars (10 laps): 1, M. A. Young (Ford Anglia), 20 m. 15.8 s., 86.67 m.p.h.; 2, A. Peer (Ford Anglia); 3, P. J. Woodroffe (Jaguar 3.8); 4, J. C. Morgan (Jaguar 3.8); 5, J. M. Young (Ford Anglia); 6, C. D. Hextall (Tornado Talisman). Fastest lap: C. Craft, 1 m. 59.2 s., 88.40 m.p.h. Up to 850 c.c. class: B. W. F. Hall (Austin Mini), 20 m. 53.8 s. 851-3,000 c.c. class: M. A. Young (Ford Anglia), 20 m. 15.8 s. Over 3,000 c.c. class: P. J. Woodroffe (Jaguar 3.8), 20 m. 25.6 s.

Grand Touring and Production Sports Cars (2) (10 laps): 1, D. C. Alderson (Lotus Elite), 19 m. 36.0 s., 89.60 m.p.h.; 2, A. D. Bennett (Lotus Elite), 3, Earl of Denbigh (Jaguar E); 4, A. J. Welch (Lotus-Ford 7); 5, R. E. Meredith (Morgan Plus 4); 6, R. A. Fores (Lotus Elite). Fastest lap: D. C. Alderson, 1 m. 55.6 s., 91.16 m.p.h. Up to 1,000 c.c. class: A. J. Welch (Lotus-Ford 7), 20 m. 13.6 s. 1,001-2,000 c.c. class: D. C. Alderson (Lotus Elite), 19 m. 36.0 s.

Formule Libre (10 laps): 1, R. J. D. Attwood (Cooper-Ford Mk. 3), 17 m. 27.2 s., 100.58 m.p.h.; 2, J. R. Olthoff (Brabham-B.M.C.); 3, D. M. D. Prophet (Alexis-Ford Mk. 3); 4, M. G. Beckwith (Lotus-Ford 23); 5, G. H. Breakell (Lotus-Ford 20); 6, D. P. Baker (Cooper-B.M.C. Mk. 2). Fastest lap: C. G. Summers (Cooper-Chevrolet), 1 m. 38.2 s., 107.30 m.p.h.



THE "COSWORTH-LOTUS": Brian Hart at Club in the Lotus 20 fitted with an experimental twin-cam Lotus engine.

Club News

By MICHAEL DURNIN

INSURANCE companies (or some of them) having decided that rally special stages are to be without their normal insurance cover it is interesting to note that the Forces M.C. have arranged third-party insurance cover for the stages of their Cotswold-Continental rally, which is to be run over 300 miles on 3rd-4th November. The event, which will start from Hereford, Chepstow (Mon), Swindon and Witney (Oxon), is open to B.T.R.D.A., B.A.R.C., London M.C., Hants and Berks M.C., S.W.A.C., West Essex C.C., Southsea M.C., Herefordshire M.C., Steel Co. of Wales M.C., A.W.R.E.M.C., Forces motoring organizations and previous entrants. Regs. are available from J. E. T. Raper, 1 Pond Head Lane, Earley, Reading, Berks, who must have all entries by 29th October. . . . It should be sufficient recommendation to state that the Mini-Miglia is the premier event of the Knowlledge C.C. This thrash will take place on 20th-21st October over about 200 miles and is open to Fylde M.S.G., Bolton-le-Moors C.C., B.T.R.D.A., Lancs A.C., Cavendish C.C., London M.C., N. Staffs C.C. and Y.S.C.C. Regs. from Mike Sutcliffe, Birchlee Mills, Royton, Lancs, who should have entries this weekend. . . . A cavalcade of veteran, vintage and modern cars will make an afternoon and evening run along Blackpool Promenade on 19th October as part of the Lancashire A.C.'s diamond jubilee celebrations. The club is said to be the second oldest motoring organization in the world. . . .

WINE AND DINE DEPT.

THE Aintree Circuit Club held their annual Trophy Presentation Supper in the luncheon suite of the County Stand at Aintree Circuit on 2nd October. Speakers included Mrs. M. D. Topham, President, Dr. Argument, Chairman of the Club, W. J. K. Palfrey, Deputy Chief Constable of Lancashire, and J. S. Reece. A large selection of glitterware was presented, the main recipients being: saloons, Phil Middlehurst and Sports, Tony Lanfranchi.

F.N.P.

COMING ATTRACTIONS

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. Starts 1 p.m.
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 Bourne-mouth 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. 109/58969) 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, Starts Mote Cricket Pavilion, Maidstone, Kent (M.R. 172/769553) at 10.30 a.m.
Windsor C.C. Thames Valley Rally.
Pre-1940 Triumph Owners' Club Driving Tests, Standard-Triumph, Ltd., Fletchamstead Highway, Coventry. Starts 2.30 p.m.

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

DRIVING TESTS

THE annual restricted driving test meeting, qualifying for the Flather Star, organized by the N.E. Centre of the M.G. Car Club was held at Marston Moor Airfield on 30th September. Heavy rain persisted through the morning but stopped by noon, and the course had dried out by the time competition commenced. The tests were well spread out on excellent tarmac surfaces. Competitors did four tests laid out in a circuit and then repeated these. The tests were then altered, and these were again repeated to give 16 tests in all. Of the eight tests two involved an any order manoeuvre into three garages, two negotiating a wiggle-wobble and again into garages, a Monte-Morecambe lay out and a variant, and two circling a centre pylon and through channels or into garages. An entry of 26, of which all started, went through in two and a half hours, and results were announced shortly after the last card was handed in. The best aggregate was put up by A. C. Whatmough in a Sprite, thereby leaving it open for Mrs. J. N. Whatmough to win the class driving the same car. The third member of the M.G.C.C. N.W. Centre team, D. Smith, won the Mini Class and, understandably, the team won the Team Award.

Results

Outright Winner: A. C. Whatmough (A.H. Sprite).
Class Awards: Mrs. J. N. Whatmough (A.H. Sprite); L. Banks (A.H. Sprite); J. M. Wheatley (M.G.A.); D. Smith (A.-Cooper); W. T. Meredith (A.-Mini); G. Wheatley (Rapier); K. W. Tuskind (Volvo P 1800).

STONE TROUGH TRIAL

AFTER checking the provisional results, the Yorkshire Sports Car Club found that the marks gained during the afternoon by Eric Jackson in the Stone Trough Trial added up to 152 instead of the 150 originally stated. This having been such a close contest, the extra two points made Jackson the winner, one point ahead of David Render. The final results are as follows:

Results

Stone Trough Trophy: E. Jackson, 224 points.
Thomas Ramsden Trophy: D. D. Render, 223 points.
First Class Awards: E. Harrison, 222 points; L. Hurt, 214 points; W. G. Warr, 209 points. B.T.R.D.A. Spoon: E. Jackson. Novice Award: L. C. Tucker, 116 points.

VICKERS ARMSTRONG C.C. (HURN)

SLALOM

ON Sunday last, the Vickers Armstrong Car Club (Hurn) held its first "Autumn Slalom" on an interesting stretch of W.D. road, near Lulworth Camp, in Dorset.

Some 800 yards in length, the course had to be covered in both directions. Half-way up (or down!) a tight chicane made things interesting for the onlookers, while both ends of the course contained "garages" and markers for the unwary to lose points in. On one fast downhill section, speeds of over 80 were common, and Harry Rose was getting 90 on his very "un-Slalom" 4½-Bentley before a piston melted.

On the chicane, K. Ross and G. Lee lost their Sprite and TR4 respectively, in a big way. Ross went exploring the heathland



HARRY ROSE'S 4½-litre Bentley at the chicane.

for some distance before a well-placed rhododendron bush stopped the car in the act of overturning. Mr. Lee, after overcooking the exit from the chicane, continued some 60 yards or so, down a gorse-filled ditch, his progress marked by clouds of uprooted undergrowth!

Best time of the day was put up by Brian Drake's well-trialed "Moonraker", in a total of 3 mins. 10 secs. for four runs. Most people at the chicane thought he wouldn't make it, an opinion which was shared by the driver on one rather breathless moment!

Some pretty hairy times were put up by the Minis, notably by John Otton's Cooper, which was reaching over 80 in places. John Nicholls and Brian Keeping shared a win in class A, while several very fast trips on the part of other folk were spoiled by a ten second penalty for "doing it wrong" in the tests at either end.

TONY HOLLISTER.

Results

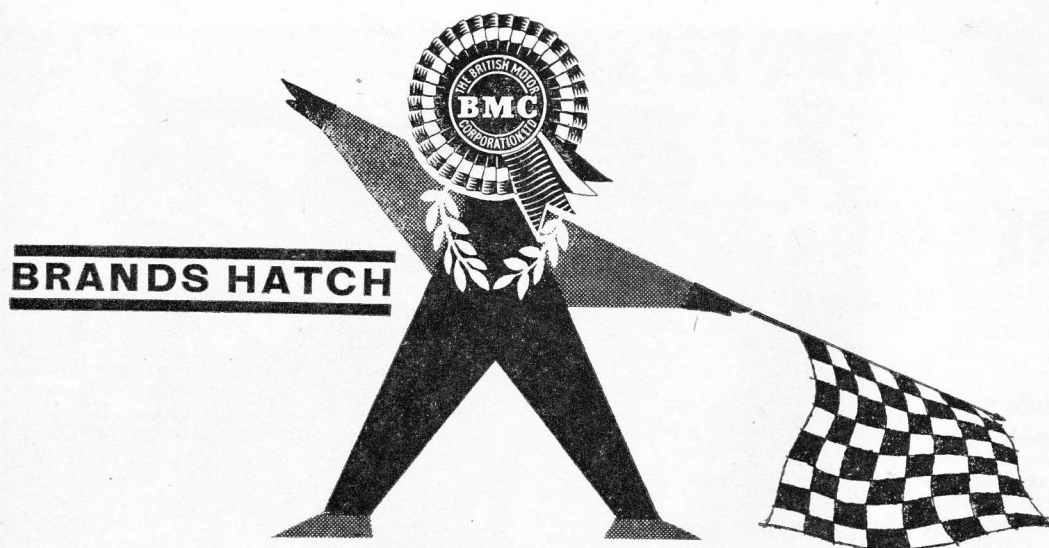
Class Winners: J. W. Nicholls (Mini) and B. Keeping (Mini), 3 m. 19.5 s. (tie); J. Otton (Mini-Cooper), 3 m. 24 s.; G. Raggett (Sprite), 3 m. 20.6 s.; P. Havill (M.G.), 3 m. 31 s.; B. Drake (Moonraker), 3 m. 10 s. Ladies Award: Miss A. Rose (M.G.), 3 m. 36.1 s. B.T.D.: B. Drake, 3 m. 10 s.

SUNBAC VESEY PRODUCTION CAR TRIAL

THE results of the Vesey Cup Production Car Trial, organised on 7th October by the Sutton Coldfield and North Birmingham Automobile Club are appended below. M. Hinde (Volkswagen) won the Vesey Cup.

Results

Class Winners: F. T. Lewis (Austin Mini), 93 points lost; M. F. B. Hazelwood (Austin-Healey Sprite), 33; J. P. Taylor (1172 Ford), 27; M. Hinde (Volkswagen), 2. Vesey Cup: M. Hinde (Volkswagen), 2. Novices Award: R. H. Taft (Austin Mini), 109. Ladies Award: Miss P. Stonehouse (Morris Mini), 112.



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IN 'INDEX OF PRICE' AWARD AND 3rd OVERALL

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The same cars also took 1st, 2nd and 3rd places in the 851 c.c.-1000 c.c. class

1 AUSTIN MINI COOPER John Richard-Aley
(and 3rd overall) & Denis Hulme

2 MORRIS MINI COOPER Christabel Carlisle
& Peter Galliford

3 MORRIS MINI COOPER Sir John Whitmore
& Bill Blydenstein

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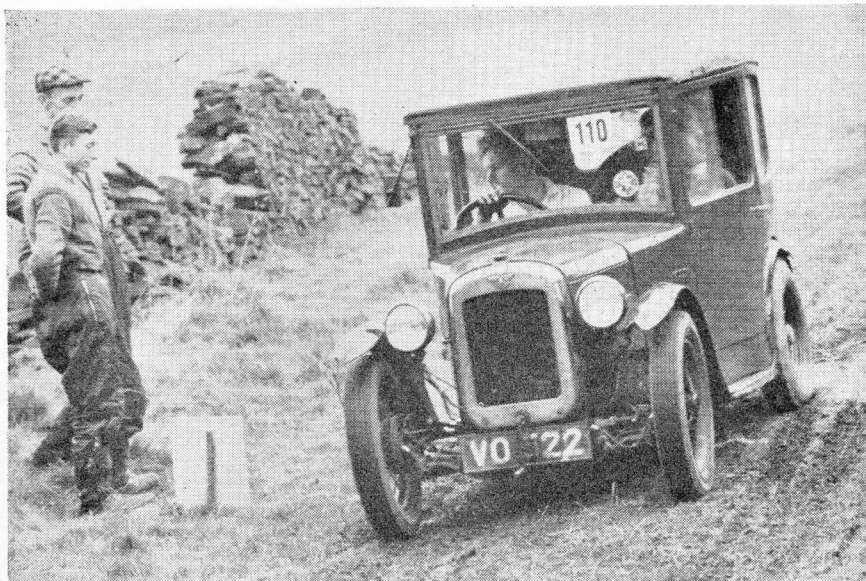
THE BRITISH MOTOR CORPORATION LIMITED
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THE EIGHTH DERBYSHIRE TRIAL

**Motor-Cycling Club
Run Excellent Event**

THE M.C.C. ran another first class Derbyshire Trial on Saturday, 6th October. Besides 79 motor-cycles and three-wheelers, there was an entry of 74 cars. The Derbyshire is the most sporting of the club's three classics, and so does not appear to attract so many of the family type entries as does the "Land's End" or the "Exeter".

The first car left Ryton-on-Dunsmore at 4.01 a.m.(!) and followed a straightforward route to Buxton, where breakfast was taken at the trial headquarters at the Spa Hotel. After breakfast the route went first to two hills called Putwell I and Putwell II. The first was only an appetizer, while the second was a long climb on a mainly grass covered track. Like the majority of the hills encountered on this trial, a few days' wet



JIM YARDLEY, one of the members of the Seven-Fifty Motor Club team, gets off the line on the Old Longhill stop and restart test.

weather immediately before the event would have changed the whole complexion of the trial. From Putwell, the trial journeyed on to Litton Slack, a long steep climb again on grass with a wicked right and left turn at the top, the last part of which was through a narrow gate with large stone posts on either side. At least one car came into this too fast and smote the gate post!

Most unfortunately the Vanguard of L. C. Symons broke its gearbox here. Very bad luck, as this early Vanguard is usually very successful in M.C.C. events. This hill got easier as the event went on as it dried out.

Highcliffe came next, with a stop and restart which caught out some, as there was a very nasty rock ridge right on the line. Then to Bamford Clough, a beauty of a hill. From the start it climbed round a left hander, and then straight up, getting steeper and rougher all the way—the surface was like railway ballast at the top! The specials had a restart halfway up. There was a delay here as the motor-bikes were having great difficulty on this hill. One of the BSA three-wheelers was seen here going very well indeed, though with f.w.d. it was at a great disadvantage. Another f.w.d. car, the SAAB of Bud Smith, failed near the top; this was the car's only failure on the trial. A very fine long-winding hill rejoicing in the name of Hagg Side came next: grass

surface, innumerable hairpin bends, and quite steep on the bends. This would have been a stopper in the wet. Tunstead, which came next, was wet, though not steep enough to really cause trouble. Taxal, a short sharp climb, didn't catch many, except the writer, who had a plug lead fall off!

Old Longhill was the venue of the tie deciding tests, and were stop and restarts, one of which had a down hill braking test on wet grass!

Jenkins Chapel rounded off the event and was the roughest of them all, with cross gullies, but the stony surface provided plenty of grip. And so back to the finish.

In the evening at the Club supper, various people discussed the trial. Mention was made of K. B. Shaw's efforts with his Dellow, which had broken its handbrake early on, so all restarts were made on the footbrake and hand throttle, and Jim Yardley's climb of Litton Slack with the Austin 7, the passenger literally bouncing the car to the summit. Then there were the ferocious climbs on a lot of the hills by the Morgan team, scattering mud and stones in all directions behind them. F. Denison with the Karmann-Ghia Volkswagen had the misfortune to burn out his clutch on Bamford Clough, and so on.

Another superb M.C.C. trial, run with their usual precision, excellent route marking and friendly atmosphere.

MICHAEL WARE



R. N. CULLEN getting to grips with Litton Slack in his Anglia.

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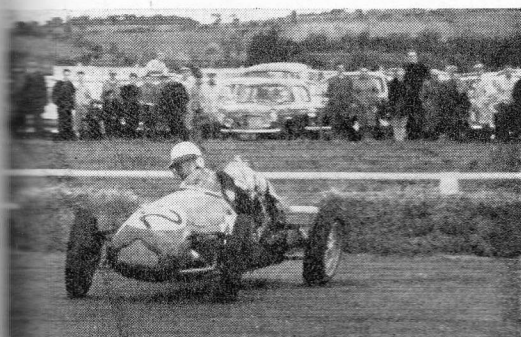
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DURING an exciting day's racing at Kirkistown, in which there were no fewer than 14 different events, the young Belfast driver, Gerry Kinnane, in his Lotus Junior won the Baird Memorial Trophy.

Racing started with the first of four heats of the handicap event and the first two cars across the line were disqualified as they had exceeded their best practice lap by five per cent. (this is only allowed on the last lap)—John duMoulin in his very rapid Ford Anglia, which put in an amazing lap at 81.2 secs., and D. A. Batley in his Austin-Healey Sprite. The next 13 cars all passed the chequered flag within 12 seconds. The winner of this heat was scratch man John Pringle in his 2,495 c.c. Cooper, followed by Billy Reid's Triumph TR3 and John Pollock, who was scoring the first of many successes during the day with his Mk. 4 Gemini entered by the McKinney-Pollock Racing Partnership.



SPINNING his Cooper-Vincent at the hairpin is D. Fusco, during a heat of the Baird Memorial Handicap.

There were no disqualifications in the second heat which was won by Victor Kerr in his Porsche, followed by Tommy Megrath in the T.D.M. Special and Jack Slater in a Lotus 22. There seemed to be something wrong in the third heat when it was announced that Chris Gibson had won the event with a very slow Austin-Healey Sprite at an average of 48.02 m.p.h., but again he was disqualified and the honours went to Ross Raymond's 1,172 c.c. Crossle-Ford, followed by A. F. S. Watkins (Phoenix Special) and D. G. Kingham (Cliden Special).

The fourth and final heat went to W. Kinnear's 500 c.c. J.P. at an average of 69.84 m.p.h., followed by Jackie Davidson (Crossle) and Stanley Porter (Lotus Super Seven).

The first five cars from each heat quali-

KIRKISTOWN RACING

Baird Memorial Trophy Meeting

BY BRIAN WADDELL

fied for the final of the Baird Trophy which was held later in the meeting over 10 laps of the circuit. Mishaps in between, however, forced three cars to withdraw and 17 competitors faced the starting flag.

As the result of the gaps left by these non-starters, an unfortunate mistake was made in the starting order and, for the first time that I can remember in the history of racing at Kirkistown, the Clerk of the Course, Jack Dunlop, was forced to stop the race and order a restart. Competitors were given time to refuel before the race got under way again. Fighting his way up through the field, scratch man Pringle put in a lap at 65 secs., only .8 of a second outside his record for the circuit, but his effort was not good enough to catch Kinnane who won at an average of 78.05 m.p.h. Pollock's Gemini was second, and third place went to Megrath (T.D.M. Special). Although he won his heat, Victor Kerr, who was first across the line, was yet another to fall foul of the five per cent. rule.

Because it was the final meeting of the season interest was added to the several scratch events of the day where placings in the overall points championships of the season were at stake.

Although he had his class "tied up" before the start, Ronnie Desano proved that he was a worthy winner of the sports car class "A" section by again winning the event in his 997 c.c. Austin-Healey. Before the start only five points separated Charles Eyre-Maunsell (Sunbeam Alpine) and Billy Reid (Triumph TR3) in Class "B". From the flag Reid shot immediately into the lead followed by Eyre-Maunsell, and for several laps it seemed that the Sunbeam driver had only to finish in second place to carry off the trophy. But then, dramatically, Reid came round by himself on the eighth lap and, again, on the ninth lap Eyre-Maunsell was nowhere to be seen. As Reid took the flag, however, the Sunbeam streaked across the line, two laps behind yet in fifth place, just gaining enough points to carry off the championship by a single mark.

Class "C" of the sports car scratch events gave a well-earned victory to Bertie McElhinney's Lotus Seven with either the

car or the driver getting faster every race meeting.

The sports car class for the "big 'uns" was led from start to finish by Slater in his Lotus 23, followed by Duncan in his D-type Jaguar, who recovered after an early spin.

The 1,172 c.c. Ford scratch event saw Jackie Davidson pushing his Crossle across the finishing line, having completed seven of the 10 laps, to gain an extra point and make certain of the points championship, after the race had been won by Ross Raymond in another Crossle.

Malcolm Templeton's domination of Formula Junior events at Kirkistown was broken when Pollock pushed his Gemini out in front and led from start to finish in this scratch event. Unfortunately Maurice Acheson, who was also expected to give a good account of himself, broke a crown wheel and pinion on the starting line and only covered a dozen yards of the circuit. Templeton brought his Lotus into second place, while third position went to Mervyn McKinney (Cooper).

The remainder of the programme was made up of a closed car handicap, won by Bill Beattie in a 1,295 c.c. Okrasa Volkswagen, a *Formule Libre* scratch event where John Pringle again took the honours, with Templeton reversing the tables on Pollock and finishing ahead of the Gemini, and the annual handicap race for ladies, won this year by Betty Turkington in a 997 c.c. Morris-Cooper at 56.82 m.p.h.

Results

Baird Memorial Trophy, Heat 1: 1, J. R. Pringle (2,495 c.c. Cooper), 81.86 m.p.h.; 2, W. J. Reid (2,136 c.c. Triumph); 3, J. H. N. Pollock (1,098 c.c. Gemini). **Heat 2:** 1, E. V. Kerr (1,582 c.c. Porsche), 60.00 m.p.h.; 2, T. D. Megrath (2,440 c.c. T.D.M. Special); 3, J. S. Slater (1,098 c.c. Lotus). **Heat 3:** 1, R. Raymond (1,172 c.c. Crossle), 67.74 m.p.h.; 2, A. F. S. Watkins (1,588 c.c. Phoenix Special); 3, D. G. Kingham (1,098 c.c. Cliden-Sports). **Heat 4:** 1, W. Kinnear (500 c.c. J.P.), 69.84 m.p.h.; 2, J. Davidson (1,172 c.c. Crossle); 3, C. S. Porter (1,340 c.c. Lotus). **Final:** 1, G. Kinnane (1,098 c.c. Lotus), 78.05 m.p.h.; 2, J. H. N. Pollock; 3, T. D. Megrath. **Sports Car Scratch, Class "A":** 1, R. Desano (997 c.c. Austin-Healey), 66.85 m.p.h.; 2, D. A. Huey (948 c.c. Austin-Healey); 3, R. F. Heeley (948 c.c. M.G.). **Class "B":** 1, W. J. Reid (2,136 c.c. Triumph), 67.72 m.p.h.; 2, H. Johnston (2,136 c.c. Triumph); 3, W. J. O'Hara (2,138 c.c. Triumph). **Class "C":** 1, R. McElhinney (1,340 c.c. Lotus), 73.74 m.p.h.; 2, B. Nelson (1,098 c.c. Turner); 3, J. Killen (1,340 c.c. Lotus). **Class "D":** 1, J. S. Slater (1,098 c.c. Lotus), 74.76 m.p.h.; 2, R. J. Duncan (3,442 c.c. Jaguar); 3, S. McCormick (1,216 c.c. Lotus Elite). **1,172 c.c. Ford Scratch:** 1, R. Raymond (Crossle), 66.77 m.p.h.; 2, G. W. Drew (Crossle); 3, W. J. D. Eassie (E.S.R.). **Formula Junior:** 1, J. H. N. Pollock (1,098 c.c. Gemini), 78.74 m.p.h.; 2, M. Templeton (1,098 c.c. Lotus); 3, M. McKinney (1,098 c.c. Cooper). **Closed Car Handicap:** 1, W. Beattie (1,295 c.c. Okrasa Volkswagen), 59.74 m.p.h.; 2, A. J. L. Boyd (997 c.c. Austin-Cooper); 3, R. Barrett (848 c.c. Austin). **Formule Libre:** 1, J. R. Pringle (2,495 c.c. Cooper), 81.16 m.p.h.; 2, M. Templeton (1,098 c.c. Lotus); 3, J. H. N. Pollock (1,098 c.c. Gemini). **Handicap for Lady Members:** 1, Mrs. B. Turkington (997 c.c. Morris-Cooper), 56.82 m.p.h.; 2, Mrs. R. Davidson (1,172 c.c. Crossle); 3, Miss W. Leitch (2,138 c.c. Triumph).

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EAST ANGLIAN M.C.

CLACTON RALLY

IN their announcement of the 13th Clacton Rally, which appeared in AUTOSPORT recently, the East Anglian Motor Club threatened the organizers with the firing squad should the event be cleaned. I hope they were joking, for three crews, Ian Terry/Roy Davies (Anglia), Alec Lobb/Brian Lockyear (VX4/90) and John Stentiford/Tony Straker (Austin Seven) covered the 220 miles on O.S. 136, 137, 149 and 150 without penalty, and two others, Norman Morley/Geoff Langley (Rapier) and Ron Ambrose/Mike Bryant (Allardette) dropped a minute each at the same control through bad baulking.

The Clacton is an old-established rally, past winners including Ian Appleyard, Peter Harper and Mike Sutcliffe, but despite these traditions the thirteenth of the series only managed to attract 35 starters, even though it was a B.T.R.D.A. Silver Star qualifier and was run on 29th/30th September when there was little, if any, fixture clashing. Only three B.T.R.D.A. entrants materialized! Undoubtedly, the list would have been longer had the regulations appeared earlier, and the mildness of the 1961 event must also have had an effect.

With a straightforward rally, devoid of unmanned route-checks, the organizers' difficulties were mainly concerned with deciding upon the right degree of severity. East Anglia is an easy territory, and it was anticipated that about ten per cent. of a full entry would be capable of cleaning the route, but that any attempt to sort these chaps out further could only be made at the expense of the important other 90 per cent. Of the depleted entry, a higher proportion, seven crews, might have been expected to avoid penalties, but for each of these there were four other competitors who would lose marks to varying degrees.

The pressure came on gently, with a sensible run out from the start at G. S. Last, Ltd., in Colchester, and the first of the seven route cards comprised 13 widely spaced controls, looping north around Sudbury.

The next route card included over 100 directional instructions of the "S.O. at crossroads" variety. Neither distances nor the references of the 15 controls involved were given, and it was up to navigators, assisted by precise "feed back" on the part of their drivers, to locate the controls from the times quoted in the road book, based on a 30 average. It was necessary to be right "with it" for this little lot, for one tiny slip inevitably meant cutting and running to the last control, which alone was identified by reference. All very cunning.

The plot had by now reached O.S.149, near Hadleigh, and a list of five controls took the rally to supper. The negotiation of the airfield at Great Wenham might well have caused consternation had not the organizers kindly hinted at the existence of the unmapped road by quoting a reference.

Six crews took clean sheets into supper at Market Needham, where Keith Terry retired his Anglia with a defective water pump. Unexpectedly penalized were Ted Hatchett/Ron Britt with their pretty Caravelle and Charles Bent-Marshall/John Trott (Austin-Cooper).

The next section concerned itself mainly with flitting across the intersections of maps 136, 137 and 150, undisclosed controls of passage ensuring route compliance, and it was followed by another described route stint leading to the only section likely to worry timid drivers. For this one was tight, and the planners had used the potential to the full. Rough tracks, unknown whites and the level-crossing gates near Eccles Road Station, still locked from the Cat's Eyes, were all thrown in. It was at control 55, at the start of two successive "threes" on white roads that Morley/Langley and Ambrose/Bryant dropped their respective minutes. Although both crews had arrived early, slow marshalling and, in one case, blatantly bad baulking left them each with 2½ minutes for 1.5 rough miles and each failed by a mere 10 seconds.

With vouchers to the tune of £25, not to mention some magnificent silverware, at stake, the two driving tests at the finish at Clacton assumed major importance as tie-deciders. Both were worthy of the occasion, being well conceived, open and very fast, and no particular type of car was favoured. Conditions were appalling, with a gale blowing stair-rods of rain to add to the slippery surface, and Ian Terry put on a masterly display to overcome the weather as well as his opponents.

The 1962 Clacton may be summarized as a good example of organizers making the best use of their opportunities, which these days are limited by the high quality of crews generally and by the requirements of the R.A.C. regulations. Full marks to the E.A.M.C. for the apparent lack of public displeasure and for the prompt announcement and presentation of the awards.

Results

- 1, I. H. Terry/R. K. Davies (Anglia), 0/85.0 s.;
- 2, A. T. Lobb/B. Lockyear (VX4/90), 0/92.2 s.;
- 3, J. J. Stentiford/T. Straker (A7), 0/93.4 s.;
- 4, R. H. Ambrose/M. E. Bryant (Allardette), 10/91.2 s.;
- 5, N. S. Morley/G. S. Langley (Rapier), 10/95.1 s.;
- 6, E. J. Hatchett/R. Britt (Caravelle), 40 s.;
- 7, G. Allen/D. Conway (Jaguar 2.4), 140 s.;
- 8, K. Brightwell/E. Alcock (Midget), 200 s.;
- 9, A. F. Tomassi/P. Austin (Herald), 220 s.;
- 10, C. Bent-Marshall/J. E. Trott (Cooper), 320 s.

HAGLEY AND D.L.C.C.

CHATEAU IMPNEY
SPEED TRIAL

THE incessant heavy rain which fell during the early hours and morning of Sunday, 30th September, stopped just prior to the commencement of practice at Chateau Impney where the Hagley and District Light Car Club were holding their annual Speed Trial. On a course already made treacherous by oil spilt during Saturday afternoon practice, several competitors were involved in accidents that were, fortunately, not serious. As if by some miracle, when the event started at 1.30 p.m., the sun had come out and provided a warm pleasant afternoon, although the course itself never really dried out and Reg Phillips's record was not in jeopardy.

Bill Bradley, driving the Cooper Junior, entered by the Midland Racing Partnership, made a dominant first run which was unbeaten although the 1100 Cooper of Mike Hatton provided stiff opposition. On his second run Bradley demolished a large portion of fencing just after the bridge while attempting to improve on his first run time. He need not have worried, however, because Mike Hatton's second run failed to beat Bradley's first by the slender margin of 0.07 sec. In a similar fashion Malcolm Delingpole (Lotus 7) secured the Miller Cup for the best sports-racing car by beating John Handley who was driving the same car, this also by a margin of 0.07 sec. only.

In the absence of Phil Scragg's and Jack Lambert's "E"-types, Bob Rose scored yet another win, being the best sports and grand touring car, and leaving Richard Neal's Elite as class winner.

Ray Meredith (Morgan Plus 4) occupied his customary position as class leader of sports cars 1,301 to 2,600 c.c., and a particularly fine performance was made by Robin Brown in his Morgan 4/4 to take second place from Vic Hassall's Ace-Bristol.

With Bradley making best time, the Formula Junior and 500 c.c. class went to the 500 Cooper of W. D. Adams, gaining the special 500 c.c. award from Peter Hughes's similar car, again by a small margin.

Results

B.T.D.: W. Bradley (Cooper-Ford Mk. 3), 24.53 s.
Best Sports Racing: M. Delingpole (Lotus VII), 25.90 s.
Best G.T.: R. Rose (Lotus Elite), 26.38 s.
Best 500: W. D. Adams (Cooper), 25.80 s.
Ladies' Award: Mrs. B. Hassall (Ace-Bristol), 30.24 s.
Class Winners: R. D. Broad (Cooper-Mini), 28.01 s.;

H. Shepherd (Jaguar 3.8), 28.50 s.;

R. C. Neal (Lotus Elite), 29.23 s.;

R. E. Meredith (Morgan Plus 4), 26.73 s.;

M. S. Wright (Jaguar XK 120), 27.73 s.;

E. G. Willmott (Elva-Ford), 25.92 s.;

M. Hutton (Cooper-J.A.P.), 24.60 s.;

J. Handley (Lotus VII), 25.97 s.;

S. Ashcroft (Lotus Super 7), 27.00 s.

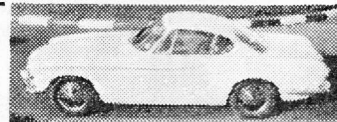
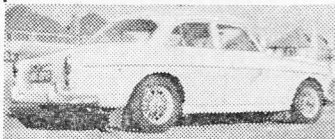
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(Continued overleaf)

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LOTUS 7, 1172 Formula winner 1960, actual car shown in the Lotus book and at Racing Car Show. Further development this season includes: Jeffrey 190 camshaft, four-speed close ratio 105E box, oil cooler, special 8½ lb. battery, wider rear tyres, 1/weight fuel tank. Absolutely immaculate condition. Spare g/box, tyres, etc. Trailer available if required. £395.—Maidstone 87297.

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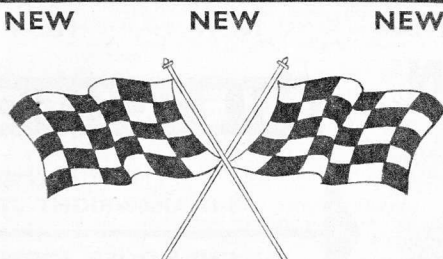
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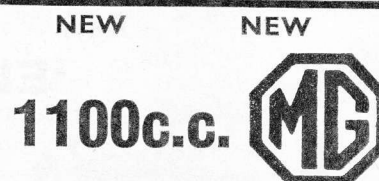
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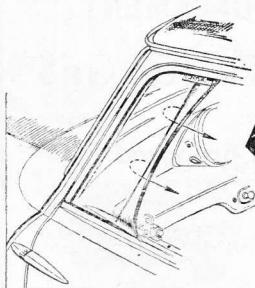
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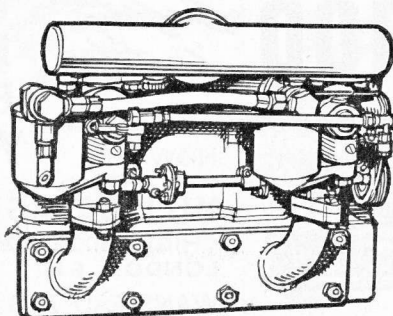
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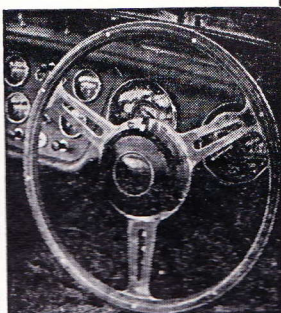
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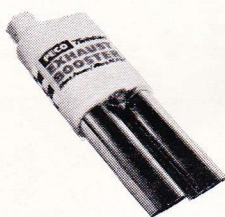
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