

THE MONTE IN RETROSPECT

AUTOSPORT

FEBRUARY 8, 1963

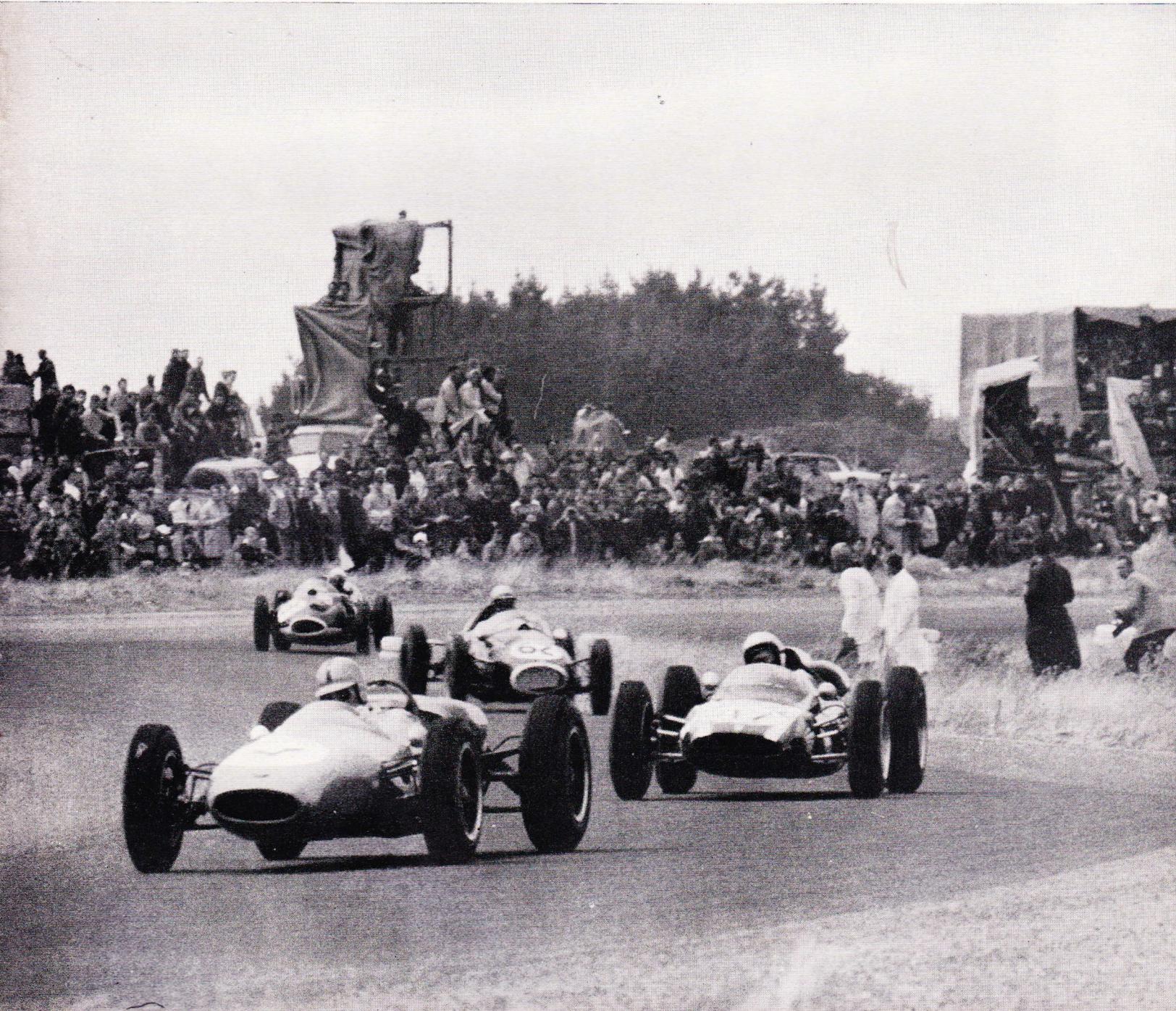
AUTOSPORT

2/-

EVERY FRIDAY
Vol. 26 No. 6

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

THE ASA 1000 G.T. ON THE ROAD : SEASONAL SURVEY—CLUB RACING
ROAD TESTS OF THE FORD CLASSIC AND CORTINA : THE CATS' EYES RALLY



First sports car of its class to lap in luxury! The TRIUMPH TR4

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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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Vol. 26 No. 6

February 8, 1963

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EDITORIAL

SUCCESS AT OLYMPIA

WITH an attendance of over 80,000 paying customers, the Racing Car Show at Olympia can be said to have been an unqualified success. Ian Smith, and his fellow-helpers of the British Racing and Sports Car Club are to be congratulated on staging an exhibition of enthralling interest, which must have pleased greatly the sponsors, *The Daily Express*. In addition to the multitude of accessories and tuning kits on show, Olympia was able to unveil several exciting pieces of machinery, including the sensational Lola GT, the very handsome Falcon 515, the first Marcos open car, Elva's Mark VII, the twin-o.h.c. Lotus-Cortina, the Turner "1500", the latest Juniors from Lotus, Cooper, Lola, Gemini, Brabham and Merlyn, in addition to a representative display of famous racing and sports cars of the past and of today. A great deal of business has been done, and it is now pretty obvious that only the makers of high-quality products can survive. Gone are certain of the "tatty" exhibits of the earlier exhibitions, to be replaced by well-engineered components. The advance in "fibreglass" construction is notable, with bodywork which is now free from the kinks and bulges formerly associated with small-production shells. The British motor industry owes a great deal to the smaller constructors, with both Lotus and Cooper playing a very prominent part in the production of the latest high-performance small-capacity machines from Ford and B.M.C. respectively. It was also highly gratifying to have on display the World's Championship Formula One car, B.R.M., and especially to be able to record that Champion Graham Hill spent every possible available minute at the Show.

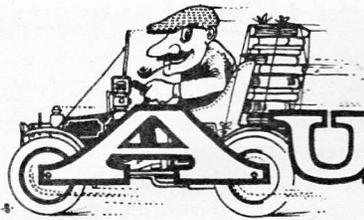
INTERNATIONAL RALLIES

ALTHOUGH the Monte Carlo Rally is over, discussions will go on for months regarding the future of International rallies, and this was discussed at great length by the C.S.I. The question that is troubling all organizers is the domination of events by factory teams. It is realized that it is essential to attract manufacturers for the sake of prestige, but what is to be done to encourage the private entrants, whose support is necessary to produce a sufficient number of entries to bolster up the organizational finance side? It is almost certain that an attempt will be made to curb the ever-increasing outside assistance available to works-sponsored entries, and it has been suggested that, as in the case of the "Alpine", a few years ago, there might be a limitation imposed on the number of wheels and tyres that could be used. From one source came the proposal that, in the case of the "Monte", cars must take part in the final test on the G.P. circuit on the same type of covers on which they started from Chambery for the special stages. As the organizers ban the use of studs on this circuit anyway, this would tend to defeat the multi-tyre facilities available to the factory folk.

OUR COVER PICTURE

BRUCE McLAREN's second win of the "Down Under" season came at Teretonga Park, Invercargill, New Zealand—but not without a fierce struggle. In this picture McLaren and Jack Brabham begin to lap the tail-enders, shortly after the retirement of John Surtees, who had been circulating in close company with the other two.

Photo: Euan Sarginson



80 BENNETT ROAD · BRIGHTON · SUSSEX · ENGLAND

International Book Sale 1963

Now the Christmas rush is over we can pause to survey the damage. Each February is the time of reckoning when we take stock and clear our shelves to make space for the new titles. Certain books are no longer available from the publishers and as our own stock is down to a hundred or so we cannot include them in our catalogue.

As in all modern go-ahead concerns we have to absorb certain losses

in order to forge ahead, and in this advertisement you will see a list of books at prices which represent fantastic bargains. It is possible, for instance, to purchase books to the value of £22 10s. for £7 10s.

These offers are open only to orders received during February 1963 and are on a first come, first served basis.

2/6 EACH, OR ALL FOUR FOR 7/6

MAGIC M.P.H., by Lt.-Col. Gardener (WAS 18/-)
"Goldie" traces his career mostly with M.G.s of record breaking and racing from 1926 to 1934.

BEEES UNDER MY BONNET, by R. Collier (WAS 7/6)
A series of most amusing motoring articles illustrated by Brockbank.

MORE BEEES UNDER MY BONNET, by R. Collier (WAS 8/6)
Another series of humorous motoring articles.

WORLD'S LAND SPEED RECORD, by W. Boddy (WAS 10/6)
The saga of the development of Land Speed Record machines and the men who drove and built them.

5/- EACH, ANY FOUR FOR 15/-

BRITISH RACING GREEN, by L. Klemantaski (WAS 15/-)
A photographic history of British achievements 1946 to 1956.

GREAT RACING DRIVERS OF THE WORLD, by H. TANNER (WAS 12/6)
Hans Tanner, who for many years has been closely associated with many of the world's racing drivers, writes thirty-seven biographical sketches on such famous names as Moss, Caracciola, Collins, Fangio, Hawthorn, Lang, Nuvolari, Rosemeyer, Sommer, Varzi, etc. The author touches on each man's background, his temperaments and style, and then traces his racing career, detailing his most brilliant and exciting drives.

FOR PRACTICE ONLY, by L. Klemantaski (WAS 16/-)

In this delightful book, Louis Klemantaski and Michael Frostick take the motor-racing enthusiast right behind the scenes and allow him to see the organisation and sheer hard work, mental, physical and mechanical, that go into the preparation of a car, or a team of cars, for a Grand Prix race. The events of the last days and hours before a big event are described in detail. Problems of transport, practice runs, last-minute adjustments to cars and driving plans — all the excitements of preparations are vividly conveyed in brilliant photographs, accompanied by a lively, knowledgeable and forthright commentary.

BUGATTI STORY, by W. Boddy (WAS 12/6)
A new approach to the history of Ettore Bugatti and his fabulous motor cars. Includes some details of his patents.

CONTINENTAL SPORTS CARS, by W. Boddy (WAS 12/6)

There is no point in offering a book to people who already have it. It is well known that most enthusiasts own a copy of **CONTINENTAL SPORTS CARS** by W. Boddy, Editor of *Motor Sport*. Those who have not are advised to order a copy at once for supplies of this book are now drying up. It contains a make-by-make potted history, technical data and specifications, interesting sidelights and good photographs of the hotter products of Europe from Austro Daimler, Alfa Romeo and Bugatti via Delage, Hispano-Suiza and Lancia to Mercedes, Pegaso and Salmson. Seventy-four makes in all. A fully bound quality book.

7/6 EACH. ALL THREE FOR 15/-

TRIBUTE BY TROPHY, by R. Hays (WAS 25/-)
Taking various models he has made as trophies, this world-renowned model maker reflects on the great achievements associated with each, E.R.A., Bentley, Jaguar, Sunbeam, etc., etc.

CONSTRUCTION OF FORD SPECIALS, by Mills (WAS 18/-)
All possible information on building your own.

MOTOR RACING MEMORIES, by W. Bradley (WAS 25/-)
Much new information on motor racing 1903-1921. Eye-witness accounts of the 1903 Paris-Madrid, Gordon Bennet Glidden tours and New York-Paris races.

10/- EACH, ANY TWO FOR 15/-

MOTOR RACING CIRCUITS OF EUROPE, by L. Klemantaski (WAS 21/-)

Featured are Spa, Le Mans, Nurburgring, Aintree, Goodwood, Oulton Park, Silverstone, Zandvoort, Monte Carlo and all other major Grand Prix circuits on the Continent. This book gives the enthusiasts by the medium of excellent action photographs a full description of all the circuits mentioned. All corners and straights are fully analysed, with pictures depicting various drivers' techniques of cornering and driving. With this book, race reports and commentaries are really appreciated.

BRITISH COMPETITION CAR, by C. Posthumus (WAS 25/-)

A really "meaty" book. Cyril Posthumus discusses the fortunes of the British car in competition from the successes of the Napier in the early nineteen-hundreds on into the Edwardian period of the Vauxhalls and Sunbeams, the Bentley supremacy of the 'twenties, the M.G.s, E.R.A.s and Rileys of the 'thirties. After the war, the story is continued by the B.R.M., Alta, H.W.M., etc., and terminates with the well-earned success of the Vanwalls, Aston Martins and the Coopers.

RACING AN HISTORIC CAR, by P. Hull (WAS 18/-)

A book about contemporary vintage racing, hill-climbs, sprint cars and personalities. Useful reference book, with full history of every existing E.R.A., Seaman Trophy results 1950-1960. Action pictures of E.R.A., Alfa Romeo, Bugatti, Delage, Bentley, Lagonda, Sunbeam, Barnato Hassan, G.N. Spider, etc. *Motor Sport* called it "grand stuff."

ETTORE BUGATTI, by W. F. Bradley (WAS 15/-)
A biography of "le patron," one of the most interesting and brilliant men of the motoring world.

12/6 EACH, ANY TWO FOR 20/-

MOTOR CAR INDEX (WAS 30/-)

This book contains in alphabetical tabular form the specifications of almost every car manufactured in Great Britain or imported during the years 1918-1929. Almost six hundred manufacturers are listed, together with their names and addresses and the series/type, bore, stroke, capacity, number of cylinders, horse-power, chassis price, complete car price, chassis numbers, location of chassis number, arrangement of cylinders, type of ignition, cooling system, clutch, number of gears, type of transmission, top gear ratio, size and type of wheels, and the wheelbase of all the models they produced from 1918 to 1929. The total coverage is approaching six thousand models. This work was originally published in 1929 by Fletcher and Son Ltd. of Norwich, and in the post-war years became appreciated as a very rare book eagerly sought after by enthusiasts all over the world. The details and specifications contained in this book have been used by many authors and motoring historians in checking their facts and it has been quoted in most of the motoring journals to settle disputes of all kinds.

NUVOLARI, by Count "Johnny" Lurani (WAS 21/-)

The well-known tales are all here — Nuvolari's leather elbow patches on his motorcycle jacket, to be used as pivots against walls on difficult corners; the magnificent Mantuan rising again and again from his hospital bed absolving his doctors' responsibility, and going forth to glorious victory; his running battles with the great Achille Varzi, climaxed by his triumph in the 1930 Mille Miglia; and his long satisfying romance with Alfa Romeo. And through it all, hawk nose jutting ever forward, ferocity in every line of his frail body and malevolence flashing from his eyes, the incomparable Nuvolari rides again.

COMMERCIAL ROAD VEHICLES, by Cornwell (WAS 30/-)

Traces the development from the earliest days. An excellent book of veteran vintage and modern models.

25/- EACH, BOTH FOR 45/-

BOOK OF SPORTS CARS, by Markman and Sherwin (WAS 73/6)

A most comprehensive dictionary-encyclopedia-biography of sports cars and the men who made and drove them. Over 700 outstanding illustrations. Magnificent presentation and exhaustive documentation.

BUGATTI BOOK, by Eaglesfield (WAS 35/-)

The most detailed book ever to be published on one car. Packed with historical and racing information and reprints of some instruction books.

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ALAN REES, who drove a works Lotus 22 in Formula Junior races last year, is to drive for R. Winkelmann (Racing), Ltd. this coming season. A Lotus 23 is to be Rees's mount in 10 important British meetings, starting at Snetterton on 30th March.

A SOUTH AFRICAN designed and engined Grand Prix car should be ready by the end of the year, according to the latest intelligence received from our South African spy.

GRAHAM WARNER and Mike Spence (when not committed to the Ron Harris Lotus F.J./F2 team) will be driving the Chequered Flag Lotus Elans this coming season.

ANNE HALL and Peter Jopp are to visit the United States in connection with their rallying activities with the Ford Falcon team.



A HAPPY Peter Arundell stands beside the Lotus 27 at the Racing Car Show. Seated in the car is Ron Harris who is to run the works F.J. and F2 Lotuses this season with, of course, Arundell as No. 1 driver.

IT is possible that the British Racing Partnership will be constructing their own cars for Formula 1 racing this year. Last year's "carburetter" B.R.M. engines as used in the U.D.T.-Laystall Lotus are being retained, while two more fuel injection engines have been bought. Innes Ireland is to drive for the B.R.P., but the team's second driver has still to be announced. However, some time ago we heard rumours that Jack Lewis was to join the team. . . .

NEW HARVEY CARS FOR INDIANAPOLIS

FOUR cars from Harvey Aluminium of Torrance, California, have been built by Mickey Thompson for Indianapolis. All four will have rear-located, all-alloy Chevrolet V8 engines giving over 350 b.h.p. One of the drivers already signed is Bill Krause, winner of the 1960 Riverside Grand Prix.

PADDY McNALLY has bought David Dixon's Cooper-Mini DD700, which is being prepared for racing by Taurus.

PIT and PADDOCK

IT seems that when the F.I.A. worked out their Graded Drivers list for 1963 the South African Grand Prix had still to take place. The names of Innes Ireland (at last!) and Neville Lederle have duly been added to the list we published in the 11th January issue. However, this unfortunately makes life very difficult for the promising South African Lederle as he is barred from competing in races of less than international status unless they are held in his own country. He would no doubt wish to have competed in the 11 National Open meetings being held in Rhodesia this year.

If Lederle wanted to come to Europe to join, say, a Formula Junior team, he would still be restricted as Grade 1 drivers are not allowed to race Juniors! It seems ironical that an up-and-coming driver should have such a restriction placed upon him considering that he is not a member of a works team and has only taken part in one proper Formula 1 race! (South African races such as the Rand and Natal Grands Prix are run for 1½-litre racing cars and not Formula 1 cars so as to allow in some "underweight" South African specials, Juniors and cars under 1,300 c.c., which is the lower limit of F1.)

Only a few weeks ago we were demanding that Innes Ireland should be added to the list of Grade 1 drivers—now we are questioning the wisdom of Neville Lederle's inclusion. . . .

PETER HOWARTH writes to inform us that he did not hit a tree on his way from Glasgow to Wishaw in the Monte. His Riley met a Sunbeam Rapier across the road around a blind corner and slid into it. On the side of the road he refitted a new radiator, crankshaft pulley, dynamo and water pump. Unfortunately, the Melrose control was closed when he finally got there, despite a telephone call, and he was excluded at Wishaw for not having a passage control stamp.

IT seems likely that Alfa Romeo will field a works rally team for certain events this year.

A NEW rallying stable is to be formed by Bobby Parkes, George Humble and Eddie Berry who are to acquire an ex-works Rapier and a Ford (possibly a Zodiac) in addition to the Mercedes-Benz 220SEb. The most suitable car for each event will then be selected for use.

INDIANAPOLIS

THE official entry list for this year's Indianapolis 500-mile race closes on 15th April, but the entries have already started to pour in. Around 70-80 are expected to enter the race, from which 33 will qualify to start. Lloyd Ruby, well-known Indianapolis and sports car driver, is to drive a John Zink Trackburner, but this will be a conventional car with the engine in the upright position, for John Zink has indicated that he will not enter his experimental turbine car this year. Other entries already include Roger McCluskey, Jack Turner, Eddie Sachs, Paul Russo and Gene Hartley.

A NEW Lotus 23, racing in Scottish colours, will be driven by Andrew Fletcher this coming season. The 1,100-c.c. Ford engine will be maintained by the Maxtune organization and it is hoped that a LawrenceTune Super Sports Morgan will be added to the team shortly.

WE hear that last year's successful Midland Racing Partnership drivers, Richard Attwood and Bill Bradley, will be seen in Formula Junior Lolas this year.

DONINGTON PARK

TWO independent enquiries have been received by Mr. J. Gillies-Shields, owner of Park Farm, Castle Donington, since his recent announcement that he would be prepared to consider offers for the reopening of the Donington Park motor racing circuit.

No dates for meetings have been fixed with the parties concerned, whose names have not yet been disclosed. It is understood that both interested people have considerable former experience in motor racing. Mr. Gillies-Shields says that he is not prepared to finance the reopening of the circuit but would welcome serious enquiries.

TONY LANFRANCHI is to drive an Elva Mark 7 this coming season. It is to be powered by a 140 b.h.p. 1.6 Ford engine and will be prepared by Bill Crossland, who used to look after Peter Procter's remarkable Lotus 18 in 1961. A full international and national season is planned, including four continental meetings.

MAIN race in the international Whit Monday Crystal Palace and the 13th July Mallory Park meetings may be for Formula 2 cars, though it is doubtful whether the Cosworth and Coventry Climax engines will be ready by then.

ELVA Mk. 7s with 1.6-litre Cosworth-Ford engines have been ordered by Steve Minoprio and Doug Graham. Well-known club driver Dr. Ewen Paul has ordered a Climax-engined version.

A STRONG field of the new lightweight 1963 Chevrolet Corvette Sting-Rays is promised for the Daytona Continental on 17th February, the opening round of the 1963 G.T. Championship. Drivers include Dick Thompson, Don Yenko, Johnny Allen, George Robertson, Bob Johnson and Ralph Salyer. Ferraris, Porsches, Triumphs, Alfa Romeos, T.V.R.s, Jaguars and Tempests help to comprise the opposition to Detroit cars. Among the Ferraris entered are those of Innes Ireland, David Piper, Fireball Roberts and Rodger Ward.

THE following advertisement recently appeared in the American *Competition Press*: "PAPERMATE PEN: Buy my personal Papermate pen for \$7,001.95 and get a Ferrari free. 1958 TR with cutaway fenders in top shape throughout. Five extra wheels. Two axle ratios included. . . ." The pen was sold in two days!

ACCORDING to a Press release from the Sebring organizers, Phil Hill and Olivier Gendebien won the G.T. category of last year's 12-Hour race at an average speed of 1,019.2 m.p.h.—a challenge to Donald Campbell?

WITH one exception, all Grand Prix contenders at the Racing Car Show were fitted with exhaust manifolds and systems made by V. W. Derrington, Ltd.

DID you know that Banjo Matthews holds the "late model" Daytona two lap qualifying record at 160,499 m.p.h. in a Pontiac? Neither did we.

BRABHAM cars should be well up in French Formula Junior races once more this year. Jean Moench and Philippe Martel have ordered cars.

THE Elva Mk. 7 shown at the Racing Car Show was flown out to Chicago on 7th February to appear at the annual convention of the S.C.C.A.



MANY representatives from the Auto Union factory and from German automobile and motor-cycle clubs attended a ceremony at the memorial to Bernd Rosemeyer on 28th January, the 25th anniversary of his death. In this picture Edgar Barth lays a wreath on behalf of Porsche.

CLUB RACING

DISCUSSIONS have been taking place between the B.A.R.C. and the B.R.S.C.C. concerning the capacity classes at their club meetings during the coming season. An effort has been made to standardize the classes of racing in this type of meeting to enable competitors to prepare for the racing season in the knowledge that meetings by each of these clubs will be run on a common basis.

There are to be three classes for sports cars: up to 1,000 c.c. excluding o.h.c. engines; up to 1,200 c.c.; and over 1,200 c.c. Grand Touring cars are to be divided into up to 1,150 c.c.; 1,151-1,600 c.c.; 1,601-2,500 c.c.; and over 2,500 c.c. Saloon cars are divided into up to and over 1,200 c.c.

Each club is reserving the right to introduce additional classes within the above framework if it is thought necessary during the season, while both may amalgamate classes as and when necessary.

Each club is to organize events for single-seaters, varying the type of entry at its discretion to cover Formula Junior, Formula 2, *Formule Libre* and 500 c.c. models.

WE have had a letter from Jack Paterson, who is now in South Africa racing his 1,100 c.c. Lola-Climax sports car with considerable success (five races—two wins, one second, one third and one sixth overall, all being class victories). He explains that in winning his class in the Rand Nine Hours race last year he raced on only *one* set of tyres throughout (D9s) and his last lap spin, which dropped him from fifth to sixth, not seventh as reported, was due to tiredness and completely bald tyres. He could not change any wheels during the race as he had no spares—"they are too expensive," he says!

Jack Paterson is to return home in April to compete in both British and Continental races, but if any of his friends wish to write to him beforehand his address is: 8 Wright Road, Wychwood, Germiston, Transvaal, South Africa.

WISCOMBE PARK PROGRAMME

THERE are to be seven meetings at the Devonshire Wiscombe Park hill-climb venue this year, and the dates are appended below. The end-of-season Seven-Fifty Motor Club meeting, which most top drivers regard as a "final fling", has been upgraded to National British status. The

April meeting sees a departure from normal hill-climbing practice whereby only half the usual amount of cars will compete, racing cars will predominate and each competitor should have seven runs. The final three runs will be on a handicap based on the performance during two of the first four runs. The West Hants and Dorset Car Club meeting on 19th May is a qualifying event for the R.A.C. Hill-Climb Championship.

7th April: Aston Martin O.C. Invitation Meeting with Special Racing Car Handicap.

19th May: West Hants and Dorset C.C. National British meeting.

3rd June: West of England, Taunton and Plymouth M.C.s. Closed meeting.

28th July: West Hants and Dorset C.C. Closed meeting.

11th August: West of England, Taunton and Plymouth M.C.s. Closed meeting.

1st September: B.R.S.C.C. Closed meeting.

13th October: Seven-Fifty M.C. National British meeting.

THE 1963 programme of the B.A.R.C. includes 17 race meetings. International dates are Easter Monday, Goodwood; Aintree on 27th April; Whit Monday, Crystal Palace; and the T.T. at Goodwood on 24th August. Oulton Park has a National Open date on 6th April as has Aintree on 5th August, while the Goodwood meeting on Whit Monday has a National British permit. Members' Meetings at Goodwood, Oulton Park, Aintree and Mallory Park complete the programme.

KARTS GROW UP

THE committee of the Gazelle 15 Karting Club and the directors of Newton Sports, Ltd., are thinking about introducing a Formula 4 this season. These machines are to be single-seater cars of the open wheel type powered by one or more small capacity engines of industrial, outboard, motor-cycle or automotive origin. Maximum engine capacity is 250 c.c., and there are some rules and regulations concerning wheelbase, track, body width, weight, height, wheel diameter, ground clearance and bodywork.

It seems that the "karts" are growing up into racing cars—though don't tell the F.I.A., otherwise we might have a 250 c.c. Formula 1 in 1984! Interested parties should write to F. H. Williams, 14, Norton Grove, Swindon, Wilts.

THE 1962 winner of the V.S.C.C. "Thoroughbred Trophy" is Tony Charnock with his well-known ex-Chevell/Dr. Pinkerton 4.3 Alvis. Runner-up and only one point behind is Peter Waller with the white, ex-Dennis Scribbans 1½-litre s/c E.R.A. recently shown at the Racing Car Show. Charnock has also collected the coveted "Alvis Trophy"; he has won both of these trophies before, in 1960, with the same car.

A NEW team has been formed to race in international events during 1963—Radbourne Racing. To start with, there will be three cars, all finished in dark green with silver wheels: a Sebring Sprite, to be driven by Eduardo Ribiero, a Brazilian saloon car exponent, and John Anstead; a Mini-Cooper for Phil Wicks and Geoff Anstead; and a Fiat-Abarth 750. The cars are to be prepared by John Anstead and team manager is John Stanton, who owned the Mini raced by Peter Eva in 1961.

THE price of the Fairthorpe Zeta has been reduced to £1,095 6s. 3d. (including purchase tax), this being the aluminium head version with either three or six carburettors, and is available in kit form at £799 instead of £886. The modified head version now sells at £1,005 7s. 11d. or £735 in kit form.

SPORTS NEWS

CARS OF YESTERDAY CAMERA COMPETITION

PRIZE winners in Class D are as follows: 1, Alan Fallows, Tuts Castle, Alne Hills, near Alcester, Warwickshire; 2, M. J. Redford, 63 London Road, Datchet, near Slough, Buckinghamshire; 3, S. J. Hemington, 30 Brandwood Avenue, Manchester 21.

FIRST Vintage event of the year will be the February driving tests at Blackbushe Airfield on Sunday. Conveniently placed on the A30 near Camberley, this event should be well worth a visit by all those enthusiasts living in the London area. Tony Charnock has entered, and there will be plenty of other interesting cars taking part. The meeting starts at 11.30 a.m.

BRANDS HATCH ON ICE!

A RACE meeting of sorts will take place in the car park behind the main grandstand at Brands Hatch tomorrow (9th February). This meeting, which is being arranged as a B.B.C. presentation by the London Motor Club, will star some of the finest names in the international rally world, namely and, as we go to press, provisionally, Eric Carlsson, Paddy Hopkirk, Pat Moss, a Morley brother, Pauline Mayman, David Seigler-Morris, Peter Riley, Henry Taylor, John Sprinzel, Vic Elford, Peter Harper, Peter Procter, Tiny Lewis and Sydney Allard. Practice will take place in the morning and the meeting will be held from 1 to 4 p.m. All spectators are welcome at five bob a nob.

MANY well-known competitors have entered for the Surrey Sporting Motor Club's Pursuit Sprint at Brands Hatch this Sunday, which starts at 12.30 p.m. They include Dizzy Addicott (Lotus-Buick 15), Pip Arnold (Morgan Plus 4), John Bloomfield (Diva G.T.), Terry Bone (Gilby-Climax), Alistair Crawford (Lotus Elite and M.G. 1100), and Keith Holland (G.S.M. Delta).



THE 1962 "Autosport" manufacturers' award went to Renault, the three 1093 models of the Team Tricolore having finished 2nd, 6th and 7th in the Sports Car Club of America's national rally championship. Left to right above are: Walt Woron (Renault), Dennis and Sally Koelmel (members of the Team Tricolore), Ruth Sands Bentley ("Autosport") and Art Peck.



SEEN AT THE SHOW

WHEN the Racing Car Show opened on Friday, 25th January there was no Lola to be seen anywhere! However, it arrived on Saturday after Eric Broadley had spent 52 hours without sleep getting it ready. An extremely low-built car, the Lola Mk. 6 G.T. should give a good account of itself in Prototype races this coming season. It is powered by a 4,262 c.c. V8 Ford engine and has a claimed maximum speed of around 180 m.p.h.—which is fair going (and much faster than the Grand Prix cars, too). The three photographs by Lynton Money (top left, top right and right) show the interesting front and rear-ends of this attractive car.



OUR CARTOONIST Carson said he saw some Honda gentlemen taking an interest in the British Formula 1 cars on view at the Show (above). A TIGHT FIT for Rosemary Franklin (left) as she is gently removed from the Cooper Junior by Ken Tyrrell and Co. GRAHAM HILL won the Guards Trophy Race on the miniature circuit, beating Warwick Banks, Mike Pendleton and Jack Sears.





John Bolster and Patrick McNally Test Two Fords

THE
CLASSIC

AND THE
CORTINA

Two new Fords recently arrived together to be tested by AUTOSPORT. One of these was the well-known Classic with the entirely new 1½-litre five-bearing engine and all-synchromesh gearbox. The other was the Cortina, one of the most interesting cars that was introduced in 1962.

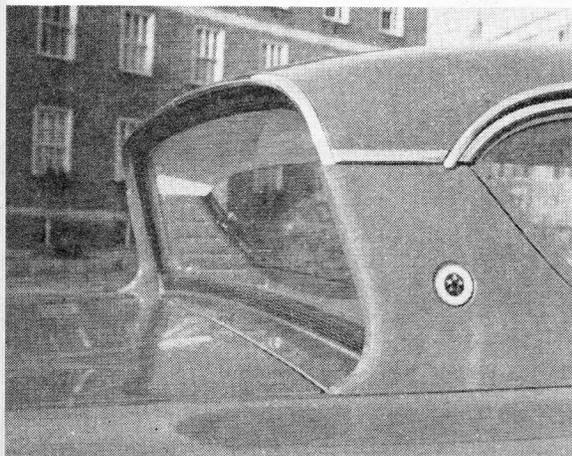
The engine of the Classic is over-square, as is usual with Ford products. It has a rugged counterbalanced crankshaft with overlapping main and big-end journals, the camshaft being chain-driven and operating the valves through pushrods and rockers. The combustion chambers are machined all over and all the valves have separate ports. This unit develops 64 b.h.p. at 4,600 r.p.m.

The Cortina has a similar power unit with an even shorter stroke and it therefore requires only three main bearings. The bore in both cases is 80.96 mm., but the Cortina has a stroke of 58.25 mm., compared with 72.7 mm. for the Classic. The power output of this 1,198 c.c. engine is 53.5 b.h.p. at 4,900 r.p.m.

Both cars have the same clutch and four-speed, all-synchromesh gearbox. The rear axle ratio is also common to both at 4.125 to 1, though the slightly greater tyre section of the bigger car gives a small increase to the effective rolling radius. The 1½-litre engine has a larger and heavier body to pull, so both cars are geared for fairly similar maxima in the lower "eighties".

The usual Ford front suspension system is, of course, used. Hydraulic dampers

form long upward extensions of the king-pins, and are embraced by helical springs. They are mounted in rubber, transmitting their load to the scuttle structure, and the lower ends of the king-pins are located by conventional wishbones. An anti-roll torsion bar is fitted, and the steering is of

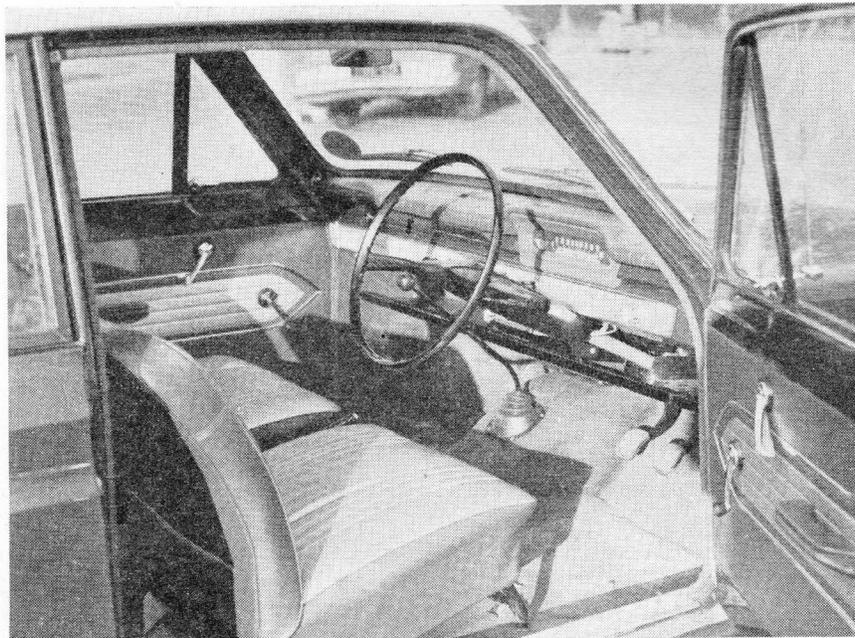


the recirculatory ball type. Front disc brakes are fitted to the Classic only.

Conventional location of the rear axle on semi-elliptic springs is found in both cars. The bodies and equipment differ widely, the Classic being more heavily built and giving a greater impression of luxury. Though the Cortina does not appear to be so elaborately appointed, it is a full four-seater with complete equipment. Both models were supplied with efficient heating systems and powerful radio sets, these items being charged as extras above the list price.

The appearance of the two machines differs markedly, as the Classic has four headlamps and a reverse angle to the rear window. In spite of being less elaborately furnished, however, the Cortina has perhaps the purer line. Regardless of their many similarities, the two Fords are utterly different in character and handling qualities, and we amused ourselves by exchanging cars from time to time and then discussing our impressions.

It would be fair to say that the Classic is an excellent family car. It is big enough to be regarded as a five-seater and has plenty of luggage space. It rides well over inferior surfaces, and its understeering characteristic allows it to run straight on cambered roads or in side-winds, without any conscious correction from the driver. Some wheelspin is experienced on greasy roads, and really fierce driving can make



DRIVING COMPARTMENTS of the Classic (above) and the Cortina (below) differ in instrument layout and in fittings, although basic similarities remain.

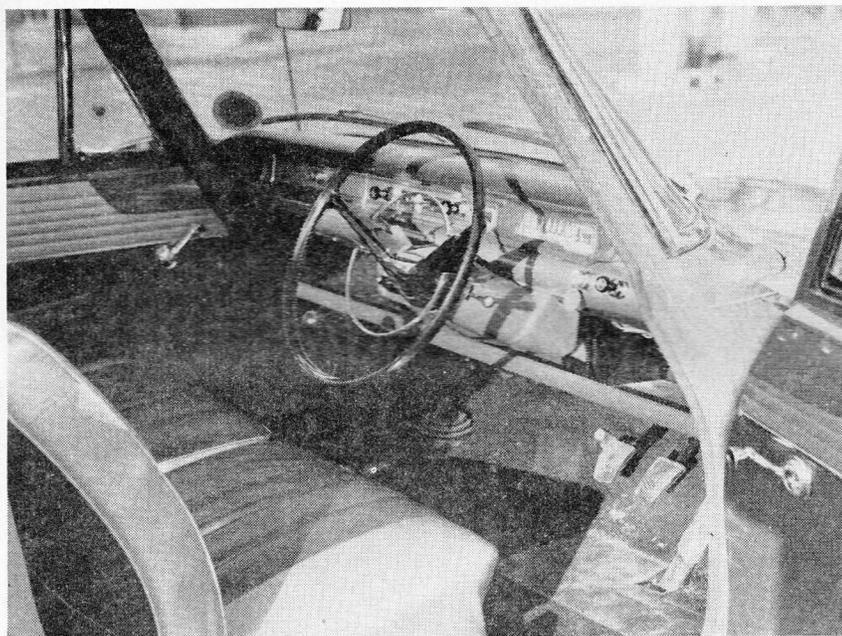
slippery roads. Hard driving is encouraged because the back axle does not tend to leap and tramp. One can, of course, "feel" the back axle on bumpy corners, but the roadholding is quite remarkable for a non-independent design. The Cortina is one of the quietest small cars and its three-bearing engine is smoother than the five-bearing Ford unit. This may, however, be a matter of the flexible mountings or some other such detail. The steering is very light indeed but extremely precise, the car feeling easier to handle than the heavier Classic, especially at parking speeds. On the other hand, the drum brakes of the Cortina can be made to show signs of incipient fading during particularly hard driving.

We were not altogether convinced that the grouping of the light switch and indicator switch on a single stalk was ideal, a tendency to operate the wrong one, or both together, being sometimes experienced, in spite of the difference in length. The Classic has a conventional indicator switch, with a headlamp flasher on the end of it that cannot be used accidentally. This is a system that could hardly be bettered.

If one regards the Cortina as everyday transport, the silent, smooth running and light steering are perhaps its most endearing features. The engine is also flexible and has plenty of power at low speeds, so the gearbox need not be used much if the driver is feeling lazy. For the man who wants to exploit its fine handling, however, the gearbox really makes the car, and to go back afterwards to a machine with an unsynchronized first speed seems a very crude experience. Some people might prefer a second gear fractionally closer to third, but for the average owner of a saloon car the present choice is preferable—it will be some time before the everyday driver gets used to using first speed when on the move.

The Ford Classic is a well-equipped and luxurious family car with lively acceleration and an exceptional gearbox. The Cortina is an altogether lighter machine which is great fun to drive and handles much better than its conventional chassis design would lead one to expect. This car has

(Continued on page 189)



the axle hop on occasion, but in general the roadholding and handling give the driver confidence. We did not succeed in overheating the brakes.

The Classic, in its new 1½-litre form, gives the impression of being a much livelier car than its predecessor. This is confirmed on the road, for most family saloons can be overtaken with great ease. The engine is very willing, only becoming prominent towards the upper end of its speed range. As with all the latest Fords, the gear change is superb.

For a real surprise packet, the Cortina takes a lot of beating. In spite of its conventional specification, it handles like a very good sports car. Please don't write and ask us why, because we don't know! The fact remains that this low-

Regardless of their many similarities, the two Fords are utterly different in character and handling qualities.

priced little saloon simply cries out to be tuned up and entered for a race. This is just what a lot of "the boys" will be doing, and we predict that 1963 will be the year of the Cortina on the circuits.

Let us, however, return to the standard product. The body structure is light for its size, but it must be exceptionally rigid. The car is extremely well balanced and retains its neutral characteristic even on

THE

ASA 1000

GRAN TURISMO

The "Little Ferrari"—A Splendid Performer with First-Class Road-Holding

ENZO Ferrari's brain-child has now been taken over by a large industrial empire headed by Signor de Nora, and is known as the ASA 1000 Gran Turismo. It is a beautiful little machine in every way, exquisitely bodied by Bertone, and looks what it is intended to be, a prestige small G.T. machine.

The power-unit is, in fact, a four-cylinder version of the famed Ferrari V12 Testa Rossa, block and crankcase being constructed entirely of light alloy. The valves are operated by a single, overhead camshaft, and set at an angle of 90 degrees. Carburation is by a pair of double-choke Webers; it is a completely square engine (69 mm. x 69 mm.), giving a capacity of 1,032 c.c. Compression ratio is 9.1 to 1, and power-output is given as 97 b.h.p. at 7,000 r.p.m. On the cars so far produced, a modified Sunbeam Alpine gearbox has been used, with Laycock de Normanville overdrive in third and fourth gears. However, it is intended to fit an all-synchromesh box when full production starts about March.

Dunlop disc brakes are fitted to all wheels; these are extremely powerful, and the system is unusual for such a small car, in that a vacuum servo motor is incorporated. In point of fact, apart from slightly smaller discs, the units are identical to those used on the 2 plus 2 Ferrari. Suspension is by helical springs and wishbones in front, with a solid rear axle and anti-roll and torque

BY
GREGOR GRANT

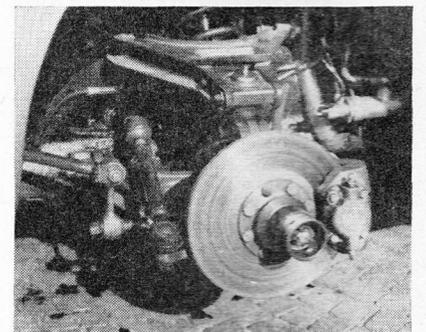


rods. The ventilated disc wheels are of the Rudge-Whitworth knock-off type, and carry 145 x 13 tyres. The body-shell is all-steel, the weight of the complete vehicle being quoted as 780 kilogrammes. Presumably the competition versions intended for Le Mans and other races will have light alloy bodywork. The frame is conventional steel-tube, very much Ferrari in conception, and notably robust.

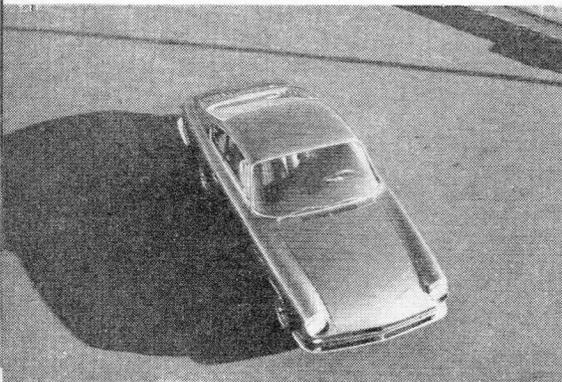
At Monte Carlo I had the opportunity of trying the ASA. After a preliminary run round the houses with that skilful conductor Lorenzo Bandini, I took the car up behind the Principality into the mountains. The little engine showed a tremendous capacity for r.p.m., "seven-thou" coming up before one realized it. However, it is not until 5,000 r.p.m. is reached that the power really comes in, and one has to make full use of the gears. Not having had the opportunity to calibrate and/or check the instruments, I can make only a rough guess that the ASA will accelerate from rest to 50 m.p.h. in around 10 secs., and to 60 m.p.h. in about 13.5 secs. The gear change is fairly rapid, but the absence of synchromesh on bottom

gear is felt when attempting to use full performance on a steep lacet. The pedals are a trifle close-spaced, but it is possible to "heel-and-toe" without much difficulty.

I thought that the steering ratio was too low for a sporting machine, involving a considerable amount of wheel-winding on the tortuous roads around La Turbie and Mont Agel. Yet, the car feels absolutely



SERVO-ASSISTED Dunlop disc brakes are fitted all round.





JUST LIKE a little Ferrari—the ASA 1000 G.T., with the Editor.

safe, and goes wherever it is directed. It is very definitely a neutral steerer, with leech-like road-holding which inspires every confidence. There was not the slightest suggestion of tyre squeal (the car tried had Michelin X tyres). The Italian "sit-up-and-beg" driving position was somewhat exaggerated, but the seats are extremely comfortable.

A clatter from the engine was found to be from the tachometer drive. The unit itself, despite its high-revving tendencies, was remarkably flexible in traffic. The exhaust made that lovely, expensive noise associated with Ferraris—not too loud, but suggestive of real power. There was a trace of transmission whine, but the car had covered many thousands of kilometres in the hands of test drivers, and it would be unfair to criticize this.

The brakes are simply fantastic. At first, they felt spongy, but this was found to be the servo operation. Firm pressure brought them in, and for all the world, one had the idea that a giant hand was clamped over the car.

The body was completely free from rattles; the door locks operated with that satisfying "plonk" that certain British manufacturers might well emulate.

All in all, the ASA is an important addition to the G.T. vehicles of the world. It is anything but a popular-priced vehicle, but it is intended to meet a demand amongst connoisseurs for a small-capacity sporting car, built to the engineering standards of Ferrari. It was not possible to obtain maximum speeds, but I was assured by Bandini that the car tried had been timed on the Turin autostrada at just over 112 m.p.h.

A "spyder" version, as well as a coupé, is being prepared for Le Mans, and the



THE EDITOR, with Lorenzo Bandini and the ASA 1000.

designers have also completed preliminary work on a single-seater Formula 2 machine. With the backing of the huge de Nora electronics concern, the ASA will undoubtedly be constructed to very high standards indeed. It is also intended to produce several right-hand-drive models for the British market, and details of concessionaires will shortly be announced.



Two Fords continued

received some unwarranted criticism from "experts" who see good only in unusual foreign designs. We predict that these people will be forced to eat their words by the competition successes of the Cortina, and it is certain that some high-performance versions will become available. We're waiting impatiently to test them.

Shortly after we wrote the above, the Super version of the Cortina with the five-bearing engine was announced, and the even more exciting twin-cam model, by courtesy of Lotus, burst upon an astonished world. We shall test these cars as soon as the weather permits and the Ford Motor Co. are willing, but would remark meantime that their appearance underlines what we have already said about the standard Cortina.

SPECIFICATION AND PERFORMANCE DATA

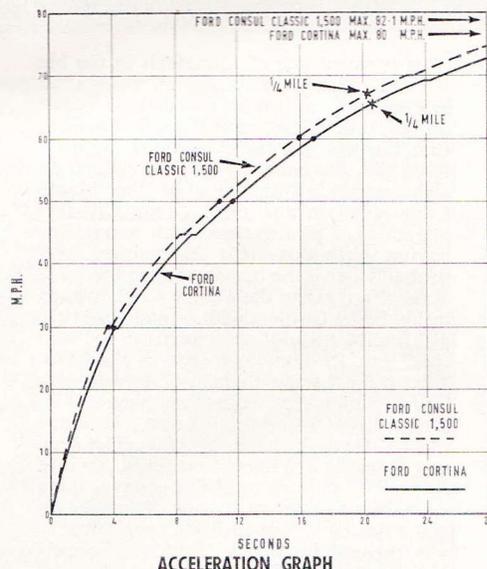
Cars Tested: Ford Cortina (de luxe) two-door saloon, price £597 9s. 7d., and Ford Consul Classic (de luxe) two-door saloon, price £677 4s. 7d.

Cortina Engine: Four-cylinder 80.96 mm. x 58.25 mm. (1,198 c.c.). Pushrod-operated overhead valves. Compression ratio 8.7 to 1. 53.5 b.h.p. at 4,900 r.p.m. Single down-draught Solex. Coil and distributor ignition.

Consul Classic Engine: Four-cylinder 80.96 mm. x 72.7 mm. (1,498 c.c.). Five bearing crankshaft. Pushrod-operated overhead valves. 64 b.h.p. at 4,600 r.p.m. Single down-draught Solex. Coil and distributor ignition.

Transmission: (Both). Four-speed all-synchromesh gearbox. Ratios 3.543, 2.396, 1.41 and 1 to 1. Open propeller shaft. Hypoid rear axle (4.125 to 1.)

Chassis: (Both). Steel body and chassis. Independent front suspension by coil springs and double-acting shock absorbers with an anti-roll bar. Rear suspension by semi-elliptic leaf springs. Cortina with double-acting hydraulic telescopic dampers. Consul with lever type shock absorbers. Girling



brakes on all four wheels. Cortina with drums. Consul with disc front and drum rear. Bolt-on 13 wheels fitted with 5.20 x 13 (Cortina); 5.60 x 13 (Consul) tyres. Steering: recirculatory ball type.

Cortina Equipment: Speedometer and fuel gauge with oil, main beam ignition, and temperature warning lights. 12-volt lighting and starting. Windscreen wipers and washers (extra), heating and demisting and directional indicators. Radio extra.

Consul Classic Equipment: Speedometer and fuel and temperature gauges. Oil, main beam and ignition warning lights. 12-volt lighting and starting, twin headlights. Windscreen wipers and washers. Directional indicators, heating and demisting, cigar lighter (de luxe), headlight flasher. Radio extra.

Dimensions: Wheelbase: Cortina 8 ft. 2 ins.; Classic, 8 ft. 3 ins. Overall length: Cortina, 14 ft.; Classic, 14 ft. 2 3/4 ins. Width: Cortina, 5 ft. 2 ins.; Classic, 5 ft. 5 ins. Turning circle: Cortina and Classic, 34 ft. Weight: Cortina 1,775 lbs.; Classic, 2,025 lbs.

Performance Cortina: Maximum 80 m.p.h. Standing 1/4 20.5 s. Acceleration: 0-30 m.p.h. 4.3 s.; 0-50 m.p.h. 11.8 s.; 0-60 m.p.h. 16.8 s. Speeds in gears: 1st, 30 m.p.h.; 2nd, 45 m.p.h.; 3rd, 69 m.p.h.

Performance Classic: Maximum 82.1 m.p.h.; standing 1/4 20.2 m.p.h. Acceleration: 0-30 m.p.h. 3.9 s.; 0-50 m.p.h. 10.8 s.; 0-60 m.p.h. 16.1 s. Speeds in gears: 1st, 30 m.p.h.; 2nd, 45 m.p.h.; 3rd, 70 m.p.h.

Fuel Consumption: Cortina 29-32 m.p.g.; Classic 25-28 m.p.g.

THE MONTE IN RETRO- SPECT

by
GREGOR
GRANT

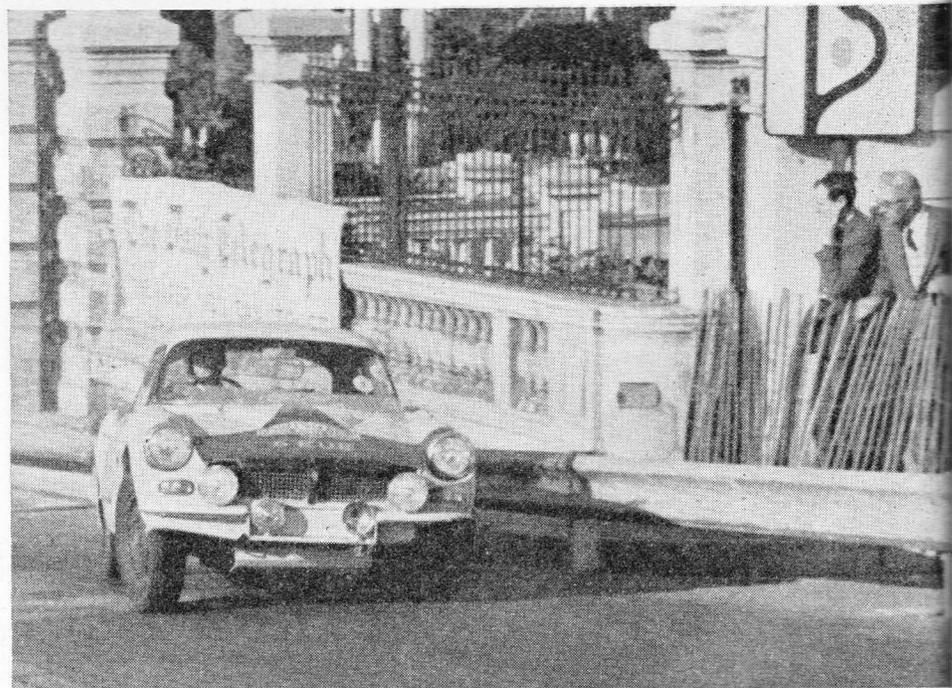
THE performance of Ljungfeldt in the big Ford Falcon Futura cannot be praised high enough. In the six special tests he put up best time in every one of them, bettering Eric Carlsson's total by 4 mins. 21 secs. Even with the handicap applied, he had an eight points advantage after the Monte Carlo test on the G.P. circuit—a truly phenomenal performance with a machine having orthodox rear suspension and probably being the heaviest car in the rally.

Also faster than the winner was Toivonen in his DS19 Citroën, with a total tests time of 2 hrs. 14 mins. 44 secs., as compared with the 2 hrs. 15 mins. 55.6 secs. of the Saab. Next came Lucien Bianchi (Citroën), with 2 hrs. 18 mins. 59.7 secs., then Neyret (Citroën), 2 hrs. 19 mins. 16.1 secs., Makinen (Austin-Healey), 2 hrs. 19 mins. 56.9 secs, and Aaltonen (Cooper-Mini), 2 hrs. 20 mins. 30.4 secs. Thus in the leading seven, there were three Swedes, two Finns, a Frenchman and a Belgian. Best all-British performance was realized by Paddy Hopkirk (Cooper-Mini) with 2 hrs. 23 mins. 23 secs.

In the manufacturers' team contest for the Charles Faroux Trophy, Citroën comprising Bianchi, Neyret and Verrier were

OUCH! Harold Hamblin's modified TR4 presses on regardless

HANGING out the tail (above) is Bo Ljungfeldt (Ford Falcon), who did so well in the big car. BELOW: Derrick Astle (Reliant Sabre) nearly overcooks it at the exit from Ste. Devote.



clear winners, followed by the B.M.C. Cooper-Minis and Mercedes-Benz. Not a single Club team finished intact. A sparkling performance was put up by Pauline Mayman/Val Domleo, who were third in the Coupe des Dames and 28th in general classification with their Cooper-Mini.

For the record, here are the final placings of the British entries, revised after the disqualification of Lintignac/Bernard (Renault) and Slotemaker/Bootz (Simca), who were

48th and 29th respectively. The Dutchmen, after a protest by Lintignac, were found to have done more to the cylinder head than was permitted. Following a counter-protest, the Renault was also discovered to have a non-standard exhaust system. The total list of classified finishers is, therefore, 96.

- 6. Paddy Hopkirk/Jack Scott (Cooper-Mini).
- 17. Peter Harper/Ian Hall (Sunbeam).
- 18. Geoff Mabbs/Mike Wood (Cooper-Mini).
- 24. Vic Elford/Mike Butler (Triumph Vitesse).





APPROACHING Moulinet, on the descent from the snow-covered Col de Turini, is the big Mercedes of Gulbrandsen/Stensruch.



- 28. Pauline Mayman/Val Domleo (Cooper-Mini).
- 30. Tiny Lewis/A. Kynoch (Sunbeam).
- 32. Sydney Allard/Tom Fisk (Allardette).
- 33. Peter Riley/Tony Nash (Ford Zodiac).
- 35. Henry Taylor/Brian Melia (Ford Cortina).
- 43. Logan Morrison/Brian Culcheth (Morris-Mini).
- 49. Alan Allard/R. Mackie (Allardette).
- 52. Peter Bolton/Ninian Sanderson (Volvo).
- 54. Peter Procter/David Mabbs (Sunbeam).
- 58. John Sprinzel/Sam Actman (Triumph Vitesse).
- 63. Derrick Astle/P. Roberts (Reliant Sabre).
- 65. Ernest Hunt/Rodger Mac (Sunbeam).
- 66. Raymond Baxter/Ernie McMillen (M.G. 1100).
- 69. Rupert Jones/Philip Morgan (M.G. Midget).
- 76. Mike Sutcliffe/Roy Fidler (Triumph Vitesse).
- 79. James Bullough/Gerald Lomax (Sunbeam).
- 80. Major Charles Wyndham/Capt. K. Reynolds (Vauxhall).
- 81. Henry Burke/Mac Daghorn (Sunbeam).
- 86. Major Robert Holmes/Capt. Garry Turner (Vauxhall).
- 90. Major Ian Baillie/Capt. David Davenport (Vauxhall).
- 91. Raymond Joss/Dennis Pratt (Rover).
- 92. Tony Fisher/David Skeffington (Reliant Sabre).

Into 13th place came Christabel Carlisle (Austin-Healey), with Finnish co-driver Timo Makinen, and Peter Jopp (Ford Falcon) in 35th place, had an American co-driver, Trant Jarman.

Thus, including the above-mentioned, there were 28 finishers from this country, out of a total entry of 107, and 99 actual starters. The number of cars which started totalled 296, and of these, only 26 reached Monte Carlo without losing road marks.

As regards makes, the arrivals were:—



CIRCUIT TESTS: Ferrier's Volvo is hotly pursued by Bengt Soderstrom's Mini-Cooper at the Railway Station hairpin.

Make	No. Entered
Volvo	32
Citroën	22
Ford	24
Renault	21
Mercedes-Benz	16
Sunbeam	22
Saab	10
Morris-Cooper	11
DKW	11
Triumph	10
Alfa Romeo	15
Skoda	9
Vauxhall	8
Austin-Cooper	14
Morris-Mini	12
Steyr-Puch	2
Ford Falcon	3
Reliant Sabre	3
Allardette	3
M.G.	11
Simca	4
Austin-Healey	7

No. Finished
14 (40%)
8 (36%)
8 (33%)
6 (28%)
7 (43%)
6 (27%)
5 (50%)
4 (35%)
4 (35%)
4 (40%)
4 (26%)
3 (33%)
3 (37%)
2 (14%)
1 (8%)
0 (0%)
2 (66%)
2 (66%)
2 (66%)
2 (18%)
2 (50%)
1 (14%)

Make	No. Entered
Lancia	6
Rover	1
N.S.U.	5
Volkswagen	6
Opel	1
Porsche	6
Austin-Mini	3
BMW	8
Fiat	7
René Bonnet	4
Facel Vega	0
DAF	2
Datsun	1
Fairthorpe	1
Ferrari	1
Hillman	1
Lotus Elite	1
Panhard	1
Peugeot	1
T.V.R.	1

No. Finished
1 (16%)
1 (10%)
1 (20%)
1 (16%)
1 (10%)
1 (16%)
0 (0%)
0
0
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329

96



From these figures, it would appear that the foreign cars did better than British products, producing 37 per cent. finishers, as compared to 32 per cent. It is also very interesting to record the following:—

Finishers with front drive ..	29
Finishers with rear engines ..	10
Finishers with orthodox lay-out ..	57

— 96

The number of cars to finish with all-independent suspension was 53, and with two-stroke engines, nine. Yet one cannot get away from the fact that front-drive cars occupied the first seven places, and that the winner had a two-stroke engine. The first seven, of course, all had independent springing to the four wheels. The winning Saab was fitted with British Dunlop tyres, Carlsson using both SP and studded covers.

On the whole, Grand Touring cars (Group 2) had not a particularly successful rally, the finishers being 1 Austin-Healey, 1 TR4 Triumph, 1 Porsche, 1 Lancia, 2 Allardettes, 2 Reliant Sabres, 1 Morris-Mini, 1 Ford, 1 Volvo and 1 M.G.—a total of 12 machines. Highest-placed was the Austin-Healey of Christabel Carlisle/Timo Makinen in 13th place.

Best-placed of the Dagenham Fords were Henry Taylor/Brian Melia (Cortina) in 36th position. Ford of France's best were Greder/Delalande (Zodiac), and Ford of U.S.A., Peter Jopp/T. Jarman (Falcon) in 35th place.

Of the British private-owners, best was Geoff Mabbs/Mike Wood (Cooper-Mini), winners of the AUTOSPORT Trophy, in 18th place. Next best were E. Hunt/R. Mac (Sunbeam), in 65th place. It was alleged at Monte Carlo that Geoff Mabbs, as a member of the B.M.C. team, could not be

CLIMBING the Col de Turini (above) is Tiny Lewis's Sunbeam Rapier, with the co-driver invisible and (presumably) fast asleep! BELOW: Jose and Jean-Paul Behra head towards Moulinet in their N.S.U.



eligible for the AUTOSPORT Trophy. However, we can assure all interested, that the Cooper-Mini is, in fact, his own car, purchased by him, and registered in his own name. As a member of the British International Rallies Club, he fulfilled the requirements for the Trophy.

An element of mystery attaches itself to the two tiny Steyr-Puch "500s", which were classified originally as finishers, took part in the G.P. circuit tests, and subsequently vanished from the results. All three Army-entered Vauxhalls finished, as did two out of the three Reliant Sabres. Jimmy Ray's car arrived in Monte Carlo after abandoning, with the bodywork literally tied together with clothes-ropes, after some sort of off-course excursion.

AUTOSPORT's Mike Durnin/Ron Ambrose had a hair-raising drive from Zurich Airport after sending off press material, meeting snowstorms, heavy drifts and sheet ice on the way back to France. They were full of praise for their Cooper-Mini, which carried them through without mishap. George Phillips and his irreplaceable trio of helpers, Curly, Harold and Albert, had a most adventurous trip in their tough Rapier, attempting to catch up again with the competitors after leaving the Gerardmer Control.

The mechanics were the real heroes of the rally, covering incredible distances,

often in dreadful conditions, to get to controls to look after their charges. Many of them had little experience of Continental driving, particularly in the conditions prevailing. However, with very few exceptions, they made their time schedules—generally doing without food or rest. This also applied to team chiefs such as Norman and Lewis Garrad (Rootes), Syd Henson (Ford), Stuart Turner (B.M.C.) and Bob Aston (Reliant). However, "Lone Ranger" Johnny Manassis in a Ford Falcon service car was reputed to have covered almost twice the distance achieved by competitors—popping up at numerous controls, and not putting his head down for three days and nights.

In the Arctic weather prevailing, particularly in the higher altitudes, many crews discovered that the anti-freeze mixture for clearing the windscreen froze solid. Every possible trick was tried, from using neat alcohol to vodka, but only crews with super-efficient heaters managed to keep their screens clear during the early ascents of Mont Ventoux.

Tommy Wisdom and I noted that a large proportion of the cars which flashed by us on main roads doing about 140 k.p.h., fell victim to mechanical troubles—so there seems to be a lesson in this somehow. It

has been explained that many rally drivers feel that they are apt to lose their touch if they do not press on. With the unpredictable weather experienced I suppose it was the right thing to get cracking, but it certainly does give the machinery a bit of a caning.

The problem of stones thrown up by studded tyres was ever present. Yet it beats me why so many entrants take part in an international rally with non-laminated windcreens. They are compulsory in G.T. and saloon car racing, and I would have thought that scrutineers would have insisted on them for top-class rallies. We were struck by many stones, but the screen fitted on the Le Mans Alpine withstood them all. This was a splendidly-prepared car in every way, but I am not certain that the torque is quite right for ice-driving. Fitted with double-choke Webers, the engine produces plenty of power, but this comes in at rather higher r.p.m. than is wanted.

It was interesting to study the efforts of the fuel and oil companies to satisfy their users. Shell, B.P. and Castrol had laid on a tremendous organization, and, from what Pat Moss told us, the Total people had done a fine job of looking after the Dagenham Fords. Anyway, the most pleased person at Monte Carlo was Dennis Druitt, for Eric Carlsson was on B.P.!



SEASONAL SURVEY No. 5

CLUB RACING

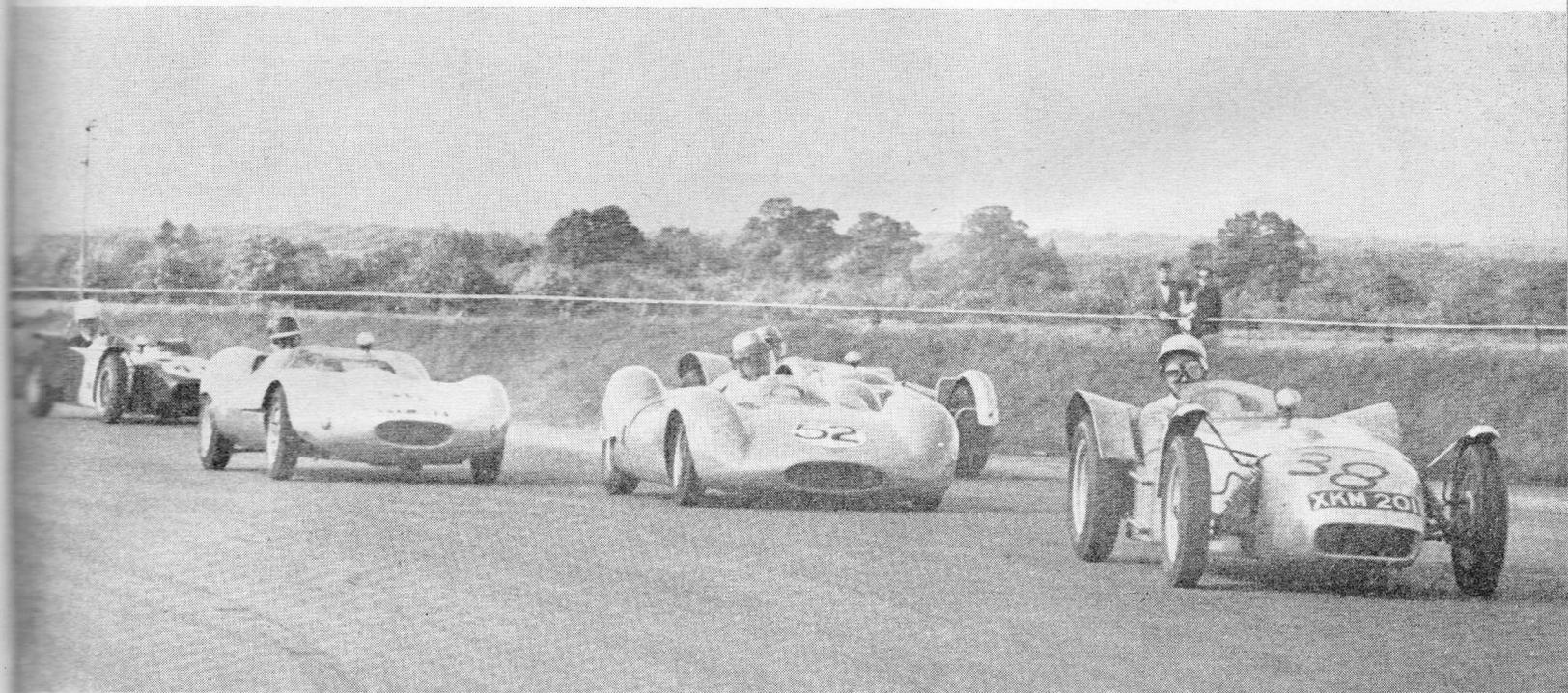
BY PATRICK McNALLY

resurfaced at Quarry Corner, and certain other rough patches have been smoothed out. Cadwell Park has had a face-lift, and should be much faster this year. Goodwood was completely resurfaced and generally overhauled before the start of last season, and these improvements were convincingly shown in lap times. The new amenities at Mallory Park need no introduction, and I for one took advantage of the new club house.

The Veedol competition, sponsored by Veedol Motor Oil, and organized by the B.A.R.C., was one of the most interesting series run last season. Although certain points of organization and selection could not go without criticism, the idea was extremely good and the actual winner, Bob Burnard (A.C.-Bristol), richly deserved his award.

Third man in the competition, David Cole, would have benefited far more if he had won, for his driving is far more suited to a Formula Junior than is Burnard's, who would appear to be more of a "G.T. man". It will be very interesting to see how these two get on, for Cole has purchased

type, which he and David Wansbrough drove until halfway through the season, when a mistake at Maggots caused the car to be severely damaged. The "D" was followed by the ex-Gordon Lee Lister-Jaguar, with which Wrottesley had not inconsiderable success—this year's mount is a short wheelbase Berlinetta Ferrari. Dizzy Addicott went well in his Buick-engined Lotus, and, after some initial transmission troubles with the rear-mounted gearbox, sorted it out—as well as the opposition. Mike Beckwith (Lotus 23) was invincible in the latter stages of the season, his car showing speed as well as reliability. Mike has acquired a semi-works Lotus 23 with 1600 twin-cam engine and Hewland five-speed box for this year, and this may well be another unbeatable combination. Tony Hegbourne has been asked to drive another 23, entered by Beckwith's sponsors, Normand Ltd., who, incidentally, now have their own racing department. One of Beckwith's chief opponents was Roy Pierpoint, in his two-litre Climax-engined Lotus. Roy won numerous awards and very seldom suffered any sort of mechanical trouble—



THE standard of driving in club meetings is now so high that the participants can happily go abroad and do extremely well in foreign national and international meetings. The reason for this is, quite simply, that this country has many more races than most other continents, let alone countries. "The Blue Book" shows that during an average summer weekend, at least four race meetings take place. Most of these are organized by either the B.R.S.C.C., the B.A.R.C., the Snetterton Motor Racing Club, the Nottingham Sports Car Club and the larger clubs. This past year, the most go-ahead of all these clubs, the British Racing and Sports Car Club, opened two more circuits, Castle Combe in the West Country, and Cadwell Park in Lincolnshire. Both extremely interesting courses with imaginative bends, it was not surprising that the meetings held at these venues were an enormous success. Criticism was made of the rough surface at Castle Combe, but for the 1963 season it has been completely

SILVERSTONE BATTLES. Last season saw great rivalry for top honours in the comparatively cheap form of racing enjoyed by many members of the Seven-Fifty Motor Club—1172 Formula racing. At Silverstone last year Alan Wershat (Lolita) leads John Moore (Warwick), Tony Youtlen (Terrier), Ron Inglis (Rejo) and the 1172 Champion, Arthur Mallock (U2).

one of the ex-Tyrrell Coopers and is almost certain to compete with Burnard's 1963 Lotus. Tony Hegbourne won the *Motor Sport* Brooklands Memorial trophy in his Lola, and thoroughly deserved his victory, for he had driven consistently fast and reliably throughout the qualifying events.

Chris Summers stirred things up somewhat with his Cooper-Chevrolet, winning most of the *Formule Libre* events except when he retired with overstressed transmission. The V8 engine has now been installed in a Cooper Monaco, and although Chris appeared to be having handling troubles at Brands Hatch on Boxing Day, the sports car drivers had better look out this season. Richard Wrottesley started the season with an ex-Ecurie Ecosse "D"—

though he once lost a rear wheel and shaft at Castle Combe. John Coundley and Peter Sutcliffe, in Lister and "D" respectively, always went exceedingly quickly and made the pace hot.

The G.T. field was well supported, Ken Baker being perhaps the most prominent conductor. Ken set up many records and scored numerous awards with his very special "E"-type. He will be driving the same car this year, only it will probably be even quicker. Another successful "E"-driver was Robin Sturgess, whose red fixed-head model did extremely well, especially early on in the season; in the latter part of the year Robin did not compete so much. Mike Salmon needs no introduction, although this year he did not compete in



In the two-litre class, Pip Arnold made his presence known driving the ex-Chris Lawrence Morgan Plus Four as virtually a works driver. It will be remembered that Arnold used to drive a TR3 in opposition to Chris, with much less success than he is having now. David Eva, too, made a name for himself in the rebodied ex-Dick Jacobs "twin cam" which he drove with great verve, causing Bob Burnard more than a few headaches in his efforts to win the Veedol competition.

The smaller G.T. cars, too, were very well represented. Bill Shaw won the Peco Trophy in his Elite after winning at Brands Hatch on the 26th against a very full field. Shaw had actually removed many of the extras (Borraris, Webers, etc.) to sell the car, so all the more praise is due. Mike Johnson had an excellent season. He

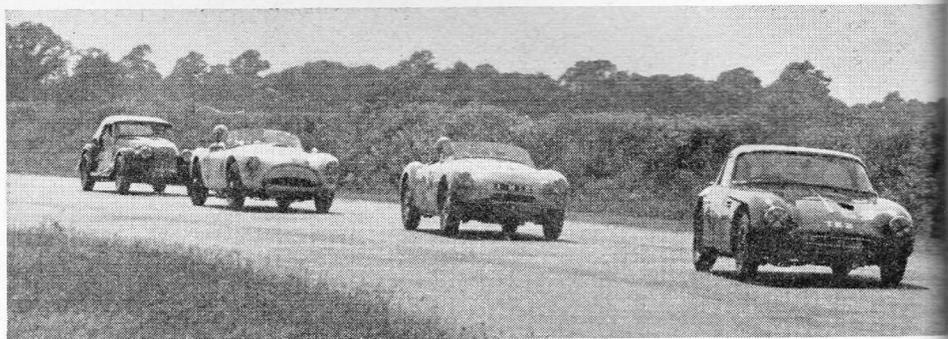
SALOON CAR RACING has a great spectator appeal, for many people like to see "their" cars perform wonders and assume unusual attitudes as they corner. At Snetterton (above) a Riley 1.5 heads a procession.

MANY OUTRIGHT circuit lap records were either beaten or severely threatened by Chris Summer's wonderful, hairy 4.7-litre Cooper-Chevrolet (left). The car had a staggering ability to out-accelerate anything.

THE M.G.-ENGINED T.V.R. of Tommy Entwistle leads David Eva (M.G.A), Bob Burnard (A.C.-Bristol) and Bill Jones (Morgan) in a Marque Scratch Race at a B.A.R.C. Goodwood meeting (below). Burnard won the Veedol Championship after a hectic season's motoring—but David Eva's often sideways (or worse!) M.G. gave him something to think about.

many club meetings in the G.T. Aston. When he did race, he did extremely well, and the Aston looked and sounded magnificent with its huge megaphone exhausts.

Geoff Richardson and Ron Fry represented the Ferraris, and both did well with their 250 Berlinettas, Geoff proving no mean opponent towards the end of the season, when the car really went like the wind. It was Geoff Richardson who was responsible for Rob Beck's XK 120 which had such a tussle with the Sturgess "E" during the Clubmen's Championship, for this extremely fast XK was tuned and prepared by Richardson's garage. Though rarely seen in Club meetings, Dickie Protheroe and Peter Lumsden's "E"-types are probably the most modified of all, and when they did appear they gave a really good account of themselves.



started out winning, and his Elite was well placed all year. Roger Nathan was doing well until he crashed at Brands Hatch, writing off his Elite. Later, in a borrowed car, he continued his success, upsetting the Team Elites at Snetterton by finishing between the 2 Lotus 27, and will also be driving his rebuilt Elite with an Arden-prepared 1220 engine. David Buxton upset the apple cart with some really good times in his metallic green Super 95 Elite, and as often as not sorted out all comers in this very fast lightweight car. Sidney Taylor and Dick Fores also conducted fast Elites, both scoring several wins, the former in the ex-Edward Greenall car and the latter in the ex-Gawaine Baillie Elite.

The Dick Jacobs Midgets dominated the up to 1,000 c.c. class when Stephen Minoprio (Marcos) was not about. Andrew

Hedges and Alan Foster made these little cars go like the devil, and between them they sorted out all the opposition save Stephen. The Marcos broke records on many circuits, and if it had not been for difficulties concerning the homologation of disc brakes and five-speed gearbox, might well have won the AUTOSPORT championship.

John Fenning was the most successful Junior exponent; driving Harris's Lotus 20 and Lola he won the Johnny Davy Championship. Quite often he was hard pressed by Jack Pearce (Lotus 22), especially at Oulton Park and Snetterton. The M.R.P. Coopers, fitted with Ford engines, were also very successful, mainly on the northern circuits, and drivers Richard Attwood and Bill Bradley had good seasons.

Of the private entrants, David Prophet (Alexis) often finished well to the fore, as





MOST PROMISING club driver of the year was surely Mike Beckwith, who piloted an immaculate Lotus 23. At Goodwood, he leads Peter Boshier-Jones (Lotus 23) and Tony Hegbourne (Lola). Hegbourne, who performed miracles with his three-year-old car, won the Brooklands Memorial Trophy and is to be Beckwith's team-mate in the Normand Racing Division this year—both are to drive Lotus 23s.



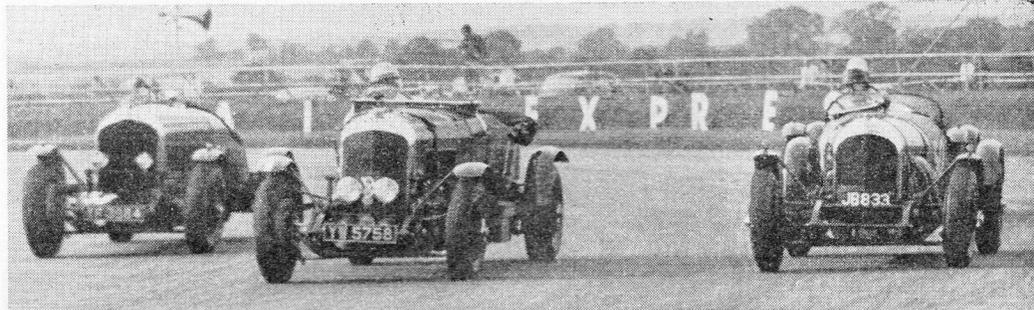
Manfield's D.R.W., providing extremely stiff opposition and often carrying off the awards.

As usual, the 1172 and 750 classes saw some very spirited and fine driving. Arthur Mallock won the 1172 championship from Alan Wershat's Lolita, but it was a very close thing. Ron Inglis and Tony Youlten, in Rejo and Terrier respectively, finished third and fourth, and throughout the year

did John Mew (Lotus) and Roy Pike (Ausper). Bob Olthoff took part in one or two club meetings and certainly motored the Brabham although dogged with bad luck and a temperamental engine.

Jim Russell's boys had a really good year and Mike De-Udy, John Mastin, Henry Morrogh and Melvyn Long proved outstanding pupils.

Doc Merfield, Chris Craft and Alan Peer, in Fords, dominated the saloon car scene with occasional intervention from the Tornado Talismans (Talismen?) of Colin Hextall and Bill Woodhouse. Albert Powell, given half a chance, was there with



his 3.4, but the power/weight ratio and roadholding of the Fords provided very healthy competition. Another exciting car was the Mercedes driven by Nikki Byrne which, although outclassed by the regulations, always put up a good performance.

Mike Young, too, had a go in the 1,000 c.c. class in his Anglia, deserving the spoils, together with Austin A40 drivers Jonathan Williams, Roger Bunting and Mini-Cooper drivers Rod Embley, John Wingfield and Rob Lamplough.

In the 850 class, the most successful drivers were Barry Hall, Harry Davidson, Michael Lacey, John Oakley and Sheridan Thynne.

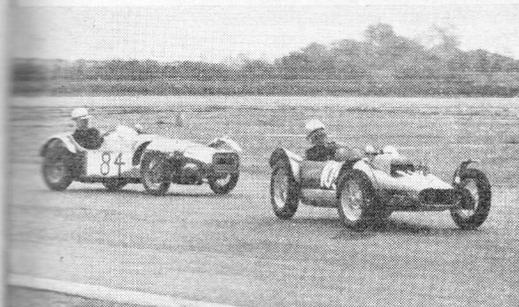
The Lotus 7 brigade saw David Cole, Piers Courage, Peter Deal, Clive Lacey, Richard Barneby, John Mitchell, David Embley and Robin McArthur all having a go. David Soley, too, was there in James

VINTAGE RACING is growing enormously in popularity (and there are many more interesting cars about). Four Bentleys hurtle around Copse (yes, there are four—there's one behind the car on the right) during a Vintage S.C.C. meeting. For sights, sounds and smells in motor racing there is nothing to beat the V.S.C.C. meetings.

made their presence felt. These 1172 cars are incredibly quick, and it is interesting to note that George Whitehead's record fastest lap, during the Clubmen's championship, was faster than Sid Day's E.R.A. lap record.

Of the 750s, Adrian Wontner won the championship with Bryan Small, who scored the same number of points, being judged second. These two had battled hard.

This year there are at least 54 club meetings with 14 National and 12 International between mid-March and mid-October.



DEFINITELY the cheapest form of motor racing is the 750 Formula—specials using pre-war Austin 7 engines. Mike Langton (Worden) leads Bryan Small (Special) at Silverstone by a short margin. However, Adrian Wontner was the 750 Champion in his A.R.W.

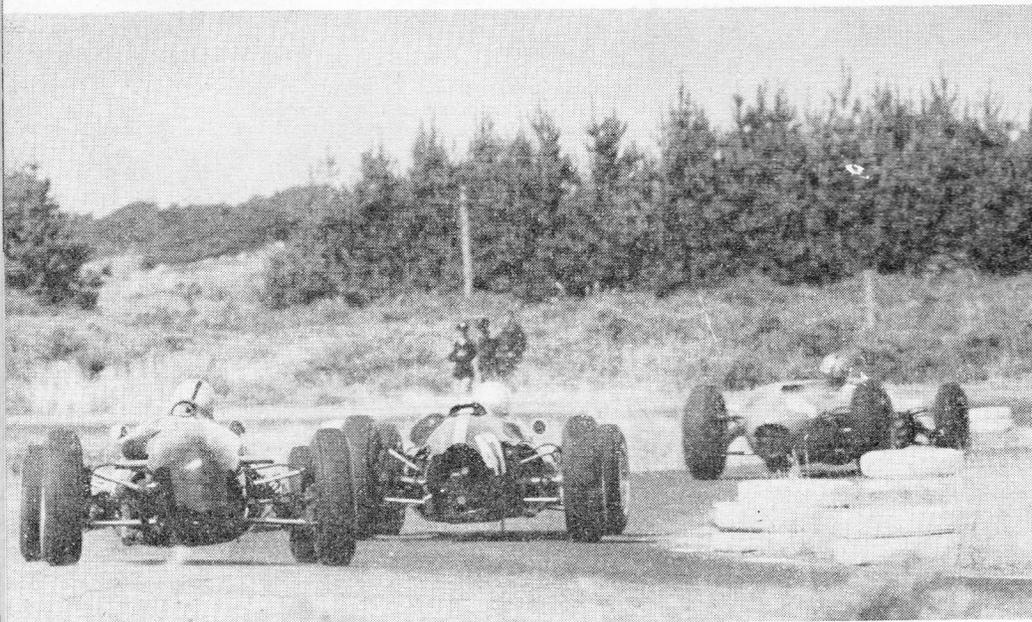


TERETONGA

Bruce McLaren's Second New Zealand Win

By PETER GREENSLADE

Photography by EUAN SARGINSON



NEW ZEALAND'S No. 1 racing motorist, Bruce McLaren, rounded off the international series for 1963 by winning the Teretonga International Trophy race, on the 1.5-mile permanent circuit at Invercargill, on 26th January, with his 2.7-litre Cooper-Climax. He covered the 75 miles in 55 mins. 43.1 secs., to average better than 81 miles an hour and so better the race record he set when he won the race last year by about four minutes.

Second place went to Tony Maggs (2.7-litre Lola-Climax) while Innes Ireland (2.5-litre Ferguson-Climax) was third. These two were lucky for Jack Brabham (2.7-litre Brabham-Climax) was comfortably ensconced in second spot, about six laps from the end, when his right rear tyre began to deflate. Jack had to slacken his pace and give way to Maggs and Ireland.

IN THE opening stages of the trophy race Brabham (2.7 Brabham-Climax) held the lead and McLaren (2.7 Cooper-Climax) tried all he knew to get through. Here (top) by adopting an unusual line he takes Maggs (2.7 Lola-Climax), but he had a long wait before he picked off the Australian. After about six tours Brabham, McLaren and Surtees (2.7 Lola-Climax) were circulating in very close company (above), but a flat battery put the Englishman out of the running.

He finished in fourth place, with the tyre in shreds, having completed 49 of the 50 laps.

Fifth and sixth places went to Angus Hyslop (2.5-litre Cooper-Climax) and Tony Shelly (2.5-litre Lotus-Climax) respectively. They finished on the same lap as Brabham and not far behind him.

After being prominent early in the race

John Surtees (2.7-litre Lola-Climax) made a couple of pit stops and finally abandoned. The reason given was a flat battery. Chris Amon (2.5-litre Cooper-Climax) was also well up with the bunch ahead of Hyslop and Shelly in the opening laps, but he was also forced out with a recurrence of the gearbox trouble that has plagued him this season.

In all respects it was a most satisfactory conclusion to the New Zealand tour for McLaren. The previous Saturday he had won the 150-mile International Lady Wigram Trophy and it was his third Teretonga win. In 1959, after placing second behind Ross Jensen the previous year, he won the race, beating the late Ron Flockhart (B.R.M.) and Brabham (Cooper-Climax). Then, in 1962, he won again beating that time the Stirling Moss and Brabham Cooper-Climaxes. McLaren and Brabham shared fastest lap in the feature event this year with a time of 1 min. 5 secs., but the honour of setting a new lap record went to Brabham who, in his preliminary heat in the morning put in a tour in 1 min. 3.6 secs.—about 84.5 miles an hour. The previous record of 1 min. 6.2 secs. was set by McLaren last year.

High winds, rain and, at times, hail, greeted the performers when they reached New Zealand's southernmost city on the eve of the official training session, scheduled for 24th January. Prospects looked bleak, to say the least, and practice day could hardly have been worse. However, some of the leading lights turned out to battle with the elements. Ireland put in a remarkably good lap—considering the foul conditions—in 1 min. 8.1 secs. with the Ferguson. But it was Timaru conductor David Young who raised everyone's eyebrows when he circulated in 1 min. 8.2 secs with his 1,500-c.c. Cosworth-Ford-engined Cooper. Surtees returned 1 min. 8.8 secs. with the Bowmaker Lola and then tried out the Reg Parnell 2.7-litre Cooper and managed 1 min. 9.1 secs. Team-mate Maggs finally produced a time of 1 min. 10.3 secs. with his 2.7 Lola.

Brabham also appeared, but when he got down to serious work he found himself in danger of being drowned and/or blinded by a combination of the rain and water lying on the circuit. He finally convinced himself that it was not worth the candle when he hit a bump on the main straight at a moment when there was an extremely strong gust of wind. It lifted the Brabham-Climax and sent it sliding sideways in unnerving fashion. So Jack packed up and returned to his hotel.

McLaren did not bother about this practice session and Hyslop, Shelly and Amon were also absent.

Much to everyone's disappointment, the run of bad weather continued on the Friday, and so the jet-boat trip which had been arranged had to be cancelled. On the eve of the race the weather showed no signs of breaking and, to cap everything, the evening newspaper ran a gloomy story which could not be calculated to attract spectators to the park the following day.

However, all was not lost. Race day dawned overcast and cool, but there was no rain and during the day the weather improved. Despite the gloomy forecasts the crowd packed in and according to Southland Sports Car Club officials there were about 18,000 people present—one of the best attendances ever for an international meeting.

Proceedings got under way with the two preliminary heats for the feature event. They were run over six laps—a distance of nine miles. The first developed into a

McLAREN took the lead after 19 tours but Brabham held on and did not relax the pressure. Here they have just lapped Ian Green (1.9 Cooper-Climax) for the second, or was it the third time?

duel between McLaren, Maggs and Ireland. The last named established an early lead with the Ferguson, but after two laps McLaren went to the front and Maggs moved into second place. The leading positions were not altered to the finish and McLaren won by 2 secs. and also reduced his lap record to 1 min. 4.3 secs.

But in the second heat the record was smashed twice. Surtees trimmed it down to 1 min. 3.8 secs. and then Brabham brought it down to the new absolute figure of 1 min. 3.6 secs. These two dominated the second heat, the Australian winning from the Englishman by 0.8 sec. Hyslop was next in line.

Shelly had not put in an appearance for his heat. He was still working on the gearbox. This created a tricky situation. Under the supplementary regulations he was not eligible for a starting place if there happened to be 16 starters available. The stewards gave Shelly 16th place on the grid, but F. Turpie, a 1,500 c.c. Cosworth-Ford-Lotus driver, who had been nominated as first reserve, promptly lodged a protest which the stewards had to uphold. Turpie was in and Shelly was out.

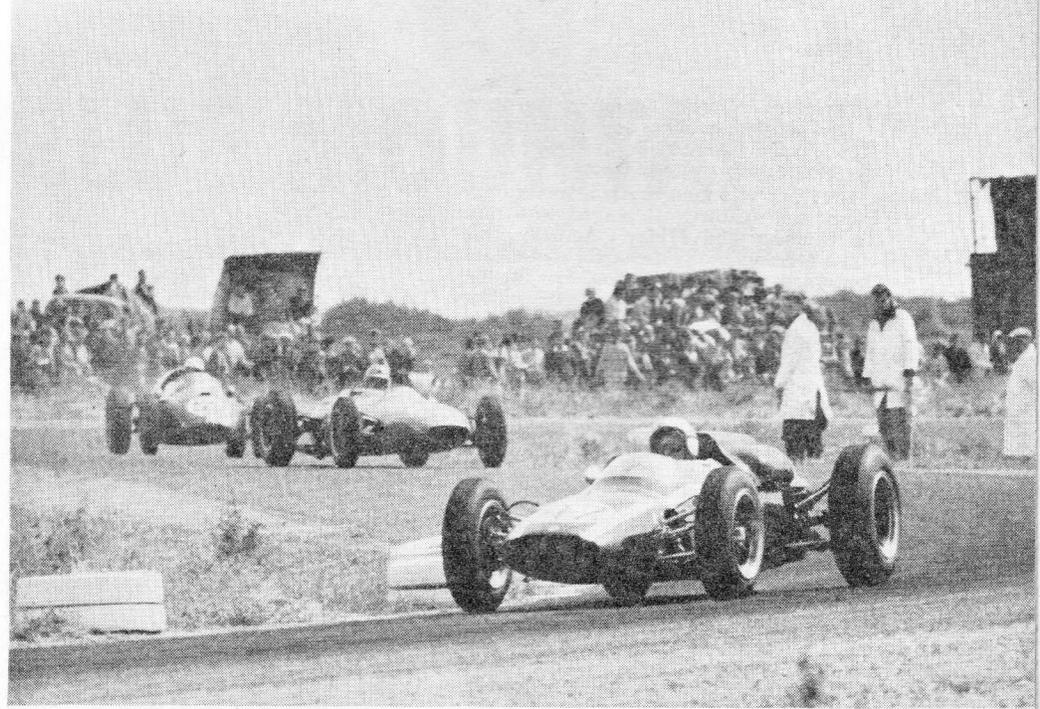
This was a bitter disappointment for Shelly, who was in the running for at least third place on the New Zealand Racing Drivers' Club championship ladder, and a similar position in the Association of New Zealand Car Clubs' Gold Star series. Then very sportingly the Kawa Kawa driver, Lionel Bulcraig, who had qualified his 3-litre Aston Martin, withdrew his entry to let Shelly into the field.

Grid positions for the main race were determined by the aggregate times of the drivers in their morning heats and the field lined up as follows:

J. Brabham (2.7 Brabham-C.) 6 m. 30 s.	J. Surtees (2.7 Lola-C.) 6 m. 30.8 s.	B. McLaren (2.7 Cooper-C.) 6 m. 35 s.	A. Maggs (2.7 Lola-C.) 6 m. 37 s.
I. Ireland (2.5 Ferguson-C.) 6 m. 41 s.	A. Hyslop (2.5 Cooper-C.) 6 m. 41.4 s.	C. Amon (2.5 Cooper-C.) 6 m. 41.8 s.	
J. Palmer (1.5 Lotus-Ford) 6 m. 46.6 s.	D. Young (1.5 Cooper-Ford) 6 m. 57.7 s.	J. Histed (1.5 Lola-Ford) 7 m. 6.2 s.	I. Green (1.9 Cooper-C.) 7 m. 16.8 s.
R. Levis (1.5 Cooper-Ford) 7 m. 17.2 s.	W. Thomasen (1.9 Cooper-C.) 7 m. 20.3 s.	K. Sager (1.5 Lotus-Ford) 7 m. 21.4 s.	
F. Turpie (1.5 Lotus-Ford)	A. Shelly (2.5 Lotus-C.)		

The Bowmaker boys made the best of the start, but Brabham was also there with Hyslop and Amon. McLaren received a check and was back in 5th or 6th place. At the end of the first tour Surtees was in front with Maggs next and Brabham right with them. In the second lap Brabham took Maggs and Surtees and McLaren nipped through to challenge the leaders, taking a couple of cars on the inside of the tricky right-hander on the back section of the circuit.

Surtees now proceeded to over-do things in the fast left-hand approach to the main straight and spun the Lola. That left Brabham and McLaren clear, but the Englishman resumed in about sixth place and promptly proceeded to carve his way through to regain third place. It was a terrific effort but to no avail. A couple of tours later the Lola was in the pits and the stop cost Surtees a lap. A couple of laps



later he was back again and this stop dropped him about five laps.

In the meantime Brabham was just holding off McLaren and these two were well clear of Maggs who, in turn, had quite a margin on Ireland. Next in line were Amon and Hyslop, Shelly and Young. The leaders were now lapping the tail-enders.

Jack and Bruce had pulled out all the stops. Time after time the New Zealander edged up to the Australian towards the end of the main straight in an effort to take the Brabham-Climax on the approach to the long sweeping left-hander. But Jack was not having any of that, he grimly held his line and Bruce had to give way.

So the two raced on for 19 tours. It looked as though McLaren would never make it. Then there was a gasp of astonishment as he shot through on the inside of Brabham on the tight right-hander on the back section of the course. It was a superb piece of driving and it must have taken Brabham by surprise.

But Brabham did not let him go. He held on like grim death. However, the Cooper appeared to be just a shade faster on the main straight and McLaren was able to hold Brabham to about three car lengths. By the time the leaders had reached the half-way mark they had lapped the field with the exception of Maggs and Ireland who were still lying third and fourth.

Hyslop was fifth comfortably ahead of Shelly and then there was quite a gap back to Palmer and Young. Amon had abandoned with gearbox trouble. A couple of laps later Hyslop drew into his pit with his goggles shattered. A splinter of glass had penetrated his cheek just below the eye and he presented quite a gory sight. But mechanic Bill Hannah, after cleaning up the wound and assuring himself that all was well, sent the Cooper driver on his way still ahead of Shelly.

Meantime up in front the McLaren-Brabham battle continued unabated. With even the most minor lapse McLaren would have had his time. But the Cooper driver refused to be rattled. Brabham was trying all he knew and getting rather untidy into the bargain. Quite frequently he had the tail of the Brabham poking out into the "rough" in a fashion rather reminiscent of the days that came shortly after he graduated from midget car racing.

So the race ran into its final stages. But

it was by no means over. Dramatically, Brabham began to slow down. His right rear tyre was deflating. In a matter of two tours he had dropped to a low cruising speed and first Maggs, then Ireland passed him. When McLaren finally crossed the line the Australian had dropped back a lap and he followed the three leaders home with a tyre ripped to shreds.

As Ireland came up to the line Hyslop and Shelly bore down upon him. There was not much between the two as the Lotus driver had picked up ground during Hyslop's pit stop. But Ireland sportingly moved well out of the way to let the two New Zealanders have a fair go and Hyslop narrowly made it.

Next to be flagged off were Palmer and Young, both of whom had driven exceptionally good races with their 1,500 c.c. cars.

As usual, the day ended with the six-lap flying start sprint for the eight fastest cars. Surtees made no bones about this one, and went to the front as soon as the pace car pulled off the circuit. McLaren held second place, Brabham third, with Maggs and Shelly next but some distance back.

Surtees really had the bit between his teeth, and was clearly out to make amends for his indifferent showing in the feature race. All McLaren and Brabham could do was to hold station, and Surtees came home an easy winner.

TERETONGA TOPICS

As usual the abrasive surface of the park had everyone worried. Brabham's right rear tyre was not so much worn as torn to pieces. Chunks of rubber were ripped out of it down to the cord and thus it was only a matter of time before it punctured. . . . The South Sports Car Club hopes to have the circuit resealed in time for next season. . . . McLaren had another good day with the Morris Mini-Cooper with a conclusive win in the six-lapper for saloons up to 1,300 c.c. and a third in the free-for-all in which he started well back on handicap. . . . All drivers, with the exception of Ireland who headed directly for the United States, left New Zealand within a day or so for the Warwick Farm meeting, which will be held at Sydney on 9th February. . . . Hyslop is talking about retiring at the end of this season. . . . Palmer with the Parnell 2.7 Cooper-Climax, Shelly and Amon are all doing the Australian circuit.

THINGS are definitely running to plan now, and the international race at Teretonga Park, near Invercargill, resulted in a trouble-free win with the Cooper.

Everyone was kind to us in Invercargill except the weather. It poured with rain all Thursday and Friday. Actually, this was a blessing in disguise so far as we were concerned, because we had rebuilt the engine and checked the gearbox after Wigram, and had arrived early to spend most of Wednesday running quietly around the track to run the car in. So we had a race-ready car on Wednesday night. The pouring rain and biting wind over the next two days postponed any ideas of jet-boating or water ski-ing, and gave us time to go thoroughly through the single-seater and the hard-worked little Mini-Cooper.

When the pressure is on, and we are dashing from race to race, the mechanics have to work long hours, and a couple of days to take things at a more sensible pace is a real tonic.

Race day started early, with the official practice session at 8.30 on a cold and not-quite-raining Saturday morning. There were two 6-lap heats of the 1½-mile track to sort out 15 starters for the main race. I was able to win the first heat, but only after a great tussle with Innes in the Ferguson. It really goes off the line like a shell, and to hear Innes describing all four wheels biting and scrabbling at the road is quite amusing.

The Ferguson is the only one of the present-day racing cars in which the driver sits almost upright, and we have a strong suspicion that if the seat was reclined to the flat-on-your-back position of our other cars, the acceleration off the line would shoot Innes straight out over the tail!

The second heat was a ding-dong battle between Brabham and Surtees with Jack just holding the advantage. But what worried me was that they were lapping nearly a second faster than I had been.

In the big race I made a perfect start—at least for the first 20 yards in low gear. I was just squeezing the throttle so as not to have too much wheel spin and was congratulating myself on doing it right for a change when I made a botch of finding second gear, and was about eighth into the long loop. Fortunately for me it took only a few laps for the race to settle.

BRUCE McLAREN:

FROM THE COCKPIT

John Surtees was unlucky enough to spin the Lola on one of the tight left-handers after leading the field on the first lap. Even on the warm-up lap, when I was taking it easy, I nearly spun on this corner. There must have been a patch of oil there, and I thought then that this would catch someone.

So now I had to get by Jack, but this was going to be difficult as there was a fair amount of oil on the track. Unless Jack made a "blue", which was highly unlikely, there was only about one spot where I could pass him.

"I suddenly realized I'd left the gate open," said Jack after the race, and I suppose that would be the best way of describing the way I got by. He entered the loop just a little slower and a little wider than usual, which let me get on the inside of him and when he went to lock over and cut the inside of the corner, he found he had a pair of Cooper wheels fairly and squarely in his way.

About 10 laps later, when I had made up a few seconds on Jack, he realized bits of rubber were flying past his ears. With oil on the inside of some of the corners, we had been forced to use the coarser surface on the outside which had torn the rubber off our tyres, and Jack finally wore his right rear tyre through to the air with a lap to go, and came clanking in fourth.

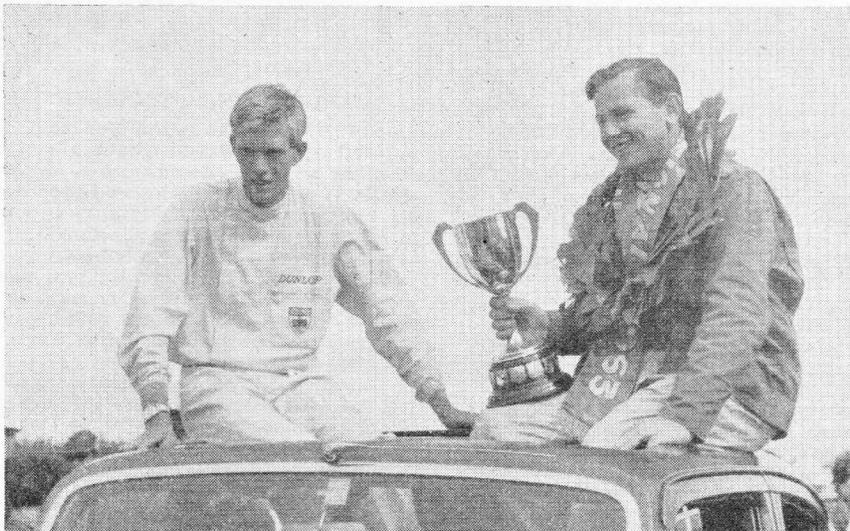
After a consistent drive Tony Maggs was placed second, and Innes was third in the Ferguson.

So now it's off to Australia. The involved business of packing, shipping, clearing customs, and setting up the next month's accommodation and travel arrangements begins again, and for us the New Zealand season is over.

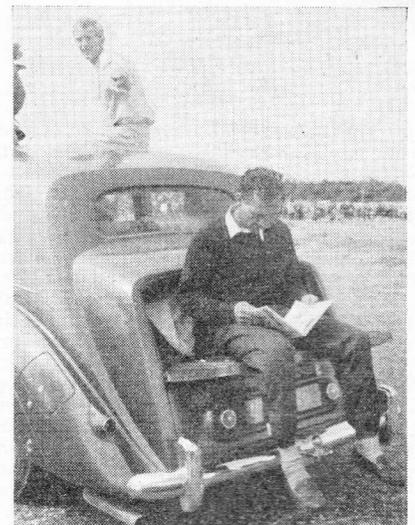
Angus Hyslop has won the Gold Star, and we've seen a very high standard of driving by our New Zealand boys. Particularly I'd mention, Hyslop, Chris Amon, Tony Shelly, Jimmy Palmer and David Young as single-seater drivers of a high class. With the latest cars from England, Surtees, Brabham, Ireland, Maggs and myself have tended to overshadow their efforts, but in my opinion we wouldn't be able to do any better if we were driving their cars.

In the sports car field, young Barry Cottle, with his Lola, has showed similar form, and two young men I would like to see in faster cars, but who are still in saloons at present, are Kerry Grant and Denis Marwood.

There are others I should have mentioned, but these stand out, and they are taking a large part in providing and maintaining the high standard of motor racing in New Zealand at the moment.



FERETONGA International Trophy winner Bruce McLaren had second-place man Tony Maggs with him in the first-class seats for the lap of honour. . . .



. . . but third man home Innes Ireland had to travel tourist class!

BLUE MOUNTAINS

**Australia's First International for 1963
at Catalina Park, Katoomba, N.S.W.**

By PETER BAKALOR

and equally clear was the fact that Alwyn Rose (Datsun Bluebird) was last. On the third of six laps Bob Holden, driving a Peugeot 403, pushed past Ron Hodgson's Downton-Mini-Cooper to take third behind two 850s. Major placings were unchanged at the end.

A Le Mans-start event (we still have them here) over six laps for production sports cars was characterized by fast cars with unspeedy Le Mans starters behind the wheel battling through the field. The race eventually went to Jon Leighton in a Nola Sportsman, with Leo Geoghegan in a Super Seven and Bob Jane in an E-type coupé taking the places. A six-lapper for Touring cars over 1,600 c.c. turned into a walkover for Bob Jane when the Impala failed to start, as an expected delivery of tyres (7.50 x 15 R5s) had not yet turned up.

This was followed by a six-lap Le Mans-start race for sports-racing cars. Once again the result was strongly influenced by the start each car made. Frank Matich led all the way in his 2.6-litre Lotus 19, and easily won from Ian Geoghegan in a 1.5 Lotus 23, who set a new class lap record, with a time of 1 min. 3.3. secs.

Peugeot) on the last lap to take third behind Leo Geoghegan. The Formula Junior section went to Glyn Scott's Lotus 20.

The first of a series of 12-lappers was for production sports cars. Bill March led from the start in his 1,100 c.c. Lotus Seven closely followed by Shaw in an Elfin Clubman, Leo Geoghegan in a Super Seven and, sensationally, Bob Jane in the E-type. Jane started from the back of the grid of 18 cars and weaved his way to fourth in less than three-quarters of a mile. By lap 3 Geoghegan was in the lead with Jane close behind. On lap 9 Jane passed the Lotus going into Craven "A" bend, but the nimble Lotus came out of the bend in the lead. On the eleventh lap Jane did it properly and held off Geoghegan to take the flag. March was third and Shaw fourth, Geoghegan and March setting class lap records.

The main event for sports-racing cars was over 12 laps and gave Frank Matich in the Lotus 19 an easy win. Ian Geoghegan made a fantastic start in his Lotus 23, but was penalized a minute for his troubles; although he crossed the line second ahead

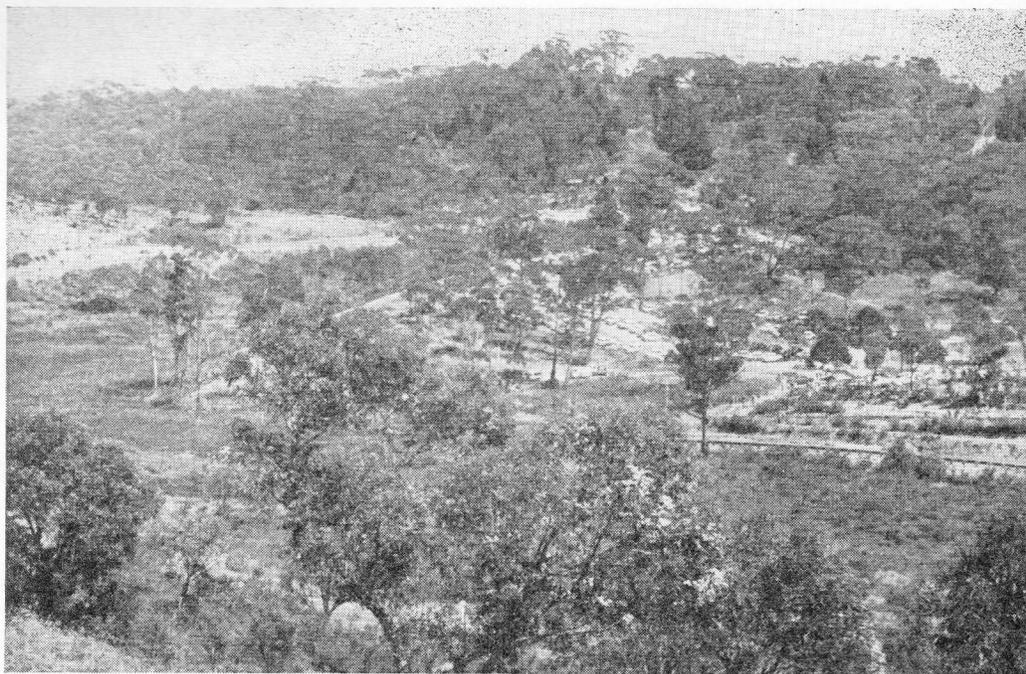


INTO DUNLOP CORNER, D. Fletcher's Healey 100S leads G. Keillerup's Nola Sportsman.

THE first Australian meeting this year to carry an International permit took place at Catalina Park, Katoomba, on Monday, 28th January. The organizers had hoped to fly over a few of the International drivers who were in New Zealand for the meeting, but as these arrangements fell through, there was little International atmosphere about it. Nevertheless an interesting programme promised some close racing. Making a very welcome return to Australian racing circuits was Frank Gardner, who was scheduled to drive a 1,500 c.c. Brabham and a Lotus 23 of similar engine capacity for Alec Mildren, former Australian champion driver, who was making his début as an entrant.

Premier event on the programme was for Formula Junior and under 1,500 c.c. racing cars, but it would be safe to say that the majority of the spectators came to see the clash between Bob Jane in his four-litre Jaguar 3.8, and Norm Beechey in the Scuderia Veloce Chevrolet Impala, with incidental competition promised from Lex Davison in Len Lukey's Ford Galaxie. Practice gave some hint of what was to come, for Jane and Beechey lapped the 1 mile 510 yard track in times within a fifth of a second of each other. The Lukey Galaxie failed to arrive. In practice for the racing car event Frank Matich, driving the 1,500 c.c. Elfin-Ford, bettered his own lap record by 0.6 sec., while Gardner got down to 1 min. dead, 0.4 sec. slower than Matich, before losing a wheel. In all, existing lap records were bettered seven times during the practice period.

At 10.45 the meeting got under way as a horde of Minis tore up the mountain. For two laps they were so closely bunched that lap-scoring was a nightmare, but Clarke in a bored-out Morris 850 had a clear lead,



THE THICKLY WOODED countryside through which the circuit runs.

Third was Greg Cusack in Scuderia Veloce's new rear-engined Elfin, while Frank Gardner fought his way through the field from eleventh on lap 1, to fourth on lap 6.

A four-lap warm-up race for single-seaters gave Matich, this time Elfin mounted, his second win of the day. Frank Gardner moved past Bob Holden (Lynx-

of Gardner and Cusack, he finished out of a place. Class wins went to John Martin (Lola), Frank Gardner (Lotus 23), John Evans (M.G. TC) and Matich.

Eighth event was a special invitation race for touring cars to be run over eight laps. Starters were Bob Jane (Jaguar 3.8), Norm Beechey (Chev. Impala) and four Holdens driven by Martin, West, McPhee and Seton. Bob Jane led from the start, but the Impala

RESULTS

Touring Cars up to 1,600 c.c. (6 laps). Overall Winner: R. Clarke (Morris 850). Up to 1,000 c.c. Class: 1, R. Clarke (Morris 850), 7 m. 52.9 s.; 2, D. Humphreys (Morris 850); 3, R. Hodgson (Morris-Cooper). Fastest lap: Hodgson, 1 m. 16.7 s. 1,001-1,300 c.c.: 1, A. Rose (Datsun Bluebird), 8 m. 32.9 s. 1,301-1,600 c.c. Class: 1, R. J. Holden (Peugeot), 7 m. 56.6 s.; 2, K. A. Bridgen (Peugeot); 3, W. Cooke (Peugeot 403). Fastest lap: Holden, 1 m. 16.5 s.

Production Sports Cars (6 laps). Overall Winner: J. Leighton (Nota Sportsman). Up to 1,500 c.c.: 1, J. Leighton (Nota Sportsman), 7 m. 15.3 s.; 2, L. Geoghegan (Lotus Super 7); 3, G. Shaw (Elfin Clubman). Fastest lap: Geoghegan, 1 m. 8.1 s. Over 1,500 c.c. Class: 1, R. Jane (Jaguar), 7 m. 24.0 s.; 2, D. Fletcher (Austin-Healey 100S); 3, F. Gibson (M.G.A.). Fastest lap: Jane, 1 m. 8 s.

Touring Cars over 1,600 c.c. (6 laps): Overall Winner: R. Jane (Jaguar 3.8). 1,601-2,600 c.c.: 1, S. Martin (Holden), 7 m. 43.7 s.; 2, D. West (Holden); 3, B. McPhee (Holden). Fastest lap: Martin, 1 m. 14.8 s. 2,601-3,500 c.c. Class: W. Burns (Jaguar 3.4), 8 m. 2.3 s. Over 3,500 c.c.: 1, R. Jane (Jaguar 3.8), 7 m. 38.9 s.; 2, A. Needham (Studebaker). Fastest Lap: Jane, 1 m. 12.7 s.

Sports Cars (6 laps): Overall Winner: F. Matich (Lotus-Climax 19). Up to 1,500 c.c.: 1, L. Geoghegan (Lotus 23B), 6 m. 44.3 s.; 2, G. Cusack (Elfin); 3, F. Gardner (Lotus 23). Fastest lap: Geoghegan, 1 m. 3.3 s. Over 1,500 c.c.: 1, F. Matich (Lotus-Climax 19), 6 m. 36.4 s.; 2, R. Thorp (Aston Martin); 3, J. Evans (M.G.). Fastest Lap: Matich, 1 m. 2.5 s. **Racing Cars up to 1,500 c.c. and Formula Junior (4 Laps):** Overall Winner: F. Matich (Elfin). Racing Car Class: 1, F. Matich (Elfin), 4 m. 7.8 s.; 2, L. Geoghegan (Lotus 20B); 3, F. Gardner (Brabham-Ford). Fastest Lap: Matich, 1 m. 0.5 s. **Formula**

Junior Class: 1, G. Scott (Lotus 20), 4 m. 21.2 s.; 2, C. Nolan (Lotus 20); 3, G. Cusack (Elfin). Fastest Lap: Cusack, 1 m. 2.9 s.

Production Sports Cars (12 Laps): 1, R. Jane (Jaguar), 14 m. 8.3 s.; 2, L. Geoghegan (Lotus Super 7); 3, W. March (Lotus 7). Fastest Lap: Geoghegan, 1 m. 7.7 s.

Sports Cars (12 Laps): 1, F. Matich (Lotus-Climax 19), 12 m. 41.7 s.; 2, F. Gardner (Lotus 23); 3, G. Cusack (Elfin). Fastest Lap: Matich, 1 m. 2.1 s.

Touring Cars (8 Laps): Overall Winner: R. Jane (Jaguar 3.8). Up to 2,600 c.c. Class: 1, D. West (Holden), 10 m. 5.1 s.; 2, B. Seton (Holden); 3, B. McPhee (Holden). Fastest lap: McPhee, 1 m. 12.3 s. Over 2,600 c.c. Class: 1, R. Jane (Jaguar 3.8).

Racing Cars up to 1,500 c.c. and Formula Junior (20 Laps): Overall Winner: F. Matich (Elfin). Racing Car Class: 1, F. Matich (Elfin), 20 m. 20.8 s.; 2, F. Gardner (Brabham-Ford); 3, L. Geoghegan (Lotus 20B). Fastest Lap: Gardner, 59.7 s. **Formula Junior Class:** 1, G. Scott (Lotus 20), 21 m. 24.4 s.; 2, G. Cusack (Elfin); 3, L. Ayers (Lotus 20). Fastest Lap: Cusack, 1 m. 2.1 s.

Touring Cars (12 Laps): Overall Winner: R. Jane (Jaguar 3.8). Up to 1,600 c.c. Class: 1, R. Hodgson (Morris-Cooper), 15 m. 20.9 s.; 2, A. Hill (Morris 850); 3, K. Kleinig (Morris 850). Fastest Lap: Hodgson, 1 m. 15.6 s. Over 1,600 c.c. Class: 1, R. Jane (Jaguar 3.8), 14 m. 3.7 s.; 2, N. Beechey (Chevrolet Impala); 3, B. McPhee (Holden). Fastest Lap: Jane, 1 m. 8.5 s.

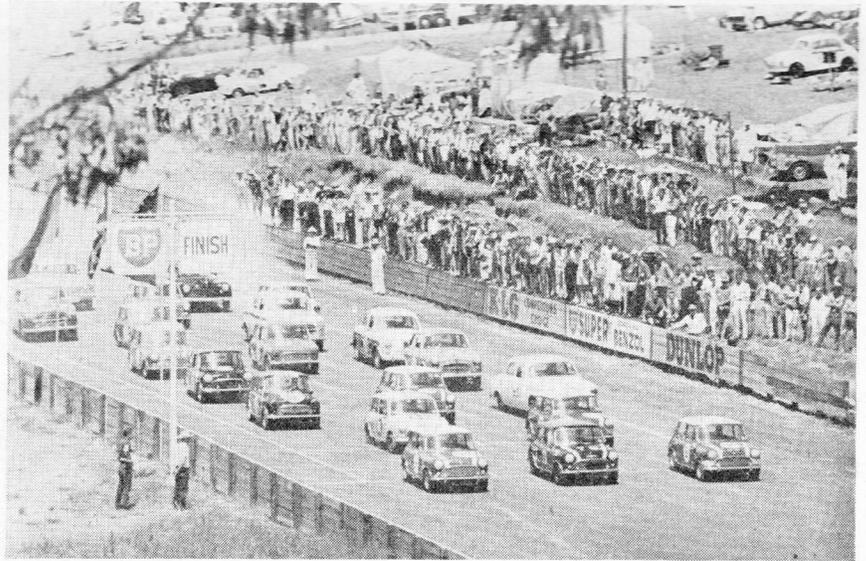
Racing Cars up to 1,500 c.c. and Formula Junior (12 Laps): Overall Winner: G. Murray (Austin 7). Racing Car Class: 1, G. Murray (Austin 7), 9 m. 59 s.; 2, B. Leer (Cooper-Climax); 3, L. Gray (Scotland). Fastest Lap: Leer, 1 m. 9.4 s. **Formula Junior Class:** 1, A. Lazich (Piranah), 10 m. 52.6 s.; 2, H. J. Budd (Jolus). Fastest lap: Lazich, 1 m. 17.9 s.

was level on the way into Dunlop corner. Already the gap to West in the leading Holden was over 100 yards. The leaders kept up the dog fight, Jane's car pouring out smoke from the spinning rear wheels as it accelerated out of the corners. Half-way through the race Beechey overdid it on the approach to Craven corner and the left-hand front wing slammed into the safety fence, whereupon the R5 blew out, adding to the sound and fury. Jane was so far ahead of the nearest Holden, that next time round he practically stopped for a chat with Beechey as he idled past, taking a good look. Martin's Holden collected the fence further on, and retired, the final order being Jane, West, Seton and McPhee.

Premier race of the day, the Blue Mountains Trophy for racing cars, was delayed a few minutes as officials struggled to remove the huge Impala, and to repair the fence, which two tons of Chevrolet had dented somewhat. Front row of the grid was occupied by Frank Matich (Elfin), Frank Gardner (Brabham) and Leo Geoghegan (Lotus 20B), Gardner's car powered by a Holbay-Ford unit, the other two by Cosworth's best, all three being of 1,500 c.c. capacity. In the next row of the grid was Charlie Smith in the Formula Junior Elfin and next to him Bob Holden in his Lynx-Peugeot. As usual, Matich went straight into the lead, followed by Geoghegan, Gardner, Holden, Smith and three Lotus 20s, driven by Nolan, Scott and Ayres. On lap 2 Greg Cusack (Elfin 1100) passed into seventh position ahead of Ayres and Nolan retired. Gardner moved right up onto Geoghegan's tail on lap 3, but the order remained the same. On lap 7 Greg Cusack did a ground loop coming out of Dunlop corner, and collected the green Elfin of Charlie Smith, who had been passed by Scott's Lotus 20. Smith limped to the pits and retired, but Cusack was able to continue. All this time the leaders were circulating in line ahead, only a length or two between them. Holden was 20 secs. behind in the Lynx, while Scott in the first of the Formula Junior cars was holding fifth, 6 secs. behind the Lynx. During lap 12 Cusack made up ground on Scott, and the pair of them seemed to be catching Holden. Matich was beginning to lap the tail-enders and Geoghegan and Gardner were badly baulked by a pair of Lotus 20s.

They made up the ground during the next two laps, and by lap 15 were right on Matich's tail again. On lap 19 Cusack passed Scott at Craven "A" to lead the

START OF THE EVENT for touring cars up to 1,600 c.c. R. Clarke, the winner, has his Mini in the middle of the front row.



Formula Junior section, but this lead was short lived, for Scott quickly retook him and hung on determinedly to the end. On the last lap Frank Gardner went past Geoghegan at Dunlop bend, but he was unable to get past Matich and was lucky to stay ahead of Geoghegan at the finish, for he clipped the fence at the entrance to pit straight. Gardner set a new lap record of 59.7 secs.

Ron Hodgson (Downton-Mini-Cooper) put Daniel Richmond's efforts to good use in the 12 lap event for Touring cars under 1,600 c.c., winning by 8.7 secs. from Tony Hill in a Morris 850. Hodgson uses the

THE SLEEK Peugeot-engined Lynx of Bob Holden, lined up for a left-hander.

actual Chev. Impala which Dan Gurney put to such good use in England a year and a half ago to tow his Mini. First non-Mini to finish was Holden's fifth placed Peugeot 403.

A deep-throated roar from pit straight announced that Norm Beechey had patched up the Impala, and he did a special lap to test the repairs. He led Bob Jane off the grid in the second last race of the day for large capacity Touring cars. Jane harried him all the way, trying to get past the rather wide Impala. He made it, in rather a hectic manner, coming out of Craven "A" bend while going through a left-hand kink before the right-hand sweep, which leads to the back of the pits. Jane moved alongside Beechey on the inside of the kink, but found the Impala moving across in front of him. He flicked the Jaguar towards the fence, corrected the tail wag and slammed the 3.8 past a rather startled Beechey. On lap 7 the two fastest Holdens had a collective spin and the rest of the field had to go between them. Jane won by 7.3 secs. from Beechey, who was 45.7 secs. ahead of the Holden driven by McPhee, which finished third.

Final event was for specials and sundry other racing cars, and was won by George Murray (Austin 7), to the delight of a crowd of spectators at Craven "A" corner, who waved a large sign which proclaimed them to be members of the "George Murray Fan Club".

A good day's racing, which has set the mood for the long-awaited Australian Grand Prix, to be run at Warwick Farm on 10th February.



CORRESPONDENCE

World Championship Scoring

I HAVE just finished reading the letter from Mr. Stanton which you have printed in the copy of AUTOSPORT dated 25th January, and I am amazed to find that he thinks Jim Clark was lucky to finish runner-up in the World Championship.

If having a retaining bolt work loose allowing oil to escape, or having a gearbox break because too much oil additive was put in, or if having your car's suspension break is being lucky, then I would willingly let Mr. Stanton have all my luck, and I have no doubt that Jimmy Clark and every other person in the world would as well.

He then goes on to say that if one ignores the rules one sees that McLaren would finish higher in the Championship table than Clark. This is as stupid as saying that if the Italian G.P. had been a non-championship event, and the Oulton Park Gold Cup had carried Championship points, then Clark would have taken the title.

As for the system of using the five best results to decide the final positions, although the so-called World Champion need not be the greatest driver, it is a better idea than counting all the championship races, as this would give a lucky driver much more advantage than he already has over an unlucky driver. Say, for example, that one year there were nine championship events, and that there were two drivers in a class of their own above everyone else, both with equally reliable and equally fast cars. However, one of the drivers had better luck than the other, and he went through all nine races without a hitch, but the other, although putting up an equal performance to the lucky driver in the first seven of the events, had someone crash into him in the eighth causing him to retire, and had a puncture in the ninth causing him to lose much time. If all nine races had to be counted, then the lucky driver would obviously win the championship; whereas, if only five races were counted luck would not enter into the result as the unlucky driver needn't count the eighth and ninth races.

The only way to get a really true picture though would be to count far more races for the championship, i.e., the Lombank Trophy which Clark won, the Aintree 200 where Clark won and Hill retired, the Rand G.P. where Clark won and Hill retired, the Natal G.P. where Clark was second and Hill retired, the Rheims G.P. where Hill was second to McLaren and Clark retired, etc.

Mr. Stanton then implies that Clark sometimes leads for over half-distance and then blows up, which is just not so. The only time anyone led for over half-distance and then blew up last year was at Monaco, where Hill lead for most of the race and then the B.R.M.'s engine blew up, breaking four con-rods.

Finally, let us turn to the words of someone much more qualified to say who is, and who isn't, a great racing driver than either Mr. Stanton or myself. Stirling Moss was once quoted as saying, "Clark is the only driver I really fear."

BIRMINGHAM, 11.

JOHN PULLINGER.

The Greatest Driver Ever

I HAVE followed with great interest the recent correspondence regarding "the greatest driver ever", and this has proved as interesting as that concerning the merits of Stirling Moss before his accident. It is of course a matter of opinion in most cases and often the greatest driver is not always the man who has won most races. It is a popular belief that the best drivers are always racing drivers. The title "Champion Driver" should in my opinion go to the best all-rounder and the Championship should be formed with some sort of points system for all types of driving. I know this may be very complicated, but surely anyone will agree that a man who can only pilot a G.P. car does not deserve the title when there are others able to handle cars in all sorts of competitions.

I am only 40 years of age so I am unable to go back as far as some of your readers, but from numerous motoring books which I have read, it is obvious that Rosemeyer, Nuvolari, Caracciola, etc., were all very great. However, coming up to more recent times, it is my opinion that Fangio was the greatest of all drivers, having tremendous nerve and staying power even in the 10,000-mile race in South America, which would stretch to the limit even some of the "greats" of the past.

I feel that possibly Ken Wharton was the greatest "all-round" driver, competing in trials, rallies, driving tests, hill-climbs, production car racing and G.P. driving. Surely, this is a more comprehensive record than that held by any other man.

The point which always amazes me about followers of pre-war racing is that most of them talk about Italian and German drivers. What of the great John Cobb who must undoubtedly have been the most outstanding Brooklands driver? His world land speed record has stood for almost 16 years against a tremendous number of challengers. Motoring enthusiasts are often apt to overlook world record attempts, but John Cobb was, unlike Donald Campbell, Junior, one of the foremost pre-war racing drivers and I believe (although I may be corrected here) never had an accident.

In recent years, I have felt very proud that British drivers have outshone all others, and among the "greats" must be mentioned Mike Hawthorn, Peter Collins, Archie Scott-Brown, Stirling Moss, Tony Brooks and Graham Hill, not necessarily in that order, of course. Looking to the Commonwealth, Jack Brabham must be included in this "Hall of Fame".

SHIRLEY, SOLIHULL, WARWICKSHIRE.

HAROLD W. BROWN.

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

Independent Motor Clubs

I HAVE read your issue of 11th January, containing comments by Michael Durnin and letters from Ron Ambrose and D. H. Delamont concerning the formation of the Association of Independent Motor Clubs, and, having attended the inaugural meetings of the Association as a delegate from one of the founder clubs, I feel that I must take up some of the points raised by these gentlemen.

To consider Mr. Durnin's comments first, the first point I would make is that there are many small clubs which do not have enough members to become affiliated to the R.A.C. Most of these members could not afford to take part in the highly competitive type of event which is run by most affiliated clubs, as they have to depend on their cars for daily use and cannot afford to take liberties with them (I was a member of an R.A.C. affiliated club for two years, so I am not speaking from hearsay in this matter). This does not mean that they are not true enthusiasts, nor does it mean that the rallies they participate in and organize are not well run, or are inconsiderate to the general public.

The Association are not setting themselves up as experts on the control of rallies, but do consider that the thousands of enthusiasts who are members of independent clubs have the right to make their views on this crucial matter clear to the authorities, and to be given due consideration in any control organization which may be set up. We do not consider that the R.A.C. are the best body to represent us in these matters, as they have consistently shown a complete lack of interest in the independent clubs.

Regarding Mr. Ambrose's letter, I would say, firstly, that I take strong exception to the sneering tone employed by someone who claims to represent many people who should have the interests of the sport at heart. The fact that he has to resort to this cheap way of scoring points off an organization which he happens to disagree with does not show much confidence in the remainder of his opinions.

I have already dealt with justifications for the formation of the Association and would point out that most independent clubs have many years' experience in organizing rallies, and that in various areas of the country voluntary local associations of independent clubs have been in existence for some time, for purpose of co-ordination of events. The A.I.M.C. have stated from the very beginning their intention of co-operating with the R.A.C., as long as this is on a give-and-take basis, and not a case of dictation by the R.A.C.

How Mr. Ambrose can suggest that the formation of the A.I.M.C. will cause increased public inconvenience, I completely fail to understand, as the number of clubs is not going to be increased thereby, and rallying by member clubs is going to be controlled and limited.

With regard to Mr. Delamont's letter, might I first say that ever since the first moves toward the formation of the A.I.M.C. were made in the middle of last year, the R.A.C. Competitions Department have been kept informed of all subsequent meetings and decisions. I would draw Mr. Delamont's attention to my previous paragraph regarding local associations of independent clubs. What has happened since is an attempt to put this on a national footing, and to extend it to the many other clubs which for one reason or another were unable to belong to such a local organization.

Mr. Delamont refers to the November R.A.C. Motor Sport Bulletin. I would point out that this is the first time that the R.A.C. have shown any interest in non-affiliated clubs, and that this came six weeks after the formation of the A.I.M.C., of which the R.A.C. were notified. I leave your readers to draw their own conclusions.

CUMNOCK, AYRSHIRE.

ALAN J. SNEDDON.

Bring Back the Big Bangers

MANY imaginations must have been aroused by Formula Intercontinental/Libre race reports from down on the sunnyside.

As some of our leading drivers and constructors are taking part, how about aiming those decibels over here some time? When the circus returns for the pre-Europe work-up, could some organizing body burn a little more candle and fit a *Formule Libre* event into one of the big spring meetings? (Why Mr. Chapman might even re-orient the springs of his fabled Indy machine—that would be a sight to see!)

I'm not asking for a full Grand Prix, call it an exhibition if you like, but let's at least hear those old lions roar!

MANCHESTER, 15.

E. JAMES BURROWS.

Six Hour Grandes Epreuves?

I HAVE now enjoyed watching motor racing for over 30 years, but I think G.P. racing is becoming less exciting. We are hardly able to see the drivers propelling their efficient but delicate projectiles.

Thank goodness for the V8 engines. They do sound fairly exciting after the "fours" of recent years.

I suggest that it would be far more exciting and interesting if G.P. races were to last at least six hours, which would mean at least one pit stop. Additionally longer races would give a better chance to drivers who have to make involuntary stops.

Would it not be possible for one race of six hours duration for Formula 1 cars to be run during the forthcoming season? I am sure it would be worth a trial.

SOUTHWAITE, CARLISLE, CUMBERLAND.

PHILIP RAMBAUT.

"Les Girls"

RECENTLY there has been a great deal of interest in "Les Girls," seemingly motor-minded females (an enjoyable form of motor sport). May I suggest something for these young ladies?

Not only look good, smell O.K., as well. Perfumes must blend in with the surrounding scene. How about a perfume smelling of burnt rubber, Castrol R, dope fuel, burning castor oil and a slight hint of petrol? For the Savoy, no, but a Brands club meeting—Wow!

BEXLEYHEATH, KENT.

PETER DOODES.

T.E.A.C.

CATS' EYES

NATIONAL RALLY

By RON AMBROSE

DESPITE the continuation of the appalling Arctic weather, the Thames Estuary Automobile Club were quite determined to run their National "Cats' Eyes" Rally as scheduled on 2nd-3rd February, even if it became necessary to simplify the route. Accordingly, preparation of the road books was delayed until the last possible moment, but even so, fresh blizzards during the 24 hours preceding the event led to the deletion of a further eight controls and the cancellation of the driving tests. T.E.A.C. are to be congratulated on their enterprise, although they were rewarded with a smaller field than usual, only 67 entries being received. Several of these were absentees, and notable non-starters included John Sprinzel/John Davenport (Ford), Vic Elford/Mike Butler (DKW) and Gordon King/John King (Allardette).

As in 1962, the territory of the "Cats' Eyes" was East Anglia, and last year's winners, Ted Hatchett and Ron Britt (Renault), led the convoy out of the start at Botwood's Garage in Bury St. Edmunds at 10 p.m. There was the certain knowledge that virtually the entire route would be ice-bound and that it would be covered in snow to degrees varying from a thin powdery

layer to full-blooded drifts measured in feet. Spiked tyres of varied manufacture were much in evidence, and it was generally conceded that those competitors who had recently returned from the Monte had had a good couple of thousand miles of practice for the "Cats".

The first road book covered some 70 miles and ran via 22 manned controls north-east across O.S.136 and the bottom right-hand edge of O.S.125 to a petrol halt at Easton, some five miles west of Norwich. An initial 14 miles in 33 minutes served to acclimatize crews to the prevailing conditions, after which the pace progressed. Almost every corner bore evidence not so much of a diversity of opinion as to the correct line to be taken, but of an indication as to the moment at which feather-fingered drivers might reasonably expect their mounts to respond to the application of steering, braking and wishful thinking. One persistent, anonymous character invariably used the outside banking, and another could be identified by traces of long, over-corrected power slides. It is surprising that the many minor excursions should have had so little effect at the subsequent inspection for damage! However, the Minis of Russell/O'Shaunessy and Nesbitt/Williams will bear the scars of their collision at the tricky left-hander leading to control 6 for many a day yet.

The first impassable road necessitating a small detour was the "white" running north-west from 016808, but this was of less account that the re-routing required to reach 109040 from the south. Ted Hatchett's chances drifted away in this (very) white road. He eventually dug himself out and followed the rest of the leaders around the yellow deviation which added 1½ miles to an already tight four-minute section.

Just before this, the Haden/Nokes M.G.A. ditched precariously at a tight right-hander, but was extricated without apparent damage.

Pat Moss/David Stone (Anglia Super) and Tony Fisher/Brian Melia (Austin-Cooper) running numbers 2 and 3 came into the first petrol halt on schedule and Ian Terry/Roy Davies (Allardette) were only one minute adrift. The majority of surviving crews, however, hastily refuelled and motored on, having regained standard time at the expense of a breather.

Immediately after the issuing of the second road book came the deep ford at 134115. Ian Terry negotiated the hazard in fine style, only for the motor to die, unaccountably, a few hundred yards up the road. Another potential winner was out of the money, for it was some time before the Allardette fired again. An unknown Mini, having by-passed the main control altogether, slid into the same ford and (almost) out again, baulking several of the late numbers.

The white road leading to control 36 was blocked and the lengthy detour involved resulted in the section being scrubbed, although this was poor compensation for the crews who were by this time knocking on their 30 minutes lateness—for them the next move was the last-ditch resort of cutting controls.

The conventional approach to control 42, along the road, was blocked. It was Pat Moss who found the only way in—through a (snow) ploughed field and a convenient gap in the hedge, and the rest of the competitors followed suit. If the driving tests were cancelled, at least the organizers were doing their best by providing an element of autocross!

A quite alarming discrepancy between

the organizers' latest map and that used by the majority of navigators resulted in great confusion at control 52. If you approached on the correct distance, the direction was wrong, and if you worked according to approach instructions, the average called for was something (something being about 20 m.p.h.) over the statutory 30 m.p.h. average. David Stone looked in from the "wrong", if more logical, direction, didn't like what he saw, and decided to take Pat the long way round. Brian Melia went further and took Tony Fisher straight in, only to be threatened with W.A. Clearly, there was ambiguity, and the control, and the subsequent one, was ultimately scrubbed.

The third road book, issued at control 60, was loaded with twos and threes, and it brought the rally to an interesting climax on W.D. property at Stanford. Here, three special stages, each of 1½ miles in two minutes, with an intervening "conventional" section of one mile in two minutes, were run over tracks that were not quite straight and not quite smooth. At breakfast it was generally agreed that this little lot could have been "cleaned" in dry conditions by a skilful conductor. It was subsequently announced that one car had, in fact, completed these stages unpenalized, despite the frozen surface—the Anglia of the incredible Miss Moss. Peter Asbury, going very well, fell victim to the treacherous drifting snow which pulled him off line and into a large tree, which did the Vitesse much mischief without harming Peter or David Skeffington.

The least said about the breakfast arrangements in Thetford the better, for if there was much to talk about, there was plenty of time to do so while waiting for food. This and the standard of marshalling were the only grouses. One hesitates to criticize officials on such a bitterly cold night, but even if you are going to be unusually slow in passing cars through, you can at least be polite about it, and one or two marshals were far from being this.

For the general excellence of the route in unsuitable territory, and for their courage and determination in putting the event on at all in the circumstances, Thames Estuary are to be congratulated. Rally-starved crews certainly appreciated the opportunity of being in action again, none more so than R. J. McCartney and T. A. Harriman, who came all the way from Belfast to compete in their Mini-Cooper. A. W. Cowan and B. C. Coyle brought their Rapier down from Scotland and were rewarded with a fine tenth place in general classification. The fact that the winner lost eight minutes over a route that was probably "on" clean in the dry is both a testimony to his skill and an adequate comment on the severity of the conditions. Only 12 crews completed the route without dropping controls, and the close fight for the lead, which went on all through the rally, was really resolved by the turn of the wheel of fortune at control 52. R. A. Clark and A. J. Porter enjoyed a fine run to finish third, within two minutes of Pat Moss and David Stone, and John la Trobe/Julian Chitty (VX4/90) suffered more than average baulking, although they just managed to pip Phil Simister and Graham Robson (Allardette) for a place.

Provisional Results

1. A. T. Fisher/B. Melia (Austin-Cooper) 80 pens.;
2. Miss P. Moss/D. Stone (Ford Anglia) 90; 3. R. A. Clark/A. J. Porter (Austin-Cooper) 110; 4. J. la Trobe/J. Chitty (Vauxhall VX4/90) 140; 5. P. Simister/G. Robson (Allardette) 150; 6. N. Harvey/D. S. Cardell (Austin-Cooper) 190; 7. Mrs. P. Mayman/Miss V. Domleo (Mini-Cooper) 240; 8. P. J. Jackson/J. R. C. Brown (Panhard Tigre) 250; 9. A. H. Lewis/J. Nottingham (Mini-Cooper) 290; 10. A. W. Cowan/B. C. Coyle (Sunbeam Rapier) 350.



BRIAN FOLEY'S REPORT FROM EIRE

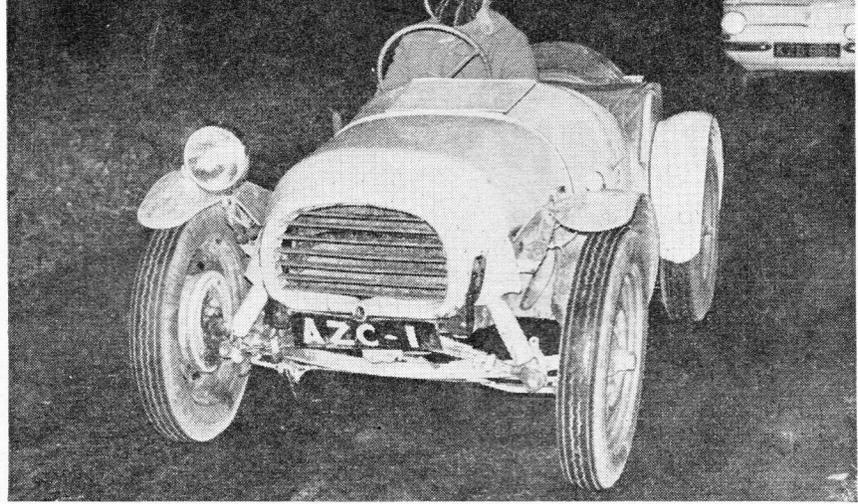
Munster Trial

THE Munster M.C. and C.C. held their Relic Cup Trial, a Hewison event, on Sunday, 6th January. Cork drivers were well to the fore, filling five of the first six places. The winner was Paul O'Flynn in his Morris-Cooper. He finished with 623 marks, for the 18 driving tests. Des Bradley was the only Dubliner to make the dicey 161 miles trip to Cork. "The Brad Lad" was well rewarded for his very sporting effort, by finishing second overall in his NSU Prinz 4. This was no mean feat in a Cork event. The first six were as follows:

1, Paul O'Flynn (Morris-Cooper), 623 marks; 2, Des Bradley (NSU Prinz 4), 668; 3, Pat O'Callaghan (VW), 697.5; 4, Joe O'Mahoney (VW), 706.6; 5, Tom Burke (VW), 713.6; 6, Dave Fitzpatrick (Sprite Mk. 1), 723.7.

Boyne Valley Autocross

THE Boyne Valley Club had a Novice Trial listed on the official 1963 calendar of events for the same day as the Cork trial. They held a well-supported Autocross instead. The venue was the big quarry at Slane, Co. Meath, but the circuit was shorter than the usual one used at Slane.



B.T.D. was set up by Ulsterman Ronnie McCartney in his Morris-Cooper in 1 min. 11.2 secs. Larry Mooney was second fastest at 1 min. 12.8 secs. in his Volkswagen, and Jackie Fildes was third fastest at 1 min. 13.2 secs. in the very hot M.G. 1100 saloon. Two Ulster drivers, Adrian Boyd (Austin-Cooper) and N. Elliott (VW), tied for fourth fastest with 1 min. 13.3 secs. each.

B.T.D.: Ronnie McCartney (Morris-Cooper), 1 m. 11.2 s.; 1,000 c.c. Saloons: 1, Ronnie McCartney (Morris-Cooper), 1 m. 11.2 s.; 2, Adrian Boyd (Austin-Cooper), 1 m. 13.3 s.; 3, Noel Smith (NSU Prinz 4), 1 m. 14.3 s. Over 1,000 c.c. Saloons: 1, Larry Mooney (Volkswagen), 1 m. 12.8 s.; 2, Jack Fildes (M.G. 1100), 1 m. 13.2 s.; 3, N. Elliott (Volkswagen), 1 m. 13.3 s. Sports Cars: 1, Wilf Hagan (Midget), 1 m. 13.7 s.; 2, Des Cullen (Sprite), 1 m. 14.2 s. Open Handicap: 1, Billy Searle (Wolseley 1500), 1 m. 8.9 s.; 2, Noel Smith (NSU Prinz 4), Larry Mooney (Volkswagen) and Gerry King (Ford Anglia), tied at 1 m. 9.3 s. Best Club Member: Noel Smith (NSU Prinz 4).

Circuit of Ireland

THIS year's Circuit of Ireland will be held over the Easter holiday period, from

PAT NAISMITH was well insulated against the bitter cold, which he must have felt more than most without a windscreen. In this picture he is bringing his neat one-off to the line for a night test in a recent trial.

12th to 16th April. For some reason the Ulster Automobile Club have abolished the Dublin, Belfast and Omagh starting points, and this year the Circuit will start from Bangor, Co. Down, only. Whereas this may suit the majority of Northern Ireland crews admirably, it now means that the Dublin contingent will have to travel 116 miles to the start, and Cork competitors who usually had to travel 161 miles to the Dublin starting point, will now have 277 miles to drive before starting out on the stiff navigation of the first night. This seems rather unfair on the Southern entries, and it has been suggested that perhaps the U.A.C. do not wish to encourage Southern, and especially Munster, entries this year!

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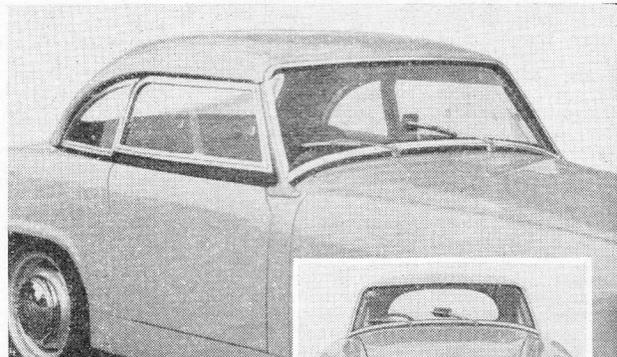


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Club News

By MICHAEL DURNIN

THE South Eastern Centre of the M.G.C.C. are to run a sprint meeting for all sorts of cars except single seaters at Brands on 10th March. Invited clubs are Sevenoaks and D.M.C., Hants and Berks M.C., B.A.R.C., Harrow C.C., Romford E.E.C., Cirele C.C., West Essex C.C., London M.C., Herts County A. and Ae. C. and Austin-Healey C. Regs. from Mrs. E. Cobban, 6-10, Birkbeck Road, Ilford, Essex, who must have all entries by 5th March. . . . **Burnham-on-Sea M.C.'s** eighth annual Wessex Rally will take place on 16th-17th March, starting from Highbridge and finishing 200 miles later at Taunton. Open to South Western Association clubs and championship entrants. Regs. from Mrs. M. Buncombe, 2, Grove Road, Burnham-on-Sea, Somerset, who should have all entries by 11th March. . . . Navigators should note that placing magnetically attached cigarette containers near clocks or stop watches can have the oddest effect on delicate mechanisms—as some people found on the Monte. . . . The **Shenstone and D.C.C.'s** national V.T. Fellows production car trial will take place around Lichfield on 3rd March and will cover some 24 hills. Regs. from M. F. Finmore, 3, High Street, Sutton Coldfield, while entries will close, at latest, on 18th February. . . . Julian Chitty flew into Frankfurt only a few hours before he was due to start the Monte, on the day when the Ashford M.C.'s Jones Rally was cancelled. He tells me that the Jones will be run on 23rd-24th March. The ninth Targa Rusticana of the Oxford U.M.D.C. will take place on 2nd-3rd March. This is the third Targa which John Brown has plotted and may well be the last—he feels that three is enough. Anyway, he positively promises no gates, no guesswork, no nonsense and hopes for no clean sheets. Special attention will be paid to noisy cars—be warned! Invited clubs are B.A.R.C., B.T.R.D.A., Combined U.M.C., Godiva C.C., Knowldale C.C., London M.C., Oswestry and D.M.C., Oxford M.C., Sevenoaks and D.M.C., Swansea M.C. and all previous entrants. The start will be from Welshpool and the finish, 200 miles later, at Llangollen before dawn. Regs. from Don Pither, Worcester, who must have all entries by 23rd February. . . . On 16th-17th February the **Chiltern C.C.** are to run their Chiltern Rally (known variously in years gone by as the Regent and the Orangillo) and have invited London M.C., Harrow C.C., B.A.R.C., Oxford M.C., Knowldale C.C., East Surrey M.C., American D.C., Craven M.C., Central Southern and London Counties Championship entrants. This 250-mile event will start near Stokenchurch and regs. are available from C. M. E. Fletcher, 36, The Larches, London, N.13, who should have all entries by 11th February. The fact that John Preddy is Clerk of the Course should be a recommendation. . . . Only Scottish club to invite an English club to their rally is the **Kilmarnock C.C.**—and since the Sassenachs are Knowldale the rally must be a good one. To be held on 9th-10th March the event is the 200-mile Dunlop Rally, which is also open to all Scottish clubs. Details from J. W. McInnes, Checkpoint, Priestland, Darval, Ayrshire. . . . The **Cambridge University A.C.** are holding their Spring Sprint at Snetterton on 10th March. This is a restricted event and full details may be obtained from J. B. Winkfield of Jesus College, Cambridge. Last year's meeting marked the first appearance of Peter Westbury's fearsome and successful Cooper-Daimler. . . . **Humber Pupils' and Apprentices' M.C.** are holding their restricted Sunbeam Trophy Rally on 16th-17th February. Secretary of the event is Martin L. A. Atkinson, 3 The Greenfield, Stoke Aldermore, Coventry. . . . The **Hagley and D.L.C.C.** have a closed rally on Wednesday, 20th February, which starts at Chateau Impney at 7 p.m.

THETFORD M.C. SECOND NORFOLK RALLY

WITH the reports and results of the Monte Carlo Rally still fresh in their minds, the entrants of the Thetford Motor Club's 2nd Norfolk Rally set forward on Sunday, 27th January, for over 70 miles of rallying in near similar conditions.

With many of the roads in Norfolk still impassable, the Clerk of the Course had made changes to the original planned route so as to ensure competitors remained on roads which were open. This prevented any possibly fast and unsafe motoring by entrants in an effort to make up lost time, which was likely to happen if blocked roads were encountered.

Once again safety was the key word of the event, helped with the now well-proven method of timing each section separately and entrants retaining any penalties for lost time from section to section.

The only fault with this system so far is that the marshals are sometimes uncertain when their control should close, but with the course secretary closing controls as he keeps a check on the running of competitors, this difficulty can be overcome. Also with an unspecified time length for the compulsory halfway stop, the cars can once again be brought closer together on timing.

The whole event was covered by eight sections, each of different types of route card. Maps had been given a miss for this event. The start from Brandon market place at 8.30 p.m. sent competitors heading northwards over the Suffolk-Norfolk border, using a "herringbone" route. Several cars were caught by a secret check along the fast, straight Mundford road, they having exceeded the maximum speed allowed on this section. All cars reached time check one, which was sited one mile south-west of Little Cressingham.

Section two by "Tulip" diagrams headed still northwards, with road conditions getting pretty bad. The thaw which started early in the day was leaving a wet surface on a thick layer of ice and snow. An effect of passing through a canyon was experienced, the roadside being piled with frozen snow much higher than the average car!

Here again all competitors booked in at the time control, which was being marked by three girls of the club committee. This control was two miles north of the village of East Bradenham.

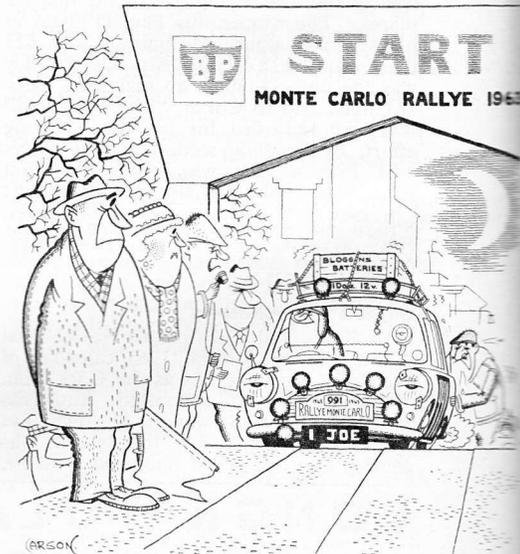
Section three, by written instructions, and section four, a tracing from maps showing junctions only, proved the undoing of many competitors, some failing to check in at

T.C.4, where the enforced stop gave entrants a chance to take refreshments.

They went off again on the second half, which had four more sections, the same as encountered in the first half. The route was gradually moving west via Great Dunham, Newton and Castle Acre; from here one mile south found an unmanned control, T.C.5.

From here on weather and road conditions began to tell on the drivers and navigators, some drivers clocking in some 10 to 15 minutes late at T.C.6. Section seven conveyed crews from the Pickenham area southwards to Great and Little Cressingham and along the Bodney W.D. site to T.C.7. Many drivers had anxious moments, having hit deep pools of water and found their engines misfiring.

The last and final section, about four miles long, served only to bring crews steadily to the built-up areas, where in Northwold, at the George and Dragon, a warm fire and a glass of what you fancy greeted the brave club members who had chosen to battle with the elements!
H. B. ELMER.



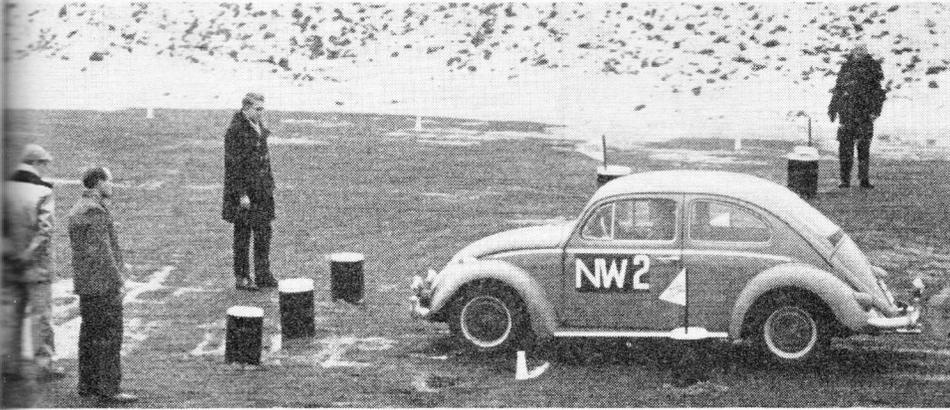
ANOTHER POSTPONEMENT

THE South Downs Group of the Seven-Fifty Motor Club have had to postpone their Broxhead Trial scheduled for this Sunday. Six brave members of the club walked around the proposed course last Sunday—on foot—and found that the latest consignment of snow had put paid to all their hopes.

Coming Attractions

- 8th-9th February. **Yorkshire S.C.C. Yorkshire Rally.** Starts Ilkley, Yorks, at 10 p.m.
- 9th February. **Hants and Berks M.C. 1st Evening Navigation Scatter.** Starts Punchbowl Public Car Park, Hindhead, Surrey, M.R. 169/89-1358) at 7 p.m.
- 9th-10th February. **Sussex C.C. Valentine Rally.** Starts Haslemere, Surrey, at 10.30 p.m.
- Warrington and D.M.C. Daffodil '63 Rally.** Starts near Oulton Park, near Tarporley, Cheshire.
- Windsor C.C. Winter Touring Trial.** Severn Valley M.C. Welsh Rally. Starts Welshpool, Montgomeryshire, at 11 p.m.
- Birmingham U.A.C. 7th Welsh Rally.** Caernarvonshire and Anglesey M.C. Palferman Rally.
- 10th February. **Australian Grand Prix, Warwick Farm (F.L.).**
- Surrey Sporting M.C. Sprint, Brands Hatch,** near Farningham, Kent. Starts 12.30 p.m.
- Vintage S.C.C. Driving Tests, Blackbushe Aerodrome,** near Camberley, Surrey. Starts 11.30 a.m.
- Falcon M.C. March Hare Trial.** Seven-Fifty M.C. South Downs Trial. Postponed.
- North Midland M.C. Kitching Trophy Trial.** Starts Kennings Garage, Banford, Derbyshire, at 11 a.m.
- Stroud and D.M.C. Cotswolds Cloud Production Car Trial.**
- Sporting VW C. Production Car Trial.** Starts Canada Heights, Swanley, Kent, at 11.30 a.m.
- Riley M.C. Rally.** Starts Bedford Square, Tavistock, Devon, at 2 p.m.
- 15th-16th February. **Motor Cycling C. Exeter Trial.** Starts Kenilworth, London and Launceston.
- Fylde M.S.G. Shunpiker Rally.**
- 16th February. **Daytona Beach 250-miles, Daytona, U.S.A. (S. P., G.T.).**
- 16th-17th February. **Per Ardua M.C. Odiham Rally.** Starts Bordon, Hants, at 11 p.m.
- Four Ways C.C. 2nd Fillydye Rally.** Starts Colchester, Essex, at 10.30 p.m.
- Humber Pupils' and Apprentices' M.C. Sunbeam Trophy Rally.** Starts Three Spires Motor Co., Ltd., Birmingham Road, Lichfield, at 11 p.m.
- Royal Military College of Science M.S.C. Rallye Militaire.** Starts M5 Service Station, Strensam (M.R. 903400).
- Chiltern C.C. Rally.**
- Herts County A. and Ae. C. February Ferment Rally.** Starts Allan Moore's Garage, Travellers Rest, Edlesborough, Beds. (N.R. 147/978178 1/4), at 8 p.m.
- South Wales A.C. Shunpiker Rally.**
- Redifon C. and M.C. Rally.** Starts Sargents Garage, East Grinstead, Surrey.
- 17th February. **Daytona Continental, Daytona, U.S.A. (G.T.2-3).**
- Lakeside, Australia (F.L.).**
- Rotherham and D.M.C. Centenary Sporting Trial.**
- Eastern Counties M.C. Production Car Trial.** Starts Seckford Hall, Woodbridge, Suffolk.
- Vickers Armstrongs' C.C. Production Car Trial.**
- 24th February. **Daytona 500, Daytona, U.S.A. (T.).**
- 2nd-4th March. **Longford, Tasmania, Australia (F.L.).**

(Spectators intending to visit any of these events are advised to check with the promoting clubs in case of last-minute cancellations or postponements owing to weather conditions.)



WATCHED by four frozen marshals, D. G. Jones performs a test in his Volkswagen (left). He was a member of the North Wales Motor Club.

★
PERFORMING his task admirably is Roy Kirkham (below). He drove his Mk. 2 Austin-Healey "Spridget" on behalf of the Liverpool Motor Club who were fifth overall.



LANCASHIRE AND CHESHIRE CAR CLUB WINNING TEAM AT B.A.R.C. NEW YEAR DRIVING TESTS

Photography
and
Report
by
FRANCIS PENN

THE British Automobile Racing Club (N.W. Centre) held their annual New Year Driving Tests on the No. 1 Car Park at the New Brighton Swimming Pool on Sunday, 27th January. As usual this event was televised, no less than four cameras operating—after the snow and ice, a heavy thaw set in and contrary to expectations the course had drained nicely and the surface was in first class condition for the spin turns so necessary for the experts!

This was a team event, each team comprising four members and one reserve, driving one up to 1,000 c.c. Production Saloon Car, one over 1,000 c.c., one under 1,000 c.c. Sports Car and one over. The teams were (A) Liverpool Motor Club: K. Moore (Mini), B. Woods (VW), R. Kirkham (A.-H. Sprite) and J. R. Kennerley (TR3A). (B) North Wales Motor Club: W. T. Meredith (Mini), D. G. Jones (VW), F. T. Parry (A.-H. Sprite) and D. Lloyd Jones (Mini). (This latter car, a reserve running in the wrong class, was penalized 5 marks). (C) Lancashire and Cheshire Car Club: D. B. Smith (Cooper-Mini), P. Crummack (VW), A. C. Whatmough (A.-H. Sprite) and J. Wallwork (Herald). (D) B.A.R.C. (Yorks Centre): G. Gardner (Cooper-Mini), K. Lee (Speedwell Mini), J. M. Wheatley (A.-H. Sprite) and A. Riall (A.-H. Sprite). (E) B.A.R.C. (N.W. Centre): G. Woods (Mini), K. H. James (M.G. 1100), Dr. E. J. S. Townsend (A.-H. Sprite) and G. Bewley (TR3A).

Three tests were held, the first ran forward to stop astride a baulk line in a garage, reversed into another, went forward to a scissor between pylons, then went forward again to stop astride a final line.

The second was a forward and reverse entry and exit into two garages, round a pylon to finish astride a baulk line.

The last and most beloved involved no fewer than six spin turns at the ends of rows of

pylons to again finish astride a baulk line. The standard of driving was so high that the entire contingent made each and every spin!

Lancashire and Cheshire Car Club, recording their first victory, had an aggregate of 443.8 marks, B.A.R.C. (N.W. Centre) being runners-up with 454.8.

Last year's winners, B.A.R.C. (Yorks Centre), and their runners-up, Liverpool M.C., on this occasion had to be content with third and fifth positions respectively, their marks being 465.8 and 481.6. North Wales Car Club in fourth spot scored 477.6.

EASTERN COUNTIES M.C. DRIVING TESTS

THE Eastern Counties Motor Club's Factory Fun Driving Tests were held at Stowmarket on Sunday, 13th January. After the arctic conditions of late, conditions were ideal for the event; after the first half dozen or so competitors had been over the six test courses the surfaces were just becoming interesting. The slightest touch of the stop pedal sent the cars sliding in every direction except the one in which they were supposed to go. Halfway through the afternoon's entertainment the snow started to fall again leaving a light dusting over the icy surface. After the final test competitors and officials took tea at the Fox where the results were announced. The Driving Test Trophy for B.T.D. went to Don Harris in Bert Westwood's Cannon. The best Saloon was L. C. Wills' Mini-Cooper, to which went the Woodbridge Trophy, and the Suffolk Trophy for the best open car went to J. M. Daniels' Cannon.

Results

1, Don Harris (Cannon); 2, L. C. Wills (Mini-Cooper); 3, J. M. Daniels (Cannon). Open Class: 1, Don Harris (Cannon); 2, J. M. Daniels (Cannon); 3, Ken Kent (Triumph TR3A). Saloon Class: 1, L. C. Wills (Mini-Cooper); 2, H. Bone (Austin-Cooper); 3, Tony Davies (Ford Popular).

MONOPOSTO REGISTER

OF course, cheap single-seater motor racing is impossible on an international level, as discovered when the old 500 c.c. Formula 3 and Formula Junior were granted that status, so it is pleasing to know that in this country the Monoposto Register are continuing their Formula practically unchanged for 1963. For a while privately owned Formula Junior cars and machines with engines other than the 1,172 c.c. Ford were permitted to enter their races, but this was changed for the 1962 season when it became obvious that there were enough of the home-built 1,172 c.c. cars in existence to organize separate races for them. There are now several more Monoposto Register cars about, mostly home built, but professionally built chassis of more than five years old are allowed, while front-engined chassis of any age were recently admitted.

Full starting grids for 1963 are assured and several races have been arranged at meetings organized by the Seven-Fifty M.C., the Midlands Motoring E.C. and the North Staffs M.C.

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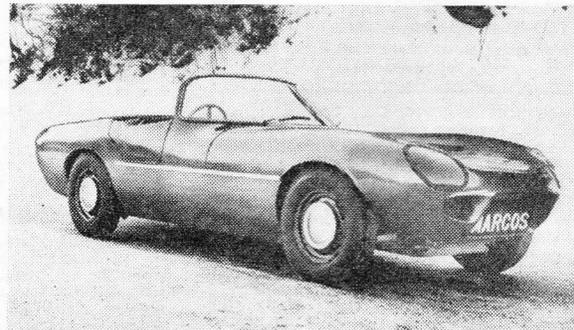
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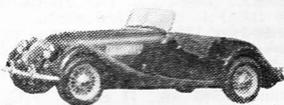
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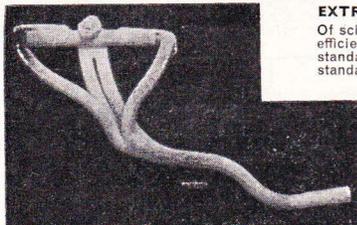
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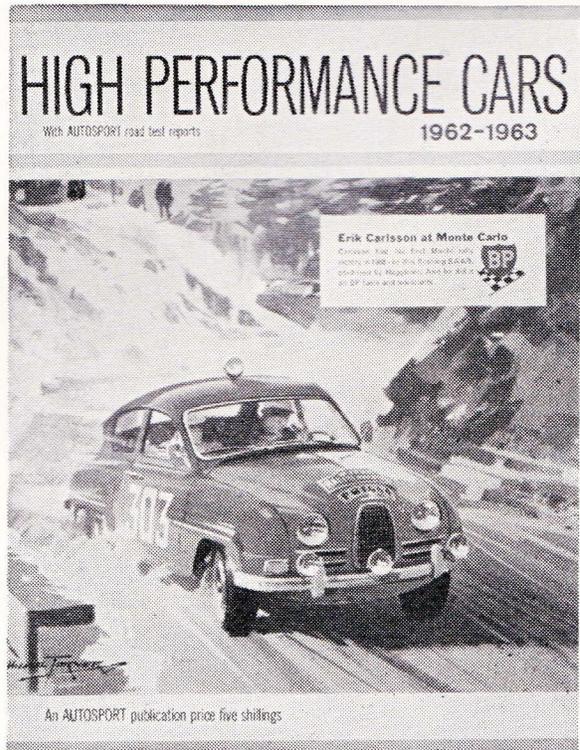
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