

SEBRING 12 HOURS RACE

AUTOSPORT

MARCH 29, 1963

# AUTOSPORT

2/-

EVERY FRIDAY  
Vol. 26 No. 13

BRITAIN'S MOTOR SPORTING WEEKLY

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

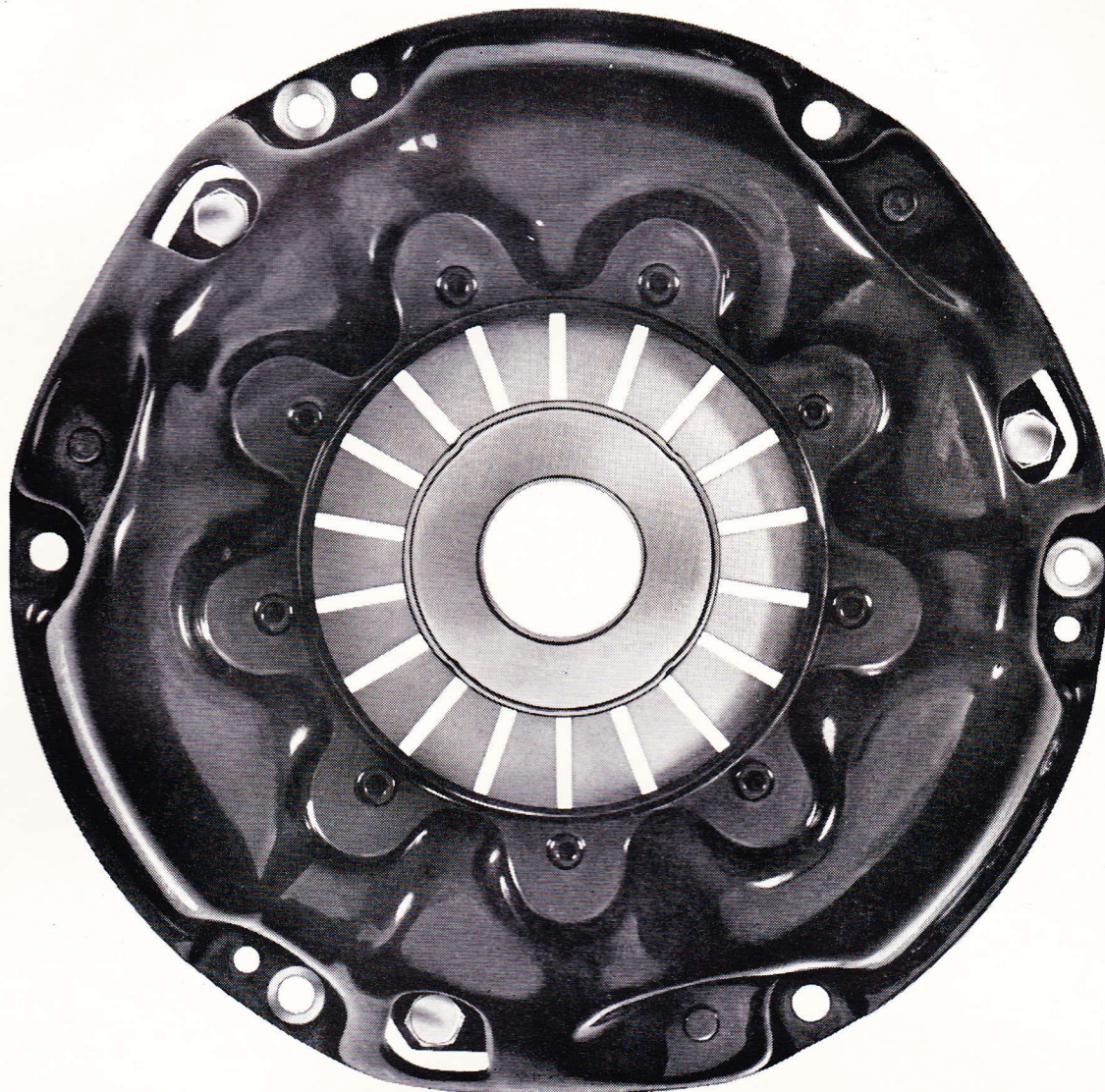


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ROAD TEST OF THE LOTUS SUPER SEVEN 1500 COSWORTH : INDIANAPOLIS PREPARATIONS

R.A.C. TRIALS CHAMPIONSHIP : CLUB RACING AT GOODWOOD AND BRANDS HATCH





## New diaphragm clutch joins big Borg & Beck range for production cars

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DIAPHRAGM CLUTCHES



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March 29, 1963 Volume 26 Number 13

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## EDITORIAL

### THE FORCE OF MARANELLO

THE first long-distance event of 1963 at Sebring, Florida, proved the absolute supremacy of Ferrari in this type of racing. The challenge of A.C. Cobra, Sting-Ray Corvette, Chaparral and Jaguar was brushed off, with the cars of the "Prancing Horse" taking the first half-dozen places, and also the top five positions in the Index of Performance. It was a satisfying victory for John Surtees in his first drive for SEFAC Ferrari. He and Lodovico Scarfiotti drove a splendid race, and the ex-motor-cycle champion also established a new lap record for prototype and G.T. cars, beating the figures established by Rodriguez in the sports-racing car. It was a heart-breaking race for Graham Hill and Pedro Rodriguez, whose chances of victory went during the final hour, when the electrical system of their 4-litre Ferrari failed, and they dropped to third place behind the Mairesse/Vaccarella machine. The G.T. category went to Roger Penske/Augie Pabst, in the superbly-prepared GTO entered by John Mecom, Jr. Again the pattern seems to be resolving itself in the Championship, for the three maximum points-scorers bore the familiar names of Ferrari, Fiat-Abarth and Porsche. Troubles which can eventually be put right beset the Shelby A.C. Cobra entries, but at least engine failure was not prevalent, which could not be said of the Corvettes. Highest-placed non-Ferrari entries were the fuel-injected Jaguars of Leslie/Morrill and Hansgen/McLaren, entered respectively by Qvale and Cunningham, which filled seventh and eighth places. The prototype Austin-Healey 3000 of Olthoff/Bucknum was twelfth. All four Triumph TR4s finished, and so did the two privately-entered Sunbeam Alpines. However, only Ferrari can claim anything like credit for the "12 Hours", for their overwhelming success pales the efforts of everyone else into insignificance. It must be obvious that the Commendatore does not appear to have suffered from the walk-out of some of his leading technicians, and that the acquisition of Surtees and Parkes has strengthened his position in motor racing in no uncertain manner. It is, therefore, all the more the pity that British chances at Le Mans have been weakened by the strange refusal of the Ecurie Ecosse Buick-powered Tojeiros. *The Times* of 26th March also criticizes this decision and quotes from the **AUTOSPORT** editorial of 22nd March. The Scottish stable, two-times winners of Le Mans, certainly do not deserve this sort of treatment, and it is to be hoped that their absence from the list of acceptances is nothing more than an error or, at least, an oversight. The A.C.O.'s decision not to accept the Tojeiros cannot possibly be because they have American engines. The two accepted Lolas have American Ford V8 engines, while the American A.C. Cobras have British chassis which were originally designed by John Tojeiro. Ironical, isn't it!

### OUR COVER PICTURE

*THE START. Taking advantage of the Le Mans start in order of engine capacity, the Chevrolet Sting-Rays of Jerry Grant (7) and Ed Lowther (2) lead the A.C. Cobra of Phil Hill, the Sting-Rays of Jeff Stevens and Roy Kunnick and the A.C. Cobra of Jocko Maggiamo. It will be seen that the two Chaparrals have not yet got away, while the Ferraris, Jaguars, Triumphs and Porsches are some distance behind.*



CORRECT INGREDIENTS — CORRECT PROPORTIONS — GIVE BALANCED PERFECTION

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# IN MULTI-GRADE OILS it's balance that counts

Castrolite is today Britain's biggest selling multi-grade oil and is approved by every British car maker. This hasn't happened by accident; the Castrol policy of "balanced lubrication" has made all Castrol grades perfect for their job.

The manufacture of modern motor oil begins with the selection of the finest base oils and the incorporation in those oils of a number of chemical additives. However, the real key to perfection is balance—a balanced assessment of the functions of the oil and a balanced formulation to meet them. Making a motor oil and making a cake have one thing in common. All the various ingredients may be readily obtained but to produce perfect results it takes specialist "know how" to achieve balance in the final product.

One of the additives which is used in motor oil manufacture will provide multi-viscosity properties. By its use a single oil combines the functions once performed separately by thin and thick oils—free flowing when your engine is cold and full bodied at working temperatures. But Castrolite is special because it is a balanced multigrade oil, and contains other additives to ensure engine cleanliness, reduced cylinder wear, low consumption and to protect the oil itself against oxidation. The formulation is balanced, to provide in Castrolite, the maximum safety margin for British motoring conditions.



# ***CASTROLITE***

***THE BALANCED MULTI-GRADE OIL***

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***ALWAYS ASK FOR CASTROL BY NAME***





## ALPINE-RENAULT FOR LE MANS

**S**LEEK, streamlined cars for Le Mans are being built by Alpine, who have entered three cars of 1,108 c.c., 995 c.c. and 716 c.c., the latter no doubt intended to carry off the Index of Performance award for France once more.

Because of the unexpected change in G.T. Prototype regulations last October, the original chassis designed by Len Terry had to be abandoned, but a new one using Terry's suspension layout is to be used. Double wishbones are used at the front, while rear suspension comprises bottom wishbones, twin radius rods and top links. Chassis is a multi-tubular affair.

The Alpine has a rear-mounted Renault-Gordini engine coupled to a five-speed Hewland-Volkswagen gearbox. The radiator is mounted at the front of the car, while the oil cooler is situated just ahead of the engine in a similar way to the René Bonnet.

Drivers so far signed for Le Mans are Frenchmen José Rosinski and Bernard Boyer, and the Brazilian driver Bino Heinz; their respective team-mates have yet to be decided.

**C**ONTINENTAL sources link Phil Hill, Jim Clark and Lucien Bianchi with Aston Martin for Le Mans. But what about the other three drivers?



**KEN TYRRELL** has a word with the young American driver **Tim Mayer** before he sets out for his recent trial at Goodwood in a 1962 Tyrrell F.J. Cooper. As reported last week, no definite arrangements have yet been made regarding Mayer's inclusion in Tyrrell's 1963 F.J./F2 team.

## RACING ROLLS-ROYCE!

**A**T the British Automobile Racing Club's National meeting at Oulton Park on 6th April, a new car is due to make its début in the main event, the 100-mile sports car race. Jimmy Blumer is to drive a 6½-litre Rolls-Royce engined car built by Andrews Garages, of Southwick, Sussex. The car has a chassis designed by Andrews Garages and uses Cooper suspension units and a body built by Miles Aircraft. The engine has been modified (four twin-choke Weber carburettors, a new camshaft, etc.) and produces well over 300 b.h.p. Jimmy will be up against Roy Salvadori's 2.7 Cooper Monaco, Innes Ireland's 2.5 Lotus 19 and Chris Summers's Chevrolet-powered Cooper Monaco.

## PIT and PADDOCK

**J**APANESE Grand Prix is due to be held on 3rd-4th May, and the main event appears to be for sports cars. Already said to have entered are José Rosinski (Aston Martin DB4GT), Pierre Dumay (Ferrari 250GT), Peter Warr (Lotus 23), Arthur Owen (Lotus 23), Michael Knight (Lotus 23), Huschke von Hanstein (Porsche Carrera) and Francis Francis, who is to drive the ex-Equipe Nationale Bèlge D-type Jaguar that was third at Le Mans in 1955, fourth in 1956, and fourth again in 1957.

**T**o Tom and June Gold—a baby girl named Sarah. Congratulations!

**B**OSSIER CITY race scheduled for 31st March has been cancelled. This American international event was to have been for *Formule Libre* cars and last year's winner was Dan Gurney in a 2½-litre Lotus-Climax 18.

**T**HE French are also dissatisfied with the Le Mans selection, it seems. The GTO Ferrari of Jo Schlesser was not accepted, yet a small capacity car of two French amateurs was!

**F**ORDS have entered seven works cars for the Safari—four Cortinas, two Zodiacs and an Anglia. Competitions Manager Syd Henson has Pat Moss/Ann Riley, Anne Hall/Lucille Cardwell, Peter Riley/David Markham and Beau Younghusband/D. Heckle in the 1,500 c.c. Cortinas, Mike Armstrong/Chris Bates and Vic Preston/Peter Walker in Mark 3 Zodiacs and Peter Hughes/Billy Youngare to drive the 1,200 c.c. Anglia.

**I**T is rumoured that the Spa 24-hours race will be revived next year, possibly for production cars. This Belgian event was last held in 1953, when Mike Hawthorn and Giuseppe Farina won in a 4½-litre Ferrari from the C-type Jaguar of Sir James Scott-Douglas and Guy Gale.

**J**ACK FAIRMAN tells us the Monza testing of the A.T.S. Grand Prix car is in the form of "doucement" trials. Anyway the car makes a lovely noise!

## THE DUNLOP R6

**B**IG news for racing men is that the new Dunlop R6 racing tyre will be tried out this weekend at Snetterton. This tyre, a great advance on anything so far produced, has several interesting features, remarkable adhesion and resistance to wear. Full details will be published in next week's issue.

**R**.H.R. PRODUCTIONS, LTD., are making a film for B.P. on Stirling Moss. They are anxious to locate cine films of Moss's early races and hill-climbs in 1948 and 1949, particularly his first event at Prescott in May, 1948. Any films sent to Simon Campbell-Jones at R.H.R. Productions, Ltd., Guild House, Upper St. Martin's Lane, London, W.C.2, would be acknowledged, treated with all possible care and, if they contain suitable material, financial arrangements would be made to the individual concerned.

**H**AVING had their entry for Le Mans turned down, the Ian Walker Racing Team's garage accommodation arranged will not now be needed. It is now available to any British team that would like to take advantage of it. The person to contact is Henri Delgove, 17, Rue d'Elchthal, Le Mans, Sarthe, France.

## BRUSSELS CANCELLED

**D**UE to severe damage to the road surface caused by bad weather conditions, the Brussels Grand Prix for Formula 1 cars scheduled for 7th April has had to be cancelled. The *Coupe de Bruxelles* meeting for Touring and G.T. cars that was to have been held on 21st April has also been cancelled. This is indeed a shame as Brussels is one of the few genuine road courses and, of course, the Heysel circuit was to have been slightly improved for this year's Brussels Grand Prix.



## TARGA FLORIO

**T**HIS year's Targa Florio, to be organized by the Automobile Club of Palermo, is the 47th in the series and will be held on 5th May. The distance will be 447 miles—10 laps of the 44.74 mile Madonie circuit—and the Targa Florio will count towards five championships: the F.I.A. Grand Touring Car Manufacturers' Championship (Groups 2 and 3); the F.I.A. Prototype Championship (851-3,000 c.c.); the World Challenge of Speed and Endurance—a championship for G.T. cars over 1,000 c.c. and 851-3,000 c.c. Prototypes with four qualifying rounds, Sebring, Targa Florio, Nürburgring and Le Mans; the Italian Championship (G.T. cars over 1,150 c.c. and sports (not Prototype) cars 1,001-2,000 c.c.); and the French G.T. Championship.

This meeting has more often than not received poor British support in previous years—last year's attracted but a Mini-Cooper and a veteran DB2/4 Aston Martin. Surely this year we could offer a better challenge?

**J**IM CLARK has accepted the position of Honorary President of the Scottish Racing Drivers' Club.

**O**FFENHAUSER Midget racing cars will have an event all to themselves at Watkins Glen on 25th August. These American cars have sometimes competed against normal road racing machinery with some success, including a win at Lime Rock in 1959 and second place in the Hoosier Grand Prix last year—both times expert Rodger Ward was at the wheel of these track machines.

**D**AVID BROUGH, who last raced in 1958 when he drove a Lotus 11 so well, is making a "come-back" to motor racing this season. He will drive in selected events at the wheel of Peter Dickinson's 1100 Lola-Climax sports-racer, after doing some test circuits at Silverstone to, he says, "get my eye back in".



# Ferodo First

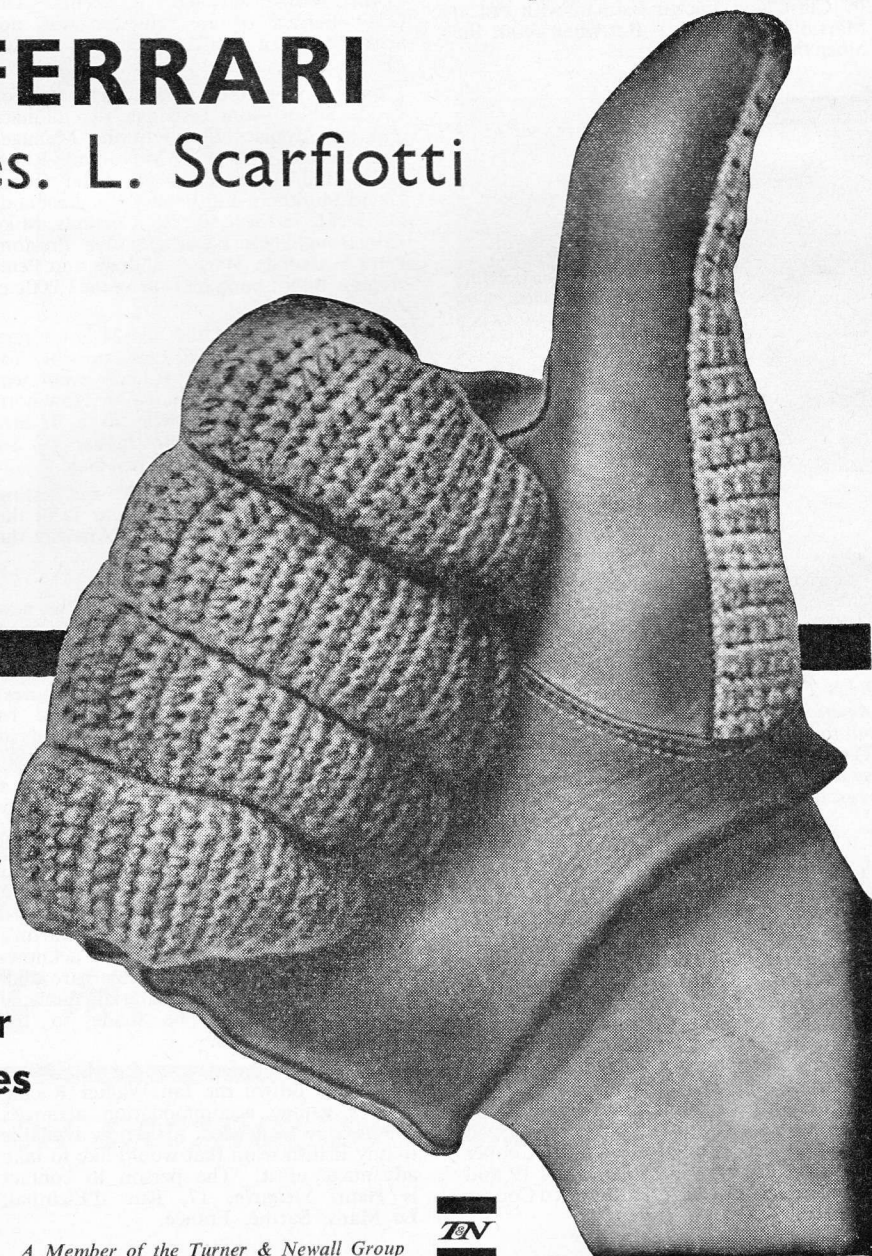
## SEBRING 12 HOUR RACE

1st FERRARI  
J. Surtees. L. Scarfiotti

*(Results subject to official confirmation)*

fit race proved  
**FERODO**

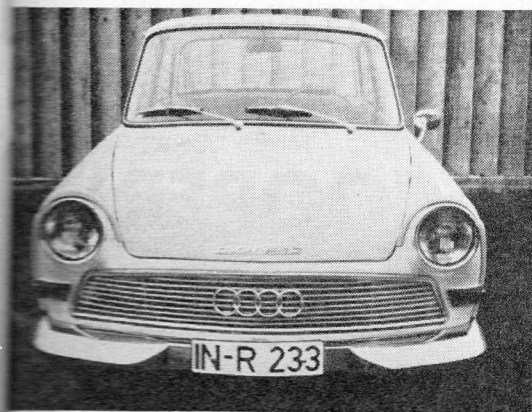
Anti-Fade Linings for  
Drum and Disc Brakes





## FORMULA JUNIOR CONSTRUCTORS ASSOCIATION

FORMED initially in April last year, the Formula Junior Constructors Association, of which Andrew Ferguson is secretary, is now to be recognized officially. The object of the Association is to further improve relations with any parties or organizations in the promotion of race meetings. The constructors belonging to the Association are Brabham, Cooper, Gemini, Lola and the teams comprise Brabham Racing Developments, Ian Walker Racing, Ken Tyrrell, The Chequered Flag, George Henrotte, Midland Racing Partnership and Ron Harris Team Lotus. Address is The Mount, Great Amwell, Ware, Hertfordshire.



THE DKW F12.

WE recently had the opportunity to try the new DKW F12 and found it to be an interesting 900 c.c. vehicle. The power unit is a three-cylinder two-stroke with automatic fuel injection—in fact the same as last year. The body, too, is not dissimilar—the square shape remains. The car has a claimed maximum speed of 78 m.p.h. and has 10.63 ins. disc brakes mounted inboard at the front. The rear brakes are still drum type and the hand brake now operates on these, not on the front as with the 1962 car. Ever tried to do a hand brake turn on a '62 DKW?

Many refinements are to be found in this car, in fact all those little extras one normally has to purchase are fitted as standard. The price in this country is very nearly £900 with purchase tax, for this includes import duty.

P. S. McN.

DOUG MOCKFORD, who may be remembered for his rapid driving of a Lotus 7 in club racing, has acquired a Diva G.T. for use in 1963 events. He hopes to take part in most large club and national events as well as some Continental meetings. His car is fitted with a Tunex 88 b.h.p. Ford 105E engine—though an 1100 may be fitted later in the year.

## LOTUS EXPAND

LOTUS will shortly be opening their newly erected factory extension. This two-storey building with a floor area of 25,000 sq. ft. will house the Lotus Cortina production lines, the Touring Car Development Department and the Styling Department and drawing office. The after-sales service facility will be rehoused on the ground floor and will cater for all Lotus models. Extended stores and inspection bays will occupy the remainder of the ground floor. This new development will allow for increased production capacity in order to cater for a rapidly growing demand.

PETER EVA, the sales manager of Speedwell, informs us that following the terrific interest shown in the large reclining seats fitted in the Speedwell Morris 1100 at the Racing Car Show, the manufacturers have been able to reduce the price to £25 each. For further details please contact the Sales Department, Speedwell Performance Conversions, Speedwell Centre, Cornwall Avenue, London, N.3.

ANTHONY MARSH, the well-known race commentator, is to act as Publicity Manager for Brands Hatch, Mallory Park and Snetterton as from 1st April. In view of this, Lorraine Promotions, Ltd., of which he is managing director, will restrict their competition entry management to continental events only.

AUTO UNION/DKW cars won 23 championships, 20 overall victories and more than 350 class victories in national and international competitions during 1962. Among the principal championships gained were the German Touring Car Championship (1,000 c.c.), the Norwegian Automobile Championship (1,000 c.c.), the Greek Touring Car Championship (850 c.c. and 1,000 c.c.), the Belgian Touring Car Championship (1,000 c.c.), the Austrian State Championship (850 c.c. and 1,000 c.c.) and the South African Touring Car Championship (1,000 c.c.).

IN being less than three years, The Chequered Flag, of Gemini House, Edgware, has been appointed official Morris agents. The company also hold franchises for M.G., Lotus, Daimler and Ogle.

## LUNCHEON TO REG PARNELL

A SMALL luncheon party was given by Bowmakers on 22nd March at Flemings Hotel. The object was to show appreciation of the efforts of Reg Parnell and his assistant, Gillian Harris. Reg was in reminiscent mood, and the guests were enthralled by his stories, but above all he emphasized his determination to stay in motor racing, a sentiment which was well applauded.

A PART from three missing copies, a reader offers a complete set of AUTOSPORT from 1951 to 1st June, 1962. Those interested should contact Miss E. B. Price, 41 Mackenzie Road, Birmingham, 11.

DAVID HAM has acquired an ex-works Aston Martin DBR1-300—in fact the one which won the 1957 Nürburgring 1,000 kilometres and the 1959 Tourist Trophy. It is now being overhauled in preparation for the 1963 season. Last year David Ham raced an immaculate Aston Martin DB3S that had reputedly never been raced until he bought it at the end of 1961. It is now for sale.

SIR REGINALD PEARSON, O.B.E., until recently the Deputy Chairman of Vauxhall Motors, Ltd., has joined the board of Laystall Engineering Co., Ltd., who are the United Dominions Trust's engineering subsidiary.

ALREADY entries have been received for the Aintree 200 meeting on 27th April. Formula 1 entrants include Jack Brabham (Brabham), Bruce McLaren (Cooper) and the British Racing Partnership Lotuses of Innes Ireland and Jim Hall.

## SPORTS MOTORS RACING SCHOOL

GIVEN wrongly in last week's issue was the address of the new Sports Motors Racing School. It is, in fact, at Sports Motors (Manchester), Ltd., 185 Oxford Road, Manchester, 13.

# SPORTS NEWS

## NEW CITROËN ENGINE

FOR many years rumours have been circulating about a new Citroën engine. There is little doubt that a flat-six and a V8 have been put through their paces.

Now it would appear likely that a four-cylinder unit will be retained. In the bars of Paris they are talking about a five-bearing, over-square bottom end for the existing DS light-alloy, inclined-valve cylinder head. Some speak of 2-litres and some of 2.2-litres, but certainly Citroëns have been lapping the piste at Montlhéry at a monotonous 110 m.p.h. for hours on end. Don't tell anybody I told you, but it's interesting, especially to those with rallies in mind.

JOHN V. BOLSTER.



LATEST from Auto-Models, Ltd., 70 Finsbury Pavement, London, E.C.2, are the French Solido models of the Alfa Romeo 2600 and the Fiat-Abarth 1000. Both are beautifully finished.

## SALOON CAR CHAMPIONSHIP

THE British Racing and Sports Car Club's British Saloon Car Championship is being run on much the same lines as last year. Group 2 cars are catered for, as before, while the class divisions are now the accepted up to 1,300 c.c., 1,301-2,000 c.c., 2,001-3,000 c.c. and over 3,000 c.c. Qualifying events are as follows: Snetterton, 30th March; Oulton Park, 6th April; Goodwood, 15th April; Aintree, 27th April; Silverstone, 11th May; Crystal Palace, 3rd June; Mallory Park, 13th July; Silverstone, 20th July; Brands Hatch, 5th August; Goodwood, 23rd August; Brands Hatch, 14th September; Oulton Park, 21st September; and Snetterton, 28th September.

A RACING car based on components of the standard N.S.U. Prinz has been constructed in Argentina. It incorporates the 583 c.c. N.S.U. engine and suspension units and has been quite successful. It weighs 573 lb., the diminutive engine develops 45 b.h.p. and a top speed of 111.85 m.p.h. is claimed. Known as the Red Arrow, it was designed by engineer Kurt Delfosse of Buenos Aires.

LES LESTON, LTD., has been appointed sole distributors for Snap Exhausts and stockists of Ferodo Special Purpose Conversion Sets. Stirling Moss wood-rim steering wheels are now available for the Chevrolet Corvair, the Ford Cortina, the Morris 1100, the M.G. 1100, the M.G.B. and the Renault R8.

(More Sports News on page 415)





## FOR SPORTING MINIS

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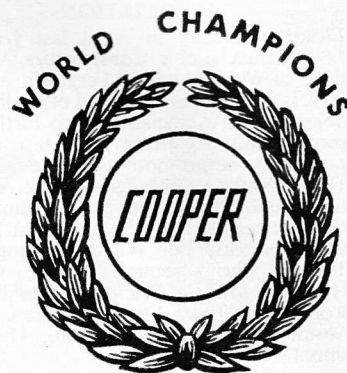


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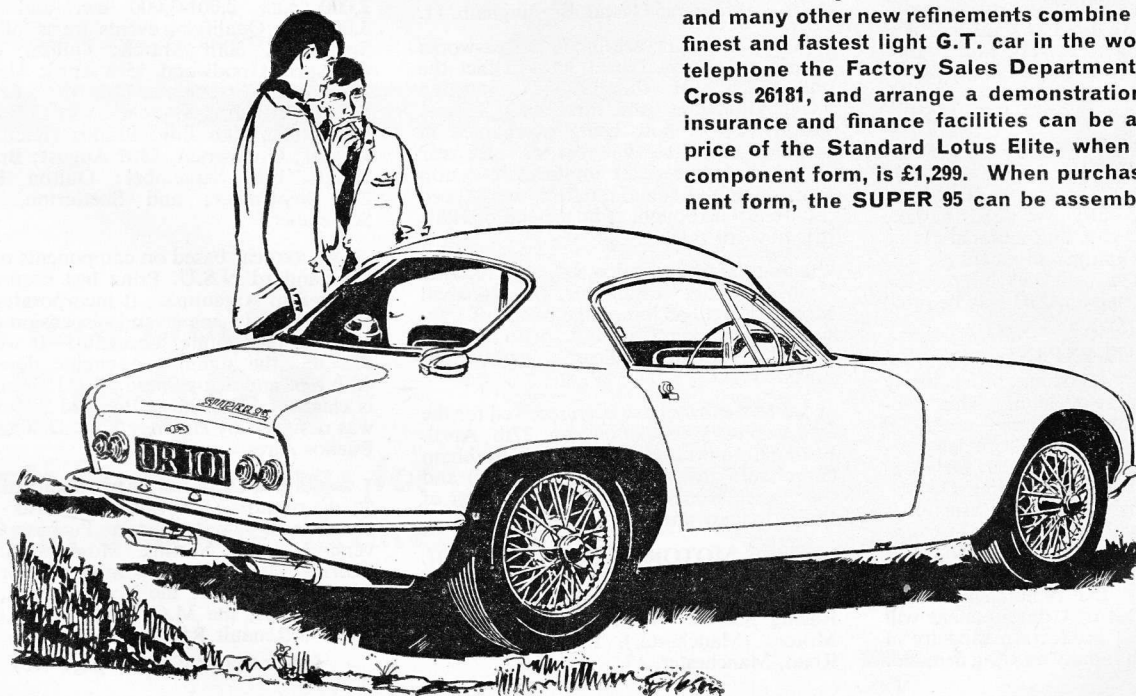
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## PERFORMANCE

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## Sports News—continued

## APOLLO-BUICK G.T.

WHEN the prototype version of the Apollo-Buick G.T. appeared in August last year it caused a sensation in America. The car, built by International Motor Cars Inc. of California, was designed by two Americans: Milt Brown, who worked with Emeryson Cars some time ago, and Ronald Plescia. Brown designed the chassis and Plescia the body.

The body-chassis units are built in Italy by Carrozzeria Intermeccanica and are then shipped to America for installation of the 3,524 c.c. V8 Buick engine and Buick mechanical parts. Top speed is said to be in the region of 140 m.p.h. with a standard 200 b.h.p. engine, but a 225 b.h.p. unit is available if required. British leather-covered bucket seats are employed, while the specification includes many luxury features.

The Apollo is now in limited production (price \$6,597) and further details of this very attractive looking American G.T. car may be obtained from International Motor Cars, 444, Harrison Street, Oakland 7, California.



THE APOLLO-BUICK G.T.

## WISCOMBE WEEK-END

THE Aston Martin Owners' Club are opening the Wiscombe Park hill-climb season with a two-day meeting on 6th-7th April. Saturday's events are restricted to club members only, who will compete with their Aston Martins and also a number of "other make" racing cars.

Sunday is being organized as an Invitation Meeting open to a limited number of hill-climb experts, and among the many special awards there will be one for a racing-car handicap. The following drivers have already accepted invitations: Tommy Norton, Patsy Burt, Doug Haigh, Wally Cuff, David Good, John Randles, Ian McLaughlin and Tom Axon (Coopers), Phil Scragg and Tony Marsh (B.R.M.s), Martin Morris (Frazer-Nash), George Burton and Harry Rose (Bentleys), Nigel Price, Tom Rose, Pat Carmichael and Derrick Edwards (Aston Martins), Peter Boshier-Jones—who drives a supercharged Lotus 22—John Coundley (Jaguar D-type), Sid Day and Martin Morris (E.R.A.s), and in addition the new Daimler-engined Felday of Peter Westbury is due to take part.

There will be a motor-cycle event in which George Brown will compete—and he has just completed a 250 c.c. Ariel Special which he claims will beat any B.R.M. up the hill! Should be worth watching.

MICK CLARE, driving a Mini-Cooper, will be Alexander Engineering's number one driver this year in British international and national touring car events. This car will be entered by Alexander Engineering and is being prepared by the Alexander Racing Department in conjunction with the driver. John Wales, Gerry Took and John Williams will be driving Mini-Coopers in sprints and hill-climbs this year fitted with either Alexander "big bore" 1,122 c.c. engines or alternatively 1,098 c.c. units.

## MOLYSLIP CHAMPIONSHIPS

THERE are to be two saloon car Slip Molslip Championships this year—one for B.R.S.C.C. meetings at Brands Hatch, Snetterton and Mallory Park, and the other for B.R.S.C.C. international and national open meetings at the same venues. Last year, it will be remembered, saloon car races at Brands Hatch club meetings qualified for the Molslip Championship, and this was won by Mike Young in a Ford Anglia.

IAN WALKER is the latest motor racing personality to take to the air. He gained his licence last month, and is a member of the Luton Flying Club.

## TWIN-ENGINE MINI

THANKS to John Campbell-Jones, I have been able to take a short ride in Paul Emery's Mini-Minor with two engines. There was little external evidence of the change: only a large box which replaced the rear seat gave the game away. I was enormously impressed by the flexibility and entirely normal handling of the machine, the sound level being higher than that of a standard car but giving no impression that two separate engines were at work. The rear suspension is a Mini front-end, with locked steering, and it gives admirable road-holding while the acceleration is really fierce. This car is fun!

JOHN V. BOLSTER.

WE hear that Bryan Eccles, who put up many splendid performances in hill-climbing last season, will have a Buick-powered Cooper for this year's attempt on the R.A.C. Hill-Climb Championship.

THE Winfield Joint Committee are to promote three restricted race meetings at Charterhall this year. Dates of these meetings are 28th April, 30th June and 29th September.

## PREVIEW OF TOMORROW'S SNETTERTON INTERNATIONAL

ONCE again the Snetterton Motor Racing Club has the privilege of opening Britain's international Formula 1 season. Tomorrow 15 cars are due to battle out what is also the first Formula 1 race of 1963, and last year's great rivals B.R.M. and Lotus-Climax will be there.

Two works B.R.M.s for World Champion Graham Hill and American Richie Ginther, and two works Coventry Climax-powered Lotuses for Jim Clark and Trevor Taylor head the entry list for the 50-lap, 136-mile Lombank Trophy Race. Unfortunately, the foreign challenge amounts to nil as the rumoured Ferrari for John Surtees has not materialized—and Carel Godin de Beaufort has not even entered his everlasting Porsche! Chief challenge to the B.R.M. and Lotus teams will undoubtedly come from Bruce McLaren, who is to pilot a works Cooper-Climax, and the British Racing Partnership Lotus-B.R.M.s of Innes Ireland and the American driver Jim Hill, who should surprise a few people. Only other V8-powered cars appear to be Tim Parnell's Lotus-B.R.M. and Bob Anderson's Lola-Climax. The rest of the entry can only be described as make-weights when compared to the top works teams. They comprise David Prophet (Brabham-Ford), Maurice Nunn (Cooper-Climax), Graham Eden (Arden-Cooper), Jock Russell (Lotus-Climax), Phil Robinson (Lotus-Climax) and Jack Pearce (Lotus-Climax). No doubt they will have a private struggle for the unofficial "four-cylinder award". Stirling Moss's lap record of 1 min. 33.6 secs., set up in the unwieldy U.D.T.-Laystall V8 Lotus-Climax 18 last year, should surely be broken if the track remains dry.

But the Formula 1 race is at 3 p.m. Opening the proceedings is a 25-lap, 68-mile race for Sports Cars and G.T. Prototypes. This event is over-subscribed—in contrast to the F1 event—and looks like a win for Roy Salvadori in Tommy Atkins's new 2.7-litre Cooper-Climax Monaco. Opposing him are Innes Ireland and Swiss driver Charles Vögele in Lotus 19s and the interesting combination of Chris Summers and his potent Chevrolet-engined Cooper Monaco of uncertain vintage. Also in the over-2-litre class are Peter Sutcliffe (Jaguar D), Dick Protheroe (Jaguar E), Graham Hill (Jaguar E) and reserve entries John Turner (Lotus-Buick 15), John Coundley (Lotus 19GT), John Ewer (Merlyn-Climax) and Hugh Dibley (Lola-Buick). The 2-litre class boys should be well to the fore. Heading this category are the twin-cam Lotus 23s of Keith Greene, Mike Beckwith and Tony Hegbourne. All are equally capable of winning. But so are Bill Moss in the works Elva-Ford Mk. 7 and Frank Gard-

ner in one of the new sports Brabhams entered by Ian Walker. There again, Alan Rees, Julian Sutton and Rodney Bloor might provide a surprise in their Lotus 23s. Completing this class are a Lotus Elan, an Attila-Climax, a Morgan and a Cooper Monaco, while the "tiddlers" class for the 1,150 c.c. boys includes the two 1,139 c.c. Dick Jacobs M.G. Midgets of Alan Foster and Andrew Hedges, the Lotus 23s of Andrew Fletcher and Chris Williams, the Elva Mk. 7s of Ewen Paul and Stephen Minoprio, the Merlyn of Piers Courage, the Fiat-Abarth 1000 of the Swiss driver Friedrich Birchler and—a likely winner—the Brabham of Paul Hawkins.

Last, but far from least, there is the 25-lap, 68-mile Touring Car race at 4.30 p.m. It is a pity that Equipe Endeavour have given up for 1963, while it is also a shame that Sir Gawaine Baillie's Ford Galaxie is not entered. Interesting battle should be seen between former team-mates Graham Hill, who is still with John Coombs, and Roy Salvadori, who is now driving a 3.8 Jaguar for Tommy Atkins. Also in Jaguars are Bill Aston, Mike Pendleton, Chris McLaren and Mike Salmon.

The contest between the Sunbeams, Vauxhalls, Fords and a Riley in the 2-litre category should be quite fantastic. Works Rapiers are to be driven by Peter Harper and Peter Procter, while Peter Jopp and Les Leston are conducting Alan Fraser-entered cars. The début of the John Willment-entered Ford Cortinas should be interesting, especially as Jack Sears is to drive one of them. Jimmy Blumer is also driving another Cortina, while Vauxhall VX4/90s, which by the end of last season were challenging the Rapiers and Rileys very strongly indeed, are to be driven by Dizzy Addicott and Billy Blydenstein. Alan Hutcheson has a Riley 1.5 as always.

Four non-Minis are in the 1,300 c.c. class! Anita Taylor has a Ford Anglia 1200, Germans Dieter Mantzel and Peter Ruby have DKWs, and Rico Steinemann a Fiat-Abarth 1000 TC. Works Minis are to be driven by John Whitmore, John Rhodes and Paddy Hopkirk, and Christabel Carlisle will be giving chase once again in a Don Moore entry. Also in Minis are Mick Clare, Edward Lewis and John Fenning. In the reserve list is Peter Clarke's Fiat-Abarth 1000TC and Harry Ratcliffe's M.G. 1100.

Well, it should be an interesting meeting, to say the least. Incidentally, it is to be hoped that the abandoning of a Formula Junior event will not be the trend for future international race meetings this year. Despite the lack of decent starting money, there are still teams of Lotus, Lola, Cooper, Gemini and Brabham cars as well as quite a few important private owners.



# PREPARATIONS FOR INDIANAPOLIS IN TOP GEAR

BY  
GORDON  
MARTIN

**With British and American International Drivers Involved, Plus a Strong Entry of Rear-Engined Cars, This Year's Memorial Day Classic of 30th May will be the Best Since the War, and the Ford v. Chevrolet Battle Could Make It the Best on Record.**

*MICKEY THOMPSON discusses his plans with Graham Hill.*

"INDY FEVER" has spread across the North American Continent, reaching into Mexico, and for the first time is reaching epidemic proportions in Britain.

Qualifying for the richest annual motor race in the world has never been easy, but with almost \$150,000 at stake for the winner, and a heavy influx of new machines and drivers in this year's event, just making the starting field of 33 machines and drivers will be a great accomplishment.

The Indianapolis 500-Miler is the best attended single sports event in the U.S. This year it will receive a huge added audience because of the participation of the two largest motor manufacturers in the world: Ford and Chevrolet. Even if the winner's car is powered by the tried-and-true Offenhauser engine, to many the real race will be between the two giants from Detroit. The Chevrolet-Ford battle is really a schoolboy's dream come true.

Besides the usual entry of beautifully prepared "Indy Roadsters" with their Indianapolis breed and proven Offenhauser engines, here is a partial list of "outsiders" attempting to get a crack at Victory Lane:

Two Lotus monocoque construction Grand Prix-type machines powered with all-aluminium versions of Ford's big production-type engines, driven by the runner-up in the 1962 World Championship Jim Clark, and by America's best all-round driver Dan Gurney. Both have proven themselves fantastically able chauffeurs on the 2.5-mile Indianapolis oval, even if their "left-turn-only" experience has been somewhat limited.

Although only 22 years old, Mexico's Pedro Rodriguez is a veteran road racing pilot with numerous international victories notched in his belt. Pedro, brother to the late Ricardo Rodriguez, who lost his life while practising for the first Mexican Grand Prix last season, has virtually no experience on oval tracks. He has, however, won the confidence and a ride from San Francisco's Kjell Qvale (pronounced "Shell Cah-vah-lee"), West Coast B.M.C. distributor and current owner of the Cooper with which Jack Brabham took ninth place at Indianapolis in 1961. Whilst Brabham campaigned the Indy Cooper with only a 2.7 Coventry Climax against Offenhausers of 4.2-litre

displacement, Rodriguez will have an all-aluminium, six-cylinder, twin-cam Aston Martin engine to push him around the Indianapolis circuit. The Aston Martin reputedly will be of full 4.2-litre displacement, putting out 370 b.h.p. on petrol and will power the rear-wheels through a typical two-speed Indy gearbox built by Halibrand. The Rodriguez-Qvale entry has several major hurdles to negotiate before their starting position is assured, however. Installation of the Aston Martin engine in the Cooper has yet to be completed, Rodriguez must pass his Indy driver's test, the car must be qualified, and they only have one car and one engine to work with.

Chicago's Jim Kimberly, a paper manufacturer and former National President of the Sports Car Club of America, has two rear-engined cars entered for the "500", both powered by rear-mounted aluminium Buick V8s. One is a new machine and the other is the car Jack Fairman attempted to qualify in last year before a crash interrupted the effort. Kimberly has chosen two rookies to pilot his entries, Jimmy Davies of Indiana and Keith Rachwitz of California. Both are virtual unknowns, although Davies has some oval-track experience.

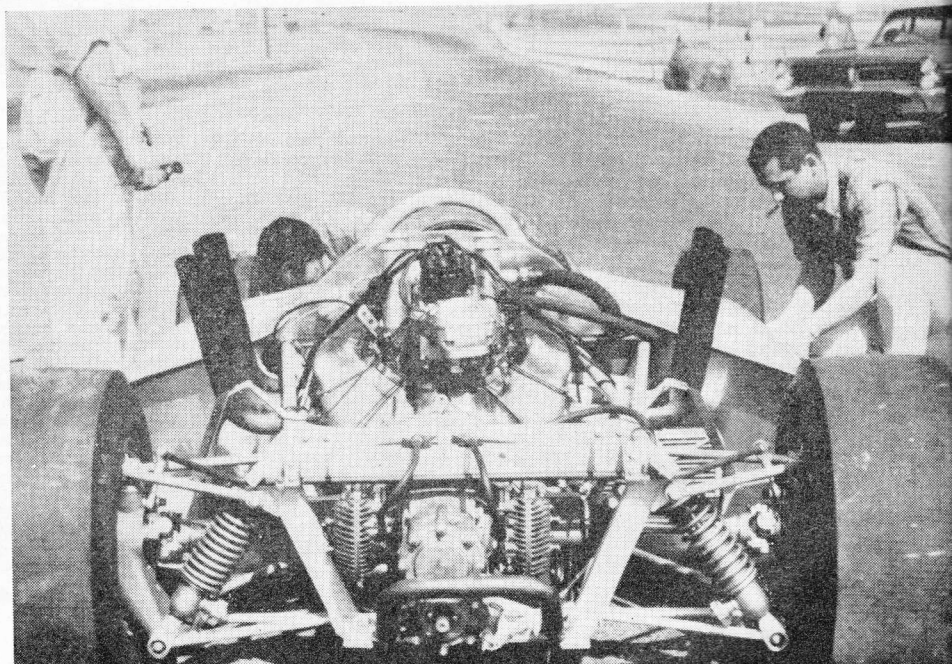
"Radical" is the only word to describe the Chevy-powered Indy cars recently

unveiled by California's Mickey Thompson. Whilst the new Thompson cars may break from tradition in many ways, his choice of 1962 World Champion Graham Hill as his number one driver indicates sound thinking and much promotional instinct.

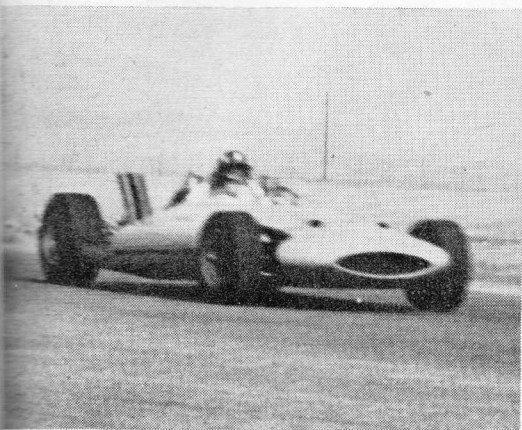
In addition to holding a shelf full of dragster records, Thompson's claim to fame rests on his noteworthy one-way run at the Salt Flats of Bonneville of 406.6 m.p.h. in a record car containing four highly modified and supercharged Pontiac production engines some three years ago. Mechanical troubles prevented him from accomplishing the required reverse run that could have established a new land speed record. Thompson also entered two cars for Indianapolis last year, both powered by rear-mounted aluminium Buick V8s. One qualified for the race with Gurney at the wheel and did a creditable job until mechanical troubles forced its retirement at about the half-way point.

This year Thompson will field four cars, the two from 1962 and two all-new machines. All will be powered with rear-mounted Chevrolet engines built of aluminium instead of the production steel versions, and rated at something over 350 b.h.p. at a range between 6,000 and 8,000 r.p.m. The new cars are extremely wide in the centre section, reminiscent of the Lancia-

*LOW CENTRE OF GRAVITY and fantastic traction are features of Mickey Thompson's Harvey Aluminium Specials. The suspension is set for the left-turn-only Indianapolis track. Billy Krause checks the car on the right.*







*SECRET TESTS* conducted by Graham Hill recently show early 1962-type B.R.M. exhaust arrangements. A swept-back exhaust style is now used.

Ferraris with their outboard fuel tanks of several years ago. The most unusual feature of the new Thompson cars, sponsored by the Harvey Aluminium Company, is their extremely small wheels measuring only 12 ins. in diameter. The specially fabricated Firestone tyres measure only 22 ins. in diameter in front and 24 ins. at the rear. The tyres are rather wide, however, measuring 7 ins. in front and 9 ins. at the rear. The wheels and tyres are of

Thompson's design, with a lot of collaboration on the part of the Firestone factory and its engineering department. Most Indianapolis cars tend toward large, wide tyres, measuring from 30 ins. in diameter and upwards. The Indianapolis circuit, long nicknamed "The Brickyard" because the entire 2.5-mile length was paved with bricks, has gradually seen the bricks disappear in favour of asphalt, until last year when the last of the brick-paved portion disappeared entirely. Thompson has been the first to take advantage of this fact in abandoning the large, heavy wheels and tyres in favour of a configuration that could prove to be the answer to the present, smooth layout. Also he has greatly reduced frontal area on his new cars, not to mention a reduction of centrifugal forces that always make throwing a tread a hazardous possibility.

Thompson has made a phenomenal inroad into the weight factor with a car that weighs in at approximately 1,050 lbs. dry. This is some 36 per cent. less than the conventional "Indy" roadster. No small part of his weight-saving efforts come from extensive use of Harvey-engineered aluminium components. Some of the Thompson-Harvey experiments have even involved work on an aluminium alloy crank and the elimination of steel cylinder sleeves with the use of a new surface hardening process applied directly to the aluminium-surfaced cylinder walls. It's unlikely, however, that they will abandon the proven

steel cranks and sleeves for this year's Indy effort.

The utilization of the radical new small wheel diameter necessitated moving the disc brake inboard as might be expected. In addition to the extensive use of aluminium in the car, glassfibre has been used to some extent in outer body panels. A 47-gal. (U.S.) fuel tank is mounted outboard on the left side, and the entire package is only 135 ins. long on the standard minimum wheelbase of 96 ins. with a track width of 55 ins., and a height of only 33 ins. at the top of the roll bar.

One little mystery and two questions still remain about the Thompson-Harvey Aluminium Specials. In addition to Graham Hill, California sports car driver Billy Krause will drive in the team. Drivers for the last year's cars have yet to be named. Also, it has yet to be decided whether the entries will run on fuel or petrol. The mystery is the method used to remove wheels during pit stops. The car is equipped with built-in, quick-action, hydraulic jacks, activated by air pressure at the pits, but since the wheels have neither knock-off hubs nor stud bolts, how are they removed?

Note on Krause: Contrary to a letter printed in AUTOSPORT's "Correspondence" page recently, at present Krause has no commitments to race Grand Prix cars in 1963. He's hopeful, however, and also vehemently denies even the suggestion that he indulges in "brinksmanship" style of driving.

## BRUCE McLAREN:

# From The Cockpit

## Round-up of the Australasian Season

ON a Qantas jet flying out from Sydney the other week, I was wondering what the Cunningham E-type at Sebring would be like when I realized that the Australasian season had come to an end, with less than a few days to dwell on what a stimulating experience the whole thing had been. I'm sure my team felt like I did—in a way sorry to leave the new friends we had made and the friendships we had renewed. There was also a tinge of regret at leaving our faithful Intercontinental Cooper. As far as we were concerned it was a rather special car. We had built it pretty much ourselves and in nine races it had only let us down once. However, it is now in the care of one of the most genuine enthusiasts and purists of the sport—Australian Lex Davison—and I know he'll give it the sort of home that all good racing cars should have.

The Sandown International was a happy climax to the season (although Jack's "Climax" wasn't so happy afterwards). Like Rheims, there were 100 bottles of champagne for fastest practice lap. Brabham and I turned laps that were so close that it was going to be a matter of who was going to be lucky with the timekeepers' results. Luck was our way—and so were the 100 bottles of "bubbly"! We put them aside for a farewell party that went off with a bang at Bob and Beverley Janes' magnificent home where Patricia and I stayed while we were in Melbourne.

The Sandown organizers arranged a considerable amount of pageantry, although it was slightly tainted by commercialism, as the marching girls carried advertising banners and the pipe band played commer-

cial jingles (I'm glad Jimmy wasn't there, he might have got his Scottish blood up!).

Masten Gregory was making his first appearance in Australia to drive one of the Bowmaker Lolas and he made a good impression, although it was Tony Maggs who won the first heat of the International Trophy. But our formula races on the first day were tame compared with the tremendous duel in the saloon car race. The over-1,600 c.c. saloon races at Sandown have been thrilling the crowds for some time on the basis of a "little" Jaguar against an unquestionably big Chevy Impala. This little Jaguar (owned and driven by Bob Jane) has been stroked and bored to 4.1 litres, while the Chev was a 6.7 litre full Daytona-trim fire-breathing Impala in the hands of Norm Beechey. Lex Davison, in the potent Ford Galaxie, and Ern Abbott's Chrysler Valiant added U.S. variants.

It was a 10-lapper. The Impala snatched the lead but Bob had the Jaguar breathing on his boot lid. For nine laps the crowd was on its feet and the announcer worked himself into a frenzy as these two tore away from the rest. On the last lap at the end of the uphill straight Jane used a few more revs and got alongside the Impala, outbraked it into the Esses, and the result seemed certain, but as Bob set the Jaguar up into the tight left-hander, the Impala gave him a nudge that would have done credit to Salvadori! Bob had a few hectic moments sorting things out and the Impala got by to take the flag, but Bob protested and won his case and the arguments haven't died down yet.

On the Monday Jack and I turned on a race that I think must have been even better than the saloon battle. It started off by not being too serious. For the first few laps Jack and I swapped places just for the fun of it to see who could run away from who, but we were rapidly convinced that we were stuck with each other. Jack was pretty keen on winning this race and so was I.

In practice we hadn't been much under 1 min. 11 secs., but in the last third of the race we didn't get above 1 min. 9 secs.! We passed and re-passed each other a dozen times at least. Normally, you look after your own engines fairly carefully, but Jack was using as many revs as I was—I know, because we were changing gear at the same time and I had an overdraft of 500 revs.; but what the hell—it was the last race!

My congratulations to Coventry Climax, Brico, and Laystall, because my engine stayed together. I had taken the precaution of changing the big-end bolts after the engine-punishing Tasmanian meeting. Poor Jack, I really felt sorry for him (it seems I wrote something along these lines last time). With a lap and a half to go, and I didn't think I could have got past the Brabham, a big-end bolt let go, and spectators were still returning pieces of engine to Jack hours after the race.

Well, that's it. Next year in Australia we will run to a new formula with a capacity limit of 2.5 litres and at present anyway, running on 93 octane pump petrol in New Zealand and 95 octane in Australia. This may pose one or two problems with compression ratios for us, but, whatever the formula, I want to go back "down under" again, and I would use the same formula: the Cooper chassis, as rugged and dependable as can be; a Colotti gearbox which never gave a moment's bother; and where would we be without the Coventry Climax engine?

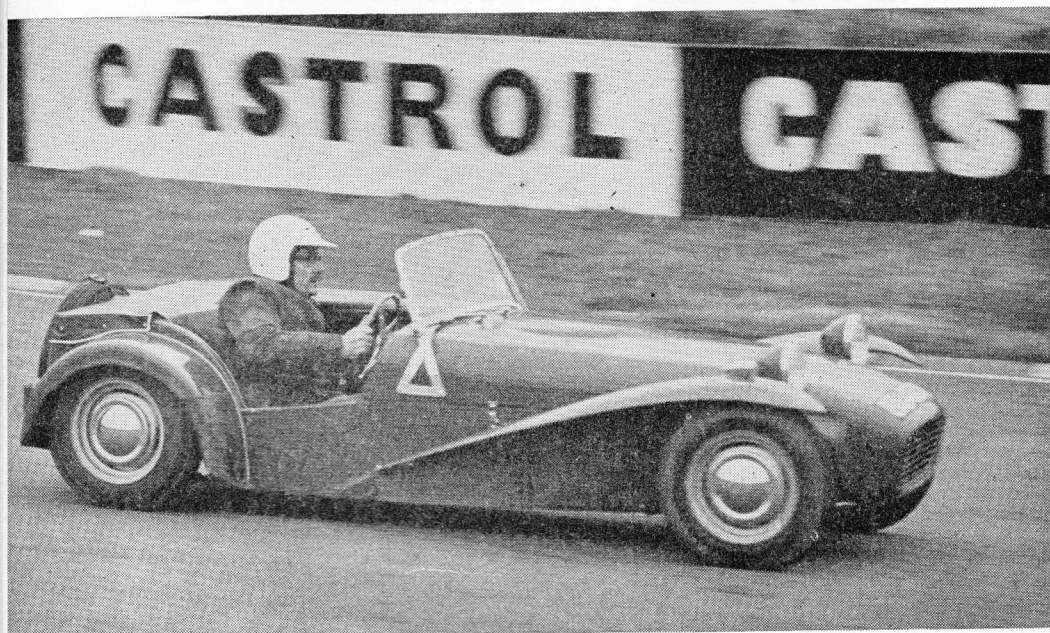
Thanks, Australasia, for a wonderful summer's motor racing.



**JOHN  
BOLSTER**  
tests



## THE LOTUS SUPER SEVEN 1500 COSWORTH



**BOLSTER** enjoying himself at Brands Hatch in the Lotus . . .

THE Lotus Seven, in its various forms and with different engines, has been tested from time to time by AUTOSPORT. Now, the Super Seven 1500 Cosworth has come along and has been duly put through its paces. This particular Lotus is of course intended for the type of enthusiast to whom performance and handling are everything and comfort is a dirty word. It can at once be said that, for such people, the latest Super Seven provides more sheer performance for less money than any other car.

Bought in do-it-yourself form, the Super Seven 1500 costs £585, which is increased to £645 when the Cosworth version of the five-bearing engine is fitted. Among the extras on the test car were a close-ratio gearbox at £40 and an oil-cooler at £15. For this moderate expenditure one gets a vehicle which is ideal for racing on short circuits and which can out-accelerate almost anything on the road below 100 m.p.h.

The well-known Lotus multi-tubular chassis with aluminium panels needs no description. The front suspension is by wishbones, an anti-roll bar forming part of the top linkage and the steering being by rack and pinion. The rear axle is on radius arms and an "A" bracket, the suspension medium being helical springs and telescopic dampers all round. Disc brakes



in front and drums at the rear have the by no means arduous task of stopping the little projectile. A parking brake lever lies horizontally above the passenger's knees.

The engine is the 1,500 c.c. five-bearing Ford unit, with two twin-choke Weber carburettors and Cosworth modifications. The clutch is fitted with very strong springs and the gearbox has synchromesh on all ratios, the selection being by a very short central lever. The propeller shaft tunnel and the body sides form the driver's and passenger's armchairs, a minimum of padding increasing the luxury of the ensemble. A greatly improved hood and really practical sidescreens have been added since our last Super Seven test.

I never used the choke, even after all-night parking in the open, a few prods of the accelerator always ensuring an instant start. The power unit is quiet mechanically but has a throaty exhaust note, particularly on the over-run, which could be muted with advantage for road use. The idling is a little uneven but once the engine is pulling it is astonishingly flexible, even on top gear.

The clutch is excellent, though the pedal pressure is fairly high. At first I disliked the gearchange, but some fast laps at Brands Hatch served to loosen things up, after which it became easier to select the ratios. There was some friction in the remote control linkage, but absolutely no vibration was transmitted to the lever. Probably the change would continue to improve during a considerable mileage.

With 95 b.h.p. in a car weighing 9½ cwt., fuel and oil aboard, it is obviously extremely easy to spin the wheels on a dry road and discretion must be used in the wet. To accelerate from a standstill to 60 m.p.h. in 6.8 secs., or to 80 m.p.h. in 12.6 secs. is quite an experience in so small a car. These excellent times could actually be improved with a really well run-in gearbox, which would permit faster changes. The maximum speed was restricted by the gearing. When I timed the car at 102.2 m.p.h. the rev. counter was steady at 6,400 r.p.m., which is past the peak. However, the axle ratio chosen is ideal for British circuits and a higher gear would bring no great benefit as the exposed lamps, flat screen, and open mudguards render extremely high speeds out of the question.

During the speed testing, a side wind was blowing which caused the car to wander a little, but one could ignore this with experience. The brakes are excellent and the old trouble of locking the front wheels has been eliminated. The right front wheel occasionally flaps a little during high-speed

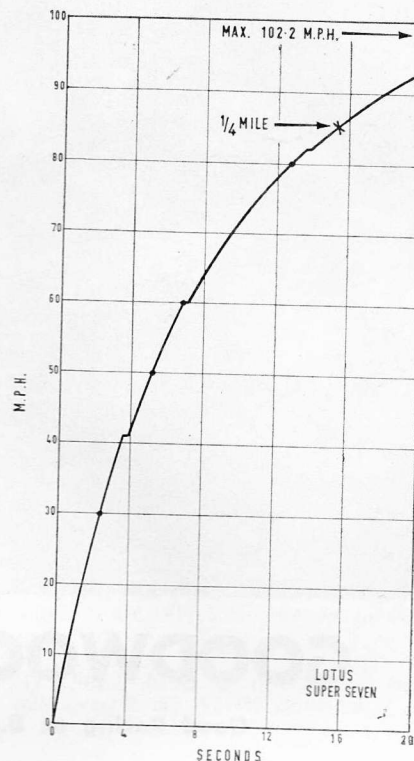
retardation, but this has no adverse effect on stability.

The ride is hard, bumps being felt through the very thin cushions. I tended to roll about in the car on corners, which affected my confidence at Brands Hatch. I notice that those who race these models invariably modify the seating to give better location, and this could be done very cheaply. The propeller shaft tunnel does prevent the driver and passenger from colliding and there is plenty of room in the car for two people.

The roadholding is rather remarkable, and though some practice is desirable before one drives on the limit, it is eventually possible to corner with great abandon. The back axle can be felt over bumps, but the effect on the directional stability is much less than would be expected. The Lotus has quite a high polar moment of inertia, and being of an under-steering disposition it is fundamentally stable. The characteristic can be swung towards over-steering, either by a suitable application of power or by going onto the over-run, according to circumstances. There is an astonishing similarity to the steering response of the Ferrari Testa Rossa, and I would say that both cars respond well to rather "hairy" driving methods. The steering is quick enough for the enterprising negotiation of a crowded circuit, while remaining light at parking speeds.

The test car was fitted with a very neat all-over tonneau cover at £6 10s., which incorporated detachable side pieces to keep rain and mud off the driver and passenger. The hood is excellent, being quite devoid of any flapping at 100 m.p.h. The sidescreens also earn full marks, and they are instantly detachable when extra ventilation is required. Entry with the hood up is much easier than would be expected when the drill has been learnt. It is also possible to leave the car quite expeditiously, though never with dignity. With the hood and sidescreens buttoned up, the interior is very cosy indeed, a good deal of heat arriving from the engine compartment, not to mention plenty of noise from the "fruity" exhaust.

One does not expect to find a vast luggage boot in such a car, but in other respects it is a practical vehicle for touring. It would be better if the petrol filler cap were outside the boot and the absence of a fuel gauge is a nuisance. Apart from this the instrument panel is well stocked with gauges and the lamps are remarkably powerful, permitting 100 m.p.h. driving at night. With the car open, the sound of the exhaust does not bother the occupants,



ACCELERATION GRAPH

though it may attract the attention of you-know-whom. The sheer ease of travelling, as steep hills drop astern at 90 m.p.h. and corners are taken with a slight movement of the wrists, is something that endears the Lotus to the true enthusiast.

The Super Seven is not the wear for the pompous and the portly but an uncompromising sports car for the young in heart of all ages. The essential requirements of a genuine sports car are that it shall go, steer, and stop, all of which this Lotus does in a very big way. If you're interested in getting £2,000 worth of performance for £645, this is your car.

#### SPECIFICATION AND PERFORMANCE DATA

Car Tested: Lotus Super Seven 1500 Cosworth sports two-seater. Price, in kit form, £645. Extras on test car: Close ratio gears £40. Oil cooler £15. Full tonneau cover £6 10s.. Flashing direction indicators £7 15s. Heater £17 10s.

Engine: Four-cylinders 80.96 mm. x 72.75 mm. (1,498 c.c.). Compression ratio 9.5 to 1. 95 b.h.p. at 5,000 r.p.m. Pushrod-operated overhead valves. Two Weber twin-choke carburettors. Lucas coil and distributor.

Transmission: Single dry plate clutch. Four-speed gearbox with synchromesh on all speeds and central remote control, ratios 4.11, 5.26, 6.97, and 11.99 to 1. Open propeller shaft. Hypoid rear axle.

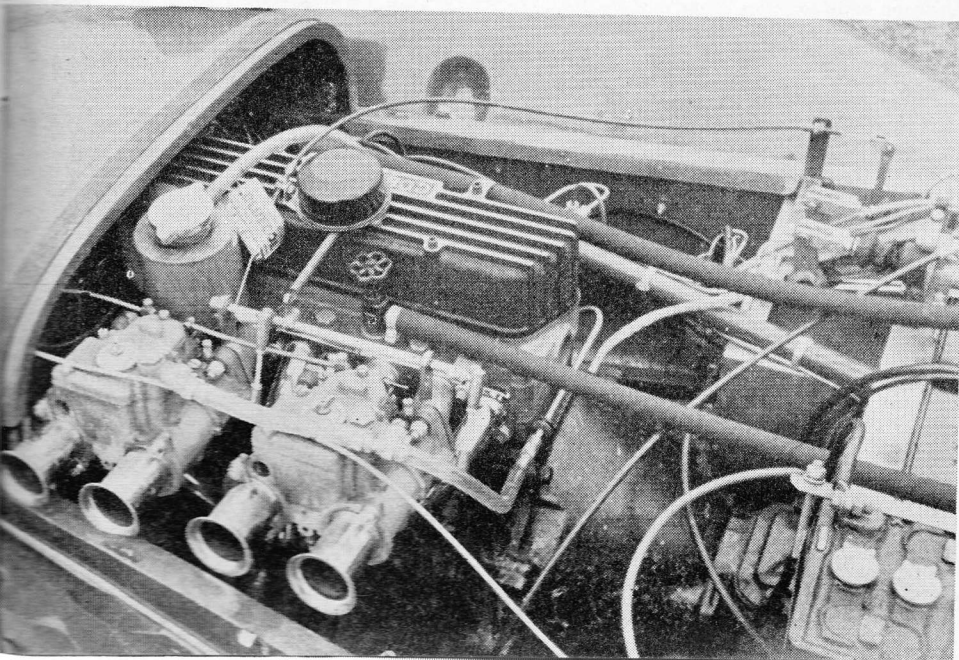
Chassis: Multi-tubular space frame with aluminium panels. Independent front suspension by wishbones with anti-roll torsion bar. Rack and pinion steering. Rear axle on radius arms and "A" bracket. Helical springs and telescopic dampers all round. Hydraulic brakes with front discs and rear drums. Bolt-on disc wheels fitted 5.20-13 ins. tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev. counter. Oil pressure and water temperature gauges. Ammeter. Windscreen wiper. Extras: Flashing direction indicators. Heater.

Dimensions: Wheelbase 7 ft. 4 ins. Track (front) 3 ft. 11½ ins. (rear) 4 ft. 0½ in. Overall length 13 ft. 6 ins. Width 4 ft. 9 ins. Weight 9 cwt. 1 qr.

Performance: Maximum speed 102.2 m.p.h. Speeds in gears: 3rd 82 m.p.h., 2nd 60 m.p.h., 1st 41 m.p.h. Standing quarter-mile 15.4 secs. Acceleration: 0-30 m.p.h. 2.4 secs. 0-50 m.p.h. 5.2 secs. 0-60 m.p.h. 6.8 secs. 0-80 m.p.h. 12.6 secs.

Fuel Consumption: 18-20 m.p.g.





*JOHN DUNN holds a precarious lead from Roy James at Woodcote. James later side-swiped Dunn's car, thereby spoiling the chances of a Brabham 1-2 victory in the Formula Junior race.*

his big Lister-Jaguar so easily that one must feel that his chances of winning another handicap at Goodwood for some time are now somewhat prejudiced (with all due respect to the B.A.R.C. handicappers).

Thus ended the first for this year of what will be many pleasant meetings at Goodwood, run with the usual B.A.R.C. efficiency.

#### Results

**Formula Junior and 1964 Formula 2 Cars (10 laps):**  
1, D. E. Fletcher (Lotus-Ford 20), 92.53 m.p.h.; 2, I. E. Raby (Lotus-Ford 22); 3, D. J. Cole (Cooper-B.M.C. Mk. 3). **Fastest Lap:** R. J. James (Brabham-Ford) and Cole, 1 m. 30.8 s., 95.15 m.p.h. **Grand Touring Cars over 1,600 c.c. (10 laps):** 1, B. Hetreed (Aston Martin DB4GT Zagato), 84.69 m.p.h.; 2, A. C. Dence (Morgan Plus 4); 3, R. E. Meredith (Morgan Plus 4). **Fastest Lap:** Hetreed, 1 m. 39.8 s., 86.57 m.p.h. **Sports Cars (10 laps): Overall Winner:** R. J. Bloor (Lotus-Ford 23). **Unlimited Class:** 1, R. J. Bloor (Lotus-Ford 23), 92.82 m.p.h.; 2, A. Deacon (Lister-Jaguar); 3, M. Warner (Lotus-Ford 23). **Fastest Lap:** Bloor, 1 m. 31.6 s., 94.32 m.p.h. **Up to 1,200 c.c. Class:** 1, C. M. M. Williams (Lotus-Ford 23), 91.23 m.p.h.; 2, N. Garbett (Lotus-Ford 23); 3, S. Fox (Lola-Climax). **Fastest Lap:** Garbett 1 m. 32.4 s., 93.51 m.p.h. **Saloon Cars (5 laps): Overall Winner:** D. P. Merfield (Ford Anglia). **Over 1,200 c.c. Class:** 1, D. P. Merfield (Ford Anglia), 81.88 m.p.h.; 2, J. M. Sparrow (Jaguar 3.8); 3, A. Allard (Anglia Allardette s/c). **Fastest Lap:** Merfield, 1 m. 43.6 s., 83.40 m.p.h. **Up to 1,200 c.c. Class:** 1, R. Embley (Austin Mini), 80.42 m.p.h.; J. E. Fenning (Morris-Cooper); 3, M. H. Cave (Austin A40). **Fastest Lap:** Embley, 1 m. 45.2 s., 82.13 m.p.h. **Sports Cars up to 1,000 c.c. and G.T. cars up to 1,600 c.c. (10 laps): Overall Winner:** M. B. Johnson (Lotus Elite). **G.T. 1,151-1,600 c.c. Class:** 1, M. B. Johnson (Lotus Elite), 85.32 m.p.h.; 2, E. R. Duggan (Lotus Elite); 3, R. Strahan (Lotus Elite). **Fastest Lap:** Johnson, 1 m. 38.6 s., 87.63 m.p.h. **G.T. up to 1,150 c.c. Class:** 1, J. Greene (Marcos-Ford), 78.59 m.p.h.; 2, K. Grant (Speedwell G.T.); 3, R. Buchanan-Michaelson (Fiat-Abarth 1000). **Fastest Lap:** Greene, 1 m. 48.0 s., 80.00 m.p.h. **Sports Cars Class:** 1, C. Lacey (Merlyn-Ford Mk. 4), 84.02 m.p.h.; 2, N. H. Wilson (Lotus-Ford 7); 3, T. G. Smallman (Lotus-Ford 7). **Fastest Lap:** Lacey, 1 m. 40.6 s., 85.88 m.p.h. **Formula Libre (10 laps):** 1, R. J. Bloor (Lotus-Ford 23), 95.09 m.p.h.; 2, J. S. Dunn (Brabham-Ford F.J.); 3, D. E. Fletcher (Lotus-Ford 20). **Fastest Lap:** Bloor, 1 m. 28.8 s., 97.30 m.p.h. **Handicap Race (5 laps):** 1, E. Hardwicke (Morgan Plus 4), 73.95 m.p.h.; 2, R. Buchanan-Michaelson (Fiat-Abarth 1000); 3, J. F. R. Wingfield (Austin-Cooper). **Fastest Lap:** M. L. Brunt (Lotus Elite), 1 m. 46.2 s., 81.36 m.p.h. **Handicap Race (5 laps):** 1, A. Deacon (Lister-Jaguar), 89.89 m.p.h.; 2, D. S. Jones (Triumph TR3A); 3, A. C. Dence (Morgan Plus 4). **Fastest Lap:** C. M. M. Williams (Lotus-Ford 23), 1 m. 31.0 s., 91.91 m.p.h.

## GOODWOOD AGAIN!

### Good Racing at B.A.R.C. Race Meeting

By PATRICK BENJAFIELD

IT was the opening of the Goodwood season last Saturday and a reasonable crowd of members gathered to watch the racing. A good many of them must have been disappointed when it transpired that neither of the Twin-Minis was to run; Paul Emery's car blew a cylinder head gasket in the rear engine on the way to the circuit, and the John Cooper/Ken Tyrrell-entered car broke a crankshaft pulley during practice.

Racing started with the Formula Juniors and we soon had a trio of Brabhams leading the field, with John Dunn busily holding off Roy James, who was continually pressing him. Rodney Banting lay third for four of the 10 laps, and then went off near Lavant corner and retired, so Eddie Fletcher moved his Lotus-Ford into the vacated space with Ian Raby, likewise mounted, behind him. These positions remained unchanged until the penultimate lap when James, who had on several occasions tried to get past Dunn on the approach to Woodcote, tried again, thought better of it, braked hard and started weaving. His car side-swiped Dunn's and they both spun. Dunn got going again but James had had his race, and in any case so had Dunn so far as winning was concerned. The others were therefore gifted into the first two places with David Cole's Cooper-B.M.C. third.

By far the largest car won the 10-lap scratch race for G.T. cars over 1,600 c.c. Once he had passed Lavant corner for the first time, to where he was miraculously headed by Ray Meredith's Morgan Plus 4, Brian Hetreed, who was driving Mike Salmon's well-known Aston Martin Zagato, streaked down the straight and the race was in the bag. But Adrian Dence had a tremendous go with his Morgan, getting past Meredith on the third lap and thereafter opening a considerable gap in his fruitless chase of the Aston. Meredith became engaged in a battle with Ray Dille, whose beautiful Frazer-Nash still looks and sounds wonderful.

We next had two 10-lap sports car races for the price of one: a selection of "big bangers" mixed with some of the larger-engined Lotus 23s in one class and a mixed bag liberally sprinkled with smaller-engined Lotuses up to 1,200 c.c. Rodney Bloor simply streaked away and no one could get anywhere near him; he finally brought his 1,500 c.c. Lotus 23 home 16 secs. in front in the overall race and a good deal more in his class. Chris Williams and Nick Garbett, both in the

smaller-engined Lotus-Ford 23s, had a very fine scrap right through the race.

The unhappy defection of the two Twin-Minis robbed the five-lap saloon car race, which was also the first of the Spring Grove Laundries Competition, of much of its interest, and at the same time presented Doc Merfield with one of his easiest wins for a long time. There is not much point in speculating as to what would have happened had either or both of the two "bombs" been running, so let it be said that Merfield ran away with the race unopposed. Behind him a constant battle raged between Rodney Embley, who threw his Austin Mini around with skilful abandon, and John Fenning, who did all he could to get his Morris-Cooper Mini on terms.

A complicated tripartite 10-lap scratch race followed, which was for push-rod-engined sports cars up to 1,000 c.c., G.T. cars up to 1,150 c.c. and G.T. cars from 1,151-1,600 c.c. As a spectacle it palled soon after the first lap when Mike Johnson, going like the wind, got his Lotus Elite past Clive Lacey's little Merlyn-Ford and romped away from him. These two were, of course, winners of their respective classes. Third and fourth across the line were Bob Duggan (Lotus Elite) and Nick Wilson (Lotus-Ford 7), who had had a very good scrap for most of the race.

A win for Rodney Bloor seemed indicated in the *Formule Libre* 10 lapper, and so it was to be, together with a new lap record for 1,500-2,000 c.c. sports cars in 1 min. 28.8 secs. Apart from Bloor's progress and the battle for third place between Eddie Fletcher's F.J. Lotus-Ford and Alan Rollinson's likewise Cooper-B.M.C., this was not an exciting race. John Dunn drove his Brabham Junior into a well-earned second place after his unlucky contretemps earlier on.

The meeting finished off with the usual two five-lap handicaps. The first finally ended as a desperately close affair. By the end of the third lap it seemed as if E. Hardwicke in a Morgan Plus 4 would have the whole thing sewn up, but R. Buchanan-Michaelson was bringing his fine-sounding Fiat-Abarth 1000 through the field to some considerable purpose. As they came into Woodcote on the final lap the Morgan led by perhaps 100 yards or so, but in the final race for the line the little Abarth so nearly got up that there was only 0.6 sec. in it.

In the final handicap Alan Deacon won with





A SPRINT, some driving tests, an hour's lap-ping of the Club Circuit at Silverstone and a short road section go to make up the Pomeroy Trophy, which traditionally opened the Vintage Sports Car Club's competitive year last weekend. The event was open to cars of all ages and sizes, slightly weighted in favour of the larger and older models, and attracted an entry of 60 cars which for sheer variety could hardly be bettered: from 1914 to 1962 in age, and 750 c.c. to 8 litres in size.

The standing and flying quarter miles produced some brisk times and vintage hearts warmed to the sight of Tony Charnock's 1939 4.3 Alvis giving a faster standing quarter at 16.03 secs. than Crozier's 1955 300SL, although the Mercedes was fractionally faster through the flying quarter at 8.92 secs. Jack Sears's 1914 T.T. Sunbeam managed a standing quarter at 21.76 secs., which is no mean pace for a car approaching its half-century, against Lilley's 1959 XK140 at 19.8 secs.

Best spectator value undoubtedly came with the Saturday afternoon's Hour High Speed Trial as two packs of 30 cars were set off to cover a set number of laps, varying between 26 for Minis and 37 for monsters. The sight of Miles's 1930 Austin Seven running away from McGrath's Mini for many laps was as impressive and unlikely as Barker's majestic 1930 Lancia Dilibanda limousine keeping ahead of Clutton's 1928 3-litre Bugatti. The modern saloons, not to be outdone by the

## VINTAGE SPORTS CAR CLUB

# POMEROY TROPHY

more sporting types, were being pressed with great abandon round Becketts and it was hard to choose for sheer bravery and exposure of the suspension between Bullock's Vauxhall 4/90, Slater's Giulietta and Winder's 1956 Magnette, although the last retired in a cloud of steam and ominous noises. Harding's Lotus-Climax had a wonderfully consistent run, and was a delight to watch, while from time T.V.R.s, a Brooklands Riley, a team Talbot 105, a twin-cam Sunbeam and sundry Bentleys, Frazer-Nashes, Porsches and 30-98 Vauxhalls fought out their private and evidently enjoyable battles.

The Sunday morning section for the survivors is a non-competitive business of some 40 miles, maybe to show that the cars are fit for road use. Meanwhile the organizers were getting out the following results, which are based on a formula so elaborate as to be

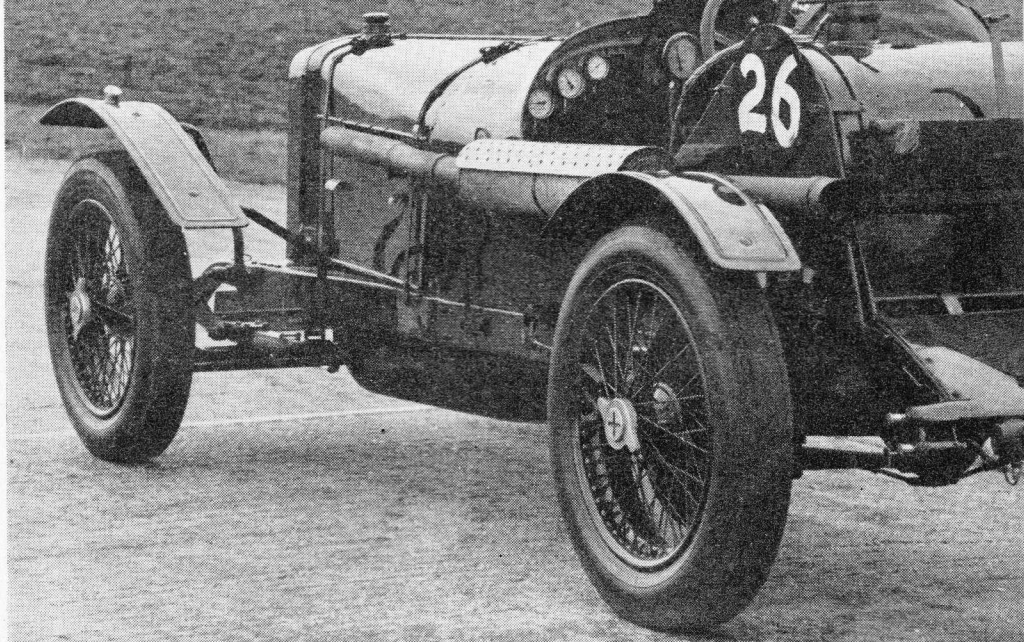
hardly intelligible. Luckily the competitors are not required to understand it.

JOHN STANFORD.

### Results

Pomeroy Trophy: J. G. Sears (1914 T.T. Sunbeam). Class 1½ (Over 2½ litres). First Class Awards: H. C. Bergel (1926 2.3 Bugatti); G. M. Crozier (1955 300SL Mercedes). Second Class Awards: M. H. Morris (1931 Talbot 105); C. Clutton (1928 T44 Bugatti). Third Class Awards: A. S. R. Charnock (1932-9 Alvis Sp.; F. A. Sowden (1930 Bentley 8-litre). Class 2 (Under 2½ litres). Premier: C. B. L. Harding (1961 1,097 c.c. Lotus). First Class Awards: J. V. Skirrow (1930 1,498 c.c. Frazer-Nash); C. Winder (1923-8 1,057 c.c. Humber); Dr. L. J. Stretton (1954 1,582 c.c. Porsche). Second Class Awards: J. G. Michelsen (1951 1,971 c.c. Frazer-Nash); J. M. Read (1937 1,104 c.c. Lagonda); P. Carmichael (1935 1,495 c.c. Aston Martin). Third Class Awards: G. W. Daniels (1958 1,991 c.c. Triumph); G. R. Howe (1954 2,088 c.c. Morgan); M. McGrath (1960 848 c.c. Morris).

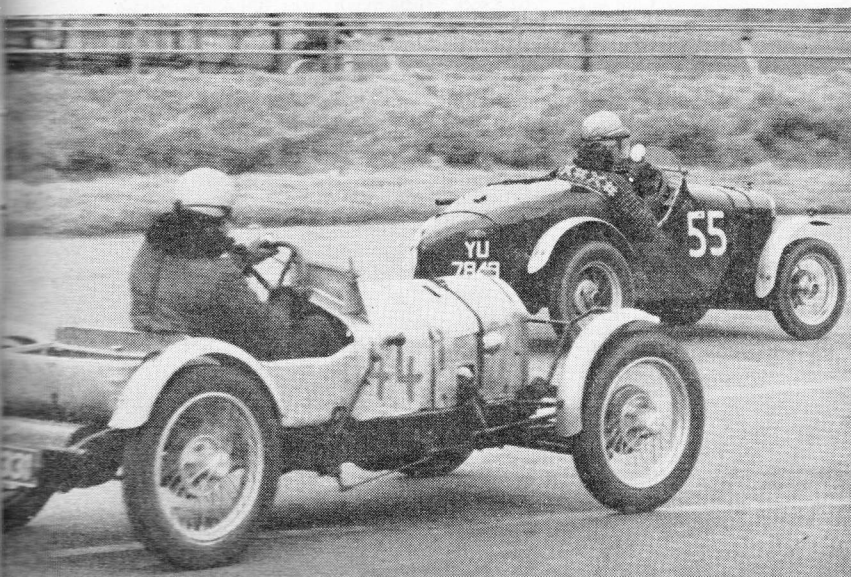
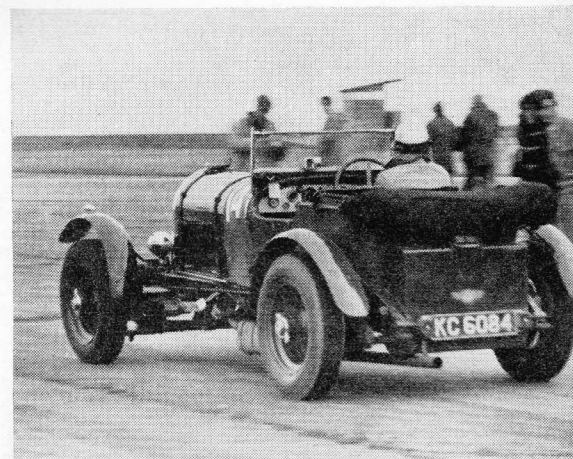
**DUELLING AT WOODCOTE.** C. A. Winder (1923/28 Humber Special) follows John Miles's Austin 7 in the one hour speed trial (left). GERRY CROZIER'S beautiful 300SL Mercedes-Benz awaits the "go ahead" for the half-mile sprint (right). Both "Ancients" and "Moderns" took part in the Pomeroy Trophy.



WINNER Jack Sears waits on the line for a test in his 1914 T.T. Sunbeam (above).

★

AT SPEED during the standing-start half-mile sprint is the 1924/28 Bentley of J. E. Barraclough (below).





# SUN SHINES AT BRANDS

Excellent Racing at B.R.S.C.C.'s First Meeting of 1963

BY MICHAEL KETTLEWELL

GLORIOUS warm weather enticed a large audience to Brands Hatch last Sunday for a programme of no fewer than 12 races, all of them catering for the varied wants of the enthusiastic members of the British Racing and Sports Car Club. Although the traditional early season crop of non-starters reduced the starting grids of a few events, the racing was excellent and quite entertaining.

Exactly at 12.15 p.m. the starter's flag fell for the first of two races for the new class of 1,150 c.c. G.T. cars. Taking advantage of this category was "Tatty" Turner, the Climax-powered car now in the capable hands of Warwick Banks. Banks had not practised and had to start his motor race from the back of the grid, but he soon got the hang of his new acquisition and pressed-on in the Pat Fergusson manner to finish only 0.4 secs behind the winning Marcos-Ford of Chris McLaren. Keith Holland, who had led for one lap, was a close third in his faithful G.S.M. Delta after another neat drive.

The old Lola of Tony Hegbourne is also in capable hands for 1963, those of Jim Morley, an ex-Lotus 11 pilot. In the 1,200 c.c. sports car race Morley showed that front-engined cars with Coventry Climax engines can still beat these new-fangled Lotus 23s in no uncertain manner and, following the sudden demise of Terry Bone's example, he was able to canter home 24.6 secs. ahead of Mike Keens, who drove the Lotus 23 with which his father Laurie Keens drove to great effect last year. In a spanking new Mark 7 Elva was Ewen Paul; after stalling at the start, Paul stormed through the field to finish third, ahead of the incredible Victoria-Climax of G. Vanaria. This is the car driven many, many moons ago by Cedric Brierley and Jimmy Saunders—and it is still very quick.

After the Fiat-Abarth 850TC of L. Sevitth had shown that it could out-accelerate Minis into Paddock Bend, in spite of starting from the rear of the grid, the Italian car spun and never again troubled John Fitzpatrick, who went on to an easy win in his Broadspeed Austin Mini in the 850 c.c. saloon car event, also recording a new class record of 67.2 secs., 66.43 m.p.h. J. Westrope in the Ecurie Slurp's Austin (MIN 1) was second.

Next event for G.T. cars over 1,600 c.c. was a walk-over for Pip Arnold and his familiar Lawrence-Tune Morgan. Secure in second and third places were Dennis Morgan (Elva Courier) and Nick Downie (T.V.R. Grantura). Less secure were the protagonists for fourth position—the XK150 Jaguar of Warren Pearce, a handful at the best of times, and John Dangerfield's new TR4, which he drives just as hairily as his old A.C. After trying hard several times, Dangerfield finally succeeded in spinning at Clearways on lap eight.

Sounding as crisp and noisy as a four-cylinder F.1 car, Chris Airey's Austin A40



gobbled up the ten laps of the first 1,200 c.c. saloon car race in tremendous fashion. But this fabulous 1,098 c.c. car entered by Ogon-tune, Ltd., would have in fact been put in its place by Mike Young's maroon Superspeed Anglia if Mike had not stalled on the line. When he did get going, though, Mike drove superbly into second place and he set up a new outright saloon car lap record of 62.2 secs., 71.77 m.p.h., his 1,198 c.c. Anglia proving itself, therefore, to be quicker than the 1,650 c.c. examples in a later race!

Superspeed Ford engines must be good: Paul Webb's thus-equipped Lotus 7 won the next race, for 1-litre sports cars. Webb drove smoothly to hold off the battling pair Bob Deverell and Jack Heskett, whose Lotus 7s were, at the very last minute, split by John Bromilow, who placed his rapid ex-Geoff Oliver-David Soley D.R.W. inches ahead of Heskett as they raced towards the line.

It was a shame that John Mew's Lotus 20 was left at the line for a few seconds in the Racing Car event, but John's inspired drive accentuated what an improved driver he is. One more lap and Lionel Brooke, another fine driver of a Lotus 20, might not have won.

*MANY MINIS: Leading the last race of the day, which catered for Mini-Coopers, Edward Lewis (right) rushes up Pilgrims Rise. His nearest challenger is John Ralph (left), who eventually finished third.*

Dennis O'Sullivan (Lotus 22), John Tomlinson (Cooper Mk. 3) and Derrick Colvin (Lotus 18) followed some distance in arrears, while the first 500 home was Mike Ledbrook's Cooper-Norton in sixth place. Ninth was the interesting rear-engined American B.M.C. Junior of Michael Valerio.

Working his way up from the rear of the grid, Mike Johnson lost his Elite at the bottom of Paddock on the second lap and bashed in the rear. David Hobbs, therefore, won the 1,600 c.c. G.T. race in his Elite after a stern struggle with Roger Nathan (Elite) and Gordon Jones (Marcos), who were second and third.

Poor Chris Craft was the victim of a puff plug in the next race for saloon cars over 1,200 c.c., so his 1,650 c.c. Ford Anglia lost over a lap in the pits. When he got going, Chris really motored, his control over the orange car being a joy to behold, especially at Clearways. He set equal fastest lap of 62.8 secs., 71.08 m.p.h., with Bill Aston, whose Jaguar 3.8 won the race in fit and proper style from Alan Peer (Anglia) and John Young, who also made equal fastest lap in his Superspeed Anglia.

Only six cars appeared for the over 1,200 c.c. sports car race (three of them Lotus 7s). John Turner need not really have bothered to set a new over 3-litre sports car record of 56.8 secs., 78.59 m.p.h., but he obviously wanted to show the capabilities of his ex-Dizzy Addicott Lotus-Buick 15. Second was the twin-cam Cosworth-engined Lotus 23 of Alan Rees—on three cylinders throughout!—and third the Merlyn-Climax of Bob King.

John Miles in his Turner-B.M.C. walked away with the second 1,200 c.c. G.T. race. Incidentally, this car is fitted with the same sort of hardtop that appeared on his Sprite last year. Poor T. A. Clark rolled his Sprite after Paddock, but emerged unscathed. Last race of the day was an all 997 c.c. Cooper-Mini affair. Edward Lewis won as he liked from John Maas.

A good meeting, but I would have liked to have seen a few more bigger cars about. An E-type Jaguar or two would have looked fine in the big G.T. race, while the sports car race cried out for Listers, D-types and hairy Austons. Big racing cars would have been popular in the single-seater event, too.

## RESULTS

**Grand Touring Cars up to 1,150 c.c.—A (10 laps):** 1, C. McLaren (Marcos-Ford), 71.33 m.p.h.; 2, F. W. W. Banks (Turner-Climax); 3, K. G. Holland (G.S.M. Delta). **Fastest lap:** Holland, 61.2 s., 72.94 m.p.h. **Sports-Racing Cars 1,001-1,200 c.c. (10 laps):** 1, J. F. Morley (Lola-Climax), 74.23 m.p.h.; 2, M. L. H. Keens (Lotus-Ford 23); 3, Dr. E. H. M. Paul (Elva-Climax Mk. 7). **Fastest lap:** Morley, 58.2 s., 76.70 m.p.h. **Saloon Cars up to 850 c.c. (10 laps):** 1, J. Fitzpatrick (Austin Mini), 64.86 m.p.h.; 2, J. Westrope (Morris Mini); 3, J. R. Barrett (Austin Mini). **Fastest lap:** Fitzpatrick, 67.2 s., 66.43 m.p.h. **Grand Touring Cars over 1,600 c.c. (10 laps):** Overall Winner: P. H. Arnold (Morgan Plus 4). **Over 2,500 c.c. Class:** 1, W. Pearce (Jaguar XK150), 66.45 m.p.h.; 2, E. P. Falce (Jaguar XK140); 3, C. Skeaping (Daimler SP250). **Fastest lap:** Pearce, 65.2 s., 68.47 m.p.h. **1,601-2,500 c.c. Class:** 1, P. H. Arnold (Morgan Plus 4), 69.25 m.p.h.; 2, D. Morgan (Elva Courier); 3, V. J. Downie (T.V.R. Grantura). **Fastest lap:** Arnold, 62.4 s., 71.54 m.p.h. **Saloon Cars 851-1,200 c.c.—A (10 laps):** 1, C. J. Airey (Austin A40), 69.53 m.p.h.; 2, M. A. Young (Ford Anglia); 3, M. G. W. Knight (Austin Mini-Cooper). **Fastest lap:** Young, 62.2 s., 71.77 m.p.h. **Sports Cars up to 1,000 c.c. (10 laps):** 1, P. Webb (Lotus-Ford 7), 70.17 m.p.h.; 2, R. S. Deverell

(Lotus-Ford 7); 3, J. D. A. Bromilow (D.R.W.-Ford). **Fastest lap:** Bromilow, 61.0 s., 73.18 m.p.h. **Racing Cars up to 1,500 c.c. (10 laps):** 1, J. B. L. Brooke (Lotus-Ford 20), 77.20 m.p.h.; 2, J. R. C. Mew (Lotus-Ford 20); 3, D. E. O'Sullivan (Lotus-Ford 22). **Fastest lap:** Mew, 55.8 s., 80.00 m.p.h. **Grand Touring Cars 1,151-1,600 c.c. (10 laps):** 1, D. W. Hobbs (Lotus Elite), 72.05 m.p.h.; 2, R. D. Nathan (Lotus Elite); 3, G. M. Jones (Marcos-Climax). **Fastest lap:** Hobbs, 60.4 s., 73.91 m.p.h. **Saloon Cars over 1,200 c.c. (10 laps):** 1, B. G. Aston (Jaguar 3.8 Mk. 2), 69.64 m.p.h.; 2, A. Peer (Ford Anglia); 3, J. M. Young (Ford Anglia). **Fastest lap:** Young, Aston and C. A. Craft (Ford Anglia), 62.8 s., 71.08 m.p.h. **Sports-Racing Cars over 1,200 c.c. (10 laps):** 1, J. Turner (Lotus-Buick 15), 76.70 m.p.h.; 2, A. B. Rees (Lotus-Ford 23); 3, R. King (Merlyn-Climax Mk. 4). **Fastest lap:** Turner, 56.8 s., 78.59 m.p.h. **Grand Touring Cars up to 1,150 c.c.—B (10 laps):** 1, J. E. Miles (Turner-B.M.C.), 67.95 m.p.h.; 2, L. G. Arnold (Austin-Healey Sebring Sprite); 3, C. N. Ramus (Austin-Healey Sebring Sprite). **Fastest lap:** Miles, 63.8 s., 69.97 m.p.h. **Saloon Cars 851-1,200 c.c.—B (10 laps):** 1, E. Lewis (Morris Mini-Cooper), 65.88 m.p.h.; 2, J. B. M. J. Maas (Morris Mini-Cooper); 3, J. E. Ralph (Morris Mini-Cooper). **Fastest lap:** Lewis, 64.8 s., 68.89 m.p.h.



TONY MARSH's new car with which he hopes to win the 1963 R.A.C. Hill-Climb Championship is certainly a very cleverly designed machine. Most of the more powerful hill-climb specials have tended to be converted Formula 1 cars, but I think I am right in saying that this is one of the few 1½-litre cars in recent years wholly constructed for hill-climbing.

Briefly the chassis is a space-frame, being manufactured from 1 in. and ¾ in. sg. 18 gauge steel with a hoop behind the driver and a strongly-constructed diaphragm at the tail.

The chassis tubes, however, do not carry coolant, as it is intended to by-pass the radiator (and remove same) for short climbs. Anyway, the chassis tubes would not have sufficient capacity necessary to cool the Mark 1 Climax engine. The

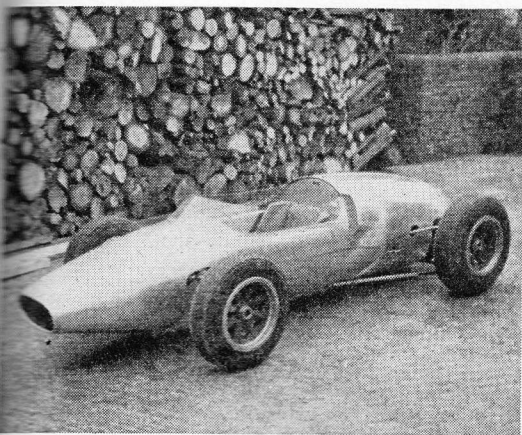
**PATRICK McNALLY describes**

## TONY MARSH'S NEW HILL-CLIMB CAR

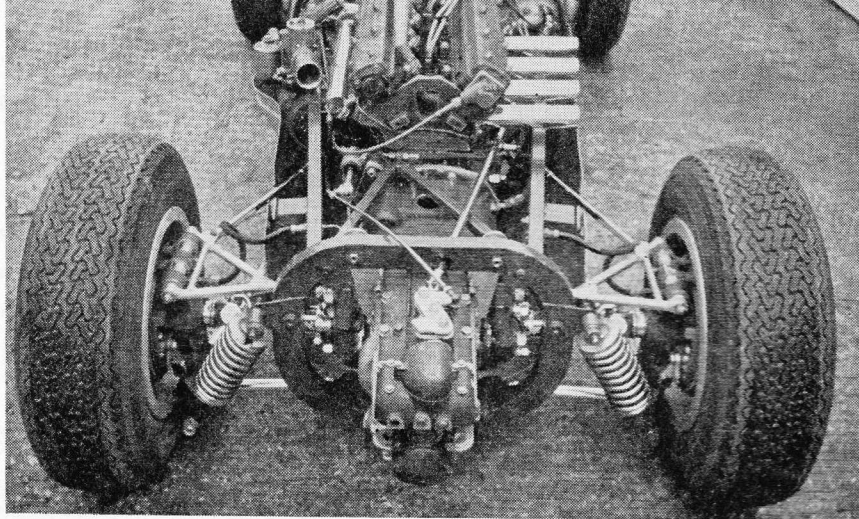
radiator itself is mounted solely on the inlet and outlet tubes.

The front suspension is by double wishbones which pivot on needle rollers; they are attached to the front uprights by Rose joints. Adjustable Armstrongs are incorporated in the Terry coil springs (approximately 75 lb.). The roll centre on the front is 4½ ins. These coil spring/damper units are mounted conventionally on rubber bushes at the base of the front upright.

The rear suspension uses a reverse top wishbone with a forward-facing radius rod and a single bottom link with another forward-facing rod. The base rod is attached to the chassis just behind the driver. These top and bottom rods are, in fact, intended to distribute the acceleration and braking loads along the chassis—not new, but probably very necessary. Joints are either on needle rollers or self-aligning double-row ball races. Shock absorbers are again Armstrong, the coil springs at the rear having a rating of 120 lb. The bottom link, the radius rod and the damper are all attached to the rear upright by a common bolt. The roll centre at the rear is 5¾ ins.



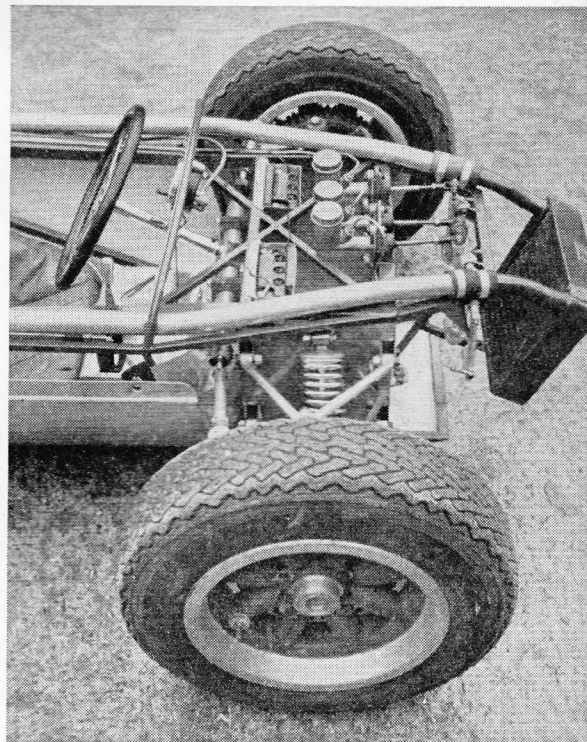
NEAT AND ATTRACTIVE body for Tony Marsh's car has been specially built by Shapecraft. A stressed-skin undertray is used.



REAR VIEW (above) shows the independent rear suspension, the four-speed Cooper-Citroën gearbox and the supercharged 1½-litre Coventry Climax engine which is said to develop 170 b.h.p. on petrol.

★

FRONT VIEW (below) shows the radiator which is mounted solely on the inlet and outlet tubes. The tyres are SP Dunlops. Whole car is beautifully prepared and suspension parts are chromium plated.



The rear suspension is fully adjustable for camber and toe-in. The car is set up with ¾ in. toe-in and 2 deg. negative camber at the rear and ½ in. and ½ deg. respectively at the front. The track is 43 ins. (front) and 42 ins. (rear).

The engine is a Mark 1 1,475 c.c. Coventry Climax FPF unit which is fitted with a Shorrock supercharger blowing at 6 lb. p.s.i. and driven by three belts. The blower is fed by either an Amal 3 G.P. or an SU carburetter. The rest of the engine is fairly standard with a Lucas 12 volt distributor having locked advance and retard and a Bosch coil. Lodge RL47 plugs are used, sparked by twin six volt batteries mounted behind the dashboard (total weight 7 lb.). The static timing, however, has been changed from 38 deg. to 30 deg. The clutch is a Borg and Beck 7½ in. unit with twin, sintered Ferodo driven plates. A Cooper-Citroën four-speed gearbox transmits the estimated 170 b.h.p. (on petrol) to the ZF differential and thence to fixed-length drive shafts by means of Metalastic joints. The drive shafts are short and are attached by Hardy Spicer couplings to the Cooper hubs.

A Bendix pump carries the fuel from a two gallon tank situated between the driver's legs. The 1½ gallon oil tank is mounted behind the seat, which is, incidentally, of Lotus 23-Elite-Junior origin.

The cockpit is small with the gearshift on the right-hand side. Only one instrument is fitted—a chronometric rev. counter driven off a camshaft.

The steering wheel is 13 in. and leather bound, while all pedals are fully adjustable. Girling brakes with ¾ in. bore twin master cylinders actuate the Ferodo linings in the alloy finned 8 in. drum brakes. They are probably more suitable for hill-climbing than discs as they don't get a chance to get really hot, and are the same type of brake as fitted to the early Cooper Juniors.

Steering is by much-modified Cooper rack-and-pinion. The front uprights are altered to incorporate steering arms on the top. Cooper alloy wheels are used, these being fitted with 175 x 13 SP tyres on the rear and 145 x 13 on the front. The whole car was designed around these tyres and if the same size D9s or D12s were used the suspension set up would be upset. The ground clearance is 4 in. with SPs at

25 lb. p.s.i. Shapecraft made the extremely attractive bodysheet, which employs a full length stressed skin undertray.

The whole car was designed and produced by Tony Marsh and Ted Jeffs, his mechanic, in three months. The finish of the car is superb with all suspension parts chrome plated. Ready to go with fuel and water the weight is 8 cwt. (add another 140 lb. for Tony), which gives a very impressive power-to-weight ratio with the 170 b.h.p. available. I shall follow the career of this new Marsh Special with interest and I hope Tony has better luck with it than he had with last year's 2½-litre B.R.M.-engined car which crashed at Rest-and-Be-Thankful.



# FERRARIS DOMINATE SEBRING

**Splendid Win for John Surtees/Lodovico Scarfiotti from Team-mates Mairesse/Vaccarella and N.A.R.T.'s Graham Hill/Pedro Rodriguez in 4-litre : G.T. Category to Roger Penske/Augie Pabst (GTO) : Promising Showing by A.C. Cobra : Class Success for Triumph TR4 : Championship G.T. Section to Porsche**

By GREGOR GRANT

Photography by OZZIE LYONS



IN one of the most exciting races to be run at Sebring, John Surtees and Lodovico Scarfiotti won the "12 Hours" with their 12-carburettor, rear-engined, V12 3-litre Ferrari. Close behind came team-mates Willy Mairesse/Nino Vaccarella in a similar car. Until near the end victory looked like going to Graham Hill/Pedro Rodriguez in their 4-litre N.A.R.T. entry, but the big car suffered from electrical troubles, and dropped back to third place, after being black-flagged for no tail lights. Hill completed the race with practically no lights whatsoever.

John Mecom's GTO Ferrari driven by Roger Penske and Augie Pabst won the Grand Touring category leading from start to finish and covering 203 laps—only four fewer than the outright winner.

Carroll Shelby's A.C. Cobras made a fine showing, and the V8 Ford-engined cars held high placings during the early part of the race, both Phil Hill and Dan Gurney taking second place in turn. Gurney's car suffered a broken steering bolt, and he later

shared with Hill, whose original car was driven into 11th place by Ken Miles. The Cunningham Jaguars put up a good performance, the Hansgen/McLaren car eventually losing time through frequent brake-pad changing, and finishing in 8th place behind the Kjelle Qvale entry driven by Leslie/Morrill. Both Jaguars were fitted with Lucas fuel injection.

Surtees/Scarfiotti certainly cleaned up, for they also took the Index of Performance, the first time an outright winner has taken this award since the Moss/Lloyd Osca success in 1954.

Although no distance records were broken in the almost perfect weather conditions, Surtees set up a new lap record at 97.8 m.p.h. The winning car covered a distance of 1,084 miles (90.39 m.p.h.), 12 miles short of the record set up in 1961 by Phil Hill/Olivier Gendebien. Both Surtees and Scarfiotti were almost overcome by fumes from the engine—a problem with rear-engined open cars in long-distance racing.

*PIT SIGNALS are displayed to two of the three cars racing past the pits during the 12-hour race. They are the Geo. Robertson, Jr./Johnny Allen/Jeff Stevens Corvette, the Jerry Titus/Jim Adams/Dave Jordan Sunbeam Alpine and the Ralph Salyer/Roy Kumnick Corvette.*

The American-entered Triumph TR4s dominated the 2½-litre G.T. class, taking 1st, 2nd and 4th places. On the whole, the big Corvette Sting-Rays had a poor day, the best result being 16th place, 10 laps behind the A.C. Cobra. Both M.G.Bs went out with engine trouble, but the prototype Austin-Healey of Bob Olthoff/Ronnie Bucknum finished in 12th place, covering 187 laps. Best of the smaller British cars was the Sunbeam Alpine of Jerry Titus/Dave Jordan, entered by *Sports Car Graphic*, which did 162 laps.

Of the 65 starters, 39 were running at the end, but one or two more may be classified owing to the new rule relating to the number



of laps completed as compared to the winning car.

The poorly supported 1,000 c.c. G.T. "Three Hours" was a one-two for the Fiat-Abarths of Hans Herrmann and Mauro Bianchi. Graham Hill's M.G. Midget and Pedro Rodriguez's Sprite both breaking transmissions almost at the start. The touring car event was something of a walk-over for Charles Rainville's 1,800 c.c. Volvo, with second place going to the Morris-Cooper of George Oulton. That trier, David Morgan (Lotus-Ford) won the Junior event from Chuck Dietrich (Cooper-Austin), after Walt Hansgen in the Cunningham Cooper-B.M.C. fell by the wayside when in the lead.

None of the three supporting events could be called exciting, and the "Three Hours" bordered on the farcical with only 10 starters, and five running at the end.

\* \* \*

FERRARI decided to switch their teams around with Mike Parkes/Lorenzo Bandini taking the 4-litre prototype, and the 3-litre cars going to John Surtees/Lodovico Scarfiotti and Willy Mairesse/Nino Vaccarella. The Chaparrals had difficulty in passing the scrutineers, and quite extensive modifications had to be effected before Herr Schmidt of the C.S.I. would approve their presence in the prototype category. Four inches had to be added to the door height.

During practice, both Dunlop and Good-year technicians worked out tyre wear,



*CHASING the winner of the G.T. category through Websters (above), the Roger Penske/Augie Pabst GTO Ferrari, is the outright winner, the 250P Ferrari of John Surtees/Lodovico Scarfiotti. Ahead of them both is the Alfa Romeo of Ross Durant/Art Swanson.*

*SCREAMING past the pits are the GTO Ferraris of David Piper/Ed Cantrell and Juan Manuel Bordeu/Carlo Abate (below). Behind is the rapid E-type Jaguar entered by Briggs Cunningham and driven by Walt Hansgen/Bruce McLaren.*

supervise the Clark/Browne prototype Austin-Cooper 1100.

Race day was real "as-advertised" Florida weather, and from a very early hour, long queues of cars streamed towards the circuit, to join the hundreds of folk who had camped out all night. Traffic control was excellent, helicopters assisting the State Highway Patrol and the Sebring Police Dept. to keep things moving.

The Sebring High School Band, with energetic and shapely drum-majorettes entertained the waiting crowd. The more prominent drivers paraded round the circuit in smart M.G. 1100s, their names emblazoned on the sides. Private aircraft arrived in scores, the airport, too, having its traffic problems, and a huge welcome was given to the U.S.A.'s world-famous astronauts.

Then zero hour of 10 a.m. approached, and 65 cars were pushed to their allocated places in pit alley. As Joe Lane completed the count-down, starter Jesse Coleman nudged M. Baumgartner, the stars and stripes swept down and 64 drivers sprinted to their car, the missing one being Ben Warren, whose T.V.R. was scratched before the line-up.

First to get moving was Bill Kneeland in his Sunbeam Alpine, but by the Mercedes Bridge, he was overwhelmed by the heavy metal including the Sting-Rays of Grant, Lowther, Stevens and Kumnick, the A.C. Cobras of Phil Hill, Jocko Maggiasco and Dave MacDonald, and several Ferraris and Jaguars.

*QUEER LOOKING Chaparral of Jim Hall/Hap Sharp is being pushed to its starting position before the race. Corvette-engined car was very fast, but unreliable.*



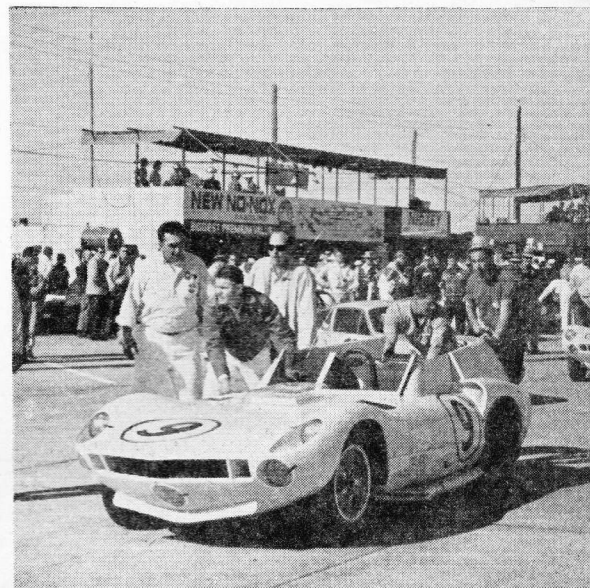
and pit-stops for the faster cars were calculated to coincide with refuelling. The abrasive surface of the circuit presented many problems, and with extremely rapid cars such as Mike Parkes's 4-litre Ferrari, a certain restraint had to be exercised, otherwise it might have to make a dozen stops for wheel changes. Vic Barlow of Dunlops compiled a most impressive record of wear, which, as things turned out, proved to be a remarkably accurate forecast of what would happen.

A surprise visitor was M. Baumgartner, President of the C.S.I. of the F.I.A., who

was invited to act as honorary starter.

The four Jaguars looked most impressive, Briggs Cunningham's trio all having different treatment as regards fuel tanks and rear-brake ventilation scoops. The Hansgen/McLaren car had a slightly wider track than the others, and was fitted with Lucas fuel injection. Qvale's entry was also fuel-injected, so with the presence of seven Corvette Sting-Rays, fuel-injection was fairly strongly represented.

Keymo Motors had a twin-o.h.c. Triumph in the prototype category, and Stirling Moss was imported by Fred Royston to





Denise McCluggage came sadly in with the exhaust system trailing on her M.G.B. and another T.V.R. (McClure's) was withdrawn with a cracked head. Titus's Alpine was going extremely well, holding Riley's Volvo 1800 on the straight. Donohue's T.V.R. was retired with gasket failure. Trouble also stalked the Sting-Rays, for Dick Thompson had lost a gear, and Grant stopped out on the circuit to fiddle with his engine. The second Chaparral came to a halt, and Bob Donner walked back to the pits. Thompson's Sting-Ray was abandoned with transmission failure, and Jim Hall called it a day with a broken engine.

Richie Ginther came in with the Team Rosebud GTO, and a burst water hose was replaced. Then Rodriguez appeared with a flat rear tyre; the wheel was changed, the car refuelled and Graham Hill took over. Both Corvettes out on the circuit were worked on, and Grant ran back to the pits for some plugs, and Ronnie Hissom tried to get co-driver Donner's Chaparral going again.

George Reed had starter trouble on his Cobra, and, with the assistance of one mechanic, tried vainly to re-start, and then decided to install a new unit. As mid-day approached, Graham Hill led, followed by Penske, Scarfiotti, Gurney, Phil Hill, Mairesse, Parkes, Roberts, McLaren and Bonnier, in that order. David Piper handed over his green GTO to Cantrell, and Peter Jopp took over the Cobra from Maggiasco. Neither Phil Hill nor Dan Gurney had been relieved at the wheel of their Cobras; Walt Hansgen took over the Jaguar from Bruce McLaren, and Vaccarella replaced Mairesse. Augie Pabst took over the fast GTO from Penske.

Gurney had lost time during his stop, when he overshot the refuelling nozzle, and the Cobra had to be manhandled back. Hissom reappeared with his Chaparral, having had the diff. spur gears replaced. Bandini took over the 4-litre Ferrari from Mike Parkes. Ken Miles's Cobra came into the pits with lack of oil pressure, and John Fitch took over the Jaguar from Briggs Cunningham. The remaining Jaguar of the

GROUP OF CARS racing past the pits (top) is headed by the Paul Richards/Bill Kimberly E-type Jaguar which leads the Edgar Barth/Herbert Linge Porsche Carrera, the John Cannon/Jo Bonnier GTO Ferrari and the class-winning 2-litre Porsche Carrera of Bob Holbert/Don Wester. FOUR-LITRE FERRARIS (above). Pedro Rodriguez/Graham Hill in last year's Le Mans-winning Ferrari leads the new 330LM version of Mike Parkes/Lorenzo Bandini. N.A.R.T.-entered Osca 1600 of Bob Flemming/Dr. Bauman/Ray Heppenstall is passed on the inside by the Innes Ireland/Richie Ginther Team Rosebud GTO Ferrari (below).

Hill's A.C. Cobra displayed astonishing acceleration, leaving great black marks in its wake as the wheels struggled to grip, and weaving in and out of the Sting-Rays to take the lead. Also going like a rocket was Pedro Rodriguez, and as the cars appeared to begin the second lap, the Mexican was closing up fast on the ex-world champion. Also coming into the picture was Jim Hall in the Chaparral.

By lap 2, Rodriguez had taken the lead, and already there was activity at the pits. Donohue's T.V.R. sounded as if a head gasket had blown, whilst Lilley's Lotus Elite was leaking petrol from a carburettor union. The Austin-Cooper was misfiring badly.

To the consternation of SEFAC Ferrari, car No. 30 slipped into the pits, the engine lid was hurriedly raised and a loose plug lead fixed. A none-too-pleased Surtees rejoined the race, having lost many places. Not long afterwards, Mairesse had the same experience, and also dropped places.

Jim Hall had a brief moment of glory, forcing the Chaparral, with its curious-looking fins to increase door height, to the front, then falling victim to overheating and heavy oil consumption. With Pedro in the lead, the two Cobras were chasing, and Gurney displaced Phil Hill for second place. Penske was going great guns in the GTO, and countless little battles had developed in the various classes.





stable (Richards/Kimberly) was off the circuit somewhere with a damaged wheel.

Although the Hill/Rodriguez car still led at three hours, the pressure was on from Surtees/Scarfiotti, Mairesse/Vaccarella, Dan Gurney, Penske/Pabst and Parkes/Bandini. Gurney was putting up a brave show with his Cobra, alone amidst a flock of Ferraris. Phil Hill had handed over his car to Lou Spence, whilst the Fireball Roberts machine was in the pits for a lengthy stay with carburetter bothers.

George Reed finally got away again, the Cobra having been in the pits for nearly 2½ hours whilst the starter was replaced. With four hours of racing chalked up, the total of notified retirements was nine, including the McCluggage/Carlisle M.G.B (engine bearings), the two T.V.R.s, McDonald/Roberts (Cobra), Hall's Chaparral, and Publicker's Osca. The Triumphs were circulating most impressively, obviously out for a 100 per cent. finish. Paddy Hopkirk/Donald Morley were push-

splendidly. Another blow to B.M.C. came when the fan pulley broke off on the Austin-Cooper. Three of the Simca-Abarths, tremendously fast when they were going, had fallen victims to miscellaneous engine ailments (unspecified).

At half-distance the order was as follows:

1. G. Hill/Rodriguez (Ferrari), 105 laps.
2. Surtees/Scarfiotti (Ferrari), 104.
3. Mairesse/Vaccarella (Ferrari), 104.
4. Penske/Pabst (Ferrari), 101.
5. Gurney (Cobra), 99.
6. Hansgen/McLaren (Jaguar), 99.
7. Heuer/Fulp (Ferrari), 99.
8. Leslie/Morrill (Jaguar), 98.
9. Wyllie, etc. (Sting-Ray), 98.
10. Barth/Linge (Porsche), 98.
11. Bordeu/Abate (Ferrari), 98.
12. Holbert/Wester (Porsche), 97.
13. Ginther/Ireland (Ferrari), 95.
14. Olthoff/Bucknum (Austin-Healey), 94.
15. Sessler/Cassel (Porsche), 94.
16. P. Hill/Spencer (Cobra), 93.
17. Cannon/Bonnier (Ferrari), 92.
18. Cunningham/Fitch (Jaguar), 92.
19. Piper/Cantrell (Ferrari), 92.
20. Salyer/Kummick (Sting-Ray), 92.

Gurney's car was in the pits with steering



problems, a bolt having sheared on the rack-and-pinion support. Phil Hill, ready to take over, looked on whilst mechanics struggled to effect repairs. This meant that, unless anything spectacular happened, the last threat to the Ferraris was removed, except in the G.T. category where the Hansgen/McLaren Jaguar could still be a danger, as also was the Qvale entry.

Art Riley's Volvo was going extremely well, sandwiched between the two TR4 Triumphs of Peter Bolton/Mike Rothschild and Charlie Gates/Bob Cole. Hessert's Sabra was still circulating, in close company with the two Sunbeam Alpines. Going very well indeed was the tiny, low-set Sprite coupé (Colgate/Baker), which had attained 21st place overall, miles ahead of the surviving Abarths, but, of course, in the prototype class.

ing on, after a stop to fix the carburetters. Coleman's Porsche broke its rear axle and was abandoned.

Shortly after 2 p.m., Mike Parkes spun off at the M.G. Bridge and collided with a tree. The car trundled back to the pits, leaking petrol from a split tank and in a sad state of disrepair. Co-driver Bandini burst into tears as the big Ferrari was pushed away. The race order now became:

1. G. Hill Rodriguez (Ferrari), 71 laps.
2. Surtees Scarfiotti (Ferrari), 70.
3. Gurney (Cobra), 68.
4. Mairesse/Vaccarella (Ferrari), 68.
5. Penske/Pabst (GTO Ferrari), 68.
6. Hansgen/McLaren (Jaguar), 67.
7. Bordeu/Abate (GTO Ferrari), 66.
8. Leslie/Morrill (Jaguar), 66.

Dan Gurney seemed to be in difficulties with his gearbox, audibly having to sort out the ratios on several occasions, and was being threatened by Mairesse. Carroll Shelby decided to put in Phil Hill, after the big Californian's next stop. Into the top ten came the fast 2-litre Porsches of Barth/Linge and Holbert/Wester—both running like trains. Reed's valiant effort to keep his Cobra in the race finally came to an end when the ignition system packed up. Hissom's Chaparral was abandoned with diff. bearings failure, and Hopkirk's Austin-Healey was in trouble with lack of oil pressure. The second M.G.B had been withdrawn earlier with engine bothers, but the Olthoff/Bucknum A.-H. was going

*VERY FAST A.C. Cobras of Phil Hill and Jocko Maggiasco (above) at Websters. N.A.R.T.-entered Ferrari of Doug Thiem and Charlie Hayes (below), which retired with suspension trouble with just over two hours to go, leads John Surtees and Pedro Rodriguez.*





Mairesse. Roger Penske and Augie Pabst were way out ahead of all other G.T. cars. Pabst, fully recovered from his accident last year, was driving as well as ever.

The prototype Triumph "double-o.h.c." was given the black flag, the driver allegedly ignoring sundry blue flags waved at him. There was some "hoo-ha" in the pits when Teddy Pilette's Abarth-Simca fell off the jack and pinned down a mechanic. Stewards helped to lift the car off the injured man. The car restarted with Herrmann at the wheel.

As darkness descended, lights came up everywhere, and above, the Goodyear airship acted as an outsize score-board, although it gave Bandini instead of Scarfiotti in the Surtees car. At 7 p.m. Surtees was in the lead from the N.A.R.T. 4-litre, followed by Mairesse, Penske and the Sting-Ray which had overtaken the Hansgen/McLaren Jaguar, delayed with brake problems.

At 8 p.m., the Hill/Rodriguez car had repairs done to the exhaust system and a defective tail light replaced. Surtees took over for the final stint from Scarfiotti and was delayed whilst the battery was fixed. Apparently the casing had expanded and pushed off the leads. Both drivers also complained of fumes. The Mairesse/Vaccarella car lost second place to the 4-litre, having to make a pit stop with less than 30 minutes to go. Vaccarella steamed off in pursuit of the Hill/Rodriguez car, now in real trouble with practically no lights and a non-charging generator.

Graham Hill pluckily tucked in behind other cars to use their lights, but it was a decidedly perilous operation. The black

*PASSING the Jerry Grant/Don Campbell Corvette Sting-Ray on the outside at Websters (above) is the Juan Manuel Bordeu/Carlo Abate GTO Ferrari which was entered by the Republic of Argentina team.*

★

*CLASS-WINNING Porsches (right) of Edgar Barth/Herbert Linge (second) and Bob Holbert/Don Wester (first) at Websters. The new 2-litre Porsches are very fast indeed, as well as being reliable.*

★

*WINNER of the Formula Junior race (below), Dave Morgan (Lotus 22), receives the chequered flag. He beat Chuck Dietrich (Cooper-Austin) and Chuck Gounis (Elva-Ford).*



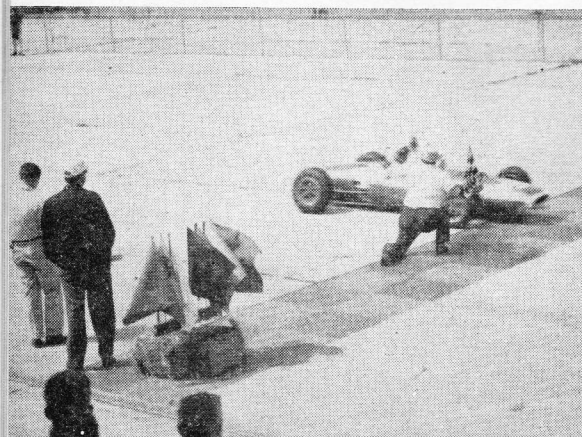
Briggs Cunningham's Jaguar went out with clutch trouble, and the Sabra broke its transmission. Phil Hill restarted in Cobra No. 15 after a delay of nearly two hours, steering and gearbox having been repaired. Surtees, chasing the Hill/Rodriguez car, had set up a new lap record of 3 mins. 11.4 secs. (97.805 m.p.h.), and co-driver Scarfiotti was keeping up the good work. Ken Miles had taken over the highest-placed Cobra, formerly driven by Hill.

Eight hours gone, and four Ferraris led, with the Hansgen/McLaren Jaguar in fifth spot, and, to the delight of the Chev. contingent, the Wyllie Sting-Ray in sixth position. Out in front, Graham Hill and Pedro Rodriguez were driving a superb race, but they realized full well the threat from the two factory cars of Surtees and

flag was held ready, but as the car went past the pits what appeared to be a pair of candles came on, and he was permitted to continue. Vaccarella was now certain of second place, for Hill could not possibly hold high speeds in the dark, and it was doubtful whether or not he could coax the car to the finish.

Meanwhile the Sting-Ray lay silent in the pits with a broken engine, and Penske/Pabst sailed on their unchallenged way in the G.T. class.

Suddenly Jesse Coleman produced the chequered flag. It was 10 p.m., and another 12 Hours of Sebring had come to an end. Surtees had won, fighting nausea with orange juice. Into victory lane he came, almost in a state of collapse, and a jubilant Scarfiotti was also rocking on his feet. Photographers milled around, and



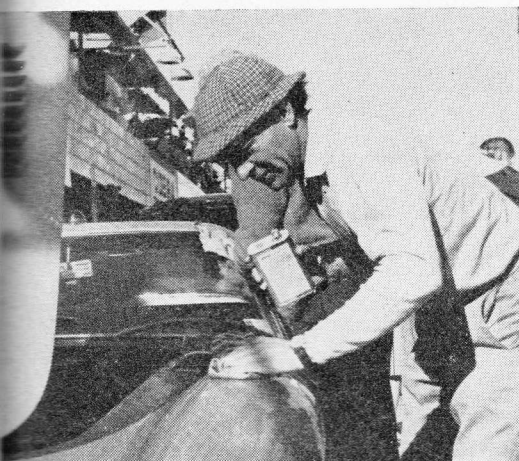




*OLD SPRITE of Cecil Stockard was a praiseworthy fourth in the Three Hours race, eight laps behind the winning Fiat-Abarth. This poorly supported race attracted only ten starters—five finished.*

the winners, scarcely knowing what was happening, allowed themselves to be interviewed after receiving first-aid from the medical people. Mairesse and Vaccarella thought that they had won, believing that they had gone in front when Surtees stopped. Naturally Graham Hill and Pedro Rodriguez were disappointed. Pedro is convinced that there is a Sebring jinx so far as he is concerned. To have a repetition of the lighting troubles he experienced two years back was heart-breaking, particularly as he and the World Champion had never put a wheel wrong.

*INNES IRELAND, sporting a deerstalker, attends to his Ferrari with some form of liquid refreshment just before the start of the 12 Hours race.*



Shelby's A.C. Cobra augurs well for the future, for the V8 Ford engine seems to be a most reliable unit. The E-type Jaguars went very well, and with a few improvements will go much quicker. G.M. seem to have lost interest in the Sting-Rays as race-worthy machinery, and all fell victims to mechanical troubles, with a couple finishing in 16th and 17th places.

## THE RESULTS . . .

1. John Surtees/Lodovico Scarfiotti (Ferrari 250P), 209 laps (1,084 miles), 90.39 m.p.h.
  2. Willy Mairesse/Nino Vaccarella (Ferrari 250P), 208 laps.
  3. Graham Hill/Pedro Rodriguez (Ferrari 330LM/SP), 207 laps.
  4. Roger Penske/Augie Pabst (Ferrari GTO), 203 laps.
  5. Juan Manuel Bordeu/Carlo Abate (Ferrari GTO), 197 laps.
  6. Innes Ireland/Richie Ginther (Ferrari GTO), 196 laps.
  7. Ed Leslie/Frank Morrell (Jaguar E), 195 laps.
  8. Walt Hansgen/Bruce McLaren (Jaguar E), 194 laps.
  9. Bob Holbert/Don Wester (Porsche Carrera), 193 laps.
  10. Edgar Barth/Herbert Linke (Porsche Carrera), 193 laps.
  11. Phil Hill/Ken Miles (A.C. Cobra), 192 laps.
  12. Bob Olthoff/Ron Bucknum (Austin-Healey 3000), 187 laps.
  13. John Cannon/Jo Bonnier (Ferrari GTO), 186 laps.
  14. David Piper/Ed Cantrell (Ferrari GTO), 186 laps.
  15. Don Sessler/Chuck Cassel (Porsche Carrera Abarth), 185 laps.
- Fastest lap: Surtees, 97.805 m.p.h.

### Classes

**Prototypes:** 1. John Surtees/Lodovico Scarfiotti (Ferrari 250P), 209 laps; 2. Willy Mairesse/Nino Vaccarella (Ferrari 250P), 208; 3. Graham Hill/Pedro Rodriguez (Ferrari 330LM/SP), 207; 4. Bob Olthoff/Ron Bucknum (Austin-Healey 3000), 187.

**Grand Touring Cars. 1,001-1,300 c.c.:** 1. Jean Guichet/Pierre Noblet (Abarth-Simca), 173 laps; 2. Art Swanson/Ross Durant (Alfa Romeo Zagato), 163; 3. Tommy Spyghier/— (Abarth-Simca), 160; 4. John Bentley/Jack Gordon (Lotus Elite), 1301-1,600 c.c.: 1. Don Sessler/Chuck Cassel (Porsche Carrera Abarth), 185; 2. Victor Merino/Rafel Rosales (Porsche Carrera), 176; 3. Jerry Titus/Jim Adams/Dave Jordon (Sunbeam Alpine), 162; 4. Filippo Theodoli/William Kneeland (Sunbeam Alpine), 155.

**1,601-2,000 c.c.:** 1. Bob Holbert/Don Wester (Porsche Carrera), 193; 2. Edgar Barth/Herbert Linke (Porsche Carrera), 193; 3. Art Riley/Nicholas Cone (Volvo), 170.

**2,001-2,500 c.c.:** 1. Peter Bolton/Mike Rothschild (Triumph TR4), 172; 2. Charles Gates/Robert Cole (Triumph TR4), 168; 3. Robert Tullius/Dana Kellner (Triumph TR4), 158; 4. Arch McNeil/William Clarens (Morgan Plus 4), 164.

**2,501-3,000 c.c.:** 1. Roger Penske/Augie Pabst (Ferrari GTO), 203; 2. Juan Manuel Bordeu/Carlo Abate (Ferrari GTO), 197; 3. Innes Ireland/Richie Ginther (Ferrari GTO), 196; 4. John Cannon/Jo Bonnier (Ferrari GTO), 186.

**Over 3,000 c.c.:** 1. Ed Leslie/Frank Morrell (Jaguar E), 195; 2. Walt Hansgen/Bruce McLaren (Jaguar E), 194; 3. Phil Hill/Ken Miles (A.C. Cobra), 192; 4. Delmo Johnson/Dave Morgan (Chevrolet Corvette Sting-Ray), 182.

### Index of Performance

1. John Surtees/Lodovico Scarfiotti (Ferrari 250P).
2. Willy Mairesse/Nino Vaccarella (Ferrari 250P).
3. Graham Hill/Pedro Rodriguez (Ferrari 330LM SP).
4. Roger Penske/Augie Pabst (Ferrari GTO).
5. Bob Holbert/Don Wester (Porsche Carrera).

### Race Retirements

Thompson/Yenko (Corvette), transmission, 10.52 a.m.; Wyllie/Black (Corvette), engine, 8.37 p.m.; Salyer/Kummick (Corvette), engine, 6.42 p.m.; Foyt/Jones (Corvette), engine, 4.05 p.m.; Hall/Sharp (Chaparral), engine, 10.50 a.m.; Hissom/Donner (Chaparral), axle bearings, 2.32 p.m.; MacDonald/Roberts (A.C. Cobra), axle, 1.10 p.m.; Miles/Spencer (A.C. Cobra), starter, 3.05 p.m.; Reed/X (A.C. Cobra), starter and ignition, 2.45 p.m.; Parkes/Bandini (Ferrari), split tank, 2.25 p.m.; Thiem/Hayes (Ferrari), suspension, 7.46 p.m.; Cunningham/Fitch (Jaguar), clutch, 5.17 p.m.; Rogers/Holquist (Morgan), gasket, 4.02 p.m.; Coleman/Kolb (Porsche), axle, 2.08 p.m.; McCluggage/Carlisle (M.G.B.), engine, 1.15 p.m.; Parkinson/Flaherty (M.G.B.), engine, 12.25 p.m.; Hessert/Swartz (Sabra), axle, 5.29 p.m.; Donohue/Segerman (T.V.R.), engine, 10.45 a.m.; Warren/Mosiman (T.V.R.), gasket, 10.32 a.m.; Publicker/Arents (Osca), axle, 1.04 p.m.; Herrmann/Bianchi (Abarth-Simca), engine, 3.59 p.m.; X/X (Abarth-Simca), engine, 12.49 p.m.; X/X (Abarth-Simca), engine, 3.03 p.m.; Clark/Brown

(Austin-Cooper), crankshaft pulley, 3.35 p.m.; Hanna/Troland (René Bonnet), gasket, 1.50 p.m.

### THREE HOURS RACE

#### 1,000 c.c. Grand Touring Cars

1. Hans Herrmann (Fiat-Abarth), 47 laps, 80.42 m.p.h.
  2. Mauro Bianchi (Fiat-Abarth), 47.
  3. Bill Smith (D.B.-Panhard), 40.
  4. Cecil Stockard (Austin-Healey Sprite), 39.
  5. Bill Cleland (Austin-Healey Sprite), 23.
- Retirements:** Bob Grossman (Fiat-Abarth), 0 laps, axle; Graham Hill (M.G. Midget), 1, axle; Pedro Rodriguez (Austin-Healey Sprite), 2, axle; Charlie Kolb (Fiat-Abarth), 23, head gasket; Ralph Nosedá (Austin-Healey Sprite), 2, official reason: "disgust!"

### TOURING CARS TWO HOURS

1. Charles Rainville (Volvo), 72.70 m.p.h.
  2. Geo. Oulton (Morris-Cooper).
  3. J. Stevens (BMW).
  4. Tom Dupree (BMW).
  5. Paul Richards (Renault).
  6. Smokey Drolet (Renault).
  7. Charlie Kolb (Renault).
  8. Ray Cuomo (Renault).
- Fastest lap: Rainville, 4 m. 4.4 s., 74.9 m.p.h.

### FORMULA JUNIOR

1. Dave Morgan (Lotus-Ford).
  2. Charlie Dietrich (Cooper-Austin).
  3. Chuck Gounis (Elva-Ford).
  4. Briggs Cunningham (Cooper-B.M.C.).
  5. Alan Patterson (Lotus-Ford).
- Front-engine Class:** W. T. Hotchkiss (Bandini-Fiat). No times issued; distance covered by winner: 92 miles.

### G.T. CHAMPIONSHIP

#### Provisional Placings after Daytona and Sebring

##### Class 1: Up to 1,000 c.c.

- |                  |     |     |     |   |
|------------------|-----|-----|-----|---|
| 1. Fiat-Abarth   | ... | ... | ... | 9 |
| 2. D.B.          | ... | ... | ... | 4 |
| 3. Austin-Healey | ... | ... | ... | 3 |

##### Class 2: 1,001-2,000 c.c.

- |                 |     |     |     |    |
|-----------------|-----|-----|-----|----|
| 1. Porsche      | ... | ... | ... | 36 |
| 2. Simca-Abarth | ... | ... | ... | 9  |
| 3. Volvo        | ... | ... | ... | 3  |

##### Class 3: Over 2,000 c.c.

- |                       |     |     |     |    |
|-----------------------|-----|-----|-----|----|
| 1. Ferrari            | ... | ... | ... | 36 |
| 2. Jaguar             | ... | ... | ... | 11 |
| 3. A.C. Cobra         | ... | ... | ... | 7  |
| 4. Chevrolet Corvette | ... | ... | ... | 3  |

(Including co-efficient marking.)



*CAMERA in hand, Christabel Carlisle looks happy before the start of the 12 Hours race. Unfortunately, her M.G.B. retired just after two hours of racing with engine trouble.*



FOR the third time in succession Rex Chappell has won the R.A.C. Trials Championship, this year held at Vintners Park near Maidstone. Chappell's win proves without doubt that he is far and away the most skilful and consistent driver in this branch of motor sport.

During 1962 the following 21 drivers qualified to take part in the Championship: George Simpson, Ernie Chandler, Percy Barden, Mike Cannon, Bernard Dees, Gordon Holdrup, Geoff Newman, Rex Chappell, Colin Taylor, Peter Highwood and David Render from the South; Bill Warr, Malcolm Eaves, Charles Pollard and Ivor Portlock from the Midlands; and Cuth, Edward and John Harrison from the North, together with Eric Jackson, Lol Hurt and Tony Marshall also from the North.

Local landowner and competitor Percy Barden, with the help of a bulldozer and many willing hands, carved out of the hillside 20 varied hills which proved interesting if somewhat easy in several cases. Each hill had to be tackled twice, giving a total of 40 hills in all; but one hill was dropped in the afternoon which reduced the total to 39.

The first 10 hills were all on the left-hand side of the valley and incorporated the notorious ditch that runs the entire length of



*NOSE of his Canhi cheekily appearing from behind the trees (above), Peter Highwood was second in the R.A.C. Trials Championship behind the inevitable Rex Chappell.*

## THREE TIMES LUCKY

**Rex Chappell Wins Third Trials Championship in Succession**

By PAUL WATSON

Photography by GEORGE PHILLIPS

this side. Hill one started parallel to a stone wall, then turned sharp round a tree, down a dip and then up a short sharp hillock to the finish. This hill proved quite easy and only Ernie Chandler (Chandler) and Ivor Portlock (Cannon) were penalized. The second hill was a straight climb out of the ditch with a fairly easy section half-way up to give some relief. Again the going was easy and only the luckless Portlock, Edward Harrison (Harford), Lol Hurt (Ford Spl.) and Bill Warr in Alec Francis's Alexis failed to make the top. The third hill saw a majority clean in the morning, although the going worsened appreciably in the afternoon allowing only Eric Jackson (Cannon), Rex Chappell (Cannon), Charles Pollard (Cannon) and Peter Highwood (Canhi) a clean run. Hill four stopped only George Simpson (Cannon), Warr, Jackson, Bernard Dees (Cannon), Malcolm Eaves (Cannon) and Portlock in the morning, but stopped a good two-thirds of the entry on their second attempts.

The next section crossed the ditch at an angle then wound its way up the hill in a figure "S"; this was not a steep hill but was

heavily rutted with roots and slippery flintstones. The entire entry cleared this one in the morning, but as on the previous hill the going stopped most on their second attempts, only Edward Harrison, Hurt, John Harrison, Chappell and Highwood coming away clean. Hill six was a complicated affair winding its way up between trees and bushes changing direction all the time; although this one appeared difficult just about the whole entry cleared it on both attempts. Hill seven was another easy morning section, but only nine competitors repeated their earlier attempts on their second try. The following hill was like most of the earlier ones, proving little trouble early on, but causing a lot of trouble the second time up.

The ninth hill saw the ditch full of water, the cars sending up a sheet of water as they crashed through. The best here was a two attained by Edward Harrison on his second attempt. The last hill on the right-hand side of the valley climbed straight up the hill after passing between two stout trees. Twos and threes appeared to be the best here—until

*BERNARD DEES, having just taken his Cannon through a mud bath, tries his hardest to surmount this slippery slope (below).*



someone had a clean run and then everybody else followed suit!

Heading back down the valley, Hill 11 seemed to be strictly a non-goer, that is until Percy Barden showed everyone how it should be done and was soon followed by Eric Jackson, the only other successful competitor on this section. A few more hills like this one would have certainly improved the trial. The next four hills all climbed out of the same bowl, which owing to the previous day's rain had collected a fair amount of water. On the first about half the competitors got clean

*CALMLY DOES IT. Smoking a pipe, Rex Chappell makes it look so easy. The Cannon driver won his third R.A.C. Trials Championship running—and no doubt intends to make it four in a row, too!*





ascents, the remainder mostly getting within a point or two of success. For the second, again about half the entry got over the top; while on the third about half managed it once more in the morning, but just about everyone in the afternoon.

The remaining hills were all of a fairly similar nature, most of them with a pretty similar result.

During the afternoon two rather unpleasant accidents happened—Percy Barden had the misfortune to hit a tree stump, the car rode up in the air and crashed down on top of Percy and his young lady passenger; Percy received cuts about the face and slightly damaged his back while his passenger escaped almost unhurt. Percy very sportingly righted the car and after a quick inspection continued the trial. The other concerned Ivor Portlock who at the conclusion of a very unlucky day inverted his Cannon on one of the last ascents; luckily he and his wife were unhurt, although they wisely decided to retire. The only other incident of the day befell Bill Warr who broke a half-shaft in the morning but was able to continue after completely stripping the back axle to remove the broken end!

In summing up this trial, I would say that,

although it was enjoyable, it seemed to go on a little too long and many of the sections were rather too easy. Rex Chappell did well to win after coming up from the middle of the field at lunch time. Poor Edward Harrison was leading at lunch time with only 9 points lost, but a series of punctures forced him to use unsuitable new tyres and thereby spoilt his chances.

The Press service was excellent with—and, please note, other clubs—duplicated printed sheets made available. In the evening a dinner-dance and prize-giving was held at the Royal Star Hotel, Maidstone.

#### Results

1, R. F. Chappell (Cannon), 27; 2, P. F. Highwood (Canhi), 33; 3, E. Jackson (Cannon), 43; 4, C. W. Pollard (Cannon), 52; 5, E. Harrison (Harford), 53; 6, B. H. Dees (Cannon), 54; 7, J. F. Harrison (Harford), 55; 8, T. A. Marshall (Cannon), 61; 9, L. Hurt (Ford Spl.), 67; 10, P. A. Barden (P.A.B.), 69; 11, T. C. Harrison (Harford), 79; 12, G. J. Newman (Cannon), 82; 13, M. R. B. Cannon (Cannon), 84; 14, E. J. Chandler (Chandler), 93; 15, G. Holdrup (Cannon), 95; 16, C. Taylor (Cannonball), 96; 17, G. V. Simpson (Cannon) and D. D. Render (Cannon), 97; 19, M. J. Eaves (Cannon), 178; 20, I. H. Portlock (Cannon), 239; 21, W. G. Warr (Alexis), 241.

## AUTOCROSS PROVIDES WIN FOR BERTIE SAYERS

A FURTHER contribution to this Festival of Motor Sport was supplied by an Autocross, held close by to the Championship course on the Saturday afternoon. For this the organizers received a varied entry of some 32 cars ranging from the proverbial Minis to a pair of gleaming E-type Jaguars. The course was an interesting one, running clockwise with a lap distance of about one-third of a mile; each competitor was allowed two attempts, covering three laps each time from a standing start.

Class A was for F.W.D. cars and brought together seven Minis, a new M.G. 1100 and a hopelessly outclassed Saab 96. One driver stood out head and shoulders here: D. Martland with his incredibly rapid Cooper-Austin.

Paul Kerridge opened Class B driving a smart white Morgan 4/4 and returned a good time, but this only led the class for a short while, as Arnold Butcher (Lotus-Ford Mk. 6) beat him.

The third class was for rear-engined cars and saw the British competition debut of the new 2-litre Porsche Carrera. Driven by L. S. Stross, it had no difficulty in setting up best time in the class in 1 min. 43.2 secs. Stross's handling of this car was a lesson in how to control a rear-engined sports car. Paul Kerridge was second, this time driving his familiar Porsche 1500. John la Trobe drove a Volkswagen and did well to get down to 1 min. 47.2 secs.

To conclude the event three widely differing specials appeared to do battle: B. J. Drake with an upright special obviously owing its origin

to an early Trials car, Bert Westwood in one of Frank Pryor's earlier creations with a forward mounted B.M.C. "A" series engine, and Bertie Sayers in his latest creation, the rear-engined Alberties. The last named is a most interesting car and deserves a short description. The engine is a virtually standard Ford 105E unit fitted with a Shorrock supercharger blowing at 5 lb. Sayers uses one single 1½ in. SU carburettor and a Volkswagen gearbox. The chassis is constructed from 1½ in. O/D square tubing, and the shell made from 16, 18 and 20 s.w.g. aluminium. The wheels are Herald at the front with 5.00 x 13 Michelin tyres, and Volkswagen at the rear with 5.50 x 15 tyres. Sayers's beautifully constructed little car, weighing a mere 8 cwt. and reminding one somewhat of a 1,100 c.c. Manx-tailed Cooper, had no difficulty in winning the class and setting up B.T.D. in 1 min. 33.8 secs., nearly four seconds better than second man Drake. Frank Pryor was unable to get his new car ready in time and was a non-starter.

P.B.W.

#### Results

F.W.D. Cars: 1, D. Martland (Cooper-Austin), 1 m. 39.6 s.; 2, J. R. Podmore (Cooper-Austin), 1 m. 45.0 s.; 3, L. S. Temple-Cox (Cooper-Austin), 1 m. 45.2 s. R.W.D. Cars: 1, A. J. Butcher (Lotus-Ford Mk. 6 1172), 1 m. 40.5 s.; 2, T. R. Beard (Sunbeam Alpine), 1 m. 46.4 s.; 3, D. Sutcliffe (Triumph Spitfire), 1 m. 47.6 s. Rear-engined Cars: 1, L. S. Stross (Porsche Carrera 2-litre), 1 m. 43.2 s.; 2, P. B. Kerridge (Porsche 1500S), 1 m. 46.2 s.; 3, J. La Trobe (Volkswagen), 1 m. 47.2 s. Specials: 1, B. Sayers (Alberties), 1 m. 33.8 s.; 2, B. J. Drake (R.M. Spl. 1172), 1 m. 37.4 s.; 3, A. C. Westwood (Iris 1), 1 m. 41.0 s. B.T.D.: B. Sayers (Alberties), 1 m. 33.8 s.

## LINDSAY FIELD DAY IN JUNIOR CHAMPIONSHIP

FOLLOWING the R.A.C. Trials Championship the previous day, an event such as the B.T.R.D.A. Junior Championship would, one might expect, have few further thrills to offer for driver or spectator. But this was certainly not the case. Sunday dawned sunny and spirits rose after the previous day's overcast and gloomy forebodings.

The hills for the event were prepared and marshalled by the R.A.C. Championship contenders of the previous day and, with their first-hand knowledge, they took great care to use every possible incline and hazard in order to prevent a repetition of the vast number of clean climbs of the previous day.

There being 20 competitors and 20 hills, a scheme to improve the organization of this and future trials was inaugurated. The idea was to send each competitor up the hill which coincided with the competitor's draw number. From then on the competitor proceeded to the hill number following his one, and so on.

From his first hill of the day to the last, Grahame White (Cannon) suffered from lack of power, eventually tailing the field. Also in trouble was Alan Hall; at times firing on three, his Cannon also appeared well down on power and often stalled at most inopportune moments. Fred Cole performed a feat of engineering in the mud by replacing his differential in ultra-quick time. He finished fifth.

At lunch time the organization was running extremely smoothly and the speed of the morning's proceedings were proving the new system very effective. Some of the marshals inspired by inventive genius surrendered part of their short lunch break to arrange even more twisty and unmanageable climbs. Best of these was Eric Chandler who wielded a large spade and contrived to produce two very nasty hairpins round trees near the top of his hill. He was later to be seen chuckling happily as his hill proved treacherous.

It was evident that the brothers Ken and Geoff Lindsay were very close, lying respectively first and third, separated by Bruce Blundell who was second both at lunch and at the finish.

When the hills were attempted again after lunch most of them had changed appearance. No mechanical troubles other than those already in evidence appeared and the Lindsay battle hotted up. At the close it was found that Ken Lindsay had pipped his brother who came third, which was an exact reverse of the morning's form. Lee Chappell did very well to climb from fourteenth to seventh position.

Congratulations to the Kentish Border C.C. for providing us with a well-organized event.

TONY PEARCE.

#### Results

1, K. B. Lindsay (Cannon), 76; 2, B. Blundell (Cannon), 89; 3, G. R. Lindsay (Cannon), 95; 4, A. W. Francis (Alexis), 99; 5, F. C. Cole (Cannon), 119; 6, G. Langden (Cannon), 134; 7, L. Chappell (Cannon), 138; 8, S. R. Seelly (V.G. Special), 146; 9, G. D. Hobson (Cannon), 151; 10, T. Thompson (Cannon), 156; 11, R. Needham (Cannon), 158; 12, J. Deeley (Elfin), 165; 13, L. Tucker (Cannon), 179; 14, S. Clipston (Cannardly), 180; 15, M. J. Drabble (Warr III), 184; 16, D. J. Rawlings (Cannon), 187; 17, E. J. Wilshaw (Cannon), 203; 18, J. S. Jenkins (Stanford), 205; 19, A. Hall (Cannon), 283; 20, G. D. White (Cannon), 402.

## THE OTHER ACTIVITIES . . .

ALSO part of the weekend's Festival of Motor Sport were a Production Car Trial and a Driving Tests meeting, both on the Saturday. Results of these events are as follows:

#### PRODUCTION CAR TRIAL

Best Performance: A. Eadon (Triumph Herald). Front-engined Saloon Cars: D. W. Edmonson (Ford). Front-engined Open Cars, including f.h. sports: H. M. Girvin (Morgan 4/4). Rear-engined Cars: M. Hinde (Volkswagen).

#### DRIVING TESTS

Best Performance: J. R. Henley (Austin-Cooper). Production Saloons f.w.d.: B. R. Greaves (Austin-Cooper). Production Saloons with wheelbase up to and over 8 ft. 3 in.: R. S. Hulks (Triumph Vitesse). Production Open and Closed Cars and Specials: D. W. Edmonson (Triumph).



TRIUMPH HERALD of A. Eadon won the Production Car Trial.



# Club News

By MICHAEL DURNIN

**S**OUTHERN Centre of the Seven-Fifty M.C. are running a hill-climb at Blandford Camp, Blandford, Dorset, on 12th May and the following clubs are invited: Allard O.C., B.A.R.C., B.R.S.C.C., Bournemouth M.C., Bristol M.C. and L.C.C., Bentley D.C., Jaguar D.C., M.G.C.C. (S.W. Centre), Vintage S.C.C. and West Hants and Dorset C.C. Regs. are available from the secretary of the meeting, Phyllis Hood, High Noon, Petersfinger, Salisbury, Wilts, and entries, which are limited to 80, close on 2nd May. . . . **B.R.S.C.C.** (Northern Centre) have a closed race meeting at Rufforth, near York, on Easter Saturday, 13th April. There are to be events for G.T. cars, Formula Junior cars, sports cars, sports-racing cars, saloon cars and *Formule Libre* machines. Regs. are available from the secretary of the meeting, G. L. Johnson, 152 Birchwood Hill, Shadwell, Leeds 17. . . . **Liverpool M.C.'s** closed Easter Driving Tests meeting takes place on 7th April at the Dunlop factory at Speke, near Liverpool. Entries to H. Gadd, 19 Gipsy Lane, Liverpool 18. . . . **South Wales A.C.'s** Spring Rally is open to members of the Aberdare M.C., B.A.R.C. (South Wales Centre), Hereford M.C., Knowlton C.C., Newport C.C., Steel Co. of Wales M.C., Swansea M.C., Teifi Valley M.C. and Welsh Counties C.C. Entries are limited to 75 and are open until 15th April. Regs. may be obtained from Roy Galpin, 79 Heol Gabriel, Whitchurch, Cardiff. . . . **Coronation Rally of the Cemian M.C.** is on 20th-21st April. This event is the premier rally of the club and this year is over a route of approximately 150 miles of non-damaging roads. Controls will all be manned and route checks visible from the car. At the finish there will be several supplementary sections off the public highway consisting of marked routes, which will qualify for a separate award. Closing date for entries is 14th April and regs. may be obtained from E. van Dooren, 28 Ealing Road, Wembley, Middlesex. The Coronation Rally is open to all members of the A.C.S.M.C. . . . **London M.C.'s** Slalom is at Blackbushe on Sunday. . . . Latest information about the Allard O.C. and North London E.C.C. sprint at Brands Hatch on 21st April is that the following clubs have accepted invitations: B.A.R.C., B.R.S.C.C., Herts County A. and Ae. C., Seven-Fifty M.C., M.G.C.C. (S.E. Centre),

Sevenoaks and D.M.C., United Hospitals and University of London M.C., Sutton and Cheam M.C., Triumph Sports O.A. (London Centre) and Maidstone and Mid-Kent M.C. Secretary of the meeting is Mrs. G. Viola, 12 Smithambottom Lane, Purley, Surrey. . . . **M.G.C.C.** (Midland Centre) are holding their restricted driving tests meeting on 7th April at Measham Car Sales, near Burton-on-Trent. This is a B.T.R.D.A. Flather Star Championship event and invited clubs include: Austin Apprentices A., Birmingham Y.C.M.C., B.A.R.C., B.T.R.D.A., Dudley and D.C.C., Hagley and D.L.C.C., Midlands M.E.C., Morgan 4/4 C., Shenstone and D.C.C. and Walsall C.C. Regs. are obtainable from T. S. Baker, 19 Steelhouse Lane, Birmingham 4.

**I**T was announced at the R.A.C. Clubs' Conference that the use of fords of more than 6 inches deep in rallies will not, after all, be prohibited.

## Coming Attractions

- 30th March.** Snetterton M.R.C. International Race Meeting, Snetterton, near Thetford, Norfolk (F.I. S. T.). Starts 2 p.m.  
**500 M.R.C. of Ireland Race Meeting,** Kirkistown, Newtownards, N. Ireland.  
**Chester M.C. Queensferry Sprint,** Sealand R.A.F. Station, Flintshire.  
**30th-31st March.** Maidstone and Mid-Kent M.C. National Hopper Rally. Starts Southern Counties Car Auction Centre, Tunbridge Wells, Kent, at 9 p.m.  
**Romford E.C.C. Clockwatcher's Rally.** Starts Stansted Airfield, Essex.  
**B.A.R.C. (Yorkshire C.) All Fools' Eve Rally.** Starts Parkinson and Greenwood, Ltd., Redbeck Service Station, Crofton, near Wakefield, Yorks, at 11.30 p.m.  
**31st March.** West Essex C.C. National Sprint, Debden, near Saffron Walden, Essex. Starts 11.30 a.m.  
**Swansea M.C. Sprint,** Pembrey, near Llanelly, Carmarthenshire.  
**Yeovil C.C., West Hants and Dorset C.C., Taunton M.C. and Burnham-on-Sea M.C. Sprint,** Yeovilton, Bridgehampton, near Ilchester, Somerset. Starts 2 p.m.  
**Coventry and Warwickshire M.C. Sprint,** Church Lawford, Warwickshire.  
**Sporting Owner D.C. Hill-Climb,** Woburn Park, Woburn, Bedfordshire.  
**Seven-Fifty M.C. Ten Bob Trial.** Starts Isenhurst Manor, Cross-in-Hand, near Heathfield, Sussex, at 10.30 a.m.  
**Seven-Fifty M.C. Fifth Dias Championship Trophy Trial.** Starts near Castle Inn, Lake Bassenthwaite, Cumberland.  
**Scottish S.C.C. and Kilmarnock C.C. Spring Trial.** Starts Tongue Farm, near Newmilns (M.R. 67/595385), at 2 p.m.  
**London M.C. Spring Slalom,** Blackbushe Airfield, near Camberley, Surrey.  
**5th-6th April.** Midland A.C. National "Birmingham Post" Rally. Starts near Welshpool, Montgomeryshire, at 10 p.m.

country from the early controls to take up stations for a final chase before the finish—and neither were they disappointed for within the last 30 miles competitors were confronted with an "any order" section involving time controls after 1, 4, 6, 8, 11 and 17 minutes with seven intermediate route checks. This last "sting in the tail" was designed to defeat everybody, which it almost managed to do. The only crew to have a clean sheet on this group of sections were Pratt/Meachem who claimed the bottle of sherry offered for this feat.

After a run out to the finish near Newport Pagnell provisional results were announced by Secretary of the Meeting, Graham Peters, and it was generally agreed that the club, although relatively young, need have no hesitation in applying for a restricted permit for this event next year. If this standard of quality is maintained the Sir Walter could become one of the better class annual events.

D. W. WARREN.

## Results

- 1, Curry/Ottoway (Mini-Cooper) 0 fails, Minus 3 points; 2, Shepherd/Coles (Mini-Minor), 0, -4; 3, Albin/Moore (Riley 1.5), 0, -11; 4, Chisholm/Mrs. Chisholm (Austin Mini), 0, -23; 5, Pratt/Meachem (Austin-Cooper), 0, -26; 6, Harker/White (Riley Elf), 0, -26; 7, Bateman/Cherrill (Mini-Cooper), 0, -34; 8, Mason/Verdegal (Austin Mini), 0, -36; 9, Foskett/Ashpole (Austin-Cooper), 0, -38; 10, Rogers/Rogers (Lotus Elite), 0, -40.  
**First Novice:** Mason/Verdegal. **First Beginner:** Harker/White.

## EAST SURREY M.C.'s

# Teamsters Rally

## A Well-Marshalled Event

**A**LTHOUGH there were awards up to the usual lavish East Surrey standards for individual performances, the accent was very much on teamwork in the club's premier restricted rally on 23rd-24th March, aptly named The Teamsters. The plan was that teams of five cars from each invited club would compete for the major award. The method of scoring was commendably simple—the sum total of each team car's overall position in general classification would determine the team's score, with, naturally, the lowest score winning. It was a matter of regret that not all the invited clubs were able to muster teams of five, since the Chester Motor Club's win would have been all the more meritorious with more competition. As it was, the visitors from the North returned a fine consistent performance. All five of their cars finished, the most heroic ride being that of Don Mustard and John Williams, whose screen shattered about halfway round the route. Their overall fourth place with a loss of two minutes was a tremendous effort.

Including the team entries, there was a field of 60 cars, and, as ever, the staffwork prior to the rally and at the actual start was most impressive. The route itself started from Coulsdon and covered 230 miles on the Kentish maps. It was scrupulously unpruned and varied from a fast cruise to plot-and-what-are-you-hanging-about-for. The intensive motor-ing was confined to two comparatively small sectors, one in and around Longbeech Woods and the other in the area of Lyminge Forest. This latter, in particular, is excellent territory, and even though it is sparsely populated, it is to be hoped that it will not be rallied into the black-spot list. The organizers extracted every last ounce out of this and the Longbeech Woods stints, the sections for the former being timed at 3, 2, 1, 2, 1, 3 and 2 minutes, and the latter at 1, 1, 1, 2, 1, 1, 2, 3, 1, 1, 2, 1 minutes. Phew! Thanks to some excellent marshalling, and to the novel road books, the rally was cleaned by two crews, although the eventual winners had a nasty moment, immediately after surviving Lyminge unpenalized, when Tony Straker got on with the plot only to have his driver mis-measure an instruction, and temporarily lose them. They only just scraped in at the end of the section, which was a 20 minuter!

Peter Ward and Frank Herwin were the other unpenalized crew, but their position was in jeopardy, since they had not actually stopped at a passage control, although they had obviously been there. Corroboration of this was provided by John Robertson and Mark Addington, who were following the Herald at the time, and as a result the threatened penalty was scrubbed. This had the effect of moving Robertson and Addington down from second to third place, a fact of which all concerned were aware and which illustrates nicely the sporting spirit of club rallying.

Running clean at control 60, with most of the tight stuff behind them, David Alderton and Ted Cowell came quickly over a hump-back bridge, "yumped" just that little bit too much and left the Queen's highway at the immediately ensuing T-junction. It was half an hour before the undamaged car could be manhandled out of the field. Even more unfortunate were Barry Russell and Audrey Scott, when their Healey 3000 put a fan blade through its radiator block halfway through a tight one-minute section. Another clean sheet gone.

(Continued on page 433)

## MINI-SEVEN C.

### SIR WALTER RALLY

**A**CCLAIMED by all who competed as one of the finest "closed" events yet run, the Mini-Seven Club's second Sir Walter Rally, on 16th-17th March, provided a first class evening's sport for experts, novices and beginners alike, with 47 of the 61 starters appearing in the results and not a clean sheet in sight.

From the start at St. Neots, the pressure was on with a series of nine consecutive one-minute sections on yellow and white roads between Eaton Socon and Colmworth. Fastest here were the eventual winners, Alan Curry and Sid Ottoway, who dropped 2 minutes.

From T.C. 10 to the first halt near Rushden (75 miles) the theme was fast, slow, fast, slow, with many of the lesser experienced crews dropping the odd point through relaxing at the wrong times.

The route then continued for a further 90 miles on maps 134 and 136 to the second halt east of Corby. By this time it was obvious that Alan Shepherd and John Coles were disputing the lead with Alan Curry and Sid Ottoway.

Thoughtful competitors noticing that the heat was off for a bit and that sections had become somewhat longer were visualizing the army of marshals chasing frantically across



**LAGONDA C.****NORTH RIDING RALLY**

RALLYING in small modern cars may be interesting, but doing the same in hairy, open, vintage or pre-war thoroughbred sports cars is really exciting!

Such was the event laid on by the Lagonda Club on 16th-17th March. Two classes were included: Vintage and Post-Vintage Thoroughbred cars from the V.S.C.C., Alvis Owner Club, Bentley Drivers' Club and Lagonda Club, and "Moderns" from the Northallerton and District Motor Club, M.G. Car Club and Jaguar Drivers' Club.

The tough night navigation section started at 5 p.m. with entrants leaving Northallerton for 120 miles covered by ordnance survey sheets 91 and 92. The route included 13 time controls.

**Results**

Vintage and P.V.T. Cars: 1, F. Sowden (Bentley 8-litre tourer); 2, B. Dearden-Briggs (Lagonda 4.5-litre LG45 Tourer). "Moderns": 1, P. Holmes (M.G.A.); 2, J. Little (Ford); 3, M. Holliday (M.G.A.).

**WELSH COUNTIES C.C.****PRODUCTION CAR TRIAL**

THIS year's Welsh Counties Car Club Spring Production Car Trial attracted an even better than usual entry and, despite the torrential rain, which continued remorselessly throughout the event, some 30 cars set out from the start at Weycock Cross, near Barry. This 30-mile touring trial was specified by route card, which took competitors first to an observed section at Cuckoo Mill, Penmark. The weather conditions were sufficiently bad to ensure that this fairly straight but slippery climb stopped half the field.

From here, entrants proceeded to a special test, at Old St. Nicholas, included as a tie-decider, and necessarily so as subsequent events were to prove. Alan King took his ex-Bengry Championship Volkswagen up this

timed climb, consisting of a straight followed by a steep left-hand hairpin, in a remarkably brisk 16.2 secs., the nearest opposition coming from Brian Parsons's Morgan in 17.1 secs. and Gordon Kitzell's Cooper with 17.7 secs. From here the route led onto Pentyrch, where the second observed section, a muddy right-hand climb, defeated half the entry, and thence to the third section, Garth Hill.

Section four, at Ysguborwen Farm, was a straight and steep climbing track, and proved to be easy meat for the Hillman of "Pip" Eyles who, like Alan King, graduated to four-wheel trials from two, and demonstrated this amply with a nice delicacy of throttle control. Due to the effect of the weather on the surfaces, the second section at Ysguborwen was deleted, and the field proceeded to the final climb, near Rudry, which proved to be a stopper, consisting of a left-hand bend on a gravel surface followed by a straight climb on a grassy slope. Ivor Hill's Austin-Cooper cleaned this, as indeed it had every other section, and so did Alan King's VW, though no other entrant was successful.

Eventual calculations indicated a tie between Hill and King, both of whom had clean sheets, and, since the Cooper had taken 17.9 secs. over the special test, the major award went to Alan King by virtue of his better time.

**HOWARD BILEY.****Results**

Overall Winner (A. E. Harris Spring Trial Challenge Bowl): A. King (Volkswagen). Class A: 1, Miss J. Prentice (Fairthorpe); 2, B. Parsons (Morgan). Class B: 1, M. Eyles (Hillman); 2, J. Griffiths (Simca). Class D: 1, I. Hill (Austin-Cooper); 2, D. Bennett (Austin-Cooper).

**Teamsters Rally—continued**

It is indeed pleasant to be able to report that marshalling was of a particularly high standard. Officials had obviously been adequately briefed and all controls were well-lit and on the correct side of the road. The marshals' job was undoubtedly made easier by the road book format adopted. This listed

controls horizontally, while vertically was printed bracket times for each control, line by line from maximum early time to maximum late time. All watches were set back and the line across the page representing a clean sheet was picked out, and it could itself be picked out at a very quick glance.

The tie-deciding driving test was a good example of its type, favouring neither one type nor another. The three quickest cars were respectively a Mini-Cooper, an Allardette and a TR4. Doug Worgan, who had been delayed on the road, recorded 34 secs. and Ron Ambrose was next best with 35.2, sufficient to pip Peter Ward. Likewise, third-fastest Maurice Reeves took fifth place overall from Keith Edwards, both being five down on the road.

**Results**

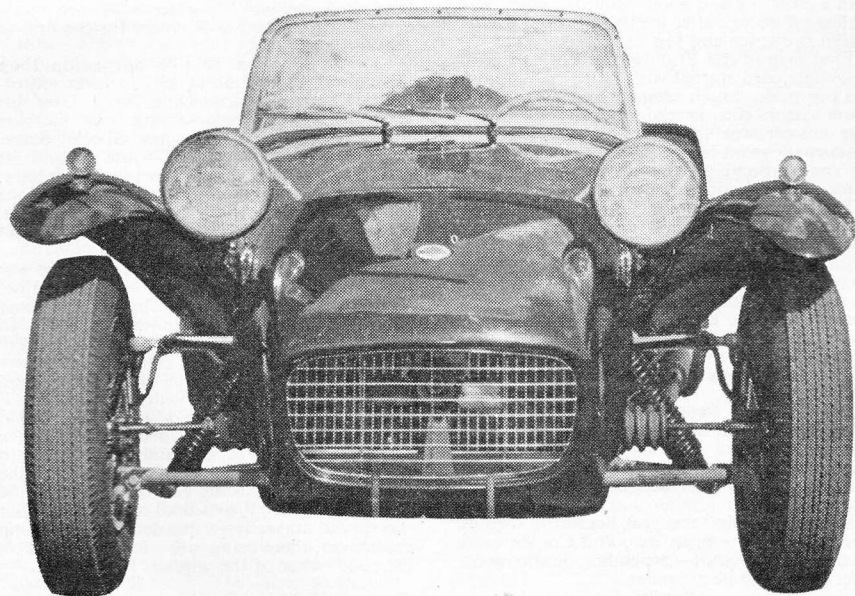
Nominated Club Team: Chester Motor Club—C. Harwood, C. Edwards, H. Dodd, D. Jones, D. Mustard, J. Williams, E. Patterson, J. Cowie and J. Burroughs.: 1, R. H. Ambrose/A. J. Straker (Allardette), 0 penalties; 2, P. Ward/F. Herwin (Herald), 0; 3, M. J. Robertson/M. H. Addington (Mini-Cooper), 1; 4, D. Mustard/J. Williams (Mini-Cooper), 2; 5, M. W. Reeves/J. Gray (TR4), 5; 6, K. Edwards/J. Dorton (Morris 1100), 5.

IN our report of the Tempest Rally last week the words: "due to the withdrawal of another competitor who did not consider the seeding did him justice . . ." were used. We are informed by the competitor concerned that he wrote a letter to the organizing club drawing their attention to his starting number and saying that, in his opinion, the fact that he had submitted an entry before Christmas should have entitled him to an earlier number. He went on to say that, if it were not for the fact that he was to be a member of a team, he would have withdrawn and asked for the return of his entry fee.

It transpires that the organizing club took exception to the attitude expressed in this letter and sent back his entry.

The competitor in question has asked us to set forth the facts as he has stated them.

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## THREE SPIRES RALLY "CLEANED" UP BY RALPH BROAD/GRAHAM ROBSON (MORRIS 1100)

THE Coventry and Warwickshire Motor Club is not a "rallying" club, but its annual Three Spires Rally is always a worthwhile event, and the 70 entries for the 1963 rally were rewarded by a well-organized and neat event as usual last weekend. Several of the "circus" were at a loose end without a championship rally to do and turned up to try their luck, but what had looked like an interesting battle soon petered out as the fancied crews fell out one by one. The ideal result of one clean sheet was achieved by Ralph Broad and Graham Robson in a Morris 1100, while David Friswell/Norman Nelder were a close second with only one minute down.

From the start at the Horseshoe Inn, near Berriew, the first section was a seven-minute specially timed section up and down the Belan hill to finish back at the main A483. This should have been comfortably on, and was in fact designed as an "average speed" tie decider—but Messrs. Lee/James and Broad/Robson, running at the head of the field, had considerable trouble with local traffic wending its way home from the nearby "boozers", followed by the need to remove some Road Works signs from the middle of the road! From here the route led in an anti-clockwise loop around Welshpool, and a closed level crossing on the main A458 added to the evening's entertainment!

Relations between rallyists and the public seem to be getting a little strained in this part of Wales, as the area has had quite a lot of visits in the past few months, and one section near Llanfair Caereinion was marred by a drunken local driving a van up and down a very narrow road for some time on a four-minute section. Nothing new in the form of sections was being used, and the route lay past Castle Fluke, Felindre and New Mills to an interesting five-minuter South of Llanysdella, which is usually muddy but on Saturday night was particularly dusty.

A short section past Cynhinfia to Pont Robert led to a none-the-less tight section of 17 minutes to approach 117/114160 from the north-east. Half a mile north of this is a particularly nasty "S" bend which is not shown on the map, and which has previously claimed such famous names as Eric Jackson (on the *Sunday Mercury* in 1961) and Derek Holland on the same event. Its score this weekend was only one, but the Brayshaw/Wilkinson Saab was a very thorough effort, and it needed the Sunbeam of Skelton to haul the car back on the road again. No injuries—but the bodywork is now definitely second-hand, and gear selection was apparently difficult.

The last tight section before petrol led south through Farchwel farm towards Pont Robert and north again to 087160 (Approach S.E.). This section is by now sufficiently well known to the circus to make the errors of Lee/James and Costello/G. Cooper surprising. Both missed the obscure right turn round the ruined farm building at 094141 and finished up on the main "B" road before twiggling anything wrong. Hereabouts the Gerald Bloom/John Rollason "hot-rod" Cooper expired with various brake bothers, and the domestic Taylor entry also disappeared from the charts.

After a leisurely petrol halt in Llanfyllin a liaison section led through a "Service Point" set up by enthusiasts of the 432 M.C. for their members, where various soups and beverages were most welcome on a night which was rapidly turning frosty.

Two hours' rallying remained after the halt, and initially consisted of fairly gentle motoring around Llanrhaeddr and Llanarmon, but the tight section from 181266 to 207252 (Approach N.E.) in four minutes brought back everyone from their daydreams (night dreams?) and very few indeed made this on time. The hairpin right turn into the control is absolutely impossible to handbrake, as it is steep uphill, and the shuntings required often meant the difference between being on time and being late. Friswell lost his clean sheet here when he was baulked throughout the section by a

so-called "expert" in a Rapier, and therefore lost the rally (ties were to be settled with reference to wheelbase), while Ralph Broad was comfortably early.

Half an hour later, at a control near Meifod, Clerk of the Course Frank Carter was dispensing a route alteration, to avoid a repeat of the baulking by locals in the final stages, and the tight two-minute section from here (through 157120) lost some of its challenge when crews discovered that the Montgomery R.D.C. had been busy resurfacing what used to be a rather juicy bit of three-ply. Little of interest now remained—except the female marshals at one late control—until a final uphill dash of two minutes to Cross Lane revealed a marshal off reference and unintentionally trimming that section, followed by a sharp descent to the Horseshoe Inn on gravelly, dusty roads into the final control.

Arrivals were rather strung apart, and among the hard-luck stories was that of Ernie Hunt/Colin Malkin (Mini Cooper), who had driven much of the latter stages without a clutch, and the Lee/James Cooper, which was suffering from locking front brakes.

The early finish of around 5.15 a.m. meant that there was no local traffic out towards the end, and very little baulking due to such traffic was reported. Breakfast was served in a hotel new to rallying—the Edderton Hall (off the A490)—very good too!

Results were rather retarded by the necessary route changes, and the high penalties incurred by the novices, and at the time of writing only the top six are known. A clear-cut win for Ralph Broad is the reward for several excellent runs in the past, though this was almost lost at one point when the passenger's door of the 1100 decided to come open of its own accord, and leave the car without a co-driver!

GRAHAM ROBSON.

### Results

Experts Classification only: 1, R. D. Broad/A. A. G. Robson (Morris 1100), 0 min.; 2, D. Friswell/N. Nelder (M.G.A 1600), 1; 3, F. Barnes/R. Lyall (Mini 7), 6; 4, F. R. Lee/C. P. James (Cooper), 13; 5, E. Hunt/C. Malkin (Cooper), 15; 6, K. Smithem/A. R. Parkin (Mini 7), 20.

### WINDSOR C.C.

## PICCOLO NOCTURNAL RALLY

THE start of the Windsor Car Club's Piccolo Nocturnal Rally was at the Jolly Gardener with a clear sky and good visibility, which was a pleasant change after the two previous events run in snow, ice and fog.

First man of the 20 starters left at 8.01 p.m. The route card started with "turn right" from the car park, which seemed odd as the first route check was in the opposite direction. The answer was in the results, for the first cross road was a Halt Sign check. Thereafter the route wound its way through a myriad of lanes and the odd muddy track.

The "Piccolo" is intended as an introduction to night navigation and for anyone on their "first" this really was! Troubles came fast. Before the first control Roger Hensby had disappeared and Ted Bunce's Talisman had been lifted from the mud with the help of two other crews. He then had the impertinence to be placed second! Soon after David Ross tried that white road (Saves minutes old boy) and spent the next two hours digging his Volkswagen out. Obviously the one that didn't get away. Peter Morland, in a Taunus, was directed to turn left onto the road at the end of a track. Unfortunately there is a concreted ford just before the road and Peter turned left there and the Taunus went downstream!

So the "Piccolo" this year became a "Molto Grande" and the organizer, Phil Collier, is to be thanked—or shot—depending on the mood after a mere 90 hectic miles.

### Results

Best Performance: Bill Huggett (Morris 1000); 2, Ted Bunce (Talisman); 3, Bernard Wingrave (Mini).

### B.A.R.C. (SURREY & S.W. CENTRES)

## BLACKBUSHE SPRINT

AN oversubscribed entry list augured well for a successful day's sprinting at Blackbushe by the members of the Surrey and S.W. Centres of the B.A.R.C. and it says much for the enthusiasm of the 75 competitors that they remained enthusiastic and cheerful through weather conditions which progressed from rather poor to appalling.

The course was a short but interesting one of well-surfaced tarmac starting immediately into an easy left-hander then down a quarter mile straight to a fairly tight right-left chicane followed by a long sweeping right-hander, tending to tighten up and on down a short straight to the finish.

After scrutineering and an examination of the course by the competitors the first practice runs were taken fairly gently, but when Billy Blydenstein suddenly produced a time of 30.9 secs. with his VX4/90 things were evidently warming up. Other notable practice times being a rousing 27.6 secs. by R. W. Boote in a Lotus 11, 26.8 secs. by G. Webster in a Lotus 7, rounded off with a time of 25.1 secs. by D. Beckett in a Lister-Jaguar.

Shortly after 2 p.m. when the runs proper started, the occasional drizzle developed into a steady and increasingly drenching downpour and times were correspondingly slower. Incidents, however, were surprisingly few although an Austin-Cooper was observed revolving rapidly just after the exit from the chicane whilst a Lister-Jaguar lost it in the biggest possible way in much the same spot, both without damage to cars or drivers. On the other hand, Bob Mackie in the Allardette seemed to revel in the wet conditions whilst Webster even managed to improve on his "dry" times and, incidentally, in so doing produced B.T.D.

R. J. SCANNELL.

### Results

B.T.D.: G. Webster (Lotus Super 7), 26.5 s. Class Winners: R. Shaw (Austin Cooper), 29.7 s.; W. B. Blydenstein (Vauxhall VX4/90), 30.2 s.; R. D. Were (Jaguar 3.8 Mk. 2), 29.8 s.; J. F. Barnes (Lotus), 28.5 s.; M. H. White (Turner), 29.4 s.; R. W. Boote (Lotus 11), 27.3 s.; F. V. Pound (Austin A40), 29.3 s.; G. Webster (Lotus Super 7), 26.5 s.; K. A. Bell (Daimler SP250) and R. J. Mackie (Allardette) 30.0 s. (tie); M. H. Barker (Alton Jaguar) 27.1 s.

### SPORTING OWNER D.C.

## RALLYE DUBONNET

A COMPLETELY different formula from previous years was used by the organizers for the Sporting Owner Drivers' Club's 1963 Rallye Dubonnet, the sixth in the series.

Starting from Kensworth on the A5, the first of the 31 entrants left at 6.30 p.m. on Section 1, an easy 40-miler with two route checks. It finished at Finmere for the first of the Special Stages.

Section 2 was a 70-mile navigation loop through the surrounding countryside returning to Finmere for a Driving Test. After this a very straightforward section took the cars to Castle Combe for the next Special Stage.

Heading north-west the route wound its way around Old Sodbury, Horton, Thornbury, and then north-east into some short sections south of Dursley where Clerks of the Course, Ken Ayers and Colin Campbell, had found some really snorting hills.

The final Special Stage at Castle Combe was a quarter-mile sprint with a 75-yard foul line. Very quick here were Bob Clerk (Sprite) and Mike Abbott in his Weber-ized Minx. No one had difficulty in stopping before the foul line, and the only reported case of brake failure was that of the Clerk of the Course who arrived at the finish with metal-to-metal braking on his Cooper-Mini. After final scrutineering competitors breakfasted in the circuit's very cheerful clubhouse, but owing to the rather complicated system of marking the special stages no results were ready before the homeward trek. Provisional results show that the special stages were not decisive in finding the winner, there being only one clean sheet on the road—that of the winner, M. Bishop.

H. J. BAYLISS.

### Results

1, M. Bishop (TR4); 2, P. Gilbert (Mini-Cooper); 3, A. Wakeling (Sprite); 4, A. Warn (Mini-Cooper); 5, J. P. Tanswell (Riley 1.5).



## TUNBRIDGE WELLS M.C.

## BRANDS HATCH SPRINT



JOHN MEW was the best member of the promoting club, unfamiliar in a Lotus Elite.

ONE of the first sprint events of the 1963 season was held at Brands Hatch on 17th March by the Tunbridge Wells Motor Club. The weather was generally fine for the most part, but unfortunately this gave way to rain towards the end of the afternoon, which rather spoilt what could have been a good contest for the best time of the day. The event was held on the Club circuit of 1.24 miles and competitors were obliged to complete three laps, one standing and two flying. The meeting started at 1.30 p.m.

Practice was held in the morning and started shortly after 9 o'clock. To qualify for the afternoon session competitors were obliged to complete three laps. This was virtually free from any incident, although some very interesting cornering techniques were displayed at times, but as there were only two or three cars on the track at once and at intervals of 20-25 secs., competitors could make full use of the track! Undoubtedly the fastest in practice was Clive Lacey in a Merlyn Mk. 4 and Keith Holland in his G.S.M. Delta was also very rapid. The Minis were out in full

strength and also put up some good times. Practising was brought to a standstill for about half an hour as the vicar of a nearby church had complained that the meeting was far too noisy for him to hold his service. What a pity that a non-racing enthusiast is given a parish so close to a racing circuit!

The B.T.D. looked like going to Clive Lacey in the Merlyn, but the clouds, which had built up during the afternoon, opened up and Lacey was among the unfortunate competitors to contend with the skid-pan type conditions. He spun at Kidney Bend on the second lap, but although he returned to the road, he was well out of the running. B.T.D. went to Keith Holland, who covered the three laps in 3 mins. 11.6 secs., sounding like an angry bee. The last hour was held on a very wet track—very unpleasant for the open cars—which brought about one or two interesting spins. R. Littler in a Jaguar E-type went through Druids broadside, he regained control and continued, losing only 2 or 3 seconds. The last cars lost a few valuable seconds on the starting line owing to the heavy deposit of rubber, which was now nicely wet and they continued along the track at some very peculiar angles. The last class was for vintage cars, which was won by P. Giddings in his Frazer-Nash. The beautiful 3-litre Bentley of R. F. Woollett was a fraction slower and might well have won the class on a dry track.

Had the rain held off, the last hour would possibly have shown some very fast times, but on the other hand, the later class winners certainly had to work hard for their places in the appalling conditions.

## Results

B.T.D.: K. Holland (G.S.M. Delta), 3 m. 11.6 s.  
1172 Formula: C. Garnham (Terrier Mk. 2), 3 m. 25.8 s.  
Unmodified Saloons. Up to 850 c.c.: C. P. Gunther (Fiat-Abarth), 4 m. 09.4 s. 851 c.c. to 1,300 c.c.: D. C. MacNab (Mini-Cooper), 3 m. 49.6 s.  
Over 2,000 c.c.: D. Hadoulis (Jaguar 3.4), 3 m. 35.8 s.  
Modified Saloon Cars. Production, Sports and Grand Touring Cars. Up to 850 c.c.: B. G. Eastwood (Mini-Cooper), 3 m. 47.8 s. 851 c.c. to 1,300 c.c.: K. Holland (G.S.M. Delta), 3 m. 11.6 s. 851 c.c. to 1,300 c.c. Climax Engines: A. P. Chambers (Lotus Elite), 3 m. 25 s. 1,301 c.c. to 2,000 c.c.: J. T. Sharp (M.G.A.), 3 m. 23 s. Over 2,000 c.c.: D. Howard (Jaguar E-type), 3 m. 25.2 s. Sports/Racing Cars. Up to 1,300 c.c.: J. Morley (Lola), 3 m. 21 s. Over 1,301 c.c.: D. S. Price (Lotus 7), 3 m. 40.4 s. Unclassified: P. Giddings (Frazer-Nash) 4 m. 00.2 s.  
Best Performance by a Tunbridge Wells Motor Club Member: J. Mew (Lotus Elite), 3 m. 34.6 s.

## FORCES M.C. (KENT &amp; SUSSEX GROUP)

## JACK FROST RALLY

THE Jack Frost Rally, postponed from 2nd-3rd February, and organized by the Forces Motoring Club (Kent and Sussex Group) took place in spring-like weather on 16th-17th March. The proceedings, which the Clerk of the Course had announced would have a navigational bias, opened at 11 p.m. with a gentle regularity section to clear the start, which was at Dunkirk, and residents wending their way home from the local. When entrants reached the country east of Wye they were confronted by a 30 m.p.h. any order section and this sorted them out a bit, but presented little difficulty to A.S.E.M.C. Championship contenders whose ranks included D. Furneaux, J. Boulden, K. Jagers, A. Whibley and D. Harris, among others. Soon after starting this section later numbers were met by local opposition near Stowting and, having been much delayed by the irate gentleman concerned, one lady entrant was forced to retire.

The section before the halfway halt was pure navigation with bearings thrown in and covering the area north of Folkestone and Dover. Again the experts were little disturbed, but others found themselves running out of time. A loophole had been left to enable novices to skip the hard bits and remain in, but they still find it hard to bring themselves to do this. After a 30-minute halt in a wood, fortified by hot soup, competitors continued on their way, somewhat spread out now, on to a trace and then a Tulip section in the area between Canterbury and Deal. The latter section incorporated a time and motion study. At about this time A.S.E.M.C. Champion Furneaux's much-rallied A55 developed fan belt trouble and he dropped back a few places—a pity, because the hardest part was behind him.

The sixth and last section took cars back to the start via a boundary plot. Even the best missed a control on this. Shortly before 5 a.m. cars were arriving back at the Gate Inn Cafe where breakfast was waiting.

## Results

1. V. L. W. Phillpott/T. Lane (Sunbeam Rapier), 186; 2. J. L. Boulden/K. Taylor (Vauxhall Cresta), 196; 3. A. Whibley/K. Ward (Standard 100), 322; 4. J. F. Quartermain/N. Smythe (Morris 1000), 324; 5. D. R. Harris/R. McCabe (Mini-Cooper), 325; 6. D. C. Furneaux/J. L. Owen (Austin A55), 346; 7. D. M. Barton/J. H. Ashby (Volkswagen), 362; 8. K. Jagers/R. J. Moody (Mini-Cooper), 392.

## M.G.C.C. (SCOTTISH CENTRE)

## SPRING RALLY

THE M.G. Car Club's (Scottish Centre) Spring Rally on the afternoon of Sunday, 17th March—this is Scotland!—was a mixture of fast driving, navigation and driving tests.

So bad had the conditions been in the last three months that only on the morning of the event were the organizers able to cover the complete route—and even then one road was still found to be blocked by a snowdrift. The route had to be hastily altered at lunch time.

Only four cars completed the 60-mile route without penalty and of these Duncan Paterson (M.G.A.), fresh from his driving test win at Blackpool the previous weekend, was fastest overall although not making best time in any of the four tests. It was encouraging to find Mike Page getting an award and the usual winners in Scots events going home empty handed!

## Results

Miller Trophy for Best Open Car: Duncan Paterson (M.G.A.). Grant Trophy for Best Closed Car: S. R. Skelly (Ford). Mini Trophy for Best Mini: R. M. T. Page. Kimber Trophy for Best Team: D. Paterson (M.G.A.) and T. Currie (TR4).



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**DARLINGTON & D.M.C.****GRINTON PICNIC RALLY**

For their 12th Annual Grinton Picnic, the Darlington and District Motor Club moved their start and finish point from the Catterick Bridge Hotel to the more familiar Scotch Corner Hotel on the A1. The weather for the fortnight previous to 17th March had been all against the organizers—the thaw had taken the sting out of the course!

This year the Grinton, which is anything but a picnic, attracted an entry of 52 and, as in previous years, counted in the Association of North-Eastern and Cumberland Car Clubs' Rally Championship.

There were five non-starters, including the winner of the 1961 and 1962 events, W. Fieldhouse, who was unable to be present as he was on a business trip in Sweden. Fieldhouse's navigator, W. Small, was, however, taking part in the event with G. W. Rutherford (Volvo) of the Tynemouth Motor Club.

At the appointed starting time of 11 a.m. the 47 cars were handed their route cards on which were jumbled in any old order six-figure map references which denoted the various controls, the penalties for not visiting any one of these varying from 2 to 39 marks lost and, needless to say, nearly all were open at different times.

For the next half-hour the floor of the entrance hall and lounge of the hotel looked like the inside of a mosque as the various crew members pored over maps of North Yorkshire, Durham and Northumberland in an effort to find the correct order of the controls.

Among the earlier competitors to get under way were Jimmy Graham, Jr. (Morris Minor) and Phil Walton (Mini-Cooper), both of whom were competing in their eleventh Grinton (some people never learn!). Among other previous competitors was Campbell Dawson of the Darlington Club who had decided to give his Land-Rover an airing and, incidentally, giving the B.A.M.A. competitors in their Champs some outside competition in class C, which is generally exclusively army.

After leaving Scotch Corner the 200-mile course took in Blanchland, Hexham, St. Johns

Chapel, Langdon Beck, Bowes, Tan Hill, Settle and back over to Leyburn and on to the start and finish point. Although the thaw had let the organizers down on most of the course, there were still drifts of snow in the Hexham area.

In fact, the competitors could see where the checkpoint was at the other side of these snow-drifts, but after a few had tried charging them without success, they had to go round in a less direct route.

It was here, near Hexham racecourse, where Campbell Dawson lost the sump plug of his Land-Rover but carried on to the finish with a piece of wood bunged in! Less fortunate was previous winner of this event Phil Walton (Mini-Cooper) who retired at Hexham with petrol pump trouble.

A worse fate befell one of the B.A.M.A. Champs later in the day when it lost all means of drive to the wheels on what must be the most isolated part of the course on the moorland road between Tan Hill and Reeth, near Sleightholme.

If there was an award for determination before an event, R. W. Alexander of the Darlington Club in a Riley Pathfinder would get it with ease. He had worked all Saturday night welding and fitting a sub-frame in the back end of the chassis and then arrived at the start of the event without a navigator. Nothing daunted, he press-ganged a couple of chaps into navigating for him!

As competitors lost marks at the rate of five per minute after 5.50 p.m. it is understandable that most finishers were in before six. After a lull of a couple of hours during which high tea and other refreshment were consumed the results were announced.

W. RICHMOND.

**Results**

**Best Performance (Grinton Trophy):** C. E. Ashby (M.G.A.), 29 marks lost. **Runner-up:** A. T. Crusher (Sunbeam Rapier), 30. **Class Winners:** M. Goodall (Austin-Healey Sprite), 30; A. T. Crusher (Sunbeam Rapier), 30; Corporal Connor (Champ), 54. **First Class Awards:** J. Dent (Mini-Cooper), 32; J. D. Risbey (Ford 105E), 38; R. Charlton (Anglia), 39; W. E. Lonsdale (Rapier), 32; P. H. Howarth (Rapier), 39. **Navigators' Award (Blumer Trophy):** A. L. Myers. **Team Prize:** A. T. Crusher, C. Carruthers and G. W. Rutherford.

**LIVERPOOL M.C.****PRODUCTION CAR TRIAL**

THE Liverpool Motor Club held their closed Standard Car Trial on Sunday, 17th March, at the Rivacre Valley Estate, near Overpool, Cheshire. The 37 entrants made three attempts to climb 10 hills, once in the morning and twice after lunch. All the hills were smooth grassy slopes.

Rain later in the day made the third climb the most difficult and frustrating, although one competitor improved on her previous attempts.

Outright winner was Mike Hinde in a Volkswagen, second was D. Collinge (Ford) and third, Keith Barlow (Husky). The Novices' award was won by R. A. Craig (Mousetrap) and the Ladies' by Mrs. S. A. Cornes (Austin 7).

**Results**

**General Classification:** 1, M. Hinde (Volkswagen); 2, D. Collinge (Ford); 3, K. Barlow (Hillman Husky). **Class Winners:** M. Rigby (Mini-van); I. J. Hall (Mini); R. Williams (H.R.G.); D. Collinge (Ford); E. B. Wadsworth (Denzel).

**SEVEN-FIFTY M.C.****(CUMBERLAND CENTRE)****DIAS TROPHY TRIAL**

SUNDAY, 17th March dawned an excellent day for trialling, and a good entry by club standards was received for the fourth in a series of five trials for the Dias Trophy competed for by 750 Trials Formula cars and 750 Trials saloons.

The now well-known U.G. 750 saloon showed its mettle right from the start by making a clean sheet of the first six sections. By dinner break and 20 sections later U.G. was being pipped for first place overall by Annie McEndoo from York, her mount being David Bowman's 750 Formula Trials car, the 1961-62 Dias Trophy winner. Unfortunately she had to retire with a stripped pinion in the back axle 14 sections from the finish, but she amassed sufficient points to be placed eighth out of well over 20 entries.



*DRIVEN by Les Blair with assistance from bouncer Ron Palmer, the U.G. 750 Trials saloon goes on its winning way. It was also second, Palmer driving this time!*

Photo: Cumberland News

This Trial, by national standards, was extremely tough, with 53 sections in all, every one being a car breaker, leaving only three cars running on the last nine sections. All were 750 Trials saloons: Blair/Palmer (U.G.), Mitton/Telford (Brike) and Burns/Milne (750 saloon).

It must be noted, however, that Bill Muddle, with his misfiring Katydid Mk. III, amassed sufficient points before retiring to hold fourth place overall. Major Walker's Cannon was placed tenth; although the Cannon had the power advantage nine 750s were placed in front of him.

Overall leader after four of the five trials for the Dias Trophy is Les Blair (U.G.). The fifth trial of the series will be held near Castle Inn, Lake Bassenthwaite, Cumb., on 31st March. This event is open to all Seven-Fifty M.C. members with a trophy to be presented for Best Performance of the Day. The meeting is to be televised by Border TV.

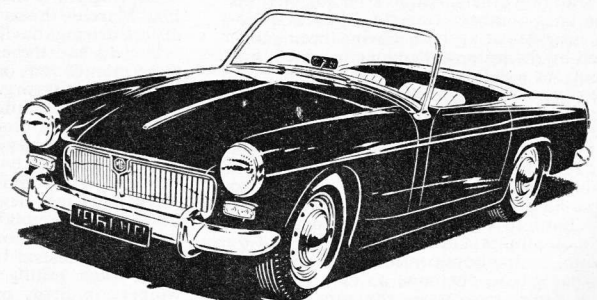
DICKIE MILNE.

**Results**

1, Les Blair (U.G. 750), 270 points; 2, Ron Palmer (U.G. 750), 248; 3, Brian Mitton (Brike 750), 168; 4, Bill Muddle (750 Formula Trials), 167; 5, Mike Telford (Brike 750), 165; 6, Ken Burns (750 Saloon), 153; 7, Dickie Milne (750 Saloon), 146; 8, Anne McEndoo (750 Formula Trials), 123; 9, David Bowman (750 Formula Trials), 122; 10, Major Walker (Cannon), 102.

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## USED CARS FOR SALE

### ABARTH

**A** BARTH EATER. Mini Twin G.T.—See under Personal.  
**S** HORT of cash!!!—See "Wanted".

### A.C.

**A.C.** (Dec., 1957) ACECA. Immaculate in burgundy. Recent works engine inspection. Any trial. £695.—Caterham Car Services, Dial CA4 2381.

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**G** IULIETTA SPYDER, 1957, registered 1960, white, Michelin X, excellent condition. £550. Owner going abroad.—Day Welbeck 0694, evenings Hampstead 1721.

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3000, July 1960, overdrive, wire wheels, heater, hard top, brake servo, etc. One owner, white/black ... **£645**  
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**S** EBRING SPRITE, 1960/61, blue, 997 c.c. competition motor, wire wheels, discs, full suspension mods, oil cooler, w/rim wheel, competition clutch, c/r box, carpets, in fact, every refinement. Superb condition. £495 o.v.n.o.—Tel.: Letchworth 949.

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**S** PRITE, 1960, immaculate. Xs, heater, tonneau. £340.—Ring Macaulay 7891.

**U** P to £400 paid for best Le Mans or Standard BN2 Austin-Healey.—Box 8847.

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**1938** TYPE 328 Frazer Nash. B.M.W. Very clean car. £300 o.n.o.—Tucker, "Fairfields," Poulton, Cirencester. Phone: Poulton 243.

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**F** IAT.—Unity Motors for all Fiat models, new and used.—42-45 The Avenue, Egham, Surrey. Tel.: Egham 4255.

### FORMULA JUNIOR

**E** X JOHN FENNING 1962 works Lola Junior, complete and ready to race. £1,325, with engine just rebuilt by Cosworth, or £1,050 without engine.—Lola Cars Ltd., Napier Road, Bromley, Kent. Tel.: RAvenbourne 6610.

**L** OTUS 20, Sept. 1961, with or without a new 1,100 or 1,650 c.c. engine, unused latest type of Lotus gears in a Renault box, 13 in. wheels, disc brakes, latest works type of chassis mods., only raced a few times. Lola Mk. V, July 1962, as raced by Peter Ashdown and in absolutely first-class condition with or without engine. WHAT OFFERS FOR THESE TWO CARS?—J. Young, 482 Ley Street, Ilford, Essex. Valentine 8307.

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**1957** SERIES AURELIA GT, mist grey, beautiful condition, one U.K. owner, central gearchange, radio, thermostatic fan, adapted for tall driver, re-instateable, Lancia inspection, overhauled.—UA0 3602.

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(Continued overleaf)

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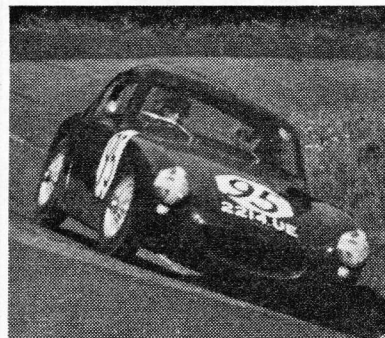
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### Classified Advertisements—continued

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**1959** PLUS FOUR, 2-seater. Webbers (or SUs). Lawrence manifolds and camshaft, flowed head, etc. Heater, w/washers, tonneau, good tyres. Ideal competition/everyday car. £420. (A new Super Sports costs £1,118.)—Banbury, 48 Harvest Bank Road, West Wickham, Kent. MOOrgate 5666 (day).

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##### 1962 (SEP.) NSU SPORT PRINZ Mk. II

This fantastic car has only covered 2,000 miles and is in better than new condition inside and out. Apart from built-in extras such as heater, headlamp flasher, screen wash, it has twin spotlights, S.P. tyres, leopard skin seat covers, Continental twin tone horns, silent travel and a full tool kit. Taxed. The 600 c.c. engine develops 36 b.h.p. and fuel at 50 m.p.g. Top speed of 85 m.p.h. and amazing roadholding. The beautiful Bertone body is finished in Alfa Red and the price to another enthusiast is £695. H.P. is possible and part exchange would be considered. Ewell 5004.

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**DAVID OGLE LIMITED** wish to dispose of some old stocks and are able to offer the following at very reasonable prices.

One Ogle Riky 1.5 body/chassis unit complete with doors, fascia moulding, boot, bonnet, etc., and a set of windows and frames complete—ideal for special builder.

Various other Ogle, Riley, fibre-glass and mechanical components, including shock absorbers, windows, petrol tank and one brand new M.G.A close ratio gearbox.

We also have various other motor car components surplus to our requirements, namely, a quantity of Marchal head and spot lamps, some second-hand Wingard heaters, interior mirrors, wiper motors, brake and clutch master cylinders, and various other mechanical components suitable for Cooper Minis. We offer a quantity of new Restall and Microcell Contour 6 seats all at reduced prices. Also a quantity of new and used Mini wheels. Finally, 3,600 ft. of 1 in x 1 in, 16 swg tube.—Please write for further details, David Ogle Limited, Birds Hill, Letchworth, Herts.



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Entrants & drivers must be in possession of a valid F.I.A. International Competition Licence issued by the R.A.C.

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**SPORTS CARS.** 1172 Formula. Up to 4000 c.c.'s.

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£22, 10. prize money per class for Modified Saloon Cars and for Sports Racing Cars up to 1150 c.c.'s.

Regulations may be obtained from and entries must be sent to:-  
The Secretary, The Glen, College Avenue, Maidstone. Telephone Maidstone 86402. Day 9.0. a.m. until 5.0. p.m. Closing date April 10th, 1963.

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- 1960 B.R.M. 2½-litre racing car ... £1,850
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(Continued overleaf)

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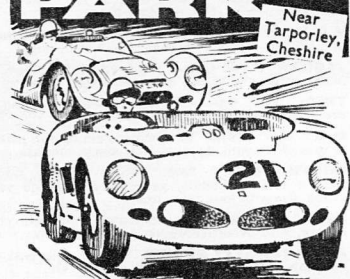
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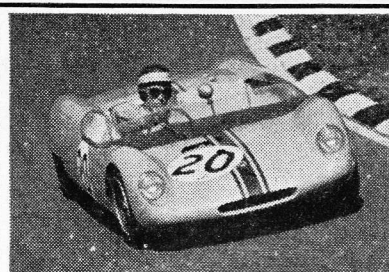
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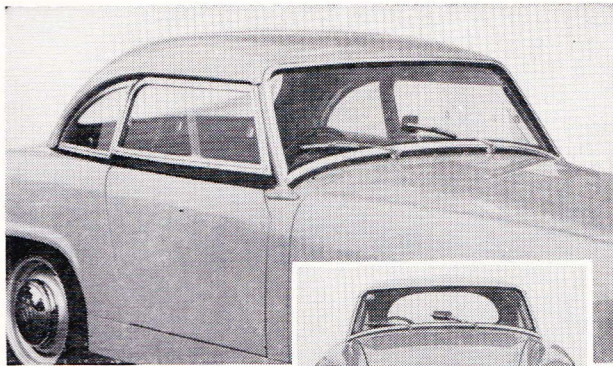
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- ★ If name and address is used, it must be included below and paid for.
- ★ Box No. if required 1/- extra.
- ★ Cheques, etc., payable to "AUTOSPORT" and crossed & Co.
- ★ PRESS DAY: TUESDAY, 1st POST.
- ★ Fuller details on first page of Classified columns.

NAME .....

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REMITTANCE VALUE.....ENCLOSED

NUMBER OF INSERTIONS.....



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WHICH  
OF THESE  
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YOU?DESIGNED "MARATHON"  
PERFORMANCE

You get it with a Lucas battery. The power is scientifically governed during manufacture — and that means longer life, greater mileage.

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Ask for a Lucas "S" range battery. Fiddling time-wasting stoppers are replaced by an easily cleaned, lift-off, one-piece manifold.

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When you own a Lucas "S" range battery, topping up the cells takes only seconds — a real incentive towards keeping your battery in good health.

## INSURED LIFE &amp; GUARANTEE

Every Lucas Car Battery has Two Years Insured Life, including twelve months guarantee. (Applicable to U.K. only). Ask your local garage for full details.

## WORLD WIDE SERVICE

Wherever you drive — in Britain or overseas — you can be certain of Lucas service. There are official Lucas agents in all the principal cities and main centres throughout the world.

Best in service

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BRITAIN'S BEST BATTERY

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