

LONDON TO BRIGHTON PREVIEW

AUTOSPORT

AUTOSPORT

NOVEMBER 2, 1962

2/-

EVERY FRIDAY
Vol. 25 No. 18

BRITAIN'S MOTOR SPORTING WEEKLY

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



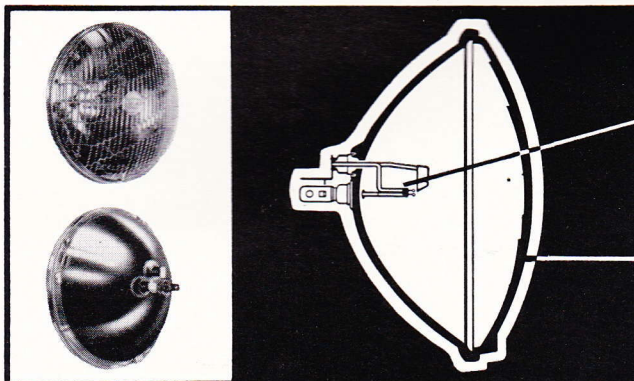
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Vol. 25 No. 18

November 2, 1962

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Published every Friday by AUTOSPORT
159 Praed Street, London, W.2

Editorial and General Office
Advertising Department

PADDington 7673
PADDington 7671-2

General Manager PETER BAYLEY
Advertisement Manager NORMAN H. BIGSBY

Annual Subscription £5 15s. 0d.
(U.S.A. and Canada \$16.00)

Direct from the Publishers or all Newsagents

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EDITORIAL

GRANDS PRIX, 1963

ALL is not well for next year's Formula One prospects. There is every indication that at least one factory will withdraw, and that a couple of other teams will be disbanded. Neither Honda nor Serenissima is certain to appear for some time, whilst the announced cessation of activities by Coventry Climax Ltd., has created problems for users of that concern's engines. Undoubtedly the coming of small-capacity, multi-cylinder power-units with their attendant transmission difficulties has increased costs to such an extent that few entrants can afford the capital outlay necessary to continue. Without substantial financial backing, the entry of independents into Grand Prix racing is a risky business altogether, and unless entrants manage to obtain "name" drivers, starting money scarcely covers expenses. Ferrari's failure to obtain results in 1962 does not mean that he will not continue next year, and it is certain that B.R.M. will carry on with a full G.P. programme. One can assuredly count on Lotus and Cooper, therefore one can anticipate four factory teams for 1963. However, this does not provide a big enough field to give spectators full value for money, and organizers will have to look around to make up numbers. The Rob Walker stable will, of course, be represented by Gary Hocking, but, at the time of writing, this is the only independent organization so far actively preparing for G.P. racing. No announcements have been made as to future plans by U.D.T.-Laystall or Bowmaker-Lola, but the general opinion seems to be that the failure to win a *grande epreuve* has tended to discourage their sponsors. It is all very confusing, although one may obtain a clearer picture when the World Championship series is resumed at Monaco. Meanwhile there is plenty of activity going on behind the scenes, and within the next week or two, there will be a positive indication as to whether or not enthusiasts can look forward to another year of successful Formula One racing.

EARLS COURT AFTERTHOUGHTS

THE fact that the total attendance at Earls Court was 104,000 down on the 1961 figures must be of some concern to the exhibitors and to the S.M.M. and T. It is felt that the practice of manufacturers in announcing new models during the period prior to the opening of the Motor Show, robs the exhibition of the novelty essential to attract visitors. Obviously the main purpose of the Show is to sell the products of the motor industry, and to judge from all reports, the volume of business done justified its being held. Yet there is strong support from many quarters that every second year would be sufficient, and there is a belief that several members of the S.M.M. and T. are prepared to vote for this proposal.

OUR COVER PICTURE

OLD-TIMERS. An 1896 Lutzmann sets off from Hyde Park for the annual London to Brighton run. Two such cars are entered for this year's annual classic event, which takes place on Sunday. A full report and pictures will appear in next week's issue, while on page 601 this week will be found an approximate time-table for those who wish to join the spectators.

Jack Brabham for...

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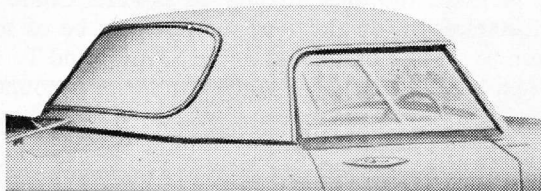


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This handsome new hardtop suitable for any of the above models gives complete all-weather protection, good headroom plus excellent visibility. It fits standard sliding screens and has a large rear window. Easily fitted or removed in five minutes, the Clubman hardtop is firmly secured by a full-width polished alloy front clip and two interior brackets. No drilling required.

Old English White gloss finish. Interior—speckled grey. Weight 19 lb.

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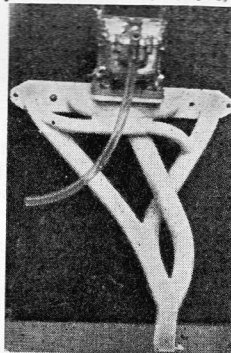
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exch. £17.10 for Minis, Coopers, Midgets, Sprite I & II. PISTONS 9-1 H/C, flat top £7.10. CAMSHAFTS high lift, overlap, exch. £6. CAMSHAFTS high lift, overlap, Stage II exch. £7.10. ROCKER COVERS polished L/Alloy £4.12.6. TUBULAR PUSH RODS L/Alloy. Set £4. VALVE SPRINGS inner. Set 8/-. VALVE SPRINGS outer, strong 15/-. L/ALLOY OIL RADIATOR kits £12.11. REAR ANTI-SWAYBAR or front for other models. £4.17.6. WOODHEAD MONROE DAMPERS. Ea. £1.17.6. BONNET LOCKS, operated int. 19/6. EXHAUST SYSTEMS, straight thro' £2.7.6. SUMP GUARDS, ventilated steel plate, £3.7.6. INTERIOR SILENT TRAVEL KITS, £6.7.6. 'MURMARIDE' sound damping kits, £3.15. TOW BAR ATTACHMENTS, £4.7.6.

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Makes gear changing a pleasure with its rapid and positive change. Mechanism is above tunnel, so therefore fitting is easy and it does not foul with mud. £7.17.6

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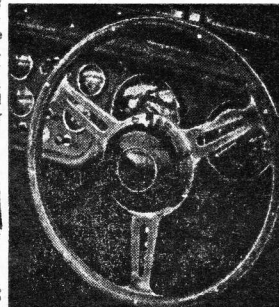
Twin S.U. Carburettor Units, £22.10. WEBER 34, twin choke on special heated inlet and extractor exhaust, £26. WEBER 36 two stage on special heated inlet and tuned length extractor exhaust for Coopers (7 B.H.P. more), £32 or standard Minis (17 B.H.P. more), £36 inclusive complete exhaust system.

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PAUL ARMAGNAC

WE regret to report the death of the French driver Paul Armagnac, following a practice accident with his René Bonnet at Monthéry during the 1,000 Kilometres of Paris meeting. Paul had an impressive record of successes in races at Le Mans, Sebring, Monthéry, Dundrod, etc., mainly with D.B.-Panhards. With Gerard Laureau he won the 1954 R.A.C. T.T., and the Index of Performance at Le Mans in 1956 and 1960, and at Sebring in 1959.

A very popular driver, Paul Armagnac was 38 years of age and is survived by four daughters. To them, and his many friends, AUTOSPORT offers its deepest sympathy.

LOTUS intend to produce an 140 b.h.p. G.T. edition of the Elan. An early customer was Lotus Eleven driver Charles Hodgson.

WELL-KNOWN British driver is negotiating for the purchase of a 1½-litre sports-racing Abarth.

PONTIAC and Chevrolet Sting-Ray may be represented at Le Mans next year.

TO Mike and Sheila Beckwith—a daughter.

THE Ferguson which Graham Hill will drive in the New Zealand and Australian races will have a Coventry Climax four-cylinder engine.

GARY HOCKING has signed for the Rob Walker stable, and will drive the V8 Lotus-Climax in the Grand Prix of South Africa.

AT Bonneville recently a souped-up Ford Galaxie 500 saloon was timed at over 182 m.p.h. A stock version took 35 U.S. class records.

DAVID MURRAY is at present at Monza with the Ecurie Ecosse Tojeiro-Climax. If all goes according to plan, Jack Fairman will attack the one hour class record up to 3,000 c.c.

DOG House Owners' Club members and escorts should note that there are still a few tickets left for the Wine and Cheese party on 7th November, at the Headfort Place Hotel, and then the Windmill Theatre.

LOTUS-CLIMAX FOR SURTEES

JOHN SURTEES will drive a V8 Lotus-Climax in the Mexican G.P. this Sunday entered by Reg Parnell and prepared by Bowmaker mechanics. Roy Salvadori will be in a Lola-Climax.

PIT & PADDOCK

THE British Racing Mechanics dinner will take place at the Criterion Restaurant, W.1, on 23rd November. Tickets (£2 each) can be obtained from Eddie Bowler, 7 Douglas Avenue, Wembley, Middlesex.

MOTOR SHOW OCCASIONS

THE Motor Show dates began on 15th October, with the presentation of the Hooper Zodiac at Carlton Towers Hotel. Then came the Mercedes-Benz and Auto-Union reception at the Dorchester. Press day (16th October) saw the cutting of a cake at the Renault stand, a reception by the Rootes Group, official S.M.M.T. get-together, and then the B.M.C. lunch at Grosvenor House. On 17th October, Maranello Concessionaires entertained Ferrari friends at the Savoy, and on 18th October the Brooks Inertia Reel safety belt was introduced at the British Council Cinema, Hanover Street, W.1. In the evening, Lancia Ltd. opened new works at Alpertown.

Monday, 22nd October, saw the National Benzole party, followed by the wonderfully successful Sunbeam-Talbot O.C. dinner-dance at the Dorchester. Fiat (England) Ltd. entertained in the Dorchester on 23rd October. On 24th October, the new British Alfa Romeo company was announced at the Café Royal, together with right-hand drive from March for all models. In the evening two superb films, "The Home Made Car" and Part 3 of the G.P. race history produced by Bill Mason, were shown at a crowded Shell-Mex-B.P. party in Shell-Mex House. Lunches were given on both days by the Dunlop Rubber Co. Ltd. at the Clarendon Restaurant, Hammersmith. On Friday, U.D.T. held its final series of luncheons in the Wellington Room at Earls Court. In the evening, Sir William and Lady Lyons entertained their Jaguar friends at Grosvenor House, and John Thornley was in the chair for the M.G.C.C. annual party at the Hyde Park Hotel.

Many other occasions took place in Earls Court, notably those at Ferodo, Mintex, British Piston Ring Co. Ltd., Borg-Warner, Standard-Triumph, G. A. Vandervell Ltd., Volkswagen, Bowmaker and Perkins.

HONDA MEAN BUSINESS

HONDA of Japan are leaving nothing to chance in their coming bid for Grand Prix honours. In a booklet issued by the management, the two most immediate aims of the concern are stated to be: (1) To break the F.I.M. world speed record for motorcycles established at Bonneville, U.S.A. (2) To participate successfully in the F.I.A. World Championship Grand Prix races.

Work now in progress in the new Technical Research and Development company is devoted to these aims, and 650 technicians are employed in the splendidly equipped centre, about 10 per cent. of the total labour force employed in the three factories at Suzuka, Hamamatsu and Saitama. For the eight months ended in August, 1961, more than 650,000 units were produced, and by December, it is estimated that the total production of motorcycles, scooters and "fillers" will approach one million.

Construction of the Formula One prototype is well advanced, but a veil of secrecy surrounds the form the eventual contender will take. Engineers Harada and Siguira are known to favour a 12-cylinder design,

ALL three Formula One cars shown at Earls Court were fitted with "Walpres" rear-view racing mirrors.

SHELLEY MARTEN, who raced a Turner regularly during the 1961 season, was married on Saturday to Michael Leathers.

MANY well-known racing people attended the wedding last week-end of Bill Moss, who was married at Holy Trinity Church, Brompton Road, to Miss Ilma Warr.

THE wine served at the TOTAL luncheon at Monthéry came from Maurice Trintignant's own vineyards. Obviously under contract!

THERE are 150 entries in the R.A.C. International Rally of Great Britain, which starts from Blackpool on 12th November.

NEW RALLY TROPHY

MAJOR International rally organizers propose to introduce a European Rallies Trophy for 1963, commencing with the "Monte".

BILL BENGRIY is now recovering from an injury to his hand and hopes to be fit to drive his Rover on the R.A.C. Although not competing he came down to watch the Norwester and was seen in unaccustomed role taking photographs (on behalf of AUTOSPORT) of competitors.



HOME of the Honda G.P. car—the new centre of the Technical and Development Co. Ltd.

probably a "W" type, as it is their contention that at least 12 cylinders will be necessary to reach the 220 b.h.p. minimum target set by 55-year-old Soichiro (Pop) Honda, head of the concern bearing his name. Also, it is believed that chassis-expert Baba is convinced that monocoque construction is far more suited to modern G.P. conditions than space-pattern frames.

Dunlop's Dick Jeffrey and Terry Hampton were most impressed with all they saw during a recent visit to the factories. They found that everyone connected with Honda was completely dedicated, and that the standard of engineering and inspection was extremely high. Equipment is of the very latest pattern, and the concern itself makes a large proportion of the machine tools necessary for production.

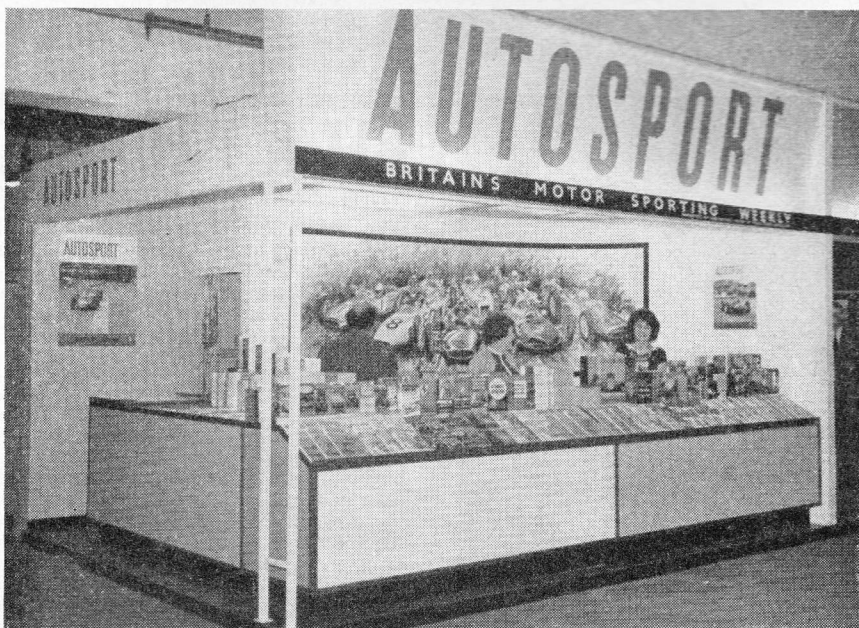
It was the original intention to compete in the 1963 World Championship series, but it is anticipated that a full-scale Grand Prix racing organization will not be completed till nearer the end of the year, and that Honda will hold off until the following year. However, this is not absolutely certain, and it is just possible that a car or cars will make an unheralded appearance in order to test the opposition.

SPORTS NEWS

ALFAS IN BRITAIN

BECAUSE of the increasing British demand for Alfa Romeos, the Milanese company has decided to form a network of sales, service and spare-parts depots in Britain. The name of this company will be Alfa Romeo (Great Britain), Ltd. and it is pleasing to note that as well as on the Giulietta T1, right-hand-drive will be offered on the 2600 Berlina, Spyder and Sprint and 1600 T1, Spyder and Sprint models.

AUTOSTOCK's range of cloth car badges now includes the complete Mini range and a new Jaguar badge. They are obtainable from Autostock at Oxford Street, Tynemouth, Northumberland.



THE "AUTOSPORT" STAND at the Motor Show, which featured as a centre-piece a Theo Page painting of Grand Prix cars, was visited by many well-known motor sporting personalities.

SUCCESSFUL Northern driver Phil Barak recently received the delightful news that he is now the holder of the lap record at Charterhall. With his ex-Brian Naylor Ferrari-engined Cooper Monaco, he lapped at 89.3 m.p.h. last July. This beat the year-old record of Tom Dickson (Ecurie Ecosse Cooper Monaco) by 0.1 m.p.h. At the September Charterhall meeting, however, a large hole appeared in the Ferrari engine, enforcing this promising driver's retirement. Barak now has for sale his Cooper Monaco and a well ventilated Ferrari Monza engine, but fears that unless someone gives him a drive, he will be out of racing next year.

AFTER having his licence taken away because of his comments regarding the Automobilclub von Deutschland at the time of the German Grand Prix, Wolfgang Seidel recently learnt that it will be returned in two years' time.

1963 B.M.C. RALLY TEAM

NEXT year, Pauline Mayman and Val Domleo will be driving for B.M.C. as a team. The remaining nucleus will be Rauno Aaltonen and Tony Ambrose, Paddy Hopkirk and Jack Scott, Donald and Erle Morley and, in addition, Logan Morrison will be joining the team. His co-driver has not yet been fixed.



HANS HERRMANN, driving the new 1½-litre sports-racing Abarth featured in last week's issue, won a race at Innsbruck recently, comfortably beating the Porsches of Heini Walter, Hermann Müller and Herbert Müller. 160 b.h.p. is developed at 8,000 r.p.m.—the secret of success?

THE prices of DAF cars were reduced recently, so their British agents, Inter-Continental Cars, Ltd., of New Zealand Avenue, Walton-on-Thames, Surrey, inform us.

LABORATORY CAR of Cibié will be brought over for the R.A.C. Rally and will attend strategic points apart from the start and finish. Besides carrying spare light units, the vehicle will have a portable beam setter to align competitors' headlamps.

HERRMANN KÜHNE

WE regret to announce the death of Herrmann Kühne in an accident during the Gran Premio Argentina at the weekend. The works Mercedes-Benz which he was sharing with Manfred Schiek overturned. Schiek sustained minor head injuries. Kühne, who was 26, began his international rally career co-driving Wolfgang Levy's works DKW. He later drove his own works DKW, usually with Hans Wencher. This was his first full season with Mercedes.



THIS SLEEK BEAUTY from Italy turns out to be, in fact, a Sunbeam Rapier with a prototype two-door body by Carrozzeria Touring. A similar body has been produced for a Hillman Super Minx, and a G.T. version is planned for the near future.

LONDON TO BRIGHTON, 1962

A Preview
by John Bolster
of Sunday's
Veteran Run



WHERE AND WHEN TO WATCH . . .

WESTMINSTER BRIDGE (8.06 a.m.-
9.01 a.m.)

Kennington Road

LAMBETH TOWN HALL (8.16 a.m.-
9.11 a.m.)

Brixton Hill

STREATHAM STATION (8.22 a.m.-
9.17 a.m.)

Norbury

THORNTON HEATH (POND) (8.31 a.m.-
9.26 a.m.)

CROYDON (8.44 a.m.-9.39 a.m.)

Coulsdon

Merstham

REDHILL CROSS-ROADS (9.08 a.m.-
10.03 a.m.)

SALFORDS (R.A.C. Box No. 267) (9.15 a.m.-
10.10 a.m.)

GATWICK NEW ROUNDABOUT
(9.25 a.m.-10.20 a.m.)

Lowfield Heath

CRAWLEY BY-PASS (9.37 a.m.-10.32 a.m.)

Pease Pottage

HANDCROSS CROSS ROADS (9.55 a.m.-
10.50 a.m.)

BOLNEY CROSS ROADS (10.10 a.m.-
11.05 a.m.)

PYECOMBE POST OFFICE (10.29 a.m.-
11.24 a.m.)

Patcham

BRIGHTON, THE PYLONS (10.34 a.m.-
11.29 a.m.)

The above timetable is approximate, and some cars may be later than the last time given. At the start, cars assemble at the eastern end of the Serpentine road in Hyde Park from 7 a.m., and there is one slight change in the route this year; the entrants will go straight on through Croydon instead of down Purley Way.



ON Sunday, 4th November, the annual commemoration run, which recalls the 1896 event, will start from the eastern end of the Serpentine Road, Hyde Park. Proud bearer of No. 1 will be Captain Colver, who will be driving the 1896 Arnold which took part in the original event. His single-cylinder, 1½ h.p. Benz-style dogcart will leave at 8 a.m., and if meticulous preparation and encyclopaedic knowledge mean anything, it will be seen "chuff-chuffing" into Brighton only a few hours later.

To qualify for an award one must reach the Madeira Drive by 4 p.m. Cars which have achieved a no-trouble run will be arriving from 11.30 a.m. onwards, but for those of us who strike misfortune the deadline will approach all too quickly. Specta-

tors should station themselves at Redhill around 9 a.m., Gatwick at 9.30, or Bolney Cross Roads at 10 a.m. The first cars should arrive a few minutes after these times, but of course the earlier 12 m.p.h. machines, and the later cars that have stopped for attention, will be passing through at long intervals.

The entry is restricted to 250 cars, of no later date than 1904. The permitted number has been fully subscribed, and so there will be a fine display of horseless carriages. Many of them are old friends, which turn out religiously for every run. Yet there are always some new discoveries which add to the excitement of the devoted and extremely knowledgeable spectators who yearly throng

(continued overleaf)



London to Brighton—continued

the starting area. Of the "regulars," it is delightful to be able to report that "Beelzebub," the 1897 Leon Bollée, now has a new crankshaft, and so the one and only Sammy Davis will be in action again. Of course, Philip Fotheringham-Parker will be making his usual majestic progress in the 1896 Lutzmann, and Peter Hampton will be overtaking the modern cars in his 1903 Mercedes "Sixty."

The Sears and Hutton-Stott families will turn out as usual, and Bill Cook will pilot the Argyll, Arthur Prince the Panhard, and Jack Brabham the 1904 Sunbeam. An exciting new entry is the 1899 3½ h.p. single-cylinder Menon, entered by Count Luigi Castelbarco Pindemonte. Do I not remember the name of Castelbarco coupled with racing cars, such as Bugattis?

Personally, I shall be tackling the run in the 1903 Panhard again, and I have already driven her up to London to await the start. I have to fly back from the Turin motor show to take part, so hope that I shall not be unduly delayed by November fogs. Much midnight oil has been burnt in preparing this car, but the water pump is still

No.	YEAR	VEHICLE	ENTRANT	DRIVER	No.	YEAR	VEHICLE	ENTRANT	DRIVER
1.	1896	[Arnold]	CAPT. E. DE W. S. COLVER & MR. R. DE W. S. COLVER	Entrant	57.	1900	[New Orleans]	SIR CLIVE EDWARDS, BT.	R. D. THOMAS
2.	1896	[Benz]	L. D. GOLDSMITH	Entrant	58.	1900	[New Orleans]	G. S. SANDERS	Entrant
3.	1896	[Leon Bollée]	CAPT. I. G. BENBOUGH	C. M. STEVENS	59.	1900	[New Orleans]	D. G. SILCOCK	Entrant
4.	1896	[Leon Bollée]	L. MURRAY AUSTIN	JACK TWYFORD	60.	1900	[Peugeot]	H. PARKINSON	Entrant
5.	1896	[Leon Bollée]	CDR. C. L. A. WOOLLARD, R.N.	P. A. COLLINGWOOD	61.	1900	[Phebus-Aster]	E. R. HARRISON	Entrant
6.	1896	[Lutzmann]	E. S. BERRY	Entrant	62.	1900	[Pieper]	J. A. WILSON	Entrant
7.	1896	[Lutzmann]	P. FOTHERINGHAM-PARKER	Entrant	63.	1900	[Progress]	A. H. GRUNDY	Entrant
8.	1896	[Panhard-Levassor]	AUTOMOBILE CLUB DE L'OUEST	PRESIDENT J. LELIÈVRE	64.	1900	[Royal Enfield Quadricycle]	MONTAGU MOTOR MUSEUM	R. WARNE
9.	1896	[Peugeot]	A. HELWIG	Entrant	65.	1900	[Star]	S. F. CANTOR	Entrant
10.	1897	[Benz]	CDR. SIR HUGH DAWSON, BT.	S. KENTISH	66.	1901	[Benz]	R. W. ANDREWS	Entrant
11.	1897	[Daimler]	D. G. FLATHER	Entrant	67.	1901	[Clement-Panhard]	C. FRANCE	A. GRACE
12.	1897	[Delahaye]	AUTOMOBILE CLUB DE L'OUEST	M. DE LASSEE & M. MORDRET	68.	1901	[Deauville]	N. MANBY	P. A. THORNTON
14.	1897	[Leon Bollée]	S. C. H. DAVIS	MRS. S. C. H. DAVIS	69.	1901	[De Dion Bouton]	F. J. BRUIN	Entrant
15.	1897	[Leon Bollée]	E. P. SHARMAN, M.C.	Entrant	70.	1901	[De Dion Bouton]	J. P. H. GRESHAM	Entrant
16.	1898	[Benz]	L. D. GOLDSMITH	G. NOYCE	71.	1901	[De Dion Bouton]	J. H. S. GUEST	Entrant
17.	1898	[Benz]	R. A. ROCKCLIFFE & D. JOHNSON	Entrant	72.	1901	[De Dion Bouton]	H. D. HUET	Entrant
18.	1898	[Cudell De Dion Bouton]	H. ROSE	JOHN GODDARD	73.	1901	[De Dion Bouton]	R. H. S. LONG	Entrant
19.	1898	[Deauville]	MAJOR H. FAIRHURST, M.C.	H. B. LEECH	74.	1901	[De Dion Bouton]	L. MURRAY AUSTIN	R. HUGHES
20.	1898	[Malvernian]	SIR JOHN BRISCOE, BT.	Entrant	75.	1901	[De Dion Bouton]	R. C. PORTER	Entrant
21.	1898	[Stephens]	R. J. STEPHENS	R. W. W. STEPHENS	76.	1901	[De Dion Bouton]	BARON RABEN-LEVETZAU	Entrant
22.	1899	[Bassett]	W. E. OFFLEY	Entrant	77.	1901	[De Dion Bouton]	P. J. WELLINGHAM	Entrant
23.	1899	[Beeston Quadricycle]	D. S. INCHLEY & L. H. WILLIAMSON	L. H. WILLIAMSON	78.	1901	[De Dion Bouton]	R. WILDE	Entrant
24.	1899	[Beeston Tricycle]	AUTOBOOKS LTD.	KENNETH BALL	79.	1901	[M.M.C.]	J. HAMILTON-FISH	Entrant
25.	1899	[Benz]	K. H. BAKER	Entrant	80.	1901	[Mors]	S. E. SEARS	Entrant
26.	1899	[Benz]	R. S. MILES	Entrant	81.	1901	[Panhard-Levassor]	T. W. LIGHTFOOT	OLIVER HERBOSCH & L. WILSON
27.	1899	[Benz]	F. G. SMITH	A. J. DEAGLE	82.	1901	[Pick]	M. G. JACKSON	Entrant
28.	1899	[Daimler]	N. MANN	Entrant	83.	1901	[Progress]	M. E. DAVENPORT	Entrant
29.	1899	[Deauville]	A. TYLER	A. J. TYLER	84.	1901	[Progress]	P. S. WILSON	Entrant
30.	1899	[Dechamps]	J. CHALCRAFT	Entrant	85.	1901	[Renault]	P. FOTHERINGHAM-PARKER	J. H. KEMSLEY
31.	1899	[De Dion Bouton]	S./LDR. CECIL Usher	Entrant	86.	1901	[Renault]	E. W. LITTLER	Entrant
32.	1899	[Hurtu]	R. E. HAYES	Entrant	87.	1901	[Renault]	T. LOVE, JNR.	Entrant
33.	1899	[International Benz]	A. M. MACKAY	Entrant	88.	1901	[Royal Enfield Quadricycle]	F. H. BABCOCK	Entrant
34.	1899	[International Benz]	W. J. STEADMAN	G. E. BROCKINGTON	89.	1901	[Royal Enfield Quadricycle]	G. W. GOODALL	Entrant
35.	1899	[Menon]	OFFICINE MECCANICHE C. MENON	COUNT L. CASTELBARCO PINDEMONTE	90.	1901	[Sunbeam-Mabley]	G. R. B. CLARKE	G. W. K. SCHUELER
36.	1899	[Panhard-Levassor]	AUTOMOBILE CLUB DE L'OUEST	DOCTEUR FERRAND	91.	1902	[Ader]	R. SCHIMP	Entrant
37.	1899	[Panhard-Levassor]	E. H. JARVIS	E. J. JARVIS	92.	1902	[Argyll]	SURG. CDR. R. ERSKINE-GRAY, R.N.R.	Entrant
38.	1899	[Star]	G. F. HAYWARD & C. F. B. HAYWARD	G. F. HAYWARD	93.	1902	[Arrol-Johnston]	N. COLE	Entrant
39.	1899	[Victoria Combination]	C. F. SOUTH	Entrant	94.	1902	[Beaufort]	E. PHILIP SHAW	Entrant
40.	1900	[Benz]	CHESHIRE COUNTY COUNCIL & NATIONAL TRUST	BRIAN NEWBY & RODNEY THOMSON	95.	1902	[Benz]	R. G. SLOAN	Entrant
41.	1900	[Benz]	N. COLE	MRS. P. KENDALL-TORRY	96.	1902	[Century Tandem]	B. H. DAVENPORT	Entrant
42.	1900	[Benz]	B. K. GOODMAN	Entrant	97.	1902	[De Dion Bouton]	CAPT. J. V. P. ALCOCK	Entrant
43.	1900	[Daimler]	A. JAMES	Entrant	98.	1902	[De Dion Bouton]	A.-C.-M. SIR ALEC CORYTON, K.C.B., K.B.E., M.V.O., D.F.C.	SIR GEOFFREY TUTTLE, K.B.E., C.B., D.F.C.
44.	1900	[Daimler]	H. S. & A. C. SIMONS	H. S. SIMONS	99.	1902	[De Dion Bouton]	G. B. GUSH	Entrant
45.	1900	[De Dion Bouton]	J. A. G. BURCHELL	Entrant	100.	1902	[De Dion Bouton]	C. W. WARD	Entrant
46.	1900	[De Dion Bouton]	G. B. CORSER	Entrant	101.	1902	[De Dion Bouton]	J. WEBB	W. WATSON
47.	1900	[De Dion Bouton]	S. J. MITCHELL	A. LAWSON	102.	1902	[Dennis]	J. C. R. DENNIS	Entrant
48.	1900	[De Dion Bouton]	F. G. SMITH	K. H. SMITH	103.	1902	[Gillet-Forest]	MISS P. ALLEN	T. S. SAVERY
49.	1900	[De Dion Bouton]	MISS A. F. TANNER	C. C. TURNER	104.	1902	[Gladiator]	D. SPIVEY	Entrant
50.	1900	[English Mechanic]	R. I. SLATER	Entrant	105.	1902	[Hanzer]	C. E. BAKER	Entrant
51.	1900	[Gardner-Serpoller]	A. HODSDON	Entrant	106.	1902	[James & Browne]	R. M. OGORKIEWICZ	H. C. WATSON
52.	1900	[Georges Richard]	J. E. CROSSMAN	Entrant	107.	1902	[Mercedes]	T. W. LIGHTFOOT	Entrant
53.	1900	[Georges Richard]	A. POTTIER	MRS. G. POTTIER	108.	1902	[Napier]	P. R. HILL	Entrant
54.	1900	[M.M.C.]	J. V. MURCOTT	Entrant	109.	1902	[Panhard-Levassor]	R. K. N. CLARKSON	Entrant
55.	1900	[Napier]	D. R. GROSSMARK	Entrant	110.	1902	[Panhard-Levassor]	MONTAGU MOTOR MUSEUM	R. BENSTED-SMITH
56.	1900	[New Orleans]	R. F. COLLINSON	J. SCHOFIELD	111.	1902	[Panhard-Levassor]	H. R. PRATT BOORMAN	Entrant
					112.	1902	[Peugeot]	MAJOR H. FAIRHURST, M.C.	Entrant
					113.	1902	[Peugeot]	ANNE OAKDEN	C. A. OAKDEN
					114.	1902	[Peugeot]	THE SHUTTLEWORTH TRUST	H. TAYLOR
					115.	1902	[Quadrant]	H. C. ANSELL	Entrant
					116.	1902	[Renault]	R. F. COLLINSON	Entrant
					117.	1902	[Wolseley]	MAJOR J. GARDINER, O.B.E., J.P.	Entrant
					118.	1902	[Wolseley]	J. W. HOWES	Entrant
					119.	1902	[Wolseley]	P. H. POINTER	Entrant
					120.	1903	[Argyll]	W. A. L. COOK	Entrant
					121.	1903	[Clement-Talbot]	J. SEARS	Entrant

temperamental, so you may see me at the roadside pouring gallons of water into the big copper tank.

Every driver is praying for fine weather. Belt-drives, trembler coils, and spoon brakes don't go well with pouring rain. Besides, nobody likes driving with his boots full of water and his trousers awash. So we hope for sunshine for our own sakes, as well as on behalf of our friends, the spectators, who line the route.

In this connection, can I ask the drivers of modern cars to give us a chance? Please don't hold us back on hills or cause us to brake violently. Overtake us quickly and rush on your way, or stop altogether. There is a temptation to drive close to the Veterans, but to do so is to add to the drivers' worries, of which they have enough already.

The R.A.C. always make a superb job of organizing this event, and the police are beyond all praise. It is a privilege to take part in this glorious pageant, but above all, it is the best fun in the world, and nothing can give a greater sense of achievement than that final view of the sea after all the troubles of that long, laborious journey.



No.	YEAR	VEHICLE	ENTRANT	DRIVER
122.	1903	[Daimler]	A. W. F. SMITH	A. J. MAUNDRELL
123.	1903	[Darracq]	W. M. D. MONTGOMERY	Entrant
124.	1903	[Darracq]	B. THORPE	Entrant
125.	1903	[De Dietrich]	THE SHUTTLEWORTH TRUST	L. A. JACKSON
126.	1903	[De Dion Bouton]	A. S. DUNNING	Entrant
127.	1903	[De Dion Bouton]	R. G. FORSTER	Entrant
128.	1903	[De Dion Bouton]	F. W. HARRISON	JEFFERY MABLESON
129.	1903	[De Dion Bouton]	MRS. E. M. JARVIS	Entrant
130.	1903	[De Dion Bouton]	THE MONTAGU MOTOR MUSEUM	LADY MONTAGU
131.	1903	[De Dion Bouton]	R. NORTH	Entrant
132.	1903	[De Dion Bouton]	L. T. NORTON	J. HUDSON
133.	1903	[De Dion Bouton]	E. D. PIGG	J. R. TEMPLETON
134.	1903	[De Dion Bouton]	R. A. PITHER	Entrant
135.	1903	[De Dion Bouton]	MESSRS. TURVEY & CO.	P. H. TURVEY
136.	1903	[De Dion Bouton]	L. F. WILLIS	Entrant
137.	1903	[Georges Richard]	G. M. JEFFREYS	Entrant
138.	1903	[Gladiator]	W. F. WATSON	H. B. POULTER
139.	1903	[Humber]	J. G. LUMSDEN	Entrant
140.	1903	[Humberette]	MRS. G. M. AHERN	D. IRVINE
141.	1903	[Humberette]	W. WILD	Entrant
142.	1903	[Lanchester]	F. W. HUTTON-STOTT	Entrant
143.	1903	[L'Élégante]	A. BUTTERWORTH	Entrant
144.	1903	[Mercedes]	C. W. P. HAMPTON	Entrant
145.	1903	[Mercedes]	THE MONTAGU MOTOR MUSEUM & A. J. HARMSWORTH	LORD MONTAGU
146.	1903	[M.M.C.]	H. G. BAGGS	Entrant
147.	1903	[Napoleon]	A.-C.-M. SIR ALEC CORYTON, K.C.B., K.B.E., M.V.O., D.F.C.	M. J. M. CLARKE
148.	1903	[Oldsmobile]	S. V. BALLS	Entrant
149.	1903	[Oldsmobile]	H. BARNARD	S. GIBSON
150.	1903	[Oldsmobile]	C. J. BENDALL	Entrant
151.	1903	[Oldsmobile]	C. C. SMITH	Entrant
152.	1903	[Panhard-Levassor]	JOHN BOLSTER	Entrant
153.	1903	[Panhard-Levassor]	G. R. B. CLARKE	Entrant
154.	1903	[Panhard-Levassor]	N. COLE	JOHN COLE
155.	1903	[Panhard-Levassor]	J. G. HAMPTON	Entrant
156.	1903	[Panhard-Levassor]	L. HOLLAND	Entrant
157.	1903	[Panhard-Levassor]	A. PRINCE	S. C. PRINCE
158.	1903	[Panhard-Levassor]	SIR G. STANLEY WHITE, BT.	A.-C.-M. SIR ALEC CORYTON, K.C.B., K.B.E., M.V.O., D.F.C.
159.	1903	[Phoenix Trimo]	B. G. L. JACKMAN	Entrant
160.	1903	[Phoenix Trimo]	S. J. MITCHELL	Entrant
161.	1903	[Phoenix Trimo]	DR. A. T. ROBINSON	Entrant
162.	1903	[Regal]	W. H. WARING	Entrant
163.	1903	[Renault]	MRS. R. FOTHERINGHAM-PARKER	Entrant
164.	1903	[Renault]	CAPT. P. WATERS-WESTBROOK	Entrant
165.	1903	[Rex Tricar]	R. A. SHAW	Entrant
166.	1903	[Riley Tricar]	GROUP CAPT. F. B. SOWREY	Entrant
167.	1903	[Siddleley]	MAJOR H. BROWELL	Entrant
168.	1903	[Sunbeam]	H. S. & A. C. SIMONS	J. C. TROTMAN
169.	1903	[Thornycroft]	W. VAUX	Entrant
170.	1903	[White Steamer]	A. J. BETTERIDGE	Entrant
171.	1903	[White Steamer]	D. G. BLACKFORD	Entrant
172.	1903	[Wolseley]	D. R. HEYWORTH	JACK CORDINGLEY
173.	1903	[Wolseley]	THE NUFFIELD ORGANISATION	A. E. NORRIDGE
174.	1904	[Brushmobile]	THE BRIGHTON MOTOR MUSEUM	NORMAN JOSEPH
175.	1904	[Cadillac]	L. A. SANDFORD	C. M. J. SANDFORD
176.	1904	[Cadillac]	H. F. WELHAM	H. E. BOWDEN
177.	1904	[Century]	A. W. F. SMITH	P. R. CRITTALL
178.	1904	[Darracq]	DERIK COX	R. ADAMS
179.	1904	[Darracq]	STAN GILKS	Entrant
180.	1904	[Darracq]	R. D. GREGORY	Entrant
181.	1904	[De Dion Bouton]	D. N. BARKER	Entrant
182.	1904	[De Dion Bouton]	ARTHUR BOSOMWORTH	Entrant
183.	1904	[De Dion Bouton]	H. O. S. BRIDCUTT	Entrant
184.	1904	[De Dion Bouton]	H. T. CLARKE	Entrant
185.	1904	[De Dion Bouton]	A. N. COX	Entrant

No.	YEAR	VEHICLE	ENTRANT	DRIVER
186.	1904	[De Dion Bouton]	G. M. GEE	Entrant
187.	1904	[De Dion Bouton]	ROBIN G. HAMES	Entrant
188.	1904	[De Dion Bouton]	E. J. JARVIS	E. H. JARVIS
189.	1904	[De Dion Bouton]	F. L. KNIGHT	Entrant
190.	1904	[De Dion Bouton]	G. MCGREGOR-CRAIG	Entrant
191.	1904	[De Dion Bouton]	F. G. MOORE	Entrant
192.	1904	[De Dion Bouton]	R. TAVERNER	MRS. MEGAN TAVERNER
193.	1904	[Garrard Tricar]	F. H. BABCOCK	M. L. QUARTERMAINE
194.	1904	[Humber]	L. E. A. BRIGGS	E. CHAMBERS
195.	1904	[Humber]	D. G. WARWICK	Entrant
196.	1904	[Humberette]	F. W. HARRISON	Entrant
197.	1904	[Humberette]	P. NEWINGTON	Entrant
198.	1904	[Humberette]	A. SHARPE	Entrant
199.	1904	[Humberette]	S. J. SNOXALL	K. M. SNOXALL
200.	1904	[Humberette]	D. J. WAKELY	Entrant
201.	1904	[Humberette]	DR. E. J. WARLOW-DAVIES	G. L. AUTY
202.	1904	[Imperial]	A. E. D. BEAUMONT	MAX BEAUMONT
203.	1904	[James & Browne]	H. P. LUCAS	Entrant
204.	1904	[Knox]	W. HARRAH	Entrant
205.	1904	[Lanchester]	A. BIRD & MISS E. NAGLE	Entrant
206.	1904	[Lanchester]	A. WARNER	Entrant
207.	1904	[Mercedes]	E. SEARS	Entrant
208.	1904	[Minerva]	A. T. SCOTT	Entrant
209.	1904	[Mors]	H. A. PIERPOINT	R. F. PIERPOINT
210.	1904	[Norfolk]	T. H. BOOTHMAN	Entrant
211.	1904	[Oldsmobile]	G. E. MAWER	Entrant
212.	1904	[Oldsmobile]	FRANK SMITH	Entrant
213.	1904	[Oldsmobile]	FRANK SMITH	MRS. V. SMITH
214.	1904	[Panhard-Levassor]	RALPH L. BENNETT	Entrant
215.	1904	[Panhard-Levassor]	ARTHUR O. FREAKES	Entrant
216.	1904	[Peugeot]	D. JOHNSON	M. PALMER
217.	1904	[Peugeot]	E. W. LITTLER	Entrant
218.	1904	[Peugeot]	T. L. C. PARKINSON	Entrant
219.	1904	[Phoenix Tricar]	A. J. B. BAILY	Entrant
220.	1904	[Pope-Tribune]	DR. J. W. E. FELLOWS	Entrant
221.	1904	[Quadrant Tricar]	D. ROY GILBERT	Entrant
222.	1904	[Renault]	P. C. WARING	Entrant
223.	1904	[Renault]	H. F. WELHAM	Entrant
224.	1904	[Rexette]	GEORGE E. COOK	COLIN EVAN COOK
225.	1904	[Riley]	D. S. INCHLEY & L. H. WILLIAMSON	D. S. INCHLEY
226.	1904	[Rolls-Royce]	OLIVER LANGTON	Entrant
227.	1904	[Rolls-Royce]	THE DIRECTOR, THE SCIENCE MUSEUM	PHILIP L. SUMNER
228.	1904	[Siddleley]	A. I. GEIKIE-COBB	Entrant
229.	1904	[Siddleley]	M. ESTLER	Entrant
230.	1904	[Siddleley]	H. C. HUNTER	Entrant
231.	1904	[Speedwell]	P. C. TULLEY	Entrant
232.	1904	[Star]	P. G. NEWENS	Entrant
233.	1904	[Star]	W. H. S. SCOTT-WILSON	Entrant
234.	1904	[Sunbeam]	THE MONTAGU MOTOR MUSEUM & ROOTES LTD.	JACK BRABHAM
235.	1904	[Sunbeam]	A. C. & H. S. SIMONS	A. C. SIMONS
236.	1904	[Swift]	LT.-COL. J. F. GRESHAM, D.S.O.	Entrant
237.	1904	[Swift]	G. E. SOLOMON	Entrant
238.	1904	[Talbot]	ALBERT F. REEVES	E. KITCHING
239.	1904	[Talbot]	H. ROSE	Entrant
240.	1904	[Tony Huber]	E. J. WILDE	Entrant
241.	1904	[Vauxhall]	M. E. ALLSOP	Entrant
242.	1904	[Vauxhall]	VAUXHALL MOTORS LTD.	P. C. KIDNER
243.	1904	[Vulcan]	D. A. DAY	D. K. TAYLOR
244.	1904	[Wilson-Pilcher]	A. G. WILSON	Entrant
245.	1904	[Wolseley]	J. V. NURCOTT	DAVID VERNON MURCOTT
246.	1904	[Wolseley]	E. PILMORE-BEDFORD	Entrant
247.	1904	[Wolseley]	A. E. REDSELL	Entrant
248.	1904	[Wolseley]	S. B. REECE	GERRARD ANDERTON
249.	1904	[Wolseley]	ALBERT F. REEVES	Entrant
250.	1904	[Wolseley]	LEONARD B. SOUTHWARD	Entrant
251.	1904	[Wolseley]	F. L. WIGINTON	J. O. WIGINTON

RIVERSIDE GRAND PRIX FOR SPORTS CARS

**Roger Penske Wins
in Cooper "Special"
after Dan Gurney retires**

BY GORDON H. MARTIN

Photography by Julian Veovich

WINNER: Roger Penske in his Cooper-Climax Special—or Zerelex-Duralite-Climax—holds off a determined Dan Gurney (Lotus 19). Gurney eventually took the lead, but retired with mechanical bothers.

AFTER a fine drive by Dan Gurney that ended when his Lotus 19 developed throttle-linkage problems, handsome 24-year old Roger Penske of Gladwyne, Pennsylvania, grabbed the lead to win the fifth running of the \$32,000 Riverside Grand Prix for Sports Cars in California on 14th October.

The race was marred on the 68th lap when the top Formula Junior driver in the U.S., Pat Pigott, crashed his Lotus 23 into a guard-rail, succumbing to internal injuries three hours later. Pigott will be remembered for his excellent Formula Junior win for the Rosebud Racing Team of Texas at Sebring earlier this year.

Using the new, shortened, 2.6-mile circuit at Riverside Raceway, Penske established a 95.6 m.p.h. winning average for the 77-lap, 200.2-mile race, completing the distance in 2 hrs. 5 mins. 40 secs. His winning average speed was better than a mile an hour faster than that of Jack Brabham, last year's winner, over the longer 3.7-mile circuit. Penske's share of the prize money was \$8,350 plus a 1963 Pontiac "Grand Prix" coupe valued at \$4,500!

During Friday's practice and qualifying Penske ended up on the pole position for Sunday's race with 1 min. 35.0 secs. Bruce McLaren in the latest 2.7 Cooper-Climax Monaco was second with a 1 min. 35.5 secs. and New Jersey's Walt Hansgen was third with a 1 min. 35.7 secs. in a 5.6 Maserati Tipo 151 from the Alfred Momo-Briggs Cunningham team. Masten Gregory (2.5

Lotus-Climax 19), Graham-Hill (2.5 Cooper-Climax Monaco), Innes Ireland (2.0 Lotus-Climax 19), Joakim Bonnier (2.0 flat-eight Porsche RS62) and last year's Riverside winner, Jack Brabham (1.5 Lotus 23), all qualified without difficulty.

The only incident during qualifying occurred when 1959 and 1962 Indianapolis 500 winner Rodger Ward, who had qualified for 14th position, was trying to improve his time of 1 min. 39.4 secs. He was thundering into turn one aboard his Chevrolet-powered 6.2 Chaparral at better than 100 m.p.h. when the caliper on a front disc brake froze, sheared off, and ruptured the hydraulic brake lines. Ward left the circuit, was airborne for more than 50 feet, went through a wire fence and under a 4 ft. cable, but managed to keep the machine upright. The \$20,000 car was close to a write-off and Ward will be in a cast for 60-90 days with several fractured vertebrae in his back.

Among the U.S. drivers who successfully qualified were Penske, Hansgen, Lloyd Ruby, Alan Connell, Harry Heuer, Jim Weustoff, Augie Pabst, Bill Krause, Bob Holbert, Jim Hall, and Ken Miles. Dan Gurney's Lotus 19 was plagued with gearbox troubles and he didn't qualify until he won Sunday's Consolation Race and had to content himself with a position at the very back of the 33-car starting grid for the 200-mile Grand Prix.

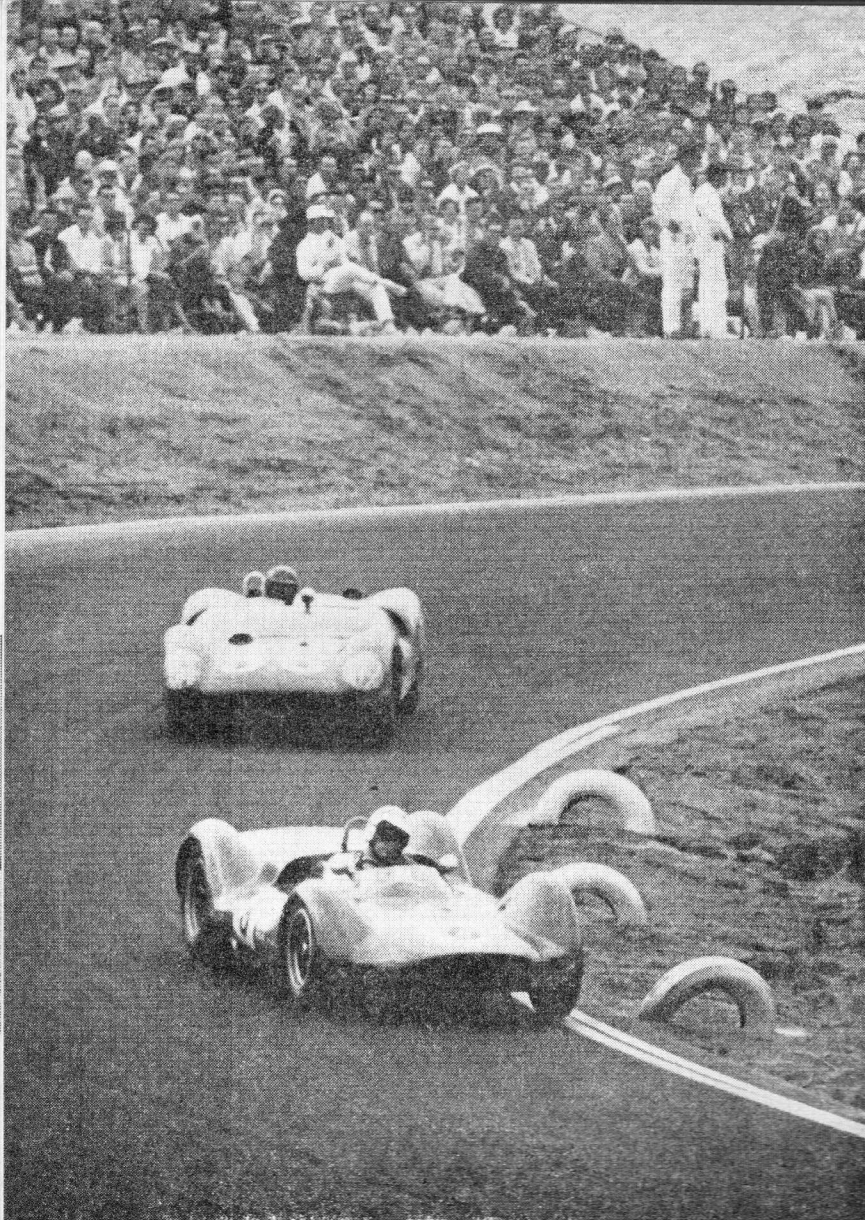
Saturday was taken up with amateur

racers, including a three-hour endurance race for G.T. and sports cars which was won by Doug Hooper driving a 1963 Corvette Sting-Ray coupé in its first competition appearance.

Sunday's only other preliminary race besides the Consolation Race was a 65-mile 25 lapper for Formula Junior machines with \$1,500 in prize money resting on the outcome. After a spirited battle involving Pete Lovely (Lotus 20), Walt Hansgen (Cooper), Rob Nethercutt (Lotus 22) and Augie Pabst (Brabham), Ed Leslie moved up from 12th place to nip Pabst by two seconds and Lovely by three seconds to win the event in a Lotus 22 at an average of 91.8 m.p.h. and a time of 42 mins. 27.8 secs.

Sam Hanks, former Indianapolis winner, led a slow pace lap to familiarize the 33 starters in the \$32,000 Grand Prix with last-minute conditions of the circuit and the 22 over 2-litre cars and the 11 under 2-litre cars took their positions for the start of the 200-mile race. The starter dropped the green flag and approximately a million dollars worth of racing machinery thundered across the starting line to the delight of 76,400 spectators. Penske led off the line, into the first turn and had a two car lengths edge over Masten Gregory at the end of the first lap.

On the first lap Gurney gave notice of things to come by overtaking 10 of the tail-enders. On the second lap he overhauled seven more positions, three more on the



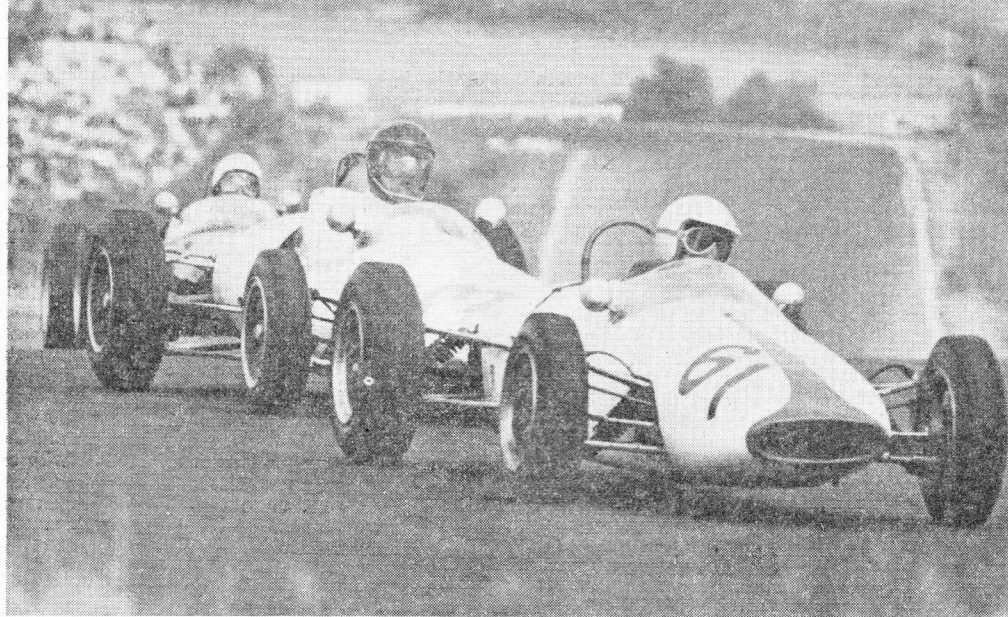
next lap, and soon everyone was watching the familiar number 98 as Gurney threaded his way through the pack in his pursuit of the leaders.

As Penske pulled out a 10 secs. lead over Gregory he was informed from the pits of Gurney's progress. Meanwhile Graham Hill retired on the 16th lap with gearbox linkage failure and Hansgen retired his very fast Maserati. Jim Hall of Texas had moved into second spot ahead of Gregory, and McLaren was losing positions one by one to the early chargers.

On the 31st lap Gurney had not only gained second spot in his two-year-old Lotus, but managed to get within a car length of Penske in the esses. The significance of Gurney's achievement can best be explained by describing Penske's car. It was originally an Intercontinental Formula open-wheel machine into which Penske had popped one of the rare 2.7-litre Coventry Climax engines. Later Penske had an aerodynamic body designed for the car, added lights, a completely unusable seat under the curvature of the right door, and ended up with a centre-located single-seater. It could never pass technical inspection for an F.I.A. Championship sports car race, but thanks to meeting the letter of S.C.C.A. rules and weighing-in at just 1,100 lbs. it turns out to be a frightfully fast machine.

Although Penske could pull Gurney down the straights he was helpless at staying with him in the turns, and by dint of some superb motoring Gurney finally moved into the lead on the 38th lap. With the leader on each lap being awarded \$25, Gurney rang the strong box for a fair amount before his throttle-linkage collapsed on the 59th lap and dropped him out of the race. Penske, who was lying second, some 10 secs. back, resumed the lead, and eventually took the

***FIRST APPEARANCE** of the Chevrolet Corvette Sting-Ray in a motor race was in the Riverside Three Hours race. In spite of this alarming off-course excursion Dave MacDonald held a substantial lead until the Corvette lost a wheel; nevertheless, another Sting-Ray, that of Doug Hooper, won the event.*



ENGAGED in a hot Formula Junior battle are Augie Pabst (Brabham), Ed Leslie (Lotus 22) and Ron Nethercutt (Lotus 22). Leslie won from Pabst, while Nethercutt was fourth.

chequered flag with 14 secs. to spare over second place Jim Hall who did a fine job driving his Chaparral. Gregory, only four seconds behind Hall, was the only other car on the winner's lap. McLaren was fourth, one lap back, and Ireland was fifth, all by himself two laps behind the winner. Ireland had captured first in the under 2-litre class which came in for a good chunk of prize money and was over two laps ahead of his closest pursuer in that class.

Ken Miles, sixth, and Augie Pabst, seventh, were both driving Maseratis, and eighth place went to Bill Weustoff of Milwaukee, who did an outstanding job at the wheel of an old Scarab.

Results

1, Roger Penske (Cooper-Climax Special), 77 laps in 2 h. 5 m. 40.5 s., 95.6 m.p.h.; 2, Jim Hall (Chaparral-Chev.), 77 laps in 2 h. 5 m. 54 s.; 3, Masten Gregory (2.5 Lotus-Climax 19), 77 laps in 2 h. 5 m. 58 s.; 4, Bruce McLaren (2.7 Cooper-Climax Monaco), 76 laps; 5, Innes Ireland (2.0 Lotus-Climax 19*), 75 laps; 6, Ken Miles (3.0 Maserati Tipo 61), 74 laps; 7, Augie Pabst (4.0 Maserati Tipo* 151), 74 laps; 8, Bill Weustoff (5.6 Scarab-Chev.), 74 laps; 9, Don Wester (1.7 Porsche RSK Spyder*), 73 laps; 10, Bob Donner (1.6 Porsche RS61*), 73 laps; 11, Chuck Daigh (3.0 Maserati Tipo 64), 72 laps; 12, Don Huette (1.7 Porsche RS61*), 72 laps; 13, Harry Heuer (5.6 Chaparral-Chev.), 71 laps; 14, Ron Dykes (1.9 Maserati Tipo 60*), 70 laps; 15, Pete Lovely (1.5 Lotus 23*), 66 laps; 16, Jack Brabham (1.5 Lotus 23*), 57 laps; 17, Alan Connell (2.5 Cooper-Climax Monaco), 53 laps; 18, George Grinzewitsch (1.9 Cooper-Climax Monaco*), 49 laps.

* Denotes under 2-litre class.

SEE OVERLEAF FOR

BRUCE McLAREN'S COMMENTS...



UNTIL 14th October it had been fairly easy for overseas drivers with the latest factory machinery to pluck the huge prize money offered in the U.S.A. from under the noses of the local men. But this year at Riverside the "local boys" hit back with a vengeance with cars that were lighter and more powerful than anything we had to offer. Two young drivers in particular—Roger Penske and Jim Hall—with a stop at nothing, anything you can do I can do better attitude won through in a big way, and gained the respect of all who witnessed the way they went about their motor racing.

Penske, last year's American sports-car champion, studied the regulations closely in an effort to build himself a sports car capable of staying with the latest factory

light frame around it to support an aluminum body shell. A light passenger's seat was slung in this framework to one side of the central driver's seat. When they had finished, they had a car to be proud of, with a neat, low body, a faired-in central seating position, and a performance that staggered everyone when Penske set off for practice. In a few laps he was down to 1 min. 35 secs. for the 2.6 mile circuit in the desert, a time which gave him pole position on the grid, 0.5 sec. faster than I could manage in the new 2.7 works Monaco.

His friend, tall Texan oilman Jim Hall, approached the problem from a different angle, but an equally successful one. With their greater experience, the Europeans were building themselves cars which handled better than the local products, but with an emphasis on relatively small engines. Mr. Hall moved in on the field where American motor men excel—big, beefy engines.

Jim has been perfecting the design of his big front-engined Chaparrals powered by Corvette engines for the past two years, and the white car he brought to Riverside was a beauty. It would be easy to say that the Chaparral didn't handle on the corners and gained its advantage by brute force on the straight, but that wasn't exactly true. Admittedly we had no hope of staying with the 6.2-litre V8 in a straight line—or even of tucking into the slipstream for that matter—but Jim had the big car handling well and I could make up very little ground on him through the corners.

During the race Penske romped away to an early long lead while Dan Gurney was struggling through the pack after starting

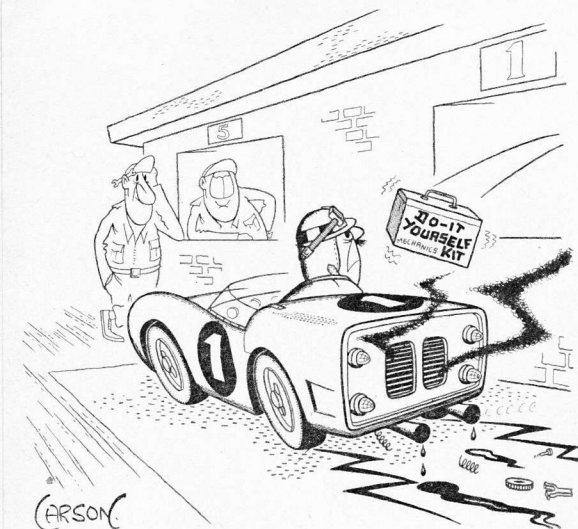
BRUCE McLAREN

Reports

FROM THE COCKPIT AT RIVERSIDE ...

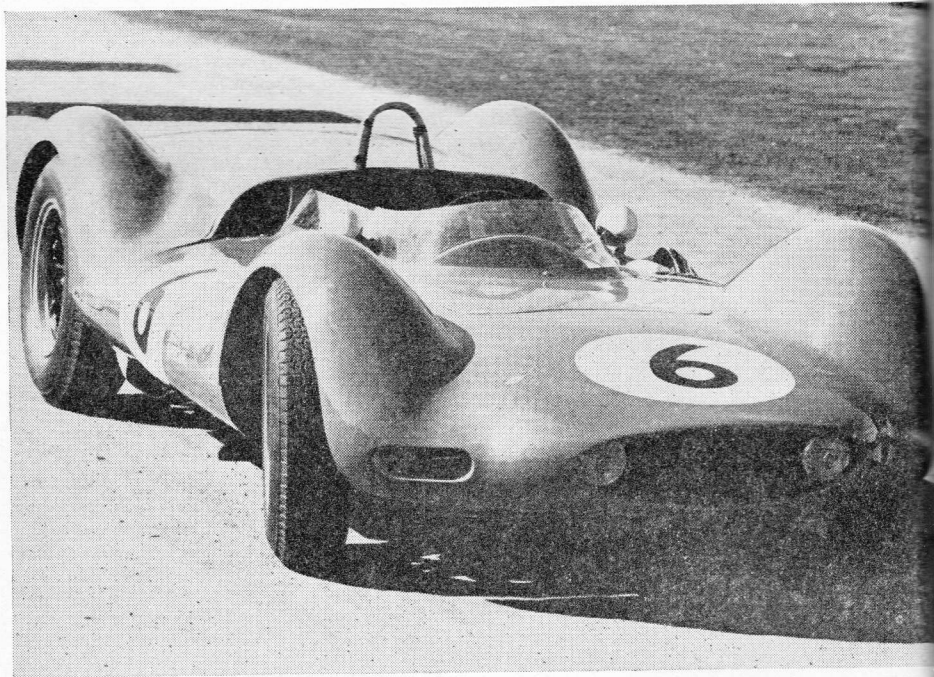
ROGER PENSKE (above) averaged 95.6 m.p.h. for the 200 miles. Here he is seen being congratulated for winning \$8,350 plus a Pontiac coupé valued at \$4,500.

CONTROVERSIAL (right) was Penske's winning machine. It is a rebuilt Inter-continental Cooper powered by a 2.7-litre four-cylinder Coventry Climax motor. It weighs 1,100 lbs. and its driving seat is centrally located.



cars. He had a pretty shrewd idea of what he could get away with, and with a 1961 Cooper F1 chassis and a 2.7 Climax engine, he and his team set to work on a sports car aimed at beating (a) the regulations, and (b) the foreign opposition.

They utilized the F1 chassis and built a



at the rear of the grid as he hadn't been around to qualify. The Chaparral was a solid third on the tail of Masten Gregory's Lotus 19. Masten is no slug in a sports car, but he couldn't hold Hall back and once the Texan went by, Masten was hard pressed to keep the big car in sight.

Hall has handed the production of the front-engined Chaparrals over to another firm, and is at present working on the design of a rear-engined car with European races in mind.

Lance Reventlow has already built a rear-engined Scarab sports car using the Buick

V8 engine, and he was turning some impressive laps during Riverside practice before the car left the road bending itself pretty badly, although Lance escaped unscathed.

The fact that Penske's car passed the technical inspection surprised most of us (I wonder how it would fare at Le Mans?) but the fact is that there are not enough competitive F.I.A. regulation sports cars in the States to make up a reasonable field, and consequently virtually anything resembling a sports car has been allowed to run.

Last year at Riverside, Jack Brabham and I had an armchair run in Monacos to finish first and second, but this year we both had to battle all the way. My main worries came from Lotus 19s, both Climax- and Buick-powered, and very well driven. In the 2-litre class, Jack's main opposition came from Porsches and other Lotus 23s; however, a long pit stop with a jammed starter spoiled his chances of a placing. Innes Ireland won the class in a Rosebud Team Monte Carlo fitted with a 2-litre Climax. The 2.5 engine he was scheduled to use had been impounded by the Customs in New York!

One of the highlights of the race was Dan Gurney's fantastic effort in the Arciero Brothers Monte Carlo. Dan had missed practice and had to run in the consolation race, the fastest few of which went to the rear of the grid in the main race. Dan made this race look easy and whistled in well clear of the field.

In the main race he forged his way through from the back making us all look slow, reeled Roger in with seemingly little effort and the crowd went wild as their local Riverside boy went into the lead. However, it was a short-lived lead, for he struck throttle troubles and spun hitting the safety fence, the pit stop to rectify both mishaps dropping him to eventual retirement.

The day before the main sports-car race, Jack and I drove Sunbeam Alpines in a Three-hour Endurance race theoretically for production cars. We had more than our fair share of problems and neither of us got as far as the chequered flag. This race saw the competition debut of the new Sting-Ray Corvette coupés which really are fine G.T. cars. They look good, go fast, and apparently handle well. Fords also got in on the act with the new A.C. Cobra—an A.C. Ace fitted with a Fairlane Ford V8 engine. The Cobra was certainly faster than the Corvettes, but driver Billy Krause had to relinquish his lead when a stub axle sheared and a rear wheel came off.

After the bleak weather at Watkins Glen we welcomed the prospect of Californian sunshine, and were not disappointed. It hasn't rained in Riverside since last March! We had a rather riotous trip over on a TWA Boeing 707, and motored through from Los Angeles to Riverside in a 1963 Chev Impala—a very smooth machine. Most of the motor racing fraternity stayed at the Mission Inn, a huge rambling place built in early Mexican style with palatial, modernly furnished rooms, terrible service, and a heated swimming pool which we all made good use of.

The Penskes and Halls were also staying at the Mission Inn, and at dinner the night before the race, Roger and I made a deal that whoever won the race—and the Pontiac and 8,000 dollars—would treat the other to a spree in Los Vegas. The prospect of buying the key to Los Vegas for Roger and Lisa was never a problem for me, as I was never in sight of the lead, and with his stack of dollars now, I shouldn't think it will worry Roger a great deal.

Before the arrival of the Penske Cooper, or should I say the Zerelex-Duralite-Climax, it was christened the FUBAR special—Fouled Up Beyond All Recognition—but when it arrived, we had to retract the initials. Plenty of people can take a car, rebuild it, and make a real hash if it, but Roger's car was a beauty.

It has set John Cooper and I thinking anyway, and we have been experimenting with the removal of everything feasible to bring the weight down somewhere near the FUBAR for Laguna Seca.

The Laguna Seca circuit near Monterey, California, has a reputation for fast and furious motor racing, and the meeting there on 20th-21st October was no exception. Such has been the advance of sports car racing in the U.S.A. over the last few years that the slowest of the 28-car field was a 1960 V12 Testa Rossa Ferrari!

Eight late model Lotuses with drivers like Dan Gurney, Lloyd Ruby, Jack Brabham and Masten Gregory lined up against four Cooper Monacos for Graham Hill, Walt Hansgen, Al Connell, and my works car. With these against the large field of rapid American specials, it couldn't have helped but be a good race.

Practice started on the Friday afternoon and Jim Hall set the pace with his big 6.2-litre Chaparral by being the first to break the lap record set by Stirling Moss, when he won in 1961 with a Lotus 19. As at Riverside, Roger Penske eventually set a time that none could better, although Lloyd Ruby, a soft-spoken Texan with a 10-gallon hat and a slow drawl, hinted at the form he was later to display in the race by posting second fastest time, just 0.2 sec. behind Penske. I was third fastest in the new Monaco, 0.7 sec. behind Ruby after Cooper mechanic Mike Barney had changed engines during the free Saturday.

A lot of us had taken advantage of the fact that the technical inspection in Cali-

... AND

LAGUNA SECA

fornia was not quite up to Le Mans standards, and had thrown off everything not essential like lights, generators, windscreens, and seats.

On the Saturday afternoon a series of amateur races were held, with a G.T. race being the main event. This time the new Sting-Ray Corvettes did not show up so well, the highest placed car being third behind a Ferrari Berlinetta and an E-Type Jaguar.

The Mark Thomas Inn was host to the majority of the racing people, and the management had entered into the spirit of the weekend by floating a NO PARKING sign in the swimming pool, remembering last year when Augie Pabst left his hire car in it. Graham Hill, Jo Bonnier and I enjoyed a swim in the pool before Mike and I set about removing the engine.

In the Formula Junior race on the Sunday morning local driver Ed Leslie led from the start but not quite to the finish as a rod went through the side of the block in his ex-Arundell Lotus-Ford, letting Walt Hansgen in his Cooper-B.M.C. and Pabst in his Brabham-Ford through to first and second—just two of the seven cars Briggs Cunningham had trucked from New York for the Californian races.

The first of the two 100-mile heats in the sports car race started with a roar and a bit of nudging and shoving as the 28 cars left the grid and headed for the tightish corners on the back of the 1.9 mile circuit.

I was third in the bunch as we went into a tight left-hander, but suddenly I was being shunted sideways and then backwards, and I sat somewhat petrified pointing the wrong way as the rest of the field went bellowing past.

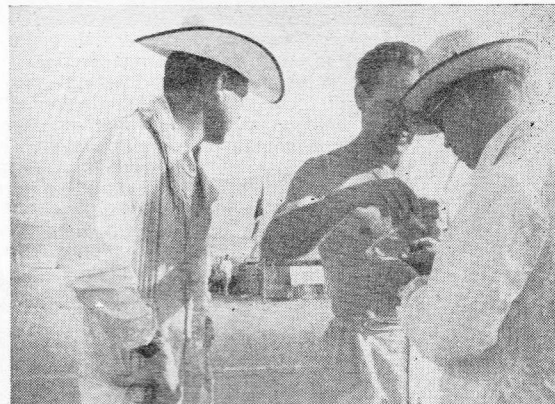
I was soon back in the fray, and when I arrived at the corner leading into the pit straight and saw Lloyd Ruby sorting his Lotus out of the hay bales I felt quite pleased as I thought it had been his car that had pushed me into my "moment". How-

ever, I later discovered that Masten Gregory had accidentally been my assailant when he got into difficulties with two wheels in the dirt under braking.

Naturally, I was pretty annoyed at this handicap, but this was probably a good thing because Laguna Seca is a tight little circuit and it was the right frame of mind to be in as I ploughed back to finish third, 15 secs. behind Penske who had managed to get within 2 secs. of Gurney over the last few laps when the Lotus struck mechanical bothers. Dan was driving another race like Riverside. Repairs and preparation of the car kept him away on the first practice day, but after only an hour's familiarization he was on the third row of the grid.

There was half an hour between heats to make adjustments and refuel. That half-hour seemed like five minutes! Penske had to mend a broken shock absorber, Dan had to replace a lost generator pulley, and I found that the clutch-operating mechanism had broken during the last few laps in the works Monaco. There was nothing we could do in this short space of time, and we had ourselves a problem as the cars had to start on their starter motors. The only way I could take off was to select low gear, start the car rolling on the starter motor, and then switch the magneto on. The thought of doing this on the second row of the grid with the big American specials thundering up from behind didn't appeal, so I elected to start from the back of the grid.

This meant fighting my way back through the traffic again without a clutch, but I didn't have my "tiger" up this time, and only managed to place fourth. This time it was Lloyd Ruby who turned on the fireworks and took Penske and Gurney, to go into a



LLOYD RUBY, who surprised everyone by winning the second heat at Laguna Seca, watches Tony Robinson light a cigarette for Innes Ireland.

commanding lead when Dan dropped out with transmission troubles.

Penske's two second places gave him an overall win, and Ruby, who had placed fourth in the first heat, came second according to the scoring system which operated on minimum points scored rather than on race times.

Walt Hansgen placed third in the second heat, but as he had been well back in the pack after a pit stop for overheating troubles in the first heat I placed third overall.

So Penske took home another \$8,000, making \$20,000 he has won in the last fortnight—not including the \$700 that he managed to win gambling in Las Vegas between races!

ROUND THE GALLERIES

PATRICK McNALLY

Reviews the

Accessory Stands

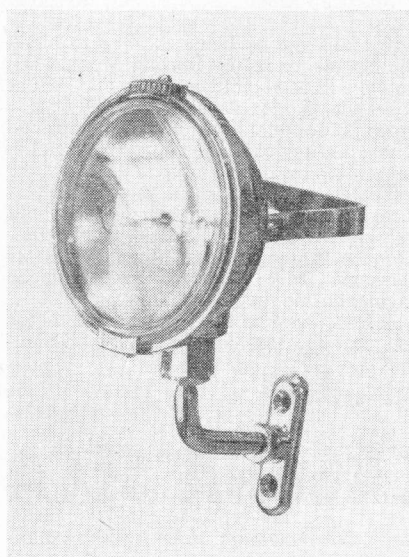
at Earls Courts

THOUGH the galleries always look more or less the same the accessory manufacturers succeed in keeping pace with trends, and these stands often have as much interest as the cars themselves. In this respect the 1962 show was no exception. The major component manufacturers obviously having had a very busy year with such things as alternators, fuel injection systems, automatic transmissions and transistorised ignition. Examples of all these pieces of equipment showed that, if anything, the component manufacturers were well ahead of the actual car manufacturers.

Of technical interest the Lucas alternator was of particular importance, although I doubt we shall see this piece of equipment

superseding the dynamo for a good few years yet, for, despite its obvious advantages from the point of view of high output, minimum maintenance and simplified output control, this piece of equipment is approximately $2\frac{1}{2}$ times as expensive to produce as the conventional dynamo, and it is therefore unlikely that manufacturers will adopt it as original equipment. However, it will no doubt be fitted to Police cars and other such vehicles which use R/T and need the benefit of a useful charging current at low idling speed.

Dunlops were showing their new S type disc brake. This depends upon the wedging



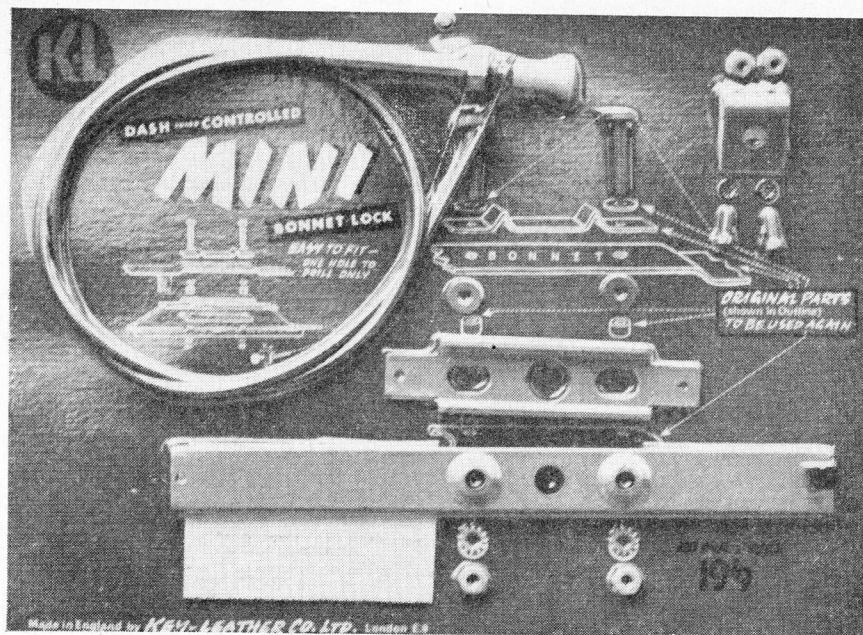
WINGARD'S new universal-mounting rally lamp, with hand adjustment to cover an arc of 360 degrees.

action induced by the drag of the pads on the disc—these being set at an angle to the disc. The obvious advantages of these brakes are that they do not need a servo as they have in effect a self servo characteristic. Hobbs Transmissions were again showing units very suitable for small

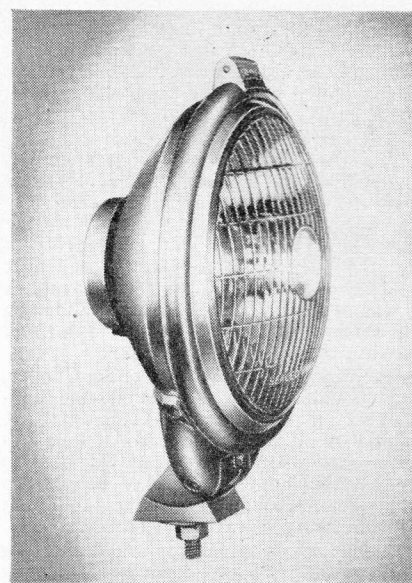
capacity engines. Gear changes take place automatically controlled by governor circuit which takes into account road speed and throttle opening. They also have an over-riding manual control. The transmission gives positive drive through an epicyclic train and clutches. All the shock absorber people were bang up to date, and Armstrong were again exhibiting their selectoride system. Postland Engineering, who import Koni into this country, had a full range with various types and settings for most raceable cars.

PECO had obviously left it till the show to announce their twin master cylinder brake system, their transistorised ignition layout, and their extremely interesting Police radar warning device. The twin master cylinder arrangement is extremely good and does in one move what the racing boys have already tried with complex linkage. The basis of this system is that there is a separate master cylinder for both front and rear brakes, which means complete brake failure is extremely unlikely to occur through brake line fracture or loss of hydraulic fluid. In the event of one system failing, the other will function perfectly normally.

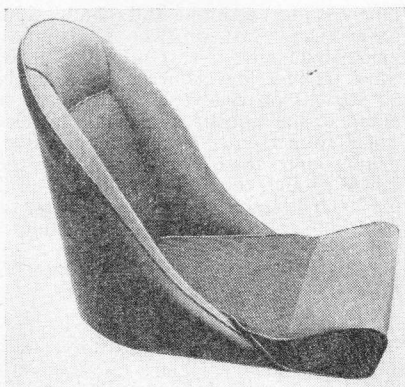
The transistorised form of ignition to be marketed by PECO uses the distributor as a switch to the transistors and thus the inefficiency caused by a 15 thou gap operating at 8,000 revs. tends to be overcome, as the gap between the points can be as small as 2 thou, the high tension coming for the transistors. The greatest advantage of this is that the contact breaker point settings are at all times operating without burning, pitting, or need of adjustment. However, I am sure our readers are far more interested in the police radar warning device which gives an audible warning when the presence of a radar trap is sensed, for the most ardent rear view mirror viewer is likely to be caught by an electronic system! The set operates on a small flashlight battery the life expectancy of which is approximately 1,500 operational hours, and the price of the unit is expected to be in the region of £10 (the price of a nasty summons). Naturally PECO have continued their extensive line of manifolding which is available for most production cars.



DASH-BOARD-CONTROLLED bonnet lock for Minis, by Key-Leather, is simple to fit and gives security for the engine compartment. It costs 19s. 9d.



THE RAYDYOT combined driving/pass/fog lamp, costing £5 12s. 6d., can be supplied with a special bracket for Minis.



THE SPECIAL "Contour Six" seat, by Microcell Ltd., is suitable for the "E"-type Jaguar, the Series II Sunbeam Alpine and the Mini range (after June, 1961).

Just about every tyre manufacturer was exhibiting, but there was nothing particularly exciting or new; the emphasis seems to be on high speed tyres more than ever before. Safety harnesses were widely exhibited again, most of the interest being round the self-locking or inertia type. Smiths had a new sidelight timer for bringing on side lights at a determined time. They were also showing extra instrumentation including their well tried and approved electric rev. counter which retails well under £10. Kenlowe had their thermostat-operated electric fan which is fitted as standard on several high per-

SUPERBLY FINISHED "Torino" replacement exhaust systems on the Allard Motor Co. stand. Sets are available for "A" series B.M.C. cars, Dauphine, Ford Anglia and Consul.

formance cars and is extremely useful for other high performance cars which have had their fans removed in the interests of maximum performance, yet must still be tolerable in city traffic.

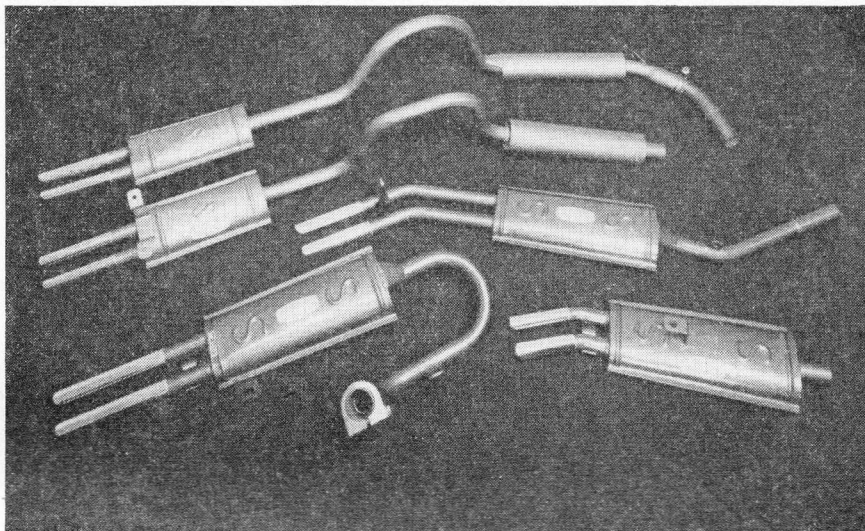
Sparkling plugs which are advertised as having longer trouble-free life are being offered by most of the companies including the "Golden Lodge", which was described in a previous issue of AUTOSPORT. The writer travelled in a Mini-Cooper which was equipped with a set on a recent continental trip, and despite French petrol found nothing to complain of, the car never missing a beat throughout the journey.

At last some manufacturers have decided

that these pathetic spindly bits of iron-mongery supplied as jacks are perhaps not all they might be, and more than one company are turning out modern pneumatic affairs.

Allards, the experts in supercharging, were showing bolt-on kits for almost any make or model. Fortunately, too, they were offering a means of stopping the supercharged cars with disc brake conversions.

All sorts of little extras and goodies were available, what with wing mirrors, spot lamps, special seats, numbers and, no doubt, dolly dangles—though I never saw any. Truly, the galleries were the "car proud's" Mecca.



The Geneva Rally

Victory for Walter/Lier (Porsche)

THE Hans Walter-Porsche Carrera combination is probably the most powerful of the current rallymen, and his outright victory in the Geneva rally, where he set best time on all nine timed sections, follows the recent German Rally where he was also unbeaten with the same car.

Eric Carlsson needed two things to keep the European Rally Championship open for the final event—50 actual starters, and a placing of first in class and third overall. While the popular Swede did his part, with a second place taken on the very last stage from Pat Moss's Cooper, the Swiss,

WINNER: The Porsche Carrera of Walter/Lier prepares to leave a control during the Geneva Rally.

unfortunately, did not, and their very late publication of regulations—after a series of "its off—and on" rumours—kept all but 33 crews away, giving Eric insufficient points to keep up with Böhlinger. The rally itself was a good one, with only six retirements and enough timed stages and hill-climbs to keep everyone's interest. A great deal of rain together with a few foggy sections contributed to the heavy penalizations which were incurred by all except Hans Walter, and his performance was so convincing that even the unpopular "class-improvement" basis of scoring could not dislodge him from first place. An unrewarded performance was that of Jean-Jacques Thuner's who was the only one to get anywhere near Walter on scratch times—his throttle linkage came adrift on the very last stage and the ensuing repairs, with burnt fingers from a hot engine, dropped him to 14th position.

Hans Walter arrived at scrutineering almost at closing time—due to a quick visit to St. Gervais for a practice session, after the organizers had announced a re-routing of this special stage. Two classes were merged owing to the very poor entry, and this left seven classes—two G.T., two improved touring cars, and three series production saloons—in addition, with only two ladies crews, the *Coupe des Dames* award could not count towards the championship, so that Pat Moss was automatically the winner for 1962.

The only significant part of Swiss route was over the *Col de la Croisette*, a fairly

(Continued overleaf)

Geneva Rally—continued

short climb where power was the main requirement, and *both* the works DKWs were faster than Carlsson's SAAB, although well behind the Moss/Mayman Cooper, not in the least off tune after winning both German and Tulip rallies. Thuner's TR4 equalled Spinedi's 250GT Ferrari for second best time!

Col de la Croisette

1. Walter, 4 mins. 19 secs.
2. Thuner, 4 mins. 29 secs. and Spinedi, 4 mins. 29 secs. (equal).
3. Schaefer (Alfa Giulietta Sprint), 4 mins. 46 secs.
4. Trautmann (Citroën), 4 mins. 51 secs.

The first special section showed that the Swiss officials meant business, only four cars managing the set times for their classes—Walter, Moss, Carlsson and Gele (DKW)—Thuner and Spinedi both losing time, while René Trautmann overdid things when



CONVINCING until a minor maladjustment set it back was the TR4 of Thuner/Gretener.

his navigator misgraded a corner, damaging the Citroën too badly to continue.

Le Biot

1. Walter, 6 mins. 24 secs.
2. Thuner, 6 mins. 39 secs.
3. Spinedi, 6 mins. 51 secs.
4. Moss, 6 mins. 53 secs.
5. Carlsson, 7 mins. 03 secs.

The roughness of the second "chronometric" section defeated everyone and Carlsson pushed the SAAB through in third best time, but surprisingly Walter came closer to his set average and was easily fastest ahead of Thuner.

Martigny

1. Walter, 8 mins. 46 secs.
2. Thuner, 9 mins. 09 secs.
3. Carlsson, 9 mins. 19 secs.
4. Gele, 9 mins. 38 secs.
5. Moss, 9 mins. 39 secs.

The St. Gervais stage seemed more like a series of Welsh-Whites, with a string of twisty little lanes where Walter showed his disregard for the now well-worn body panels of the Carrera, taking more than half a minute from the Triumph factory car, with the girls' Cooper only a second farther behind—still holding a margin from Carlsson. Spinedi's Ferrari was beginning to drop behind these experienced drivers and could not manage to maintain his earlier speed.

St. Gervais

1. Walter, 10 mins. 17 secs.
2. Thuner, 11 mins. 02 secs.
3. Moss, 11 mins. 03 secs.
4. Carlsson, 11 mins. 05 secs.
5. Gele, 11 mins. 16 secs.

A short stage over the Marrocaz gave Carlsson some valuable seconds back against the girls, as his set times were considerably less than for the Cooper, but once again no one achieved their target,

through some delightful disregard of distance by the Clerk of the Course, who seemed to have caught on to the idea of "Morecambe-miles".

Marrocaz

1. Walter, 6 mins. 19.6 secs.
2. Thuner, 6 mins. 40.4 secs.
3. Spinedi, 6 mins. 48.6 secs.
4. Moss, 7 mins. 03 secs.
5. Carlsson, 7 mins. 04.8 secs.

The DKWs of Gele and Kling were losing ground steadily to Carlsson, in spite of their easier time schedules, and furthermore the little Renault of Hanrioud and Arbez was catching them on total penalties!

On the speed hill-climb of Chamrousse, the other British entry, Shawzin/Denny (Sprite), had the misfortune to "lose" a plug, dropping them well down in their battle with the Warmbold G.T. DKW, while Schaefer's Alfa Giulietta reappeared among the best five, pipping Carlsson by 5 secs.

Chamrousse

1. Walter, 13 mins. 06.4 secs.
2. Thuner, 13 mins. 50.1 secs.
3. Spinedi, 13 mins. 56 secs.
4. Moss, 14 mins. 23 secs.
5. Schaefer, 14 mins. 23.1 secs.

Mont Ventoux was bathed in warm sunshine, as a pleasant contrast to the rains and mists of the previous night, and conditions for the climb were perfect. Unfortunately the times cannot be compared with those of other rallies this year, as the start took place by the hairpin at St. Estève village, instead of the more usual start farther down in the valley, but for Thuner to take time from the Ferrari on this fast and steep climb was most surprising. Carlsson was slower than the Swiss DKW, yet was more than half a minute faster than the two factory DKW Juniors which had beaten him on the earlier test.

Ventoux

1. Walter, 10 mins. 25 secs.
2. Thuner, 11 mins. 13 secs.
3. Spinedi, 11 mins. 16 secs.
4. Meunier (Jaguar), 11 mins. 43 secs.
5. Schaefer, 11 mins. 48 secs.

The St. Jean Circuit, from St. Jean en Royans, is a perennial test for the rally circus, and each visit seems to result in even more spectacular times. The set target speeds on this occasion would have been well nigh impossible, even Walter was asked to beat his previous "best", but the reappearance of fog put paid to any speculations of possibility, and the fastest

time was just two-and-a-half minutes down on average. Carlsson, who excels in this kind of adversity, was only just behind Moss on time, but gained a very valuable 22 seconds on class average to move up ahead of the Cooper in general classification. Thuner, in spite of gaining nearly a minute over these two, dropped farther down through this class timing, and only the Kreft Jaguar joined the select quartet in covering the section in under 24 minutes. Spinedi's Ferrari had retired near St. Nazaire le Desert, where the surface had been extremely rough.

St. Jean en Royans

1. Walter, 21 mins. 30 secs.
2. Thuner, 22 mins. 10 secs.
3. Moss, 23 mins. 02 secs.
4. Carlsson, 23 mins. 10 secs.
5. Kreft (Jaguar), 23 mins. 45 secs.

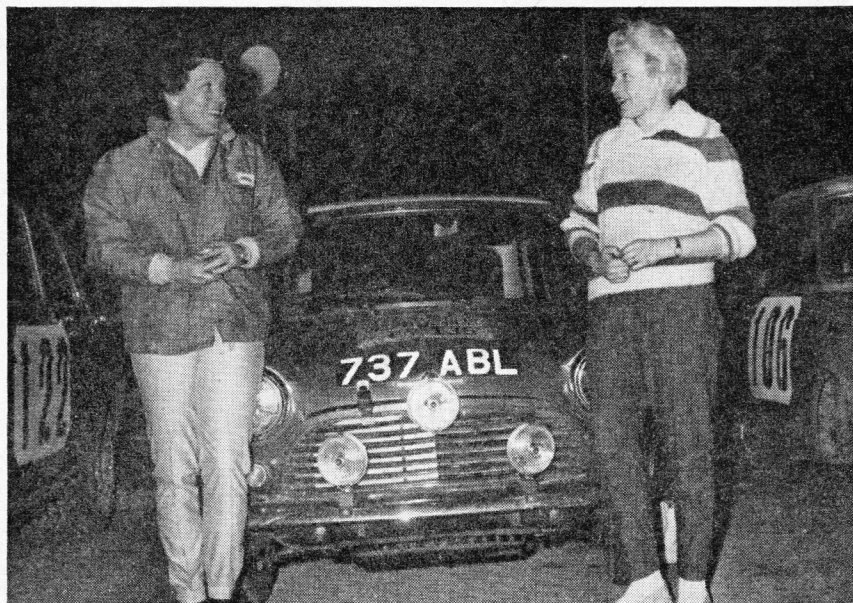
The final long "chronometric" section from Neyrolles to Le Piozat covered about the same distance, and only three cars managed their set time—Walter, Moss and Carlsson . . . to ensure keeping his second place, Carlsson had taken no less than 42 seconds from the Cooper! Poor Thuner sat on the start line with a disconnected throttle, losing the magnificent total of 423 seconds for the stage after a most convincing run with the newly developed engine which Graham Robson has procured for his RAC team cars. Said to be giving more than 125 b.h.p., the result certainly looked convincing up until this last misfortune.

The general opinion at the finish was most favourable, with a good route, interesting stages and tests, and a not too simple road section (only Walter, Carlsson, Moss, Gele and Thuner had been "clean" on the road).

Results

1. Walter/Lier (Porsche), 152.
2. Carlsson/Haggbom (SAAB), 280.
3. Moss/Mayman (Cooper), 289.
4. Hanrioud/Arbez (Renault), 376.
5. Gele/Laurent (DKW Jr.), 495.
6. Kling/Kreder (DKW Jr.), 577.
7. Kreft/Fleck (Jaguar), 641.
8. Meyer/Bechtel (DKW), 653.
9. Machi/Machi (SAAB), 670.
10. Meunier/Grosrey (Jaguar), 694.

Classes: Group 1 up to 850 c.c.: Hanrioud, 851-2,000 c.c.: Charpillot (Alfa Romeo Giulietta T1). Over 2,000 c.c.: Kreft (Jaguar). Group 2 up to 850 c.c.: Carlsson. Over 850 c.c.: Moss. Group 3 G.T. up to 1,300 c.c.: Schaefer (Alfa Romeo Giulietta Sprint). Over 1,300 c.c.: Walter, Team Nations; Swiss: Illert (BMW), Thuner (TR), Schaefer (Alfa).



THE CONCLUSION of another fine drive by Pat Moss and Pauline Mayman.



Writers' Dice!

The Guild of Motoring Writers' Annual Motor Show Test Day

by
JOHN V. BOLSTER
Photography by
GEORGE PHILLIPS

THE annual test day at Goodwood was blessed with excellent weather. It must be emphasized that the uniformly good surface of this circuit renders it a poor test track, as one cannot try the behaviour of the cars over bumps. The following narrative should therefore only be taken as a general guide and not as a full test report, especially as there is no real straight for timing purposes, though the curves and corners are delightful.

Arriving bright and early, the first car I was able to try was the Rover 3-litre

coupe. This is a car of superb luxury with beautiful interior furnishing and a splendid display of proper round instruments. The car is capable of well over 100 m.p.h. and handles well, with very light power steering. The automatic gear box tended to change up rather early, but

was very smooth in action. The handling characteristic was an understeering one, but the machine was always very controllable. This is a beautifully made car, and I only criticize the seats, which allow one to slide about too much, and the curved windscreen, which causes some distortion at the outer edges.

I next grabbed an E-Type Jaguar fixed-head coupe, and found that the driving position is now very comfortable for a six-footer. The surge of power was splendid and one kept exceeding 110 m.p.h., while controlled slides could be enjoyed on the corners. I cannot praise the gearbox, and the brakes are not up to the performance if one drives really hard, but what a car!

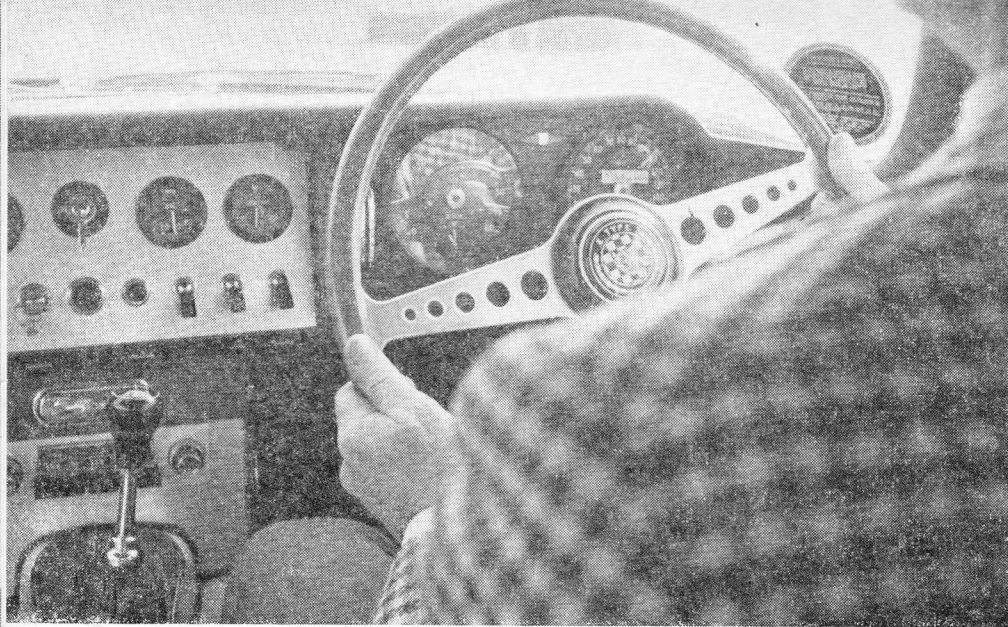
The new Triumph Spitfire 4 impressed me as a really nice little sports car. The proper winding windows are excellent and there are some pleasant little touches, such as the fly-off handbrake. The engine is smooth and has more punch than I expected, aided and abetted by a splendid gearchange. The steering is light and the car handles well, a pronounced rear-end breakaway only occurring during very spirited cornering and being instantly controllable. The brakes are extremely powerful, though it is occasionally possible

(Continued overleaf)



JAGUAR MARK X: *An ideal vehicle for covering long journeys really quickly, and one that is tractable at low speeds.*

FAST MOTORING! George Phillips takes a photographic peep from the back as J.V.B gets the "E"-type moving: the speedo reads 108 m.p.h. for the record, and the rev.-counter shows 5,400 r.p.m.



Writers' Dice—continued

to lock the rear wheels. The driving position could not be bettered, and I only criticize the slight lack of room for the driver's right elbow. This good-looking little car is a winner.

The next car to become available was the Bentley S3. The bigger carburettors and higher compression ratio have really made a big difference, and the 6,230 c.c. engine now produces a lot of power; it is also smoother than before. The very light power-assisted steering gets plenty of "message" from the road to the driver, and the big machine can be driven like a sports car, though some roll is then apparent. The car understeers in a big way, but this can generally be converted to oversteer by releasing a few hundred horsepower. The interior appointments and finish throughout are superb.

The Morris 1100 was greatly enjoyed. This was probably the fastest car round corners that I drove, though the performance is quite moderate. The steering response is substantially neutral, with rear-end breakaway at the very high cornering limit. The brakes are very potent, the gear lever works nicely and does not vibrate, and there is less mechanical noise than one expects of so small a car. The sheer excellence of the roadholding makes this car almost too easy to drive!

I also tried the M.G. version of the same model, with twin carburettors and an M.G. "radiator". The increase in performance over the Morris is very small, and one feels that the engine could easily be developed further, when the roadholding could really be exploited.

Very different was the 2½-litre Daimler V8 with Jaguar body shell. This is not an exciting car, but the smoothness and silence are quite uncanny. The automatic gearbox tended to jerk, so I often used the manual lever. The steering is extremely light, the handling entirely predictable, and the degree of roll not excessive for so "soft" a car. This is a machine which will appeal to the older driver.

I was lucky to get hold of the Mark X Jaguar. This car is very smooth and tractable at low speeds, but the engine becomes more prominent during hard driving, which reminds one of its Le Mans ancestry. The brakes are powerful, showing no sign of fading, and the automatic gearbox suits the power unit, though it is advantageous to make considerable use of the "hold" switch. The big car is easier to handle than one would expect, and this would be an ideal vehicle for covering long journeys really quickly, the low centre of gravity being a great help.

A REALLY NICE little sports car—that is Bolster's verdict on the Triumph Spitfire 4. The car has plenty of punch and good handling qualities.



The M.G. Midget, with its new 1100 c.c. engine, is now a really lively little car. It is marvellous fun to drive, and I hung the tail right out without ever feeling that I was overdoing it. The lower gears are a little noisy and the clutch slips badly after a quick gearchange. The steering of the test car tended to be rather stiff and "dead", probably due to being too new. In spite of its simple chassis design the M.G. holds the road magnificently and its rapid acceleration through the gears is most pleasing. Unfortunately, I was unable to get hold of the M.G.B.

Years ago, the Rolls-Royce testers used to call the Phantom II "guty-rough". I would like to borrow the phrase to describe the Austin-Healey 3000, which is a really potent 120 m.p.h. sports car of the "hairy" variety. The new gearchange is excellent and the overdrive can be used on third and top gears. The acceleration is very vivid indeed and the brakes are powerful, too. The old tendency to plunge about on corners has been eradicated and the potent machine can now be drifted in a spirited manner. Wind-up windows add a touch of refinement, but this is a Le Mans car with hairs on its chest.

A great contrast was the Alvis, with a glorious five-speed, all-synchromesh gearbox. This is a very refined quality car and beautifully made. It handles particularly well with just a modicum of understeer, and one has a wonderful feeling of being fully in control, with a rear end that sticks down well but can be broken away

I was very impressed indeed with this extremely attractive six-seater.

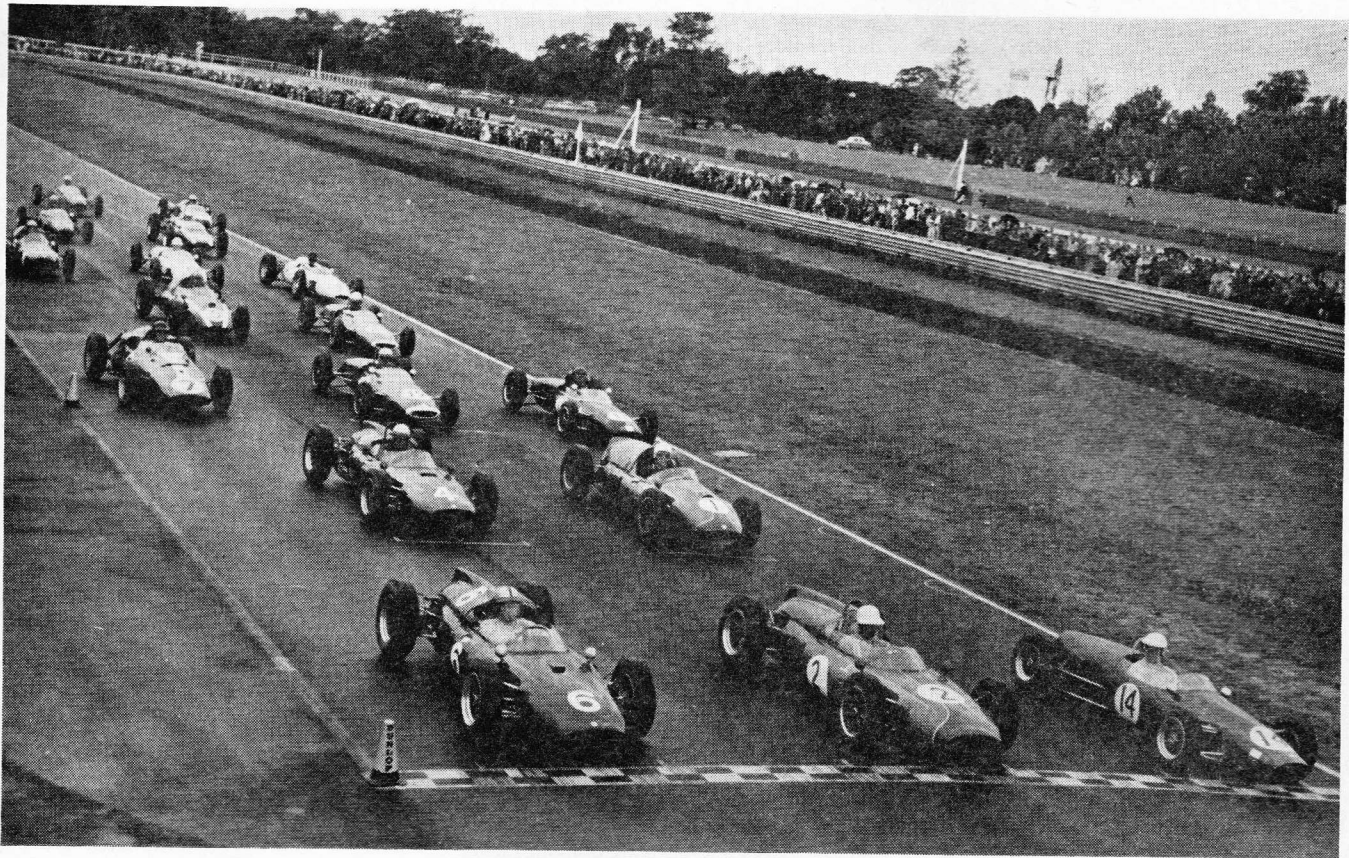
The Turner had indigestion and was returned after one slow lap. I hope to meet it again when it is in full health.

The Triumph Vitesse is an outstanding small six-cylinder car. The engine is smooth, the gear ratios are ideal, and third speed is a very fast gear for overtaking. The machine is well balanced, obviously enjoying taking corners in long controlled slides. When the tail is really skidding on dry roads, the rear wheels set up a curious judder which does not appreciably affect the cornering power and may have been due to a sub-standard damper on the test car. I have a personal preference for small "sixes" rather than big "fours"; the Vitesse strengthens this liking.

A Ford Cortina with the Hobbs Mech-automatic transmission was most interesting. The box is fully automatic but manual gear selection can be enjoyed at any time. The operation is very smooth and the acceleration is greatly aided by the quick changes. Irregular operation on a left-hand bend was due to oil surge and could easily be cured.

The Triumph TR4 proved to have an excellent gearbox, with a synchronized bottom gear, assisted by a Laycock-de Normanville overdrive. This car is obviously a big "four" but is by no means rough. The roadholding is not impeccable but the car can be driven hard with enjoyment. The brakes were extremely hot at the conclusion of the test.

(Continued on page 619)



NEXT in importance to the International "100" at Warwick Farm is the annual Hordern Trophy Race over a distance of 50 miles, and for the second year it was won by Bib Stillwell in his 2.5-litre Intercontinental Cooper-Climax, at a speed of 75 m.p.h.

For 20 of the 23 laps David McKay, also in a 2.5 Cooper-Climax, provided stiff opposition for Stillwell, and in trying just a little too hard in the 21st lap he overdid things at Polo Corner and went off the circuit demolishing a "small hessian building" used by marshals on private occasions!

John Youl of Tasmania, elder brother of Gavin, who was then third moved up to second place and in the process established the fastest lap of the race at 80.52 m.p.h.—a remarkably good average under conditions of light rain which unfortunately fell during this race only.

Chris Amon from New Zealand, who is only 19 years old, was third in yet another 2.5 Cooper-Climax, and in fourth place came Frank Matich in a 1½-litre Elfin-Ford. The Elfin is made in South Australia and is extremely well finished; it does not break new ground from a design point of view and is, in fact, rather like a Lotus.

The whole meeting was full of interest and without incidents. There was a ladies' race and a vintage race which aroused tremendous interest being the first serious attempt at a vintage race for a long time.

In the sports car race the Lotus 23 driven by Leo Geoghegan appeared for the first time in Australia, and in the course of winning its class it established a new class record, while in the same race Frank Matich established a new outright sports car record at 81.16 m.p.h. in his Lotus 19, beating Bib Stillwell who in this race drove a Cooper Monaco.

This race brought to the close a programme of eight races, all of which had been well contested and full of interest for

GRID for the Trophy race: in the front row are Bib Stillwell (Cooper-Climax, 6); David McKay (Cooper-Climax, 2); and Frank Matich (Elfin-Ford, 14). In the second row are the Coopers of Lex Davison (4) and Chris Amon (1).

WARWICK FARM HORDERN TROPHY RACE



VICTORIOUS: Bib Stillwell holds aloft the Trophy.

the rather small crowd of 12,500 who had seen probably one of the best programmes so far organized at this popular circuit.

Results

Sports Cars (5 laps): Over 1,500 c.c. Class: 1, D. Fletcher (Austin-Healey 100S), 62.99 m.p.h.; 2, J. Abbott (Daimler SP250); 3, J. Clarke (M.G.A Twin Cam). Fastest lap: Fletcher, 65.54 m.p.h. Under 1,500 c.c. Class: 1, R. Strong (Herald Special), 61.92 m.p.h.; 2, J. Bond (Austin-Healey Sprite); 3, H. Howard (Nota Sportsman). Fastest lap: Strong, 64.08 m.p.h.

Racing Cars (5 laps): Formula Junior Class: 1, K. Bartlett (Lynx-B.M.C.), 74.45 m.p.h.; 2, G. Scott (Lotus 20); 3, C. Nolan (Lotus 20). Fastest lap: Nolan, 78.79 m.p.h. Under 1,500 c.c. Class: 1, B. Collerson (Cooper-Minx), 70.19 m.p.h.; 2, R. Ewing (Vincent Special). Fastest lap: Collerson, 72.45 m.p.h. Over 1,500 c.c. Class: 1, A. Glass (Maserati 250F), 68.53 m.p.h.; 2, F. Walters (So-Cal); 3, D. James (Citroën Special). Fastest lap: R. Sach (Nota-Din), 71.55 m.p.h.

Sports Cars (5 laps): Over 1,500 c.c. Class: 1, M. Crampton (Buckle), 67.61 m.p.h.; 2, R. Thorp (Aston Martin DB3S); 3, J. Evans (M.G. TC). Fastest lap: Crampton, 68.76 m.p.h. Under 1,500 c.c. Class: 1, F. Matich (Elfin Clubman), 70.07 m.p.h.; 2, W. March (Lotus Seven); 3, P. Toohey (Lotus Seven). Fastest lap: Matich, 71.43 m.p.h.

Vintage and Historic Cars Handicap (5 laps): 1, K. Catt (1923 Lancia Lambda); 2, A. Puckett (1935 Aston Martin Ulster); 3, T. Sulman (1934 Maserati 4C s/c). Fastest lap: L. Rofe (1934 Alfa Romeo P3), 60.72 m.p.h.

Ladies' Handicap (5 laps): 1, Miss W. Clark (Morris 850), 53.71 m.p.h.; 2, Mrs. S. Webb (M.G. TC); 3, Miss L. Hill (Lotus Super Seven). Fastest lap: Miss L. Hill, 66.28 m.p.h.

Hordern Trophy (23 laps): Overall: 1, B. S. Stillwell (Cooper-Climax), 75 m.p.h.; 2, J. Youl (Cooper-Climax); 3, C. Amon (Cooper-Climax); 4, F. Matich (Elfin-Ford); 5, A. Glass (B.R.M.-Scarab); 6, C. Nolan (Lotus 20). Fastest lap: Youl, 80.52 m.p.h. Under 1,500 c.c. Class: 1, F. Matich (Elfin-Ford), 71.81 m.p.h.; 2, C. Nolan (Lotus 20); 3, R. Holden (Lynx-Peugeot). Fastest lap: Matich, 79.10 m.p.h.

Touring Cars up to 1,000 c.c. (5 laps): 1, A. Hill (Morris 850), 62.50 m.p.h.; 2, J. Watson (Morris 850); 3, R. Clarke (Morris 850). Fastest lap: Hill, 63.88 m.p.h.

Sports Cars (10 laps): Over 2,000 c.c. Class: 1, F. Matich (Lotus 19), 79.26 m.p.h.; 2, B. Stillwell (Cooper Monaco); 3, I. Geoghegan (Aston Martin DB4GT). Fastest lap: Matich, 81.16 m.p.h. 1,101-2,000 c.c. Class: 1, L. Geoghegan (Lotus 23), 75.99 m.p.h.; 2, G. Cusack (Lola-Climax); 3, L. Howard (Austin-Healey Sprite-Ford s/c). Fastest lap: Geoghegan, 77.59 m.p.h. Up to 1,100 c.c. Class: 1, C. Smith (Lotus 11), 71.55 m.p.h.; 2, W. Bosworth (Lotus 11); 3, G. White (Lotus 11). Fastest lap: White, 73.77 m.p.h.

"WHATEVER Lola wants", we are led to believe, "Lola gets". Yet, excepting Ferrari, the 1962 Lola is the only regular contender which has not won a *Grande Epreuve* this year. Nevertheless, it has not done at all badly in its first season of Formula One racing.

The Lola is the brainchild of Eric Broadley, who only four years ago was a builder's quantity surveyor. Having startled the racing world (and occasionally himself) with an 1172 special, he forsook architecture (and race-driving) for engineering and the manufacture of a series of sports cars and Juniors. In the autumn of 1961, with encouragement from John Surtees and from the Bowmaker finance house, he built a 4-cylinder 1½-litre proto-

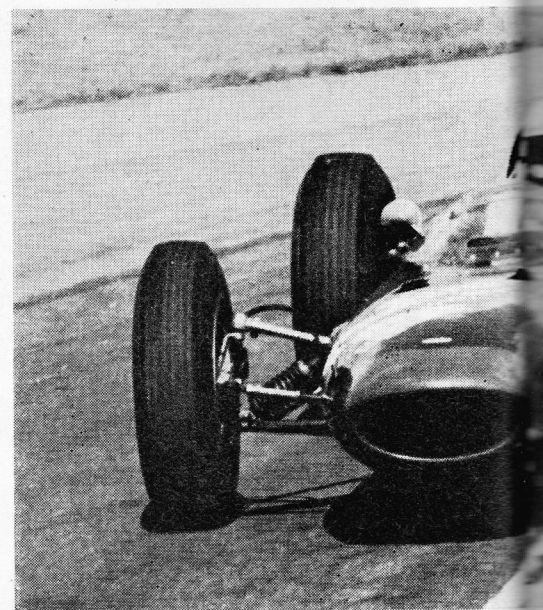
type, which developed by the spring of this year into a beautifully finished V8-engined Formula One car.

Even in four-cylinder form the Lola showed considerable promise, and on its first outing with a V8 engine, at Goodwood on 23rd April, it set up a new lap record following a series of pit-stops to cure a sticking throttle. Surtees had trouble again at Aintree on 28th April, but finished third at Silverstone on 12th May. At Zandvoort, in the Dutch Grand Prix, Surtees's Lola broke a front wishbone, and Salvadori's car was withdrawn in case the same thing happened again. At Monaco Surtees finished an unhappy fourth, but at Mallory Park eight days later he had a most convincing win against strong opposition; on the same day Roy Salvadori finished second at Crystal Palace. At Spa Surtees finished fifth, a lap in arrears, but

at Rheims he led by over 20 seconds at half distance—only to be put out of the running by engine trouble. By now the Lola was handling really well, following modifications to increase chassis stiffness (this mainly involved the insertion of tubes running from the front bulkhead to the scuttle bulkhead, and thence to the seat-back bulkhead), so it came as no surprise when Surtees completed the first few laps of the French Grand Prix at Rouen almost wheel-to-wheel with Graham Hill. Once again, however, trouble intervened, and after pit stops to deal with carburation and transmission difficulties Surtees eventually finished fifth, two laps behind the winner; Salvadori retired with gearbox trouble before half distance.

At Aintree Surtees was second fastest in practice and second throughout the race, and at Nürburgring he drove brilliantly on a treacherously wet track to finish second yet again, only 2.5 seconds behind Graham Hill's B.R.M. Roy Salvadori retired with transmission trouble at Nürburgring but finished second at Karlskoga. At Monza, despite an inoperative rev-counter, Surtees disputed second place with Ginther for many laps until a piston broke—possibly because of the rev-counter failure! And Salvadori was put out of the race by—of all things—a burst fire extinguisher, which smothered him in foam. At Watkins Glen Surtees had a steering arm break during practice and took over Salvadori's car for the race, only to have the gearbox drain plug drop out!

What a chapter of misfortunes and near-misses. The Lola has gone well enough to win at least one *Grande Epreuve*, but so far it has not done so. The only real faults which have shown up lay in the strength of the original wishbones (which have been



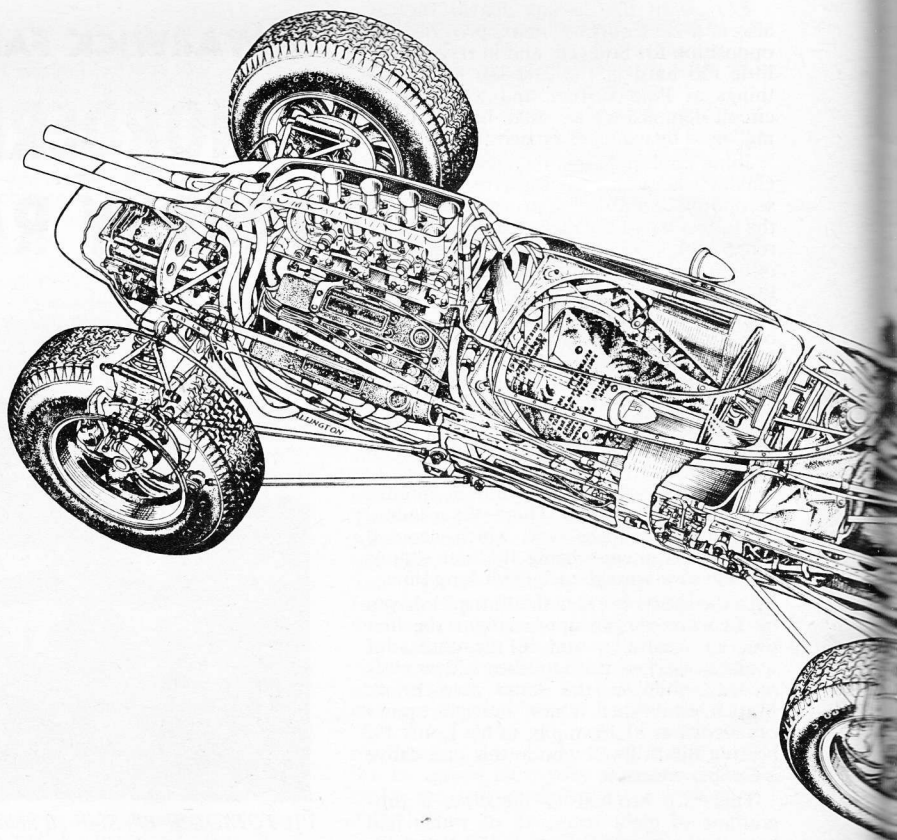
THE FORMULA

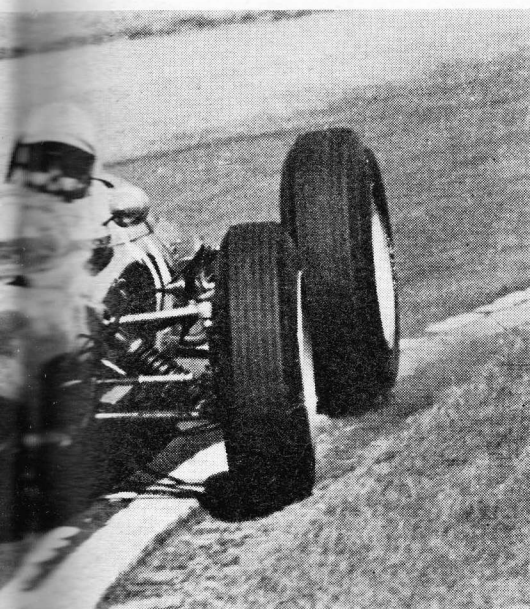
BY
DAVID PHIPPS

Collapsible rubber fuel tanks are mounted over the driver's knees and alongside and behind the reclining seat. Total capacity is 24 gallons, although additional tanks can be fitted if necessary.

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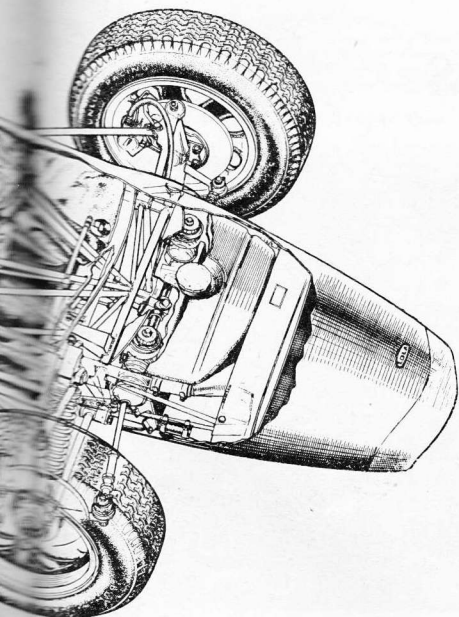
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A 1 LOLA

CUTAWAY DRAWING
BY JAMES ALLINGTON



changed), in the stiffness of the chassis (which has been augmented) and in the choice of transmission (not that there was much choice). Somehow, however, the team seems to have had more than its share of engine trouble!

Basically the Lola is a very orthodox car by current standards. The bodywork is very low and very slim, and every inch of space is put to good use. The chassis is of the space-frame type, made up of 1½ in., 1 in. and ¾ in., 16, 18 and 20 gauge mild steel tube, and stiffened on the latest car (which is illustrated in the cutaway drawing) by a stressed aluminium undertray. This car also has fabricated front uprights, rather similar to those of the Lotus 24 and 25, whereas the earlier Lolas (which have been raced for most of this season) have modified Standard-Triumph uprights. In most other respects the cars are identical.

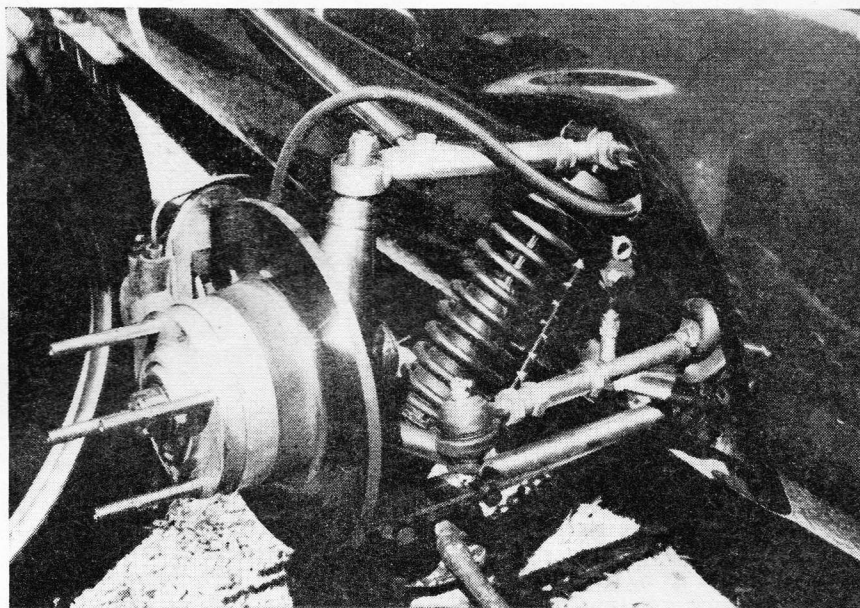
At both front and rear the suspension is of the double wishbone type, with short transverse links and long fore-and-aft radius arms. Broadley chose this layout mainly to simplify the chassis (only one front bulkhead is required instead of the complex space-wasting double bulkhead which is necessary with conventional wish-

lower wishbones by a bell crank. Camber angles, front wheel castor (normally 5 deg.) and rear wheel toe-in are all adjustable. Wheelbase is 90 ins., and track 51 ins. at both front and rear. 15 in. wheels are used all round, fitted with 5.00 tyres on 6 in. rims at the front and 6.50 tyres on 7 in. rims at the rear.

Steering is by rack-and-pinion, with forward facing steering arms brazed into the uprights. Brakes are Girling discs—10 ins. at the front, 9½ ins. at the rear—mounted outboard all round. Broadley would prefer to use inboard rear brakes, but there is no space for them because of the convolutions of the Climax exhaust system.

Fuel is contained in fireproof rubber tanks, mounted alongside and behind the reclining seat and over the driver's knees. Total capacity is 24 gallons, although extra tanks can be fitted if the need arises.

The Coventry Climax V8 engine (identical to the units used by Lotus and Cooper) is bolted to a Colotti type 32 gearbox/final drive unit (five forward speeds and reverse). Oil and water are carried to and from the front-mounted radiators by chassis tubes—as is now common practice—and the spark box for the Lucas transistorized ignition



The latest form of front suspension. The photograph also shows the spacers which are employed to vary the track.

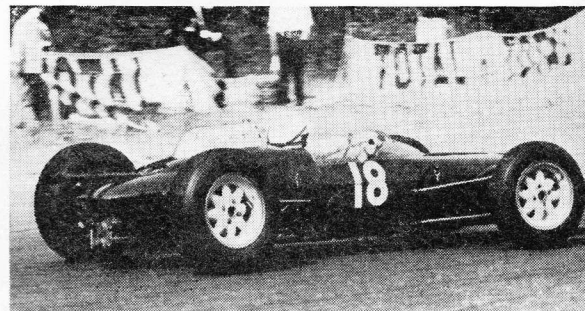
bones) and to take out suspension loads over the widest possible base. Thus the fore-and-aft loads of the front suspension are taken out in the scuttle bulkhead, and those of the rear suspension in the seat-back bulkhead.

The front suspension layout is interesting in detail in that the top radius arm is bolted to the transverse link some distance inboard of the ball joint—to give adequate steering lock. At the inner end the top transverse link and the coil/damper unit are mounted on a common bolt running through no fewer than three chassis lugs. V-shaped transverse links are used at the rear, to provide stiffness against toe-in loads, and the suspension geometry is arranged so that movement of the sliding splines on the drive shafts is reduced to a minimum.

The Lola has relatively low roll centres—about 2 ins. at the front and 2½ ins. at the rear, although they can be adjusted—and normally uses fairly stiff anti-roll bars at both ends, the front one connected to the

system is mounted in the airstream on the right side of the seat-back bulkhead.

The Lola "works" team has been run this year by the Bowmaker-Yeoman stable, managed by Reg Parnell. It is hoped to continue on the same basis next season, although the announcement that Coventry Climax are to withdraw from racing may cause some changes to be made. At the time of writing, however, suggestions that B.R.M. engines will be used, or that John Surtees will leave the team, can be neither confirmed nor denied. Only time will tell.





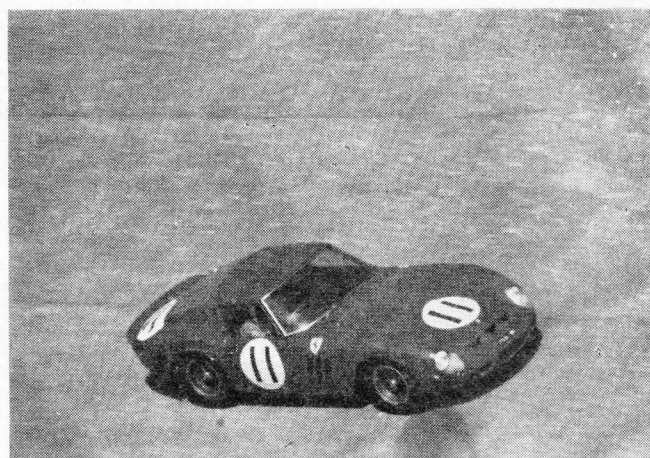
Montlhéry

1,000 Kilometres

ROLLING START, led by a drophead Ferrari course car, sets the field on its way towards the banking.



BREAD-VAN: The controversial Ferrari took third place overall in the hands of Colin Davis and Lodovico Scarfiotti, two laps behind the winner.



BRITISH-ENTERED Ferrari is taken round the banking at high speed by Mike Parkes, who shared the car with John Surtees: they took second place.

Club News

By MICHAEL DURNIN

THE Farnborough D.M.C.'s annual Winter Mixture Rally is noted as a tough restricted rally invariably oversubscribed. This year it seems that the club is reaching for the ultimate by routing the rally to Wales on 1st-2nd December from starting controls at Oxford and Birmingham. The organizers are confident the winner will be decided on the road on maps 141 and 142, consequently there will be no route checks, no special stages and timing by C.T.C. (control time cards). The route has been road checked by Lloyd Roberts who confirms that the whole route is absolutely "on", yet, he says, "even one clean sheet is most unlikely!" The Premier Award will include a week-end in Paris for driver and navigator! A new feature is the award of £10 Premium Bonds and trophies to the highest placed crew, the entrant of which has been a previous entrant in a Winter Mixture Rally. Invited clubs are: B.T.R.D.A., E.S.M.C., Craven M.C., Sevenoaks and D.M.C., London M.C., B.A.R.C., Sunbac, Midlands A.C., Wolverhampton and South Staffs C.C. and A.C.S.M.C. (registered members). Supplementary regulations may be obtained from H. W. Greenwood, "Forestin", Abbey Estate, Rectory Road, Farnborough, Hants. . . . As in previous years the Sevenoaks and D.M.C. are presenting their annual film show at the Odeon Theatre, Bromley, on 23rd November, starting at 11.30 p.m.

Coming Attractions

- 3rd-4th November.** Liverpool M.C. Guys and Dolls Rally.
 Forces M.C. Cotswold Continental Rally. Starts Gloucester at 8 p.m.
 Thames Estuary A.C. Kittens Eyes Rally. Starts Lynfield Cafe, near Witham, Essex, at 10 p.m.
 Sporting Owner D.C. Twister Rally. Starts near Buckland (M.R. 159/892124), at 6.45 p.m.
 B.A.R.C. (S.W. Centre) South Western Rally. Starts near Romney, Hants, at 11 p.m.
 Oxford M.C. Boanerges Rally. Starts Corston Garage, Corston, Malmesbury, Wilts., at 10 p.m.
 Windsor C.C. Firework Rally.
 Stockport M.C. Regent Rally.
 SUNBAC Airline Rally. Starts Derbyshire at 9 p.m.
 Falcon M.C. Guy Fawkes 200 and Guido Vase Reliability Trial. Starts London, Taunton, Southampton, Cambridge and Gloucester.
3rd-11th November. Grand Prix de Puerto Rico Speed Week, Caguas, near San Juan, Puerto Rico (S., G.T., F.J.).
4th November. Mexican Grand Prix, Mexico City (F1).
 R.A.C. Veteran Car Run—London to Brighton, Starts Hyde Park at 8 a.m.
 West Hants and Dorset C.C. Sprint, Rockley Sands, Poole, Dorset. Starts 1 p.m.
 Shenstone and D.C.C. Trial.
 Cambridge University A.C. Grand Slalom, Snetterton, near Thetford, Norfolk.
10th-11th November. Austin Apprentices A.A.C. Donald Healey Trophy Rally.
 Seven-Fifty M.C. Night Navigation Rally.
 B.A.R.C. (S.E. Centre) November Night Rally.
 Jaguar D.C. and Polish M.C. Independence Rally. Starts Henlys, Ltd., The Hyde, London, N.W.9. (M.R. 160/208896), at 10 p.m.
 Caldervale M.C. Dutton Trophy Rally. Starts Tillotson's Summit Works, Burnley, Lancs. (M.R. 95/831306).
11th November. Yorkshire S.C.C. Pennine Trophy Trial. Starts Pack Horse Hotel, Southowram, near Halifax, Yorks, at 11.15 a.m.
 North Midland M.C. Production Car Trial.
 Godiva M.C., Nuneaton M.C. and Sunbeam-Talbot O.C. Autocross, Bramcote Aerodrome. Starts 2 p.m.
12th-17th November. R.A.C. International Rally of Great Britain. Starts Blackpool, Lancs., at 4 p.m.



MISS M. TUCKER-PEAKE won the award for the best member of the Falcon Motor Club with a loss of only three points. The car?—a Tucker-Nippy.

HARROW C.C.

PRODUCTION CAR TRIAL

ON Sunday, 21st October, Harrow Car Club, co-promoting with the Falcon and West Hants and Dorset Clubs, put on a production car trial at Longmoor, Hants. They had a very good entry of 31 assorted cars, and Peter Noad had arranged eight sections for the morning session and nine for the afternoon. The afternoon ones in the main being modified forms of the morning sections.

The first section was a short sharp one of sand leading straight off from the starting area. Here Les Needham in the TR4 showed others how it should be done—well, he got practically to the top, but grounded on a hump, due to the TR4's low chassis. Not many of the saloons cleared this, except the Volkswagens. Sections two and three were long climbs up, on a peaty surface. Good climbs were recorded here in the morning by the Volkswagens of W. Bridges and R. B. Rolfe. In the afternoon No. 3 was modified very drastically and saw most saloons floundering near the bottom, though the specials fared better; in particular the Misses Tucker-Peake in their Tucker Nippy did well, eventually to win their class. Climb 4, again on peat, was fair in the morning, but in the afternoon, with a modified start area, saloons were loath to leave the line. Brian Symes with his H.R.G. did not get very far either, though he did extremely well on some of the other difficult sections. Climb 5 was a stony one very similar to typical M.C.C. "classic" hills. This hill had a very dodgy start on loose rocks and the upper bends caught out some of the lower cars. I hear the marshal had a number of souvenirs of the event from this! Les Needham was very fast on this one. Hills 6 and 7 had sandy starts and looped round trees and banks. In the morning 7 was virtually impossible with a sharp bend which only specials could negotiate. In the afternoon, G. Butcher with a Singer 9 was very neat here, so was Peter Le Couteur with a Dellow. The last section of the trial, a straight climb on pine needles, was a "goer" if you got off the line; a VW benefit I feel! The section Peter Noad slipped in for the afternoon was a beauty, climbing

through trees on a peat surface. Unfortunately it was difficult for saloons to reach the line, let alone climb it, but I suspect the hill was put in primarily to sort out the trials class, which no doubt it did!

J. Tucker-Peake with his Morris Olympic was unfortunate to have back axle trouble and retire, and a number of the lower cars had exhaust pipes come adrift.

Special mention must be made of the sporting efforts of D. K. Brown with a vintage Alvis and full complement of passengers, who climbed to heights many more modern cars would have liked to have reached. Also Peter Butt with his Fairthorpe who made some very spirited attempts and Miss Robbins with a Singer Gazelle. The Mike Daniels-W. Bridges VW battle was very close in Class C. In all a very close-fought trial, which all competitors hope will become an annual event.

MICHAEL WARE



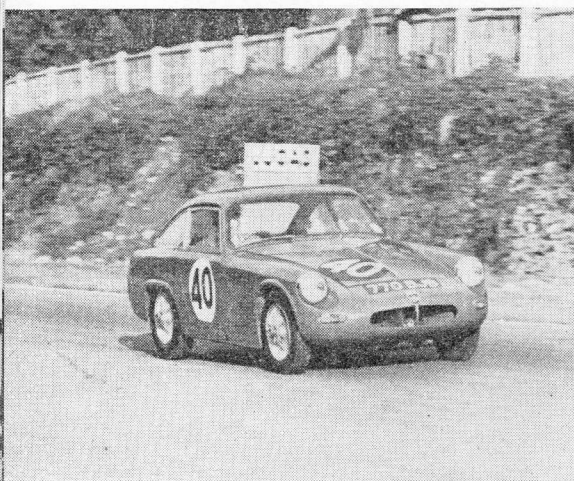
JIM TAYLOR'S Popular pressing-on.

Results

Best Performance on Index: M. E. Ware (Austin 7—1930), 40 (Index 44.94). Best Harrow C.C. Member: L. Needham (Triumph TR4), 42 (85.72). Best West Hants and Dorset C.C. Member: J. Taylor (Ford Popular), 44 (112.81). Best Falcon M.C. Member: Miss M. Tucker-Peake (Tucker Nippy), 3 (47.37). First Class Awards: Front-engined Saloon Cars on standard tyres: R. B. Bingham (Simca), 82 (92.14); Mrs. A. Robbins (Singer), 102 (114.61). Open Production Cars: B. S. Symes (H.R.G.), 52 (106.13). Rear-engined Saloon Cars and i.e. on non-standard tyres: W. W. Bridges (Volkswagen 1500), 36 (92.30). Specials: H. Tucker-Peake (Tucker-M.G.), 8 (126.32); P. le Couteur (Dellow), 8 (126.32).

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

BRANDS HATCH SPRINT



ANDREW HEDGES, driving one of Dick Jacobs's M.G. Midgets, was second in his class.

WITH a tremendous entry, necessitating the turning down of 79 would-be competitors, the M.G. Car Club (South Eastern Centre) ran a most enjoyable sprint at Brands Hatch last Sunday. With the change from summer time, smart work on behalf of all officials was called for to see the 100 competitors through before dark. Roland Shaw had little difficulty in winning

the smallest class for Production Saloons with his first run in a time of 2 mins. 25 secs. for two laps of the 1.24-mile course. A bare 2/5ths of second faster than the Austin-Cooper was D. Hadoulis, who won the large saloon car class with a very brave run in his 3.4 Jaguar. It was interesting to note there were no entries in the intermediate saloon car classes for the first time in this event. The best supported class of the day was that for production sports cars up to 1,000 c.c. This was completely dominated by Dick Jacobs's very pretty little M.G. Midgets, which finished 2/5ths of a second apart, Alan Foster leading Andrew Hedges with a time of 2 mins. 10.4 secs. Class G for production sports cars up to 1,300 c.c. and modified saloons of the same capacity was easily won by M. Winch driving his much modified Simca Saloon, thus repeating his March success in this class. Class H fell to Ron Randall in his supercharged Midget with a time of 2 mins. 17.4 secs. made on his second run. Thereafter, rain spoilt second runs for all the ensuing classes, which were won without exception by first-run times. The 2-litre sports class was won by Norman Lefton in the ex-Peter Tomei Twin-Cam, with a time of 2 mins. 17.0 secs. The unlimited sports-car class was handsomely won by Ken Baker in his very fast but noisy E-type hard top in a time of 2 mins. 6.6 secs. The next class for sports racing cars up to 1,300 c.c. produced the best time of the day from Clive Lacey in a Lotus 7 in a time of 2 mins. 3.8 secs. Another Lotus driven by Donald Bridges won the class for sports racing cars over 1,300 c.c. with a time of 2 mins. 10.6 secs. The meeting finished at 4.10 p.m. and stencilled

results were available at 4.15—surely a record!

Results

B.T.D.: C. L. Lacey (Lotus-Ford 7), 2 m. 3.8 s.
 Production Saloon Cars: Up to 1,000 c.c.: 1. R. Shaw (Austin-Cooper), 2 m. 25.0 s.; 2. P. Albon (Austin-Cooper), 2 m. 30.2 s.; 3. R. Lyons (Austin-Cooper), 2 m. 31.0 s. Over 2,000 c.c.: 1. D. Hadoulis (Jaguar 3.4), 2 m. 24.6 s.; 2. I. Howat (Aston Martin), 2 m. 40.4 s.; 3. W. J. Prince (Volvo), 2 m. 42.0 s.
 Production Sports Cars and Modified Saloons: Up to 1,000 c.c.: 1. A. T. Foster (M.G. Midget), 2 m. 10.4 s.; 2. A. P. Hedges (M.G. Midget), 2 m. 10.8 s.; 3. J. E. Miles (Turner Mk. 2), 2 m. 14.2 s. 1,001-1,300 c.c.: 1. M. W. Winch (Simca), 2 m. 25.6 s.; 2. W. J. Weston (M.G. TC), 2 m. 31.8 s.; 3. J. F. Mills (M.G. TD), 2 m. 35.8 s. Best T-type: W. J. Weston, 1,301-1,500 c.c.: 1. R. Randall (M.G. Midget s/c), 2 m. 17.4 s.; 2. M. A. Sargeant (Riley 1.5), 2 m. 25.0 s.; 3. D. Coleman (M.G.A.), 2 m. 31.4 s. 1,501-2,000 c.c.: 1. N. Lefton (M.G.A. Twin-Cam), 2 m. 17.0 s.; 2. H. Fernando (M.G.A. 1600), 2 m. 23.4 s.; 3. R. A. F. Ford (M.G.A. Twin-Cam), 2 m. 24.4 s. Over 2,000 c.c.: 1. K. Baker (Jaguar "E"-type), 2 m. 6.6 s.; 2. D. S. Jones (Triumph TR3A), 2 m. 15.6 s.; 3. J. Oliver (Chevrolet Corvette), 2 m. 16.6 s. Sports-Racing Cars: Up to 1,300 c.c.: 1. T. Corkill (Gilby-Climax), 2 m. 10.0 s.; 2. I. G. Forrest (Lotus-Climax), 2 m. 14.2 s.; 3. R. J. Neville (Lotus 7), 2 m. 14.8 s. Over 1,300 c.c.: 1. D. E. Bridges (Lotus 7), 2 m. 10.6 s.; 2. T. Howard (Lotus 7), 2 m. 12.8 s.; 3. Mrs. V. J. Bridges (Lotus 7), 2 m. 17.2 s. Best Standard-Bodied M.G.: N. Lefton (M.G.A. Twin-Cam), 2 m. 17.0 s. Best Lady: Mrs. V. J. Bridges (Lotus 7), 2 m. 17.2 s.



JACK OLIVER'S cumbersome Chevrolet Corvette was third in its class, completing but one run.

SWANSEA M.C.

PEMBREY SPRINT

KEN WILSON, with his impressive 3.4 engined ex-Equipe Nationale Belge Lister-Jaguar, lowered his own absolute course record from 14.13 secs. first to 13.89 secs. and then to 13.69 secs. at the Swansea Motor Club's recent Pembrey Speed Trial, setting a conclusive B.T.D. in the process. Second fastest was Charles Sgonina's Aston Martin DB3S, which was also able to get inside the old record for this standing quarter-mile course on a gradient with a run in 14.08 secs., taking the unlimited racing car class from Peter Cottrell's Lotus Fifteen, which got down to 14.32 secs. for second place. Fred Jones's very rapid Martin-Ford F.J. Lola was well in the running with 14.63 secs., though his immaculately prepared Mk. 11 Cooper-J.A.P. was slower than usual and was eventually withdrawn with slight mechanical bothers. The small racing car class turned out to be something of a benefit for the Colin Priddy stable, his Mk. 8 Cooper-J.A.P. coming home first with 16.70 secs. when driven by Ricky Fuchs and also taking second place with 16.79 secs. under Colin's guidance.

As usual at Pembrey, most of the honours of the day must be due to the ladies, no fewer than nine of the fifty-odd entrants being members of the fair sex; Miss Jean Phillips deserted motor-cycles on this occasion and took the Ladies' Award, based on a calculated percentage of individual class winners' times, with her best Jaguar 2.4 mounted run of 21.01 secs., the actual class-winner in this case being Mrs. Anne Atkinson, who returned 20.25 secs. with the same car. Another regular feature of the Pembrey meetings is the Jaguar battle in the unlimited touring car class, annexed

this time by Tim Bassett in 16.64 secs., while Arthur Bassett was able to bring the same 3.8 home second in 16.81 secs.

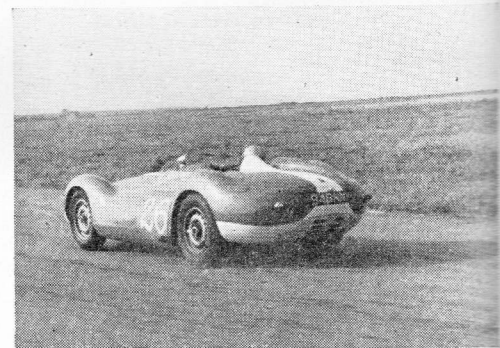
The small standard touring class produced no real opposition for Keith Howells's currently unbeatable Downton Mini which, despite looking a trifle sad after its recent inversion, went as quickly as ever to clock 19.06 secs., Tim Bassett recording 19.73 secs. with his similar car for second place, while Roger David's Group 3 Austin Seven took the corresponding class for modified cars. The 1½-litre class, almost inevitably, went to Gwyn Evans's remarkable Husky, which did 19.42 secs. and was challenged by the 19.72 secs. put up by J. C. Calders's Sunbeam Rapier.

The presence of Tom Pascoe with his silent grey Porsche meant that the small sports and G.T. class was something of a foregone conclusion and, sure enough, his 17.63 secs. was approached only by Tom Jones, whose Sebring Sprite covered the distance in 18.32 secs.; in the next larger class Maberley Parker's Doretti, with 18.60 secs., was easy meat for Peter Cottrell's Gilbern, which returned 16.92 secs. Finally came the heavy metal, Sgonina's Aston getting down to 14.11 secs., again breaking the old record and proving to be fractionally faster than Cottrell's Lotus in 14.17 secs., while Ken Wilson brought his Jaguar "E" into third place with 15.06 secs., to conclude the day and the season at Pembrey.

HOWARD BILEY.

Results

B.T.D.: K. Wilson (Lister-Jaguar), 13.69 s. Ladies' Award: Miss J. Phillips (Jaguar 2.4), 21.01 s. Class Winners: R. Fuchs (Kieft), 16.70 s.; C. Sgonina (Aston Martin), 14.08 s.; T. Pascoe (Porsche), 17.63 s.; P. Cottrell (Gilbern), 16.92 s.; C. Sgonina (Aston Martin), 14.11 s.; R. David (Austin 7), 21.03 s.; K. Howells (Mini-Minor), 19.06 s.; G. Evans (Hillman Husky), 19.42 s.; Mrs. A. Atkinson (Jaguar 2.4), 20.25 s.; T. Bassett (Jaguar 3.8), 16.64 s.; R. David (Fastakart), 20.73 s.



KEN WILSON in his 3.4-litre Lister-Jaguar en route to setting B.T.D. in 13.69 secs.

MINIATURE RALLY

AFTER many months of trying, the Eastern Counties M.C. succeeded in confounding the experts. Victory in the Miniature Rally went to Norman Morley and George Langley, once more in the ubiquitous Rapier, but not without penalty; they had 70 marks against them. Second place went to Scott Morgans and Tony Davies in an Austin-Mini Countryman with 100 penalty points. The highest placed East Anglian M.C. competitor was Ken Brightwell with Eddie Alcock in their Sprite Mk. II. The event was held on 20th October, starting from the premises of W. J. Last, Ltd., in Woodbridge and finishing in the Stowmarket area, with supper being taken at The Fox. The route was some 80 miles in length spread over Maps 136, 137 and 150, with the first section being very sticky indeed.

P. W. S.

TAUNTON M.C.**YEOVIL C.C.****BURNHAM-ON-SEA M.C.****ST. AUDRIES HILL-CLIMB**

TAUNTON Motoring Club, in co-promotion with Burnham-on-Sea and Yeovil clubs, recently staged their second speed hill-climb at St. Audries Bay. Brain-child of Bill Cawsey, this is a hill well calculated to sort out the men from the boys; the 880-yard course is on a natural hillside, starting on a slight incline with an immediate sharp left-hander. From here a fast straight leads to a 90-degree unsighted right-hand bend and a tight section winding left and right past farm buildings on to a short straight and a difficult right-hander, where the gradient increases suddenly and drastically. As if this wasn't enough, the road continues with a fast curve left, and then bends right to lead into an even tighter left-hand hairpin, with a short sprint to the finish.

Consequently, nobody was surprised by the day of alarms and excursions provided by the over-subscribed entry. In practice Freddie Floyd, out to defend his own Cooper-J.A.P. hill record of 45.27 secs., got down to 45.50 secs. with a slipping clutch, while Wally Cuff took Hell's Hammers up in 45 secs. and then broke a drive chain on his second attempt. Tom Elton let his ex-David Good Cooper-J.A.P. all but die on the line, and then got under way with such gusto that he spun off, a feat which he was to repeat with monotonous regularity throughout the day, getting to the top on one faltering occasion only and clocking 51.46 secs. in the attempt.

In the afternoon runs Floyd, who was really trying, was incredibly lucky when a handkerchief blew from his overall pocket and momentarily blinded him. The immaculate little car hit a bank and leapt high into the air, but by some miracle stayed right way up; Floyd pressed on regardless to record 46.78 secs.! On his second run the car sounded a bit off-song at the start and was unable to better 46.05 secs. for second in the class, and so the anticipated keen battle for B.T.D. came to naught, the honours going to Cuff's far from immaculate mount in 42.91 secs. Doc Taylor's Caesar Special banged its way up the hill in 49.11 secs., and the class win was eventually annexed by Derrick Colvin's Lotus 18 with a tidy 45.21 secs.

The unlimited class for G.T. cars also provided a good many excitements. Eric Judge had started the ball rolling in

practice, having spun off at the second bend in his Jaguar "E"-Type, and this feat was emulated shortly afterwards by Ian Swift, whose Morgan Plus Four also made an unscheduled excursion. Subsequently Ron Fry, with his beautiful Ferrari Berlinetta, attacked the hill with great ferocity, mostly sideways, and slightly rearranged his pristine coachwork whilst clocking 47.24 secs.; nonetheless, the imperturbable Tom Cunane, with 47.18 secs. in his Ford-powered Ace, took the class decisively. Bruce Lynn had something of a moment in his Plus Four, while Alan Richmond took his TR2 into the undergrowth and John Buncombe appeared to find his Aston DB2/4 enough to be going on with, Swift eventually getting into third place with 48.24 secs.

The next smaller class was closely fought, with Maurice Davies's Monte Lotus Elite doing 49.54 secs. for the win and Tom Pascoe taking his potent grey Porsche up quietly and quickly in 49.92 secs. for third place; the ascent of Bob Knapman's Alpine, which did not finish the day unmarked, was not without its share of drama, while into second place, almost unnoticed amid the tumult, slipped the remarkably fast Le Mans M.G. TC coupé of J. A. Stringer, which returned 49.71 secs. and disposed of a wide variety of opposition in a most embarrassing fashion.

Roy Ashford's M.G. Midget maintained its reputation and was virtually unopposed with 48.62 secs. in the one-litre class, the major challenge coming from Arnold Cook's Sprite with 49.53 secs. C. Harrison returned undeterred from an enforced detour when the throttle of his Austin Seven stuck open; Don Balm, with 50.76

secs. in his Sprite, finished third, and Miss Christine Wells (Sprite) returned 52.34 secs. for the Ladies' Award and a commendable fifth overall in a class some 20 strong.

HOWARD BILEY.



RON FRY found just enough room for his Ferrari Berlinetta—though, it is reported, the bodywork did suffer a little!

Results

B.T.D.: W. C. Cuff (Cooper-J.A.P.), 42.91 s. Ladies' Award: Miss C. Wells (A.H. Sprite), 52.34 s. Class Winners: E. Williams (Morris-Cooper), 48.66 s.; W. J. Flooks (Mini-Minor), 53.21 s.; A. F. Lefevre (Sunbeam Rapier), 50.60 s.; V. J. Crapnell (Jaguar 3.8), 50.20 s.; R. Ashford (M.G. Midget), 48.62 s.; M. R. Davies (Lotus Elite), 49.54 s.; T. Cunane (A.C. Ace), 47.18 s.; M. R. Taylor (Lotus 7), 47.19 s.; D. Holley (R.D.H.), 49.56 s.; D. Colvin (Lotus 18), 45.21 s.

MID-CHESHIRE M.C.**AUTOCROSS**

FOR a change, the Mid-Cheshire Motor Club were blessed with good weather for one of their events when they had Lancashire and Cheshire Car Club and North Staffs Motor Club as their guests at a joint Autocross at Mere Hall Farm, Bucklow Hill, Knutsford, on Sunday, 21st October.

The field is one of the best in the area and it allowed a fast, smooth circuit about 600 yards long to be laid out. Proceedings ran without a hitch and all 60 competitors were able to have two runs of three laps each before 5.30 p.m.

Several hundred spectators enjoyed a thrilling afternoon's sport, enlivened by an extremely spectacular and expensive blow-out to Roger Hare's much-modified Hillman.

Results

B.T.D.: David Rees (Austin-Rees), 106.1 s. Front Wheel Drive and Rear Engined Saloons: 1. Mark Rylance (Cooper-Mini), 110.9 s.; 2. Mike Caulton (Morris Cooper), 115.5 s.; 3. Ian Hall (Mini Minor), 118.2 s. Other Saloons: Up to 1,300 c.c.: 1. David Hulme (Austin A35), 121.1 s.; 2. F. M. Poole (Morris Minor), 121.2 s.; 3. Gordon Robertson (Austin A40), 121.8 s. Over 1,300 c.c.: 1. C. B. Taylor (Triumph Vitesse), 121.9 s.; 2. Derek Markham (Jaguar 2.4), 125.3 s.; 3. J. K. Keith Barlow (Hillman Husky), 126.2 s. Open, Sports and G.T. Cars: 1. Tom Rowson, Jnr. (M.G.A 1600), 118.9 s.; 2. David Eva (Triumph TR4), 119.0 s. Specials: 1. R. A. Levett (Scorpion), 106.5 s.; 2. Donald Hulme (Austin-Rees), 109.1 s. Pre-War Cars: 1. John Williams (1936 Morris Eight), 131.9 s. Ladies' Award: Elizabeth Barlow (Hillman Husky), 131.2 s. Novices' Award: Donald Hulme (Austin-Rees), 109.1 s. Team Award: Ashley Smithy Garage: David Rees, Donald Hulme, Keith Billows, 343.8 s. total.

WELSH COUNTIES C.C.**DRIVING TESTS**

WITH practically ideal weather conditions, the Welsh Counties Car Club recent closed driving test, in co-promotion with

the Spinners Automobile Club, attracted some 20 competitors to the new site at the British Nylon Spinners factory near Pontypool. Four tests in all were attempted, the competitors making one run at each, and the results were calculated on a handicap system based on car lengths. Even so, the ubiquitous Minis featured prominently enough in the awards lists, John Williams (Morris-Cooper) setting B.T.D. with an aggregate time of 146.2, and taking the premier W.C.C. award, while G. Taylor's Mini-Minor took the corresponding S.A.C. award with a time of 164.2.

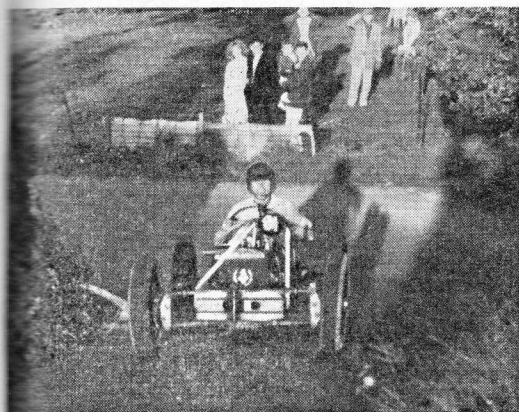
HOWARD BILEY.

Test Day—continued

Finally, the Ford Zodiac proved to be a very fast and lively saloon with a gearbox of such excellence that it must approach perfection. The big engine revs very freely and rejoices in the opportunities which the four synchronized speeds provide, the acceleration being impressive. The car will corner faster than one would expect, and though the rear end eventually breaks away pretty decisively, it can quickly be brought back into line. The car remains steady during really fierce use of the excellent brakes. It is an impressive, big machine but is not as good looking as the Cortina, in my opinion.

After the track was closed, I was still itching for more driving. Jock West kindly put the new Elva at my disposal, and I went for a pleasant little country tour. This sports car is very light for its engine size, and it should be an ideal road-cum-club-racing machine for the enthusiast.

The Guild of Motoring Writers are to be congratulated on organizing a useful and enjoyable event. If one misses the hills and bumps of Monthéry one can at least reflect that Goodwood is not too far from London, which is quite a point.



DOC TAYLOR is temporarily blinded by the setting sun as he completes his second run.

BUGATTI O.C.**WELLESBOURNE SPRINT**

THE first Members' Sprint put on by the Bugatti Owners' Club at Wellesbourne airfield recently produced the usual high standard of entry and organization that has come to be expected of this club. Despite certain difficulties with the timing gear during the early part of the cold but dry day, the event was run off smoothly and successfully. B.T.D. over the standing 440-yard course went to Reg Phillips's Fairley Special, in 12.70 secs., despite one bad start when Reg appeared to let the motor almost die on the line; Gordon March's Djinn returned a raucous 13.27 secs. for second B.T.D.

Proceedings opened with the small sports-racing cars, David Embley bringing his ex-Daniel Richmond Lotus Seven "A" comfortably home in 15.57 secs. on his second run, after doing it all wrong on his first, while Dennis Firkins's similar mount covered the distance in 16.51 secs. Sheldon's Lotus sounded very off-song indeed, while B. Newsome got down to 17.84 secs. for third place. In the unlimited class Gerry Tyack found that his Lister-Bristol was not quite quick enough to oust Goddard's splendid eight-litre Bentley from third place with 15.46 secs. T. Rose and D. A. Wilcocks, sharing the same Aston Martin DB3S, annexed first and second places with 14.40 and 14.45 secs. respectively.

To the uninitiated the biggest surprise of the day came from the small G.T. class when Max Trimble, with Ralph Broad's improbably rapid Group 2 Austin-Cooper, clocked an effortless and unapproachable 16.65 secs. The little Broadspeed bomb fairly hurtled up the course, causing no little embarrassment to the pilots of a great variety of more potent machinery which had been seen off—Newton's Porsche Super 90, for example, third in the one-and-a-half-litre class, could not better 17.63 secs., while Mike Coombe's Elva Courier did 17.43 secs., but offered no real challenge to class-winner Bob Rose who, with his ex-Austen Nurse Lotus Elite, got down to 15.67 secs., despite being handicapped by a persistent misfire.

The unlimited G.T. class was very heavily subscribed, with well over 20 entrants. Mrs. Barbara Hassall gave her usual stirring performance in the Ace-Bristol, returning

15.73 secs. for fourth place and the Ladies Award, and harrying Ray Meredith, whose Morgan Plus 4 did 15.45 for third place. Mark Rigg's very attractive Jaguar XK SS took the class with 15.03 secs., challenged only by its descendant, J. Mitchell's "E" Type, which clocked 15.21 secs.

However, the really rapid times came, as was to be expected, from the racing cars. In the unlimited class for cars with less than four cylinders Gordon March's Djinn, with 13.27 secs., was strongly challenged by Bryan Eccles's blown Mk. XI Cooper-J.A.P., which shed a drive chain in the course of its first run and then went out again to record 13.34 secs. Randy Vaughan had a little difficulty finding the cogs in his Elton Special, and Harry Livingstone brought his Cooper into third place with 13.58 secs. The Formula Junior class saw Frank Ward's immaculate blue Brabham, with 14.07 secs., going very well indeed to take the class from Austen May's familiar Lotus 18, which, returning 14.60 secs., was under pressure from the 14.75 secs. put up by Jack Welton's DKW-powered Elva.

The Fairley Special, in the one-and-a-half-litre class, with 12.07 secs., met with opposition only from Tommy Norton's blown Lotus Special, which got down to 13.01 secs., while the unlimited class went to Horton's "tooth-paste tube" Connaught, which could not improve on 14.48 secs.

Finally came the Bugatti handicap: W. H. Bloomfield's Type 46, with an actual time of 19.30 secs., came out an easy winner with 12.46 secs. on handicap, with K. Neve's Type 35B second in 13.22 secs. and J. Horton's Type 35 annexing third place with 13.83 secs. and bringing to a close the first of what promises to be an admirable series of events.

HOWARD BILEY.

Results

B.T.D.: R. Phillips (Fairley), 12.70 s.
2nd B.T.D.: G. March (Djinn), 13.27 s.
B.T.D. Sports: T. Rose (Aston Martin DB3S), 14.40 s.
2nd Sports: M. Rigg (Jaguar XK SS), 15.03 s.
Ladies: Mrs. B. Hassall (Ace-Bristol), 15.73 s.
Bugatti Handicap: 1, W. Bloomfield (Type 46), 12.46 s.; 2, K. Neve (Type 35B), 13.22 s.; 3, J. Horton (Type 35), 13.83 s.
Overall Handicap: 1, C. Gilbert (Healey), 12.09 s.; 2, R. Hutchings (BMW 328), 12.34 s.; 3, D. Hurd (Cooper), 12.35 s.
Class Winners: D. Embley (Lotus 7), 15.57 s.; T. Rose (Aston Martin DB3S), 14.40 s.; M. Trimble (Austin-Cooper), 16.65 s.; R. Rose (Lotus Elite), 15.67 s.; M. Rigg (Jaguar XK SS), 15.03 s.; G. March (Djinn), 13.27 s.; R. Phillips (Fairley Special), 12.70 s.; J. Horton (Connaught), 14.08 s.; F. Ward (Brabham), 14.07 s.

wards to the Ticehurst-Wadhurst area, where a "sting in the tail" had been planned in the shape of a series of tight sections, mostly ones and twos. Unfortunately, due to last-minute local opposition, this admirable prospect had had to be modified, and although the sections remained short, they were not sufficiently difficult in their revised form to separate the three remaining clean sheets. Although it is not yet black, organizers would be well advised to omit 6434, the kilometre square with five cross-roads, for the time being.

Forty-four cars reached the finish at the Post Boy Garage. Most Novice crews had found the Rocket to be difficult but instructive rather than discouraging, and this factor should be considered in relation to the happenings at the other end of the field, where three cars remained unpunished.

RON AMBROSE.

Results

1 (equal), S. A. Roberts/P. Moverly (Mini-Cooper), 0 penalties; A. B. Constable/T. Roden (Anglia), 0; R. H. Ambrose/A. Straker (Allardette), 0; 4, S. C. Lake/S. G. Lake (M.G. TF), 10; 5, E. Major/D. Manning (Mini), 20; 6, J. Robertson/M. Addington (Mini), 30; 7, M. C. Woods/M. V. W. Holmes (Mini), 30; 8, D. H. Worgan/H. Nasskau (A40), 40.

AUSTIN-HEALEY C. (S. CENTRE)**DRIVING TESTS**

THE feature of the well-organized Dual Driving Tests promoted by the Southern Centre of the Austin-Healey Club at Croydon Airport on 14th October was the adoption of the principle of running two identical tests simultaneously, side by side. The arrangement adds tremendously to spectator appeal and it enables evenly matched pairs of drivers to fight it out against each other as well as against the clock. A refinement for the thoughtful competitor is the facility of being able to observe two other rivals performing, and so learn the advantage of the right line and the merits or otherwise of the handbrake turn for a given pylon.

All 10 tests were fast and open, requiring little memorizing, and the area layout, once in place, needed hardly any alteration throughout the day, since each test featured one of two chicanes which remained static, only the pylons beyond being changed around according to the various diagrams.

Several close duels developed, notably that between Ron Witheyman (TR4) and Norman Dunton (M.G.A.), the class finally falling to the former. Among the small sports cars several close contests took place all day, and it was a delight to watch Ron Randell overcome the handicap of having no first gear to make B.T.D., with Bernard Birch and Douglas Wilson-Spratt not far behind. Brian Greaves scored his usual class win with his Austin-Cooper, but suffered from lack of opposition, and Christine Wells was easily the best lady performer, despite losing a core plug half way through test one. A replacement was secured and fitted in time for test two—smart and gallant pit-work, indeed! We reckon that if the competitor had been a mere male, a replacement would not have been so easily found!

RON AMBROSE.

PRE-1940 TRIUMPH O.C.**DRIVING TESTS**

A TOTAL of 15 pre-1940 Triumphs turned up at the Bulls Head, Meriden, on Sunday, 14th October. Fourteen of these cars later competed in the Driving Tests held on a car park kindly loaned to the club for the day by Messrs. Standard-Triumph, Ltd. A good selection turned up including representatives of the Gloria and Dolomite ranges. Noticeable among the cars were two Continentals and a very rare Gloria 6 light saloon.

At approximately 2 p.m. the cars moved off from the Bulls Head and, in a procession, led by Mr. Davy of Standard-Triumph driving the immaculate 1907 "Roi des Belges", they made their way to the factory. On arrival at the factory the cars started on the tests without delay and when the scores were totted up the results were: 1, Neville Collier (1936 four-cylinder Southern Cross); 2, John Graham (1937 Gloria 6 light saloon); 3, David Hunter (1937 six-cylinder Southern Cross).

As plenty of time was still in hand at the end of the tests an impromptu *concours* was held and Mr. Davy and Mr. Scott (Curator of the Herbert Museum) stepped in and judged the cars. First in the *concours* was Jim Poole with his 1936 14/60 Vitesse saloon, which he has made a beautiful car. Mike Birch came second with his grand 1936 Gloria Tourer and third was Mr. Jeffery with his 14/60 Dolomite de luxe of 1939 vintage.

A. C. COOK.

THE ROCKET RALLY

CO-PROMOTED by East Surrey, Mid-Surrey and Sutton and Cheam Clubs, and clerked by Barry Russell, the Rocket Rally attracted its usual large entry, 65 cars leaving Gatwick Airport with the promise of a quick, no-nonsense 120 miles on 182 and 183 and with all time controls plotted in advance.

Supplementary route cards kept navigators hard at it for most of the rally and although these called for "information", this was invariably easy to pick up and there were no "tricks".

The pace, pleasantly warm at first, increased progressively and by control 15, near Devil's Dyke, most crews had lost time. This was mainly due to demands made on navigators, for the route thus far was easily "on". Drivers were to have their turn next, as the rally headed east to that old favourite Horse Eye Level. Most people know the road well by now and even split as it was into sections of 3, 2, 2, 2 and 3, it was "cleaned" by 10 cars.

A combined "any-order" and modified eight-club served to bring the rally north-

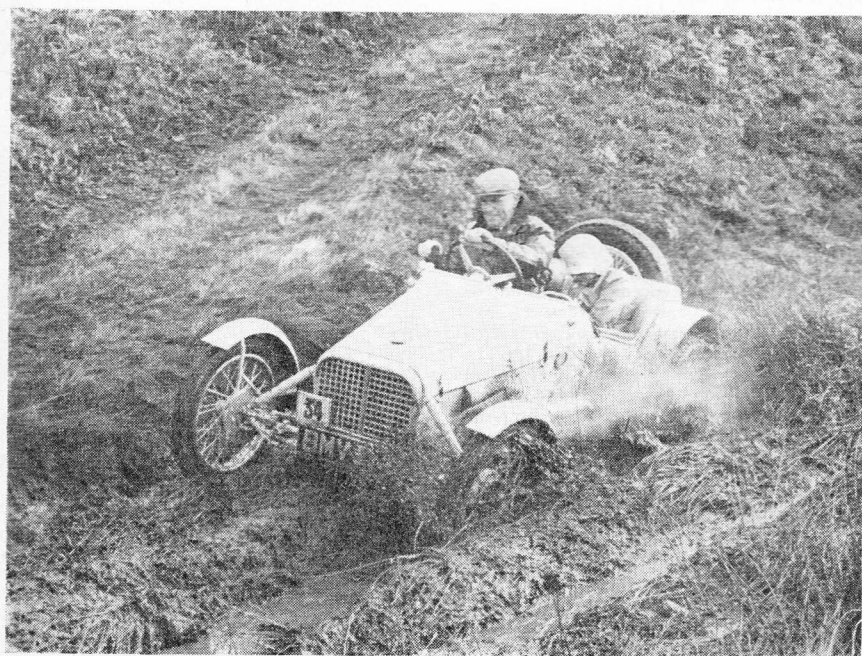
HIGH PEAK TRIAL—

A Win For Edward Harrison

REPORT AND PICTURES
BY FRANCIS PENN



THE WINNER—Edward Harrison storms a gully while consolidating his six points win from Eric Jackson.



that cars could have been blown over on the real heights. In any case it would have been impossible to stand there!

Starting with three on the hillside, complete with bracken and loam, cleans by Edward Harrison, "Stonewall" Jackson and a very dicey one by Rex Chappell, who took a couple of bites at it, quickly set the shape of things to come, the former going through the card to the manner born; lower down the programme, "Dad" Harrison and Charles Pollard were following suit, too!

On down into the bowl, which by this time was near liquid glue. Strange to say, this mudlarking did not deter many, certainly the big names made light of it. Finally on to the long twelfth, a run up a valley, the only protected spot from the elements, to take a severe left hander then round and up a slag heap which just wasn't on.

At lunch Edward lead from Dad with Jackson knocking on, and in the afternoon round, under slightly less severe conditions, the former consolidated his lead to run out a worthy winner by six points from Eric Jackson with Charles Pollard a trailing third.

Results

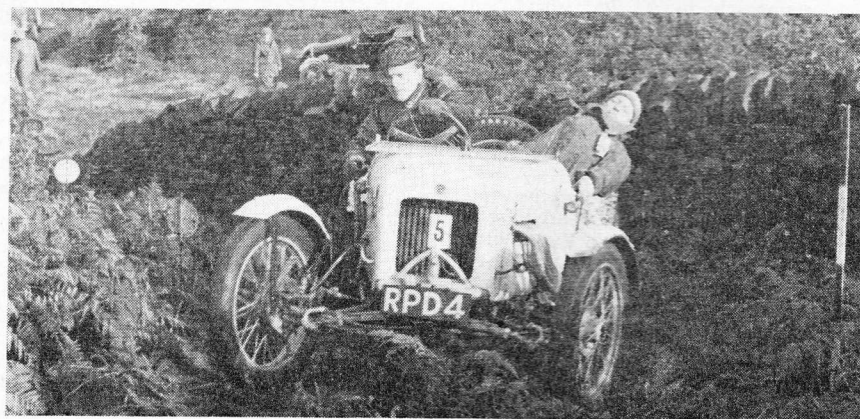
High Peak Challenge Trophy: E. Harrison, 65 marks. Beeston Trophy: E. Jackson, 71; Needham Trophy: C. W. Pollard, 73; 4, T. A. Marshall, 80; 5, T. C. Harrison, 82; 6, J. F. Harrison, 89. Team Award: Dad and Lads. Best Club Member: E. Jackson.

THE Sheffield and Hallamshire Motor Club's 17th High Peak Trial took place in the Bradfield area of Derbyshire last Sunday. Attracting a peak entry of 45 competitors, including all the star names, this well-known B.T.R.D.A. and R.A.C. Championship event was nearly abandoned, due to some of the most "inclement" weather yet encountered. It was, if anything, even more vile than the celebrated "white" Kitching!

One could not help feeling for the organizers who had plotted a normal and extremely interesting course up in the "Canyards" to find, on arrival there, a force nine gale accompanied by severe rain and hail which literally soaked one to the skin in a very short time! As for those poor marshals, many of whom had been at their posts half an hour before zero hour; well, their state had to be seen to be believed! Umbrellas blew inside out, and to write or try to photograph was *all but* out of the question.

The hills, originally 15 in number, just had to be cut to 12, as it is quite possible

ABOVE: Bernard Dees sits up on the dry side, but Jean is not so lucky! *Who's crafty?*
BELOW: A spot of sunshine for Eric Jackson, who took second place and the Beeston Trophy.



LONDON M.C.

NORWESTER RALLY—

An Outsider Wins!

By MICHAEL DURNIN

ONCE again the Norwester followed its traditional pattern and once again it lived up to its reputation of being one of the South's very best rallies. This year, the great surprise was that this difficult event was won by a complete novice driving on his very first rally. This "outsider" was Tony Cox (of Rover's recently re-established Competitions Department), who drove the VW 1500 which he has acquired from Bill Bengry, and was navigated by the car's usual incumbent, Dave Skeffington.

From a start at Beckhampton near Marlborough, a 55-mile run-in led the 68 starters to a driving test on an Army site north-west of Yeovil. Then, shepherded by carefully placed out-of-bounds areas, the plot wound south of Crewkerne and Chard through heavy rain and over roads made treacherous by a carpet of fallen leaves to an early petrol and supper halt near Wellington. An early retirement was the Pat Moss/David Stone SAAB, which retired with a burnt-out coil. From the halt, a westerly course was set passing north of Wellington, and going through a long and deep ford at 164/086226. Then a brisk three-minute section to TC 15 near Batheaston (where the Brian Culcheth/Peter Noad Sprite retired) and along a tricky little road where the unfortunate W. J. Clemens and I. Woodruff landed with their Mini-Cooper half-way down a bank, only to be pushed right down it when the Sheleagh Aldersmith/Ian Clements Austin 7 landed in the same place.

Southwards using the rough white road at 164/030220, and then over even rougher stuff across Bampton Down where D. P. Hughes/P. A. E. Noble's Sprite hit a bank following a puncture. Via an eight-minute section using the A 396, there was a very tricky approach to TC 20, where Jim Gregson/A. Weeden wrong-approached in their Riley 1.5 and Jack Wolchover/Rod Abbott retired their Sprite with no gears. The very rough white road at 940155 led south to Washfield and on to TC 21, south-west of Tiverton, where the route went on to map 177 and a couple of tricky three-minuters.

More tight sections followed on the white road through Lee Cross and south-west to Bickley. Then came some of the trickiest navigation of the event when lack of a required direction of approach but a given distance had cars travelling in both directions on the yellow road in square 9006. The next three controls were set out in a south-westerly curve through Splitwell Cross, by-passing Sandford on the way to Thelbridge before heading north again to



FIFTH PLACE went to Robin Richards/Geoff Davies, driving their M.G.B in what may have been the model's first competition appearance.

TC 35 at Black Dog where the Terry/Davies "big" Anglia suffered electrical troubles. This was followed by a couple of very rough colonial sections in the Grantland area. Some fairly easy stuff led to a petrol halt on the A 361, but one really nasty bend thickly lubricated by a pulp of leaves and mud at 176/906112 was the scene of a variety of encounters with the bank by D. H. Ray/R. Irwin (Allardette), Sydney Allard/Tom Fisk, also in an Allardette, Frank Lancaster/Bill Creed (A 40), W. G. R. Hayes/S. J. Bate (Anglia), Lloyd Roberts/Mike Butler (Riley 1.5) and L. Bertorelli/A. Straker (Vitesse). This last crew had a particularly unfortunate experience immediately thereafter when the collapsible steering column of their Vitesse collapsed without warning.

After a short break, a waterlogged track led through Hartford Bottom to the rough white roads of Bournemouth fame north of Dulverton where there were four one-minute and one two-minute sections of particular note on the Holnicote Estate where Robin Richards/Geoff Davies were seen going particularly well in their brand-new M.G.B., as were Peter Smith/John Preddy in their Liege-replica Healey. Then south and east again through Luxborough and a deep ford at 164/037364 on a two-minute section to TC 26. The pace eased as the end approached, but there was a sting in the tail over the "hairpinning" road at Clatworthy and the white road through Bulland Lodge. On a muddy Clatworthy slope, much time was lost when the Bertorelli/Straker Vitesse, retired and on the way to the finish, pulled over right to the edge of the narrow road to allow Tiny Lewis and Dave Mabbs in the works Sunbeam Rapier "racer" to pass. The two cars collided and the resultant hold-up on the skating-rink surface held up following cars for some time.

A route card led the 32 finishers simply enough from north of Milverton to the finish at the "Piccadilly" near Wellington, where breakfast was served and the results were produced in the astonishing time of

35 mins. from the minute of the last car's arrival.

Congratulations are in order and the London Motor Club and particularly the organising team of Paul Steiner, Tom Hazlem, Peter Harwood, Steven Carradine, Anne Colvin and their crew of "route consultants" can be well pleased with themselves for providing an excellent rally. The London Motor Club, among other things, showed a fine example in routing the rally to avoid habitation wherever possible, and by a good-mannered and diplomatic approach secured the co-operation and goodwill of many farmers along the route. One extreme example of this, which caught out many of those with marked maps and/or local knowledge, was when a farmer actually caused a fence to be removed from across a white road which is normally a non-goer. It has now been replaced!

Results

1, T. Cox/D. Skeffington (VW 1500), 70 penalties; 2, I. Terry/R. Davies (Anglia 1340), 100; 3, P. Smith/J. Preddy (Healey 3000), 100 (farthest cleanest); 4, A. T. Lobb/B. Lockyear (VX 490), 130; 5, R. N. Richards/G. C. Davies (M.G.B.), 150; 6, D. G. Lockyear/D. A. Dawson (SAAB), 210; 7, R. J. G. Smith/J. Dorville (Hillman), 290; 8, K. W. Barrow/E. Nicoll (Volvo), 300; 9, W. G. R. Hayes/S. J. Bate (Anglia), 300; and 10, P. B. Jones/A. E. Cowell (Herald), 310. Novices awards: 1, C. F. Schofield/J. B. Barrass (Ford), 4,610; 2, R. D. Miller/K. Fisher (Hillman), 11,120. Team prize: Terry/Davies, Lobb/Lockyear and Richards/Davies. Press award: Lloyd Roberts/M. Butler (Riley), 210.

AFTER driving an M.G.B in what was probably its first appearance on a rally, Robin Richards' verdict is: "Fabulous". He and Geoff Davies are to drive the car on the R.A.C. and despite a self-imposed rev-limit of 4,000 they came a creditable fifth.

VIC ELFORD made what he swears is positively his last appearance as a navigator. Incidentally, he made this promise weeks before the rally, and it was reinforced when Michael Durnin's Mini, which he was navigating, had two punctures (but only one spare wheel) in the space of a few miles.



THE MINI of W. J. Clemens/I. Woodruff is winched out of a ditch following its unhappy shunt.

DAN McALISTER has won the Sexton Trophy, for the Eire speed championship, for the second year in succession. Dan established four new hill-climb records this season. He is pictured here in the 1½-litre Cooper-Climax at Mount Venus in June.

DAN McALISTER has won the Sexton Trophy for the second year in succession. This trophy is awarded annually by the Royal Irish Automobile Club, in memory of the late Walter Sexton, for the Eire speed championship.

McAlister started off the 1962 season with an absolutely shattering ascent of the fast Dungarvan hill in his 1½-litre Cooper-Climax. He took no fewer than 5.9 secs. off his record. Stan Ryan was 4.1 secs. slower in second place, having his first outing in a similar, but older Cooper-Climax. Robin Rennicks was 3.7 secs. slower than Ryan, in a push-rod 1,475 c.c. Ford-powered Lotus 18. On a very slippery road at Enniskerry, McAlister recorded B.T.D., but he was only 0.4 of a second better than Edmund Gill in a Lotus 20. Rennicks and Ryan were next in line.

A week later at Altidore, John Pringle was naturally quite unbeatable with his powerful 2½-litre Cooper-Climax. McAlister, Rennicks and Ryan were the fastest after the Ulsterman. Weather conditions were so diabolical at Calary that drivers only had one timed run each. McAlister beat Ryan by 1 sec., the latter making an utter dog's



Report From Eire

by BRIAN FOLEY

to come within 0.9 sec. to Ryan. The four-year-old Corkscrew record went when McAlister climbed the twisty Co. Clare hill in 56.6 secs. Ryan was almost 3 secs. slower for second best. The record had stood at 61.4 secs., to the credit of Hector Graham and his 1,250 c.c. Cooper-J.A.P. The Cooper-Climax exponents were very close at Ballylaneen. McAlister was 0.9 of a second ahead of Ryan, and both were under the former's record.

After so many hill-climbs the Phoenix Park and Dunboyne races in July came as a refreshing change. Unfortunately McAlister wrecked the Cooper at Phoenix Park and he finished the season by driving his father's supercharged Triumph Herald saloon in the Kerry hill-climb and in the Rathdrum races. Ryan was a non-starter at Phoenix Park and mechanical trouble put him out after a few miserable laps at Dunboyne. Bertie McElhinney drove his very super 1,340 c.c. Lotus Super 7 in the Galway hill-climb on the day after the Park. He was unchallenged for B.T.D. The day before the Kerry hill-climb, Ryan's Cooper was almost destroyed by fire. With the red Cooper looking very much a sorry sight indeed, Ryan made B.T.D. although he was outside Dan McAlister's 1961 record. That man McElhinney ran Ryan a very close second in his Lotus.

Ryan was only second fastest to McElhinney at Clonmel and he lost valuable Sexton points. After the Clonmel hill-climb, Ryan dropped from second to third place in the Sexton, the position being as follows: 1, McAlister, 154½; 2, Burke (Gordini), 144½; 3, Ryan, 139; 4, Ivis (Austin-Cooper), 136½; 5, duMoulin (Ford Anglia), 134; 6, Fildes (M.G. Midget), 133½; 7, Lovell-Butt (L.B.-M.G. Special), 132; 8, Huet (Sprite), 122½; 9, Barrett (Austin 7), 106½; 10, Dr. O'Brien (Triumph Herald Coupé), 97.

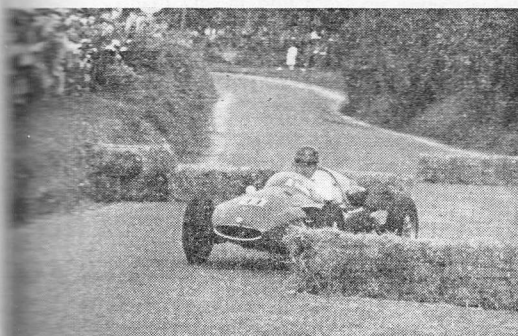
Ryan had the gearbox split and he ran the c.w. and p. of his Cooper in practice at Rathdrum. He was consequently a non-starter and he thereby lost any possible chance of winning the Sexton. Captain Burke's Gordini behaved most erratically and he had a very unsuccessful afternoon. Dan McAlister in the blown Herald collected 22 points to finish the Sexton on top again with a total of 176½. Michael Ivis jumped into second place with 168 points

and Johnnie duMoulin finished third with 167. With 165 points, Dickie Lovell-Butt finished fourth, a quarter of a point ahead of Captain John Burke. Stan Ryan was poorly rewarded for his great early season efforts with only sixth place with 141 points. Dickie Barrett, Jack Fildes, Dave Huet, John Emerson (Mini-Minor), Cecil Vard (Austin-Cooper), Dr. Gar O'Brien, Marty McNamara (Ford Anglia), Lingard Goulding, and Bob Heeley (M.G. Midget) finished in that order after the first six.

Robin Rennicks did not figure in the first 15, although he had the consolation of winning the *Formule Libre* Holmpatrick Trophy Handicap at Dunboyne in the Phoenix Special which was built in mid-season, some time after he sold the Lotus-Ford 18. Two previous Sexton winners, Joe Flynn and Bill Bradshaw were also missing from this year's Sexton placings. Joe only drove at Phoenix Park and Dunboyne in an A.C.-Bristol. Bradshaw's sole Irish appearance was at Dunboyne in his new Lotus 23, and he retired quite early with gearbox trouble. He drove this car at Brands Hatch on August Monday and is currently racing in Canada and America. He also hopes to drive at Nassau. Luke Duffy drives his F.J. Cooper-Ford in circuit events only. As the Sexton is mainly decided on hill-climbs, Luke's name is also missing from the final placings.

The saloon car section of the Sexton Trophy was won by Michael Ivis with his enlarged Austin-Cooper. Ivis had a total of 107½ points. Dickie Barrett, winner of the saloon Sexton in 1960, drove his Austin Seven in various stages of tune and engine capacity and he finished second to Ivis with 106½ points. Gar O'Brien (Herald) and John Emerson (Mini) were third and fourth with 89½ and 85½ points respectively.

W. H. HAGON motors his M.G. Midget in great style, on three wheels, in the Boyne Valley M.C.'s recent Autocross at Slane, Co. Meath. The Northern driver set up the best time.



STAN RYAN put up some splendid performances during the early part of the season with his old-type 1½-litre Cooper-Climax. Ryan then experienced several mechanical troubles and Dan McAlister's close rival for the Sexton Trophy eventually finished down the field in sixth place.

dinner of his start. Rennicks had the infuriating trouble of a plug lead coming adrift, but was third.

The weather was much kinder for the sprint at Cork and McAlister clipped 2 secs. off his own record. Ryan's Cooper was suffering from clutch-slip and he was pipped by 0.1 sec. by Rennicks in the Lotus. Dan McAlister did not drive in the Cork hill-climb held on the following day. B.T.D. went to Stan Ryan, although he could not break Paddy Hopkirk's record set up last year with an F.J. Elva. Rennicks was second in the Lotus which was not quite *au point*. This was Robin's last appearance in the Lotus as he sold it to Lingard Goulding after the Cork weekend. John Pringle was in rare record-breaking form at Mount Venus. McAlister and Ryan both registered outstanding performances by getting under Pringle's 1961 record.

Rathmoylan was the scene of another record-breaking spree by McAlister. Ryan was unable to get under Brian Bleakley's old record set up with a 1,100 c.c. Kieft-J.A.P. Goulding drove exceptionally well

WITH the Southern Hemisphere summer in the offing, preparations for the 1962-63 racing season are well on the way in New Zealand and the big news is, of course, the new racing circuit being built by the New Zealand International Grand Prix Organization at Pukekohe, about 30 miles south of Auckland.

This 2.3-mile permanent circuit will cost about £40,000 and is being built at the Franklin Racing Club's horse-racing track. But unlike Aintree and Warwick Farm, Sydney, the racing circuit will not cross the horse-racing course at any point.

The new circuit is longer than the old Ardmore circuit of two miles which has been the scene of the New Zealand Grand Prix for the last nine years, and differs entirely from it in character. Not only is the Pukekohe circuit irregularly shaped,

enthusiasm with which the project has been greeted, not only by keen followers of the sport but also by the business community in the Auckland area, what is already a flourishing sport in this country should progress by leaps and bounds.

The programme is to have the circuit ready for use on 8th December when the Auckland Car Club plans to hold its annual national meeting. The Grand Prix itself will be held on 5th January and this time it will be of 75 laps or nearly 175 miles. In the past at Ardmore the race was run over 150 miles although, of course, the deluge this year curtailed it to 100 miles.

Once again the field will be restricted to 24 starters, and it will be even less if the tailenders cannot lap the circuit quick enough to avoid getting in the way of the fast boys.

this season—and a good thing, too, for there will not be the usual mad scramble to ship cars across the Tasman Sea for the Warwick Farm meeting. In the past there has been only a week's lapse between Teretonga and the Farm. This time there will be a fortnight, so everyone should have time to draw breath for a change.

As usual there is rumour and counter-rumour about the international line-up. Latest reports are that Graham Hill will at least appear at Pukekohe with the Ferguson and that Innes Ireland will have another mount for this race, but drive the four-wheel-drive car at the other N.Z. internationals.

Bowmaker is rumoured to have a couple of Intercontinental Lolas lined up for John Surtees and Tony Maggs.

Then, of course, there will be our Bruce with the Tommy Atkins Intercontinental Cooper. Vaguer are rumours regarding plans of Jack Brabham and Jim Clark.

There was a time when there was talk about having Honda "blood" the G.P. car at Pukekohe, but there has not been so much as a whisper recently.

New Zealanders are not saying too much about their plans, but Gold Star champion for 1961-62 Pat Hoare tells me that he hopes for a new Ferrari comprising the very latest Formula I chassis with a 2½-litre V6 in behind. In any case the front-engined 3-litre car is on the market. This comprises the long wheelbase chassis Phil Hill used in 1960 with a dry-sumped Testa Rossa engine up front and in any man's language is a very desirable piece of machinery, even if it is not in the same category as the current fashion in projectiles.

Back from his European excursion, Tony Shelly will be running a 2½ Lotus-Climax and young Chris Amon, who went so well with an old 250F Maserati, is reported to have picked up a good 2½ Cooper-Climax during a recent Australian visit. Angus Hyslop should also be on the job again with his Intercontinental Cooper and George Palmer has been shopping for something for son Jim during his European trip. It will almost certainly be "by Chapman."

The national season gets under way on 10th November with the Marlborough Car Club's road race at Renwick. Once again this genuine road circuit has been revised. It is now almost square in shape with three fairly tight right-handers and another one not so tight. Length of the circuit is 1.5-miles.

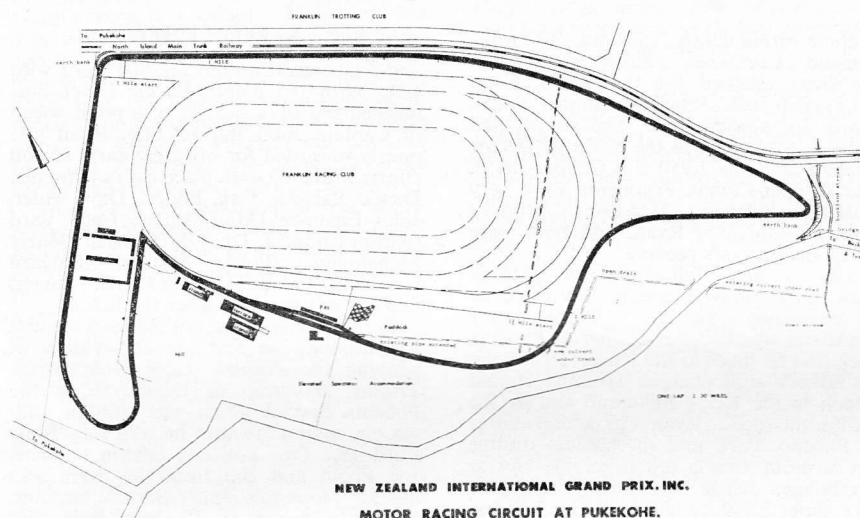
There will be no round-the-houses race at Dunedin this season. Following the fatal crash of Johnnie Mansel in this year's race, public opinion was such that the event had to be abandoned and now the Dunedin Festival Road Race Committee is said to be hunting for a new circuit for the 1964 season.

It looks as though the other "round-the-houses" classic, the Waimate 50, will be on again although some of the local authorities have raised objections on various counts. However, the Waimate townspeople and civic leaders are full of enthusiasm and the event is listed for 2nd February.

Other incidental information: Ron Frost has been re-elected president of the Association of New Zealand Car Clubs. . . the Canterbury Car Club, one of the most influential in the country, is building its own permanent circuit within not much more than a stone's throw from the suburbs of Christchurch. In the first instance it will be a mile or so round, but there is plenty of room for future development.

New Zealand Notes

BY PETER GREENSLADE



NEW ZEALAND INTERNATIONAL GRAND PRIX, INC.
MOTOR RACING CIRCUIT AT PUKEKOHE.

giving a combination of fast and slow corners, but it also has some changes of gradient.

There is a rise of 20 ft. between the southern end and the curve into the final straight, and a drop away from here down to the pits.

Spectator facilities should be first class. There is a hill fringing the western side of the course and this natural grandstand will provide one of the best views of a racing circuit anywhere in the world. There is permanent accommodation for about 3,000 people in the existing race course grandstands. The Franklin Racing Club plans to build a new stewards' stand farther back from the track—the existing one barely allows room for the motor racing circuit between it and the race course.

The circuit has been designed with the advice of Reg Parnell, Stirling Moss, Bruce McLaren and Jack Brabham very much in mind. They have all inspected the site and have been impressed with its possibilities.

Just how fast it will prove to be remains to be seen, but the back straight which gently curves to a tricky-looking right-hander should permit speeds in the region of 180 miles an hour.

In any case, Auckland now has a permanent motor racing home. The initial lease is for 36 years and, judging by the

Prize money for the eight car races on the Grand Prix programme will be more than £3,000 and more than half will go to place-getters in the G.P.

Pukekohe will open the international season. The following Saturday, 12th January, there will be the Vic Hudson Memorial Trophy meeting at the Levin circuit. This, as usual, will consist of a couple of heats and then a final of about 37 miles.

I was up at Levin for the press preview for the Ford Cortina recently and it struck me that the circuit was almost as rough as ever. However, no doubt, the Levin Motor Racing Club will be putting in some work on it before New Year.

On 19th January the scene will switch to Christchurch and the 150-mile Lady Wigram Trophy on the extremely smooth and fast aerodrome circuit. There is £100 still lying around for the first man to put in the "ton" lap and it would be surprising if someone did not collect this time.

The international series winds up on 26th January with the Teretonga International Trophy at Invercargill and, as usual, this will be a 75-miler—just about far enough on this tight 1.5-mile circuit especially if the day is really hot.

Australian and New Zealand promoters have got together on the programme for

CORRESPONDENCE

Five-Star Quintet

YOUR drivers placings in the 26th October AUTOSPORT are perhaps the best selection so far. I would, though, like to add my own amendments: Bruce McLaren before John Surtees almost certainly, and also I would add a star to the merits of Richie Ginther and Willy Mairesse. Ginther for trying damned hard with a lot of technical troubles thrown in and Mairesse for adding fire to the dampened Ferrari team. Maybe Willy is slightly hairy, but he made his Ferrari go quicker than any other member of the team. To finish with, for sheer guts and enthusiasm Carel Godin de Beaufort must get another star for a very consistent season in an out-dated motor car.

I would also like to include in my letter a reply to the Motoring Correspondent of a local paper, who thought my recent publicised views on Journalism and Motor Racing were wrong.

Surely nobody can say that newspapers give anything but a sensational approach to racing. When Stirling Moss pranged at the beginning of the season you had to look damned hard to find the winner of the race! Maybe I did generalize, but this was, I assure you, unintentional because I know from personal experiences the good of local press who at times do a much better job than the "million circulation" National Press.

Ah well, I feel better now! And I can enjoy my noggin without a naggin' in my mind.

Keep up the good work, AUTOSPORT.
LYMM, CHESHIRE.

LANCE WILSON.

and Another Comment

As you have already said, this "grading" of drivers is a provocative article, but this time you've really done it.

How can you possibly have a Five-Star Quintet?—and my objection is to the "Five-Star" part of this. Granted that G.P. drivers are considerably better than average drivers, one cannot expect to have five chaps at the top.

Having read these articles from their inception, I feel that your "datum line" is incorrect because you grade drivers against each other but you still give five to the top man/men irrespective of his ability as a Grand Prix driver.

To explain; no one would (I hope) quarrel with your awarding five stars to Fangio and Moss because they have proved themselves in the "ultimate" class. If you give Fangio and Moss top honours then you should not, in fairness, give the same rating to any of this year's drivers.

Bearing in mind the road holding of the present G.P. car, also its low-power output and the added advantage of high hysteresis tyres, etc., I would respectfully suggest that Graham Hill and Jim Clark be awarded three and a half stars each and the rest down-graded accordingly.

LONDON, W.13.

B. W. M. HARRIS.

Saloon Car Racing

IN your 24th August issue, David Pritchard made a vitriolic attack on the driving standards in the saloon car race at Snetterton. He made an attack on Doc Merfield, an opinion to which I cannot subscribe.

However, when reporting on the ADO 16 race at the AUTOSPORT Three Hours meeting, which also took place at Snetterton, he imagines that this race must have been most exciting "through the twiddly bits." No word about the bumping and bashing that took place then. G.P. drivers, it seems, are above criticism. Quite honestly, Doc would never have driven in such a fashion. To the G.P. driver it was all a joke, albeit an expensive one for B.M.C. It certainly wasn't Motor Racing!

The other marshal who was with me on the flag point which Tony Maggs clobbered and I consider that David Pritchard should know that Tony wasn't the only person to have a lucky escape in the incident. To have an ADO 16 arrive close to you, from above, is not a very happy experience. And for it to happen in a race full of horseplay is damned disgraceful.

So please, AUTOSPORT, don't gloss over the shortcomings of our "best" drivers and shoot down blokes who do at least dice with their own

property. Don't start acting—as some people in "the game" do—as if marshals are just minions, servants who are dispensable. One can imagine what comfort our wives would have had if the worst had happened, knowing it was "all in fun". Come now, let's have fair play all round, to us and our colleagues and to other drivers.
NEW BARNET, HERTS.

PETER NOBES.

Don't Forget the Workers!

WHILE there is at the moment two subjects about motor racing under discussion (television coverage and the cost to the public), I think it might be wise to raise a third point and I hope that the people concerned can sort them all out together!

The point that upsets me the most is that although I am greatly interested in following motor racing, I have to follow it by reading about it. The reason is that about 90 per cent of the important race meetings are held on Saturday, while I, like a lot of the population, have to work either half day or all day on Saturday.

In the past three years nearly all the racing I have seen has been sprint meetings, and only very occasionally, and then nearly always by the same club. Has there been any Sunday race meetings? I have attended nearly all the sprints at Brands Hatch, but how I, like everybody else, would prefer to watch a race meeting as sprints are only interesting if you are taking part.

I know that there is also a lot of people who, like me, cannot take a great interest in what is a very great sport, because of the careers they choose. In this line, I must thank the B.R.S.C.C. for arranging a lot of their meetings on Sundays, and I ask the other clubs to bear in mind the people (shop assistants, garage hands, etc.) who cannot attend Saturday meetings. After all, it is possible, and it is done at Brands Hatch and Mallory Park by the B.R.S.C.C., and, of course, nearly all race meetings on the Continent are held on Sundays.

Please let us watch some good motor racing, it will help us and the sport as bigger attendances will be the result.
EAST CROYDON, SURREY.

M. A. LINTERN.

Write to Them!

As I am, I believe, the originator of the correspondence regarding the apathy of the television services towards motor racing, perhaps you will allow me to comment on the remarks made by Mr. John Maxwell and others.

I know only too well just how our friend Mr. Maxwell felt, but at least it was only a club meeting. What is much more infuriating is when that sort of thing happens to something important like the British Grand Prix, and I can assure him that I have known of far worse instances than that of which he complains.

However, let us face facts: although it helps our blood pressure somewhat to air our views in AUTOSPORT we cannot expect the editor to be able to do much about it. The people to whom we should write are, of course, the B.B.C. and I.T.V. programme planners. I have lost count of the times I have written to them complaining of their coverage; indeed, before the British Grand Prix at Aintree this year I wrote to the B.B.C. reminding them that it was the most important meeting of the year and that surely the horses could be given a rest just for one day. But all to no avail!

I only wish there was room to show you some of the replies I have received from them. They are so ridiculous that they defy comprehension. They all claim, of course, that the coverage they give is adequate to meet the interest shown by the public.

I have finally come to the conclusion that I am just wasting time and money in complaining to them so I have given it up as a bad job.

May I suggest then, that if other readers feel that they want to "blow their top", write to the B.B.C. and I.T.V. instead of AUTOSPORT and see if their letters will make any impression. Mine certainly have not.
RUGELEY, STAFFS.

PETER A. WARD.

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

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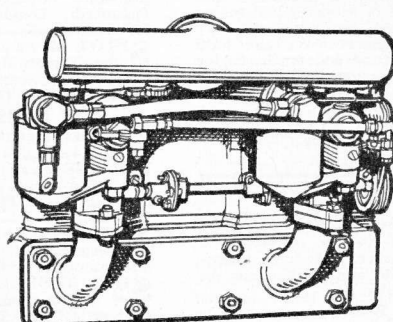
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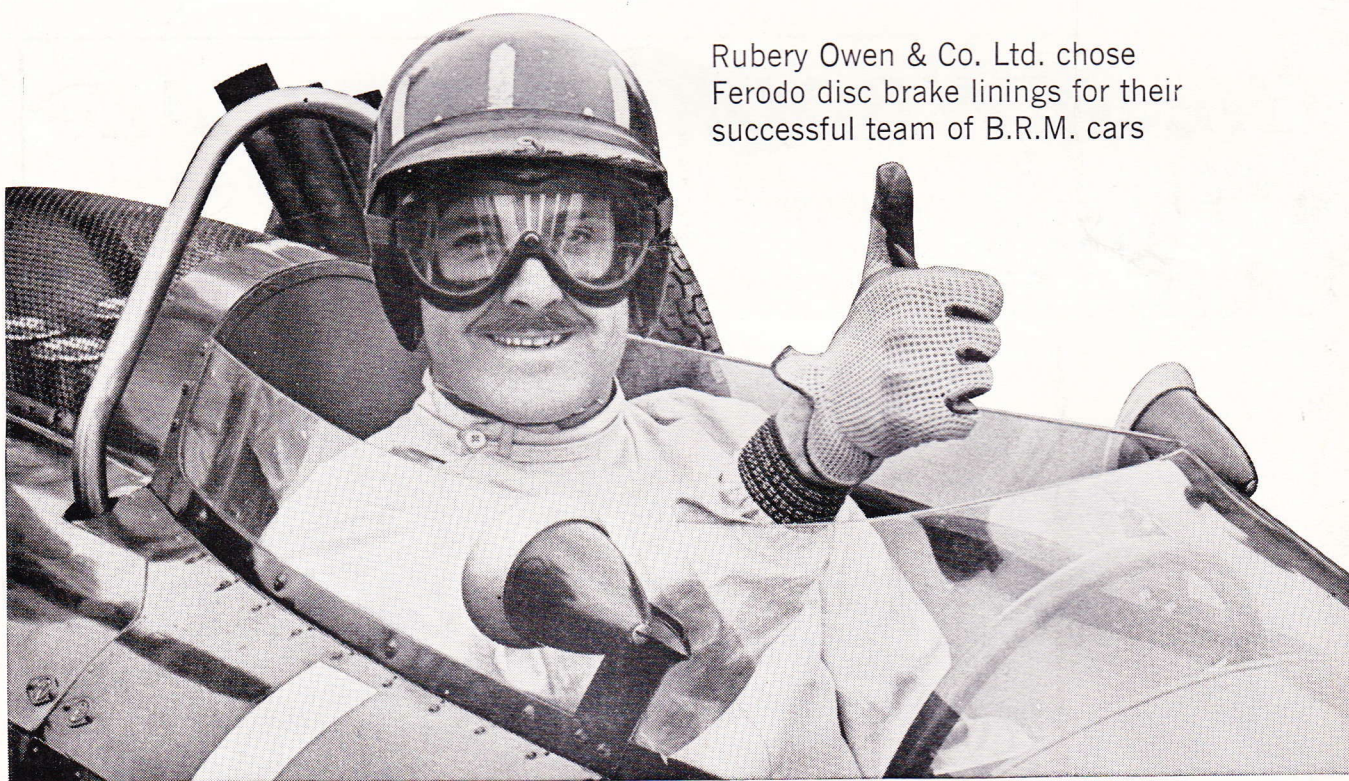
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