

SNETTERTON INTERNATIONAL MEETING

AUTOSPORT

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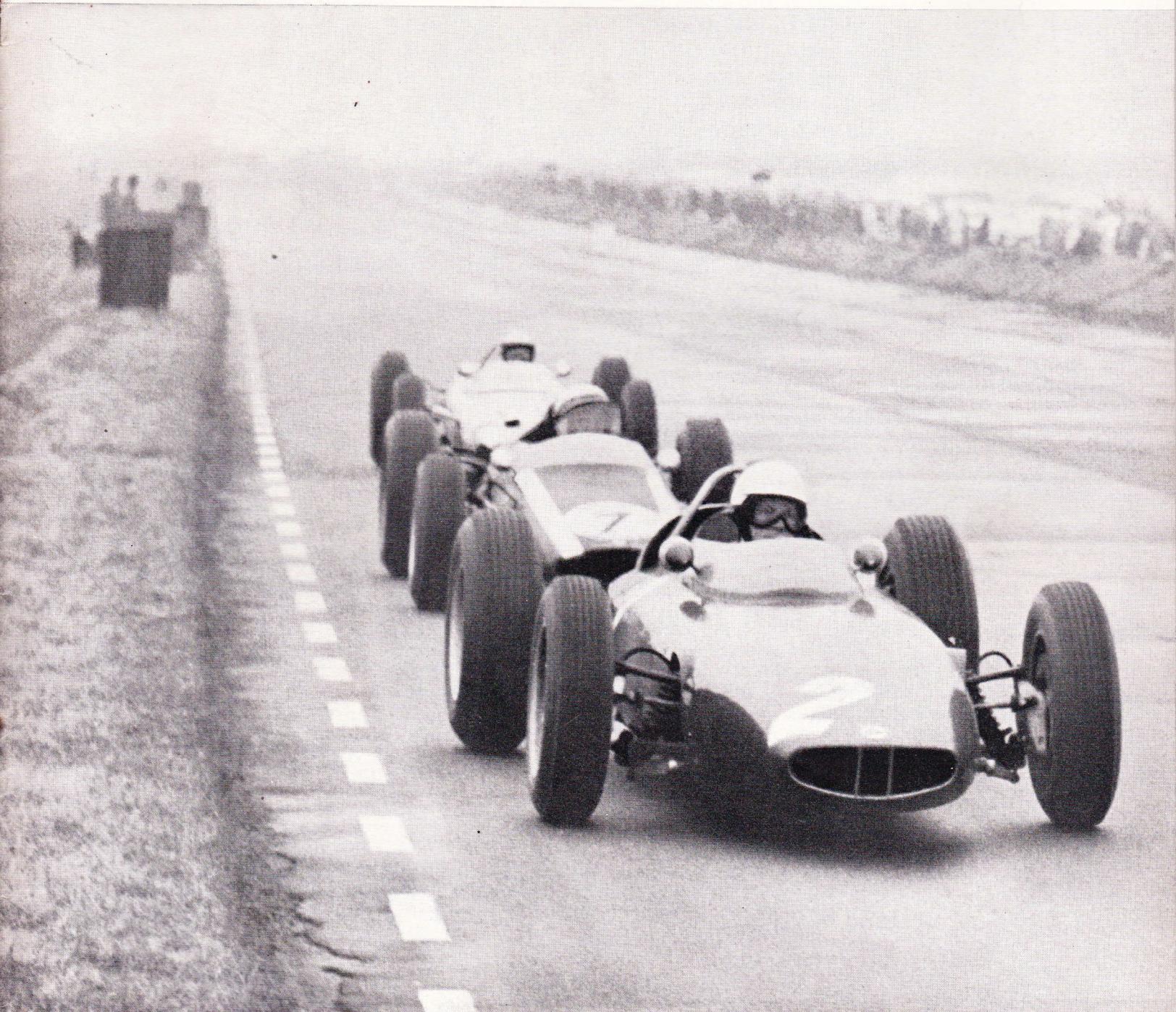
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BRITAIN'S MOTOR SPORTING WEEKLY

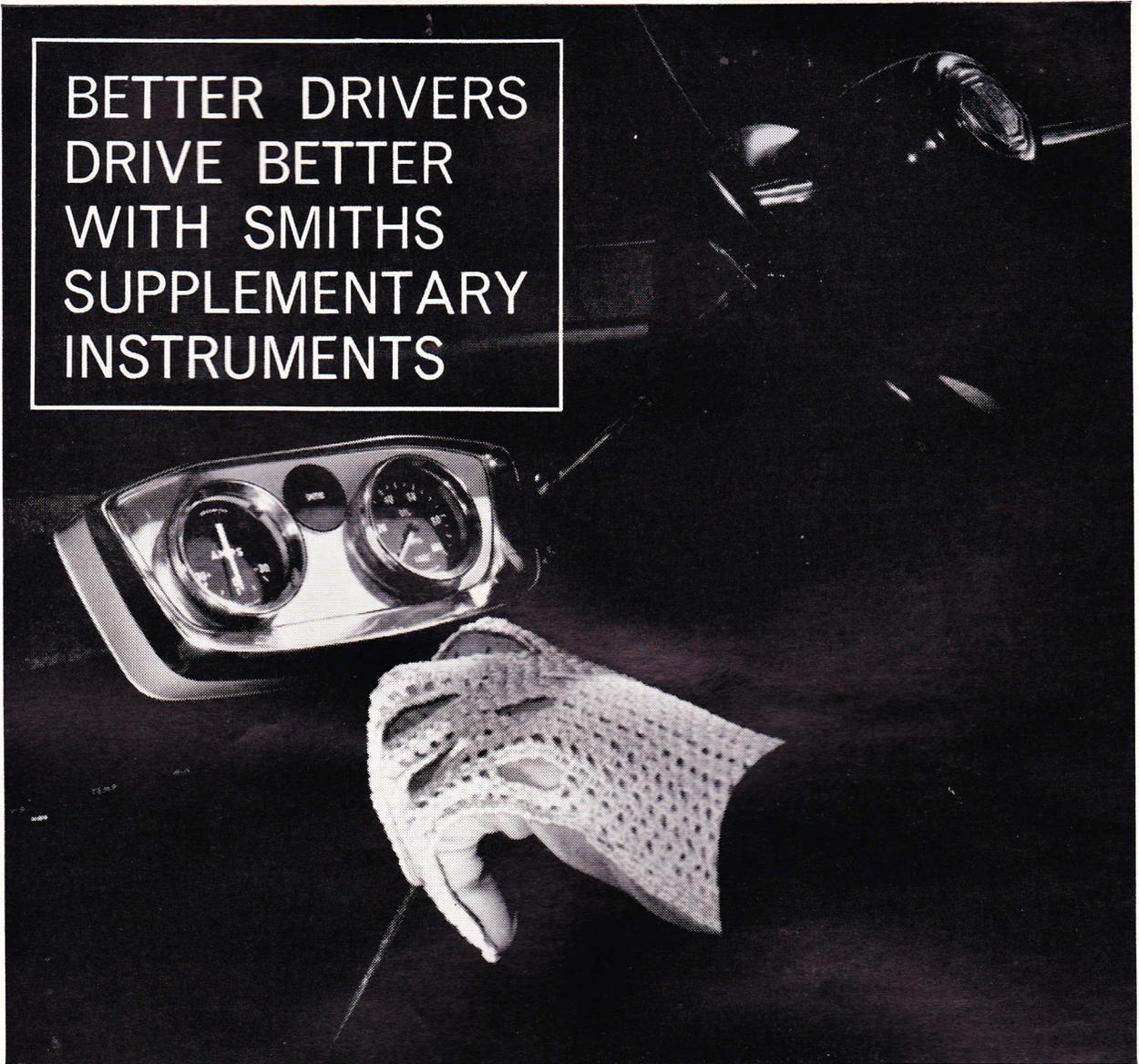
Registered at the G.P.O. as a Newspaper



IN THIS ISSUE

REVIEW OF SEBRING : BRUCE McLAREN—FROM THE COCKPIT : ROLLS-ROYCE-ENGINEED SPORTS CAR
HOPPER RALLY : DEBDEN SPEED TRIALS : CLUB RACING AT KIRKISTOWN

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NEW CORTINA GT

MADE WITH CARE BY FORD OF BRITAIN



AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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April 5, 1963 Volume 26 Number 14

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Contents

448	Pit and Paddock
450	Sports News
453	Rolls-Royce-engined Sports Car—described by Patrick McNally
454	International Snetterton Race Meeting—Full Report and Pictures
458	Bruce McLaren—From the Cockpit
459	Report from Eire
460	Sebring 1963—A Review of the 12-Hour Race
463	500 M.R.C. of Ireland Kirkistown Race Meeting
464	National Hopper Rally
465	Club News
467	Correspondence
472	National Debden Speed Trials

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EDITORIAL

G.T. PROTOTYPES

As Bruce McLaren points out in another of his splendid "From the Cockpit" articles, certain G.T. prototypes are nothing other than sports-racing cars. It is possible that they pass F.I.A. regulations in certain respects, but otherwise they remain the thinly disguised racing machines which the 1963 rules were supposed to eliminate. Interpretation of regulations is a strategy which has always been indulged in by entrants and, if they get away with it, the usual thing is to say "good luck to them". Nevertheless there is such a thing as the unwritten law regarding the spirit of the regulations, and it is to be regretted that in several cases race-organizers appear only too willing to accept what are, more or less, blatant contraventions of existing rulings. To **AUTOSPORT**, cars such as E-type Jaguars, GTO Ferrari, Corvette Sting-Ray and Austin-Healey represented true Grand Touring cars amongst the larger capacity categories at Sebring, and of the prototypes, only the Parkes/Bandini 4-litre Ferrari could be said to be the only genuine attempt to conform to the new rules. Without detracting in any way from the performance of the winning 3-litre Ferrari, and from the undoubted spectator appeal of A.C. Cobra, Chaparral and last-year's Le Mans-winning 4-litre Ferrari, it is difficult to appreciate the difference between them and out-and-out sports-racing machinery. By all means make provision for the big sports-racing cars, but why is it necessary to stipulate that they must be entered as Grand Touring prototypes, when everyone realizes that they are racing cars first, and G.T. machines only in name? It is altogether an absurd situation, and one fully understands the reluctance of some important concerns to embark on a planned racing programme, bearing in mind that the publicity value of the big races goes to the outright winners, no matter how many other categories and Championships are introduced. The 4-litre Aston Martin is a true G.T. prototype, and this could also apply to Tojeiro, Lola and Maserati. The three other manufacturers mentioned have, of course, constructed special sports-racing cars in the past, and, with their resources, could quite easily produce so-called prototypes, at the expense of disrupting regular production schedules. However, bearing in mind what happened following the 1955 Le Mans disaster and eventual limitation of capacity to 3-litres, it is small wonder that their directors view any changes with suspicion. The tendency of the C.S.I. to alter regulations almost without notice is not calculated to encourage support from the bigger manufacturers. One recalls the experience of Officine Maserati—after investing large sums of money in new sports-racing cars, the company found that they were, almost overnight, declared ineligible. The same was true, to a certain extent, when Jaguar developed the original fuel-injected, 3.8-litre E-type.

OUR COVER PICTURE

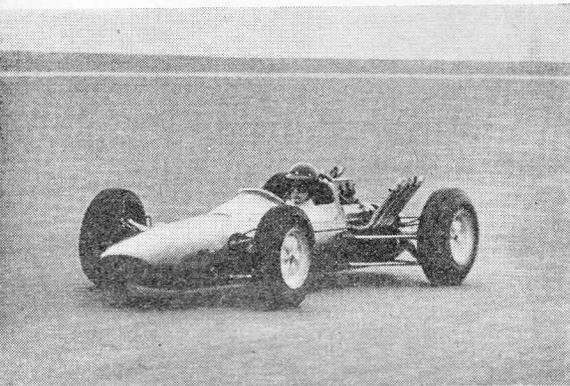
THREE MEN IN A HURRY. The best dice of the day at the Snetterton International Meeting last Saturday came during the 50 lap Lombank Trophy. Here the protagonists, Ginther (B.R.M.), McLaren (Cooper) and Ireland (Lotus), sweep down towards the Esses, inches apart. Ireland eventually won this battle and finished third in the race, behind Graham Hill and Jimmy Clark.

Photo: George Phillips

JIM CLARK—WORLD'S FASTEST INDY ROOKIE

DRIVING the V8 Lotus-Ford 29 at Indianapolis, Jim Clark accomplished several laps at over 146 m.p.h., stated by "Indy" specialists to be the fastest ever done by a "rookie driver" on his first appearance at the Hoosier Bowl. A day or two later, he and Dan Gurney put in even faster laps, including at least one at over 150 m.p.h. These performances make the Lotus-Ford a serious challenger to "Offy" (Meyer-Drake) domination in the 500-miles race at the end of next month.

It was confirmed by Colin Chapman that only the push-rod V8 engines will be used at Indianapolis this year, Ford of Dearborn being satisfied that the power-output is completely satisfactory, and that a high standard of reliability has been attained with this unit.



DAN GURNEY tests the Lotus 29 Indianapolis car which he is to drive in this year's 500-mile race.

IT is rumoured that the Belgian Lucien Bianchi will drive the second works Hustler Formula 1 car at Pau, while we also hear that Pedro Rodriguez might be driving one in the Aintree 200. Tony September is, of course, the number one driver of the British-based, American Formula 1 team.

MASTEN GREGORY FOR INDIANAPOLIS

JOINING Graham Hill and Billy Krause in Harvey Aluminium Specials at Indianapolis will be Masten Gregory, who will be driving one of the modified 1962 cars. He has already completed a series of driver familiarization tests at the Speedway track.

AT a demonstration which took place at Sebring between the Two and Three Hour Races, several drivers, including Graham Hill, Innes Ireland, Pedro Rodriguez, Christabel Carlisle and Denise McCluggage, lapped the circuit three times in M.G. 1100s. This "race" was won by Christabel, who gave a most convincing "demonstration".

THE A.S.A. COMPETITION CAR

A COMPETITION version of the A.S.A. G.T. car is now in construction at Modena. The machine will be powered by a 995 c.c. engine, and disc brakes will be used all round. A very sleek lightweight body will be fitted and it is hoped to enter two cars—a Berlinetta and a Spider, in the Targa Florio.

THE Rover-B.R.M. gas turbine car is expected to be present at the Le Mans practice weekend this Saturday and Sunday, together with works Ferraris and examples of Maserati, Aston Martin, Lister-Jaguar, Lola and René Bonnet.

PIT and PADDOCK

ALREADY entered for the Goodwood International "100" Formula 1 race on Easter Monday are Graham Hill and Richie Ginther (B.R.M.s.), Jim Clark (Lotus-Climax), Bruce McLaren (Cooper-Climax), Jack Brabham (Brabham-Climax) and Innes Ireland (B.R.P. Lotus-B.R.M.). It is expected that John Surtees will either be at the wheel of a works Ferrari or a privately entered Lola-Climax. A full preview of the Easter sport will be given in next week's issue.

MARTINI TO SPONSOR TEAM OF HISTORIC RACING CARS

FOR the 1963 season Martini and Rossi, through their Martini International Club, are to sponsor a team of Historic Racing Cars as part of their general programme of assisting sport and sportsmen in this country. A team has been formed through the joint efforts of the Martini International Club and Scuderia Rossa and will now be known as *Historica Martini*.

The team comprises the ex-"Bira" 4½-litre Osca that was built in 1949 and exported to Australia in 1953, a 1935 6C Maserati that is reputed to have been driven by Carlo Felice Trossi, a 4½-litre Invicta sports car and an ex-Scuderia Centro-Sud 1956 2-litre Maserati A6CGS sports car.

Ambitious plans include participation abroad, while if this project is worthwhile, Martini may sponsor a Grand Prix team in a few years time.

TOUR DE FRANCE

THE Tour de France will be held from 14th to 22nd September. This counts as maximum coefficient for the International G.T. Championship. Route from the starting point at Strasbourg to Nice will be 5,600 kilometres, split into five stages. In the G.T. category, classes will be: up to 1,000 c.c., 1,001-2,000 c.c. and over 2,000 c.c. Touring classes comprise: 850 c.c., 1,000 c.c., 1,600 c.c., 2,000 c.c., 3,000 c.c. and over 3,000 c.c. Full details may be had from Comite d'Organization, Tour de France Automobile, 10, Faubourg Montmartre, Paris 9.

GRAHAM HILL will be presented with a Rex Hay replica of his V8 Championship-winning B.R.M. by the B.R.S.C.C. at the Rembrandt Hotel on 10th April.

FORMER Monte Carlo winner Ronnie Adams is to drive a works prepared Ford Cortina in the International Circuit of Ireland Rally at Easter. The car is being entered by Ulster Television which is producing a half-hour programme on the event on Wednesday, 17th April.

RAUNO AALTONEN and Tony Ambrose will be driving a Morris 1100 in the East African Safari.

L AURIE HANDS of Champions and Betty Harris will become man and wife at St. Mark's Church, Bilton, Rugby, on 2nd May.

PETER SUTCLIFFE would like to thank all the people at Snetterton last Saturday who helped him after his unfortunate crash, with particular reference to race control, Jimmy Blumer and Mike Bond.

SNAP EXHAUSTS, LTD., Poole Road, Bournemouth, is the sole concessionaire and distributor of Snap gas accelerators for the United Kingdom, Northern Ireland and Eire. Les Leston, Ltd., has been appointed sole London distributor.

THE DUNLOP R6

AS was seen at Snetterton, the new Dunlop R6 gives remarkable adhesion on wet surfaces, resulting in a considerable increase in lap speeds as compared to the R5. Undoubtedly it is the increase in cornering power that is the main factor in the speed increases. Technicians estimate that the R6 generates a side force about 7 per cent. greater than the R5 on dry surfaces, and as much as 11 per cent. in the wet.

In regard to braking, it was found that both types were roughly the same in the dry, but on wet surfaces, the R6 showed a clear 5 per cent. advantage. Undoubtedly tread life is increased on the R6 therefore, even with higher cornering power, and consequently greater lap speeds, wear should approximately be the same for R6 and R5.

COMPETITION MINI-COOPER

B.M.C. Announce the Mini-Cooper "S"

THE Mini-Cooper "S" announced this week has some very interesting improvements over the standard model, which it supplements as a competition version. The main changes are to be found in the engine, which is an oversquare unit with a bore of 70.6 mm. and a stroke of 68.26 mm., giving a capacity of 1,070.8 c.c., while the compression ratio is 9:1. This power unit develops 70 b.h.p. (gross) or 68 b.h.p. (net) at 6,000 r.p.m. Twin HS2 SU carburettors are used as on the ordinary Mini-Cooper. The nimonic valves, which are in copper-nickel guides, are larger (sizes: inlet, 1⅜ in.; exhaust, 1⅝ in.), and as a result the head shape has been greatly altered to accommodate them. Also narrower main bearings are used for the heavier nitrided steel crankshaft.

The clutch has double springs and the clutch linings are bonded and riveted. Alternative gear ratios are available as on the ordinary Mini-Cooper. The wheels have wider rims.

The much-criticized Mini-Cooper brakes should now be more efficient, for the front discs have been increased to 7½ in. diameter and a Hydrovac booster is used.

Altogether it seems as though the little Minis will continue to be successful in competitions for some time, and their performance should be even more incredible.

NEW SCOTTISH CIRCUIT

THE Caledonian Motor Racing Co., Ltd., has recently been formed to provide the necessary resources of capital and management for a new motor racing circuit in Scotland. It is hoped that they will be able to acquire from the National Coal Board a suitable piece of land at Polkemmet, which is on the main road half way between Edinburgh and Glasgow. Planning permission is being sought.

Subject to successful negotiation it is planned to construct a modern racing circuit of between 1½ and 2 miles, ample stands and vantage points for the spectators and a skid-pan for advanced motorists. It is also planned to have a racing drivers' school and a membership club and clubhouse, while testing facilities will be available for amateurs and professionals.

Looking ahead, the Caledonian Motor Racing Co., Ltd., would like to have the circuit ready for a full season of club racing in 1964 and an international Scottish Grand Prix in 1965.

INNOCENTI "1750"

IT is announced in Milan that a new Gran Turismo Innocenti will shortly be presented, equipped with a 1,750 c.c. Ferrari engine.



WINS AGAIN!

INTERNATIONAL LOMBANK TROPHY MEETING

Snetterton, March 30th 1963

TOURING CAR RACE:

1st ROY SALVADORI

GENERAL CLASSIFICATION

3.8 Jaguar

subject to official confirmation)

using ESSO GOLDEN, finest petrol you can buy

ALWAYS LOOK TO ESSO FOR THE BEST

SPORTS NEWS

THE SUN REV. COUNTER

SUNTESTER, LTD., of Ripple Road, Barking, Essex, are well known to many of our readers as importers of electronic equipment for engine testing from the U.S.A. They are now retailing the Sun Tachometer, a precision instrument of the highest quality which will be priced around £21.

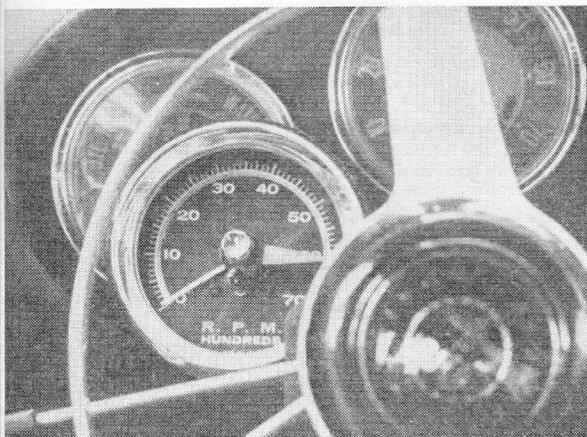
The Sun rev. counter is a scientific measuring device with an extremely clear face, calibrated in hundreds. It has a red hand which moves up and stays in place, to tell you just how naughty you have been out on the circuit. It is best to "zero" this on coming into the pits!

A transistor amplifier, called a transmitter, is mounted close to the distributor under the bonnet. It is connected to the battery circuit, via the ignition switch, to the contact breaker terminal of the coil, and to earth. Its impulses are taken by a single cable to the tachometer head. This can be mounted normally on the instrument panel, for which a template is supplied, or clipped to the steering column by the clamp that is included in the box.

I was able, by courtesy of Mr. Fehler, to borrow an Alfa Romeo equipped with a Sun rev. counter. This was mounted on the steering column and its internal lighting was connected to the illumination of the instrument panel. I was greatly impressed with its rapid response and with the way in which it settled immediately to a new reading. By comparison, the ordinary mechanical rev. counter on the car was a clumsy device, being slow to settle after a burst of throttle and having a dial that was hard to read accurately.

The Sun Tachometer is too good for the everyday sports car. For the man requiring something a little better, and above all for the racing driver, this beautifully made and extremely accurate measuring instrument will be a prized possession.

JOHN V. BOLSTER.



THE SUN REV. COUNTER

THREE Chrysler 300s have been entered for the Shell 4000 Rally to be held on 20th-25th April. Drivers are Scott Harvey/Bob Mollman, Terry Sumner/Roger Bohl and Gene Handerson/Fred Browne. 400 b.h.p., 6,768 c.c. V8 engines are to be fitted, which should be quite fun. A Volvo Canadian, the Swedish car soon to be built in Canada, will be driven by Olivier Gendebien and he will be navigated by Mike Kerry who has twice co-driven for Eric Jackson in the Canadian Winter Rally.

RENÉ TRAUTMANN and Claudine Bouchet, driving a Citroën DS19, won the recent French "Fleurs et Parfum" Rally held over a tough route in the French Alps. Second were Billard/Malbranc (Renault Dauphine 1093), and third Rolland/Augias (Alfa Romeo Zagato).

S. MORRIS AND CO. have temporarily transferred their head office to their branch at 29-31 Edgware Road, London, W.2.

A 2-LITRE Coventry Climax-engined Cooper Monaco will be driven by Jackie Epstein and Bill Wilks in the Targa Florio next month. Reserve driver is Mike Eyre.

LOTUS SUPER SEVEN 1500 BANNED FROM PRODUCTION SPORTS CAR EVENTS IN U.S.A.

Sports Car Club of America Refuse to Accept Two Versions of the Lotus 7

BELOW we publish in full a statement from the Lotus Group of Companies which explains how and why the S.C.C.A. have not accepted the Lotus Super Seven 1500 or the Lotus Super Seven 1500 Cosworth—the car tested by John Bolster in last week's issue—for their production sports car events. Are they too fast? Last year the S.C.C.A. placed the 1,340 c.c. Super Seven in Class C, together with A.C.-Bristol, Arnolt-Bristol, Alfa Romeo Zagato, Alfa Romeo Sprint Speciale, Daimler SP250, Fiat-Abarth 1000, Frazer-Nash, Jaguar XK120, 140 and 150, Lotus Elite Stage 3, Morgan Plus 4 Super Sports, Porsche Super 90 and T.V.R.-Climax. Dave Clark and Horace Pettit were first and second in this class in the 1962 National Championships in Super Sevens.

Since abandoning the engine capacity classes in favour of classifying cars according to their potential speeds, the S.C.C.A. seem to have run into an enormous problem here. Quite honestly, the 1500 Super Sevens could probably beat the pants off most Production Class B cars (Aston Martin DB2, DB2-4 and DB4, 4.6 Corvette, long wheelbase Ferrari 250GT, Mercedes 300SL and Porsche Carrera), but this is not the answer. Neither is the problem solved by banning the cars.

The Lotus Statement:

THE Lotus Group of Companies would like to register its surprise, disappointment and disapproval of the attitude adopted by the Sports Car Club of America through its Car Classification Committee. These sentiments arise from the refusal of the S.C.C.A. to accept for the production car category 1963 the Lotus Super Seven 1500 and the Lotus Super Seven Cosworth 1500 models.

This refusal was maintained and confirmed by the S.C.C.A. after lengthy correspondence with this Company, in spite of the quantities of these cars which have been produced; a qualification which we notice does not apply to other cars which have been accepted, the Simca-Abarth being the most glaring example. It was further inferred that the reason for the non-acceptance of the Lotus Super Seven 1500 models was that this Factory had not submitted the necessary application forms; this reason was apparently given to a number of our customers, who as members of the S.C.C.A. attended the convention in Chicago. We wish to state that all the necessary forms were submitted on 22nd November, 1962, and that the S.C.C.A. must have had sight of them shortly after this date, because certain items of optional equipment which only appeared on these forms for the first time on 22nd November, 1962, have been accepted by the S.C.C.A. as approved equipment on the Lotus Seven—Super Classic model for 1963. (The items in question are the "steel main bearing caps" and the "Cosworth Special Rocker Pedestals.") Similarly, the Lotus Elan has

TEAM GEMINI

A TEAM of the latest Mark 4A Geminis is being prepared for this season and it is to be run by George Henrotte and Brian Whitehouse of Trophy Motoring, Bexley, Kent, who will be responsible for the preparation and administration of the Chequered Flag, Ltd., cars. Team Gemini will be entered in all the major British and Continental events and drivers are to be announced shortly. Graham Warner will now have time to develop the next Gemini model, the prototype of which should be seen racing at the end of the year.

More Sports News on page 452

been accepted from forms submitted in the same mail.

In correspondence, the S.C.C.A. gave the following further reasons for their unwillingness to accept the car. 1. That "it did not comply with the spirit of club racing". 2. That "it did not comply with the F.I.A. bodywork regulations".

In reply to these statements we wish to make the following points:

The Lotus Seven has been in production for six years. It is based on a reliable, well designed, cheap to maintain chassis, suitable for the road and racing circuits, and utilizes large numbers of proprietary car components. The car sells for \$2,200 to \$3,200 and has been the car on which all British club racing has been based; many top racing drivers have started their careers in Lotus Sevens. If therefore the Lotus Super Seven does not comply with the spirit of club racing, then we would like to know how the S.C.C.A. reconcile this line of thought with the acceptance of the \$14,000 Ferrari 250GT, the rather "biased toward racing success" design of the A.C. Cobra and its optional equipment and the previously mentioned limited quantity production of the Simca-Abarth. Secondly, if the S.C.C.A. refusal is on the grounds that the Lotus Seven's bodywork does not comply with F.I.A. regulations, why are these regulations not followed in full and classes arranged according to capacity; the Lotus Elan is now in Class B and the Lotus Elite is now in Class C along with 4.5-litre and 3-litre cars respectively, these cars having a capacity of up to three times greater than the Lotus models which do comply in every respect with the laid down F.I.A. regulations.

We also feel that we have legitimate grounds for complaint in respect of the non-acceptance of the complete optional equipment lists submitted for this year's cars. Valid items such as oil cooler kits, front wheel disc brakes and magnesium wheels, which are now available for those Lotus Seven models which have been accepted, have not been approved. We notice, however, that for the amateur club racing in which all accepted production models can compete, the impecunious S.C.C.A. amateur can with approval purchase, for instance, six Weber carburettors for his \$14,000 250GT Ferrari—and still stay within the spirit of club racing! So concerned was this factory for its customers that we considered the situation sufficiently urgent to justify sending Colin Chapman to the S.C.C.A. Car Classification Committee meeting to put our point of view. We cabled the S.C.C.A. on a Wednesday asking for the time and place of this meeting. Their reply conveniently reached us on a Monday morning stating that the meeting had been held the previous weekend.

The Lotus Group of Companies wishes to make the above-mentioned matters public if only to prove to our Lotus Seven customers that we did in fact endeavour to give them the active support and service any customer has a right to expect and which many must now believe was not forthcoming. As a result, in spite of having had to change our production of 1,340 c.c. Lotus Sevens to 1,500 c.c. Lotus Sevens because the Ford Motor Co. changed their production and dropped the 1,340 c.c. engine, we are pleased to announce that negotiations have been successfully completed to enable us to produce further quantities of 1,340 c.c. engine cars and these are now available on 4-5 weeks delivery.



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TOURING CAR RACE:

1st ROY SALVADORI

GENERAL CLASSIFICATION

3.8 Jaguar

(subject to official confirmation)

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

ALWAYS LOOK TO ESSO FOR THE BEST



Sports News—continued

OULTON PARK NATIONAL

As well as the 100-mile sports car race, in which Jimmy Blumer is due to drive the new Rolls-Royce-engined sports car described elsewhere in this issue, this Saturday's National Open meeting at Oulton Park includes a Formula Junior race of 50 miles. Ron Harris Team Lotus have entered three Lotus 27s to be driven by Peter Arundell, Mike Spence and John Fenning, while private Lotuses include a team of three from the Jim Russell school. Denis Hulme, Frank Gardner and Paul Hawkins lead the Brabham challenge, the last two in Ian Walker-entered cars, and the Midland Racing Partnership have entered a team of three Lolas for Richard Attwood, Bill Bradley and David Baker. Alan Rees is also to drive a Lola, while John Hine and Peter Procter will be seen in a Gemini and a Cooper respectively. There will also be 50-mile races for 2,500 c.c. G.T. cars and saloon cars. First race is at 1.30 p.m.



THE NEW BRABHAM sports cars of the Ian Walker team will be competing in the 100-mile sports car race at Oulton Park.

THE "AUTOSPORT" CHAMPIONSHIP

WITH prototypes being admitted into Grand Touring and sports car events, the AUTOSPORT panel has decided that, in all future qualifying races, points scored with cars entered as prototypes will be included in the sports-racing categories. Thus the Jaguar "E" driven by Graham Hill at Snetterton last Saturday will be regarded as a sports-racing car until such time this modified version is homologated in Appendix J. In point of fact, the only true G.T. machine to finish the Snetterton race was the Dick Jacobs M.G. Midget driven by Alan Foster into third place overall.

Based on results issued by the time-keepers, the provisional list of placings for the 1963 AUTOSPORT Championship is as follows:—

	Class	Pts.
1. Graham Hill (Jaguar E Prototype)	G	9
Alan Foster (M.G. Midget) ..	A	9
Frank Gardner (Brabham) ..	F	9
Ewen Paul (Elva Mk. 7) ..	E	9
5. Robin Benson (Elva Mk. 7) ..	E	6
Mike Beckwith (Lotus-Ford 23B)	F	6
Roy Salvadori (Cooper-Climax 2.7)	G	6
8. Robin McArthur (Lotus-Ford 23)	E	4

MAKING their motor racing debut at Brands Hatch on Easter Monday are David Skales, a member of the Oxford boat race crew, in an Aston Martin DB4GT, and Norman Surtees, who is to drive an Elva Mk. 7 entered by Harry Epps.

It seems that only ten GTO Ferraris will be sold this year, and the price has been substantially increased. Three have been allotted to Maranello Concessionaires, one of which has been sold to David Piper. Maranello Concessionaires, incidentally, will be entering a GTO Ferrari in several important British events this year to be driven by either John Surtees or Mike Parkes.

MOBIL ECONOMY RUN—Outstanding Performance by George Kendrick

THIRTY-FOUR miles per gallon in a Vanden Plas Princess—this is what George Kendrick achieved when the results of the 1963 Mobil Economy Run were announced. This performance sets the seal on Mr. Kendrick's incredible economy driving record: last year he returned 58.68 m.p.g. in an Austin-Cooper, he has been outright winner of the Mobil Economy Run three times, and has won his class every year since the event started in 1955. His figure of 34.40 m.p.g. in the Princess made him the winner of Class 4 for cars of over 2,000 c.c. Second was P. R. Giles (Standard Ensign) with 32.99 m.p.g., R. Ogglesby (Vauxhall Cresta) was third with 31.44 m.p.g., and G. Keys (Ford Zephyr Mk. 2) was fourth with 30.20 m.p.g. In the same class was a 3.8 Jaguar driven by P. D. F. Mays which returned 24.35 m.p.g.

Dr. P. T. Walker won Class 3 for cars between 1,501 and 2,000 c.c. in a Morris Oxford with 41.09 m.p.g. P. Bentley in a Vauxhall Victor was second with 37.72 m.p.g. and third was Mrs. P. Allen with 35.07 m.p.g. in a Hillman Super Minx.

Class 2 for cars between 1,001 and 1,500 c.c. was a victory for A. H. Hill, who returned 44.61 m.p.g. in an M.G.1100. Second was P. A. Tothill with 42.73 m.p.g. in a Wolseley 1500. E. W. L. Nicholson of Warsash with 39.17 m.p.g. in a Ford Cortina was third and Lt. Col. J. F. May was fourth with 39.01 m.p.g. in a Triumph Herald 1200.

In Class 1 for cars between 500 and 1,000 c.c., M. Gething in an Austin Mini returned 53.93 m.p.g. to win the class. Second was R. G. Davies (Morris 1000) who returned 47.29 m.p.g. and third place went to the Austin A40 of H. E. Marfleet with 46.12 m.p.g.

There was a thick coating of ice on wind-screens when competitors joined their cars 15 minutes before the start on the Sunday morning. First car away, at exactly 8 a.m., was Peter Mays's 3.4 Jaguar, followed at two-minute intervals by 39 other competitors and a dozen Press cars.

The route took them towards Scarborough, using the steepest hills, the tightest corners, and predominantly minor roads. After Scarborough, the cars doubled back over the moors in fine sunny weather to more 1-in-3 gradients before the built-up areas around Middlesbrough and Stockton. Despite the tricky motoring, all cars maintained the 30 m.p.h. average and no one arrived late at the Billingham Time Control.

After lunch, the route pointed north to Gateshead, the refuelling point, and after navigating Newcastle the cars turned south-east for Blanchland and the North Pennines. The weather had by this time deteriorated. Driving rain, turning to sleet and snow on high ground, coupled with gale-force headwinds, made time schedules and fuel-saving motoring increasingly difficult. Over Tan Hill and other 2,000-ft. ascents, sub-zero temperatures and thick mist added to the already shocking conditions. In this weather N. J. Milne (Austin A40) damaged his car at a road junction and withdrew. The other cars managed to reach Harrogate on time, however, although many had thrown economy to the winds to avoid being penalized for late arrival. All competitors complained that the head-on gales, gusting to over 50 m.p.h. in places, had played havoc with their carefully laid plans. Two cars, in fact, the Triumph Vitesse of J. R. Cotter, and P. E. Mundy's Mini-Cooper, were to run out of petrol the following morning. They were excluded from the remainder of the Run as a result.

Monday's 321-mile section started with a main road stretch through Skipton to the

ERIC BROADLEY and the Midland Racing Partnership drivers Richard Attwood and Bill Bradley were at Goodwood recently testing the new Lola Formula Junior car—the Mark 5A. Attwood lapped in the region of 1 min. 28 secs., which compares favourably with Peter Arundell's record of 1 min. 27.2 secs. set up last August. Further testing was due to have been carried out this week.

refuelling point at Accrington, before dropping through industrial Lancashire. Heavy rain, thick traffic and the long stretches in built-up areas—with hawk-eyed observers ensuring that no car exceeded the speed limit!—hampered drivers wanting time in hand for the unknown hazards ahead. The cars reached Llangollen after a tricky mountainous section round the Horseshoe Pass and then made for Bettws-y-Coed, via Ffestiniog, and then visited Colwyn Bay for the second of the day's refuelling points. In clearer weather, competitors headed south, in gathering dusk, via the Bwlch-y-Groes and the Cambrian Mountains to Llandrindod Wells for the second night stop.

With a considerable section of industrial South Wales to navigate, 37 competitors left the night stop hoping to have time in hand before Swansea and the Rhondda Valley. This proved impossible in many cases because of the considerable roadwork in progress. Frost damage had, in fact, made driving difficult throughout the Run with 6-in. deep potholes on many sections.

Most competitors found the constant hold-ups frustrating and time-consuming and once again economy became of secondary importance. Lunch was taken at Merthyr Tydfil and the cars then travelled through the Radnor and Clun forests to the Long Mynd and Church Stretton before turning east for the built-up areas of Warwickshire. Only one car was late at the Birmingham time control and supper stop, and in darkness all 37 cars returned to



Harrogate via the Derbyshire Peaks (where twisting roads made navigation difficult for the tiring crews), Huddersfield and Leeds.

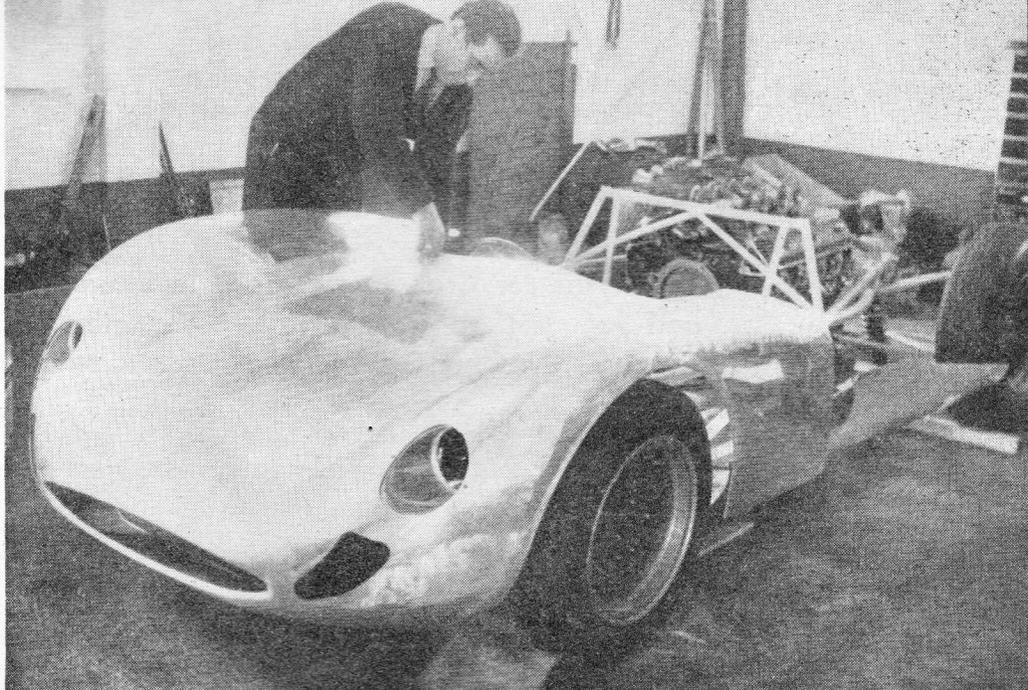
The first car to cross the finish line was the Rover 3-litre driven by G. Hebden, and in a short time the Scrutiny Area was a hive of activity as officials accurately checked the consumption of each car. Results teams worked throughout the night to produce final placings, which were announced at 10 a.m.

General opinion of the Run was that it had been more difficult than in previous years. Weather, route and road conditions had all helped to lower m.p.g. figures and prize-winning drivers certainly deserved their laurels. Most teams agreed that, although the route plotting had been first class, it would be very difficult to find a less economical 1,100 miles of motoring in the British Isles.

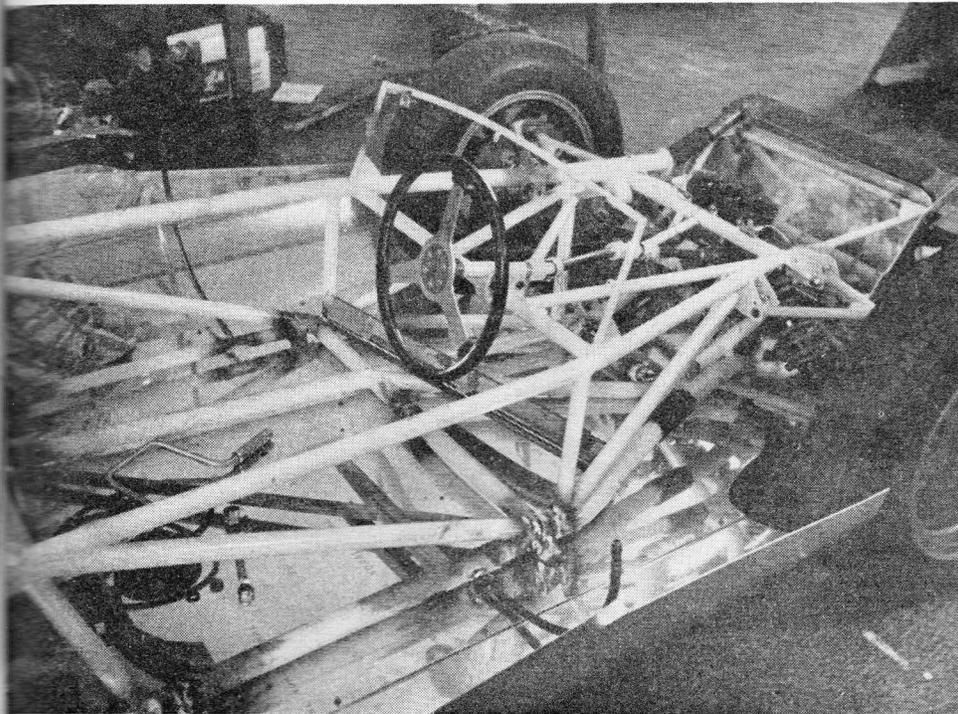
ROLLS-ROYCE POWERED SPORTS CAR

Jimmy Blumer to Drive Interesting New 6½-litre "Special"

By PATRICK McNALLY



BRIAN MANN attends to the bodywork which was built by Beagle Aircraft (above). THE CHASSIS (left) is of the traditional spaceframe variety. The Cooper double wishbone front suspension can be seen.



advance and retard mechanism and calls for a specially machined mounting. The heads are machined to give an 8.7 to 1 compression ratio. The pistons, rods and crank have not been touched as this was considered unnecessary.

Dry sump lubrication has been thought necessary as this has the advantage of lowering the engine in the chassis. The 3 gallon oil tank is located beside the driver's legs and a standard oil pump and oil filter is used. A separate scavenger pump is fitted.

The power output has not yet been measured, but it is hoped to get 65 b.h.p. per litre which, multiplied by 6½ and with a wet weight of 13 cwt., should give a useful power to weight ratio. Power is transmitted via a five-speed Colotti Type 32 gearbox and a twin-plate Borg and Beck clutch is used.

The track is 4 ft. 4 ins. front and 4 ft. 3 ins. rear, and the wheelbase is 7 ft. 7 ins.

Jimmy Blumer is down to drive the car in most major Internationals and it should keep even a man of Blumer's capabilities busy!

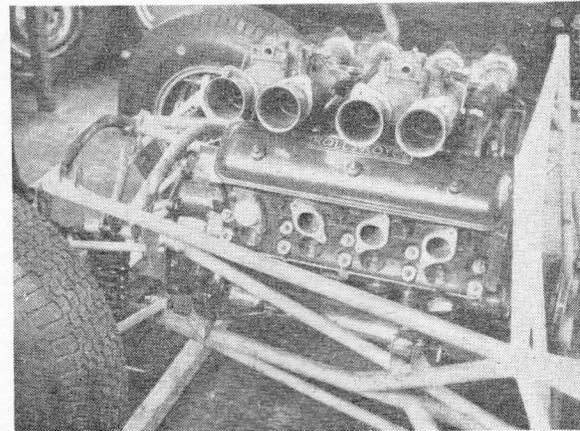
LAATEST British sports car is powered by a Rolls-Royce engine. This car is the brain-child of Alan Mann of Andrews Garages of Southwick, Sussex, who, together with Brian Mann, has managed to fit a 6½-litre V8 R.-R. engine into a space-frame chassis. The result is an extremely attractively designed sports car with low frontal area and a reasonably well-proportioned front-rear weight ratio. The chassis, which was designed and built by Malcolm King and sold to Andrews Garages, is made from various sized cold drawn steel tubes with a hoop behind the driver and another hoop at the rear of the car; there is a triangulated front section. I hope that the torsional rigidity of the car will be sufficient. The radiator is mounted in a conventional position at the front of the car and uses chassis tubes to carry the coolant to the rear engine.

Girling brakes are fitted with 11 ins. discs on the front and 10½ ins. discs on the back.

Front suspension is basically Formula 1 Cooper with double wishbones and Armstrong adjustable shock absorbers incorporated in the coil springs. Cooper front uprights are used but as yet it has not been decided how to set the car up with regard to castor and camber angles. Rear suspension, too, is basically Cooper Formula 1 with wide-based bottom wishbones on Cooper hubs. A rear anti-roll bar is fitted.

Engine is a 6½-litre Rolls-Royce V8 unit which has been modified and converted to dry sump. A special camshaft with more overlap is fitted, this being machined by Reece of Carshalton. Special inlet manifolds fabricated by Ruddspeed carry four 58DCO3 Weber carburetters which substitute the twin 1½ ins. SUs fitted as standard. Because of the necessity to keep the bonnet line low a Ford V8 distributor replaces the standard part which was rather high.

The Ford distributor has a locked



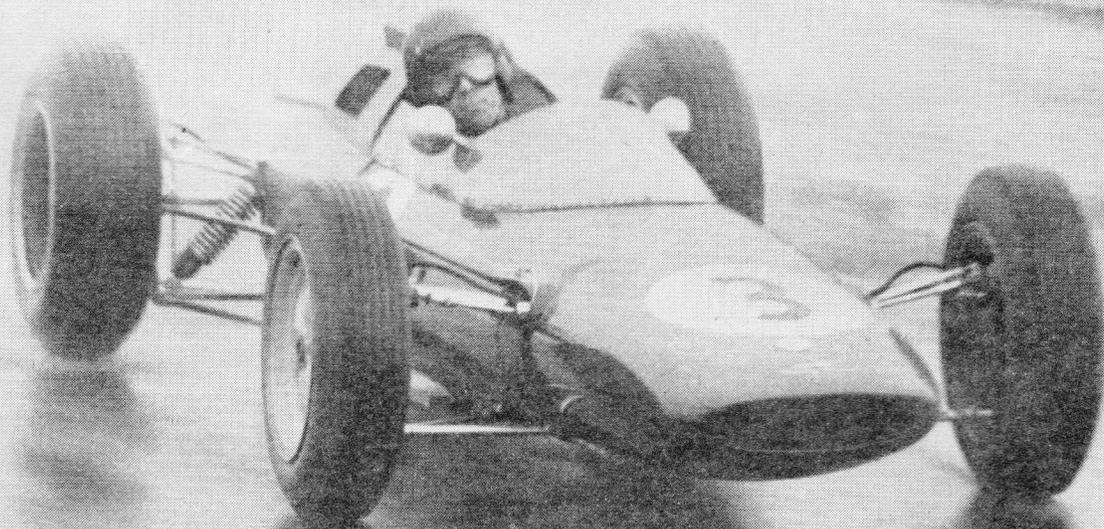
ROLLS-ROYCE engine, which is fitted with four 58DCO3 Weber carburetters, has been modified and converted to dry sump.

SNETTERTON SPLASHES

Two Wins for Graham Hill at Rain-soaked Meeting Driving B.R.M. and Jaguar E : Roy Salvadori Victorious in Saloon Car Race in Jaguar 3.8 : Only Eight finishers in Accident-packed Sports Car Race

By CHRISTOPHER NIXON

Photography by GEORGE PHILLIPS



LAST Saturday at Snetterton saw the opening of the European Formula 1 season. Missing from the scene were foreign cars and foreign-type weather. In spite of these two important non-starters we saw some good, exciting racing under appalling conditions. There were three races on the programme, the first for Sports cars (25 laps), the second for F.1. cars (Lombank Trophy—50 laps) and the last for Touring cars (25 laps). Astute observers of the racing scene will notice the absence of a Formula Junior event and this may be the start of a trend, as there seems to be a slight difference of opinion between com-

NOT THIS TIME. Although he grabbed an early lead, Jim Clark was not able to keep his Lotus 25 ahead of Graham Hill who had worked his way up from a back row starting position. Hill took the lead with 32 of the 50 laps run and went on to victory.

petitors and organizers as to the amount of green stuff to be handed over as starting money.

World Champion Graham Hill was on hand for all three races and he displayed all his brilliance as a wet-weather driver, winning the Lombank Trophy in his B.R.M. and the Sports Car race in John Coombs' ultra-light, fuel-injection E-type, with which he hopes to beat the GTOs

this season—a hard job I would think.

Roy Salvadori, now retired from Formula 1 racing, showed that he is still very much a force to be reckoned with in other spheres by winning the Touring Car race in Tommy Atkins' 3.8 Jaguar. He led from start to finish under really foul conditions.

Practice on Friday was run off in the wet and times were accordingly low. However, the line-up for the Sports Car race provided

an eye-opener for on the front row, in amongst the big 'uns, was the diminutive Mk. 7 Elva with Bill Moss at the wheel.

Innes Ireland led away in the B.R.P. Lotus 19 and the rest followed swathed in a cloud of spray. If you ask him, Innes will tell you, in very short words, what he thinks of racing in the rain. However, he proceeded to drive very fast indeed and opened up a good lead over the next man, who was Bill Moss, going like the clappers in the Elva. Then came Salvadori in Tommy Atkins' Cooper Monaco, Rodney Bloor (Lotus 23), Graham Hill (E-type), Alan Rees (Lotus 23) and Dick Protheroe (E-type).

Bill Moss's efforts came to an end next time round when he came into the pit with a broken gear-selector rod—finis. Graham Hill was now getting to grips with the weather and moved up to third place, behind Ireland and Salvadori, passing Roy on lap four and going after the Lotus, which now began to slow a bit, water getting in where it shouldn't.

On lap nine Innes came into the pits for drying out operations and the world champion surged into the lead now followed by Salvadori, Protheroe, Bloor, Peter Sutcliffe (D-type) and Ireland, back in the race once more. Following this lot were Chris Summers in his Chevrolet-engined Cooper Monaco, Alan Foster (M.G. Midget), Mike Beckwith (Lotus 23), Frank Gardner (Brabham) and Andrew Hedges (Midget).

Next into the pits was Bloor, letting Protheroe into third spot. Graham's lead increased, as did the rain. Ireland's Lotus went by sounding very rough and on lap 17 he came in to retire, soaked to the skin and looking very fed up. Alan Foster's Midget now came into the picture, lying fourth overall! Hedges was fifth and Dick Jacobs was looking very happy.

There were large puddles of water on the Norwich straight and three cars came unstuck here. Protheroe was the first to go, his E-type turning over and landing on its side, badly damaged. Then Sutcliffe and Hedges crashed within seconds of each other, the D-type being virtually written off and the Midget apparently only slightly bent. Of the drivers, only Sutcliffe was damaged and, happily, only superficially.

Hill went farther away from Salvadori, who was looking very uncomfortable in his open Monaco and they finished in that order with Alan Foster a brilliant third overall.

After the race the marshals spent a long time brushing some of the water off the track and the big race finally started nearly three-quarters of an hour late. Owing to



INCREDIBLE M.G. Midget of Alan Foster stays behind Mike Beckwith's Lotus 23 on his way to an unexpected third place overall (top). SMITING the bank at Riches (above) is Tony Hegbourne in the second Normand Lotus 23. WINNER IN THE WET was Graham Hill at the wheel of John Coombs's very, very fast E-type Jaguar (below).

bothers in practice, Graham Hill was on the back row in his B.R.M., and looking very much out of place. The front row comprised Clark (Lotus), Ginther (B.R.M.), McLaren (Cooper) and Ireland (B.R.P.-Lotus-B.R.M.). Behind this quartet were the B.R.P.'s new recruit from Texas, Jim Hall, for whom great things are being predicted, Adam Wyllie and Philip Robinson, both in 4-cylinder Lotuses, and at the back were Tim Parnell (Lotus-B.R.M.), motorcyclist Bob Anderson (Lola V8) and the aforementioned Mr. Hill. Not surprisingly, there were no 1963 cars present. Lotus had only one engine and so Trevor Taylor did not appear. The B.R.M.s were modified 1962 cars, looking semi-monocoque—the shape of things to come from Bourne no doubt. Hill's car had a new cylinder head and exhaust system, the latter being almost as tortuous as that on the Climax engines but coming out underneath the car.





RICHIE GINTHER takes the lead at the start (above), with Innes Ireland (Lotus-B.R.M.), Jim Clark (Lotus-Climax), Bruce McLaren (Cooper-Climax), Jim Hall (Lotus-B.R.M.) and team-mate Graham Hill (B.R.M.) in hot, or rather damp, pursuit.

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SPRAY is chucked up from the wheels of Richie Ginther's B.R.M. as he rounds Riches (below). The American was well in the hunt in the early stages, but he later dropped back and, after a visit down an escape road, finally finished fifth.

The flag fell and they disappeared in a cloud of spray, Ginther in the lead. The diminutive Californian, who just loves our English climate, was still in the lead as they screamed past the pits, the wonderful sound of the V8s warming our cold ears. Jim Clark was in hot pursuit, followed by Bruce McLaren, Innes Ireland, Graham Hill and Jim Hall. Then came Robinson and Wyllie, almost side by side, Anderson and Parnell.

Clark surged into the lead early in the second tour and Hill closed rapidly on Ireland, taking him on lap three and setting after McLaren. By lap five he was right

with Bruce and two laps later he went past. Ginther, who had dropped back a bit, was now seen to be closing on Clark and indeed on lap nine Richie retook the lead. So after 10 laps the order was Ginther, Clark, Hill, McLaren, Ireland, Hall, Wyllie and Anderson.

For a few laps Hill latched onto Clark and they rushed round separated by a couple of lengths but then Clark got moving again and passed Ginther once more on lap 14. Two laps later Hill passed his team-mate into second place and closed up on Clark.

At the halfway mark Clark led Hill by about 2 secs. and Ginther had dropped back considerably. McLaren was still fourth but Ireland was closing up on him, and went by on lap 28. Four laps later Clark and Hill went by with only a couple of feet between them, Graham casually wiping his visor, and at the hairpin the B.R.M. took the lead. At the same time Ireland and McLaren joined battle with Ginther and for the next 10 laps this trio had a splendid dice.

Innes passed Richie at the hairpin on lap 35 only to have Richie and Bruce pass him two laps later. Ireland was having a go, however, presumably having dried out a bit, and on lap 41 he got by Richie again, and the American now dropped out of the fight, following a trip down an escape road somewhere.

Hill was extending his lead over Clark all the time, and now had the race in his pocket. The race for third place, though, was still very much on, with McLaren tenaciously clinging to his advantage over Ireland. Innes wasn't to be denied, however, and on lap 44 passed McLaren for the last time.

So the World Champion won from his



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TAKING THE LEAD from Jim Clark, Graham Hill forces his B.R.M. past on the outside of the Lotus. Graham drove an inspired race from the back row of the grid and gradually reduced Clark's early lead. He eventually beat him by 11.4 secs. One eagerly awaits the next round of the Hill v. Clark battle which is scheduled for Goodwood.

★



runner-up Clark. Ireland was third and McLaren fourth. Fifth, a lap behind, was Ginther, and sixth, four laps in arrears, was Jim Hall, after his first exploratory drive in a modern V8 F1 car.

The Saloon Car race provided a runaway victory for Roy Salvadori in Tommy Atkins's 3.8 Jaguar. Roy led from the start and steadily increased his lead throughout. Graham Hill, in John Coombs's similar car, made a bad start and was sixth at the end of the first lap but by the fifth tour he was third and four laps later he was second, where he remained throughout the race,

unable to do anything about the flying Salvo, who was driving superbly.

A veritable herd, group or what have you of Jaguars followed this pair, comprising Peter Dodd, Mike Salmon, Bill Aston, Chris McLaren, and J. Sparrow. Then came Mick Clare in his preposterously fast Mini, Peter Harper (Sunbeam), John Fenning (Janos Mini), Peter Procter (Sunbeam), John Whitmore (Mini) and Mike Pendleton (3.8 Jaguar).

Whitmore (Sir John to you!) ran out of brakes completely on the third lap and spun at the hairpin a couple of times, but seeing that he never uses brakes anyway, I don't know what he was complaining about.

Peter Dodd and Mike Salmon splashed round in close company for some laps, Mike eventually getting the better of the struggle and moving into third place, and then Dodd was attacked and overcome by Bill Aston, who moved into fourth.

Roy Salvadori came home a comfortable winner by nearly 30 secs. from Graham Hill, who was 6 secs. ahead of third man Salmon. Mick Clare won the up to 1,300 c.c. class and Harper and Procter in the works Sunbeams were one-two in the 1,300-2,000 c.c. class with Alan Fraser's cars (Leston and Jopp) third and fourth, these two being disappointingly slow.

AMERICAN Jim Hall was sixth in his first drive for the British Racing Partnership (right). START of the saloon car race (below) with a front row full of Jaguars—those of (left to right) Graham Hill, J. Sparrow, Roy Salvadori and Peter Dodd. Salvadori won from Hill and Mike Salmon, who drove yet another Jaguar.

Results

Lombank Trophy (50 laps—133 miles): 1, Graham Hill (B.R.M.), 95.47 m.p.h.; 2, Jim Clark (Lotus-Climax); 3, Innes Ireland (Lotus-B.R.M.); 4, Bruce McLaren (Cooper-Climax); 5, Richie Ginther (B.R.M.); 6, Jim Hall (Lotus-B.R.M.). **Fastest Lap:** Hill, 1 min. 38.2 secs., 99.35 m.p.h.

Sports Car Race (25 laps—67.5 miles): 1, Graham Hill (E-type), 79.37 m.p.h.; 2, Roy Salvadori (Cooper Monaco); 3, Alan Foster (M.G. Midget). **Fastest Lap:** Hill, 1 min. 49.6 secs., 89.01 m.p.h. **1,511-2,000 c.c.:** 1, Frank Gardner (Brabham), 71.27 m.p.h. **Up to 1,150 c.c.:** 1, Alan Foster (M.G. Midget), 73.85 m.p.h.

Touring Car Race (25 laps—67.5 miles): 1, Roy Salvadori (3.8 Jaguar), 83.41 m.p.h.; 2, Graham Hill (3.8 Jaguar); 3, Mike Salmon (3.8 Jaguar). **1,301-2,000 c.c.:** 1, Peter Harper (Sunbeam), 76.38 m.p.h. **Up to 1,300 c.c.:** Mick Clare (Mini), 76.38 m.p.h.



FIRST DRIVE in a Formula 1 car by Bob Anderson did not produce anything startling, but in any case it was too wet. Bob drove an ex-Bowmaker Lola-Climax.



TEAM-MATES of Bruce McLaren and Walt Hansgen at Sebring were Paul Richards and Bill Kimberly. This is the car that Briggs Cunningham and Roy Salvadori drove at Le Mans last year, but at Sebring it suffered a damaged wheel.

familiar to motor-racing enthusiasts. I remember Alf Francis saying at Mexico when Roger qualified fastest of the U.D.T. Lotuses, "He's another one to worry about now. He's not a new boy any more!" As they would say in one of these Madison Avenue-type colouring books: colour him very fast.

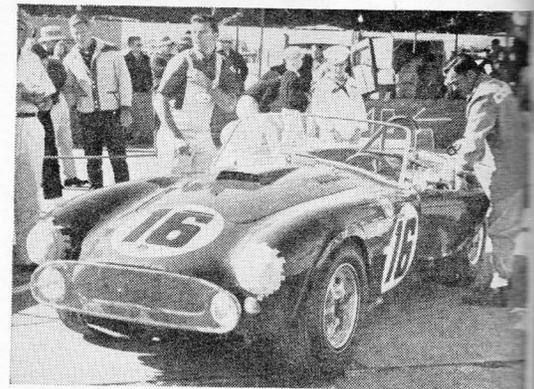
I haven't said much about the Ferrari sports cars or the Chaparrals because, really, I thought the race was supposed to be for Grand Touring cars. I must admit that I'm a little confused as to when a car is a G.T. and when it's a sports car. It seems to me that an E-type coupé or a GTO is a G.T. The E-type with a hardtop is—just. But the Cobras without hardtops look like sports cars to me and the open Ferraris and Chaparrals are definitely sports-racers. The F.I.A. call them all G.T.s, the last two being prototypes—I'd hate to be on the F.I.A. making decisions.

I gather there was a little bit of indecision over the final result, but giving credit to Surtees and Scarfiotti, it was their first long-distance sports car victory, and they couldn't have chosen a tougher one. Sebring is darned hard work—entirely different to Le Mans. There are so many corners. If you're not concentrating on going fast, you're concentrating on nursing the car, particularly the brakes.

In the coupés there is a lot of noise, so you get a crashing headache out of it, and in the open cars by the end of 12 hours you often get a lot of fumes, brake-pad dust, and smoke being sucked back through the cockpit as was the case with the Surtees Ferrari.

John, I gather, after winning the race was really ill. I can understand this. You can't eat properly for the 12 hours. With the heat you get terribly thirsty. You drink too many cokes and orange juices, and the more you drink the thirstier you get. Not speaking from experience, but I guess it's a bit like being hung over and exhausted at the same time.

Anyway now that I'm back in England (I gather it's relatively warm although it still feels cold to me) I'm glad that my sports car is a G.T. A prototype would be a bit cold and windy right now.



THE A.C. COBRA, according to Bruce McLaren, looks more like a sports car than a Grand Touring machine, although this car is in production, unlike the "sports-racing" Chaparrals and Ferraris which, at the most, are only built to special order.

BRUCE McLAREN:

From The Cockpit

Driving an E-type Jaguar at Sebring and Some Candid Comments on the G.T. Prototype Category

I GUESS that for 51 weeks of the year, Sebring (Florida) is the warm and sleepy little town that we found on arrival the Monday before race weekend. But race week is different. By Tuesday there are signs everywhere proclaiming a welcome to race fans. Within a couple of days every second car is a sports car, and all conversations are centred on the "vettes" or the "Rays" (Sting-Ray Corvettes), E-type Jaguars, Ferraris, Cobras or anything resembling a "sporty car".

The 12-Hour endurance race at Sebring draws enthusiasts from all over the U.S.A., and the enthusiasm of those who arrived on the Thursday and Friday was well rewarded, for they were able to see all the big teams hard at work in different hangars around the airfield circuit. Briggs Cunningham's hangar was a focal point for Jaguar fans. He had an E-type coupé (the one he ran at Le Mans last year), a normal roadster with a hardtop, and a rather special lightened and fuel-injected roadster, also with a hardtop. I was to share the drive in this car with Walt Hansgen.

In one of the other hangars were more Ferraris that I've ever seen in one spot. There were the works open cars of Surtees/Scarfiotti, and Mairesse/Vaccarella, and the 4-litre G.T. prototype driven by Parkes and Bandini. This was a better-looking car—I think—than the GTO. Then there was the Graham Hill/Pedro Rodriguez Ferrari, with at least four or five other GTOs, a line-up that was a bit breathtaking, and someone said without much fear of contradiction that it looked as though Ferraris were going to win the race.

Farther across the tarmac, another airport building provided a home for the colourful Cobra team. I want to tell you about these Cobras.

You take a quiet, docile, and self-respecting A.C. Ace, a car that you might

describe as lithe or even graceful. You then drop in a huge Ford V8 turning out great chunks of horsepower with the appropriate noise. Set the whole lot fair and square on four huge racing tyres on wide wheels about two feet farther apart than standard, and you could as much compare the former with the latter as you could Stirling Moss with Sonny Liston.

When I was driving the E-type I was in fairly close company with Dan Gurney in the fastest of the Cobras. He seemed to be getting a terrific amount of fun out of power-sliding through corners in huge over-steering slides. Out of corners the tail would wag for hundreds of yards from sheer power. Later in the race, though, Phil Hill and Dan were cornering just as fast, but in more of an "on rails" fashion to save tyres.

In fact the whole Cobra set-up—or Shelby American, as Carroll Shelby's company which assembles the Cobras in the ex-Reventlow Scarab factory is named—was a very impressive one. Carroll and his men were all dressed alike in the painters' overalls that were the Shelby trade mark when he raced in Europe a few years ago. Their pit work was good and they were lying first and second in the G.T. class for quite some time, Dan and Phil running until late afternoon, only to be put out with the breakage of a minor part. By comparison, the Sting-Ray Corvettes were a little disappointing.

The new E-type Jaguar surprised a lot of people. Only a couple of the GTOs were faster. Handling and brakes were good, the only serious disadvantage compared with the GTO being the lack of a 5-speed box.

After nine hours' racing Walt and I were lying second in G.T. classification to the really well-driven GTO of Roger Penske and Augie Pabst. Penske, incidentally, is a name that I think is going to become very

BRIAN FOLEY'S

Report From Eire

who qualified. Alex qualified in only two Hewison events this year, having missed out several events as he was not concentrating on Hewison honours. Another top man not driving in this year's Final was Kevin Sherry, who was third last year in his Volkswagen. Unfortunately, like Alex, we have seen very little of Kevin in trials this season. The 15 tests were laid out over two laps of a 17 miles course near Roundwood, Co. Wicklow. Great difficulty was experienced by the special organizing committee appointed by the R.I.A.C., as many of the bye-roads used were still covered with some snow a week beforehand. Heavy rains washed the snow away a few days before the big day, and also turned some of the tests into virtual "mud plugs".

On the first test, Seamus Griffin (Griffin-Ford) returned the best time, and on the

pylons knocked for ten, penalty lines crossed, cars stuck axle deep in the mud of some tests, etc., were numerous. It was obvious from all reports that one of the Griffin brothers had won the Hewison Trophy. Would it be Seamus for the fourth year in succession, or young 18-year-old Stephen who finished a lowly 17th in 1962.

At last results were announced and the winner of the 1963 Hewison Trophy was announced as Stephen Griffin, by *two-fifths of a second* from Seamus Griffin. Leslie Vard was third and Paul O'Flynn in the borrowed Austin Seven was fourth. Des Cullen in the Prinz 4-engined NSU Prinz 2, was fifth only four-fifths of a second behind O'Flynn. Larry Mooney was sixth, a drop from fourth last year but nevertheless a good performance in a Volkswagen. Cecil Vard, who was second last year, dropped to seventh. Johnny Moore, who won so many Premier Awards all through the season, was poorly rewarded by eighth place. T. P. O'Connell finished a great fifth last year but possibly through trying too hard he dropped to ninth spot this time, in his re-vamped, front-engined, Volkswagen Special. Peter Jenkins finished behind O'Connell last year, and was again behind the Co. Donegal man but this time he was only tenth in his 1,172 c.c. G.T.S.

Results

Hewison Trophy: Stephen Griffin (G.T.S.), 497.4 marks; 2, Seamus Griffin (Griffin-Ford), 497.6; 3, Leslie Vard (Austin-Cooper), 507.8; 4, Paul O'Flynn (Austin Seven), 512.3; 5, Des Cullen (N.S.U. Prinz 2-4), 512.7; 6, Larry Mooney (Volkswagen), 514.3; 7, Cecil Vard (Austin-Cooper), 515.7; 8, Johnny Moore (Austin Seven), 523.7; 9, T. P. O'Connell (Volkswagen Spl.), 529.5; 10, Peter Jenkins (G.T.S.), 541.4; 11, Noel Smith (N.S.U. Prinz 4), 552.1; 12, Brian Kehoe (Austin-Cooper), 554.8; 13, Pat O'Callaghan (Volkswagen), 560.9; 14, Jack Fildes (M.G. Midget), 563.3; 15, Des Bradley (N.S.U. Prinz 4), 563.4; 16, Reggie Redmond (M.M.3), 563.5; 17, Brendan Kenna (Austin-Cooper), 564.9; 18, Michael Ivis (Austin-Cooper), 566.1; 19, Les Fitzpatrick (M.G. Midget), 567.4; 20, David Glover (A.-H. Sprite Mk. I), 577.6; 21, John Hayes (Austin-Cooper), 587.8; 22, Don Sheedy (Austin-Seven), 593.7. **Club Team Award:** M.G. Car Club, Seamus Griffin and Cecil Vard (9 points).



WINNER of the Hewison Trophy, by just two-fifths of a second, eighteen-year-old Stephen Griffin performs a hand-brake spin-turn in his G.T.S., against a background of the Wicklow Mountains. Brother Seamus Griffin was second, Seamus being the winner of the previous three finals.

FOR the fourth successive year, the coveted Hewison Trophy stands proudly and shining, amidst a host of other motoring awards, on the sideboard in the home of the Griffin brothers at Clondalkin, Dublin. Having gained their hard-earned qualifications, 22 drivers lined up in glorious weather on Monday, 18th March, to do battle for the Eire Trials Championship. The R.I.A.C. accepted the long-delayed results of the Limerick M.C.'s Winter Trial and Cork drivers Paul O'Flynn and Tom Burke were eligible to compete in the Hewison Trophy Final Trial. Burke was not allowed to compete, the severe penalty he had to pay for not having a 1963 Competition Licence. Burke's absence reduced the number of Volkswagens to two—a far cry from the 10 VWs in last year's Final. O'Flynn was almost a non-starter: the clutch of his Morris-Cooper packed-up on the previous day. He borrowed a second-hand, standard, Austin Seven from Charlie Gunn and, as will be seen later, he did quite well for himself. Poor Gunn suffered cruel luck. He could not find the start and arrived when the official starter had left. Although he drove all the tests in his Mark 2 Sprite, his marks were not taken into account and his labours were in vain. In my provisional list published in AUTOSPORT of 15th March, Alex Malcolm and his Buckler-Ford were listed amongst those

second lap the honours went to Leslie Vard (Austin-Cooper). Seamus Griffin and Paul O'Flynn (Austin Seven) shared fastest on the second test. Seamus Griffin shared fastest with Larry Mooney (Volkswagen) on this test the second time around. Stephen Griffin (G.T.S.) won the third test, which became so muddy that it was scrapped after the field had been through once. Stephen was best in test number four on the first lap, and no fewer than four drivers tied for fastest on the second lap. They were Seamus Griffin (Griffin-Ford), Johnny Moore (Austin Seven), Peter Jenkins (G.T.S.) and Reggie Redmond (M.M.3). Moore's standard Austin Seven lacked the urge of his more familiar Austin-Cooper, and Redmond's Ford powered M.M.3 was sounding very ropey. Paul O'Flynn won the fifth test, with Cecil Vard (Austin-Cooper) best on the next lap. Stephen Griffin was fastest both laps in the sixth test, and big brother Seamus was fastest twice in the seventh. Des Cullen literally bombed his little NSU Prinz 2-4 around the last test on both laps to record the best time twice.

The Hewison Trophy Final Trial was all over in the incredibly short time of about 2½ hours, and competitors and spectators retired to the Wicklow Hills, Hotel at Roundwood to anxiously await results. Stories of failed tests, engines stalling,



THE SECOND FIRECREST.

SEEN at the Hewison Trophy Final Trial was Doug Glover's latest creation. His first Firecrest only appeared in February and was recently illustrated in AUTOSPORT. His second Firecrest is much better finished, having transparent fairings over the dual headlights, form-fitting bucket seats, and a Sprite hardtop. A fast-back hardtop is being made, which should give this little car a real Mini G.T. appearance. Engine, suspension, wheels, etc. are all Austin-Cooper. The body and chassis is a single glassfibre unit except for the doors, engine and boot lids.

12 hrs.
of
Sebring

SEBRING — 1963

No Answer Yet to Ferrari Supremacy in Both G.T. and Prototype Categories

By GREGOR GRANT

WITH Ferraris filling the first six places in the general classification, and displaying the utmost reliability, Italian prestige has risen high in the U.S.A., after the results of the Sebring 12-Hour Race. Only two of the cars from Maranello failed to finish, and both were eliminated following off-course excursions leading to suspension damage in one case, and a split petrol tank in the other. The American V8s flattered only to deceive, the fancied Chaparrals and A.C. Cobras all experiencing mechanical troubles which put them completely out of the running. True, the Shelby Cobras had comparative freedom from engine failure, their Ford power-units apparently being extremely reliable. Their bothers were mainly in the components dept., with such irritating maladies as gear-selector, starter motor, cracked diff. casing, oil-pressure gauge and other fairly minor troubles.

Dan Gurney's No. 15 car had selector problems, but the main delaying factor was the breakage of a bolt securing the rack-and-pinion assembly. This was seized on with glee by certain American sports-writers, and I make no apologies for quoting this report in the *Tampa Tribune* of 26th March: "About the steering trouble. Gurney blamed a bolt. 'One of those

British bolts,' he laughed. 'Limey stuff'."

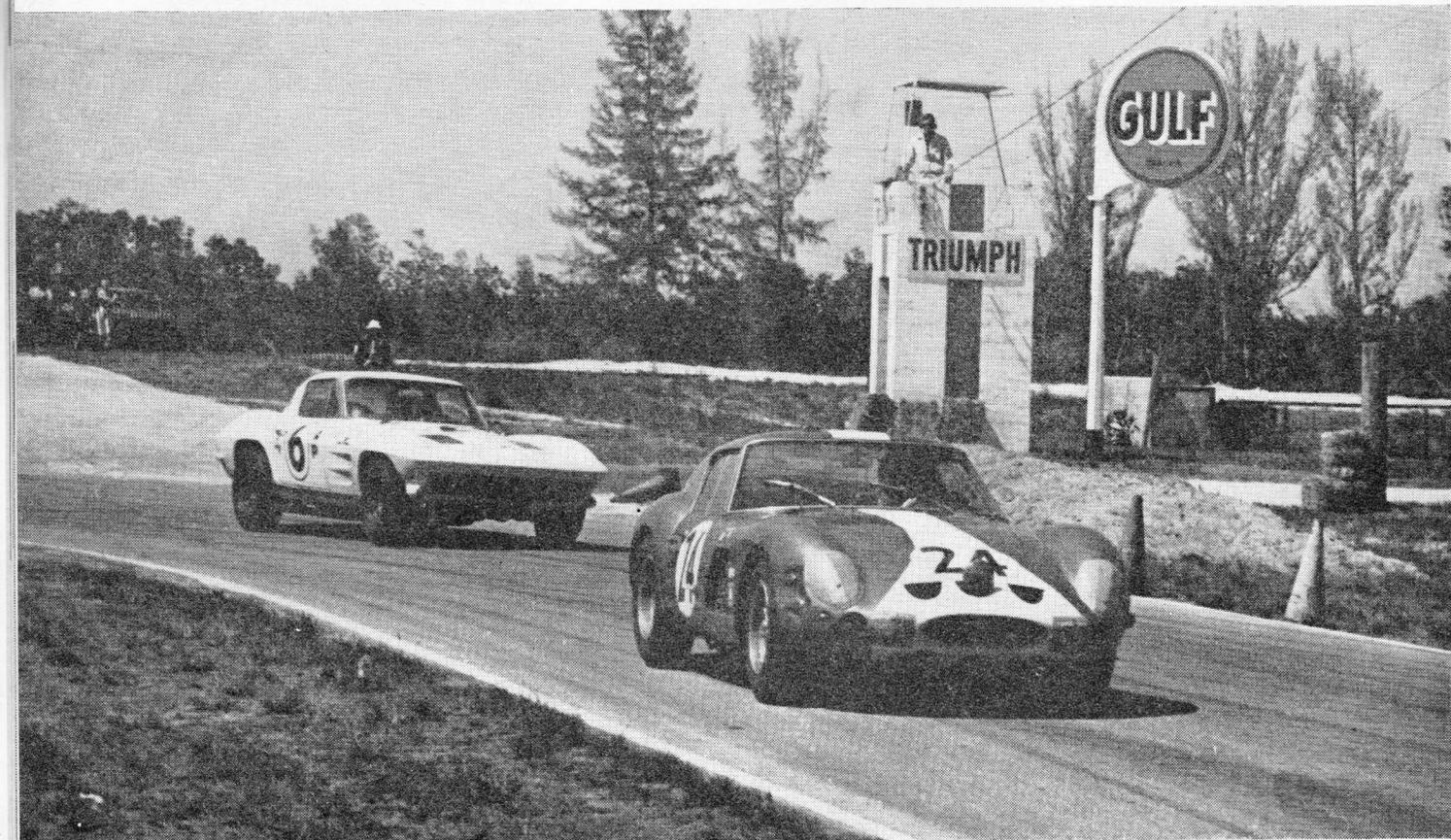
Earlier Carroll Shelby had said to me: "We strip every chassis when it comes from England, and thoroughly test everything, right down to the last nut, screw and bolt."

There is still argument as to whether or not the Surtees/Scarfiotti car won. Mairesse/Vaccarella claim that they overtook their team-mates when Scarfiotti came into the pits at 8.37 p.m., to hand over to Surtees, refuel and have a loose battery connection fixed. However, at 8 p.m., the Surtees/Scarfiotti car had completed 173 laps, and their team-mates were given 172 laps. About 15 minutes earlier, the latter had made a routine stop, and Vaccarella took over from Mairesse. Another slight mystery is to the effect that, in the official report from the Chief Pits Steward, contained in the communique, the following is noted: 9.44 p.m. Car No. 31. Now driving Vaccarella. Refuel. If the Surtees car No. 30 did not stop again after 7.37 p.m., it is difficult to support claims that the timekeepers were in error.

What must have been a record time spent in the pits were the 5½ hours taken by Grant and Campbell to fit new big-end bearings to their Corvette Sting-Ray. The

SPECIAL PROGRAMME for Sebring (above) was prepared by AUTOSPORT and included many interesting features.

THROUGH WEBSTERS (below) the Roger Penske/Augie Pabst Ferrari GTO leads the Sting-Ray Corvette of Geo. Robertson/Johnny Allen/Jeff Stevens. The Ferrari, entered by John Mecom, went exceptionally well to finish fourth overall behind three prototypes; it covered 203 laps—only four fewer than the outright winner and seven more than the winning G.T. car last year, which was the GTO of Phil Hill/Olivier Gendebien.





car returned to the race, 10 minutes before the finish, and completed 46 laps—exactly 163 behind the winners!

The only driver to do the 12 hours without sharing the wheel was George Waltman (Triumph TR4), a feat he also achieved in 1962. This glutton for punishment drove the 1,300 miles from New York alone, prepared his car unaided, and had no assistance in the pits till race day. He eventually completed 154 laps, and was 4th in the 2,500 c.c. class.

B.M.C. supporters were most disappointed in the showings of their cars in both 3- and 12-Hour Races. The M.G. and Austin-Healey crews were highly optimistic on the eve of the races, when a splendid party was staged at the swish Pinecrest Country Club, attended by Mr. and Mrs. John Thornley, Donald Healey, Rod (Babe) Learoyd, VC, and many other B.M.C. notabilities. Both Graham Hill (M.G. Midget) and Pedro Rodriguez (Sprite) were out of the "3-Hours" in less than 10 minutes with transmission failure. In the "12-Hours", both M.G.s fell victim to engine bothers, and the Royston-entered Austin-Cooper broke its fan pulley. The prototype Austin-Healeys fared better, Bob Olthoff/Ronnie Bucknum finishing 12th overall, and Paddy Hopkirk/Donald Morley 25th. For some strange reason, the very fast little Sprite prototype

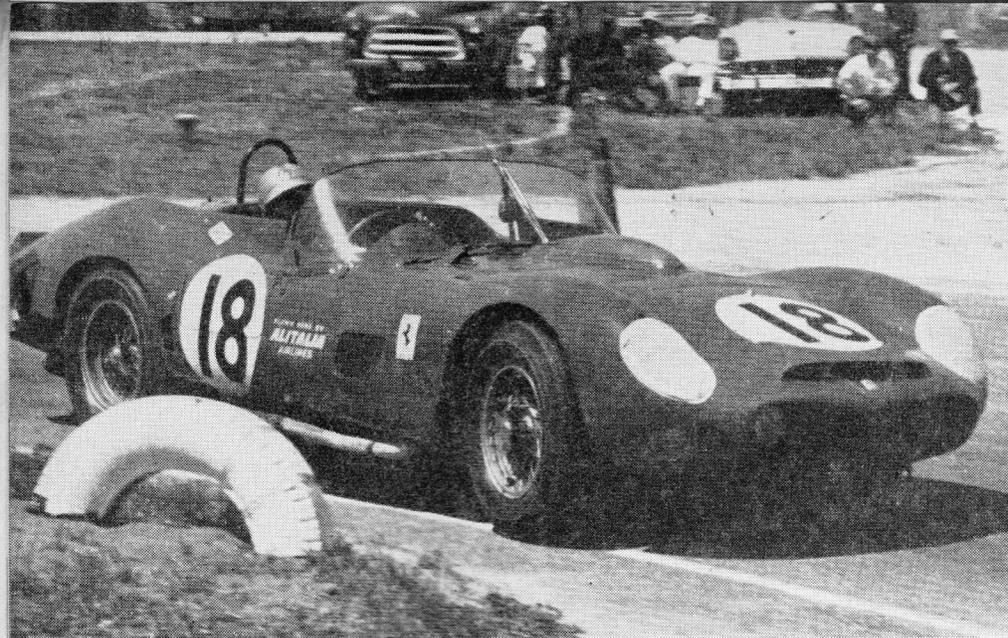
VIEW from the Goodyear airship (above) shows the lay-out of part of the Sebring course. In the top right of Ozzie Lyons's picture can be seen two competing cars.

THE AIRSHIP from below (right). Hans Herrmann's Fiat-Abarth, which won the Three Hour Race, can also be seen. This race was a bit of a farce with but ten starters and five finishers;

coupe of John Colgate/Clive Baker did not appear in the final provisional results, nor was it given as retiring. I seem to recall that it was running in about 20th place at one time and it also led the "Index" for a while, and I made it about 31st overall at the end. Perhaps the officially audited results will clear this up!

Fred Kingbury and his staff worked like Trojans to push out information sheets to entrants and to the Press. They did a splendid job, but might I suggest that, during the opening hour or two, the timekeepers could co-operate by giving the race order more frequently, and, if at all possible, the times separating leaders on the same lap. This would also be of great assistance to PA announcers like Art Peck,





Whatever drawbacks Sebring may have as a racing circuit, they are certainly overshadowed by the atmosphere introduced by Alec Ulmann, Reggie Smith and the originators of the 12-Hour Race. The event acts as a magnet for all racing fans in the U.S.A., not to mention Canada. When a family of four, father, mother, and two teenage sons, make the long trip from Vancouver to Sebring, Florida, in their Mini-Minor towing a small luggage trailer—that is real enthusiasm!

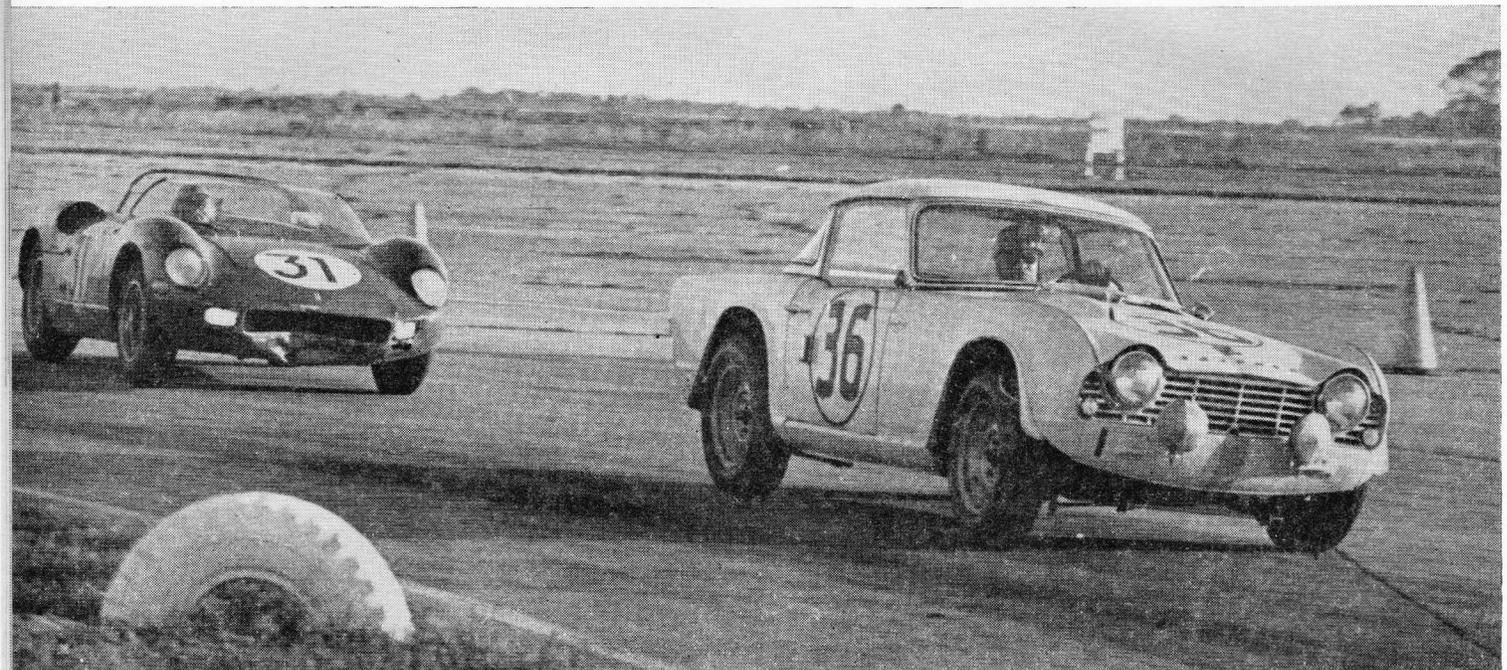
PROTOTYPES—WITH A DIFFERENCE. Two 4-litre prototype Ferraris appeared at Sebring—an open car (left) which was nothing more than a sports-racing car and the beautiful 330LM closed car (below), which in complete contrast typifies what the F.I.A. mean by a prototype. The open car was third driven by Graham Hill and Pedro Rodriguez.

who could pass the information on to spectators.

As usual, the Automobile Racing Club of Florida had a first-rate buffet for its members, behind the private stand. Amongst the hosts and hostesses were Mary Ulmann, Pixie Faile, George Sebring, Angela Norwood and Beech Matthews. The Chef invariably turns out in a chequered outfit, complete with outside hat.

Visitors are always inclined to criticize the police, but I must say that, this year, State Troopers, Sheriff's men and the local Sebring Police did a fine job of controlling traffic. They all showed restraint in the matter of dishing out tickets, and were far more courteous than one has come to expect of American cops. Co-operation between helicopter crews and ground patrols controlled the arrival and departure of possibly 15,000 automobiles. The crowd itself was even larger than the 1962 record assembly, being put somewhat conservatively at 45,000.

RELIABLE performance was that of the Triumph TR4s which finished first, second and fourth in the 2½-litre G.T. class. The Peter Bolton/Mike Rothschild TR4 leads the second-place Ferrari of Willy Mairesse/Nino Vaccarella.



THE Irish motor racing season for 1963 got under way at Kirkistown last Saturday, when the 500 Motor Racing Club of Ireland staged one of its usual varied and interesting meetings with no fewer than 14 different scratch and handicap races inside four and a half hours. Several improvements had been carried out to the circuit from last season, including the re-surfacing of sections of the track between the starting area and the Colonial section and at the hairpin. Since last season also the club has purchased the circuit and its surrounding areas and ambitious plans are under way for improving facilities for both competitors and spectators, with talk of grandstands not only at the start and finish area, but around the Colonial section and at the hairpin.

A new and successful venture by the Club at this meeting was the introduction of a scratch race for Mini saloons which brought 11 out of 15 entries to the starting line. Although the local entries were outclassed by a 997 c.c. Austin-Cooper entered by the Scots competitor Ron McCutcheon—which led from start to finish—there was, nevertheless, considerable dicing down the field and plenty of hair-raising motoring. For the first four of the seven lap race, second place was held by R. S. Williamson in a much modified 848 c.c. version, but a slipping clutch let Harry Kirkpatrick's 997 c.c. Morris-Cooper gain another place on the fifth lap. He could not, however, hold off the challenge by Arthur Reid who finished 32 seconds behind McCutcheon with Kirkpatrick half a car length behind.

Crossle cars had a sweeping victory in the 1,172 c.c. Ford scratch race, filling the first three places. Although he had been fastest in practice, Jackie Davidson in the rear-engined version had to be content with third place, being troubled throughout the race with the engine cutting out on every bend. The race was dominated by Ross Raymond who finished at an average speed of 69.88 m.p.h., compared with a finishing speed of 69.67 m.p.h. for Jimmy Sergeant who was second.

Ronnie Desano, despite spinning off twice in the Colonial section, again proved that he has one of the fastest Austin-Healeys in Ireland by returning a comfortable win in the class for Sprites and M.G. Midgets of the sports car scratch event. Making up for lost time, he put in one lap at 78.6 secs., a speed of 69.95 m.p.h. The Sprite/M.G. race was run in conjunction with the class for Triumphs/Sunbeam Alpines/M.G.As which was won by Billy Reid in a Triumph TR3, which led from start to finish. Another Triumph in the hands of Raymond Moore was second, while R. L. Ward in a 1,991 c.c. version was third.

The third class of the same sports car scratch event attracted a number of Lotuses, Turners and a T.V.R. with victory finally going to Bertie McElhinney in his 1,500 c.c. Ford-powered Lotus Super Seven, which finished 30 seconds ahead of Stanley Porter in a similar car with a 1,098 c.c. engine. Another Lotus, this time in the hands of the Dublin driver Bill Lacey, was third. Jack Slater had an easy

win in the big sports car scratch class with his 1,585 c.c. Lotus 23, finishing at an average speed of 74.10 m.p.h. A D-type Jaguar in the hands of Bob Duncan was the only other car to finish in this class.

After dominating the Formula Junior class at Kirkistown last season Malcolm Templeton started off in excellent form again when he won the Junior race at an average speed of 79.50 m.p.h., and in doing so returned equal fastest lap of the day in 67.2 secs. Templeton led from the fall of the flag, but the race was kept alive by the struggle for the next three places between Charles Eyre-Maunsell (Lotus),

rule does not, however, apply to the last lap in which everyone can have a real go!

When the handicappers had completed their calculations on the results of the closed car race it was found that the first three drivers had been disqualified. In this, victory finally went officially to R. Knox driving a Morris-Cooper, followed by Arthur Reid in an Austin-Cooper and Wilbur Todd in a Ford.

Malcolm Templeton rounded off a successful day's motoring by winning the final of the open handicap in his Formula Junior Lotus.

The fastest lap of the day was shared by Templeton and Pringle at 67.2 secs.

KIRKISTOWN RACING

1963 Irish Motor Racing Season Starts

By BRIAN WADDELL

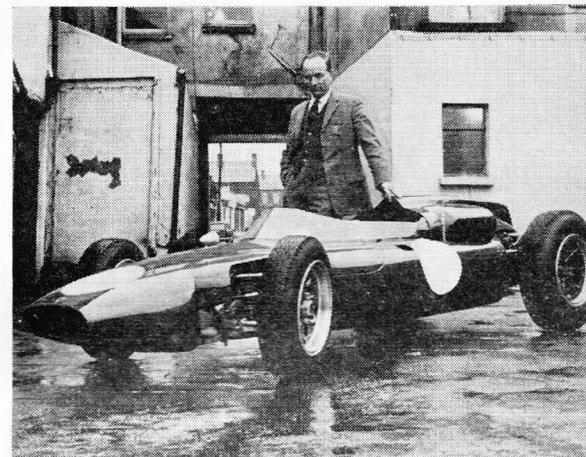
Denis Kinghan (Lotus) and Tommy Reid (Lotus). At the end of the first lap Eyre-Maunsell was second, but Kinghan and Reid were breathing down his neck. On the second lap both Kinghan and Reid pushed past Eyre-Maunsell and by the fourth lap Reid was in second place. On the sixth lap Eyre-Maunsell displaced Kinghan for third place, but the order was reversed again the next time the cars passed the starting area. With all the stops out, Eyre-Maunsell made his final bid on the last lap and crossed the line ahead of Kinghan to take third place behind Templeton and Reid.

After being beaten by Templeton's Junior in an earlier open handicap heat, when both cars were off the same mark, John Pringle was ready for revenge in the *Formule Libre* scratch race. Pringle was competing for the first time in his new 1963 Cooper in which he had installed last year's 2,495 c.c. Climax engine. With its superior acceleration, the Cooper gained the advantage from the start and Pringle drove faultlessly to win by 2.4 secs. from Templeton. This race was one of the most exciting of the day, for although the Cooper was much faster off the mark and along the straight, Templeton was able to close the gap through the twisty Colonial section.

Obviously Pringle, who intends to compete with this car in some of the National Hill-Climb Championship events, has not yet got accustomed to the handling characteristics of his new Cooper—quite a change from the car in which he set up the lap record at Kirkistown last year at 62.4 secs.

The rest of the day's racing was made up of a general handicap event, which was run off in four five-lap heats and a ten-lap final, and a ten-lap closed car handicap.

Again, in these handicap races, several drivers were caught out by the system used at Kirkistown which disqualifies competitors who, during the race, improve on their best practice lap by more than five per cent. This



JOHN PRINGLE'S new 2½-litre Cooper-Climax should be seen at some hill-climb venues in Britain this year—Shelsley Walsh, Prescott and possibly Rest-and-Be-Thankful. You have been warned!

IRISH EXPERTS TRIAL

DRIVING his G.T.S. Trials Special, Stephen Griffin from Dublin won the all Ireland Experts Trial which was staged by the Newry and District Motor Club over a 30-mile course in County Armagh.

The event, which attracted 12 entries from both Northern Ireland and Eire, started in the Tandreege Demesne with two laps of a perimeter track. Competitors then had to complete three laps of an eight-mile circuit which included ten driving tests, six observed sections and a timed hill on each lap.

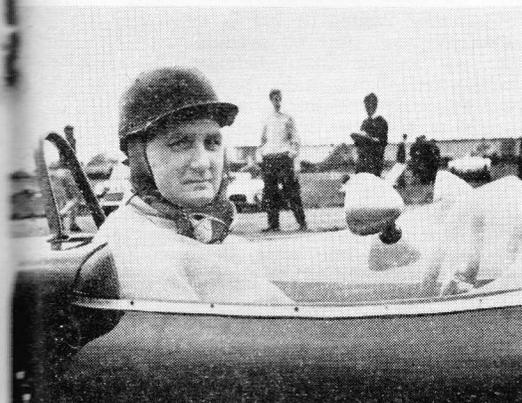
Unfortunately, a rather dry spell prior to the event made the observed sections easier than in previous years, but after the first lap conditions were "improved" by the application of buckets of water on certain tricky sections.

Ian Wilson, driving his Winkler Ford-engined Special, had the misfortune to break a radius rod early in the event. He made a rapid dash to a local garage for some quick welding, but unfortunately he was more than 30 minutes late clocking in on the first lap and was disqualified from the results. Lateness also disqualified Dr. Thompson Glass who had a half-shaft come adrift in his Hayrake Special while negotiating one of the driving tests.

Griffin completed the course with a total of 902.4 marks lost, followed by Wilbur Todd in his Austin-based Todd Special who was out to try to pull off the hat-trick, having won the Experts in 1961 and 1962. Third place was taken by the Bundoran driver T. P. O'Connell in his Volkswagen Special, the engine of this car being mounted at the front but driving the rear wheels.

Results

1, Stephen Griffin (G.T.S.), 902.4 marks lost; 2, W. T. Todd (Todd Special), 938.6; 3, T. P. O'Connell (Volkswagen Special), 960.8; 4, W. D. Sloane (McCandless), 1,001.8; 5, Reg. Redmond (MM3), 1,013.2; 6, P. Jenkins (G.T.S.), 1,030.8.



MALCOLM TEMPLETON won the Formula Junior race in his old Lotus, but he will drive a Lotus 27 later in the season that will use both an F.J. and a 1,600 c.c. engine.

Results

1,172 c.c. Ford: 1, R. Raymond (Crossle), 69.88 m.p.h.; 2, S. J. Sergeant (Crossle); 3, J. Davidson (Crossle). Sports Cars: Class A: 1, R. Desano (Austin-Healey), 66.69 m.p.h.; 2, N. Robb (Austin-Healey); 3, D. A. Batley (Austin-Healey). Class B: 1, W. J. Reid (Triumph), 66.72 m.p.h.; 2, R. W. Moore (Triumph); 3, R. L. Ward (Triumph). Class C: 1, R. McElhinney (Lotus), 72.82 m.p.h.; 2, C. S. Porter (Lotus); 3, W. D. Lacy (Lotus). Class D: 1, J. S. Slater (Lotus), 74.10 m.p.h.; 2, R. J. Duncan (Jaguar). Minis: 1, R. D. McCutcheon (Austin-Cooper), 62.84 m.p.h.; 2, A. H. Reid (Austin-Cooper); 3, H. Kirkpatrick (Morris-Cooper). Formula Junior: 1, M. Templeton (Lotus), 79.50 m.p.h.; 2, T. D. Reid (Lotus); 3, C. W. Eyre-Maunsell (Lotus). Formule Libre scratch: 1, J. R. Pringle (Cooper), 79.96 m.p.h.; 2, M. Templeton (Lotus); 3, T. D. Reid (Lotus). Closed car handicap: 1, R. Knox (Morris-Cooper), 58.31 m.p.h.; 2, A. H. Reid (Austin-Cooper); 3, W. T. Todd (Ford). General handicap. Heat 1: 1, R. J. Duncan (Jaguar), 71.00 m.p.h.; 2, B. Nelson (Turner); 3, R. McElhinney (Lotus). Heat 2: 1, C. S. Porter (Lotus), 70.42 m.p.h.; 2, W. D. Lacy (Lotus); 3, C. W. Eyre-Maunsell (Lotus). Heat 3: 1, D. A. McQuitty (Ford Special), 65.80 m.p.h.; 2, J. Black (Lotus); 3, B. R. McDowell (Lotus). Heat 4: 1, D. A. Huet (M.G.), 58.71 m.p.h.; 2, R. L. Ward (Triumph); 3, A. Romano (M.G.). Final: 1, M. Templeton (Lotus), 79.18 m.p.h.; 2, P. McAfee (Okrasa Volkswagen); 3, D. A. Huet (M.G.). Fastest lap: Pringle and Templeton, 67.2 s., 81.82 m.p.h.

A RALLY'S reputation is reflected, very largely, in the size of the entry it attracts from year to year, a tendency which probably accounts for the fact that only 54 cars were entered for the Maidstone and Mid-Kent M.C.'s Hopper Rally run last Saturday night. By the same token, the 1964 Hopper should be very nearly fully subscribed, for by common consent the 1963 event, the tenth of the series, was easily the best.

The road section was short, but well-contrived and well-marshalled and showed that you can sort out even the best of them in Kent provided that you screw the schedule down tight enough. On a route of just over 150 miles on 172, 173, 183 and 184 (excluding the run-in and run-out sections), David Seigle-Morris and David Stone, giving the Lotus-Cortina what was believed to be its first competition outing, put up the best performance by dropping a solitary minute. The new car was obviously as potent as it sounded. Next best on the road were Alec Lobb and Brian Lockyear, three down in

MAIDSTONE AND MID-KENT M.C.

NATIONAL HOPPER RALLY

A Fine Win

for

John la Trobe/

Julian Chitty

(VX4/90)

their VX4/90, with John la Trobe and Julian Chitty, Rapier-mounted, on four.

Unluckily for the two former crews, as well as for several others, there were also the special stages to be reckoned with. Or, more accurately, the special stage, for the same stage was used twice, once at the beginning and once at the end of the road section, times over the scheduled 250 secs. being penalized at the rate of one mark per second, as against the statutory 10 per minute for the road section. Herein lay a possible source of criticism, for the die was thus loaded heavily against a good road performance, and in favour of a couple of quick stage times.

A third run round the special stage, this time in daylight, served to resolve any remaining ties (there were none!). It also gave crews an opportunity to appreciate to the full the extent of surfaces that they had been dicing upon earlier. There were some thoughtful expressions at breakfast.

The stage was three miles long, set on the Holmstone Lydd Ranges, and was largely tarmac, although wet railway sleepers formed an exciting surface for three of the corners. There were also two chicanes composed of derelict but still solid buildings, and the whole was bounded by deep shingle. To drop a wheel was sufficient nearly to bring the car to a stand-

still. You were lucky to get away with dropping two. Anything else spelled "finis", for the shingle gave no hope of traction, whatever type of tyre you were using. Thus it was that Vic Elford and Mike Butler, "works" Vitesse, and one corner later, Peter Ward and Frank Herwin, Herald, were observed a mere car's length from the fairway, but so effectively stuck that they had to await the rescuing Land-Rover after the last car had gone. Poor David Seigle-Morris lost the rally here, although thanks to some herculean pushing by David Stone the car just regained the course, albeit at the expense of several hundreds of penalties. Pat Walker also nearly caught the shingles, John Davenport having to help man-handle the TR4 back onto the fairway.

Undeterred by all this, John la Trobe recorded B.T.D. with 333 secs., just 1 sec. quicker than Tony Fisher and Brian Melia. Neil Harvey was quickest second time round, with 342 secs. In the daylight run, Vic Elford showed what he could do to the tune of 302 secs.

The road section proper started with a very tight "two" on the white road in 0424, and continued warm for a further 16 controls on Romney Marsh, the sections being mostly twos and threes. A link section led to Little Chart Forstal, where the timing for the notorious yellow road was surprisingly generous.

Naturally the Huckling, Wormshill,

Wichling area north of the A20 road was exploited to the full. This is excellent territory, hilly and concentrated, and demands precise navigation in a myriad of muddy lanes. The M2 Motorway was crossed once, but it was all as per map—no trickery here—and after a particularly tight stint, including four successive "ones", came a breather at the petrol stop at Control 48, east of Harrietsham. At this point Seigle-Morris and Stone were "road-clean", but out of the hunt because of their stage-strike. Four crews were only 1 min. down—Fisher/Melia, la Trobe/Chitty, Harvey/Cardwell and Harris/McCabe, the latter pair having forsaken their E-type Jaguar for a Mini-Cooper.

Fifty-one to 52 was 2 mins. and the official route included two "downhill only" white goers, both of which looked most uninviting at first glance. Julian Chitty, who, rumour has it, uses the back of his hand instead of O.S.172, took John la Trobe unhesitatingly down, and Elma Lewsey was another navigator who firmly directed her driver into the morass, John Sprinzel remaining unconvinced until they emerged safely and on time. It was here that Seigle-Morris lost his only road minute, playing it safe on the longer yellow road, and just failing to achieve "two in two".

Lyminge Forest came next. It got the full treatment and was covered in a whole series of 2-min. sections which, although tight, were "on" and several crews emerged without addition to their scores.

The pace eased to Control 91, at the re-entry to Romney Marsh, where a grandstand finish was in prospect in the shape of a mixed bag of 1- and 2-min. sections. Drama ensued immediately. All but the first two cars in running order were surprised to see four unusual pedestrians,

easily recognized as Pat Walker, John Davenport, Tony Fisher and Brian Melia, waving them round the 90 deg. right-hander at 057 $\frac{1}{2}$ 341 $\frac{1}{2}$. Keen observers could just discern the tail of the TR4 sticking out of the dyke. Of the Mini-Cooper there was no sign! Not even bubbles! Tony's story is that Control 92 was in sight three-tenths away across the dead-flat marsh. A convenient tree apparently gave a perfect sighting line and a gap in the fence suggested a road straight on. It all fitted, except that some unfeeling character had in fact moved the road into the form of a dog-leg. Both navigators had their heads down, having just received the last 12 references of the rally. Puns on the names of the two drivers concerned are to be discouraged!

Back at Lydd, duplicated positions to the petrol stop were handed out as crews prepared for the second "counting" and the third "tie-breaking" runs at the special stage, after which breakfast was taken at the Swan Hotel at Charing, where results were announced, and duplicated, and awards presented.

Maidstone and Mid-Kent had done a fine job in restoring the good name of the Hopper. They had presented a first-class no-nonsense rally in impeccable fashion. Well done, joint Clerks of the Course, David Bailey, Denis Chappell and Colin Elsworth.

Results

1, J. la Trobe/J. Chitty (Rapier), 220; 2, J. Sprinzel/Mrs. E. Lewsey (Anglia), 297; 3, A. Lobb/B. Lockyear (VX4/90), 310; 4, P. Steiner/B. Cumbers (Mini-Cooper), 387; 5, D. Harris/R. McCabe (Mini-Cooper), 393; 6, B. Chambers/R. Green (Rapier), 394; 7, E. Hatchett/R. Britt (Renault), 396; 8, N. Harvey/R. Cardwell (Mini-Cooper), 408; 9, A. Skelton/R. Goober (Sprite), 430; 10, R. Jamieson/Mrs. Jamieson (Mini-Cooper), 454; 11, C. Plummer/S. Silverthorne (Vitesse), 470; 12, D. Burgess/P. Bennion (Mini-Cooper), 472; 13, R. Ambrose/A. Straker (Allardette), 478; 14, P. Easter/R. Freeborough (Austin 7), 487; 15, M. Day/R. Irwin (Volkswagen), 533. Club Team: London M.C.—Seigle-Morris/Stone, Steiner/Cumbers, Plummer/Silverthorne. Individua [Team: R. Smith/J. d'Orville, P. Steiner/B. Cumbers, R. Ambrose/A. Straker.

VETERAN AND VINTAGE RALLY

IN 1960 veteran and vintage cars from Europe assembled in Germany for an International Rally. In 1961 it was Holland's turn, and in 1962 it was Germany again. This year it is Britain's turn, and the Rally will be held at the South Coast on 10th-11th May. It is to be organized jointly by the Veteran Car Club of Great Britain and the Vintage Sports Car Club.

The entry, limited to 300, is well over-subscribed, and over 60 overseas entries will be coming from Belgium, Eire, Germany, Holland, Italy, New Zealand, Norway, Spain and Switzerland. On the evening of Thursday, 9th May, a reception for the competitors will be held in Brighton, and there will be a prize for the veteran and vintage car travelling the longest straight line under its own power to the Brighton assembly point. On Friday the competitors set out from Brighton to Bognor via three different routes: a 52-mile run for pre-1905 veterans, a 70-mile route for Edwardians (1905-1908), and an 88-mile run for the vintage cars, the youngest of which, of course, will be 33 years old.

Four driving tests at Goodwood will be held on the Saturday, and this meeting, which is open to the public, will conclude with a grand parade of all the competing cars.

Club News

By MICHAEL DURNIN

THE sixth annual Glow-Worm Rally is to be run by the Tunbridge Wells M.C. on 27th-28th April. This is a short half-night event of 120 miles and the route has been arranged by John Banks and John Spiers. The rally is open to members of the B.A.R.C., London M.C., Ashford (Kent) M.C., Folkestone and East Kent M.C., Maidstone and Mid-Kent M.C., Hastings, St. Leonards and East Sussex M.C., Rochester, Chatham and D.M.C. and A.S.E.M.C. Rally Championship (1963) competitors. Regs. are available from H. M. West, Dawn View, 95 Yew Tree Road, Tunbridge Wells, and entries close on 22nd April. . . . "Day of Dicing" Driving Tests are to be organized by the Thames Estuary A.C. at North Weald, Essex, on 21st April. Included in the regs. are rough diagrams of the actual tests—they are long and reverse runs are short. The following clubs have been invited to take part: M.G.C.C. (Midland Centre), M.G.C.C. (S.E. Centre), Hagley and D.L.C.C., B.T.R.D.A., West Essex C.C., Seven-Fifty M.C., London M.C., East Anglian M.C. and Eastern Area Association Championship entrants and entries must be sent to Miss B. Kaye, 78 Leirim Avenue, Shoeburyness, Essex. . . . 9th "Pairs" Point-to-Point of the Hants and Berks M.C. takes place on 21st April. This event is a daylight test of navigation, observation, teamwork and pure luck and entries should reach J. T. Ballett, 7 Highlands Road, Heath End, Farnham, Surrey, by 17th April. . . . National Open hill-climb of the Bugatti O.C. will take place on 5th May. This is the second qualifying event for the 1963 R.A.C. Hill-Climb Championship and also qualifies for the Junior Hill-Climb Sprint Championship and the Sports Car Hill-Climb Championship. There are classes for every sort of car, including the traditional Bugatti handicap, and entries should be received by L. J. Roy Taylor, Cherrytree, Aston, Market Drayton, Salop, not later than 20th April. . . . B.A.R.C. (Surrey Centre) Pilgrim Rally, postponed from the recent Ice Age, is now definitely to take place on 27th-28th April. There are starting controls at Warminster and Taunton and invited to participate on the 250-mile route are members of the Austin-Healey C. (Southern Counties Centre), East Surrey M.C., Farn-

borough D.M.C., M.G.C.C., Taunton M.C., Vickers-Armstrong (Hurn) C.C., Weston super-Mare M. and M.C.C., West Hants-and Dorset C.C. and registered members of A.C.S.M.C. Rally Championships. Regs. are available from C. R. D. Day, 4 Sylvan Way, Redhill, Surrey.

Coming Attractions

- 5th-6th April. *Midland A.C. National Birmingham Post Rally. Starts near Welshpool, Montgomeryshire, at 10 p.m.*
- 6th April. *B.A.R.C. National Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 1.30 p.m.*
- B.R.S.C.C. Sprint, Castle Combe, near Chippenham, Wilts.*
- 6th-7th April. *Aston Martin O.C. Two-Day Hill-Climb, Wiscombe Park, Southleigh, near Colyton, Devon.*
- Circle C.C. Owl Rally. Starts near Boreham Wood, Herts.*
- Forces M.C. Spring Cup Rally. Starts near Amersham, Bucks.*
- M.G.C.C. (S.E. Centre) April Rally. Starts North-West London.*
- Falcon M.C., Sporting Owner D.C. and Verulam A.C. Rally Venus. Starts White Lion Hotel, High Street, Stevenage, Herts, at 8.30 p.m.*
- London M.C. Little Rally. Starts near Abingdon, Berks, at 10 p.m.*
- Southsea M.C. Hunt Trophy Rally. Starts Wadhams Garage, Hambledon, Waterloo-ville, Hants, and Whites Garage, London Road, Camberley, Surrey, at 8 p.m.*
- Rolls-Royce M.C. Regent Trophy Rally. Starts Silkolene Oil Refinery, Belper (M.R. 111/347471), at 11 p.m.*
- 7th April. *Yorkshire S.C.C. Hill-Climb, Castle Howard, near Malton, Yorks. Starts 2 p.m.*
- Lancashire and Cheshire C.C. Derbyshire Trial. Starts Angels Hotel, Market Place, Macclesfield, Cheshire, at 11 a.m.*
- Sussex C.C., Eastbourne and D.M.C. and Worthing M.C. Production Car Trial. Starts W.D. Land, Weavers Down, Sussex, at 11.30 a.m.*
- Sevenoaks and D.M.C. Lorraine Barrow Driving Tests. Starts Crystal Palace, Sydenham, London, S.E.19, at 11 a.m.*
- Liverpool M.C. Easter Driving Tests. Starts Dunlop Factory, Speke, near Liverpool, at 2 p.m.*
- Austin-Healey C. Driving Tests, North Weald Aerodrome, near Epping, Essex.*
- M.G.C.C. (Midlands Centre) Driving Tests. Starts Measham Car Sales, near Burton-on-Trent, Staffs, at 11.30 a.m.*
- Vickers-Armstrong (Hurn) C.C., Winchester and D.C.C. and West Hants and Dorset C.C. Spring Driving Tests. Starts Blandford Camp, near Tarrant Hinton, Dorset, at 12 noon.*
- Cambridge C.C. Autocross. Starts Bellam's Farm, Longstowe, Cambs.*
- 11th-15th April. *East African Safari Rally.*

Because entries were sparse in some classes, the series production sports cars of all capacities were grouped together. Terry Burn in his M.G.B. achieved best time of 55.23 secs.

The specials came next—one E-type and two Lotuses. Hal Folts in one Lotus beat Hugh Balfour in the other by only 0.3 sec. John Meigham drove his hard top E-type well on a circuit hardly suited for it.

Test 2 was the same as Test 1 except that this time the end pylon was circled in an anti-clockwise direction. This made very little difference to the times except for Peter Johnson who clipped 4½ secs. off of his first run and moved up to first place in the class.

For Tests 3 and 4 one of the chicanes was removed and Tests 5 and 6 were a straight-forward belt round the same course without any chicanes at all.

Paul Steiner was driving his Mini-Cooper well (he had come straight from the Hopper Rally to compete in the event) and gradually closed the gap between his times and those of Brian Lawson and ended up by overhauling him in the penultimate test, and taking second place in the class to Michael Franey.

Steven Carradine maintained his class lead although he was overhauled and beaten into first place by Pierre Rohan in a 3.8 Jaguar in the combined groups. The Jaguar gradually benefited by the removal of the chicanes.

Hugh Balfour's Lotus appeared to be going well and he won the specials class beating John Meigham in the E-type by a total of 16 secs. Until the last test he was being hotly pursued by Hal Folts in another Lotus whose hopes were shattered by a loud crack on the first bend which suggested some expensive transmission problem.

Slaloms are not wildly exciting spectator entertainment but they are extremely good value for the competitor—six sprint type runs with the added interest of the driving test flavour make a good day's sport. We still wonder why these very well planned Slaloms do not pull bigger entries.

D. S.-J.

Results

Standard Saloons up to 1,600 c.c.: 1, Michael Franey (Mini-Cooper); 2, Paul Steiner (Mini-Cooper). Standard and modified Saloon Cars over 1,600 c.c.: 1, Pierre Rohan (Jaguar 3.8); 2, Steven Carradine (Morris Mini-Minor). Series Production Sports Cars: 1, Peter Johnson (TR3); 2, Alan Hillman (Austin-Healey 3,000). Specials: 1, Hugh Balfour (Lotus 7); 2, John Meigham (E-type Jaguar).

COVENTRY AND WARWICKSHIRE M.C.

CHURCH LAW FORD SPRINT

LAST Sunday, the Coventry and Warwickshire Motor Club held their first speed event of the season, a sprint at Church Lawford aerodrome near Rugby.

There were 66 starters for the event and each competitor had two practice runs and two runs proper over a "figure four" course, approximately 900 yards long.

The weather was cold but dry and some good sport was expected from the very varied entry. Sure enough, after practice was over there was obviously going to be a tussle for B.T.D. between Josh Randles (Cooper Monaco) and R. M. Terry whose Lotus Seven was fitted with 23-type suspension and a 1½-litre Climax engine. But, as is often in sprint meetings, practice times don't mean everything—but more of this later.

Class two for production cars up to 1,600 c.c. and modified Minis was the most heavily subscribed, there being 20 starters in all. This was won most convincingly by Rod Embley, who is well-known in production saloon car racing circles, driving his much-modified Se7en and recording a best time of 51.08 secs. H. Skelton, the Coventry and Warwick. Club Captain who was driving a Sunbeam Rapier in this class, had a big end go during his first run and the most horrible noise was heard from under the bonnet when he arrived back at the paddock!

Class three for production cars 1,601 c.c. and over provided a win for H. S. Shepherd (3.8 Jaguar) who has been regularly successful in this type of event.

(Continued on page 466)

JAGUAR APPRENTICES M.C.

DRIVING TESTS

THE first Sunday of Spring provided us with a perfect day for the Jaguar Apprentices Motor Club driving tests, held at the Daimler Works, Coventry. There were five tests to be attempted and these were set out two at a time, except for the final test which used the whole car park.

The first test had no set route and was left to the competitors' initiative: this of course handicapped many to begin with. Undaunted, however, the second test was successfully performed and a break of several minutes occurred while the marshals moved the markers for the third and fourth tests. The third test was the well-known triangle, where the drivers reverse and go forward along the various sides. This proved to be quite amusing and several spectacular runs took place. This test completed, the fourth one was "a doddle, old man", but alas it was only a quiet preparation for the final test which consisted of nine markers set out in rows of three down the car park and drivers—well, most drivers—weaved in and out taking the correct route. Some quite hairy driving took place, but there were also some excellent controlled runs.

MIKE ELLIS.

Results

1, M. Adlington (Mini-Cooper), 166.9 s.; 2, J. Brown (Mini-Cooper), 177.4 s.; 3, P. Smart (Mini-Cooper), 177.7 s.; 4, J. Austin (M.G.A.), 178.9 s.; 5, C. Leaver (Mini-Cooper), and D. Davies (Mini-Cooper), 179.8 s.

LONDON M.C.

SLALOM

THE only thing missing from the London Motor Club's fourth Slalom was the snow. A biting wind and grey sky greeted the 32 starters (why so few?) as they arrived at Blackbushe Airport—a little bleary-eyed after losing an hour's sleep. Oh, to be in England now that British Summertime is here!

The event followed the pattern of its predecessors: a series of six sprints punctuated by artificial chicanes. From the start line competitors immediately turned sharp right on to a perimeter road, had a 200-yard dash to the first obstacle—a left and right chicane, then travelled another 200 yards to a right and left chicane and on to a gentle right-hand curve to a pylon. They then went around the pylon, through the two chicanes in the opposite direction and on to a flying finish. Total journey was about 1,000 yards. That was the first test. Michael Franey in his first speed event drove his Mini-Cooper very easily through the pylons to clock 54.97 secs. (the London Motor Club's electronic timing equipment really does time competitors to two places of decimals), this being two seconds better than anyone else in his class.

Drivers of the modified cars up to 1,600 c.c. collected penalties with abandon. They went round the end pylon the wrong way, charged the chicanes, stopped to enjoy the scenery, skidded markers and took to the grass. Best performance was by Steven Carradine who completed the course in 59.67 secs.—without penalty.

Church Lawford—continued

Roger Mac won class four, for production sports cars up to 1,200 c.c. excluding Lotus, after two very polished drives in his ex-David Seigle-Morris Sebring Sprite.

Bob Rose, driving his ex-Austin Nurse Elite, was the easy winner of class five. This class also provided some moments for the marshals at the chicane just before the finish. Roger Mac driving an E-type coupé rather a bit too enthusiastically managed to demolish the marker barrels on two occasions and was gyrating madly towards the finish on a third.

However, class seven for sports racing cars over 1,200 c.c. appeared to be the one to supply B.T.D. The only two entries, Randles and Terry, recorded times of 47.46 secs. and 47.27 secs. respectively on their first runs. Then Randles, who had also entered class nine for unlimited racing cars, put up a first time of 46.45 secs. with Ian McLaughlin's Cooper-J.A.P. close behind with 47.32. So we had these three entrants battling it out between them.

On their second run in class seven, Randles recorded 46.37 secs. and Terry 46.13. This left Randles one more run to better Terry. On this final run, however, he had a front brake lock on the approach to the chicane and only recorded 46.86 secs. Then we had McLaughlin to the line and after witnessing a superb drive, we learned that the chief timekeeper was not satisfied with the timing equip-

ment's behaviour and ordered McLaughlin to the start again.

Once again all those present had much pleasure in watching McLaughlin's superb handling of his Cooper and after the run the time of 45.79 secs. was announced. Surely, this was a fitting climax to a jolly good day's motor sport.

D. A. GEORGE.

Results

B.T.D.: I. McLaughlin (Cooper-J.A.P.), 45.79 s. Unmodified Saloon Cars. Up to 848 c.c.: 1, P. Darbyshire (Austin Seven), 61.91 s.; 2, Dr. D. E. T. Laird (Austin Seven), 65.57 s.; 3, Mrs. G. March (Austin Seven), 67.32 s. 848-1,600 c.c. and Modified Minis: 1, R. Embley (Austin Seven), 51.08 s.; 2, R. C. Hickman (Cooper-Mini), 53.69 s.; 3, G. Bloom (Cooper-Mini), 54.14 s. Over 1,600 c.c.: 1, H. S. Shepherd (Jaguar 3.8), 52.63 s.; 2, G. S. H. Ward (Jaguar 3.8), 56.07 s.; 3, A. J. Lambert (Jaguar 3.8), 56.63 s. Production Sports Cars. Up to 1,200 c.c. excluding Lotus: 1, R. Mac (Sebring Sprite), 55.83 s.; 2, R. Gibbons (M.G. Midget), 58.06 s.; 3, B. A. Clarke (Sprite), 59.39 s. Over 1,200 c.c.: 1, R. Rose (Lotus Elite), 48.86 s.; 2, R. Mac (Jaguar E), 51.59 s.; 3, S. A. Cracknell (Jaguar E), 52.27 s. Sports-Racing. Up to 1,200 c.c.: 1, D. W. Embley (Lotus 7), 48.13 s.; 2, P. Ivey (Lotus 7), 48.87 s.; 3, R. Skelcher (Lotus 7), 52.21 s. Over 1,200 c.c.: 1, R. M. Terry (Lotus-Climax 7), 46.13 s.; 2, J. Randles (Cooper-Climax Monaco), 46.37 s. Racing Cars up to 500 c.c. and Formula Junior: 1, M. J. Ledbrook (Cooper-Norton), 46.51 s.; 2, C. A. N. May (Cooper-Ford), 48.17 s.; 3, J. Bouckley (Lola-Ford), 48.46 s. Unlimited Racing Cars: 1, I. McLaughlin (Cooper-J.A.P.), 45.79 s.; 2, J. Randles (Cooper-Climax Monaco), 46.45 s.; 3, M. Hatton (Cooper-J.A.P.), 47.52 s.

FALKIRK AND D.M.C.**BAIRNS TROPHY RALLY**

ON the weekend of 30th-31st March the Falkirk and District Motor Club held their restricted Bairns Trophy Rally—the fourth of the 12 events which count towards the Scottish Rally Championship. The Falkirk Club are notorious for their use of very rough colonial roads, and this, together with the fact that last year's event was not a very satisfactory affair, would account for the entry of 34.

This year the organizers decided to streamline the event and eliminated the mathematical problems and calculations which made up last year's routing. The navigation, with the exception of two Tulip sections, was entirely map references. Colonial roads were, of course, used but the competitors expected them and were prepared for them; none of the 15 Minis entered was without a sumpguard.

Overall the rally was a good event although the misplacing of a control and the siting of a code-board on a diversion sign, resulted in an

official protest at the end. The first was not upheld but the second was and all time penalties from the misplaced control to the next one were scrubbed. The control was only 50 yards out of position but on the wrong side of a side road which the competitors should have taken on leaving the control. The scrubbing of the time penalties made no difference to the provisional results.

The rally started from Whins of Milton near Stirling and was based in Central Scotland. To facilitate the marking the competitors were given route cards containing about 10 sections each at various points throughout the rally.

Of the 32 starters about 20 were the hard core who compete in most of the championship events. Among them were Hamish and Rusty Wilson, Arthur Jasper (Anglia), Lindsay Kerr/J. Bryden (Mini-Cooper), Bill Duff (Wolseley) and Tom Paton/Brian Coyle (Mini-Cooper), who at the start were occupying the first five places in the championship.

The first half of the rally was divided into four route cards and on the first of these the only competitor clear of penalties was Tom Paton. Tom maintained this excellent performance throughout the event and overall only dropped 1 min. The first half was really the deciding part of the rally as 10 competitors were clear on the second half, which was mostly held in daylight.

The provisional results showed a win for Tom Paton and this put him into second place in the championship. First place is still held by the Wilson brothers who gained third place in the rally.

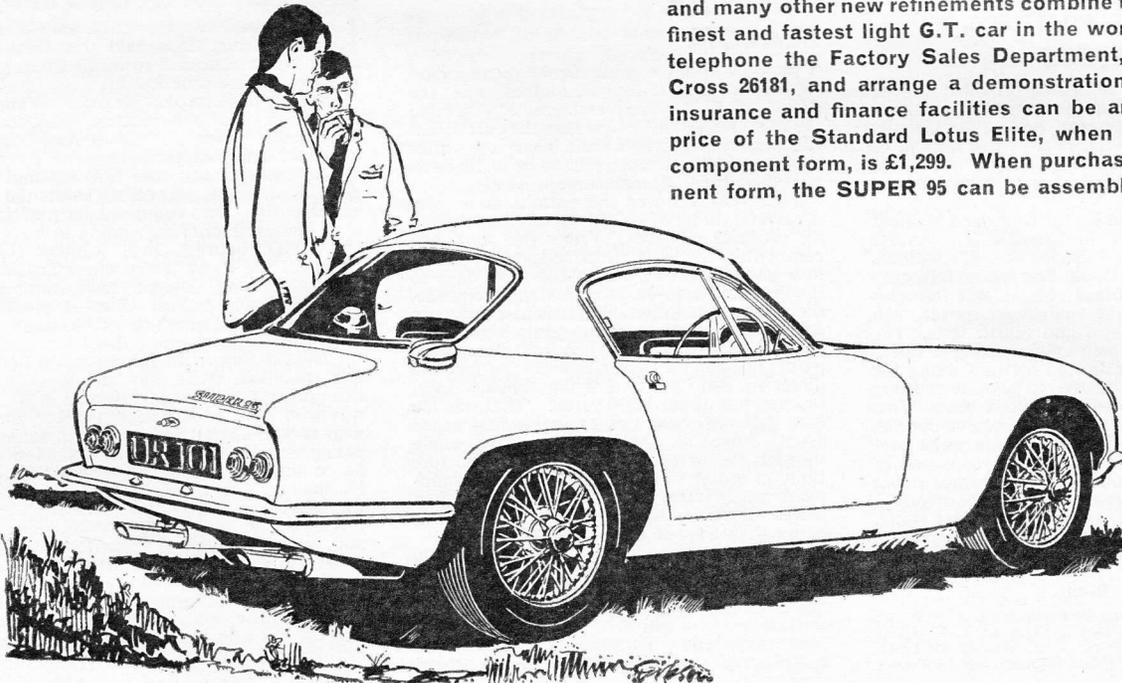
ROD MACADAM

Results

1, T. Paton/B. C. Coyle (Mini-Cooper), 10; 2, L. Kerr/J. Bryden (Mini-Cooper), 40; 3, H. Wilson/R. Wilson (Rapier), 70. Class A: L. Kerr/J. Bryden (Mini-Cooper), 40. Class B: H. Wilson/R. Wilson (Rapier), 70. Regent Trophy: Riley Car Club (Lowland Centre) team of D. C. Black (Renault R8), C. F. Kerr (Renault R8), L. Kerr (Mini-Cooper). Individual Team Award: T. Paton (Mini-Cooper) and F. Inglis (M.G.B.).

PERFORMANCE

The latest expression of the Lotus theme, the SUPER 95 is specifically designed for peak road performance. Fantastic acceleration from the 95 b.h.p. Coventry Climax O.H.C. engine, more stopping power from the new 4-wheel servo assisted disc brakes and greater flexibility from the all synchromesh close ratio gearbox. These and many other new refinements combine to present the finest and fastest light G.T. car in the world. Why not telephone the Factory Sales Department, at Waltham Cross 26181, and arrange a demonstration run? H.P., insurance and finance facilities can be arranged. The price of the Standard Lotus Elite, when purchased in component form, is £1,299. When purchased in component form, the SUPER 95 can be assembled for £1,595.



CORRESPONDENCE

Keeping the Capacity Limit

I AM surprised to read of the conclusions reached by the Association of Motor Racing Circuit Owners with regard to a new Formula 1 for 1966. By restricting fuel tank capacity there would seem to be little advantage in using an engine much larger than the present 1½-litre units on medium speed circuits owing to the time lost with refuelling due to the increased consumption of a larger engine. On slow circuits the additional power of a large engine would be embarrassing, the only real advantage being on fast circuits. This would appear to favour the wealthier constructors who could afford to experiment with varying sizes of engine, the smaller firms suffering as a result. As for increasing the variety of engine designs, there are only three engine manufacturers in regular Grand Prix racing at present (A.T.S. will soon make it four.—Ed.), and it would seem probable that none of these firms would build a turbine until more development work had been carried out by production car manufacturers.

The circuit owners believe that pit stops for refuelling would be a popular spectacle. Only a small part of the crowd are able to see a pit stop during a Grand Prix, and anyway there is little excitement in seeing fuel being pumped into a car (most motorists see this sight far too often to be excited by it). There is the additional danger of fuel being spilt during a hurried pit stop.

I am sure many people are still in favour of a formula limited only by engine capacity. I feel that this gives the designers plenty of scope, while putting the drivers on an equal footing.

MOSELEY, BIRMINGHAM, 13.

ROBIN A. COCHRANE.

Commentating at Oulton Park

IN his report on the B.A.R.C. meeting held at Oulton Park on 16th March, Francis Penn refers to the trying out of "embryo" commentators and suggests that this should not be done at a meeting attended by "cash" customers.

What a pity Mr. Penn does not get his facts right before rushing into print. Firstly, this meeting was entirely free to the public, the only charge being for car parking. Secondly, none of the commentators used that day is in any sense an "embryo". They are fully experienced, even if not, perhaps, members of the tight little circle of commentators so often found at other meetings. Peter Hamilton-Smith has worked at Oulton and Aintree on many occasions and was in fact, one of the commentators at the British Grand Prix last year. Neville Hay has been heard at Oulton, Silverstone, Shelsley, Prescott and Ragley at many of the meetings over the past two years and has displayed a wide knowledge of his subject in any commentaries heard by the writer. Dennis Cox is well known at Oulton and on other courses and the mere fact that on 16th March he worked from a different commentary point to that from which he is usually heard in no sense makes him an "embryo". Jim Watts is probably a new voice at Oulton, but has worked at Goodwood and has a very wide experience of British and Continental racing.

If Francis Penn has in mind a comment made that a new sports car record was suspected, he might remember that this was clearly stated to be an unofficial opinion and was corrected as soon as a check became obtainable. Many "on the spot" opinions are often given by commentators and corrected when official check is received and Mr. Penn should remember that it is much easier to write a report at leisure and with notes and facts readily available than to attempt to keep spectators fed with up-to-date information as things are happening.

All these people work without fee or expenses—often travelling long distances—and they know full well what to say and what to keep quiet about. It would seem that Mr. Penn's remark was scarcely justified on this occasion.

SMETHWICK, STAFFS.

ROBERT DAVIES.

Lotus 29, T.T. Course and Championship Honours

THE Lotus-Ford 29, latest wizardry from Colin Chapman, certainly makes one wish more and more that a type of Formulae should be adopted for big 'uns on an International level. The sight and sound of this car in full song must be fantastic to say the least. Oh, for an Indianapolis-type event in this country!

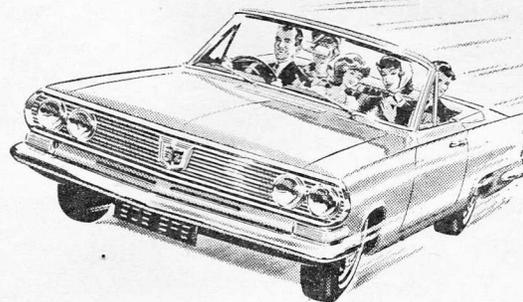
It would be nonsense to even consider having car racing around the I.O.M. T.T. course. The obvious reason being that the track is far too narrow to pass R.A.C. scrutineers. What would be ideal is a kart race around the island. Karts have grown up now and in fact a twin 100 c.c. engine, without gearbox, has been timed in America at over 100 m.p.h.! These would suit the T.T. course admirably *but*, as J. King, in his letter recently, so rightly stated, the House of Keys already have public roads shut down on the island at lengthy intervals and I cannot see them agreeing to any more traffic hold-ups. I must admit, though, the sight of even a hot Mini screaming around the T.T. course would be something to behold!

I'm going to stick my neck out again! For championship honours this year I'm plumping for either of the two Brabham drivers. Both of them are on tip-top form with Jack himself proving he's still worthy of the Championship title. If Enzo picks another good car from his racing workshop then I think we will see John Surtees vying for the honour. B.R.M. need a faster car and if they do find one Graham Hill could shine again. Jim Clark is the obvious danger for them all to look for in their rear view mirrors, but I have a horrible feeling that poor Jim is out of the same mould as Stirling Moss, *i.e.*, he can be called the finest but luck steers clear of him, as last year proved. For Jim's sake, I wish him every bit of luck this year and particularly at Indianapolis where, again with lady luck, he could show the Americans a trick or two.

WOLLATON, NOTTINGHAM.

LANCE WILSON.

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



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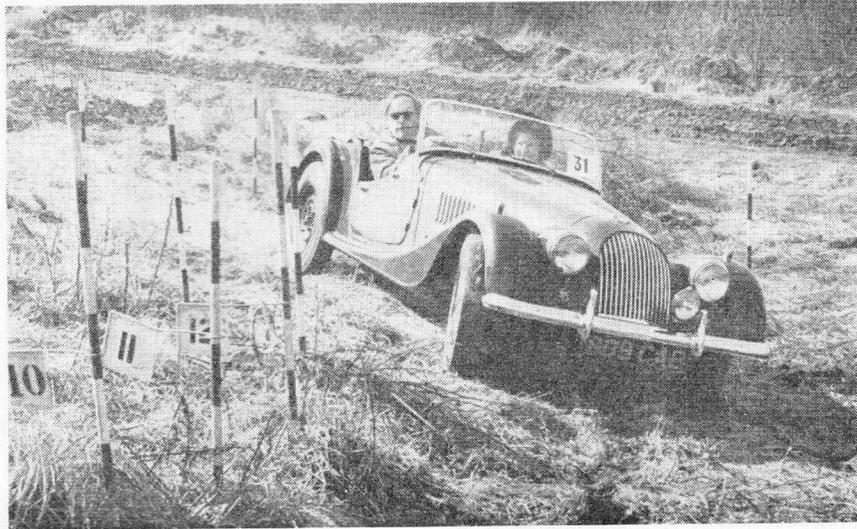
PRODUCTION CAR TRIAL

A PRODUCTION car trial was organized by the Midlands Motoring Enthusiasts Club and co-promoted by the Shenstone and District Car Club and the Morgan 4/4 Club on 24th March. From 51 entries, 48 started. The sun and the wind had dried out what were muddy tracks, which meant that the muddy

patches and furrows were as hard as concrete. This resulted in a few comments, too!

There were 10 hills, which were attempted three times, once in the morning and twice after lunch. The surfaces varied from damp grass, through sand and gravel, to clay.

In the afternoon the organizers' only way to prevent a walk-over was to tighten the sections and move the start lines farther up certain hills. The finish was a buffet tea at Wooton Wawen Hall. The arrangements for the buffet were rather haphazard, which was rather a pity. Results were announced at 8 p.m. at the Bull Inn, Wooton Wawen.



PETER MORGAN, who should know how to handle a Morgan by now, corners his Plus 4 with verve during the Trial.

**AIREDALE & PENNINE M.C.C.
DE LACY M.C. OF PONTEFRAC
HUDDERSFIELD M.C.**

PYRAMID RALLY

STARTING off from Senior Smiths White Cross Garage was a record entry of 62 cars on the 1963 Pyramid Rally on 23rd-24th March. Promoted by the Airedale and Pennine Motor Car Club, De Lacy Motor Club of Pontefract and the Huddersfield Motor Club, organized by Clerk of the Course Keith Barraclough and assisted by Tony Baines, Jack Anderton, Jim Tetley and a host of others, this event warranted the support it was given. It was a good straight-forward thrash on Sheet 96, taking in all the classic sections with 36 controls in the 59-mile route. A map displayed at the start showing the full route with the Baines/Barraclough marked maps showing the non-goers left no excuses for off-the-route dicing. Gates and noise control areas were all manned. In all at least 250 enthusiasts took part in this closed event.

The first crew away were Gary Whitehead/Peter Millman, locals from Huddersfield Motor Club who show every promise of being a top rally crew, followed by John Hanson/Noel Donovan (Morris 1100). Also in the rally were such personalities as David Lincoln, navigating for his Monte driving sister Vikki, Marcus Chambers (late B.M.C. Competition Manager) and many other local motor sport types.

Running well right from the start was Barry Green in his hot Mini, who was farrest clean at control 22, closely followed by Brian Chippindale and Allan Rathmell in their Minis, these two being the only cars to clean West End Section 148573 depart N.W. to 158585 in 2 mins. Half-way through it was obvious that the heavy right foot boys (and girls) were leading the field, almost everyone dropping time on the string of 1, 2, 2, 2, 1, 2 minute sections. Although the weather was fine it was surprising to find at the finish there was only one bent motor. Apart from six retire-

ments all crews finished the course, although seven ran out of time at the last control. The verdict was a first class thrash with the words "fabulous", "great" and "terrific" frequently mentioned.

Navigational hazards were non-existent (the entire route with controls marked being on display at the start). Brian Chippindale/David Winstanley, Allan Rathmell/John Ashton emerged joint winners, dropping only 4 mins., followed by Barry Green/John Heppenstall in third place. The results were announced at the Alexandra Hotel, Bradford, on the Sunday evening, with the presentation of the awards after the protest period had expired; needless to say no protests were forthcoming. With this encouraging entry list the organizers are looking forward to support from the outside clubs on the Airedale and Pennine Motor Car Club's premier event of the year, the New White Horse Rally held in September. So you Lancashire and Derbyshire boys and girls, take this as a preview: you will be invited and when you come you will not be disappointed!

Results

1, Brian Chippindale/David Winstanley and Allan Rathmell/John Ashton, 4 m.; 3, Barry Green/John Heppenstall, 6; 4, Keith Watkinson/Margaret Rodgers, 6; 5, Vikki Lincoln/David Lincoln, 7; 6, John Hanson/Noel Donovan, 7; 7, John Verity/Stam Peel, 7. Novice Award: Mike Duxbury/Mike Tulley, 21. Team Award: Allan Rathmell and Barry Green.

**LEICESTERSHIRE C.C.
BAT-BO RALLY**

TWENTY-FOUR competitors competed in the Leicestershire Car Club's Bat-Bo Trophy Night Rally run the weekend before last.

Starting from Croft Filling Station on the A46, a short route card took competitors to the first control. From then on it was just a series of map references all on the local four maps. The night was fine but very cold, especially for the gallant band of marshals—what should we do without them?

As Peggy Stonehouse, the club's assistant secretary, was away on holiday, Peter Butt, her usual navigator, teamed up with Norman Holgate, who was turning out for the last time



ANOTHER MORGAN, that of C. E. Charlesworth, attempts to climb a mountain under the eyes of a critical audience.

Results

Arthur Clift Trophy (outright winner on Index): D. Stokes (Popular), 52½. Best M.M.E.C. Member: M. Hazelwood (Sprite), 60. Best Shenstone Member: D. H. Holland (Mini-Cooper), 63½. Best Morgan Member: B. Garton (Mini), 106½. Front-engined Saloons, under 16 in. wheels: 1, B. M. S. Griffin (Mini), 87; 2, J. Phillips (Austin A35), 91½; 3, S. R. Wayne (Mini), 99. Sports Cars, under 16 in. wheels: 1, R. G. Knight (Sprite), 77; 2, L. Newey (Sprite), 84½; 3, H. Vogel (Sprite), 86. Saloon and Tourers, over 16 in. wheels: 1, J. V. Sandbach (Austin 7), 65; 2, A. Clift (Popular), 102. Rear-engined Cars: 1, J. R. Andrews (Volkswagen), 80 (no Index). Team Award: D. H. Holland (Mini-Cooper), W. P. Clayton (Triumph Herald) and M. J. Webb (Triumph Vitesse).

in his Minx and looking forward to a new Herald.

As the night wore on it became apparent that the route was slightly easier than Clerk of the Course John Knew had expected. This, coupled with the fact that a number of very strong teams were out, resulted in no fewer than seven clean sheets being recorded.

Here are the crews and cars in this outside tie: N. W. Holgate/P. B. Butt (Minx); S. D. Clarke/D. Holgate (Sprite); J. Lord/M. Lord (TR3A); K. Essam/I. Kesterton (Minor); P. G. Murphy/N. A. Spence (Mini-Cooper); R. A. Clarke/A. J. Porter (Renault R8); T. G. Wood/M. Swatland (Sprite).

Ron Liversedge, secretary of the meeting, having inserted a cubic capacity clause in the regulations, went off to do a spot of engine measuring!

O. F. WILLIAMS.

**BOURNEMOUTH M.C.
PRODUCTION CAR TRIAL**

ON Sunday, 24th March, the Bournemouth Motor Club promoted a production car trial on heathland at Bovington, Dorset. It was a great success with 36 entries. Despite the "non-damaging" nature of the course, all arrived at the finish in Wareham.

The event started at 10.30 a.m. and embraced eight tough sections in the morning and ten in the afternoon. Right from the start the Morgan and other long wheelbase vehicles provided a convincing display of how unsuitable they are for trials of this type, on occasions ending up with two, three or all four wheels devoid of any traction!

The last test in the morning proved to be very popular; it consisted of one timed reverse lap of 150 yards and resulted in Frank Hackforth's Sprite just pipping John Hoscroft's Saab in 19.3 secs. The first afternoon test provided considerable speculation as to who could climb up through the roughly hewn gorse and smite a mighty blow at the jesting drivers standing at the top!

NIGEL CHARMAN.

Results

Classes 1 and 2: D. Norris (Ford Popular); M. Benton (Austin 7); D. Edmonds (Austin Mini). Class 3: M. G. Pacy (Austin Ruby Special); J. Livy (Sprite); Gordon Woodford (Ford Special).

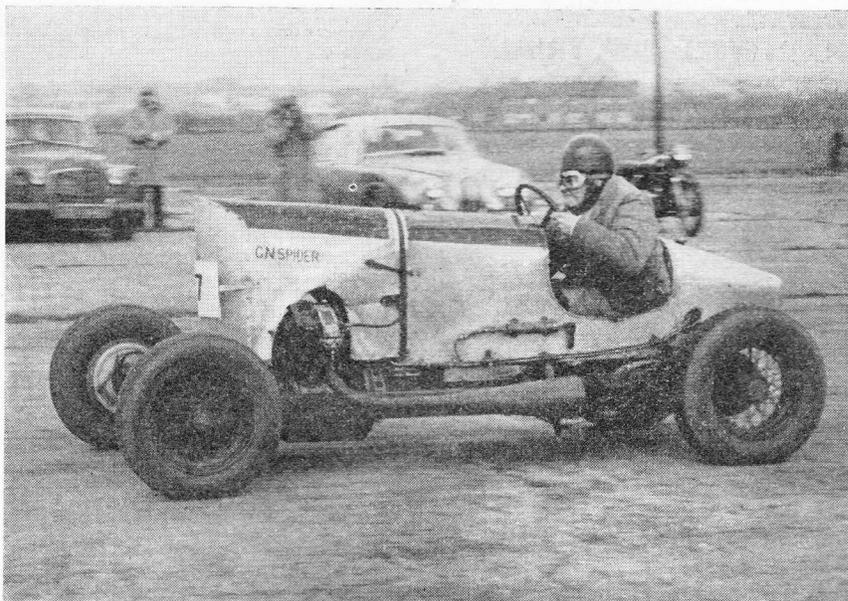
CHESTER M.C.**QUEENSFERRY SPRINT**

THE Queensferry Sprint, the oldest speed event in the North of England, organized by the Chester Motor Club, took place last Saturday.

Using the main runway at R.A.F. Sealand, the meeting attracted an entry of more than 60 competitors, who braved one of the coldest spring days on record to enjoy a successful day's sport.

In the absence of Phil Scragg, who had entered his new B.R.M., the honour of B.T.D. looked a certainty for the ex-Reg Phillips Fairley, but its new owner Keith Moore could not manage better than a class third to a couple of near veterans in the shape of Kenneth Neve's Bugatti, which took the class with a rousing run in 15.57 secs., and Basil Davenport's evergreen Spider, which recorded 16.36 secs.

So it was left to the big Lister-Jaguar



BASIL DAVENPORT still has his old G.N. Spider which gets a little faster every year. He was second in the racing car class to a Bugatti.

driven by T. Fletcher to take B.T.D. with a fine time of 14.77 secs. Others to break the 16 secs. mark included J. T. Butterworth (Lotus 23), 15.15 secs.; C. S. Johnson (Cooper Twin), 15.55 secs.; R. Culshaw (Cooper Twin), 15.90 secs; M. R. Smith (Elva Mk. 6), who made second B.T.D. with a fine run in 15.12 secs. and the "E"-type Jaguars of Edgar Wadsworth and J. K. Murray, which recorded times of 15.62 and 15.28 secs. respectively.

Lastly, one welcome piece of news from this event: next year it returns to its old home, i.e. the Summers road, now rebuilt to a fine dual carriageway. A very good thing as the

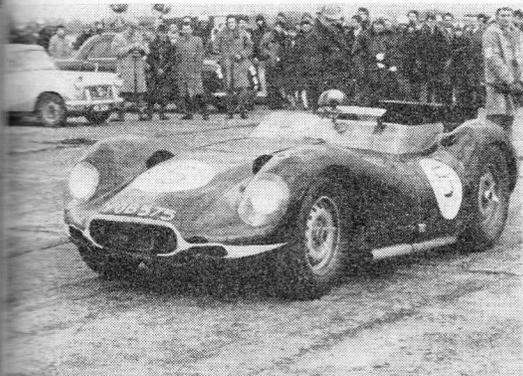
runway at Sealand is now weed infested and very, very rough!

FRANCIS PENN.

Results

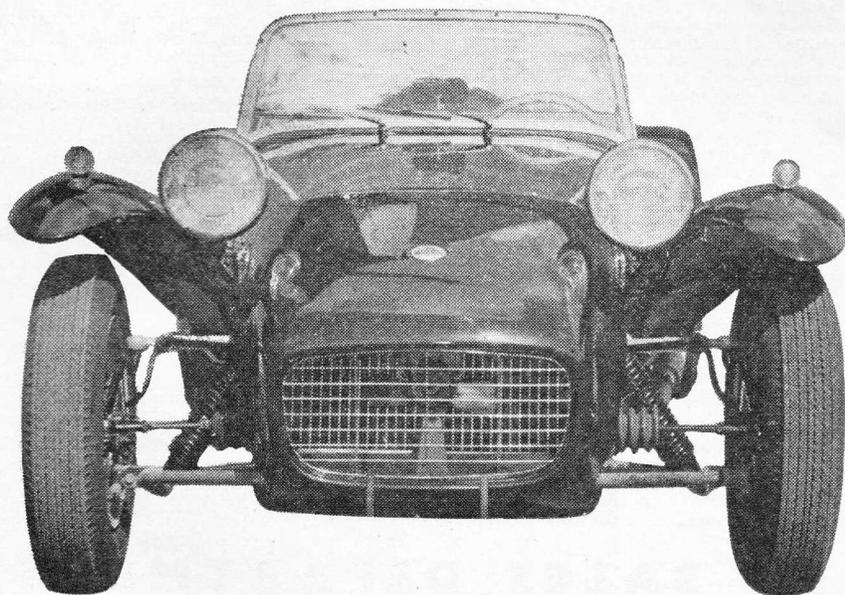
B.T.D.: T. Fletcher (Lister-Jaguar), 14.77 s.
Class Winners: D. Berry (Austin Special), 19.88 s.; J. T. Butterworth (Lotus-Ford 23), 15.15 s.; K. Neve (Bugatti), 15.57 s.; J. L. Charnock (Lotus Super 7), 16.52 s.; T. Fletcher (Lister-Jaguar), 14.77 s.; E. Gordon (Turner 1500), 16.47 s.; J. K. Murray (Jaguar E), 15.28 s.; M. D. Vaughan (Jaguar), 18.15 s.

MISSING from the list of class winners at the B.A.R.C. Blackbushe Sprint reported in last week's issue was Bob Bodle (Bodle-Bristol).



B.T.D. at the Queensferry Sprint was set up by T. Fletcher's Lister-Jaguar, this being the ex-Peter Mould/Speed Sport/John Coundley car.

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WEST HANTS & DORSET C.C. HARTWELL CUP TRIAL



PRESSING ON to good effect, G. Farrell's Triumph TR4 goes aviating on Stonehill Down.



CLASS WINNER in the Hartwell Cup Trial, John Hood urges his Mini up Lutton Gwyle and finds no time to view the Purbeck scenery in the background.

SUNDAY, 24th March, saw the West Hants and Dorset Car Club running their annual Hartwell Cup Trial, for the "bread-and-butter" type of motor car. This year, the course lay chiefly in the Purbeck Hills, in south Dorset, which gave the customers some pleasant scenery to look at when they were not busy climbing the wide variety of sections provided by the Clerk of the Course David Bolws.

Starting at Doddings farm, Bere Regis, the 37 starters went some 100 yards to the first section, called "Fanny's Plot". Short, but not sweet, this usually causes chaos and dis-

may in the opening yards, through a gateway. This year one could get past the gate, but, just when confidence had been restored, the traction vanished, and everyone, except the couple of specials entered, came to a halt.

Previous weather caused the cancellation of two hills at Bloxworth, so everyone went to a charming valley with a distant view of the sea and Bournemouth called Stonehill Down. Ten sections of varying length were set out on grass, being pretty slippery and well sub-divided to make scoring easier.

This kept customers busy until lunchtime when personal refuelling was carried out at Church Knowle village. Suitably fortified, a mile of travelling brought the victims to a batch of grassy hills at Bradle. These varied from the touring variety to the ones where it was difficult to even leave the start line.

Half a mile farther on, one of the old favourites turned up again, in the shape of "Smedmore". Considerably shorter this time, starting on slippery stones and ending in heather, it also contained a stop and restart, which caught out over half the entry.

After this came the old "Exeter" favourite, Lutton Gwyle. A bitter cold, but drying wind had taken the sting out of the surface, and instead of the usual struggle in slippery, clay-bound ruts, the cars simply sailed up without any trouble, on their way to a return visit to Stonehill Down, before the finish at Wareham. In class 1, nine Minis and a Morris 1100 did

battle, with John Hood's Austin Mini taking the class. The next class went to Brian Woodfield, driving the ex-Amie Lefevre Sprite, complete with mauve finish and power bulge on the bonnet. Amie Lefevre himself was out with a white Midget, which did not appear to have the same urge as the Sprite. Harry Rose had a very new Morgan 4/4 which, despite being a trifle low for this sort of thing, got a class award, a mere one point behind Mr. Woodfield. The usual gaggle of Populars appeared and produced the eventual winner, J. Taylor, who lost only 48 marks throughout. Also appearing were a couple of pre-Mini Austin Sevens, the elderly one of Norman Davis being an ex-Hartwell winner, while the Ruby was handled by Nick Jesty, starting on his second season in competition with Father, who drove the 1100 in class 1. Novices award went to R. E. Love, who has been trying hard for several years, with the ex-Jed Noble M.G.A. Lowest score was made by Brian Drake, who lost no marks at all, but was handicapped out of it because of the "special" nature of his mount.

A pleasant day's sport, enjoyed by all concerned.

TONY HOLLISTER

Results

Hartwell Cup: J. Taylor (Ford Popular), 48 marks; Merchant Cup: B. Woodfield (Austin-Healey Sprite), 69; Novices Cup: R. E. Love (M.G.A.), 96; Class Awards: J. Hood (Austin Mini), 84; H. Rose (Morgan 4/4), 70; B. Drake (Moonraker), 0.

MALDEN & D.M.C. MID-SURREY A.C.

MARCH HARE RALLY

THE Malden and District Motor Club's 6th March Hare Rally, this year co-promoted for the first time with the Mid-Surrey A.C., lived up to the reputation that this event has gained of being tough on the navigator without resorting to tricks. In spite of the dry, clear night which presented few difficulties to drivers, no crew finished with a clean sheet and only 15 of the 32 starters handed in road books at the finish.

A simple 20-mile Tulip card led competitors from the start on the A30 near Sutton Scotney to the beginning of the serious rallying, which included 37 time controls and 61 route checks in the remaining 230 miles. Immediately navigators were working hard dodging from map to map on the edge of sheets 167 and 179, the drivers soon afterwards being compensated with a four-mile agricultural stint between 179/232142 and 179/129, followed by more rough stuff and a tricky approach to reach 169096 from the east. Already at this point the field was spreading out.

Shortly after this Brian Harris (Fiat 1500) had what would have been the only clean sheet spoiled for him when his navigator misplotted a route check and recorded incorrect information while approaching T.C. 18, Jack Wolchover lost seven of his eight minutes' lateness when he had the misfortune to have a puncture on a stretch of flooded road.

A further route card leading back on to map 167 presented competitors with little difficulty until just before the supper stop

when a series of sections of 1½, 1½, 2 and 1 miles proved too tight for some. The last of these included a very tight uphill hairpin at 894259, which needed "two bites", and a choice of yellow roads which necessitated spot-on map reading.

At the supper stop those who were to finish in the first few places had already established their lead and the three route cards that were subsequently issued, using mainly sheet 178, served to emphasize the problems organizers are faced with in sorting out the more experienced crews in this part of the country when the weather does not intervene in their favour and in the absence of vast armies of marshals, which smaller clubs, such as the co-promoters of this event, cannot assemble. The greatest difficulty crews met with during the second half of the night was that of tiring navigators losing concentration under pressure of the volume of accurate plotting of route checks that was needed.

A good finishing touch was a dawn "run-in" section through some very pleasant Dorset countryside including the Purbeck Hills, to breakfast near Bournemouth where provisional results were announced.

This event was the first for clerk-of-course John Lewis, who took over from the capable hands of Colin and Pamela Hoile. It was a very praiseworthy effort. C. W. M. HORNER

Results

1, J. Wolchover/J. Chitty (Austin-Healey 3000), 8 marks lost; 2, B. P. Harris/C. W. M. Horner (Fiat 1500), 15; 3, Grant/Kamcke (Triumph Vitesse), 31; 4, T. Mockridge/Jones (Daimler SP250), 74; 5, Battin/Lush (Austin-Mini), 80; 6, G. Harris/M. Mansfield (Austin-Healey Sprite), 106.

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SEVENOAKS & D.M.C.

FLEABITE RALLY

WITH the overcrowded state of the rally calendar in mind, Sevenoaks and District M.C. ran their Fleabite Rally, postponed from January, on a Friday—22nd March. The Fleabite is primarily set up for Beginners, and of a total entry of 39, 15 crews were competing on their very first rally. In order to accommodate them, and at the same time cater for the 14 Expert crews, the route was varied at several points, with Beginners omitting certain controls, bringing their average down to a shade over 20 m.p.h. Similar, though less drastic, omissions were made for Novices, whose average was 25 m.p.h. As a further differential, Beginners and Novices were handed their route cards when signing in, while Experts collected their instructions at five minutes to zero.

The full course was 90 miles on O.S. 171, starting and finishing at Badger's Cafe at Badger's Mount. As is customary, the accent was on navigation, but there were also some extremely tight sections to keep drivers amused. Coupes were being offered for unpenalized runs. David Stevens, taking advantage of brother Brian's absence abroad on business, had borrowed navigator Mike Bryant and this pair rallied in fine style, losing

only two minutes. Tony Straker, driving on this occasion and navigated by John Trott, ran them very close, dropping out. Just behind came Peter Ward and Frank Herwin, the Herald embarrassed occasionally by an intermittent short in the audible warning system.

That a Beginner crew should have circulated with a loss of only eight minutes was most creditable and Nick Ward and Gavin Dix, the crew concerned, can be well pleased with their introduction to the sport. Susan Reeves and Valerie Hale will not easily forget their first rally—their windscreen went half a mile from the start but this young crew overcame the handicap in fine style and finished fourth in the Beginners' category. Bob Ross and Brian Senior will compete as experts in future—they took the Novices Award with a loss of 12 minutes, closely followed by Brian Jefferson/Alan Whipp and J. Kemp/R. Kemp.

Thirty-five crews finished the rally, a gratifying proportion of the starters.

RON AMBROSE.

Results

Experts: 1, D. Stevens/M. Bryant (Anglia), 20; 2, A. Straker/J. Trott (Sprite), 40; 3, P. Ward/F. Herwin (Herald), 50. Novices: 1, R. Ross/A. Senior (Mini), 120; 2, B. Jefferson/A. Whipp (Mini), 240; 3, R. Kemp/J. Kemp (M.G.), 250. Beginners: 1, N. Ward/G. Dix (M.G.), 90; 2, C. Armstrong/R. Beales (Mini), 190; 3, F. Hill/M. Fenn (Mini), 390.

SOUTH WALES A.C.

CASTEL FARM HILL-CLIMB

THE first meeting of the year at Castel Farm is never notable for fine weather conditions, and 1963 proved to be no exception to the rule, a sunny morning deteriorating into a cold and grey afternoon. Nonetheless the meeting, which was closed to South Wales A.C. members, provided an interesting day's sport and gave the boys a chance to try out their new machinery. Ken Wilson, whose one-time Equipe Nationale Belge Lister-Jaguar now appears with a modified 3.8 engine, had a slightly troubled day, a split water-hose flooding the works and creating ignition difficulties, which were eventually resolved. Ken's best run, in 27.65 secs., was dangerously near the B.T.D. of 27.62 secs. returned by Peter Cottrell in his ex-Mike Taylor 2-litre Lotus-Climax 15.

The small racing-car class saw the local debut of Tom Jones's rear-engined Martin-Ford F.J. Envoy; after a mild exploratory practice session, and the eradication of some small ignition troubles, Jones went agricultural on his first run and then went out again to record a very determined 30.02 secs., snatching the class from under the very nose of a surprised Randy Vaughan, whose Triumph-powered Elton, going very well indeed but still plagued by gearbox problems, could not better 30.18 secs. Colin Priddey's Mk. 8

Cooper-J.A.P. came into third place with a very creditable 30.44 secs.

The larger class saw Peter Cottrell set a 27.62 secs. B.T.D. by the unusual but apparently effective expedient of spinning the car at the last bend and crossing the line backwards, which he claims is what he had intended to do! Ken Wilson with 29.08 secs. took second place and set the scene for the sports-racing classes which were to follow.

Brian Field's class-winning Lotus Super Seven, in the 1½-litre class, with 28.54 secs., was just able to hold off Ted Williams, who offered a stern challenge in 28.62 secs. in the attractive manx-tailed Cooper-Climax sports. Later in the afternoon Ron Smart, driving this same Cooper, and obviously determined to have a real go, slightly overcooked the first bend and greatly modified the nose of the car, which retired *hors de combat*, with no injury to the driver. Seward Ashcroft (Lotus Super Seven) took a comfortable third place with 29.49 secs.

In the larger class Charles Sgonina non-started with his Aston Martin DB3S, while Peter Cottrell, most unusually, spent a good deal of his first run ploughing through the décor, to the detriment of his time. Ken Wilson took the Lister-Jaguar up in a hairy 27.65 secs., with Cottrell eventually taking second place in 28.02 secs.

As was to be expected, the programme was heavily weighted with a heterogeneous collection of production touring cars, but the sports and G.T. classes brought some relief. Ron Smart's Lotus Elite, with 32.43 secs., dominated the small class absolutely, while the up to 2-litre class saw Tom Pascoe's familiar Porsche fractionally faster, after the first runs, than Cottrell's Gilbern which appears this year with Weber carburation and a cross-flow head. The second runs, however, redressed the balance, the Gilbern getting down to 32.10 secs. while the Porsche could not improve on 32.58 secs. Keith Bennett (Austin-Healey 3000) took the unlimited class with an unopposed 34.15 secs. and brought to a close a most successful event.

HOWARD BILEY.

Results

B.T.D.: P. Cottrell (Lotus 15), 27.62 s. Class 1: 1, T. Jones (Envoy), 30.02 s.; 2, R. Vaughan (Elton), 30.18 s. Class 2: 1, P. Cottrell (Lotus 15), 27.62 s.; 2, K. Wilson (Lister-Jaguar), 29.14 s. Class 3: 1, B. Field (Lotus Super Seven), 28.54 s.; 2, E. Williams (Cooper-Climax), 28.62 s. Class 4: 1, K. Wilson (Lister-Jaguar), 27.65 s.; 2, P. Cottrell (Lotus 15), 28.02 s. Class 5: D. Atkinson (Austin Mini), 37.62 s. Class 6: 1, N. Harvey (Austin-Cooper), 35.01 s.; 2, C. Williams (Austin-Cooper), 35.18 s.; 3, R. Vaughan (Austin-Cooper), 35.19 s. Class 7: B. Field (Riley 1.5), 36.00 s. Class 8: D. Powdrill (Austin A60), 40.55 s. Class 9: H. Strawford (Mini-Minor), 36.99 s. Class 10: N. Porter (Austin-Cooper), 32.13 s. Class 11: G. Evans (Hillman Husky), 36.74 s. Class 12: R. Smart (Lotus Elite), 32.43 s. Class 14: 1, P. Cottrell (Gilbern), 32.10 s.; 2, T. Pascoe (Porsche), 32.58 s. Class 15: K. Bennett (Austin-Healey 3000), 34.15 s.



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PETER COTTRELL on his way to setting up B.T.D. in 27.62 secs. His car is the ex-Mike Taylor Lotus 15.

THE West Essex Car Club's National Speed Trial was held last Sunday at Debden Airfield near Saffron Walden. Mercifully, the rain kept off but the conditions were extremely cold.

The half-mile course was on the main runway with the Dragsters being timed over the first quarter mile only. Each competitor was allowed three runs starting in his own time. For the half-mile events, the Bentley Drivers' Club's lights were used to indicate a clear course and the "hockey stick" timing system was used with the cars running in pairs. For the quarter-mile events the National Sprint Association photo-electric timing equipment was used, this Association also providing the timing team and motor-cycle sprint demonstration.

Proceedings began with the Touring Car

within a fraction of a second. M. J. Crabtree, in his 1,100 c.c. Lotus Seven, won with a time of 24.24 secs., beating Doug Price in another Seven who took 24.60 secs.

Donald Duncan in the Ace-Bristol, who had already won his G.T. class, won the 1,501-2,000 c.c. sports car class in his second run with an improved time of 24.14 secs., beating R. Capell in Bob Burnard's Ace by half a second. B.T.D. was made during the large capacity sports car runs, and Ken Baker in his magnificently prepared E-type caused a sensation by recording 20.94 secs. to win The Crafford Trophy and £20. Ken Wilson, in his Lister-Jaguar, taking 21.14 secs. this time, separated the E-type from the Jaguar Aceca of Richardson, who took 21.55 secs. for third place.

Elsie Price in her 1½-litre Mark 6 Lotus took

blew up his supercharged Chrysler engine during trials at North Weald prior to the event, which was rotten luck to this fine sportsman who has done so much to establish "dragging" in England. However, two Dragsters did turn up although the Airpark-Mercury V8 of Brian Witty was a non-starter, leaving the Dragster Developments entry of Allan Herridge as the only genuine Slingshot Dragster running.

Considering that this was Allan's first ever competition event and the first time that the device has run more than 20 yds., his performance was creditable, but not fast enough to appear in the placings. The Buick Straight 8 must be made to rev. more freely and it is hoped to fit an Iskenderian camshaft before the next event. Nevertheless, the American power units showed themselves to be the thing for the quarter mile as Mike Eyre in the Cooper-Buick recorded 13.21 secs. to win the class ahead of Patsy Burt and the Jaguar of Ken Baker in—wait for it—13.48 secs.

The motor-cycle demonstration provided the quickest quarter-mile time of the day, George Brown on his splendid supercharged Vincent "SuperNero" taking 11.13 secs.

The West Essex Car Club must be congratulated on providing another fine day's sport with plenty of surprises. BRIAN V. SPARROW.

DEBDEN SPEED TRIALS

West Essex Car Club National Meeting Dominated by Ken Baker

classes with Colin Rogers in his Austin Mini-vaan winning the up to 850 c.c. class in 33.41 secs., with the second man, Graham Bryceson in his Saab, a mere 1/100th of a sec. slower for second place.

The Alexander Engineering 1,098 c.c. Morris Mini-Cooper, driven by John Wales, easily won the 851 to 1,200 c.c. Touring Car class with a fine time of 26.48 secs. beating Nicholas Porter in a normal sized Mini-Cooper by nearly 2 secs. So swift was the Alexander Mini that it was even faster than the immaculate Lotus Elite Super 95 which won the up to 1,300 c.c. G.T. class in the hands of M. Black who took 27.74 secs.

Donald Duncan, in his Ace-Bristol, won the well-supported 1,301-2,000 c.c. G.T. class in 24.72 secs. closely followed by Bob Burnard in his white "Veedol" Trophy-winning Ace-Bristol who took 24.88 secs.

The E-type Jaguar of Ken Baker won the G.T. class for over 2,000 c.c. machines with a time that gave an indication of what we were to expect as the meeting progressed. The staggering time of 21.03 secs. for a standard bodied E-type beat the beautiful 3.8-litre Jaguar-powered A.C. Aceca of Stanley Richardson.

The up to 1,500 c.c. sports car class was extremely close, the first three men being all

21.03 secs. to win the up to 1,500 c.c. Racing car class and the Ladies' Award, being ahead of Tony Marsh in his immaculate Marsh Special described in last week's issue! Tony managed 21.29 secs. in what was really a proving run, the "blower" on his 1½-litre Climax running with an Amal carburettor on this occasion. Patsy Burt, in her 1½-litre Cooper, was third in 21.59 secs., making some marvellous starts.

Yet another E-type won its class—this time in the hands of Fred Warnell in the over 1,500 c.c. Racing class with a fine time of 21.03 secs. Ken Wilson's Lister-Jaguar again was second to an E-type with 21.14 secs. with the Cooper-Buick of Mike Eyre being in third spot with a time of 21.21 secs. This car has a very neatly fitted Buick Compact engine of 3,425 c.c., which made its take off most impressive!

A car of note in this class was that of Bill Camp's which is his old F3 Cooper chassis car now with centralized steering and Consul Cortina engine with Volkswagen gearbox. Bill's starts are immaculate and his best time of 22.46 secs. most commendable.

The Dragster Class counted towards the AUTOSPORT National Sprint Trophy and was to have provided the main attraction, but unfortunately this was not to be as Sydney Allard

RESULTS

B.T.D.: K. Baker (Jaguar E), 20.94 s.
Touring Cars. Up to 850 c.c.: 1. C. J. Rogers (Austin Mini-vaan), 33.41 s.; 2. G. Bryceson (Saab), 33.42 s.; 3. F. R. Scatley (Austin Mini), 34.65 s.
 851-1,200 c.c.: 1. J. Wales (Morris Mini-Cooper), 26.48 s.; 2. N. Porter (Austin Mini-Cooper), 28.13 s.; 3. F. V. Pound (Austin A40), 29.13 s. **1,201-1,600 c.c.** 1. B. Wingfield (Ford Classic), 28.18 s.; 2. T. P. Sargeant (Riley 1.5), 31.06 s.; 3. W. J. Dodds (Sunbeam Rapier), 31.77 s. **Grand Touring Cars.** Up to 1,300 c.c.: 1. M. Black (Lotus Elite), 27.74 s.; 2. J. Dunster (Austin Mini-Cooper), 27.82 s.; 3. R. Burnard (Lotus Elite), 29.10 s. **1,301-2,000 c.c.:** 1. D. Duncan (A.C. Ace-Bristol), 24.72 s.; 2. R. Burnard (A.C. Ace-Bristol), 24.88 s.; 3. K. S. Richardson (Porsche Carrera), 25.54 s. **Over 2,000 c.c.:** 1. K. Baker (Jaguar E), 21.03 s.; 2. S. H. Richardson (A.C. Aceca-Jaguar), 21.61 s.; 3. F. Warnell (Jaguar E), 23.91 s. **Sports Cars.** Up to 1,500 c.c.: 1. M. J.

Crabtree (Lotus 7), 24.24 s.; 2. D. Price (Lotus 7), 24.60 s.; 3. R. C. Rye (Lotus-M.G. Mk. 6), 24.82 s. **1,501-2,000 c.c.:** 1. D. Duncan (A.C. Ace-Bristol), 24.14 s.; 2. R. Burnard (A.C. Ace-Bristol), 24.54 s.; 3. E. Carden (Turner G.T.), 24.76 s. **Over 2,000 c.c.:** 1. K. Baker (Jaguar E), 20.94 s.; 2. K. Wilson (Lister-Jaguar), 21.14 s.; 3. S. H. Richardson (A.C. Aceca-Jaguar), 21.55 s. **Racing Cars.** Up to 1,500 c.c.: 1. Mrs. E. Price (Lotus Mk. 6), 21.03 s.; 2. A. E. Marsh (Marsh-Climax), 21.29 s.; 3. Miss P. Burt (Cooper-Climax), 21.59 s. **Over 1,500 c.c.:** 1. F. Warnell (Jaguar E), 21.03 s.; 2. K. Wilson (Lister-Jaguar), 21.14 s.; 3. M. R. G. Eyre (Cooper-Buick), 21.21 s. **Dragsters:** 1. M. R. G. Eyre (Cooper-Buick), 13.21 s.; 2. Miss P. Burt (Cooper-Climax), 13.44 s.; 3. K. Baker (Jaguar E), 13.48 s.; 4. W. J. Camp (Cooper-Ford Special), 13.74 s.; 5. A. E. Marsh (Marsh-Climax), 14.86 s.; 6. A. Phelps (Alvis 4.3), 15.27 s.

BUGATTI O.C.

Held recently at the Penn's Hall Hotel, Castle Bromwich, the Bugatti Owners' Club organized what they call their Opening Rally, which included a *concours d'elegance*, followed by cocktails, lunch and then tea in the afternoon.

Over 20 cars entered the *concours*, the main emphasis being obviously on the marque Bugatti, four splendid racing versions being present together with a pair of more touring versions. Other interesting cars included a beautiful Sunbeam limousine, circa 1930, a pair of vintage Bentleys and a rather scruffy but effective Frazer-Nash-BMW Type 328. One of the nicest cars present was a beautifully turned out Austin Nippy, a credit to its young owner who had obviously spent a lot of time looking after this little car. There were also several modern cars entered, including George Keylock's splendid 3500 GT Maserati and an equally attractive Ferrari 250GT with body by Pininfarina. Mercedes-Benz was represented by a 300SL, while also included were a Bentley Continental and a Porsche Super.

After lunch Ronnie Symondson made an entertaining speech before Roy Taylor distributed the prizes won during 1962. Tony Marsh won no fewer than four major awards, while other recipients included Phil Scragg, Patsy Burt, Mike Ledbrook, Reg Phillips, Douglas Haigh, Nick Porter, Bob Rose, Gordon Parker, Peter Westbury, Jack Richards, Gerry Tyack, Peter Bailey, Josh Randles, Peter Cottrell, Alec Kynoch, Ashley Cleave, Dick Protheroe, Tip Cunane, Ian McLaughlin, David Good, Bryan Eccles, G. L. Thomas, Ray Fielding, Arthur Owen (1962 R.A.C. Hill-Climb Champion), Bill Bradley, Eric Willmott, Austen May, Dudley Camp, Ray Meredith, George Keylock, Geoff Wilson, etc., not to mention a host of vintage award winners! PAUL WATSON.

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USED CARS FOR SALE

ASTON MARTIN

ASTON MARTIN. Patsy Burt's famous Aston Martin Trophy winner. Reg. No. PXL 6 DB35. Engine specification, 3 D/C Webers, twin exhaust, etc. 9-1 C.R. competition clutch. Chassis modifications by R. C. Walker Ltd., etc. Borrani wheels, and many others in excess of £2,000 in last two years. Returned from factory £150 overhaul March 8, 1963. Racing seat. Immaculate pale blue. Genuine 130 m.p.h. Poor mans DB4. Handles like grand prix car. Best offer exceeding £925 secures. A.M.O.C. members please note.—Phone: Potters Bar 58361.

DB2 THE most fabulous 1951 specimen in existence. With bills for nearly £800 spent at the works during the last three years, the car has virtually been rebuilt as new from stem to stern. Finished in black with grey leather, and fitted with seat belts, Alfin drums, Borrani wheels, Marchal three-tone horns, etc., etc. The car has the "feel" and handling of a 1962 machine, and we offer it confidently for the most hypercritical examination at £595.—Woodyatts of Malvern, Worcestershire. Telephone 390/391.

1962 DARK BLUE DB4, for sale. 19,000 miles, owner regrets sale, requires larger car. A1 condition, new tyres, radio, seat belts. Reasonable offers only.—Box 8858.

Early Press

ARRANGEMENTS

Small Ads

TO GO IN APRIL 12

Easter Issue

MUST REACH THIS OFFICE

*A.M. MONDAY, APRIL 8

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AUSTIN

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1963 COOPER, unthraashed, 5,000 miles, £13. —Wykes, 184 North Circular Road, N.10.

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Blue, 997 c.c., comp. engine, Mk. II gearbox and many other mods. Very good condition.

£385

Mk. II Midget, body shell complete, slight n.s.f. damaged. £45.

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offer

3000, July 1960, overdrive, wire wheels, heater, hard top, brake servo, etc. One owner, white/black ... £645

100/6. Heater, wire wheels, radio. Just resprayed red ... £450

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This immaculate car has covered only 13,000 miles of careful use, and is unmarked inside and out. Disc brakes, heater, RS5 tyres, tonneau cover, etc. Finished in silver blue with white side panel. Navy blue interior. The price to a good home is a real bargain at

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H.P. is possible and part exchange would be considered.

EWELL 5004.

AUSTIN-HEALEY 100/6. Yellow/black. Overdrive, w/wheels, twin spots, new batteries, tyres, v.g.c. £415.—Wellings, CHAncery 3593 (day), SHEpherds Bush 8387 (evenings).

AUSTIN-HEALEY 100/4. £235. Will exchange Berkeley, Turner, Sprite or Fairthorpe.—1 York Terrace, Manchester Road, Southport, Lancs.

AUSTIN-HEALEY 100/6, 2/4-seater, 1958. Hard-top and soft top, tonneau cover, wire wheels, pillar box red, radio, heater, luggage rack, excellent conditions. Terms available. £465.—Drake, 19 White Hall Road, Great Wakering, Essex.

SPRITE, 1958, cream, heater, screen-washers, personally maintained, £280 o.n.o.—198 Rushmere Road, Ipswich. Tel.: 78971.

SEBRING 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.: HOWard 6577. day; Letchworth 949, evenings.

SPRITE (Mk. ID), 1962, immaculate condition, extras include heater, radio, spot lights, reversing lights, X tyres. £450. Owner emigrating.—The Old Vicarage, Hambledon, Hants. Tel.: 432.

1960 AUSTIN-HEALEY Sprite. Excellent condition. Taxed December. One owner. £365.—Phone: Nottingham 272087.

1960 SPRITE DE-LUXE, white, immaculate, Alexander Head Hi-Lift cam H/c. Pistons lightened, flywheel HI-pressure, oil pump, brakes, suspension, modified engine overhauled and rebuilt recently, as new, £380.—Harrison Dawson Cottage, Wooler, Northumberland. Wooler 518.

1956 AUSTIN-HEALEY BN2 Le Mans, immaculate in primrose and black, also overdrive, high ratio axle and discs all round. £345.—40 Southward Lane, Mumbles, Swansea.

1955 BN1. Overdrive, radio, racing tyres, spare wheels, Konis, etc. £275.—SPEdwell 5420.

£485 AUSTIN-HEALEY 100/6. 1957. 2/4 seater, ice-blue with blue interior. Has hard and soft tops, tonneau cover, overdrive, front discs, high ratio back axle, radio, heater, luggage rack, badgebar, wing mirrors and screen washers. R.S.5s are † used. New battery. This car is really outstanding and certainly warrants a little above average price.—Phone Guildford 67837 after 6 p.m. weekdays, after 2 p.m. Sats., anytime Sun.

£335 NEAREST, 1957 BN2. New hood, w/wheels, battery, starter, w/screen. RS5s.—HYDe Park 8721.

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BRISTOL 401. Excellent condition. £395 o.n.o.—Mogador (Surrey) 2246.

401 BRISTOL, fitted 403 100A engine and gearbox 35,000 miles ago, special over-size brakes, radio, etc. Resprayed metallic grey. 100 per cent throughout, £525.—Independent Motors Limited, Prior Park Road. Bath 3120.

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COOPER-NORTON 500 F3, as Mk. 13. Body tyres, frame, gearbox PERFECT. L/S motor tuned by Jim Smith. Unpranged. Minimum attention required. Trailer and many spares. Rapid, reliable, beautiful. Offers.—Box 8860.

(Continued overleaf)

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AUSTIN—Austin Mini Super de-luxe. Red with red upholstery. Austin Mini-Cooper. Red, black roof; red upholstery. Austin A60 saloon de-luxe. Cumulus grey and grey upholstery. ALL THE ABOVE CARS ARE IN STOCK—FOR IMMEDIATE DELIVERY—AT LIST PRICE. Early delivery of M.G. 1100. Demonstrator available.

1961 M.G.A 1600. Red, with black upholstery, heater, absolutely immaculate, one owner. £575

1960 M.G.A 1600. White, with red upholstery, luggage carrier, heater, spot-lamp, radio. One owner. £525

1959 M.G.A 1600. Black, with red upholstery, radio, heater, luggage carrier, wing mirrors, new tyres, in absolutely immaculate condition. £485

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- £1,025 1962 Lotus Elite,** finished in white with black interior. 12,000 miles from new. One owner. Safety straps, etc., as new throughout.
- £565 1960 TR3A** finished in white with red upholstery. Overdrive, wire wheels, heater, luggage rack, etc. Excellent condition.
- £545 1955 Porsche Super Speedster.** White with hard and soft tops, reclining seats and Halda Speedpilot, heater, etc.
- £415 1957 (late) M.G.A Roadster** in midnight blue, fitted with wire wheels, radio, heater, etc. Factory replacement engine fitted 500 miles ago. Thoroughly recommended.
- £395 M.G.A fixed head coupe 1958,** finished in black and red. At present undergoing complete engine overhaul. Also choice of three other M.G.A fixed head coupes.
- £395 1961 Mini de Luxe,** fitted with Stage III Speedwell mods., microcell seat, special facia, racing wheels and tyres. Superb in powder blue. One owner.
- £365 Lancia Aurelia 2-litre four-seater D.H.C.,** registered 1961. This car is the late property of Jonathan Routh and in excellent condition throughout with bodywork in mid-blue. Motorola pushbutton radio, heater, etc. Right-hand drive.
- £295 Ford Special 1957.** Similar to A.C. Ace. Buckler DD2 chassis, 1172 engine, overdrive giving six forward gears. Excellent throughout.
- £265 Ford Hamblin Super II** special finished in maroon with black interior. Excellent condition throughout.
- £195 1953 Sunbeam Talbot 90.** Drophead left-hand drive in polychromatic blue. Excellent order throughout.
- £145 1948 Special bodied 1½ litre Riley Roadster.** This car is believed to be unique and is in very sound condition throughout.
- Also a selection of Ford Specials.
- GOOD SPORTS CARS WANTED FOR CASH**
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Classified Advertisements—continued

COOPER—continued

COOPER-CLIMAX 1100 sports car (Manx tailed) for sale at reduced price due to cancelled American order. £325 o.n.o.—Pitch Place, Worpleston, Surrey. Phone: Worpleston 2036.

MK. V COOPER J.A.P. 998 c.c., Racing Twin, plenty of spares, ready for sprints and hill-climbs now, new tyres, clutch, etc., recent complete overhaul, £325.—Collinge, c/o R. Thornton Ltd., Cleckheaton, Yorks. Tel.: 2273.

DAIMLER

1961 SP 250 Spec. B. Mountain blue. Many extras, small mileage. Mint condition. £910.—Ide Hill (Kent) 266, after 7.

ELVA

ELVA COURIER, 1962, Mk. II, 1,600 c.c. Hard/soft top, heater, etc. Exchange considered. H.P. arranged.—Phone: Maidstone 51359.

FAIRTHORPE

ELECTRON MINOR, December 1960, 15,000 miles, very attractive, sprayed finish, £260.—“Merrydown,” Marlow Bottom, Near Marlow, Bucks.

1962 FAIRTHORPE ELECTRON MINOR. Seats 2-3. Ford 105E engine, untampered with, 4,500 miles only, midnight blue, sprayed (Nov.). Fast but economical, for quick sale, £495.—Box 8861.

1960 FAIRTHORPE MINOR, fitted twin carb Herald engine. £235. Four-seater wanted.—Reader, 135 Sewall Highway, Coventry.

FIAT

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

FORMULA JUNIOR

COOPER-FORD, professionally built Oct. 1961, and very little used (540 miles including testing, etc.), fitted with Cosworth 1100 engine and 5 speed gearbox. Car in absolutely new condition, prepared, ready for racing. Price, £1,000 to include new trailer professionally built at same time as car, spares etc.—R.A. Creamer and Son, Drayson Mews, Holland Street, Kensington, W.8. Tel.: Western 1275.

LOTUS 20, Sept. 1961, with or without a new L 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.

WANTED, LOTUS 22, Cosworth 1100 junior, must be 100 per cent mechanically and bodily, never shunted, and completely ready to race.—Phone: Robin Sturgess, Leicester 22047.

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FRAZER NASH Le Mans Replica Finished in metallic blue, fitted Bristol FNS engine unit with BS4 crank and Girling damper; close ratio box and Alfin brakes. Owned and maintained by ourselves for the past 4 years, previously works maintained. The whole car is in most excellent condition. This is a real sports car complete with full touring equipment which must delight anyone who drives it. Nearest £450. Also host of spares for the above including complete BS4 engine and gearbox.

Gott's Garage Ltd.,
Barnoldswick. Tel. 2109.

1952 FRAZER NASH, Mille Miglia, Mk. II. This is a very fine example of this much sought-after motor car. Cream with grey interior. Bristol 140 b.h.p. engine, £695.—Sports Motors (Manchester) Ltd., 185 Oxford Road, Manchester 13. Ardwick 3015 or 2950.

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BUY your Goggo from Main Distributor, London and Middlesex. New and used Goggomobils for immediate delivery. Spares and Service.—Mansell & Fisher, 93-95 Old Brompton Road, London, S.W.7. KNightsbridge 7705.

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DELTA, 1963, 120 m.p.h. Elite eater. Certain winner. 90 b.h.p., 997 c.c. Formula Junior. 1962 second World GT Championship. Fabulous on road. £550 o.n.o. Also Renault Gordini engine with 4-speed gearbox.—Phone: London Wall 1551 (day); Holmer Green 3143.

JAGUAR

C-TYPE JAGUAR required, must be in first-class mechanical order.—See Wanted Column.

JAGUAR 3.4, 1959. Opalescent silver, chrome wire wheels, new Xs, automatic. 40,000 miles, safety belts, latest type discs, twin speaker radio, concours condition. £650 o.n.o.—FULham 3355 (day), BALham 7778 (night). Private sale.

XK 120, with 3.8 “Protheroe” engine, discs, wire wheels, Konis, overdrive, the lot. Raceworthy, comparable to Beck and Brown's XKs, but also marvellous road car, which will see off “E” types. Engine alone cost £375. For full details write—A. Deacon, Ball Hill, Newbury, or telephone Hurreley 258 (evenings). £450 o.n.o.

XK 140, d/head, ivory, o/drive, decoked, new flywheel, going well, £300. Part/Ex something interesting with 4 seats.—Stansfield, Sinnington, York.

1956 XK 140 f.h.c., good condition, B.R.G. C-type engine. Fitted radio, heater, chrome luggage rack, twin fog lamps, overdrive and Irvin seat belts. 34,000 miles only, complete service record. £395 o.n.o.—Lynch, Dorking 73468.

WANTED, late 1962 “E” Type, F/H, low mileage.—Reply Box 8829.

LANCIA

1957 SERIES (guaranteed) AURELIA GT, mist grey, beautiful condition, one U.K. owner, central gearchange, radio, thermostatic fan, adapted for tall driver, reinstatable, Lancia inspection, overhauled.—UA0 3602 or Harpenden 2555.

LOTUS

LOTUS 15

1½-litre twin-cam Climax and 2-litre (less crankcase).

ZF gearbox. Appendix C. Many spares including six wheels, rain tyres, etc. One owner. Never shunted. Ready to race.

Around £1,100 the lot, or consider separating.

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ELITE, stage III, ZF gearbox, Cinturas, red, 8,300 miles. £925. Terms trade in.—Alexis Cars, 763 Alumrock Road, Birmingham, 8. EAST 2665.

ELITE, 1962, Super 95 specification. Not raced. 5,000 miles only. As new. Nearest £1,100.—Congleton 2494 (Cheshire).

ELITE, 1962. Special equipment, white/silver. Servo brakes, 2F gearbox, tuned engine. Maintained regardless of cost. £995.—Phone: Beresford (Liverpool) Great Crosby 7072.

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1957 AUSTIN-HEALEY 100/6. Red, black interior. Recond. engine, 2,000 miles. Extras. **£450**

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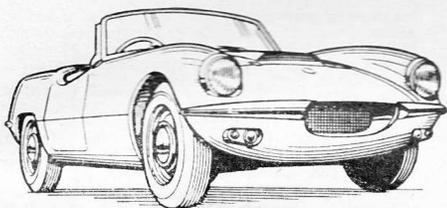
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(Continued overleaf)



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(Continued overleaf)

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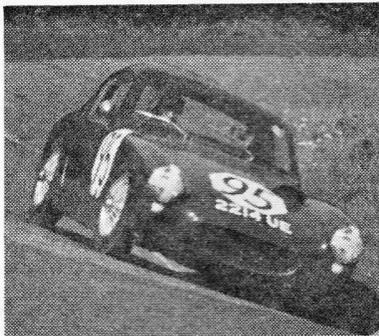
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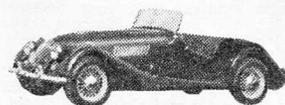
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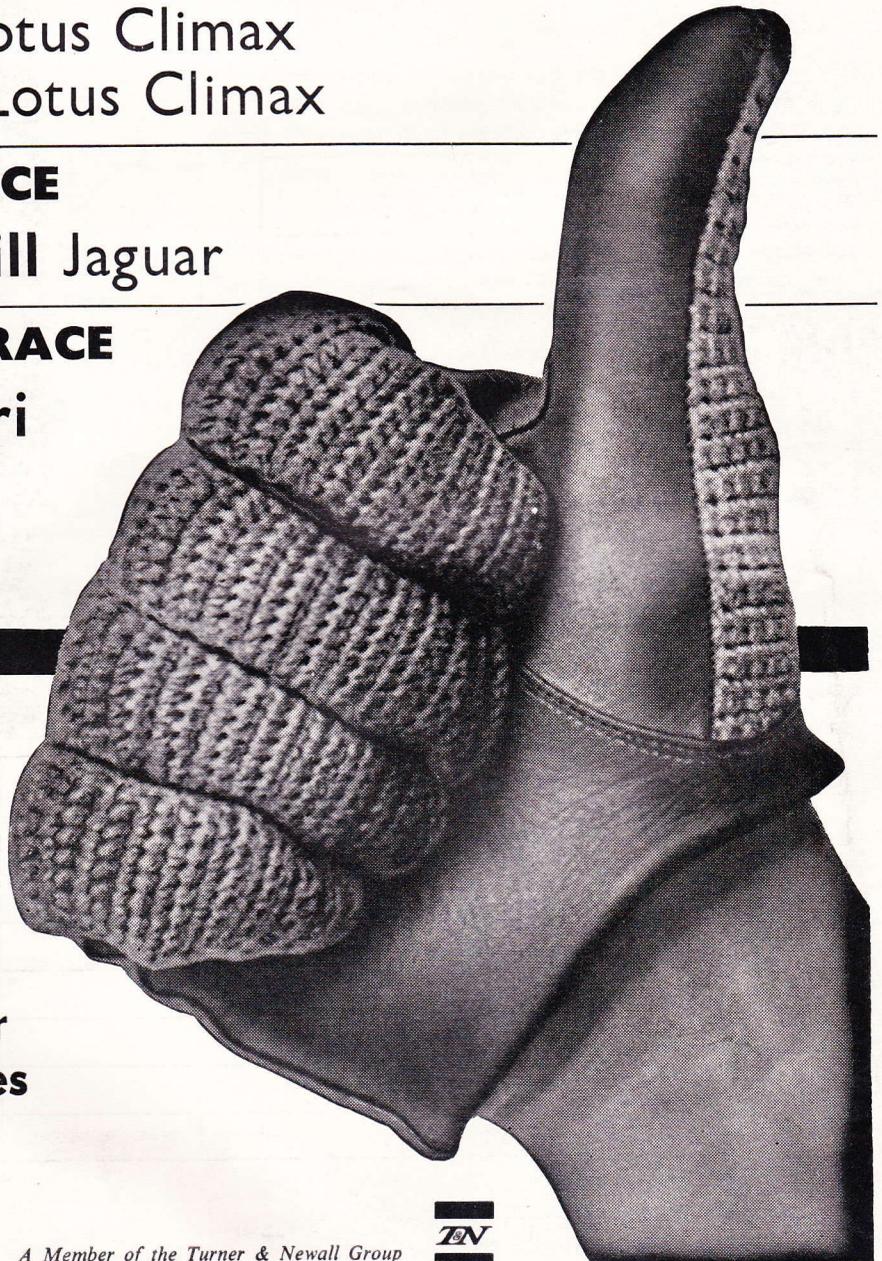
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