

IMOLA GRAND PRIX

AUTOSPORT

APRIL 26, 1963

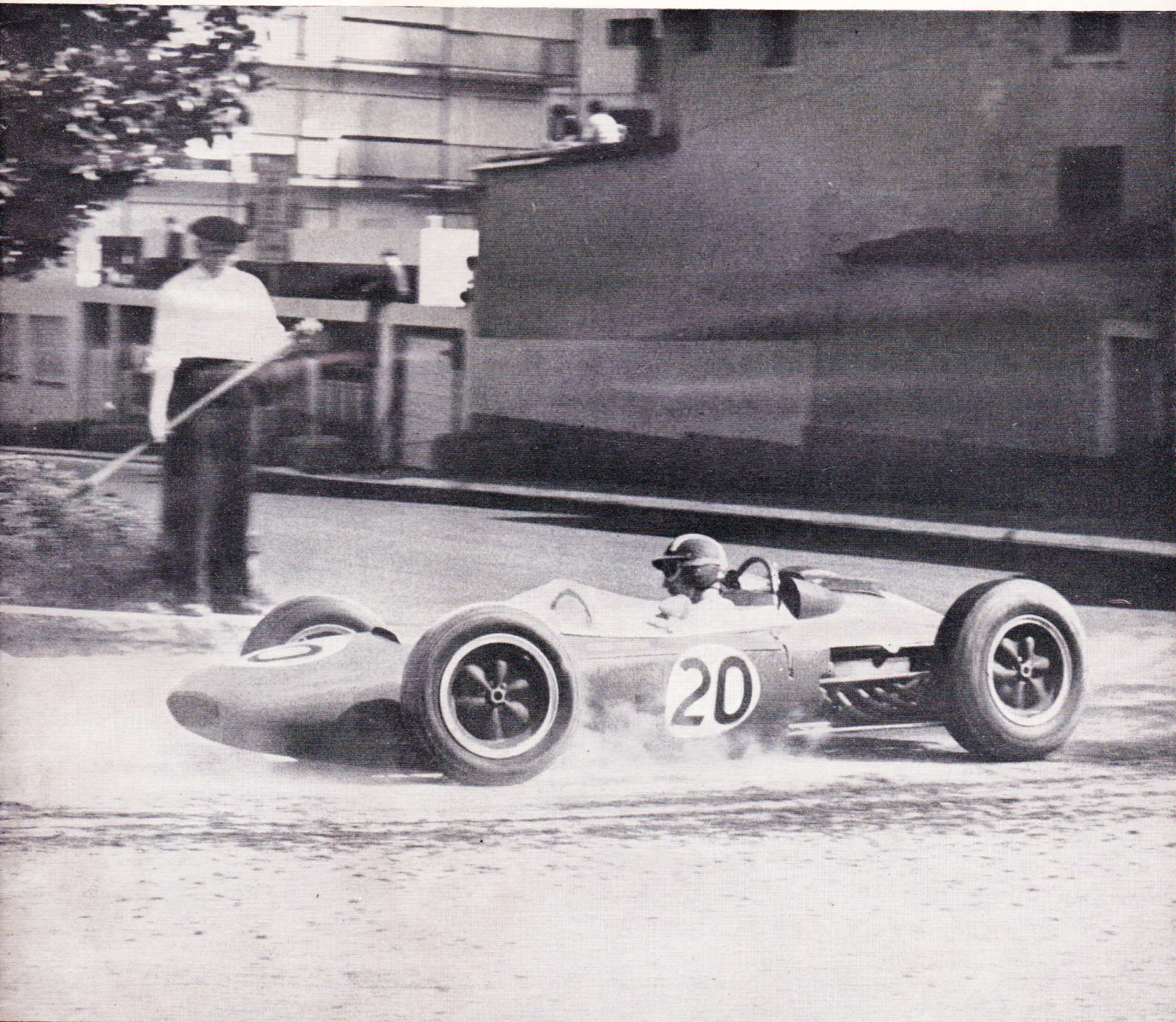
# AUTOSPORT

2/-

EVERY FRIDAY  
Vol. 26 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

BRUCE MCLAREN—FROM THE COCKPIT : VETERAN AND VINTAGE CAR RUN : V.S.C.C. SILVERSTONE  
FULL REPORTS OF THE SAFARI RALLY, CIRCUIT OF IRELAND AND PAU GRAND PRIX : NEW YORK SHOW

# PEUGEOT



# WINS SAFARI RALLY OUTRIGHT!

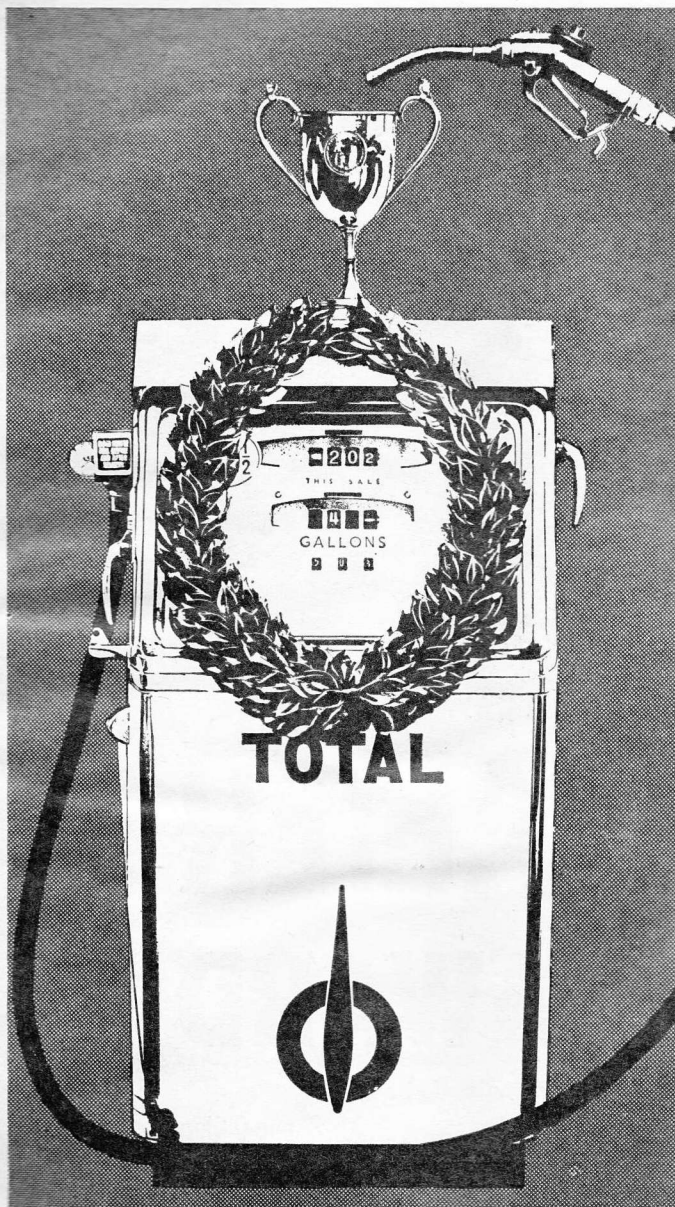
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DRIVEN BY Z. NOWICKI and P. B. CLIFF.

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A. E. Bengry G. E. Goby

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cars that finished ran on  
**TOTAL petrol**

# TOTAL triumphs in East African Safari Rally!

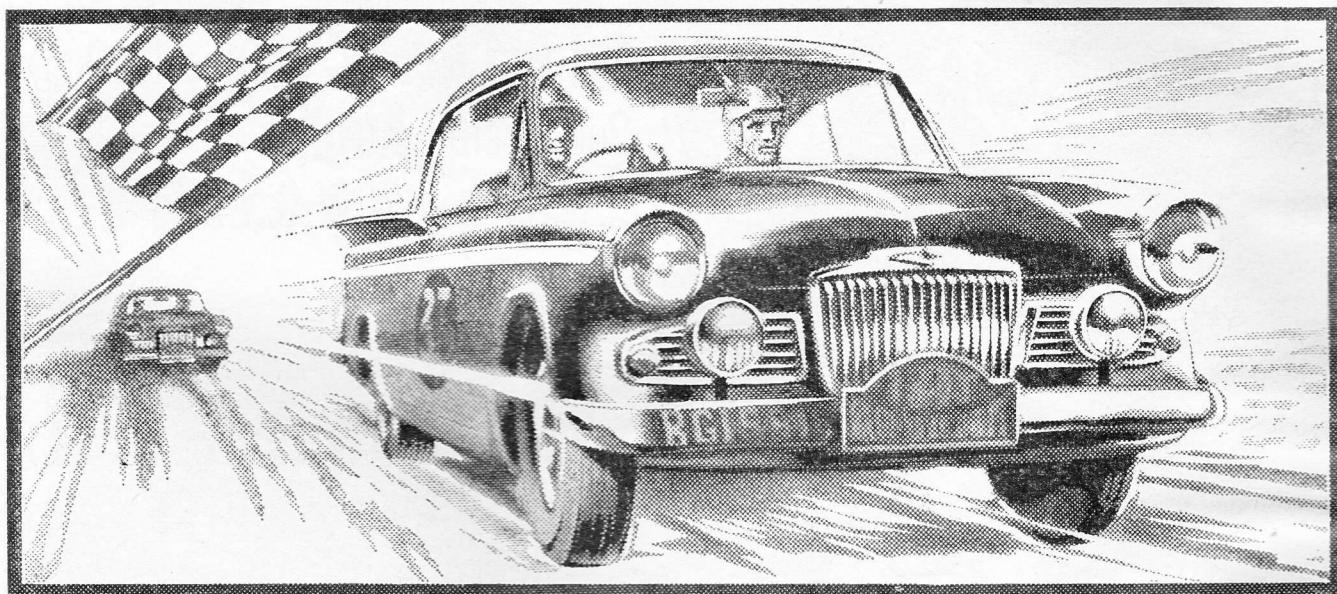
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# CIRCUIT OF IRELAND INTERNATIONAL RALLY



# SUNBEAM RAPIER WINS TEAM AWARD

(Nominated team of 3 cars of the same make)

Drivers: Adrian Boyd, M. Johnston • John LaTrobe, Julian Chitty • Rosemary Smith, Sheila O'Clery

**ALSO**

**LADIES' TROPHY 1<sup>ST</sup>** Rosemary Smith Sheila O'Clery

**AND**

**\*1<sup>ST</sup>** Adrian Boyd

**3<sup>RD</sup>** John LaTrobe

**4<sup>TH</sup>** Rosemary Smith

1,300 – 1,600 c.c. SERIES TOURING CARS

\*Sunbeam Rapier 1st in class for the third year running  
Other awards: 'Autosport' Trophy, Killarney Cup.

(Results subject to official confirmation)



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## EDITORIAL

### GRAND TOURING SPORTS CARS

APPARENTLY AUTOSPORT was more than a little unfair to Carroll Shelby and his A.C. Cobras, in a recent editorial. More evidence has come to light that the A.C. Cobra meets Appendix J requirements far better than do certain other makes. During the eight months of its existence, the small Californian concern has built and delivered over 200 vehicles, purchasing the chassis from A.C. of Thames Ditton, and the V8 engines from Ford of Dearborn. The present series was homologated by the F.I.A. in December, 1962, and provision was also made for certain items to be included, without affecting the car's accepted classification. Therefore, the modifications seen on the Sebring cars were strictly in accordance with the homologation certificate. It is to be admitted that the F.I.A. is responsible for some very strange decisions, and one or two marques have been homologated in Appendix J, which could be more truthfully described as prototypes. The numbers-built clause also appears to have been extremely flexible, but by appearing with hard-top, or coupé bodies, some cars have managed to be admitted, when it is common knowledge that the numbers constructed fall far short of the 100 minimum, of similar models, the basis on which Appendix J is regulated. Shelby's cars with their open sporting bodywork tended to look out of place in the G.T. category, although open bodywork is also permitted under the existing regulations. In point of fact, AUTOSPORT was attempting to criticize the term "Grand Touring", as applying to the present Appendix J category. Surely the true description would be G.T. Sports, and then both competitors and spectators alike would not be so confused as they tend to be. The prototype G.T. class is also somewhat ridiculous, when it comes to some of the types of car accepted.

### VINTAGE ENTHUSIASM

THE popularity of vintage cars is steadily increasing, and vehicles which, not so long ago, were headed for the scrap-heap have been acquired, restored with loving care, and are now highly prized. Nothing can damp the enthusiasm of the true vintage fan. Last Saturday, at Silverstone, a very large crowd braved appalling weather conditions to watch a V.S.C.C. meeting. Historic machines were there in their dozens, all surrounded in the paddock by hordes of knowledgeable admirers. Admittedly, there are those who make a cult of decrying modern motor cars, preferring to eulogize vehicles which were never, at any time, considered more than mediocre. However, the people really behind the vintage movement, whilst devoting most of their spare time to the restoration of cars of the past, are equally interested in what is being produced today.

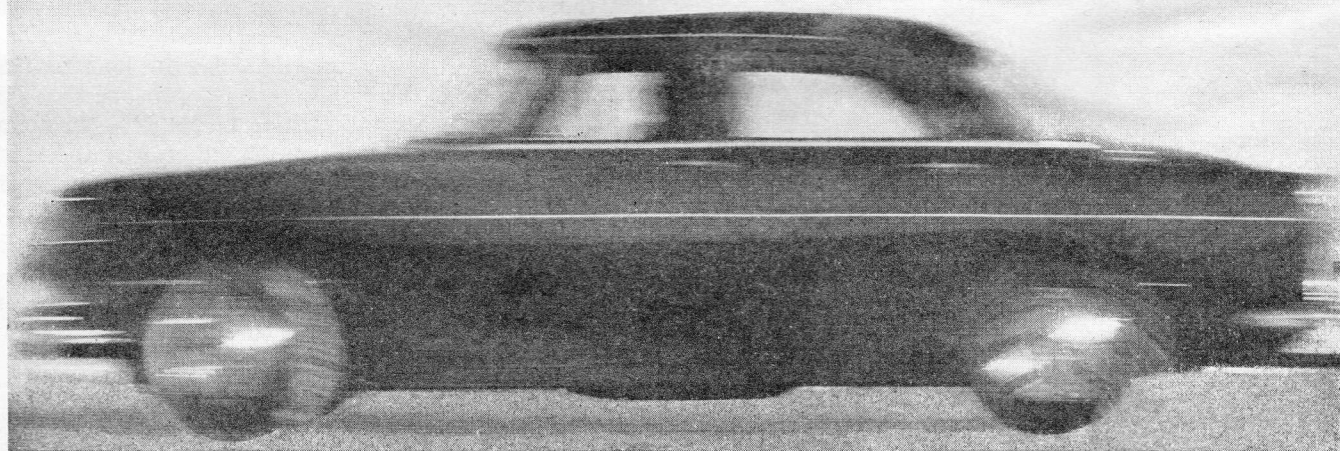
### OUR COVER PICTURE

THE LAST TWO WEEKENDS have seen Continental Formula 1 races held: Pau, on Easter Monday, and Imola, last Sunday. In both these races the Swiss ex-Formula Junior driver Joseph Siffert put up some impressive performances in his Ecurie Filipinetti Lotus-B.R.M. 24. He is seen raising the dust at the Virage du Lycee at Pau, but he retired whilst holding third place. In Italy, however, his fortunes changed and Siffert was an excellent second behind Clark.

Photo: Bill Gavin.

Even from speeds like this . . .

## STOP SAFELY WITH GIRLING



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## TWIN-MIN FOR THE TARGA

JOHN WHITMORE informs us that the two Minis entered for the forthcoming Targa Florio in Sicily will consist of a twin-engined car for himself and the Dutch driver Rob Slotemaker, and a single-engined car for Paul Frère and journalist Bernard Cahier. Together with the Jackie Epstein entered Cooper Monaco and John Coundley's E-type Jaguar, things look a bit better for at least a class win.

A TEAM of sportsmen from the Bahamas will tour Europe in May for a two-month "holiday" during which they will invite racing enthusiasts to attend the Bahamas Speed Week, held during December. The team will use three Studebaker Avantis and plan to cover nearly 15,000 miles.

## ASTON MARTIN TEAM FOR LE MANS

THREE-TIMES Le Mans winner Phil Hill will be driving in the Aston Martin works team at the Sarthe circuit on 15th-16th June; this confirms rumours that have been circulating for some time. Also members of the three-car works team are Bruce McLaren, Innes Ireland, Bill Kimberley, Jo Schlesser and Lucien Bianchi.



FASHION NOTE: A real motor racing summer frock as worn by Mrs. Angela Norwood at Sebring. It was made from silk scarves.

Photo: John Hearst, Jr.

## MERCEDES-BENZ TO RACE AGAIN?

ACCORDING to reliable sources in West Germany, Daimler-Benz A.G. is preparing to re-enter motor racing in the Prototype Grand Touring category. Tyre tests and training of team mechanics are being undertaken at Nürburgring. One of the test drivers is Peter Lang, son of ex-G.P. driver Hermann Lang, who is already earmarked as a team driver.

It is understood that there is no intention to build Formula cars, but that the programme is aimed at developing a production G.T. machine, to replace the 300SL.

It is possible that a car may be seen in the 1,000 kilometres of Nürburgring. Other races discussed include the R.A.C. Tourist Trophy and a four-hour event in Budapest. A.B.

## PIT and PADDOCK

GRAHAM HILL was a godfather at the christening of Nicholas, son of Peter and Angela Miller. This took place at the Chelsea Parish Church of St. Luke's, on 20th April.

LORD MONTAGU of Beaulieu opened a most interesting permanent exhibition of over 3,000 models of every possible stage in transport at the Tiatra Model Car Museum, 60 Ely Street, Stratford-on-Avon. This is a must for all parents!

PETER JOPP and Judith Jackson become man and wife at the Royal Chapel, Chelsea Hospital, on 8th June.

## THE "AUTOSPORT" CHAMPIONSHIP

FOLLOWING the busy day's sport on Easter Monday, it is found that Graham Hill and Roy Salvadori now share the lead in the AUTOSPORT Championship, both having won two races so far with an E-type Jaguar and a Cooper Monaco respectively.

The full placings are given below. Classes are: A, G.T. up to 1,150 c.c.; B, 1,151-1,600 c.c.; C, 1,601-2,500 c.c.; D, over 2,500 c.c.; E, sports-racing up to 1,150 c.c.; F, 1,151-2,000 c.c.; and G, over 2,000 c.c. Figure in the last column denotes the number of qualifying events at which points have been scored.

1. Graham Hill (Jaguar E) ...	D	18	2
Roy Salvadori (Cooper Monaco) ...	G	18	2
3. Alan Foster (M.G. Midget) ...	A	17	3
4. Mike Beckwith (Lotus 23B) ...	F	16	3
5. Andrew Hedges (M.G. Midget) ...	A	15	2
Derek Alderson (Lotus Elite) ...	B	15	2
7. Peter Arundell (Lotus 23) ...	E	13	2
8. Alan Hutcheson (M.G.B.) ...	C	11	2
9. Chris McLaren (Marcos) ...	A	9	1
Jack Oliver (Marcos) ...	A	9	1
Trevor Taylor (Lotus Elite) ...	B	9	1
John Whitmore (Lotus Elite) ...	B	9	1
Adrian Dence (Morgan Plus 4) ...	C	9	1
Ken Mackenzie (Turner) ...	C	9	1
Ken Baker (Jaguar E) ...	D	9	1
Ewen Paul (Elva Mk. 7) ...	E	9	1
Stephen Minoprio (Elva Mk. 7) ...	E	9	1
Chris Ashmore (Elva Mk. 6) ...	E	9	1
Frank Gardner (Brabham) ...	F	9	1
Jimmy Clark (Lotus 23B) ...	F	9	1
Alan Rees (Lotus 23B) ...	F	9	1
Tony Lanfranchi (Elva Mk. 7) ...	F	9	1
Peter Skidmore (Jaguar D) ...	G	9	1
24. Chris Lawrence (Morgan Plus 4) ...	C	8	2
Robin Benson (Elva Mk. 7) ...	E	8	2
Keith Greene (Lotus 23B) ...	F	8	2
27. Warwick Banks (Turner-Climax) ...	A	6	1
Grahame John (Marcos) ...	A	6	1
Clive Hunt (Lotus Elite) ...	B	6	1
Sidney Taylor (Lotus Elite) ...	B	6	1
Bob Burnard (A.C. Bristol) ...	C	6	1
Dennis Morgan (Elva Courier) ...	C	6	1
Mike Parkes (Ferrari GTO) ...	D	6	1
David Howard (Jaguar E) ...	D	6	1
Chris Williams (Lotus 23) ...	E	6	1
Sid Fox (Lola-Climax) ...	E	6	1
Bill Stein (Lotus 23) ...	E	6	1
Brian Hart (Lotus 23B) ...	F	6	1
John Turner (Lotus-Buick) ...	G	6	1
P. T. Woolgar (Aston Martin DB3S) ...	G	6	1
John Dickinson* (Lotus-Climax) ...	A	6	2
Jon Derisley (Lotus Elite) ...	B	6	2
Robin McArthur (Lotus 23) ...	E	6	2
Rodney Bloor (Lotus 23B) ...	F	6	2
45. Peter Smith (Turner-Climax) ...	B	4	1
Gil Baird (Lotus Elite) ...	B	4	1
Ray Meredith (Morgan Plus 4) ...	C	4	1
John Nicholson (A.C. Bristol) ...	C	4	1
Chris Dormand Stewart			

(Morgan Plus 4) ...	C	4	1
Roy Salvadori (Jaguar E) ...	D	4	1
Dick Crossfield (Daimler SP250) ...	D	4	1
Nick Garbett (Lotus 23) ...	E	4	1
Roy Pierpoint (Attila-Climax) ...	F	4	1
Innes Ireland (Lotus 19) ...	G	4	1
55. M. Brandon (Marcos) ...	A	2	1
John Cross (M.G.A.) ...	B	2	1
Bill Nicholson (M.G.B.) ...	C	2	1
Dick Protheroe (Jaguar E) ...	D	2	1
Mark Perry (Attila-Climax) ...	F	2	1

\*John Dickinson is now provisionally credited with points from Oulton Park and Mallory Park pending investigation of his claim that his car is eligible. Grahame John's score has been reduced accordingly.

THIS Saturday sees the first round of the 1963 R.A.C. Hill-Climb Championship at Loton Park, near Shrewsbury. The meeting is organized by the Severn Valley Motor Club and amongst the entrants are Phil Scragg (B.R.M.), Peter Westbury (Felday-Daimler), Tony Marsh (Marsh Special), George Keylock (Cooper-Buick), Peter Boshier-Jones (Lotus-Climax), David Good (Cooper-Climax), Ray Fielding (2.2-litre Lotus-Climax), Patsy Burt (Cooper-Climax) and Josh Randles (Cooper Monaco). Extension of the course has now been completed, and Phil Scragg has unofficially recorded 39.31 secs. testing his new B.R.M. The meeting starts at 2.30 p.m.

## WANKEL ENGINE FOR JAPAN

AGREEMENT has been reached between NSU and Kogyo of Tokyo, for the production of a small car using the Wankel reciprocating engine. It is expected that the engines will be built in West Germany. It is likely that NSU will show a prototype sports car at Frankfurt in the autumn, fitted with the Wankel engine. A.B.

THE A.G.M. of the O.R.M.A. takes place on Tuesday at the Norfolk Hotel, Harrington Road, London, S.W.7.

TOMORROW'S National Silverstone meeting, to be run on the club circuit by the Maidstone and Mid-Kent Motor Club, has received an excellent entry, including some well-known drivers. There are events for saloon, sports, G.T. and 1172 Formula cars and also qualifying races for the 1963 AUTOSPORT Championship. The meeting starts at 1 p.m.

## 1963 TOUR NATAL

JIMMY ANDREWS and Tommy Campher in a DKW won the Tour Natal, the third qualifying rally for the South African Rally Championship, held on 5th-6th April. In second place was Ewold van Bergen, who competed in the Monte Carlo Rally, in a Datsun which was navigated by Rex Wakely-Smith. Third place was taken by Ray Cohen and Andre du Toit in a Fiat 1500.

The rally started from four points in South Africa, and finished at Pietermaritzburg on the Saturday. The distance covered was a little over 700 miles. Driving conditions were made difficult by rain and mists. The club team prize went to the Pretoria Motor Club and the one make team award was taken by DKW. Andrews and Campher and Cohen and du Toit are from the Pretoria Motor Club, while van Bergen and Wakely-Smith represented the Natal Rally Club.

## SNETTERTON ON SUNDAY

THE British Racing and Sports Car Club are running a club race meeting at Snetterton on Sunday, which starts at 2.30 p.m. There are many well-known names in the entry list—such as Doug Graham, Tony Lanfranchi, Stephen Minoprio, Norman Surtees, Roy Pierpoint, David Howard, Doug Mockford, Keith Holland, Mike Young, John Young, Alan Peer, Doc Merfield, Chris Craft—and there are races for 1½-litre racing cars, sports cars, G.T. cars and saloon cars.

DRIVING with Pat Moss in the Tulip Rally is 20-year-old Jennifer Nadin, who has been competing in northern rallies during the winter to gain her international licence. They are driving a Ford Cortina.

## SPORTS NEWS



ASTON MARTIN quoted the "Three-Miles-a-Minute Aston Martin" item from a recent issue of AUTOSPORT at the New York Motor Show to publicise their 170 m.p.h.-plus DB4.

FOLLOWING the recent death of Juan Gálvez, Argentinian drivers Joaquim Daponte and Joaquim Gonzalez were killed in an Argentinian Road Race dedicated to the memory of Gálvez.

### ALL BRITISH TEAMS AT AINTREE "200"

A Preview of Tomorrow's  
B.A.R.C. International Meeting

ALL the British Formula 1 teams have entered for tomorrow's Aintree "200" Formula 1 race, which will be run over 50 laps of the three-mile circuit. Heading the list are the World Champion and his American team-mate Richie Ginther in B.R.M.s. The V8 Bourne cars have never won at Aintree, so Hill and Ginther will be out for revenge over Jim Clark, the winner of last year's Aintree Formula 1 race, who is to drive one of the works Lotus-Climax 25s; Trevor Taylor backs him up as usual.

But the issue is still in doubt: Cooper have Bruce McLaren and Tony Maggs in their Coventry Climax-engined cars, while Jack Brabham might win the 200 guineas first prize with his effective Brabham-Climax. Then again, Innes Ireland in the British Racing Partnership's modified Lotus 24 with a fuel-injected B.R.M. engine could repeat his Goodwood form and upset everything! Jim Hall, who is still learning the European Formula 1 game, should be well up with the other B.R.P. entry.

Reg Parnell has entered 19-year-old New Zealander Chris Amon in one of his ex-Bowmaker Lola-Climaxes, while Parnell's Lotus-Climax will probably be handled by Jimmy Blumer. A lot of people have wanted to see Blumer in a good Formula 1 car—well, it seems he will be there. Tim Parnell's Lotus-B.R.M. 24 might be driven by John Campbell-Jones, while other V8-engined cars present are to be driven by Bob Anderson (Lola-Climax) and Ian Raby (Gilby-B.R.M.).

Completing the field are five four-cylinder cars and it would be no surprise if John Taylor proves to be the fastest in Bob Gerard's Ford-engined Cooper. Driving Climax-engined Lotus 18s are Philip Robinson, André Pilette and Jock Russell, while Morris Nunn in his elderly B. and M. Cooper-Climax should be there if he has repaired the car after doing it a bit of no good at Mallory Park.

The first race of the day is a 10-lap event for saloon cars at 11 a.m. Graham Hill and Roy Salvadori should be "at it" again in their Jaguar 3.8s (entered by John Coombs and Tommy Atkins respectively), while Mike Salmon, Bill Aston, Peter Dodd, Albert Powell and Chris McLaren are also in Jags. There are no 3-litre cars, but amongst the 2 litres is a Lancia Flavia to be

### LOTUS JUNIOR LAPS GOODWOOD AT 100 M.P.H.

LAST Monday, Ron Harris took two Team Lotus Formula Junior cars to Goodwood where Peter Arundell and Mike Spence put them through their paces. Arundell did several laps in 1 min. 26.4 secs.—a speed of exactly 100 m.p.h.—which is 0.8 sec. under his own record. Spence did 1 min. 27.6 secs. in his fairly new car, which John Fenning also tried and liked very much.

THE recent Singapore Grand Prix was won by the Hong Kong Police Inspector Albert Poon in a Lotus 23. He beat last year's winner Yong Nam Kee (Jaguar E-type), Mike Cook (Cooper-Climax) and Phillip Leonard (Lotus Super 7).

EARL MOUNTBATTEN has been re-elected President of the R.A.C. Also re-elected were the two Vice-Presidents and the eight Stewards of the R.A.C.

THE person who told us that Bryan Eccles was fitting a V8 American engine into a Cooper for an attack on the 1963 R.A.C. Hill-Climb Championship cannot tell a Chevrolet from a Buick. In fact, Bryan is fitting a 4,637 c.c. fuel-injection Chevrolet engine into a 1961 Inter-Continental Cooper chassis, which is ex-Bowmaker. The car should be ready soon for hill-climbs, sprints and, perhaps, a spot of *Formule Libre* racing, but until it is fully sorted out, Bryan's faithful supercharged Cooper-J.A.P. will be used. Incidentally, the immensely fast Cooper is still for sale.

driven by David Piper. Whether or not he can conquer the Ford Cortinas of Jack Sears and Jimmy Blumer remains to be seen, however. Sears and two unnamed drivers are in John Willment-entered Cortinas. Rootes are definitely entering Rapiers for Peter Harper and Peter Procter, while Alan Fraser has similar cars for Les Leston and Peter Jopp. But Alan Hutcheson has entered his veteran Riley 1.5—so anything can happen (remember the British G.P. meeting last year!). Jurg Dubler might be there in the Volvo PV544 he rolled during practising for the Goodwood Easter meeting and this class is completed by the Vauxhall VX4/90s of Billy Blydenstein and Peter Pilsworth.

Two intruders in the Mini class are Lucien Bianchi, in a Fiat-Abarth entered by Equipe Nationale Belge—not the G.T. car—and Anita Taylor who will add a bit of glamour to the race driving a Ford Anglia 1200. Minis will be driven by Christabel Carlisle, Paddy Hopkirk, John Whitmore, John Rhodes or John Love, John Fenning, Mick Clare, Edward Lewis, Graham Burrows, J. C. Brown or Tom Threlfall, Bill Borrowman, Terry Shepherd, Harry Ratcliffe and Brian Smallthwaite.

The Formula Junior race should see Peter Arundell trying to regain his supremacy in this class of racing, but with entries from Ken Tyrrell (Cooper), Ian Walker (Brabham), G. mini, Midland Racing Partnership (Lola) and Alexis, to name but a few, surely no one can predict a certain winner for a race such as this. The American Peter Revson has entered a Cooper, while André Pilette has a Merlyn.

The sports car race, which is just before the Formula 1 event, also has the usual crowd: Innes Ireland (B.R.P. Lotus 19), Roy Salvadori (Atkins Cooper Monaco), Chris Summers (Cooper-Chevrolet), Jimmy Blumer (Marina-Rolls-Royce, alias Andrews Special), Roy Pierpoint (Attila-Climax), Alan Rees, Keith Greene, Mike Beckwith, Tony Heggbourne, Rodney Bloor, Julian Sutton and co. (Lotus 23s), Bill Moss (Elva Mk. 7) and Paul Hawkins (Brabham). Peter Jopp is to put Alan Fraser's A.C. Cobra in amongst this lot, which should be fun, and the Swiss hill-climb exponent Charles Vögele has entered his Lotus 19, which was exhibited at the Racing Car Show. This is a qualifying race for the AUTOSPORT Championship.



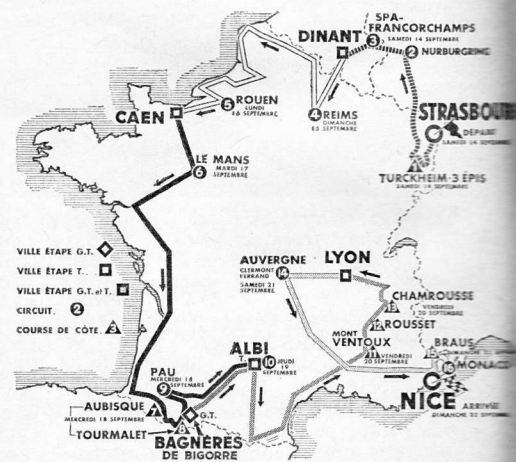
REAR VIEW of the new Marcos as it appeared at the Easter Goodwood meeting, where, unfortunately, works driver Tommy Weber had a wheel come off. The car is as it was at the Racing Car Show, with the addition of a hard-top, which costs £49 complete with fittings.

### TOUR DE FRANCE AUTOMOBILE

SKETCH map, prepared by Shell, shows the five stages for the Tour de France (14th-22nd September). Distances are: Stage 1, Strasbourg-Dinant, 625 kiloms.; Stage 2, Dinant-Caen, 1,150 kiloms.; Stage 3, Touring, Caen-Albi, 1,420 kiloms.; G.T., Caen-Bagnères-de-Bigorre, 1,200 kiloms.; Stage 4, Touring, Albi-Lyon, 1,400 kiloms.; G.T., Bagnères-Lyon, 1,650 kiloms.; Stage 5, Lyon-Nice, 1,100 kiloms.

The list of tests is as follows:—

1. 14th Sept. Les Trois Epis, 6 kiloms.
2. 14th " Circuit of Nürburgring, 1 hour.
3. 14th " Circuit of Spa, 1½ hours.
4. 15th " Circuit of Rheims, 2 hours.
5. 16th " Circuit of Rouen, 1 hour.
6. 17th " Circuit of Le Mans, 2 hours.
7. 18th " Col d'Aubisque, 12 kiloms.
8. 18th " Côte du Tourmalet, 10½ kiloms.
9. 18th " Circuit of Pau, 1 hour.
10. 19th " Circuit of Albi, 1 hour.
11. 20th " Mont Ventoux, 22.6 kiloms.
12. 20th " Col du Rousset, 14 kiloms.
13. 20th " Col de Chamrousse, 16.7 kiloms.
14. 21st " Circuit of Auvergne, 1½ hours.
15. 22nd " Col de Braus, 7.150 kiloms.
16. 22nd " Circuit of Monaco, 1 hour.



THE ROUTE of the 1963 Tour de France, which starts at Strasbourg and finishes at Nice.

DONALD CAMPBELL's attack on the world land speed record is now likely to take place during the second week of May, only a little while before Lake Eyre is due to be flooded by the series of dried out rivers, which have been activated by the heavy rains in North Australia and are now streaming down towards it.

# LEX DAVISON WINNER OF BATHURST 100

**L**EX DAVISON, four times winner of the Australian Grand Prix and one of Australia's veteran racing drivers, had an easy win in the Bathurst 100, run on Easter Monday over 26 laps of the 3.875-mile Mount Panorama circuit, 140 miles from Sydney. The event, one of the oldest on the Australian calendar, was marked by mechanical failure to several of the more favoured cars, and at the finish Davison's ex-McLaren Intercontinental Cooper was the only survivor of the five fastest cars entered. He covered the 100 miles in 66 mins. 9 secs., and set fastest lap at 2 mins. 28.4 secs. New Zealander Tony Shelly, driving Davison's second car, an earlier model 2.7-litre Cooper, pushed his car over the line to take second, two laps behind Davison.

There was a large number of entries for the 1963 100-miler, but, because of the nature of the track, which has a mile-long downhill straight, together with a climb up the mountain to a point 400 feet above the start line, a marked speed differential between cars on the track, which this year was very rough, can be very dangerous, and consequently the race was to be limited to those entrants who could lap at better than 2 mins. 50 secs. There were five main contenders: four Coopers and Dave McKay's lone Brabham, and the rest of the field would simply make up numbers. Lex Davison's Ecurie Australie had imported Tony Shelly to drive their second Cooper, and David McKay's Scuderia Veloce had young New Zealander Jim Palmer in the 2.5 Cooper which McLaren raced here in 1962, and which had had a hard season in the hands of Chris Amon during the recent International series. Australian Champion of 1961, Bill Patterson, had entered his 2.5 Cooper and he, together with McKay and Davison, were expected to provide the major battle, with the New Zealand pair, handicapped by newness of this tricky circuit, close behind.

Practice saw several people in trouble: poor Jim Palmer, lapping slowly having a look at the circuit, had a rod appear through the block, which ended his week-end's motor racing after only three laps. Bill Patterson went out with a broken crown wheel and pinion and he spent the rest of the day hoping Lex Davison's cars would emerge unscathed so that he could borrow some spares. Davison's Cooper was fastest in practice with a time of 2 mins. 27.7 secs., and McKay next with 2 mins. 28.4 secs. Tony Shelly got down to 2 mins. 31.3 secs.

In perfect weather for motor-racing, the day began, for competitors in the main event, with an exciting four-lapper. Lex Davison got away in the lead, but was passed on the bottom of the circuit after one lap by David McKay. The pace was hot, for McKay broke the lap record on his second and third laps, leaving it at 2 mins. 25.9 secs., 1.3 secs. better than Bib Stillwell's old record. On lap 3 Davison was only 0.1 sec. slower, but he could not get by McKay, who had recorded 169.81 m.p.h. down the straight.

With Patterson and Palmer out of the main race, there remained only three cars capable of contesting the lead, the Ecurie Australie Coopers and the Scuderia Veloce Brabham. Smith in the little Elfin, Doug Kelley in an old 1.5-litre Cooper and sports-car drivers Greenville Edgerton in an ancient Cooper-

Jaguar and Les Howard in a Lotus 11 made up the field. Frank Match (Lotus 19) and Ian Geoghegan (Lotus 23) decided not to start.

Lex Davison led from the flag, and as the cars streamed up the hill the order was Davison, McKay on his heels, Shelly, Smith (Elfin), the Cooper-Jaguar, Kelley's 1500 Cooper and Howard's Lotus. On lap 2 Davison spun while coming out of Energol Cutting on the way up the mountain, and McKay moved into the lead, completing the lap 3.4 secs. ahead of Shelly. After three laps Davison was 17.6 seconds behind McKay, and he set about chasing Shelly. On his fourth tour Davison recorded 2 mins. 28.4 secs., which was to be the fastest lap of the race. McKay was well away, very comfortably ahead of Shelly and Davison, and it seemed unlikely that he would be seriously challenged again. On lap 8 Shelly was still seven seconds ahead of Davison, who was 14 seconds behind McKay. McKay reached the top of the mountain on the next lap and then slowed, cruising downhill to the pits where he retired. The head sealing rings had failed and caused the car to over-heat. Three laps later Davison passed Shelly at the bottom of the mountain, and now the race became a procession, Shelly dropping back gradually. On lap 13 Smith stopped to replenish the small fuel tanks on the Elfin, but got away without losing his third place.

With two laps to go Shelly cruised down the straight with a broken half-shaft, and waited for Davison to receive the flag. Smith was third, two laps down on Davison and 1 min. 23 secs. behind

Shelly. Edgerton's Cooper-Jaguar completed 23 laps, as did Kelley's Cooper-Climax, and last was Howard's Lotus 11.

The supporting events were, fortunately, more exciting than the main race, the touring cars especially excelling as usual. Bill Burns's Mk. 1 3.4 Jaguar managed to stay ahead of strong Holden opposition in the first touring event, but was beaten by Max Stahl's Holden in a later race. Ian Geoghegan had a field day in the other six events, for he won five of them and came second in the other, a Le Mans start sports-car event won by Frank Match's Lotus 19. Geoghegan drove a Lotus 22 to two wins and a new Formula Junior lap record at 2 mins. 45 secs., two more wins and another class record in a Lotus Super Seven, and a first and a second in a Lotus 23.

The difficulty that organizers are having in assembling a competitive field of large-bore racing cars was emphasized at this meeting, and, as the local championship formula calls for big bore cars again next year, when a limit of 2.5-litres will be imposed, it seems that, apart from the International series, the situation will be no better. The younger Australian drivers (unlike the New Zealanders) seem to be unwilling to go in for the bigger single-seaters, and the result is that the Australian Gold Star Championship, year after year, is being fought for by the same drivers, which is a great pity.

PETER BAKALOR.

## Results

1, L. Davison (Cooper-Climax), 26 laps in 66 m. 9 s.; 2, T. Shelly (Cooper-Climax), 24 laps; 3, C. Smith (Elfin-Ford 1500), 24 laps; 4, G. Edgerton (Cooper-Jaguar), 23 laps; 5, D. Kelley (Cooper-Climax), 23 laps; 6, L. Howard (Lotus 11), 22 laps.

## ANOTHER GOOD WIN FOR LEDERLE

**N**EVILLE LEDERLE retained his lead at the top of the South African drivers' championship table, when he drove his ex-Syd van der Vyver, ex-Team Lotus four-cylinder Lotus-Climax to victory in both heats of the Coronation 100 at Westmead, Durban, over the Easter weekend.

Lederle won the first heat of 27 laps (60 miles) by five seconds from Syd van der Vyver in the ex-Brabham Lotus-Climax V8, with the 1962 South African champion, Ernest Pieterse, in his four-cylinder Lotus-Climax, in third spot. This race was the first event of the two-day Easter motor races organized by the Natal Motor Cycle and Car Club on 13th and 15th April.

The brightest star on the South African motor racing horizon, Neville Lederle, jumped into the lead right from the "off," and was never headed. Behind Lederle, a terrific struggle ensued between van der Vyver, in his newly repaired eight-cylinder machine, and Pieterse, in his ex-Team Lotus four-cylinder car. In his efforts to get past van der Vyver, Pieterse lost valuable seconds when his car left the track at the Draai, fortunately without damage to the car.

Doug Serrurier finished in fourth place, in his L.D.S. Alfa, while Peter de Klerk, the winner of the first championship race of 1963, the Rand Autumn Trophy, who had been well up with the leaders, was forced to drop out at the halfway mark, when his maroon Alfa Special developed engine trouble.

Lederle increased his winning margin over van der Vyver, when he crossed

the finish line 20 seconds ahead, in the second heat, run on the Monday. Pieterse finished in third place again.

The other race of importance, in the programmes that included national motor cycle events as well, was the endurance race for production cars. Two events were run concurrently in this event, a 400-mile endurance race, and the Six Hour endurance race.

The winners of both events were those proficient big-car conductors, Ian Fraser-Jones and Chris Griffith in a 3.8 Jaguar (180 laps). They were followed home by Mitchell and Henderson in an Alfa Romeo T1 (174 laps) and Hewitson and Wingels, driving a Volvo 122S (172 laps).

The Jaguar ran almost the whole race without a windscreen. The screen was shattered when an object fell off the bridge over the straight, and the windy and rainy conditions did not make driving a car without a windscreen a very pleasant proposition.

The Mini-Coopers certainly showed their worth in the wet, and finished fourth and sixth. Heavy rain, which began falling at about 3 p.m., slowed down the cars, and the tricky surface resulted in two cars leaving the track and rolling, fortunately without injury to the drivers.

Results of the endurance races were: (400 miles) 1, Fraser-Jones/Griffith (Jaguar 3.8), 180 laps; 2, Mitchell/Henderson (Alfa Romeo T1), 174; 3, Hewitson/Wingels (Volvo 122S), 172; 4, Comins/Mortimer (Morris-Cooper), 171; 5, Dworsky/Woodley (B.M.W. 700), 171; 6, Gierke and Kew (Morris-Cooper), 166. Six-hour distance: 1, Fraser-Jones and Griffith; 2, Mitchell and Henderson.

ROGER HOUGHTON.

# THE MAGNIFICENT SEVEN

BY  
JOHN SPRINZEL

**Peugeot Win the 1963 Safari Rally in which only Seven Finish**



THE 11th East African Safari, held over 3,200 miles of the roughest and muddiest rally route in the world, has been an undisputed victory for Peugeot. In addition to the outright win, this make succeeded in bringing home two 404 and one 403/7 models out of only seven finishers, and against the opposition of such top line visiting drivers as Eric Carlsson, Pat Moss, Peter Riley, Anne Hall and Rauno Aaltonen. Once again, the local drivers have triumphed, and Bill Bengry's 3-litre Rover was the only visitor among the finishers. So severe were the conditions, with thick oozing mud covering many sections of the route, that the average set speeds, often well over 50 m.p.h., were quite impossible, and in spite of an extension of time allowance to the fantastic total of 16 hours, more than three-quarters of the 84 starters were excluded for lateness. Eric Carlsson's little SAAB led for the entire Northern and half of the Southern loops, his polished display of rough riding amazing the hardened East African veterans. Even over the steepest uphill sections, on a rally which spends a great deal of time on plateaus ranging up to 9,000 feet, Carlsson repeatedly set best time. His final retirement, occasioned

*WINNERS after 3,200 miles of the roughest and toughest rally route in the world were Nick Nowicki and Paddy Cliff in a Peugeot 404. More than three-quarters of the starters failed to complete the 1963 Safari, including the early leader, the fantastic Eric Carlsson in his little SAAB.*

by collision with a very solid ant-bear (which pushed engine and transmission nearly two inches out of line), came as a great disappointment for the visiting drivers, who had hoped that the magnificent Eric would prove that the Safari *can* be won by an overseas driver.

Of the 84 crews who left Nairobi on the Thursday evening before Easter, perhaps the greatest interest centred on the Japanese teams, with Datsun and Cedric models from Nissan and a Contessa from Hino. However, in spite of many weeks of practice and many thousands of feet of exposed film, the Nipponese challenge came to nothing, and her performances were very unspectacular. SAAB, Fiat-Abarth, Simca, Auto Union, Ford, VW, Morris, Peugeot, Fiat, Hillman, Mercedes, Citroën, Holden and Rover made up the entry, of which four crews set off in the unenviable position of "favourites". These were Cardwell/Lead (Mercedes 220 SEB)—a local crew who

completed the 1961 Liège—Hughes/Young (Anglia 1200), Nowicki/Cliff (Peugeot 404) and, of course, the Carlsson/Palm SAAB. Preston's Zodiac had been an early forecast for success, but last-minute illness caused the substitution of Viscount Mandeville to lead the Ford big car challenge.

In the late evening of Thursday the first sections of the route Northwards were tough enough to give Carlsson an immediate lead with Aaltonen's M.G. 1100 pressing hard, but as the route swung Westwards to the Uganda border deluges of rain turned even the "main" road sections into deep clinging mud and earlier challengers to the flying Swede fell back into the quagmire. One after another, the field bogged down, and many were the shillings hurled out to the local natives as a reward for pushing and heaving the contenders onwards. By six o'clock the next morning the baulking had become so severe that many

crews amassed huge penalties while waiting for the slippery hills to be cleared of cars. At Kampala, on the shores of Lake Victoria (over 4,000 feet above sea level), the Clerk of the Course declared an additional four hours of lateness would be allowed from here to the Nairobi rest halt.

The position at Kampala was as follows: Carlsson/Palm (SAAB), 6 mins.; Nowicki/Cliff (Peugeot 404), 9 mins.; Temple/Boreham (Fiat 2300), 15 mins.; Coniglio/Huth (Mercedes 220 SEb), 18 mins.; Singh/Singh (Fiat 2300), 20 mins.; Collinge/Jeeves (Fiat 2300), 21 mins.; Mandeville/Walker (Zodiac), 22 mins.; Feeney/McNaughton (Peugeot 404), 23 mins.; Hughes/Young (Anglia 1200), 24 mins.; Young/Allen (Citroën), 25 mins.

Pat Moss's Cortina was slowed by electrical bothers and a collision had modified Peter Riley's sister car's steering. Eight cars were already out of the Safari, including a VW, a Peugeot and a Holden, which had all had spectacular somersaults. The narrow dirt roads have drainage ditches on both sides, and washaways, culverts and drifts at frequent intervals, all presenting extremely tricky hazards which can catch an unwary driver. Potholes, rocks and animals in the road are additional problems which are a feature of this rather specialized terrain.

Heading East from Kampala the convoy now faced a loop around Mount Elgon, and heavy rain— $3\frac{1}{2}$  ins. in the hour at one point—ensured that this normally difficult section would now be a barely negotiable sea of mud.

Once again Carlsson sped on—impeded by earlier traffic—and able to take a run at the slippery slopes. Behind him, the Morris and M.G. 1100s all sunk to a halt as thick mud clogged up transmission and wheel arches, making forward motion impossible. At one stage Aaltonen splashed through a sea of mud with Tony Ambrose spreadeagled across the bonnet to aid traction, while most co-drivers were firmly wedged across the boots of their cars, surrounded by gangs of Africans earning their yearly bonus of shillings for "outside assistance". The factory Cortinas of Younghusband, Anne Hall, Peter Riley and Shankland were coping magnificently



AN EXCELLENT SECOND was the Ford Anglia 1200 of Peter Hughes and W. S. G. Young, which also won its class and the Price Index Category (top). Apart from replacement of the windscreen, the Anglia had no mechanical trouble. FANTASTIC SWEDE Eric Carlsson throws his SAAB round a bend on the Northern Leg of the Rally (above). After a really wonderful performance when he was well in the lead, Carlsson retired after colliding with a very solid ant-bear.

with these conditions, and aided by their early numbers climbed up the leader board. The larger cars at the end of the field incurred heavy penalties through continual baulking in the sea of mud.

At Eldoret, Carlsson was nearly two hours ahead of the next car and in a space of four hours only 14 mud-spattered cars passed through the control. Peter Hughes, an early arrival, sent a hurried message forward for a new carburettor, although his Anglia's misfiring was subsequently traced to water in the fuel. Pat Moss and Anne Riley, themselves covered from head to foot in mud, had run out of shillings and had spent a great deal of time trying to persuade the tribesmen to push their car for paper money—which did not apparently impress the locals. Cardwell and Lead had paid over 200 shillings in pushing fees, although with their knowledge of Swahili had managed to talk the local chief into joining them in the back seat to ensure compliance with the pushing contract until the sticky areas had been passed. Right at the back of the field the Rovers of Bengry, James and Cuff had a thin time waiting for the conglomeration of cars ahead to clear so that they might have a try themselves, and Johnny Cuff actually ran out of time without the opportunity to attempt the slopes.

The Nandi Hills section, as near to Alpine roads as any so far, provided an exciting contrast to the trials hills of the night, and here the visitors showed their

abilities on the loose, twisting descent, where the average speeds required were well over 50 m.p.h. At Nakuru, after 24 hours of motoring, the order was: Carlsson, 11 mins.; Hughes, 40 mins.; Younghusband (Cortina), 41 mins.; Anne Hall, 51 mins.; Riley, 57 mins.; March (Peugeot 403/7), 59 mins.; Herrmann (Mercedes 190), 67 mins.; Aird (Hillman), 74 mins.; Singh (Fiat 2300), 84 mins. Ahead lay Mount Kenya and already 25 crews were out of the Safari!

Further rain and the possibility of bogging down the entire entry caused the officials to arrange a detour on the Mount Kenya loop, and consequently there was little change between Nakuru and the rest halt at Nairobi, although this did not prevent Eric from further increasing his lead until he had no less than 33 mins. advantage over the gaggle of small Fords. At Nairobi the position was: Carlsson, 15 mins.; Younghusband, 48 mins.; Hughes, 54 mins.; Hall, 63 mins.; Shankland, 68 mins.; Herrmann, 71 mins.; Riley, 77 mins.; March, 80 mins.; Nowicki, 82 mins.; Aird, 96 mins.

Scrutineering is very thorough on this event, which is run only to Group One (Standard Production Saloons), and major components which had been marked with radioactive paint were checked from time to time with geiger counters to ensure that no parts were changed. Even the substitution of a battery or shock absorber carried penalties, and inefficient silencing at any of these checks was also penalized. Several speed



checks were also included, so that the quiet life of the African villagers was not too speedily upset by the visiting rallymen.

After a day's rest, which was considerably reduced for those who had incurred hours of penalty, the 43 survivors were restarted at two-minute intervals, considerably telescoping the length of convoy which had previously stretched out to well over 10 hours. However, this position was not to remain tidy for long, as further heavy falls of rain were covering the Southern section into Tanganyika. The Usa river road, two desperately tight sections even by the most arduous European standards, was "cleaned" only by the leader, and the first of the Cortina disasters occurred here when Shankland's vision was obscured by a rock hurled through the windscreen. The resultant sortie damaged the car too severely to be able to continue. The path now led between the Ngoro Ngoro Crater (one of the densest game reserves in East Africa) and Lake Manyara (a well-known bird sanctuary) but these scenic wonders failed to impress Miss Moss, as shortly after the start of the climb to Mbulu, another tight section, a sudden change of mud density halfway through a corner caught her unawares and the Cortina smote the bank and somersaulted out of the Safari. Seven other crews "lost it" here, including the Cardwell Mercedes, which had almost stopped to render assistance and *still* spun, and the brilliant Singh brothers' Fiat 2300, which disappeared into the bush at the exit of the corner following its efforts to negotiate Pat's bend.

After considerable pushing, all but the Cortina and a VW with deranged suspension managed to continue from this tricky hazard. Peter Riley's steering was adding to the Cortina team's misfortunes, and only the fitting of one of Peter Hughes's discarded Anglia wheels, mounted on spacers, enabled Peter to continue without the tyre jamming the wheel arch. Not long afterwards, however, this wheel ceased to respond to steering movement, and Peter set off with Anne Hall's Cortina (with damaged sump) in tow. Their progress was, to

say the least, exciting. Not far after Mbulu, Carlsson suddenly slowed and we heard that collision with an ant-bear had pushed the anti-roll bar into the driveshaft universal. A 32-minute stop for running repairs brought Younghusband and Hughes hard onto his heels and, indeed, for a while his section times were slower than the pursuing cars, but by Morogoro he was again motoring well and re-establishing his lead. Anne Hall stopped at this control for sump repairs and the position had now changed drastically. At Morogoro it was: Carlsson, 72 mins.; Younghusband, 90 mins.; Hughes, 107 mins.; Nowicki, 141 mins.; Singh, 174 mins.; Collinge, 195 mins.; Temple Boreham, 204 mins.; Cardwell, 213 mins.; Jaffray (Peugeot 403/7), 214 mins.; Linnet (404), 223 mins. With the unlucky exit of the strong Cortina challenge, the Fiat 2300 team seemed to be providing the main threat for the manufacturers' prize.

On the Kiroka pass, which can best be described as a poor Welsh "white" road, Carlsson again set best time, his 3-hour loss including one "lift out of the mud", but Peter Riley was not so fortunate. Near F'kawe the unhappy Cortina struck the concrete ramp of a culvert. Obscured by high grass and with the substitute wheel now pushed firmly into co-driver David Markham's compartment, further progress was impossible.

Perhaps with some feelings of relief, for the worst was supposed to be over, 23 cars set off from Dar Es Salaam, the capital of Tanganyika by the shores of the Indian Ocean, but further shocks were in store. Less than 20 miles on, Carlsson stopped (handily alongside the photographer of the *Daily Nation* who sponsored his entry) as the makeshift repairs gave out and a brilliant drive was over. Younghusband, ahead on the road at this time, did not learn of his inherited leadership until some time later, and by then he was himself suffering from oil consumption problems and by Mombasa he too was out, with a seized motor.

With competitors now very thin on the ground, another four hours of permitted lateness was added, and as it

transpires, this was vital, for even the main road North had joined the rest of the Safari route in dissolving before the approaching convoy as tropical rainstorms turned packed dirt into 18 ins. deep mud. At the tail end of the field, Bengry's Rover—the only British survivor—was just one point ahead of the Mandeville Zodiac, these two having kept seconds apart throughout the Southern loop, but in the morass, the Ford added to Syd Henson's misfortunes by bogging down, dropping farther and farther back towards exclusion. With all the British hopes on his young shoulders, Peter Hughes motored magnificently—and indeed from Mombasa



THE PEUGEOT of M. March and G. Alexander of Kenya crosses a damaged wooden bridge near Mount Elgon on the Kenya-Uganda border (above). This crew was one of the 77 retirements.

WATCHED by three tribesmen, the Ford Cortina of Beau Younghusband/P. R. Hechle rounds a bend near Mount Elgon. At Nakura Younghusband was third overall with 41 minutes lost.

to Nairobi his was the only penalty-free run. While this was able to stave off the privately entered Cardwell/Lead challenge, he could do nothing about the Nowicki Peugeot, which had motored from start to finish in an unspectacular, but well planned and reliable manner to head in the "Magnificent Seven" who completed the toughest-ever Safari.

#### Results

1. Z. Nowicki/P. B. Cliff (Peugeot 404), 185 penalty points\*; 2. P. J. C. Hughes/W. W. G. Young (Ford Anglia 1200), 264\*; 3. W. J. Cardwell/W. D. Lead (Mercedes 220 SEb), 267\*; 4. Joginder Singh/Jaswant Singh (Fiat 2300), 290; 5. H. Lionnet/I. Philip (Peugeot 404), 304; 6. I. Jaffray/S. Bathurst (Peugeot 403/7), 346; 7. A. E. Bengry/G. E. Goby (Rover P.5), 408\*.

\*Class winners.

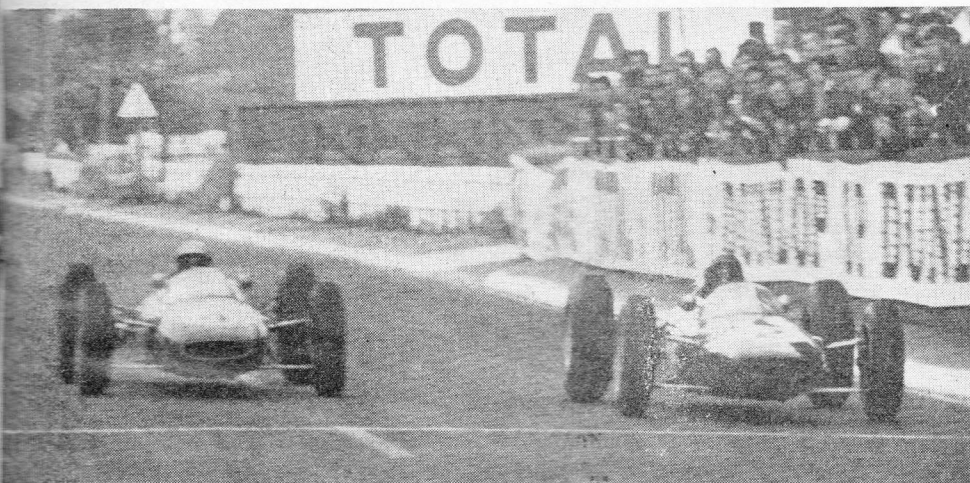
No manufacturers' teams completed the course.



# PAU GRAND PRIX

## A Walk-Over Victory for Team Lotus

REPORT AND PHOTOGRAPHY BY BILL GAVIN



*THE LOTUS TWINS cross the finishing line practically side by side after their all-too-easy 1-2 victory at Pau on Easter Monday. Their more potent opposition all dropped by the wayside.*

JIM CLARK and Trevor Taylor, in the Team Lotus 25s, monopolized the 1963 Pau Grand Prix, finally crossing the line some five laps ahead of third man Heinz Schiller (Porsche "4") after all other major contenders failed to finish this gruelling 100-lap race beneath a scorching sun which reduced the road surface to a mess of wet tar and loose gravel.

Pau was the venue for the French Grand Prix of 1930 and since the present circuit was first used in 1935 there has been a race here every year except for a seven-year break during the war. Of recent years motor racing has been part of the Easter tradition of this beautiful old city set in the foothills of the Pyrenees not far from the Spanish border. The 1.695-mile circuit is splendidly appointed with a large grandstand facing the newly erected permanent pits. The paddock is shaded by the high trees of the adjoining park and sports stadium. The 400-yard pit straight is the only fast bit of the circuit. There is a rather fast right-hander just after the pits where a serious error would have a driver through the straw bales and fence and into the river. The station hairpin immediately follows this, so quick use of the brakes is demanded. From the hairpin the road climbs steeply for a few hundred yards to two more hairpins which bring the cars into the Parc Beaumont. This starts with a sweep around to the left past the Casino, then a never-ending right-hander around an artificial lake to a difficult S-bend which marks the beginning of the descent. A steeply banked left turn is followed by the last of the hairpins, then come some more downhill S-bends which gradually get faster until the cars sweep out onto the pit straight to reach their top speeds of around 130 m.p.h. Pau is a very demanding circuit, with a great deal of braking required plus acceleration out of the slow corners which places great stress on engines and gearboxes, 15 or 20 gear changes per lap being required. Correct choice of the low gear ratios is absolutely vital.

Team Lotus headed the entry list with 25s for Jim Clark and Trevor Taylor. Clark's car had a new Coventry Climax V8 fuel-injected engine, but otherwise both were 1962 machines. Rob Walker had borrowed Maggs's 1962 car from Coopers and in this Joakim Bonnier made his debut with the Walker team. A Lotus 24 with Climax V8 was on hand as a spare (the team went on to Imola and Syracuse) but after some triangular wrangling between Rob, the organizers, and Maurice Trintignant, this car was made ready for the French veteran.

Tony Settember had a 1961 Emeryson-Climax four-cylinder, and Bob Anderson brought along his V8 Lola. Count Carel Godin de Beaufort had two Porsche "4s" of 1960 vintage brilliantly painted in Dutch orange, one of which he drove himself while the other he lent to the Swiss Ecurie Filipinetti for Heinz Schiller. Other Filipinetti drivers were Joseph Siffert with his Lotus-B.R.M. 24 and a new lad, Herbert Muller. Muller has had about three seasons' racing but came to light on the mountains last year when, in a comparatively old Porsche RS, he was sometimes quicker than his namesake and former Mountain Champion, Hermann Muller. This pint-sized, freckle-faced 22-year-old Swiss drove the ex-Siffert Lotus-Climax 21 with a great deal of skill and verve, in what was his first F1 race.

Tim Parnell and André Pilette had the two ex-U.D.T. Lotus 18s still painted in "British Grazing Green". Both were fitted with old 1960 Lotus gearboxes which have somehow escaped destruction, so Tim and André were able to give a fine free-wheeling display. Bernard Collomb had his new car, the ex-works Lotus-Climax 24 V8, which sounded as though all eight cylinders were not connected up. His old car, the ex-Yeoman Credit Cooper streamliner, was driven by André Wicky. Jo Schlesser's entry was a 1,500 c.c. Brabham-Ford-Holbay Junior.

The sky was slightly overcast for the first day's practice on Saturday but the temperature was quite high. Clark had no difficulty setting the pace and when he noticed that Jo Bonnier was trying hard in the Cooper V8 the Scot did a couple of quick laps to record 1 min. 30.5 secs. Bonnier got down to 1 min. 33.2 secs. but was having great difficulty as his 6 ft. 1 in. frame didn't leave much room in the cockpit for driving. Overnight the Walker mechanics raised the steering column by cutting the diagonal chassis member across the top of the front bay and repositioning the bush in the dashboard, so that Jo at least had room for his knuckles between the wheel and his thighs. Meanwhile the Walker Lotus which had been set up for Jo was altered so that Maurice did not get lost in it!

Taylor never got more than a couple of laps at a time and at 1 min. 34.3 secs. was 0.3 sec. slower than Siffert in his B.R.M.-engined car. Jo Schlesser got his oversize Junior around in 1 min. 36.6 secs., while next fastest was de Beaufort at 1 min. 37.3 secs., just 0.7 sec. faster than young Muller.

The weather was brilliantly fine for Sunday's session and unfortunately the hot sun melted the macadam surface and the road was slower than the previous day. Taylor, Trintignant, Muller and Settember were the only notables to improve. Trevor got down to 1 min. 33.5 secs. on the slippery surface, while Maurice recorded 1 min. 34.8 secs. Muller qualified as fastest four-cylinder at 1 min. 36.1 secs., just 0.4 sec. faster than Tony Settember in the Emeryson.

The sun was even warmer on Easter Monday, and the temperature was around 75 deg. F. in the shade. Toto Roche conducted the start with his usual ration of exhibitionism, but Trevor Taylor got away very cleanly then lifted off to let Jim take the first corner and lead up to the hill. In third place was Trintignant, then came Bonnier, Siffert, Settember, Schiller, Muller, Parnell, Anderson, Pilette, Schlesser, de Beaufort, Wicky and Collomb.

Jim tore away on lap 2 but on the next lap he waited for Trev, and keeping close company they drew away from Trint at about half a second per lap. The Frenchman was already clear of Bonnier while Siffert was challenging the Swede. Tony Settember's brilliant start came to nought when the Emeryson locked a brake at the downhill hairpin on lap 4 and the car left the road, hit

*(Continued on page 574)*



*SWISS DRIVER Heinz Schiller appeals for help to withdraw his Ecurie Filipinetti Porsche from the straw bales. He recovered to finish third.*

# CIRCUIT OF IRELAND INTERNATIONAL RALLY

**Supercharged Austin-Healey Sprite Victorious in Annual Irish Classic—Class Win and Ladies' Trophy for Rootes**

BY BRIAN WADDELL

PHOTOGRAPHY BY BRIAN FOLEY



A "BLOWN" Austin-Healey Sprite, a Group 3 modified Volkswagen and a works-entered Sunbeam Rapier filled the first three places in this year's Circuit of Ireland International Rally, which was sponsored for the second time by Lombank, Ltd.

First place in general classification and in the class for Grand Touring cars over 1,300 c.c. went to the 1,098 c.c. supercharged Sprite entered by Alexander Engineering Company and in the hands of the Ulster drivers Ian Woodside and Esler Crawford. There couldn't have been a more popular winning crew in the event, for during the rally they had their fair share of trouble, includ-

ing a serious fire under the bonnet.

The Okrasa modified 1,295 c.c. Volkswagen driven by Robert McBurney and Derek Surgenor did exceptionally well during the last two stages of the event to finish in second place overall and to pull off a class win for Grand Touring cars up to 1,300 c.c., while Adrian Boyd and Maurice Johnston, who were leading the event at the end of the fourth stage with their Sunbeam Rapier, failed to give Rootes their third Circuit victory in a row through a navigation mistake on the final night, and could only manage third place. They did, however, win the Touring Car class between 1,300 c.c. and 1,600 c.c. and took the one make

team award for Sunbeams with similar cars driven by John la Trobe/Julian Chitty and Rosemary Smith/Sheila O'Clery. The latter pair won the ladies' trophy.

Under new management this year with Robin McKinney taking over as Clerk of the Course from Gordon Neill, the Circuit was easily the toughest ever and no doubt was won—and lost—on the road where there were 89 time checks, more than 14 optional checks, 7 route checks and 35 controls to be visited in a route which covered around 1,300 miles. This, together with 7 speed tests, 9 driving tests and 7 special sections kept everyone busy from early on Saturday morning to Tuesday afternoon.

For the first time a separate touring class was run alongside the international rally with not too difficult road sections, a little navigation and some driving tests. It attracted 38 starters who no doubt enjoyed themselves exceptionally well, but from a publicity point of view it was overshadowed completely by the international event, and very little information about what was happening was released to the press.

*CECIL VARD "hydroplaning" in his Austin-Cooper down the Tim Healey Pass on Easter Sunday (left). Navigated by Dudley Reynolds, Vard finished sixth overall.*

*THE WINNING Alexander-entered supercharged 1,100 c.c. Sprite of Ian Woodside and Esler Crawford (right). They are at the speed test at Punchbowl Hill.*

*GERRY McNAMARA and Brian Cusack found their Skoda in this position during the Punchbowl Hill test (left), but they did not roll! Cusack is reported to have said: "Get it down, Gerry!"*

*WORKS RAPIER of Adrian Boyd and Maurice Johnston bursts out of the mist on their way down the Tim Healey Pass (right). After leading the rally on several occasions they finished third.*

When the results of this event were finally made public, first place in general classification went to Alfie Carroll and Brian McCance in an M.G. Midget. Second place was taken by J. Armstrong and W. R. Robinson in a Morris-Cooper while third place went to Peter Jenkins and Michael Archer, two well-known trials drivers from Dublin who this year were taking it easy out of the international class in their Sprite.

**Stage 1: Saturday, 13th April.**

To save a day's insurance premium, the first cars in the international rally set off from an impressive starting ramp on the Central Promenade in Bangor at one minute past midnight. First car to be sent on its way by the Mayor, Alderman Valentine, was the Austin Mini driven by Johnny Moore/Reggie Tilson from Dublin. Among the non-starters was Pat Barr in her Austin-Cooper whose every efforts to secure the services of a female navigator failed. This left only two teams competing for the ladies' award, Rosemary Smith/Sheila O'Clery and Pauline Mayman/Valerie Domleo, who were driving a Morris-Cooper.

Almost right away the cars were

thrown into a night navigation section with seven time checks and four optional checks to be visited on a Tulip type route card. Here a number of cars managed to return clean sheets but already the rally started to take its casualties. The Logan Morrison/Ross Finlay Healey 3000 was reported to be last seen half-way through a ditch, Brian Kehoe/J. L. Cullen went out when the throttle cable spring of their Austin-Cooper came adrift, the front suspension almost fell off the Austin Mini driven by R. J. McDowell/R. Charleson but a quick welding job got them back on the road



again, and Malcolm Alexander and his co-driver M. C. Barry had to extract themselves out through the passenger door of their Sprite, after it finished on its side in the ditch.

After the first of the new special stages held in darkness through Drumkeeragh Forest, the cars crossed the Border into Eire and pushed on to the first driving test near Slane where the two Woodside brothers, Ian in the Sprite and Robert in a 1,122 c.c. Morris-Cooper which was also entered by the Alexander Engineering Company, tied for best time of the day in 19.8 secs.

It was daylight as the cars reached the first hill-climb just outside the village of

Duleek, where some of the "big 'uns" began to show their paces up the very tricky hill. Boyd took 84.2 secs. in the Rapier, the Alpine driven by Charles Eyre-Maunsell/Alex. Spence was up in 84.8, a time equalled by Ian Woodside, while the Triumph TR4 of Maurice Acheson/J. Long clocked 85 secs.

This first stage ended with an early morning breakfast stop in Malahide where it was later reported that the Woodside Sprite had already gone into the lead with 8.6 marks lost. Second was John Kennerley/J. Jones in the 3.8 Jaguar entered by the Wirral Racing Team with a total of 9.4 marks—a car which at this stage was strongly tipped to win the rally because of the marking system used by the Ulster Automobile Club—while third was Boyd in the Sunbeam with 10 marks lost. With 15.8 marks on her card, Pauline Mayman was leading the ladies' trophy and was going like a bomb!

#### Stage 2: Saturday, 13th April.

AFTER a welcome wash up and the nourishing, if rather expensive bacon and eggs, the cars were off again on the second stage which was to bring competitors to Killarney later that night. Straight away again it was another series of time points in the Wicklow Mountains on a Tulip card, and this brought trouble for even more drivers. The Austin-Cooper driven by Sir Peter Moon and Bill Fritchey retired with a broken half-shaft, Bertie McElhinney, who was driving a Zodiac in the class for touring cars over 1,600 c.c. with S. Gray, had to pack it in also with transmission failure while C. A. Gunn/R. Foot from Dublin pranged their Porsche and were out of the running.

It was Pauline Mayman who was among the first to reach an overgrown ford during this stage. After deciding it was too far to take an alternative crossing she ploughed through with her Mini to find that it almost came up to the door handles, but she managed to make the other side and was on her way again.

A driving test, more time points and then on to the second speed test at the Punchbowl Hill where among the drivers reported to have "had their moments" was Gerry McNamara in the Skoda which he was sharing with Brian Cusack. The car spun violently on the second hairpin, did a complete turn anti-clockwise on two wheels and continued up the hill as if nothing had happened. Interesting results given at this hill showed that Derek Boyd and Beatty Crawford had cocked 22.4 secs. in their Austin-Cooper compared with 24 secs. returned by older brother Adrian Boyd in the Sunbeam.

Another cross-roads driving test near Dunganen where best of the day was Robert Woodside in his Morris-Cooper at 23.2 secs. with Ronnie McCartney/Terry Harryman second in a similar car at 24.4 secs., and the drivers were on their way through eight time checks to a meal and a good night's sleep in Killarney. All the drivers, that was, except Ronnie Adams and David Skeffington in the works Ford Cortina entered by Ulster Television. After doing exceptionally well on the road and in the speed tests, the much modified Cortina blew a head gasket a few yards from the driving test. By a stroke of luck, a new gasket was found in the nearby village of Cappoquin where, in a little garage with tea specially laid on by the owner's wife, it took Skeffington and Billy Reid, a former Circuit com-

petitor who was passing the village at the time, just slightly over an hour to get the car on the road again. Adams was called upon to use all his driving skill to make the Killarney control, which he did with time in hand, but eight time points had to be missed completely, at a total cost of 160 marks.

It wasn't until late in the evening that results on the first two stages were announced, placing Ian Woodside still in the lead with 8.6 marks. Rather dramatically, Peter Johnston from Omagh, who was driving an Austin-Cooper with his wife as navigator, had jumped into second place with 18.8 marks lost, while Boyd was still third in the Rapier. Other places in general classification were given as 4, R. J. McCartney (Austin-Cooper), 20.2; 5, Cecil Vard/Dudley Reynolds (Austin-Cooper), 20.4; 6, R. McBurney (Volkswagen), 21.2; 7, Charles Eyre-Maunsell (Alpine), 24.0; 8, Cecil Molyneux/Hal Patton (Austin-Cooper), 24.8; 9, Rodger Clark/A. J. Porter (Austin-Cooper), 26.2; 10, N. T. Smith/D. Bradley (598 c.c. NSU), 31.4.

In the Touring event the placings were 1, R. Duke/J. Twinem (997 c.c. Ford), 2.8 marks lost; 2, A. Carroll (M.G. Midget), 3.2; 3, J. T. Gray (Rapier), 5.4; 4, P. Jenkins (Sprite), 9.2; 5, H. Jordan/A. Tyndall (948 c.c. Morris); and 6, C. Duffy/J. Farragher (Volkswagen), and C. Bourke/S. Cox (Hillman), 11.2.

#### Stage 3: Sunday, 14th April.

WHEN it rains in Killarney there are no half measures—or so it seemed on Sunday morning when the cars set off for a 200-mile stage in a figure of eight through Kerry and West Cork. What would have been some of the most picturesque country in Ireland was shrouded in heavy cloud and flooded with incessant rain which didn't ease up until late in the day.

As forecast by "those in the know," the organizers had decided to time the cars down the famous Tim Healey Pass, instead of up it as in the last few years. With the rain washing down the mountain side on to the road this speed event was made interesting, but caution was observed by most of the competitors and there were no serious incidents. Best down the hill was Rodger Clark in the Austin-Cooper with a time of 3 mins. 12.6 secs. He was followed by Tony Fisher in the works Reliant Sabre at 3 mins. 15 secs. while the Adams Cortina and Boyd in the Sunbeam tied for third best at 3 mins. 17.6 secs. Colin Andrew and Denis Erskine in their Mini Austin were best in the class for touring cars up to 850 c.c. while John Kennerley, who by this stage of the event was counting his marks in the hundreds, took the Jaguar down in 3 mins. 34.8 secs.

From Tim Healey the weather, and the roads, went from bad to worse. From a driving test south of Bantry there was a series of time points to be visited over roads which were almost impassable. To get to one of the early time points another ford had to be crossed, but when Malcolm Templeton and D. R. Lockyer were last seen floating down-stream in their Saab towards the Atlantic Ocean, it was officially decided to scrub two of the points. When the Saab finally came to rest it was towed on to the river bank and set off again to finish the rally. It was during this stage that Doc Keatley and S. N. Devlin were sitting in their Morris-Cooper along a narrow road quietly minding their own business when Hugh

McGrillen had a go at them in his Fiat 1500 entered by Telefis Eireann. Both cars were seriously damaged and were forced to retire.

Another car that didn't turn up at the Killarney control that night was the Volkswagen 1500 driven by Frank Robinson and John Davidson after a carve up in navigation.

The final speed test on the Sunday stage was a hill-climb which started at Borlin School and went up a twisty mountain road for 3.9 miles. Best time of the day here was put up by Boyd in 4 mins. 38.8 secs. Second was Vard at 4 mins. 44 secs., third was Ian Woodside who clocked 4 mins. 45.4 secs and fourth was Adams who pushed the Cortina up in 4 mins. 47.2 secs.

That night again the leader board had some startling changes. Although Woodside was still in the lead, Peter Johnston had gone out with ignition trouble while lying second, letting Adrian Boyd jump up a place in general classification. Third was now the popular Irish rallyist Charles Eyre-Maunsell in his Alpine while Cecil Vard was fourth in his Austin-Cooper. The next three places were filled by Derek Boyd, Ronnie McCartney and Cecil Molyneux.

But with the issue of these placings, the organizers warned that one of the Sunday time point sections was under examination. This came as the result of a protest by Cecil Molyneux whose route cards that night showed him to be in two different places at exactly the same time. Most people know that Molyneux isn't one for hanging around when there are miles to be covered, but this time, I'm afraid, someone's watch was to blame. Later in the rally the stewards scrapped the section on which this mix up occurred and Molyneux quite rightly jumped a couple of places in general classification.

Someone else who wasn't too pleased on Sunday was Pauline Mayman who discovered on the results sheet that she had been penalized 300 marks at an observation check, presumably for "a breach of a provision of the Highway Code"!

#### Stage 4: Monday, 15th April.

WITH Woodside still in the lead, the cars set off on Monday morning north again from Killarney, and it was just before the first speed test—a hill-climb at Ballycannon outside Limerick—that things began to happen.

Just as he reached the control, the float chamber fractured completely off

the SU carburettor on Woodside's Sprite. With the help of some tape it was strapped into position but as he climbed the hill petrol gushed over the engine and at the top the car went on fire. It was blazing furiously as Ronnie White arrived on the scene in a similar car, and he dashed back to get an extinguisher. With the fire out, White gallantly pulled the carburettor off his own car and fitted it to the Woodside Sprite, thus forgoing all hope he had of a possible class win. After it seemed for some time that he was completely out of the rally Woodside made the next control with a loss of only 41 marks, and found himself still in the running.

Although he didn't know it, Boyd was now in the lead with the Sunbeam, but he lost a costly 5 marks by hitting a pylon in one of the driving tests. Eyre-Maunsell had also jumped a place and was lying second, but glory for the Alpine driver was short lived when the back axle packed in shortly after passing through Galway.

A hill-climb at Nafuoey saw Ronnie Adams make best time of the day in the Cortina at 42.4 secs. followed by the Acheson TR4 in 43.6 secs. and Cecil Vard with the Austin-Cooper in 43.8 secs. The Woodside Sprite was still going strong, having "borrowed" an oil pipe from Robert McBurney's Volkswagen to replace a burned out lead to the "blower."

Having started out earlier in the day, competitors in the touring class had arrived in Sligo, where they spent the night, before the international drivers pulled in for a supper break. With so many changes during the day, it was almost impossible to decide who was now in the lead, but it looked as if Boyd was well placed and that McBurney, Woodside, Vard and Molyneux were fighting it out for the next few places.

#### Stage 5: Monday 15 April

Tuesday, 16th April.

A DELAY of more than an hour in the hotel at Sligo, when it was thought that some route instructions to be issued at the next control, had got lost, kept drivers hanging around until 1 a.m. before setting off into every navigator's nightmare—County Monaghan. However, as it later turned out, this section was easier than the series of 10 time points which had to be visited after the cars crossed the Border in the early hours of Tuesday morning. With distances between points around two miles

apart, there was no hope of making a comeback after the slightest error in navigation, and indeed many hopes were dashed before breakfast in Omagh. Boyd had lost more than 30 marks on the road, and in came Woodside claiming a clean sheet to put him back again into the lead—an excellent bit of navigating by co-driver Esler Crawford.

#### Stage 6: Tuesday, 16th April.

FROM Omagh, the competitors set out on what was probably the easiest stage of the event. It did, however, include four special sections through forestry areas in the Sperrin Mountains where the 1963 Circuit came to an end for Pauline Mayman and Valerie Domleo. On loose surface the Morris-Cooper skidded and rolled over, but both the occupants escaped without injury.

The last speed event was at Cairncastle where best time of the day went to Boyd's Rapier in 98.6 secs. followed by Ronnie Adams at 100 secs. in the Cortina. Still motoring strongly, but making no mistakes, Woodside clocked 100.2 secs. on the hill and headed into Larne for the final test comfortably in the lead.

#### Results

**Touring Cars up to 850 c.c.:** 1. David Glover (Austin Mini), 255.2 penalties; 2. Michael Ivis (Mini), 272.6; 3. J. Moore (Mini), 378.6. **850-1,300 c.c.:** 1. C. Molyneux (Mini-Cooper), 161.9; 2. J. S. McClean (Mini-Cooper), 210.0; 3. R. J. McCartney (Mini-Cooper), 216.4. **1,301-1,600 c.c.:** 1. A. J. L. Boyd (Sunbeam Rapier), 135.8; 2. M. B. Day (VW 1500), 241.6; 3. J. la Trobe (Sunbeam Rapier), 249.4. **Over 1,600 c.c.:** 1. J. R. Kennerley (Jaguar 3.8), 211.8. **G.T. Cars up to 1,300 c.c.:** 1. R. D. G. McBurney (VW), 132.0; 2. R. J. Woodside (1.122 c.c. Mini-Cooper), 161.7; 3. C. Vard (997 c.c. Mini-Cooper), 170.3. **Over 1,300 c.c.:** 1. I. Woodside (Austin-Healey Sprite s/c), 116.7 (overall winner); 2. M. Acheson (TR4), 193.7; 3. A. T. Fisher (1.703 c.c. Reliant Sabre), 235.7. **U.A.C. and Lombank Trophies (best performance):** 1. Woodside/E. Crawford (Austin-Healey Sprite s/c), 116.7. **H. A. Bryson Trophy (best other Ulster crew):** R. D. G. McBurney/J. D. Sursenor (Okrasa Volkswagen), 132.0. **Castlereagh Trophy (best Eire crew):** C. Vard/D. C. Reynolds (Austin-Cooper), 170.3. **Omagh Reid Trophy (best overseas crew):** J. Kennerley/J. Jones (Jaguar 3.8), 211.8. **Ladies Trophy:** Miss Rosemary Smith/Miss Sheila O'Clery (Sunbeam Rapier), 250.7. **Best one-make team:** Sunbeam Rapier (A. J. L. Boyd, J. la Trobe, Miss R. Smith). **Best open team:** I. Woodside, R. Woodside and D. D. Boyd. **Best Club team:** Austin Owners' Club (J. S. Moore, M. Ivis and D. Glover). **Touring Event—Touring cars up to 1,300 c.c.:** 1. J. Armstrong/W. R. Robinson (Morris), 16.8 marks lost; 2. C. Duffy/J. Farragher (Volkswagen), 23.6; 3. R. C. Armstrong/J. Reilly (Volkswagen), 36.6. **Over 1,300 c.c.:** 1. K. H. Allen/G. M. McNeill (Morris), 36.8; 2. J. T. Gray/I. Ballantyne (Sunbeam), 51.4; 3. J. Johnston/N. Bell (Wolseley), 104.0. **Grand touring cars:** 1. A. T. Carroll/B. McCance (M.G.), 14.6 (overall winners); 2. B. P. Jenkins/M. D. T. Archer (Austin-Healey), 17.6; 3. C. P. Bourke/S. Cox (Hillman), 77.7.

## PAU—continued

the grass bank, and damaged the front wishbone.

The road had broken up immediately and it was soon obvious that no records were going to be broken. Clark and Taylor continued to draw away from Trint slowly until he stopped after nine laps. Siffert, now in third place, got away from Bonnier on lap 10 and set off at a meteoric pace only to end his race when he ran out of brakes at the station hairpin on lap 17. A broken rose joint in the gear linkage of Trintignant's Cooper put an end to his race after 15 laps, while Collomb chose the same point to retire his sick Lotus V8. The race started to drag a little for although Bonnier was putting everything into his driving he was unable to halt the steady advance of the Lotus twins who kindly provided some variety by occasionally changing places. After a comparatively

slow start Muller had moved up to fourth place and at quarter distance (25 laps) was clear of Anderson, Schiller, Parnell and de Beaufort, while Wicky, Schlesser (his Brabham was distinctly off form) and Pilette were the only remaining runners.

Parnell's Lotus went very sick a lap later and he parked just around the corner from the station. Then Schlesser retired leaving nine little nigger boys. Bob Anderson surrendered fifth place after his Lola lost its rear brakes on lap 42, so then there were eight.

Bonnier stayed on the same lap as the leaders and was about 37 seconds behind when his driveshaft broke at the outboard U.J. on lap 74. Muller was now third and providing some relief by continuing to race and demonstrating that his skill matched his verve—but only just. De Beaufort suddenly awoke when Schiller came up to lap him, for the big Dutchman promptly put his foot

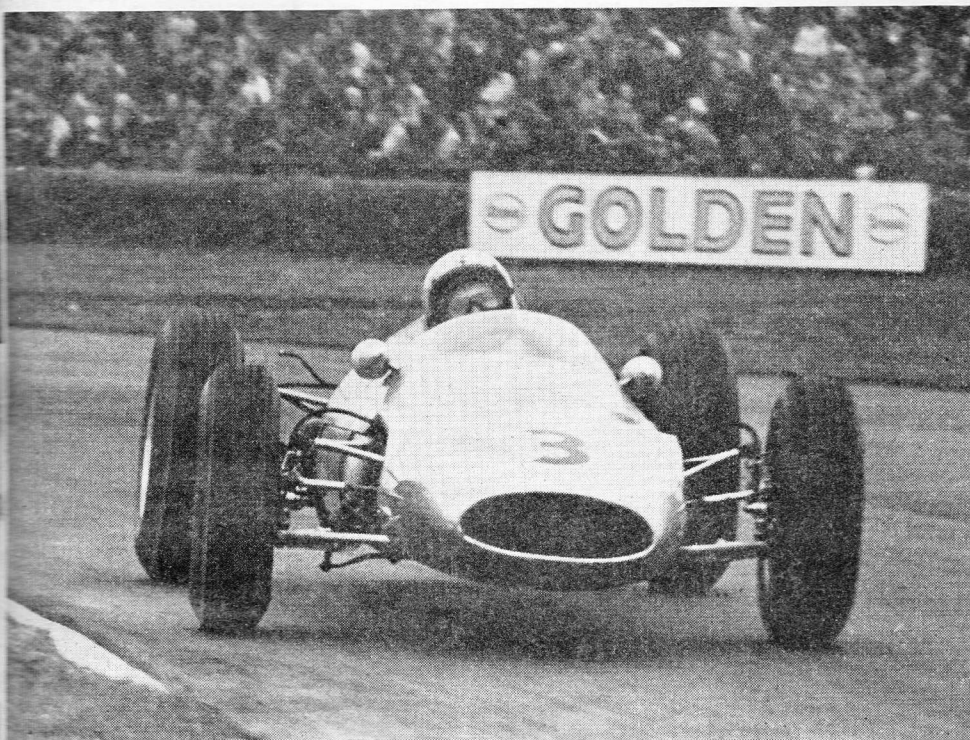
down and Schiller never saw him again.

The race drove on to an anti-climax as Clark tried to dead heat and Taylor went on to the brake to make sure Clark won. Poor Muller had to stop for fuel a few laps before the end letting Schiller and de Beaufort through so that the old Porsches made a good start to their fourth season.

Chief fault of the race lay with the organizers, for 100 laps are far too many for a 14-car field mainly composed of in-different machinery. The drivers had a hard time of it with high cockpit temperatures and showers of tar and stones every time they got behind another car.

#### Results

1. J. Clark (Lotus-Climax 25 V8), 100 laps in 2 h. 46 m. 59.7 s., 61.62 m.p.h.
2. T. Taylor (Lotus-Climax 25 V8), 2 h. 46 m. 59.8 s.
3. H. Schiller (Porsche "4"), 95 laps.
4. C. de Beaufort (Porsche "4"), 94 laps.
5. H. Muller (Lotus-Climax 21 "4"), 93 laps.
6. A. Pilette (Lotus-Climax 18 "4"), 87 laps.



JUST two weeks before the Glover Trophy race at Goodwood on Easter Monday, Coventry Climax told John Cooper that he could have the first of the 1963 V8 engines. It has a shorter stroke than the 1962 engine, and a fuel injection system (P.I. or petrol ignition as the boffins term it).

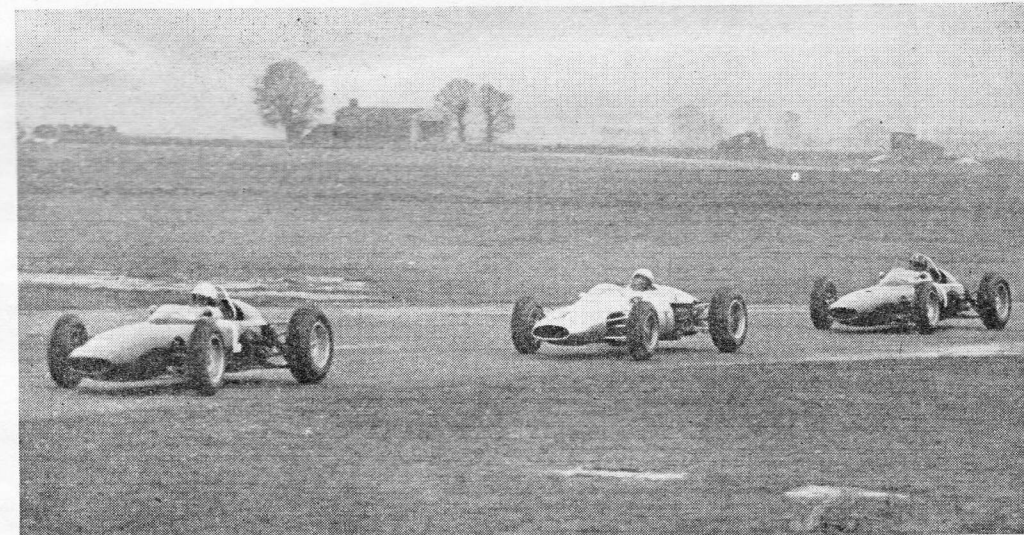
A new Cooper was nearing completion, so the decision was made to finish the first of the new works cars for the Goodwood meeting.

The March-April period always seems to be a hard one for racing mechanics when the construction of the new cars takes twice as long as expected, and when the boys refer to "all-nighters" it's not what some people might have in mind. Both the Cooper and Brabham teams had some hard-worked and weary



**BRUCE  
McLAREN:**

## From the Cockpit



mechanics at Goodwood for Saturday's practice.

The new works Cooper displays new thinking in racing car suspension. American passenger cars have for some time had front suspension layouts designed to achieve what the Americans call "anti-dive" and the Cooper front suspension has been arranged to prevent the nose dipping under braking, while the rear suspension has also been altered to prevent the tail lifting under similar braking conditions.

Basically the rest of the car is a 1962 model, but with reduction in both weight and frontal area.

One of the major differences from last year's Cooper is that I no longer have an upholstered seat. Instead, a seat-tank has been fitted. With a normal racing car seat a lot of space is wasted due to the fact that the average racing driver's posterior is not particularly geometric.

With this new arrangement I am actually sitting in an 8-gallon fuel tank, the seat portion being shaped into a sort of form-fitting armchair.

These seats are generally devoid of

any upholstery for the sake of saving cockpit space, and to the onlooker they must seem uncomfortable. Surprisingly enough, this is not the case. The fact that the driver is supported over a fairly large area leaves him more comfortable than many fully upholstered saloon car seats. There is only one problem with this set-up—cold weather, cold petrol, cold . . . !

The general ride and handling of the car are both good; combined with the flexibility and range of the P.I. Climax engine, which we can now rev. to 9,500 r.p.m. (compared with 8,800 r.p.m. last year) will, with a little more development and testing, make the Cooper a very competitive G.P. car.

The practice times were very close. Graham Hill was fastest in the works B.R.M. with a comfortable 1 sec. advantage, but my Cooper, the new Brabham, Ireland's Lotus-B.R.M. and Ginther's

*BRUCE McLAREN drifts the 1963 Formula 1 Cooper-Climax around Madgwick at the Easter Monday Goodwood meeting (left).*

*SANDWICHED between the B.R.M.s of Richie Ginther and Graham Hill, Bruce McLaren takes St. Mary's on his way to second place behind Innes Ireland in the Glover Trophy "100" (below).*

works B.R.M. were all within 0.8 secs. of each other.

I led for the opening lap in the race and then had a fine old dice with the two works B.R.M.s and Jack's Brabham.

Jack dropped out with a loose wire in the ignition system, and Richie slowed and eventually retired with brake and engine problems, leaving Graham, myself and Innes motoring along in front.

Innes was flying in the Lotus-B.R.M. and there wasn't very much I could do about it when he caught and passed me. Then, when Graham stopped because petrol wasn't getting to the fuel injection set-up on the B.R.M., Innes went on to a nice win for the British Racing Partnership, with the new Cooper second on its maiden voyage.

It was good to see fellow New Zealanders doing well at Goodwood. Denis Hulme was second in the Formula Junior race with a works Brabham, and new boy to England, Chris Amon, drove a steady race to fifth place in the ex-Surtees Lola-Climax V8. Another Kiwi newcomer was Ross Greenville in a factory-entered Formula Junior Gemini.

# IMOLA GRAND PRIX

## Another Win for Jim Clark

REPORT AND PHOTOGRAPHY

BY BILL GAVIN

At Imola, just as at Pau, Jim Clark in the fuel-injected Lotus 25 was absolutely unbeatable. Second man Jo Siffert, enjoying his first F1 success, was over one minute behind in his Lotus-B.R.M., while third was Bob Anderson in the V8 Lola, more than a lap behind the winner. Trevor Taylor originally lay second but called at the pits with gearbox trouble, so Bonnier took over second place until his engine failed after 21 laps.

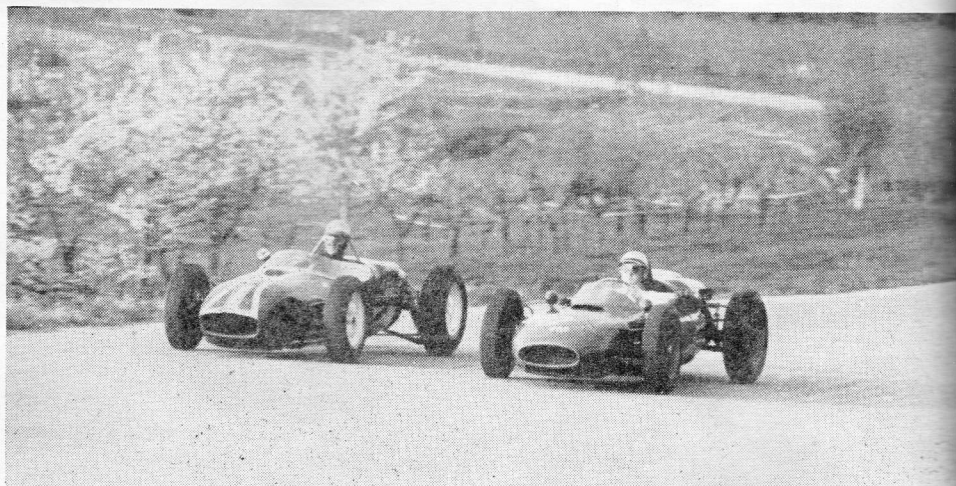
The Imola circuit was formed from a series of public and private roads which were linked and prepared for racing at the expense of C.O.N.I. (Italian National Olympic Committee). The Shell Oil Company sponsored sports car races here in 1954, '55 and '56, won respectively by Umberto Maglioli (Ferrari 2000), Cesare Perdisa (Maserati 2000) and Eugenio Castellotti (Osca 1500).

This 3.11-mile course is sited on the outskirts of Imola, a town about 20 miles east of Bologna on the main route to the Adriatic. Its up-and-down-hill course through the orchards causes it to be referred to as "the little Nürburg-ring". Most of the corners are extremely fast and, despite the absence of any real straights, lap speeds of over 100 m.p.h. were achieved by the fastest drivers.

The cars are almost on full song down the very short pit straight which is followed by a flat-out bend to the left. Then comes a very long left-hander which turns through some 75 degrees and which some drivers changed down for while others simply backed off. Another short straight precedes a fast, but not flat-out, bend to the right which marks the start of the hilly section and the braking point for the first hairpin. Here the steep exit has a rough surface and as the cars crest the hill a few hundred yards later they are confronted with a sharp turn to the left followed by a much faster one as the road descends to two more right-handers. The second of these is very tight and once again the steep exit is very bumpy and the engines give forth a series of staccato notes as rear wheels bump clear of the ground. The drivers take their cars back up through the gears as they ascend to the plateau and a series of flat-out curves to the left, briefly catching a glimpse of the pits and stands on the plain below. The last of these curves is slightly downhill and only the most skilful take this without pausing. The road then turns right under a road bridge and the cars

"V" FOR VICTORY or two laps to go? Jim Clark gives a merry wave on his way to his second Formula 1 victory in six days (above). He averaged 99.56 m.p.h. over the 50 laps in his works Lotus 25.

BACKMARKERS compared to the works Lotuses are the Lotus 18 of Ernesto Prinoth and the Centro-Sud Cooper-Maserati of Carlo Abate (below). The Imola Grand Prix marked the return to racing of Scuderia Centro-Sud.



must be braked while still turning, for now come two sharp left-handers which together turn the route through 180 degrees. The drivers iron these out into one long curve and start their sprint through a long left bend which leads into the pit straight.

Imola is altogether a delightful circuit and the organizers had accomplished the task of making the circuit safe for drivers and spectators with almost hysterical thoroughness.

Main strength of the 15-car entry at Imola was precisely the same as at Pau the previous weekend: the Team Lotus 25s of Jim Clark and Trevor Taylor, the Walker Cooper-Climax V8 for Jo Bonnier, and Jo Siffert's Lotus-B.R.M. 24. Carel de Beaufort had his two Porsche "4s", the second one to be driven by the Swiss Herbert Muller, but as no satisfactory insurance could be arranged this car was ultimately entrusted to Jack Fairman. Jack is residing in Bologna

and test-driving for A.T.S. whose new cars were not ready, so their driver Baghetti was entered in the Ecurie Filipinetti Lotus-Climax 21 "4" which Muller drove at Pau. Centro-Sud arrived late with two Cooper-Maserati four-cylinders for Lorenzo Bandini and Carlo Mario Abate. Bob Anderson had his V8 Lola, Collomb his Lotus 24 V8 and the German Gunther Seifert was racing the ex-Seidel Lotus-B.R.M. 24 for the first time. Frenchman Jo Schlesser was again running his Brabham-Ford in 1,500 c.c. trim. Ernesto Prinoth had his Lotus-Climax 18, while Gaetano Starabba had a similar machine but fitted with a Maserati engine.

The first practice session on Friday was a rather informal affair, the only participants being Team Lotus and Prinoth plus a Lola Junior which must have climbed the fence! The old lap record stood at around 2 mins. 4 secs. and neither Clark nor Taylor was

extended to take 10 seconds off this time. The late afternoon session was better attended, and Bonnier this time split the Lotus "twins", getting the Cooper around in 1 min. 53.0 secs., which was almost a second faster than Taylor but 3.6 secs. slower than Clark in the fuel-injected car.

Even more cars arrived on Saturday for the morning session and the paddock became hopelessly crowded, for the Juniors were now practising officially. Taylor, now with lower ratio and bigger tyres, got around in 1 min. 50.8 secs., some three seconds faster than Bonnier. But in the afternoon session Clark got his 25 wound up and recorded 1 min. 48.3 secs., an average speed of 103.62 m.p.h. so that the pole position again went to *Jim Venticinqué*, which is the delightful name given to him in these parts. Baghetti and Seifert were non-starters.

#### Starting Grid

J. Clark (Lotus 25) 1 m. 48.3 s.	T. Taylor (Lotus 25) 1 m. 50.8 s.	J. Bonnier (Cooper-Climax V8) 1 m. 51.8 s.
J. Siffert (Lotus 24) 1 m. 53.6 s.	L. Bandini (Cooper-Maser. "4") 1 m. 54.8 s.	
B. Anderson (Lola-Climax V8) 1 m. 57.1 s.	J. Schlesser (Brabham-Ford) 1 m. 58.3 s.	C. de Beaufort (Porsche "4") 1 m. 59.3 s.
J. Fairman (Porsche "4") 1 m. 59.3 s.	E. Prinoth (Lotus 18) 2 m. 00.9 s.	
B. Collomb (Lotus 24) 2 m. 01.3 s.	C. Abate (Cooper-M. "4") 2 m. 01.8 s.	G. Starrabba (Lotus-M. "4") 2 m. 09.3 s.

RACE day was just as fine and warm as the two practice days but the temperature had dropped by starting time, which was delayed till after 4 p.m. A Junior race had preceded the F1 event and the drivers were concerned that there was to be no inspection lap. With typical diplomacy Jo Bonnier managed to convince the organizers that there should be one—after the three-minute board had been shown!

Bonnier and Clark moved away together but Siffert was hard on the heels

**EX-MOTOR-CYCLIST** Bob Anderson in his third Formula 1 race driving his ex-Bowmaker Lola-Climax V8 (right). Bob made a cautious start, but then speeded up and finished an excellent third.

**STILL PLODDING ON** in his faithful Porsche "4" is Carel Godin de Beaufort (below). The Dutch driver finished sixth after a steady race.

of the front-row men as they sped out of sight around the first left-hander. Clark went into an immediate lead and by the end of the first lap was almost five seconds ahead of Taylor and Bonnier. On the next lap Taylor called at the pits complaining that the car was flying out of fourth gear, and the mechanics set to work on the box. Meanwhile Clark tore away from the rest of the field and after only five of the 50 laps he led Bonnier by 13.8 secs. Siffert lay some five seconds behind Bonnier and clear of Bandini, while after the Italian came a whole horde of cars with Prinoth having a real go in an old Lotus and just leading Abate, Schlesser and de Beaufort. Next was Anderson, then Fairman, Collomb and Starrabba.

Over the next few laps Clark continued to draw away from Bonnier, who in turn gained steadily on Siffert. Bob Anderson suddenly decided to put his V8 Lola to good use and between laps 8 and 16 got past de Beaufort, Prinoth, Bandini and Abate, who were all travelling in close company. He took up fourth running and quickly moved clear of this bunch. Taylor re-entered the fray after 11 laps had gone but completed only one more before returning to the pits. He went out again after the leader had completed 17 laps and was

able to continue but without the use of fourth gear.

At 20 laps Clark's lead was 19.8 secs. and Bonnier was 26.4 secs. ahead of Siffert, but after 21 laps Bonnier pulled into the pits with the Cooper belching smoke and oil from a pressurized crankcase. So at half-distance Clark was just over a minute ahead of second man Siffert and a lap ahead of Anderson in third place. Schlesser and Abate were still dicing but Bandini had retired with no oil pressure and de Beaufort had been unable to keep pace with the Brabham and the Cooper-Maserati. Fairman was two laps in arrears, while many laps behind were Prinoth, who had stopped to investigate a misfire, and Trevor Taylor, who was getting around at a great pace despite the lack of fourth gear.

The latter half of the race proved a little boring as Clark had the race well in hand, and was quite content to have lapped everybody but Siffert. Schlesser and Abate continued to provide some entertainment and there was every indication that they were not enjoying each other's company too much, but only when Abate's engine went sick a few laps from the end did they separate. Taylor was really in full stride and in the process of catching and passing Clark

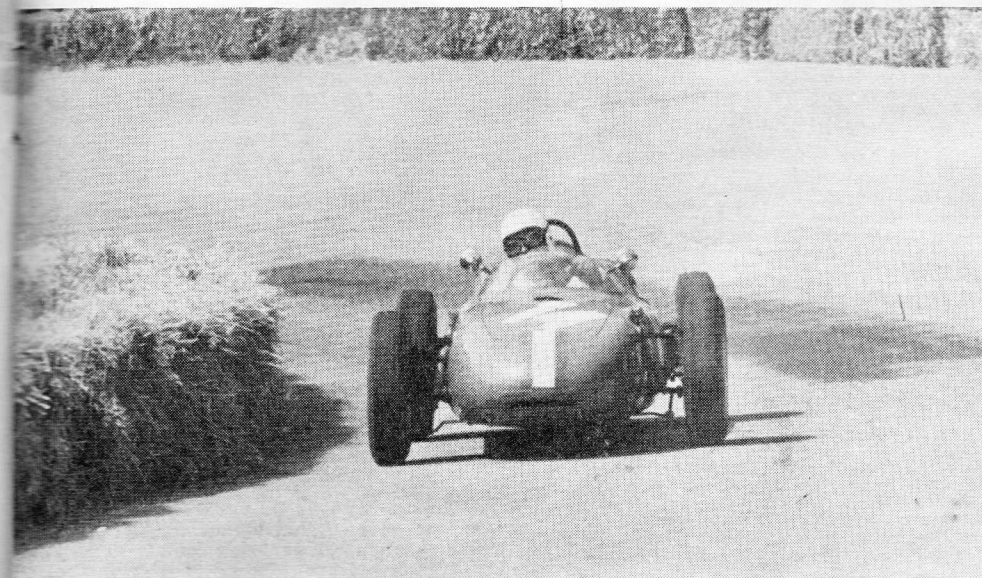


(who was some 15 laps ahead) set the new lap record of 1 min. 48.3 secs. despite the lack of fourth gear!

So Jim Clark and the Lotus 25 scored another victory, this fortuitous combination of a great driver and a great car making it look ridiculously easy. The placemen Siffert and Anderson both drove their multi-cylinder mounts extremely well, while of the four-cylinder brigade Schlesser in his Brabham-Ford-Holbay and Abate in his old Cooper-Maserati had put on a great show. The orange Porsches of de Beaufort and Fairman filled the next two places.

#### Results

- (50 laps, 155.871 miles)
1. J. Clark (Lotus-Climax 25 V8), 50 laps in 1 h. 34 m. 07.4 s., 99.36 m.p.h.
  2. J. Siffert (Lotus-B.R.M. 24 V8), 50 laps.
  3. B. Anderson (Lola-Climax V8), 49 laps.
  4. J. Schlesser (Brabham-Ford-Holbay "4"), 49 laps.
  5. C. Abate (Cooper-Maserati "4"), 49 laps.
  6. C. de Beaufort (Porsche "4"), 48 laps.
  7. J. Fairman (Porsche "4"), 47 laps.
  8. E. Prinoth (Lotus-Climax 18 "4"), 41 laps.
  9. T. Taylor (Lotus-Climax 25 V8), 36 laps.
- Fastest lap:** T. Taylor, 1 m. 48.3 s., 103.62 m.p.h. (new record).



ONE of the most exciting races of the day was the All-comers scratch race. Patrick Lindsay (E.R.A.) chased the Connaught of John Horton all the way, but this was as close as he could get.

stirring challenge on the finishing line by Bennett's Alvis, with a couple of Ballila Fiats in the offing. Riddle's G.N. lost half its exhaust system. Event 5 was the 10-lap Merrydown Trophy for Vintage Sports cars, run on a class handicap basis. It actually stopped raining, and though Mayhew's Riley led Miles and Marsh in Austins initially, the Bentleys were becoming most spectacular on the drying track. Ashley's Frazer-Nash and Footitt's A.C.-G.N. eventually overwhelmed the early starters and finished first and second, ahead of Mayhew's Riley, but Morley's 8-litre Bentley would have had them in another lap.

Sixth was a very well-handicapped 5-lapper which was a victory for Stephen's 4.3-litre Alvis ahead of Skipper's Lagonda Rapier and Weston's Bentley. It was followed by the Allcomers 10-lap Scratch Race, in which Horton's Formula 2, 2-litre Connaught just got the better of Lindsay's E.R.A. after a race-long dice. Peter Waller, after stalling on the line, came through the field with his E.R.A. to finish third.

# VINTAGE SILVERSTONE

John Horton (Connaught) Wins All-Comers Scratch Race

BY JOHN BOLSTER

THE V.S.C.C. really didn't deserve the appalling weather which marred their Silverstone meeting. Practising happened in a deluge, beautifully polished machinery soon being spattered with mud and many gallons of dirty water.

The first event was a one-hour high-speed trial and the standard of reliability was most praiseworthy under the dreadful conditions. The usual compulsory pit stops took place, and one or two genuine ones, too. Sutherland's Invicta led the "race" until his pit stop when Fearnley's Frazer-Nash took over. The 'Nash came into the pits in trouble at about three-quarter distance but resumed later having regained its full speed. Right at the end, the fast Invicta was seen to be boiling merrily after a splendid run. Cairnes' Alvis—a Speed 20 with a 25 engine—was fast in spite of an intermittent misfire, but Milner's E-type 30/98 Vauxhall was rather slow, though looking splendid with its aluminium pointed-tail body. Vincent's Salmon had the authentic axle whine and of all the wet drivers Christopher Winder looked the wettest in the very open Humber.

Event 2 was a 5-lap handicap with a mixed field. Ladhams (Frazer-Nash) led on the first lap from Kenneth Neve's 1914 T.T. Humber, but Russ-Turner's 1937 super-

charged Bentley was coming through the field marvellously. The handicap was too much for Charnock's Alvis under the wet conditions, but Baker was going really well in the Appleton Special, which has now lost its supercharger and gained four carburettors. He took the lead on the third lap and won as he liked, with Stephen's fast Alvis second and Husband's Talbot third.

Event 3 was the G.P. Itala Trophy over 10 laps. St. John's 2.3-litre Bugatti looked beautiful with its polished aluminium wheels and the ex-Lord Charnwood twin-cam Aston Martin was also immaculate. Richard Bergel's Bugatti stalled on the line and Tozer's Amilcar went straight to the pits. Bradley, Morley and Williamson were in front in their Bentleys, followed by Nigel Arnold-Forster's 5-litre Delage. As the race settled down, Morley's 8-litre took the lead with Bradley's 4½ second and the Delage third. It was a spirited race under unpleasant conditions, finishing in that order. Bergel's Bugatti was on the grass in a very big way and Harwood's Semmence, that Leslie Hawthorn used to drive, went very well.

Event 4 was a 5-lap handicap featuring mostly touring cars such as Austin Twelves and Sunbeams. The fastest of the latter, driven by Collis, gained the race, after a



ALFAS at Copse. A. L. Askew holds the inside line at Copse Corner, but a similar Alfa Romeo of I. T. Easdale is trying to get by on the outside.

Event 8 was another 5-lap handicap which included Neve's Humber and Lord Montagu's Prince Henry Vauxhall. Poynter led for most of the race in his Lea-Francis, but Weston's Bentley was not to be denied and Samson's 30/98 Vauxhall followed them home. Then came a scratch event for small cars, which was a gift for Mayhew's Riley, but second spot was a very close thing between Winder's Riley and Miles' Austin.

Event 10, a 5-lap handicap, saw Nigel Arnold-Forster in splendid form and the beautiful Delage won fairly easily. Barraclough's 4½-litre Bentley was always well up and finished second, while Cook's Riley did well to take third place.

The final 5-lap handicap was notable for a wriggling snake that followed the field off the line, which turned out to be a Frazer-Nash chain. Allen's Frazer-Nash was completely buried in the ditch, with little damage, at the end of the first lap. Poynter's Lea-Francis was going splendidly and went right out in front. Pollard's A.C. 2-litre only just managed to hold onto second place, for Askew's supercharged 1,750 c.c. Alfa Romeo was unlucky not to overtake before the time.

So ended a very enjoyable day of racing, but what a mess all those lovely vintage cars are in! Oh well, more spit and polish!

## RESULTS

One Hour High Speed Trial for Vintage and Thoroughbred Sports Cars: qualifiers: C. A. Winder (Humber Special, 1923/8); J. C. R. Pearce (Riley, 1929); J. Underwood (Aston Martin, 1935); T. J. Mortimer (Riley, 1938); G. Dick (Riley, 1935); M. C. Duff (Aston Martin, 1933); C. R. Gillies (H.R.G., 1939); J. D. Williamson (Lancia, 1937). Handicap Race (5 laps): 1, R. Baker (Appleton Special), 62.76 m.p.h.; 2, J. S. Stephen (Alvis); 3, R. W. Husband (Talbot). Fastest lap: Husband and Baker, 67.15 m.p.h. 1908 G.P. Itala Trophy Race (10 laps): 1, F. P. Morley (Bentley), 66.26 m.p.h.; 2, R. P. Bradley (Bentley); 3, N. Arnold-Forster (Delage). Fastest lap: Morley, 68.59 m.p.h. Handicap Awards: 1, A. W. Rippon (Bugatti); 2, E. C. Harwood (Semence Special); 3, G. R. Footitt (A.C.-G.N.). Handicap Race (5 laps): 1, M. R. Collis (Sunbeam), 50.65 m.p.h.; 2, D. S. Bennett (Alvis); 3, G. Liston Young (Fiat). Fastest lap: Bennett, 56.75 m.p.h. The Merrydown Trophy Race (10 laps): 1, R. W. Ashley (Frazer-Nash), 66.23 m.p.h.; 2, G. R. Footitt (A.C.-G.N.); 3, E. J. Mayhew (Riley). Fastest lap: F. P. Morley (Bentley), 69.58 m.p.h. Class winners: Up to 1,100 c.c.: E. J. Mayhew (Riley). 1,100-2,000 c.c.: R. W. Ashley (Frazer-Nash). 2,000-3,000 c.c.: A. L. Askew (Alfa

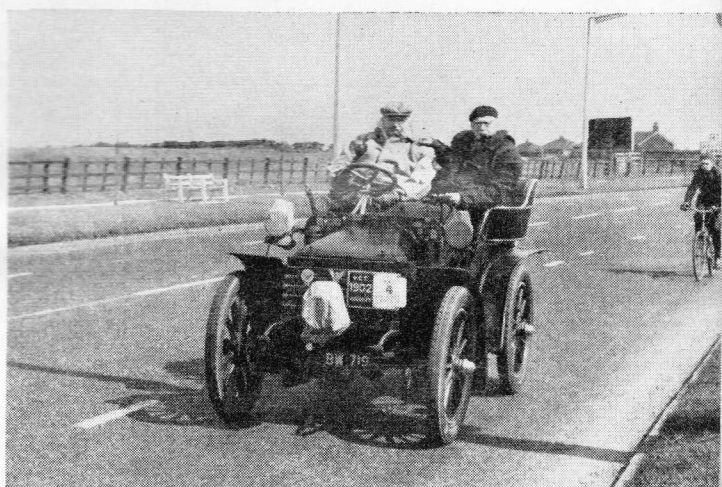
Romeo). Over 3,000 c.c.: F. P. Morley (Bentley). Handicap Race (5 laps): 1, J. S. Stephen (Alvis), 63.14 m.p.h.; 2, A. J. Skipper (Lagonda); 3, I. McV. Weston (Bentley). Fastest lap: Stephen, 65.19 m.p.h. Allcomers Scratch Race (10 laps): 1, J. P. G. Horton (Connaught A-type), 68.98 m.p.h.; 2, Hon. P. Lindsay (E.R.A.); P. Waller (E.R.A.). Fastest lap: Horton, 71.12 m.p.h. Vintage award winner: M. J. Bradley (Bentley). Handicap Race (5 laps): 1, I. McV. Weston (Bentley), 60.78 m.p.h.; 2, E. K. Poynter (Lea Francis); 3, A. C. M. Millar (Sunbeam). Fastest lap: C. Leuw (Frazer-Nash), 64.32 m.p.h. The Spero & Voiturette Trophies Race (10 laps): 1, E. J. Mayhew (Riley), 62.42 m.p.h.; 2, R. G. Winder (Riley); 3, J. J. Miles (Austin). Fastest lap: Mayhew, 64.32 m.p.h. Voiturette Trophy winner: J. J. Miles (Austin), 59.31 m.p.h. Handicap Race (5 laps): 1, N. Arnold-Forster (Delage), 65.83 m.p.h.; 2, J. E. Barraclough (Bentley); 3, R. P. Cook (Riley). Fastest lap: J. P. G. Horton (Connaught), 69.91 m.p.h. Handicap Race (5 laps): 1, E. K. Poynter (Lea Francis), 56.75 m.p.h.; 2, A. F. Pollard (A.C.); 3, A. L. Askew (Alfa Romeo). Fastest lap: R. A. Pilkington (Alfa Romeo), 61.85 m.p.h.

# MANCHESTER to BLACKPOOL Veteran and Vintage Car Run

BY FRANCIS PENN



THE RED LABEL BENTLEY of D. Campbell nearly hides the B.S.A. of Roger Brown at Belmont (above). HAPPY LOOKING Eric Kirby takes his 1905-06 Argyl along the Belmont road (below, left). ON THE Preston-to-Blackpool road is the 1902 Wolseley of Major James Gardiner (below, right). The entrants in the Manchester-to-Blackpool run were divided into four categories: Veteran, Edwardian, Vintage and Post-Vintage up to 1934.



ORGANIZED by the Lancashire Automobile Club last Sunday, nearly 120 veteran and vintage cars set off from the Town Hall, Manchester, to compete in the first ever Northern "Venerable Machinery" Rally. Make no mistake—this was a proper rally, complete with route cards and no fewer than six time checks.

The scene at the start was unbelievable; there were tens of thousands of excited people milling around the start area as No. 1, the 1897 Daimler of Denis Flather, purred away on his journey of 53 miles, the veterans having a choice of a 10 or 15 m.p.h. average; all bar two chose the higher figure. Their route was mainly along the A6 as far as Preston.

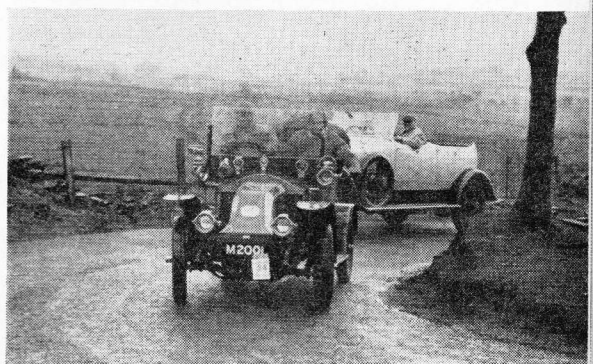
Unlike the Brighton run, the L.A.C. voted two further classes: Edwardians—these cars had to journey 63 miles at a 20 m.p.h. average, their route turning off at Westhaughton, near Chorley, to take in the moorland road from Rivington to Belmont, this including quite a steep hill for some of the more elderly, but it affected but few. Vintage and P.V.T. cars had a 30 m.p.h. average, took in the Belmont route, turned left and right, went through a farmyard and commenced some really serious motoring.

All routes converged at Preston for a five-minute compulsory halt. After this it was main road motoring to Blackpool, where as No. 1 clocked in to the Norbreck Hydro dead on time; the crowd there was akin to a football final! Indeed, judging by the scenes all the way along the route, this was spectator value in a big way and quite the biggest "cert" for an annual in Northern motor sport. Later in the after-

noon, a concours was held on the middle walk, scene of R.A.C. rally starts. Again the crowd was just tremendous and loved every second of it.

## Results

Challenge Trophy for best performance on the road: Charles T. Lockwood (1934 Standard 12). Group 1, Veteran Cars: N. E. J. Bradshaw (1900 Liver-Benz). Group 2, Edwardian Cars: G. D. A. Price (1911 Rolls-Royce). Group 3, Vintage Cars: C. T. Lockwood (1934 Standard 12). Special Award: A. Lomas (1934 Riley). Concours: Group 1: N. E. J. Bradshaw (1900 Liver-Benz) (also won the Carburol Trophy for the best combined performance in the road section and in the Concours d'Elegance). Group 2: E. Kirby (1905/6 Argyl). Group 3: T. Williamson (1926 Rolls-Royce).



ON THE Belmont Road, B. Cowburn (1909 Renault) leads Harold Murray's 1924 Rolls-Royce Silver Ghost.

DENIS FLATHER at the finish with his 1897 Daimler, the oldest car to take part. He talks to an official and an R.A.C. man.

# New York Show

BY RUTH SANDS BENTLEY

PHOTOGRAPHY BY OZZIE LYONS



**P**RESENTING 500 cars, representing more than 85 individual marques from ten countries, the automobile show at the New York Coliseum was the largest ever held in the United States. Making their debut were the Covair Monza SS, the Studebaker Super Lark and Super Hawk, the Excalibur Gran Turismo Hawk, the Quantum Saab, and the Lost Cause. The Datsun Deluxe Cedric Sedan has been seen only in Japan.

The night before the show's opening, Mercedes-Benz introduced their 230SL to members of the press at the Americana Hotel. Already described by John Bolster in his Geneva report, the 230SL should sell well in America despite its price tag of \$7,900. The radial-ply tyres with their better gripping tendencies and longer lasting qualities will undoubtedly be seen on American cars in the not too distant future.

The Datsun Deluxe Cedric will sell in the United States for \$2,584 completely equipped with transistor radio, heater, white sidewall tyres, windshield washer, cigarette lighter, electric clock, locking petrol tank cap, safety padded lamp, dual sunvisors, seat belt anchors, locking glove compartment, parking brake warning light, and many other features rarely found in cars of comparable price. The o.h.v. four-cylinder 1,900 c.c. engine has an output of 95 b.h.p. at 5,000 r.p.m.; maximum torque is 120 ft./lb. at 3,600 r.p.m.; compression ratio is 8.5 to 1. A 4-speed gearbox with synchromesh on the top three ratios is fitted. Built to American standards, the wrap-around windscreen gives excellent vision, and there is generous luggage space. The Datsun Patrol, a four-wheel drive general purpose vehicle, also on display, is used for the same purposes as the Willys Jeep, the International Harvester Scout, and the British Land Rover. The Patrol has 135 b.h.p. (at 3,400 r.p.m.) and 225 lb./ft. torque, and will cruise at 75 m.p.h., giving it a much higher performance rating than the Jeep.

Studebaker introduced the Super Lark and the Super Hawk. Tested at Bonneville Salt Flats, the Super Lark attained a top speed of 130.4 m.p.h. and the Super Hawk,

140.23. In addition to being equipped with supercharged Avanti engines, these machines have bucket seats, heavy-duty springs, front and rear, heavy-duty adjustable dampers, "Twin Traction" differential, disc brakes on the front wheels, four-ply tyres, tachometer, 160 m.p.h. speedometer, and rear axle torsion rods.

The Lost Cause, produced by Charles Farnley, ex Mayor of Louisville, is a luxury vehicle based on the Corvair. One month is visualized, with a price tag of \$19,600!

The Excalibur Hawk, a low, sleek hard-top, was built as a personal car for Brooks Stevens, designer of Studebaker cars. It employs the Avanti engine, goes like the wind, and the unique body was built by Jack Webb who also built the body for Roger Penske's Cooper "Special".

General Motors displayed their complete line of cars. In addition were their "fast" specials, the Monza G.T. and Monza SS and the custom-finished Corvette Sting-Ray which has already performed in American races. The speedy numbers in the Ford exhibit are the A.C. Cobra, which won its class at the recent Sebring 12-hour race, and the Mustang. Carroll Shelby was in New York for the show and has reason to be proud of the Cobra. He has built and delivered 292 Cobras, an enviable record surpassing high-performance racing cars in the same category imported from Europe during the same period. The Cobra was homologated in November 1962.

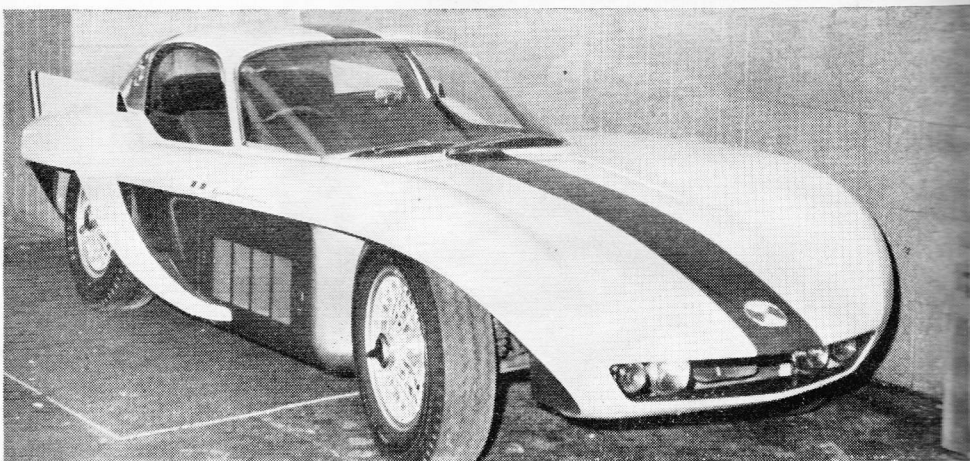
The Quantum Saab, a novel sporting exhibit by the enterprising Swedish concern, was designed by two graduates of the Massachusetts Institute of Technology who de-

veloped the car by using an MIT Electronic Computer. It is, of course, a front-drive machine, powered by the famous 3-cylinder, two-stroke engine. The aerodynamic body shell of reinforced glassfibre weighs only 85 pounds. The car will undergo a lengthy series of tests at the Saab factory in Sweden. Depending on the outcome of the tests, the Quantum may be available for sale in the United States sometime during 1964 at a retail price of about \$3,000. The designers hope to use the GT 850 oil-metered engine.

The British exhibits were the most unique, and, as usual, Jaguar's was the most eye-catching, dominated by a white E-type. Rootes's Sunbeam Alpine Gran Turismo, described by John Bolster in his Geneva report, was making its American debut. A Gran Turismo in autumn gold colour with black leather upholstery was shown on a turntable. The tail fins are used to house the petrol tanks. Result—a boot twice as large as on previous models and one of the biggest in any sports car. Rover showed the new Mark 2 version of the famed three-litre saloon and a new three-litre coupe, both with increased horsepower and optional automatic transmission. The spacious B.M.C. exhibit included a cut-away model of the M.G. 1100 on a moving platform to demonstrate the car's "hydro-elastic" suspension system.

The French cars were all on display—Simca, Facel Vega, Renault, Citroën and Peugeot—and to commemorate Peugeot's 50th anniversary Briggs Cunningham lent the company his 1913 Peugeot racer, similar to the car which won the Indianapolis 500-mile race in 1913.

*AN ITALIAN BODY is fitted to the small Japanese Hino, a car which looks similar to several small-capacity European cars (left). BUILT as a personal car for the designer of Studebaker Cars, Brooks Stevens, is the Excalibur Hawk (below). This very fast car is fitted with a Studebaker Avanti engine and the body is designed by Jack Webb, who also designed the body used on Roger Penske's Cooper "Special" sports car. LONG AND LOW is the Chevrolet Corvair Dream Car shown by General Motors (bottom). In some ways this attractively designed car is similar to the British Lola G.T.*



# CLUB NEWS

By MICHAEL DURNIN

THE Earls Colne Express Driving Tests meeting will be organized by the East Anglian M.C. at Earls Colne Airfield, near Colchester, Essex, on 5th May. It is hoped to have the new Rootes baby car at the meeting, which should be interesting to say the least. This is the event for which the Captain Joe Beard Memorial Trophy is awarded. As many will recall, Joe Beard of the U.S.A.F., who drove a black TR3 in Driving Tests and Club Racing, was killed in a flying accident. Invited clubs are: Austin-Healey C., Eastern Counties M.C., Four Ways C.C., Harlow and D.A.C., Sporting C.C. of Norfolk, Sporting Owner D.C., Thames Estuary A.C. and West Essex C.C., while entrants for the Eastern Area Driving Tests Championship are also invited. There are classes for practically everything bar a B.R.M. and secretary of the meeting, to whom entries must be sent, is L. S. Temple-Cox, 60 North Hill, Colchester, Essex. . . . London M.C.'s Coventry Cup Trial is always good fun and this year's event is to be held on 26th May and is, of course, for production cars. Invited clubs comprise B.A.R.C., Chiltern C.C., Forces M.C., Malden and D.M.C., Mid-Surrey A.C., Motor Cycling C., Sevenoaks and

D.M.C., Shenstone and D.C.C., Sunbac and West Hants and Dorset C.C. It is to be held at Bordon, Hants, and regs. are available from F. Dennis Dent, 38 St. George's Court, Gloucester Road, London, S.W.7. . . . Entries close on 20th May for the Midland A.C.'s National Open Shelsley Walsh hill-climb, which is to be held on 9th June. This is, of course, an important qualifying round of the 1963 R.A.C. Hill-Climb Championship. Secretary of the meeting is Gerard B. Flewitt, 4 Vicarage Road, Edgbaston, Birmingham, 15. . . . The Midland A.C. have also sent us the regs. for their Junior Hill-Climb Championship, the qualifying rounds of which were published last week. This championship is for a driver who has never, up to the time of entering for the championship, won a race or made B.T.D. or has been placed first in his class in a race meeting, speed hill-climb or sprint meeting above the category of a closed or club event. Full details may be obtained from the secretary, Midland A.C., 4 Vicarage Road, Edgbaston, Birmingham, 15. . . . Sheffield and Hallamshire M.C. are to hold their Kenning Cup Driving Tests at Cuckney on 11th May. Competitors in the Nottingham S.C.C.'s Flather Star Tests the following day could have a full weekend's sport by competing at both meetings. The meeting is open to members of the B.T.R.D.A., B.A.R.C., Worksop and D.M.C., North Midland M.C., Rotherham and D.M.C., Peveril M.C., Hagley and D.L.C.C., Doncaster and D.A.C., Retford and D.M.C. and Nottingham S.C.C. Secretary of the meet-

ing is H. C. Cooper, 34 Woodholm Road, Sheffield, 11, from whom regs. may be obtained. . . . Due to the ever-increasing numbers of all Fiat models now being sold in this country the Fiat 500/600 C. decided at their recent annual general meeting to change the name of the club to the Fiat M.C. (G.B.). Membership is now open to anyone owning any type of Fiat car. A full programme of events for the current year has been arranged with, on average, one social and one competitive meeting per month. . . . The St. John Horsfall Silverstone race meeting, organized by the Aston Martin O.C., is to be held on 4th May. It is open to the following clubs: Bentley D.C., Club Lotus, Seven-Fifty M.C., A.C.O.C., B.R.S.C.C., B.A.R.C., M.G.C.C., Austin-Healey C., Jaguar D.C. and Vintage S.C.C. Regs. and entry forms can be obtained from Gordon Glenn, 14 Vincent Road, Woolwich, London, S.E.18. . . . The Austin-Healey C. are holding a Driving Tests meeting at Blackbushe Aerodrome on 5th May. Secretary of the meeting is Ron Gee, 168 Village Way, Beckenham, Kent, and Clerk of the Course is Doug Worgan, who certainly knows what sort of tests the boys like. The "posted cards" method of scoring will be used and competitors will thereby be able to see how they are getting on in their various classes throughout the day. Invited clubs are Sevenoaks and D.M.C., B.A.R.C., East Surrey M.C., Eastbourne and D.M.C., Mini-Se7en C., Guildford M.C., Bexley L.C.C. and Southern C.C. The event is also open to all A.C.S.M.C. Championship contenders.

## COMING ATTRACTIONS

- 26th April. Ludlow Castle M.C. Spring Rally. Starts Corvedale Garage, Ludlow, Shropshire, at 8.30 p.m.
- 27th April. B.A.R.C. International Race Meeting, Aintree, near Liverpool, Lancs (F.J., S.T.). Starts 11 a.m.
- Maidstone and Mid-Kent M.C. National Race Meeting, Silverstone, near Towcester, Northants. Starts 1 p.m.
- Severn Valley M.C. National R.A.C. Championship Hill-Climb, Loton Park, near Shrewsbury, Shropshire. Starts 2.30 p.m.
- Eastbourne and D.M.C. Downs Rally of Driving Tests. Starts King Edwards Parade (sea front), Eastbourne, Sussex, at 2 p.m.
- 27th-28th April. B.A.R.C. (Surrey Centre) Pilgrim Rally. Starts Warminster and Taunton at 7.30 p.m.
- Tunbridge Wells M.C. Gloworm Rally. Starts Southern Counties Car Auction Centre, Tunbridge Wells, Kent.
- Dudley and D.C.C., Walsall C.C. and Quinton M.C. 9th C.H.Y.C.A. Rally. Starts Bloxham's Garage, Warstones Road, Penn, Wolverhampton, Staffs, at 11 p.m.
- Dursley M.C. and L.C.C. Wild Goose Chase Rally. Starts Park End Filling Station, Moreton Valence, Glos, at 7.30 p.m.
- 28th April. Eifelrennen, Nürburgring, Germany (F.J.).
- Coupe des Vitesse, Montlhéry, France (F.J.).
- B.R.S.C.C. Race Meeting, Snetterton, near Thetford, Norfolk. Starts 2.30 p.m.
- Winfield Joint Committee Race Meeting, Charterhall, near Berwick-on-Tweed, near Greenlaw, Berwickshire.
- Bedford A.C. Sprint, Podington, Beds.
- Seven-Fifty M.C. (Tunbridge Wells Centre) and Kentish Border C.C. Trial. Starts Isenhurst Manor, Cross-in-Hand, near Heathfield, Sussex.
- Sheffield and Hallamshire M.C. Shann Trophy Production Car Trial. Starts Millstone Inn, Hathersage, Derbyshire, at 10.30 a.m.
- Mid-Cheshire M.C., Liverpool M.C., Cavenish C.C. and Lancashire and Cheshire C.C. Autocross. Starts Timperley Showground, Timperley, near Altrincham, Cheshire, at 1 p.m.
- Windsor C.C. Driving Tests. Starts Berry's Farm, Whelpley Hill, near Bovingdon, Herts, at 11 a.m.
- B.A.R.C. (Yorkshire Centre) Spring Driving Tests. Starts Hudson Road Mills, Leeds 9, at 2 p.m.
- Soar Valley M.C. and Leicestershire C.C. Driving Tests. Starts Measham Motor Sales Organisation Ltd., Measham, Leics, at 2.15 p.m.
- Bristol M.C. and L.C.C. Driving Tests. Starts Whitchurch, Somerset.
- Southsea M.C. Cannon Cup Rally. Starts Club House, Hilsea Ramparts, Southsea, at 10.30 a.m.
- Southport M.C., Chorley A.C., St. Helens and Wigan M.C. and West Lancs M.C. 200 Trophy Rally. Starts Wades Motel and Garage, Mere Brow, Southport, at 7 p.m.
- 1st May. Lake Garda, Italy (G.T. 1, F.J.).

## THE "KENT MESSENGER" RALLY OF THE DOWNS

Peter Gilbert/Julian Chitty Win "Amalgamated" Rally

A MALGAMATION—this was the somewhat unusual measure adopted by the organizers of the Polish M.C.'s Nightfighters Rally and the Rochester, Chatham and District M.C.'s Rally, of the Downs when it was discovered that the two events were to be run over much the same territory on the same night—20th/21st April. This was, of course, the traditional date of Rochester's premier restricted rally, the Nightfighters having been snowed off from its original week-end in early March and it came as no surprise that the character of the combined rally should have been based, predominantly, upon the pattern usually adopted by Rochester rather than to the Polish M.C. Formula. The emphasis was on short, sharp sections, with E. and S. scoring, and the entire route of 250 miles on O.S. 183 and 184 was handed out before departure, and could be plotted during the seventy-minute run-in. There were no unmanned route checks and ties were to be resolved by performances on special sections. Five were planned, but only four were used.

The rally this year enjoyed the backing of the Kent Messenger, and the cash value awards thus made possible were sufficient to attract a strong entry of 73 crews to the start at Charing. Here the intentions of joint Clerks of the Course Ron McCabe and Doug Harris were soon made clear, for there was issued a list of no fewer than 129 references, of which the greater proportion were subsequently found to be manned and it came as no surprise that the first of these led the route down to marshland.

The first special sections set the pattern—they consisted of 1.3 miles of white road passing through 0423 and a slightly shorter white stage through 0326, based on a thirty average and timed to the second. After an exceptionally fast run through the first of these, the David Seigle-Morris/Mike Butler Lotus-Cortina just managed to dislodge its exhaust on the second, which was a shade rough in places, and David's immediate decision to withdraw the otherwise healthy car came as no surprise, and robbed the rally of much of its interest. The two names were to be perpetuated throughout the event, however, by the distaff side, for Margaret Seigle-Morris, navigated by Carol Butler and driving the family shopping Mini, put up a

fine show on their very first rally together, completing the entire route and finishing in seventeenth place. A breakfast during which wives are able to recount their rally experiences to husbands is indeed unusual! Well done, ladies!

A run across Walland Marsh, with some short, but not yet tight sections led to the third and longest stage. This was probably the best of the bunch, being new to almost everybody. It was run on the northernmost white running from 923303 to 895300 and was very wet indeed causing Gordon King/Ron Scrowcroft and others to lose precious time with hesitant electrics.

The road section now came into the picture with a series of 14 T.C.'s in 24 minutes which grew tighter as they approached Pevensey Levels. That old chestnut at Middle Bridge has not yet lost its sting, as several crews discovered.

Just after this series, near Berwick, crews were interested to observe the Clerk of the Course's Mini stationary in the middle of the flooded route, its doorhandles awash. Much hasty shuffling, reversing and general confusion ensued as crews sought alternatives although Wally Hayes/George Alcorn and David Foxley/Colin Elsworth somehow motored through the two-foot deep obstruction. Ron Ambrose and Tony Straker, who had just previously resorted to tricycling when the Allardette shed a wheel, and who were then cruising round on three S.P.s and one very worn X, an interesting combination, intending only to qualify as a finisher for the benefit of team-mates, realized that the section would almost certainly be neutralized, and pressed on somewhat more quickly.

A short liaison sector which included a petrol halt was but a temporary remission of the pace which was by now decidedly warm. Four successive "twos" and a three led to three consecutive "ones" in the well-known (to competitors) triangle at Scrag Oak. Unfortunately it was less familiar to the marshals who were not in their proper positions in time for the first cars, so that their sections were scrubbed.

So, too, was the fourth special stage, planned for the white road running east from Further Quarter. The afternoon's rain had reduced the surface to that of a quagmire.

(Continued on page 582)

## WEST CORNWALL M.C. TRENGWANTON HILL-CLIMB

A LARGE crowd saw some exciting runs when approximately 90 competitors took part in the annual Easter Bank Holiday Speed Hill-Climb, organized by the West Cornwall Motor Club at Trengwainton, Penzance.

A wet fog made the hill very slippery from the start to the first left-hand bend, and made getting away from the start very difficult indeed, owing to wheelspin, etc., and the times were not so good as if it had been dry.

In the open championship class for cars, Lotus drivers made a clean sweep of the prize board. Best Time of Day, however, went to Wally Cuff, who drove his familiar Cooper 1100. He recorded 26.54 secs.

### Results

**B.T.D.:** W. C. Cuff (Cooper-J.A.P. 1100), 26.54 s. **Best M.G. or Triumph:** N. P. Hutton (M.G. Midget), 30.62 s. **Ladies' Award:** Miss J. V. Puickney (Austin-Cooper), 32.84 s. **Saloon Car Open Championship:** J. Featherstone (Austin-Cooper), 30.57 s. **Open Championship:** 1. J. F. Barnes (Lotus), 28.76 s.; 2. S. J. Broad (Lotus), 29.55 s.; 3. G. S. Morris (Lotus), 29.61 s. **Sports cars up to 1,000 c.c.:** 1. B. Blewett (A.-H. Sprite), 30.14 s.; 2. R. Dongray (Lotus-B.M.C.), 30.21 s.; 3. P. Hutton (M.G. Midget), 30.62 s. **Up to 1,600 c.c.:** W. A. Clave (Morris Special), 28.96 s. **Over 1,600 c.c.:** 1. M. F. Allott (Morgan), 30.05 s.; 2. A. N. Sampson (M.G.), 30.67 s.; 3. B. R. Parsons (Morgan), 30.71 s. **Sports Cars. Up to 1,172 c.c.:** 1. J. F. Barnes (Lotus), 28.19 s.; 2. B. S. Morris (Lotus), 28.32 s. **Sports cars up to and over 1,500 c.c.:** 1. L. F. J. Grafton (Lotus), 28.49 s.; 2. B. Moysse (Lotus), 29.81 s. **Racing cars up to 500 c.c.:** W. C. Cuff (Hells Hammers), 26.54 s. **Saloon cars up to 1,300 c.c.:** 1. Featherstone (Austin-Cooper), 29.27 s.; 2. M. Adlington (Austin-Cooper), 30.00 s.; 3. B. Allen (Austin-Cooper), 30.35 s. **Up to 1,300 c.c. Modified:** 1. S. J. T. Chapman (Morris-Cooper), 29.08 s.; 2. D. C. Wynne (Mini-Cooper), 30.27 s. **Over 1,300 c.c.:** 1. W. A. Cooke Ruby (Riley), 34.36 s.

## ALVIS O.C.

## CHURCH LAWFORD SPRINT

THE Alvis Owners' Club held their first Sprint Meeting at Church Lawford, near Rugby, on 21st April and attracted entries from a 1927 12/50 up to the current 3-litre models and included seven specials. The triangular course with a chicane and covering about one mile gave the drivers of the faster machinery a busy time in the high wind which blew all day.

For the first time members of the club were able to substantiate (or fail to) their claims for the performance of their cars which included a high percentage of family saloons. Most of the excitement was in the specials class and Commander Clinkard's

supercharged 4.3-litre single-seater was particularly notable, but in practice the course was far too short for its 250 b.h.p. A. R. Buck (4.3 Special) was very fast but overdid things on his second run and extricated himself well from the resultant slide. Charnock gave his usual polished performance and was a very worthy winner of this enjoyable and well-organized Sprint.

K. R. DAY.

### Results

**B.T.D.:** A. S. R. Charnock (1932/8 4.3-litre Special), 52.6 s. **Classes A and B:** M. Stevens (1936 Silver Eagle), 69.8 s. **Class C:** J. Minnis (1935 Speed 20), 73 s. **Class D:** E. W. Chilcott (1955 TC 21/100), 61.8 s. **Class E:** A. S. R. Charnock (1932/8 4.3-litre Special), 52.6 s. **Best 12/50 Reg. Member:** M. D. Brydson (1927 12/50), 66.3 s.

## Rally of the Downs—continued

However, good value was to be had from the closing stages across Romney Marsh. Not only was there the fifth special stage, comprising much of the route of the second stage, but run the other way, but there was also a series of 1,1,1,2,3,1,2,1,2,3,1,2,4,3,2,3 and 3 across Shirley Moor. Harry Harper and John Mace dropped the M.G.A and Leo Bertorelli/Peter Warren had a half-shaft break on the Vitse. The Jeff Chapman/David Poole Midget suffered a fractured stub-axle and Mike Amos/Ernie Warwicker, in a similar car, endured a three-minute lecture delivered by the Law on the subject of spotlight-itis.

The closing stint of 2,3,4,1,1,2,3,2,1,1,1, in the growing light of day completed a most comprehensive tour of the marshes and the survivors of a very fine road section wended their way back to the Swan Hotel at Charing for breakfast, followed by a prolonged wait for provisional results. It was then disclosed that Peter Gilbert/Julian Chitty, Denis Morgan/Chris Roebuck and Ron Ambrose/Tony Straker were unpenalised on the road, the triple tie being resolved on special stage performances. The road/stage ratio of marking seemed to be the ideal one, for each second over stage bogey represented one penalty, and each road minute lost cost sixty penalties. Thus even a modest stage score was not sufficiently prohibitive as to jeopardize a good road performance, yet it was enough to differentiate between road-section ties.

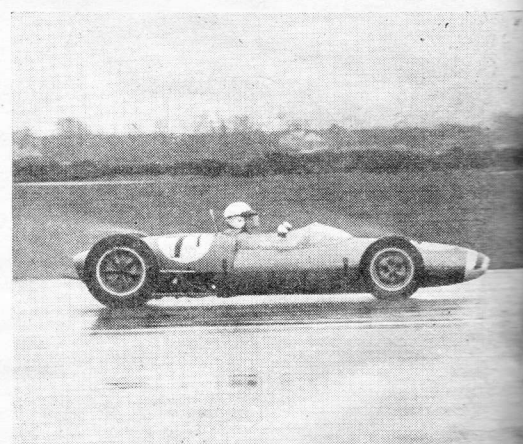
The excellence of the route of the "Downs" and the generally high standard of marshalling will be features of the rally remembered long after the breakfast-time delay for results has been forgotten.

RON AMBROSE.

### Results

1. P. Gilbert/J. Chitty (Mini), 117 penalties; 2. D. Morgan/C. Roebuck (Cortina (S)), 147; 3. R. Ambrose/A. Straker (Allardette), 162; 4. P. Collins/H. Herten (Saab), 310; 5. P. Ward/F. Herwin (Herald), 421; 6. A. Cowell/P. Noad (Herald), 455; 7. M. Amos/E. Warwicker (Midget), 649; 8. Z. Fabierkiewicz/L. Berezinski (Mini-Cooper), 689; 9. K. Jaggers/R. Moody (Mini-Cooper), 796; 10. D. Foxley/C. Elsworth (Saab), 888.

## LANCASHIRE A.C. WOODVALE SPRINT



H. E. O'BRIEN splashing along a run-way at Woodvale Aerodrome on Easter Sunday on his way to recording B.T.D. of 1 min. 18.5 secs. O'Brien's Lotus 22 was hard-pressed by the Elva Mk. 6 of M. R. Smith, which was only 0.3 sec. behind.



ITS NOSE DIPPING under braking is the Jaguar 3.8 of C. H. Bridge. However, the over 3,000 c.c. saloon car class was won by J. Newman's Jaguar.

TORRENTIAL rain fell all afternoon at Woodvale Aerodrome on Sunday, 14th April, the scene of the Lancashire Automobile Club's Easter Sprint Meeting. It made the course of 1.6 miles, which took in one hair-pin bend, one easy right-hander, one artificial chicane and two half-mile straights, unusually slippery.

Although there was a good asphalt surface throughout and widths varying from 50 to 150 feet, more than one of the 80-plus entrants gyrated at different places when meeting unexpected pools of water!

B.T.D. with a time of 1 min. 18.5 secs. went to H. E. O'Brien in a Lotus 22 Junior, although M. R. Smith driving an Elva Mk. 6 was extremely close with a run in 1 min. 18.8 secs.

FRANCIS PENN.

### Results

**Sports cars up to 1,000 c.c.:** 1. D. F. C. Crombie (Lotus), 1 m. 34.9 s.; 2. H. Wilkinson (Sprite), 1 m. 35.8 s. **1,001-1,600 c.c.:** 1. M. R. Smith (Elva Mk. 6), 1 m. 18.8 s.; 2. J. T. Butterworth (Lotus 23), 1 m. 21.1 s. **Over 1,600 c.c.:** 1. G. Hoyle (Morgan), 1 m. 29.6 s.; 2. J. Barnes (T.V.R.), 1 m. 30.0 s. **Standard Production Saloons. 851-1,000 c.c.:** 1. M. Wood (Mini-Cooper), 1 m. 36.8 s.; 2. G. W. Halliwell (Mini-Cooper), 1 m. 38.4 s. **1,001-1,600 c.c.:** 1. C. A. Lord (Mini-Cooper), 1 m. 37.1 s.; 2. R. J. Guyer (Rapiet), 1 m. 40.1 s. **1,601-2,000 c.c.:** 1. C. H. Wild (Volvo), 1 m. 42.0 s. **Over 3,000 c.c.:** 1. J. Newman (Jaguar), 1 m. 24.6 s. **Grand Touring cars up to 1,600 c.c.:** 1. J. T. Butterworth (Lotus Elite), 1 m. 27.7 s. **Over 1,600 c.c.:** 1. J. K. Murray (Jaguar), 1 m. 23.1 s. **Racing cars:** 1. H. E. O'Brien (Lotus 22), 1 m. 18.5 s.

## Thames Estuary A.C.'s "DAY OF DICING" DRIVING TESTS

UNDER a cold, unattractive sky 35 drivers gathered at North Weald on 21st April for the "Day of Dicing" driving test meeting and if the organizers were disappointed at the paucity of entries they can at least know that this is a current trend in club motoring sport and that the small number is no reflection upon the event, which maintains a high standard from year to year.

There were fewer tests in 1963, eight in all, to be performed twice with all times to count, and the diagrams were devised so as to offer a selection of tests both long and short, tight and open, and catering for all tastes. Marshalling was generally in the hands of experienced officials, whose judgment was positive and authoritative.

Don Harris at once set about proving that his hands have lost none of their cunning and that his D.M.F. Special is still a force with which to be reckoned. All day he fought a battle with Grahame White. Cannon-mounted, for B.T.D. and, astonishingly enough, each driver finished with an identical time total of 522.6 secs. The tie was broken in favour of Harris on the basis of

his having made fastest time on more tests, 10 against the six of White.

The same expert performers continue to dominate the driving test scene, although it is interesting to observe their changing tastes in motor cars. John Fenwick, for instance, used his new M.G.B to good effect in taking the large open-car class. Archie Whatmough's corresponding win in the class for small sports cars was achieved in a Sprite. Both Bill Meredith and Ian Mantle remain faithful to the ADO15, the former taking the hotly contested 848 c.c. class, with the latter supreme in the Cooper category. P. A. Diggins put up a good performance in his class-winning Ford Capri.

The day was refreshingly free from inversions and other dramas, and, as always, the organization was of a high standard.

### Results

**B.T.D.:** D. Harris (D.M.F. Special), 522.6 s. **Class Winners:** A. C. Whatmough (Sprite), 549.6; J. G. Fenwick (M.G.B.), 667.4; W. T. Meredith (Austin 7), 580.0; I. Mantle (Mini-Cooper), 561.2; P. A. Diggins (Ford Capri), 710.8; G. White (Cannon), 522.8.

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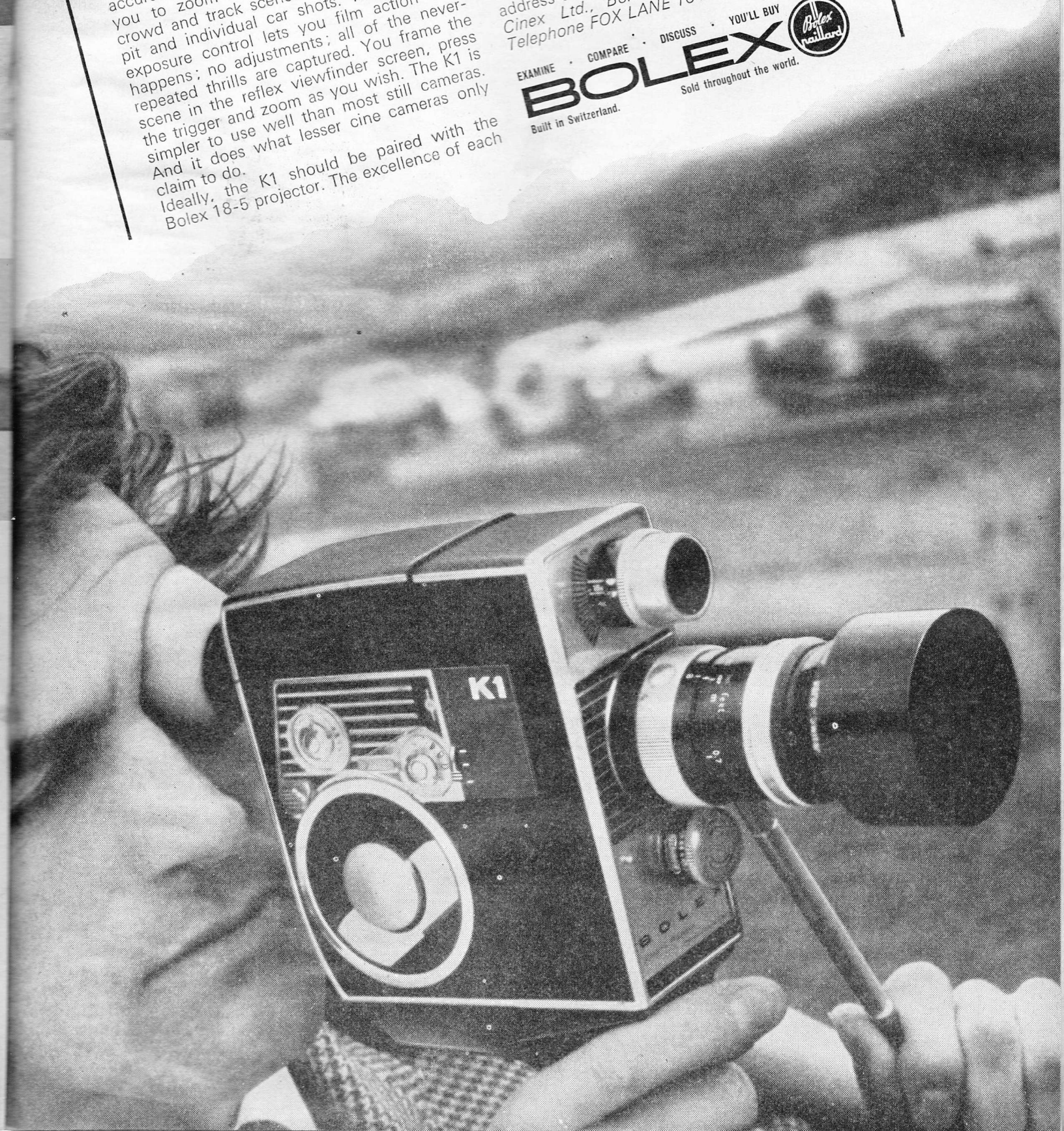
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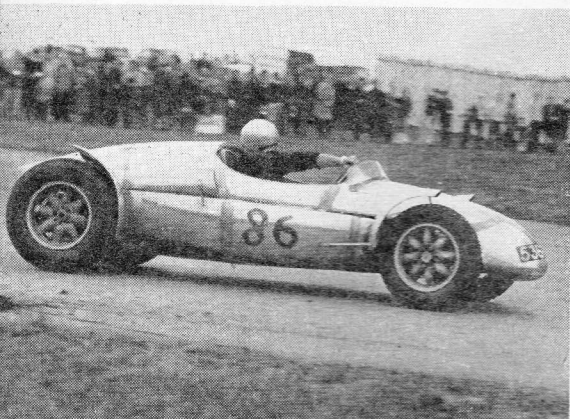
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## CHELTEMHAM M.C. LITTLE RISSINGTON SPRINT



*BEST TIME OF DAY at the Little Rissington Sprint was made by Josh Randles in his rebodied Cooper Monaco, which should now be even more effective than last year.*

## SOUTH WALES A.C.

### CASTEL FARM HILL-CLIMB

THE South Wales Automobile Club's Easter Castel Farm hill-climb produced what must rate as one of the oddest results ever seen at this venue. Under heavy skies, but in dry conditions on a hill that was running slower than usual, maestro Peter Cottrell, with his ex-Mike Taylor Lotus 15, shared B.T.D. with Ken Wilson and the one-time Equipe Nationale Belge Lister-Jaguar, both cars returning 28.23 secs., which is about as even a match as can be got! Since no run-off was permissible, and since an aggregate result makes little sense for the major honours, it was decided that a tie would be the most equitable arrangement in the unusual circumstances. David Boshier-Jones's 1959 Cooper-mounted hill record of 26.3 secs. looks like remaining inviolate for a little longer yet.

The small racing car class was fairly eventful, and mechanics were kept busy all day. Tom Jones's F.J. Envoy non-started, and Bob Phillips brought out his Cooper-J.A.P. for the first time this year, with little success. Dallimore's not-so-young front-engined F.J. Elva appeared to suffer from chronic fuel-starvation in practice, burnt out a set of plugs, and was then withdrawn with suspect bearings. Subsequently it reappeared and, after one faltering run, got going properly to take second place with 32.18 secs. Meanwhile, the Colin Priddey/Ricky Fuchs Mk. 8 Cooper-J.A.P. was in trouble, having dropped a valve; Bob Phillips, however, with a generously loaned cylinder-head, saved the day for the 500, and Priddey was enabled to take the class with a run in 31.73 secs.

The unlimited class saw the first appearance at Castel Farm of Tom Norton's ex-Marsh F1 Lotus, now in blown form and plagued by fuel troubles, which prevented it from improving on 29.19 secs., only slightly faster than Brian Field's Lotus Super Seven with 29.43 secs. Ken Wilson, with 29.09 secs. in the Lister-Jaguar, was fractionally slower than usual but took the class, while Peter Cottrell established his half of B.T.D., as it were, by means of a highly unconventional manoeuvre at the last bend, taking the Lotus across the finish in several directions at once.

In practice the best time had been returned by Brian Field's Lotus, which must be knocking on the door for the bag of gold at Castel Farm; sure enough, in the small sports-racing class, which was heavily subscribed, this combination, with 28.78 secs., had no opposition more serious than that offered by Tony van Moyland, who clocked 29.55 secs. in his ex-Ray Fielding manx-tailed Cooper-Climax. The heavy class produced a renewal of the Cottrell/Wilson

THE Cheltenham Motor Club once again held a very successful sprint meeting at Little Rissington on Easter Monday. There were 92 entries in all, making a very varied field in all classes.

The Little Rissington course is part of the perimeter track of an airfield; however, it is far from straight and flat. From the start competitors enter a shallow right-hander followed by a slightly tighter left-hander, which the faster cars can take flat—just. A very short straight leads to a ninety degree right-hander with adverse camber on the exit and which is slightly downhill. The course then drops downhill into a sweeping left-hander with perhaps a trace of a straight in it to a tighter left-hander to cross the finish line. The course is 1,232 yards in all.

Last year Eric Willmott with the Elva clocked 39.29 secs. This year he was unable to compete, but his record stayed as Josh Randles, who made B.T.D., could only get down to 39.40 secs. The Cooper Monaco of Josh Randles has had a new body fitted to it over the winter leaving the wheels exposed, and presumably making it much easier to line up for corners. I don't think one can say it is a pretty body by any means. Unfortunately one of the non-starters was George Keylock in his Cooper-Buick. He might have been able to wrest B.T.D. from Randles!

marathon, the Lister doing 28.23 secs. and leaving the class win open for the Lotus in 28.45 secs., while Charles Sgonina found his recently acquired Aston Martin DBR1 quite enough to be going on with, and completed two very discreet climbs.

In the small G.T. class poor Amie Lefevre, with his very hot M.G. Midget, was mistimed again and again before taking the class in 33.56 secs., more than 2 secs. slower than Gerry Thomas's class record, and only just holding off a determined challenge from Roger Hickman's Arden-tuned Austin-Cooper with 33.58 secs. Into third place came Roger David with the ex-Thomas Downton Sprite, and in the larger class Tom Pascoe, for the first time in years, was not in the running with his Porsche. Interesting newcomer to the class was John Churchill's very special disc-braked 1,340 c.c. Anglia, which appears to go like the proverbial, but is as yet visibly hampered by suspension difficulties, and Cottrell's cross-flowed and Webered Gilbern, with 32.08 secs., eventually led home Mike Virr's Morgan, and the Doretto of Maberley Parker, who made a welcome reappearance on the hill, while Miss Julie Crick, with Robin Brown's Morgan, kept the flag flying for the fair sex.

Finally, Keith Bennett, with his Austin-Healey 3000, annexed the unlimited class with a run in 33.41 secs. before the inter-club team runs brought to a close a pleasant enough day. Passing thought: sooner or later the club is going to have to do something about what, for want of a better description, might be referred to as the conveniences. . . .

HOWARD BILEY.

## Results

**Joint B.T.D.:** P. Cottrell (Lotus 15) and K. Wilson (Lister-Jaguar), 28.23 s. **Class 1:** 1, C. Priddey (Cooper-J.A.P.), 31.73 s.; 2, D. Gallimore (Elva F.J.), 32.18 s. **Class 2:** 1, K. Wilson (Lister-Jaguar), 29.09 s.; 2, T. Norton (Lotus F1 (S)), 29.19 s.; 3, B. Field (Lotus Super Seven), 29.43 s. **Class 3:** 1, B. Field (Lotus Super Seven), 28.78 s.; 2, A. van Moyland (Cooper-Climax), 29.55 s.; 3, A. Reardon-Smith (Lotus Super Seven), 30.52 s. **Class 4:** 1, P. Cottrell (Lotus 15), 28.45 s. **Classes 5 and 6, amalgamated:** 1, C. Williams (Austin-Cooper), 34.37 s.; 2, P. Brocklehurst (Austin-Cooper), 34.96 s.; 3, N. Harvey (Austin-Cooper), 35.19 s. **Classes 7 and 8, amalgamated:** 1, H. J. Lee (Jaguar 3.8), 33.42 s.; 2, A. Lefevre (Sunbeam Rapier), 36.04 s.; 3, D. Atkinson (Jaguar 2.4), 37.27 s. **Classes 9, 10 and 11, amalgamated:** 1, D. Farley (Austin-Cooper), 34.61 s.; 2, P. K. Howells (Mini-Minor), 36.87 s.; 3, G. Howard (Austin-Cooper), 37.25 s. **Class 13:** 1, A. Lefevre (M.G. Midget), 33.56 s.; 2, R. Hickman (Austin-Cooper), 33.58 s.; 3, R. David (A.-H. Sprite), 34.53 s. **Class 14:** 1, P. Cottrell (Gilbern), 32.08 s.; 2, M. Virr (Morgan), 32.81 s.; 3, M. Parker (Doretto), 32.92 s. **Class 15:** 1, K. Bennett (A.-H. 3000), 33.41 s.; 2, H. Parsons (Jaguar XK 150), 33.98 s.; 3, H. J. Lee (Aston Martin), 34.23 s. **Inter-Club Team Award:** S.W.A.C. "C" Team—A. Reardon-Smith (Lotus Super Seven), T. Pascoe (Porsche) and C. Jones (Riley 1.5).

In the racing car classes there was some very close sprinting in the 500 c.c. class with Mike Ledbrook coming out best with a run at 40.60 secs. followed by W. D. Adams with 41.54 secs. and Hughes with 41.88 secs.

In the over 2,000 c.c. sports and Grand Touring classes J. T. Hodges managed to spin his E-type, but the sight to see was Ron Fry's getaway in the Ferrari—absolutely breathtaking. W. Bloomfield with the vast 5,350 c.c. Bugatti Pandora spun this as well on his first run!

J. A. Cleverly, driving B. A. Jacobs's M.G., went off merrily into the undergrowth on his first run—as it wasn't his car perhaps he didn't mind—and in the 1,000 to 1,600 c.c. sports car class the Triumph Spitfire of E. A. Wathey rose gently onto its rear suspension at the ninety degree bend and spun slowly. The other Spitfire of P. Taylor did not look very stable either. The class was won by R. Rose in the very fast Elite of his. In the smaller closed car classes the various Minis had a good dice with each other with D. Martland in a Mini with the registration number DIG 1, understeering like mad.

MICHAEL WARE.

## Results

**B.T.D.:** J. Randles (Cooper-Climax Monaco), 39.40 s. **Class Winners:** R. J. Miller (Mini-Cooper), 48.65 s.; W. L. Clifton (Rapier), 48.32 s.; H. S. Shepherd (Jaguar 3.8), 44.75 s.; D. Martland (Mini), 42.72 s.; R. J. Ashford (Sprite), 43.42 s.; B. A. Marshall (Elite), 46.28 s.; R. Rose (Elite), 42.01 s.; R. Fry (Ferrari 250GT), 42.32 s.; M. J. Crabtree (Lotus 7), 39.84 s.; J. Randles (Cooper-Climax Monaco), 40.38 s.; M. J. Ledbrook (Cooper-Norton), 40.60 s.; J. Denley (Elva), 41.37 s.; K. Moore (Fairley-Climax), 41.15 s.; G. V. Tyack (Emeryson-Climax), 42.97 s.

## MAIDSTONE & MID-KENT M.C.

### CHICO RALLY

THIRTY-NINE crews, ranging from long-in-the-teeth John la Trobe/Julian Chitty to Nick Jackson/Norman Ducker, still cutting their rally molars, sampled the Maidstone and Mid-Kent's closed Chico Rally on Saturday, 6th April.

After the menu was handed out at St. Michael's Garage, Tenterden, diners found friendly, efficient waiters serving *hors d'oeuvres* at three-minute intervals down to and across the Marsh. Possibly because of dry roads and *Express* and *Star* cards, even novices had time in hand—and no one sampled the soup!

For fish, a quiet sortie off the Marsh to a marshal on the Pilgrim's Way behind Folkestone, where Brian Chambers/Ron Green (Rapier) and other gourmets paused to reflect over the wine list before placing their orders, while gourmands Des Chappell/Don Jackson (Morris 1100), Lyle Cathcart/Brian Gray (Rapier) and Alan Firmin/John Spiers (M.G. 1100) bolted straight in—and suffered plotting indigestion thereafter.

Paul Jenkins, clerking his first course, varied the regularly served Route à la North Downs by serving the main meat of the rally around Alkham, Lydden, Coldred, Barfreston, Knowlton and Ratling before cutting across Lyminge Forest to Brabourne and then to coffee at the Swan Hotel, Charing.

Although lightly marshalled in the second half, the large helpings kept navigators busy chewing, particularly where minor problems were added to spice the main diet of six-figure references. Even John la Trobe's three-cylinder Volkswagen lost a minute and Alan Firmin's M.G. 1100, still feeling a Hopper Hangover perhaps, dropped a check point as well as seven minutes. Tony Tucker/Reg Wynn, five minutes down at Brabourne, left the table soon after when their Zephyr III suddenly refused all further food.

Sweets? You should have seen some of the lady crews!

TONY TUCKER.

## Results

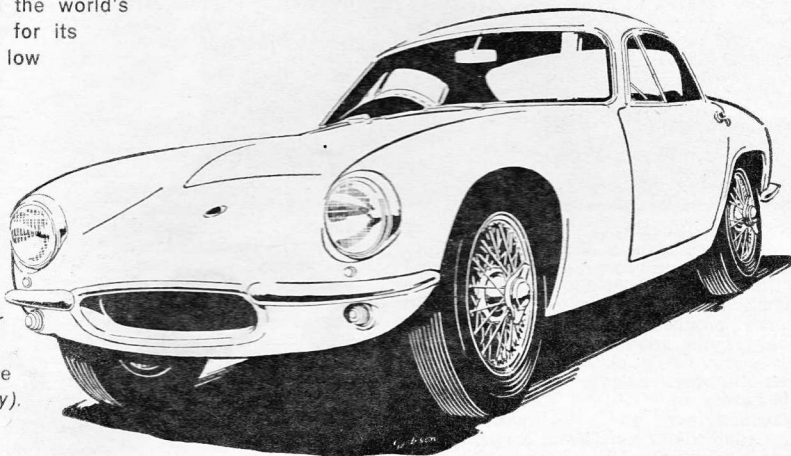
1, John la Trobe/Julian Chitty (Volkswagen), 1 mark; 2, Brian Chambers/Ron Green (Rapier), 2; 3, Rod Hulks/Eric Poulton (Vitesse), 6; 4, Des Chappell/Don Jackson (Morris 1100), 50; 5, Alan Firmin/John Spiers (M.G. 1100), 57; 6, John Pocock/David Bailey (Rapier), 61; 7, R. P. Doe/K. Brewster (Cooper-Mini), 76; 8, Joe Apps/Roger Jewell (Cooper-Mini), 104; 9, David Burgess/Peter Bennion (Cooper-Mini), 107; 10, C. Benfield/J. Groves (SAAB), 118.

## Join the Elite

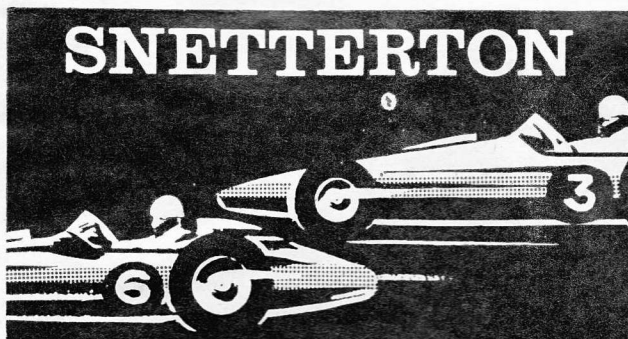
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# SNETTERTON

Romford E.C.C. Co-Promote Their First Race

Meeting at Snetterton on Easter Monday

*RICHARD ALLEN won the saloon car race in fine style—but so he should with a 1,650 c.c. Ford Anglia!*

Jim Russell was more concerned with the back marker of his school who was behind Stan Biles (Merlyn) and breaking up the school's ranks! They took the first eight places.

The last event was an invitation race for the drivers with the fastest lap times of the afternoon. It was disappointing not to have the E-types and Allen's Anglia there, but the race was certainly very exciting. Marriott (Elite), White (M.G.-Climax), Bond-Smith (Rejo) and Corfield (Terrier) were on the front row of the grid and the Elite led from the fall of the flag. But the competition for second place provided the most thrilling sight of the day with the last three joined by Cranstone (Peejay special) and Osborne (Lotus Super 7). As the race progressed Osborne retired on the third lap, followed on the last lap by Cranstone and White who was black-flagged when his exhaust pipe

THE Romford E.C.C.'s first attempt at organizing a race meeting was co-promoted with the Eastern Counties M.C. and the Cambridge C.C. on Easter Monday. The weather, although not sunny, was dry, and the day produced some fine club racing watched by a good crowd. There is certainly room for a closed-to-club event on Easter Monday, judging by the over-subscribed entry list.

The first event was a high-speed trial in which competitors were given a target number of laps, 8, 9 or 10 in 20 minutes. J. R. York (Lotus 7), one of the two 10 lap men, saw the chequered flag fall when he was only eight seconds away from his tenth lap. G. White (M.G.-Climax), Jacquie Cook (Wombat), D. Marriott (Elite) and T. Moore (Lotus 7) all put in their nine laps. T. J. Drury (Mini), Wingfield (Anglia) and Glueck's rather tired Mercedes 300SL put in eight laps. An unfamiliar sight was Dunkley's vintage Alfa Romeo 1750 saloon, going very well—he actually overtook two Minis on the inside at the hairpin and kept in front of them! However, he just failed to make his eight laps.

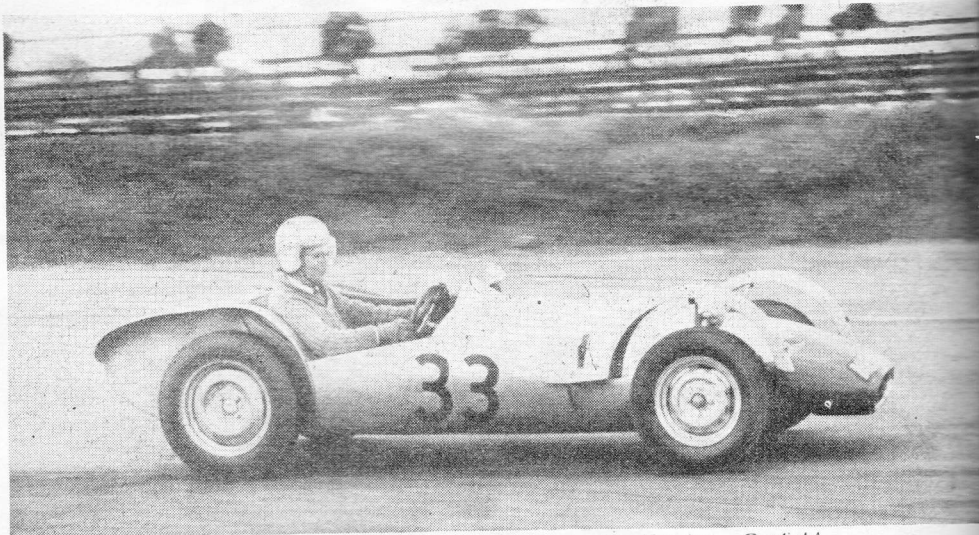
The 1172/750 Formulae race over five laps was won by John Corfield (Terrier) with Arthur Cook (Rejo) and H. J. Milborrow (Milmor) fighting for second and third places. The winner just lapped Goodwin, leader of the 750 class and J. D. Colman (M.G. TC), winner of the "T" series race which was run concurrently.

The race for Sports and G.T. cars had a line-up of 18 on the grid with Fruittight and Captain Sargent (E-types) and Marriott's Elite on the front row. Fruittight was just ahead of the Elite at Sear and that was the way it stayed for the race, with these two nose to tail the whole distance. Only 0.6 sec. separated them at the finish.

Crocker (Lotus 7) led all the way in the sports-racing event. He was being challenged by J. York in the Lotus 7 when, on lap two, York spun off at Riches and overturned. He was immediately taken to hospital with a broken jaw. This was the only accident of the day. Wilks in his "hairy" Jaguar-engined Omega came round on the first lap towards the end of the field, but on lap two found some more steam and came past the pits lying fourth behind

Crocker, Bond-Smith (Rejo) and Cranstone (Peejay). Having started from the back row of the grid, Cranstone had shot up on the inside into third place at Sear, but then developed troubles and dropped back. The Omega passed these two on the Norwich straight and finished second.

Richard Allen in a 1,650 c.c. Anglia had an easy victory in the seven-lap saloon car race, finishing 59 secs. in front of David Alexander in a Mini-Cooper. Maurice



JOHN CORFIELD at speed down the straight in his Terrier. Corfield won the race for 1172 and 750 Formulae cars from Arthur Cook's Rejo and H. J. Milborrow's Milmor.

Winch broke a con. rod in practice and got his race-scarred Simca ready for the event, to finish third. Class winners were Allen, Ron Sartain (Wolseley 1500), Alexander and G. Line (Austin Mini).

Jim Russell's driving school had a day out in the single-seater racing car event. Hatter built up a three-second lead over Davies and Giddings who had quite a battle for second place, finishing 0.2 sec. apart.

hung loose, to make the finishing order: Marriott, Corfield and Bond-Smith.

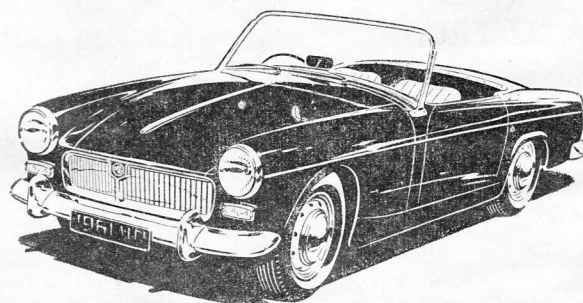
This was the first of what it is hoped will be a long series of successful Romford E.C.C. race meetings. The organization was good: there were no annoying hold-ups, and the races started on time.

CHRISTOPHER PELLING.

Results were published in last week's issue.

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**B.A.R.C. (S.W. CENTRE)****BRUNTON HILL-CLIMB**

SEVERAL leading hill-climb specialists put in an appearance at Brunton last Sunday for the B.A.R.C.'s opening event of the year on this pleasant Wiltshire hill near Andover. Peter Westbury was on hand with his new Felday, already a winner at Wiscombe on its first outing, and David Good had entered his 1,500 c.c. supercharged Cooper-Climax. Patsy Burt was there, too, with her evergreen (or should I say blue) single-cam Cooper and she made B.T.D. of 29.13 secs.

The first five classes were for normal and improved series production touring cars with a definite emphasis on B.M.C. Minis. The course was very wet and in places extremely muddy so no class records fell. Class 1 for 850 c.c. cars was won by C. E. Trickey (Morris Mini) in 35.90 secs., while the second class, which like the first contained entirely Minis, was won by G. Lawrence (Austin-Cooper) in 31.00 secs. J. R. Bigland's Ford Anglia was all by itself in the 1,300 R.W.D. class and R. Payne (Rapiet) took the 2 litre section. V. J. Crappell won as he pleased in the unlimited class, driving his familiar white 3.8 Jaguar, and the only real opposition came from G. M. Rowe's noisy 3.4 version.

Class 6 for sports and G.T. cars up to 1,100 c.c. contained a mixed bunch of cars ranging from some extremely hot over-bored Minis to Ashley Cleave with his remarkable Morris Spl., which dates back longer than I care to remember. Needless to say Ashley proved once again that experience counts in hill-climbing, and won his class in 31.30 secs.

The 1,600 c.c. sports and G.T. class was again very much a mixed bag with M.G.s, two new Triumph Spitfires, a Porsche Super 90, a Ford Allardette, several Elites including A. P. Chambers' very hot version, and an 1,172 c.c. Lotus 7. The class was won by the Elite of R. Smart. The 2-litre section contained almost entirely TRs and Morgans with only the veteran Donald

Monro breaking the monotony with his A.C. Ace-Bristol. Not surprisingly Monro won the class in a time of 33.27 secs.

The final sports and G.T. class for unlimited capacity cars was usually well supported and included such delectable cars as Ron Fry's Ferrari 250GT, Tom Cunane's Zephyr-engined A.C. Ace and Peter Farquarson's yellow and black 5,420 c.c. Chrysler-Allard, although I hardly feel that Farquarson's lethal Allard qualifies as a sports or G.T. car—especially at Brunton where a class for sports-racing cars is included. Ron Fry was out of luck this time and had a nasty moment at the top of the course, bending the front of his beautiful Berlinetta and allowing the class to be won by Farquarson in 30.36 secs. Several specials entered the sports-racing class although V. J. and D. E. Bridges (Lotus-Classic 7), J. J. Lord (Lotus-Classic 7), Bernard Harding (Lotus-Climax 7) and R. C. Rye (Lotus-M.G. Mk. 6) obviously had the fastest cars, M. J. Crabtree eventually coming out on top in his very hot Lotus 7.

L. A. Stone (Cooper-Norton) popped and banged his way up to win the 500 c.c. racing class, which was not exactly surprising as he was the only starter. The 1,500 c.c. class was really exciting with John Macklin's ex-Romanes Lotus 20 and Howard Bennett (Merlyn-Ford) fighting for every second with Patsy Burt on a rapidly drying course. Patsy just scraped home the winner in 29.13 secs. from Bennett (29.30 secs.) and Macklin (29.35 secs.). G. M. Cotton and C. J. S. Drewett shared a nicely prepared Lotus-Ford 18 in this class and the front engined Rayberg Junior also made a couple of runs. The only other runner, Tom Elton with David Good's 1961 championship winning Cooper-J.A.P. 1100, struggled to the top but was not impressive. The final class was for unlimited racing cars and with two important non-starters was rather lacking in motor cars. George Keylock once more failed to appear with the Cooper-Buick and poor David Good broke the belts to his supercharger during practice. This left Peter Westbury the easy task of making best time although

his time of 29.73 secs. was still not good enough to stop Patsy Burt from making final B.T.D. Westbury sportingly gave Good a drive in the Felday, which offered the local driver yet another chance of showing the crowd what an accomplished driver he is.

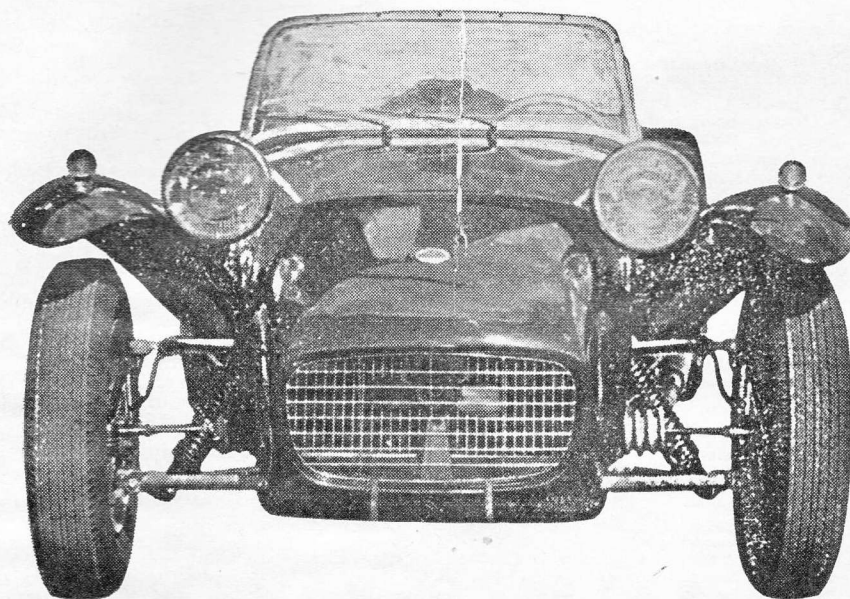
All in all, it was a good hill-climb enjoyed by all, save the unfortunate driver of a Lotus Elite who in practice proceeded to keep his foot hard down after the finishing line, bounced from bank to bank and finally finished up against an electricity pylon, completely writing off the Elite and cutting off Collingbourne Kingston's electricity supply!

PAUL WATSON.

**Results**

**B.T.D.:** Miss P. Burt (1.5 Cooper-Climax), 29.13 s. **Saloon Cars. Up to 850 c.c.:** 1, C. E. Trickey (Morris Mini), 35.90 s.; 2, N. G. Williams (Morris Mini), 37.63 s.; 3, J. Ode (Morris Mini), 38.93 s. **851-1,300 c.c. f.w.d.:** 1, G. Lawrence (Austin-Cooper), 31.00 s.; 2, T. Williams (Morris-Cooper), 31.39 s.; 3, W. D. Sawyer (Morris-Cooper), 32.14 s. **851-1,300 c.c. r.w.d.:** 1, J. Bigland (Ford Anglia), 38.03 s. **1,301-2,000 c.c.:** 1, R. Payne (Sunbeam Rapier), 36.60 s.; 2, G. C. Collins (Sunbeam Rapier), 34.79 s.; 3, M. W. G. Lucas (Vauxhall VX4/90), 35.52 s. **Over 2,000 c.c.:** 1, V. J. Crappell (Jaguar 3.8), 31.94 s.; 2, G. Rowe (Jaguar 3.4), 34.29 s.; 3, H. Digby (Allard PI), 36.07 s. **Sports and G.T. Cars. Up to 1,100 c.c.:** 1, W. A. Cleave (Morris Special), 31.30 s.; 2, G. Took (Morris-Cooper), 32.03 s.; 3, D. Sturgess (Lotus-B.M.C. 7), 31.74 s. **1,101-1,600 c.c.:** 1, R. Smart (Lotus Elite), 31.53 s.; 2, W. Swayne (Porsche Super 90), 31.85 s.; 3, A. P. Chambers (Lotus Elite), 32.22 s. **1,601-2,000 c.c.:** 1, D. Monro (A.C. Ace-Bristol), 33.27 s.; 2, H. Hamblin (Triumph TR4), 33.59 s.; 3, J. Spurrell (Triumph TR3A), 34.76 s. **Over 2,000 c.c.:** 1, T. Farquarson (Chrysler-Allard J2X), 30.36 s.; 2, R. Fry (Ferrari 250GT), 32.22 s.; 3, B. Haslam (Morgan Plus 4), 32.97 s. **Sports-Racing Cars:** 1, M. J. Crabtree (Lotus-Climax 7), 30.33 s.; 2, J. J. Lord (Lotus-Ford 7), 31.75 s.; 3, C. B. L. Harding (Lotus-Climax 7), 32.25 s. **Racing Cars. Up to 500 c.c.:** 1, L. A. Stone (Cooper-Norton), 33.96 s. **501-1,500 c.c.:** 1, Miss P. Burt (1.5 Cooper-Climax), 29.13 s.; 2, H. M. Bennett (Merlyn-Ford), 29.30 s.; 3, J. J. Macklin (Lotus-Ford 20), 29.35 s. **Over 1,500 c.c.:** 1, P. Westbury (2.5 s/c Felday-Daimler), 29.73 s.; 2, D. R. Good (2.5 s/c Felday-Daimler), 30.01 s.; 3, D. Baker (2.0 Cooper-Climax), 33.75 s.

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# LAND'S END TRIAL

Motor-Cycling Club's  
Annual Easter Classic



THIS Easter saw the Motor-Cycling Club run the 43rd Land's End Trial in cloudy and showery conditions. The rain in the West country on the previous days had made some of the hills quite muddy. This year there were 147 cars entered, and the route from the breakfast stop at Minehead to the finish at Newquay contained most of the old favourites in the way of hills, with some new ones thrown in for good measure.

First hill was Station Lane, in Lynton, which is mainly a stop and restart test on a very steep slope. The Roost followed (Beggars Roost) and this year it was in fine form, stopping quite a number of well-known people. This year the sting came right at the top, just before the "Section Ends" notice, where it would appear a lot of new shale had been added!

Barton Steep came next and was a short, timed climb. Orange, near Torrington, was included this year after a break of a year

or two. Allacombe came next and then on to Darracott—the "Fingle" of the Land's End. As usual the steep starting point (luckily not very muddy) caught a few people, but civilization has caught up with this hill and one of the hairpins had been tar macadamed—shame!

Galsham was a new one and very muddy indeed: it is in fact the old section known as Putshole in reverse. Next came a section known locally as Linton. After the lunch stop at Bude came that delightful run down the coast road to Crackington (this road section drops down a 1 in 3 hill and climbs a 1 in 4 the other side!).

Crackington has been in the trial for a number of years and before the war was known as Mineshop. This year the hill was in fine fettle, and in fact a delay of over an hour and a half built up here at one time. The cause of the trouble was the recovery tractor, which completely cut up the surface near the summit in its efforts to recover some of the stranded cars. Unfortunately a large pre-war Ford broke its crown wheel and pinion in the middle of



CLIMBING at Darracott is the Tucker Nippy Special of Miss M. B. Tucker-Peake. This car distinguished itself at Galsham.

the trial on many of the hills. However, at Beggars Roost Bud Smith in his Saab was seen disappearing in a cloud of clutch smoke; luckily the clutch lasted the trial, but the Saab had an "off" day. Peter Noad in a shiny VW failed near the top, likewise one of the Trojans—a very unusual occurrence. Peter le Couteur treated it as if it were a main road hill in his Dellow, as did K. B. Shaw in his Dellow with "sprint" engine.

Cyril Posthumus driving a Renault 4L Estate ably passengered by Wilson McComb found the Roost too steep for the little car. J. K. Bonnett in an elderly Morris 8 retired at the Roost with a slipping clutch and not enough urge. On the road sections he had to take the Toll road at Porlock, and Lynton Hill in reverse! Tony Gosnell in a Fiat 500 with three up found that he had too much weight on board and did not get very far.

At Galsham the H.R.G. of W. G. T. Hanpson climbed in fine style, spraying mud over everyone: likewise the special of Miss M. B. Tucker-Peake. At Crackington, as already mentioned, the Morgans treated it as a speed hill-climb. The Minis and 1100s could not get enough grip; trying hard they all failed about half way up. J. W. Cartwright in a pre-war Austin Nippy just failed near the top. Bluehills Mine was reached quite late, in time to see two of the vintage Austin 7s, driven by Barry Clarke and John Hill, leap gaily over the summit. Also climbing well here was the pre-war BMW of Jackie Epstein and the Wilson-Ford Special of Miss Daphne Freeman.

So to the finish, where 39 cars claimed First class awards, 31 second, and 17 third. Not the most difficult of Land's End Trials, but it was tricky in places and as usual run with the superb efficiency of the M.C.C. Roll on the next of the classics—the Derbyshire.

MICHAEL WARE.

THE START of the Beggars Roost with the Austin of Bryan Halliday just leaving. This year the Roost was in fine form and the tricky part was right at the very top.

the hill and the resulting antics by the tractor left the top of the hill in a shocking state. However, by the time the team of Morgans and some VWs had blasted their way through, some sort of track came to light!

Hustyn, near Wadebridge, caught out a few who took a left-hand line after the bends. That magnificent section Bluehills Mine was not as difficult as in some years. From Bluehills the competitors made their way 15 miles back to the finish at Newquay.

This year the London starters were the last to leave and your reporter was amongst them, which unfortunately meant that he could not see many of the earlier cars on

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## SWANSEA M.C.

## PEMBREY SPRINT

RAIN, relentless and heavy, was the keynote of Swansea Motor Club's restricted Easter sprint meeting at Pembrey, the downpour continuing throughout the day. This, together with a gusty wind, had a marked effect, both on the times and on the entry. As usual the club, which justifiably claims the best entry of any Welsh speed event, found its list over-subscribed; however, the programme on the day was decimated by non-starters, which must have greatly annoyed those would-be entrants who had been rejected.

This year the organization at Pembrey has been somewhat revamped and, notwithstanding the difficulties of marshalling and scrutineering a large entry in appalling weather, things got under way more or less on time, and the practice sessions soon indicated the shape of things to come. Tom Jones's F.J. Envoy mounted a bale, while Fred Holmes, F.J. Lola borne, found himself facing the wrong way on more than one occasion, and even John Brierley, with his Lotus-Climax 7, joined the revolving throng.

Proceedings proper started with touring cars, and Keith Howells, out with his Down-ton Mini for the first time this year, returned 42.70 secs. on his first run and then went out again and, despite an unorthodox course in and out the markers, clocked 41.99 secs. to take the small saloon class with no significant opposition. The class for Coopers, surprise, surprise, saw Roger Hickman's Arden-tuned Austin-Cooper, with 38.43 secs., fairly walk away from Nick Porter's familiar machine which, with 39.53

and though Mark Rigg made one very determined attempt, it remained to Mike Virr to get down to 37.78 secs. on one run, before his second attempt when he locked the wheels at the esses, and then got under way again with such gusto as to do some considerable mischief to the straw bales on the finishing straight, from whence the car disappeared into the paddock to be seen no more. Meanwhile Ken Wilson who, now that his Lister boasts a modified 3.8 engine, might have been expected to twist again like he did last summer, demonstrated instead his increasing mastery over this potent machine with an undemonstrative 37.02 secs. to take the class before returning 36.92 secs. to take the large sports-racing class as well.

In fact this car offered the only serious challenge to Ray Terry, who made a comfortable B.T.D. of 36.11 secs., in the face of a variety of opposition rendered embarrassingly impotent by the weather, with his rather special Jim Whitehouse-tuned, Climax-powered, all-independent Lotus Super Seven. So confident of the lack of opposition was Terry that he used his second run for tyre-pressure experiments which, judging by the slide they produced, were deemed unsuccessful. With the major honours going to the Arden car, the way was left clear for Seward Ashcroft, with his Lotus Super Seven, to take the small sports-racing class, with 38.68 secs., by the narrowest of margins from Brian Field, whose similar mount returned 38.69 secs. Second to Wilson in the unlimited class was Peter Cottrell's Lotus 15 with 37.65 secs., while into third place came a cautious Charles Sgonina, feeling his way with his newly acquired ex-Jim Clark Aston Martin DBR1 in the wet, but nonetheless getting down to 39.80 secs.

The unlimited G.T. class produced the only serious incident of the event when Stuart Wilson, having already spun his Jaguar XK 140 on his first attempt, took to the grass on his second. In normal circumstances this would hardly have mattered, but the car dug in on the softened soil and onlookers witnessed the unusual spectacle of a rolling Jaguar. The car turned out to be fairly beaten up under its coating of mud, but the belted pilot was quite unharmed, and Ken Wilson went on, in his E-type Jaguar, to record 38.23 secs., taking the class from Bomford's Jaguar-engined Healey Silverstone and bringing to a close a rather dismal but well-organized day. It seems a pity that the club should be discredited by allowing local competitors out on to public roads with their competition numbers still proudly displayed.

HOWARD BILEY.

## Results

**B.T.D.:** R. Terry (Lotus Super Seven), 36.11 s.  
**Racing Cars up to 1,000 c.c.:** 1. C. Priddy (Cooper-J.A.P.), 38.11 s.; 2. P. Williams (J.P. Special), 39.36 s.; 3. W. Smith (Cooper-J.A.P.), 39.56 s.  
**Unlimited:** 1. K. Wilson (Lister-Jaguar), 37.02 s.; 2. P. Cottrell (Lotus 15), 37.65 s.; 3. M. Virr (Morus), 37.78 s.  
**Sports Cars up to 1,600 c.c.:** 1. S. Ashcroft (Lotus Super Seven), 38.68 s.; 2. B. Field (Lotus Super Seven), 38.69 s.; 3. A. Reardon-Smith (Lotus Super Seven), 38.98 s.  
**Unlimited:** 1. K. Wilson (Lister-Jaguar), 36.92 s.; 2. P. Cottrell (Lotus 15), 37.65 s.; 3. C. Sgonina (Aston Martin DBR1), 39.80 s.  
**Sports and G.T. Cars up to 1,100 c.c.:** 1. A. Lefevre (M.G. Midget), 39.12 s.; 2. R. David (A.-H. Sprite), 41.61 s.; 3. G. Kitsell (A.-H. Sprite), 41.71 s.  
**1,101-1,600 c.c.:** 1. P. Cottrell (Gilbern), 39.96 s.; 2. T. Pascoe (Porsche), 40.41 s.  
**1,601-2,600 c.c.:** 1. M. Virr (Morgan), 39.46 s.; 2. B. Beynon (Triumph TR3), 40.96 s.  
**Unlimited:** 1. K. Wilson (Jaguar E-type), 38.23 s.  
**Touring Cars up to 1,000 c.c. (excluding Coopers):** 1. K. Howells (Mini-Minor), 41.99 s.; 2. H. Strawford (Mini-Minor), 42.44 s.; 3. P. Griffiths (Austin Mini), 45.46 s.  
**Mini-Coopers:** 1. R. Hickman (Austin-Cooper), 38.43 s.; 2. N. Porter (Austin-Cooper), 39.53 s.; 3. C. Williams (Austin-Cooper), 39.68 s.  
**1,001-1,600 c.c.:** 1. A. Lefevre (Sunbeam Rapier), 40.68 s.; 2. P. Fenton (Ford Anglia), 41.88 s.; 3. C. Jones (Riley 1.5), 43.39 s.  
**Unlimited:** 1. A. Bassett (Jaguar 3.8), 39.83 s.; 2. T. Bassett (Jaguar 3.8), 39.84 s.

## MORECAMBE C.C. EASTER DRIVING TESTS,

14th APRIL

## Results

**Experts:** 1. C. H. Briars (Volvo); 2. T. Stott (Minx); 3. Miss L. P. Reddy (Midget); 4. C. E. Willicombe (TR4); 5. T. Mason (Sprite).  
**Novices:** 1. G. Crossley (Mini); 2. F. D. Cookson (Mini); 3. J. Crossley (Mini); 4. H. H. Gardner (Mini); 5. H. G. Helliwell (M.G. 1100).


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**RAY TERRY (Lotus Super Seven)**  
*makes a cautious start, but he set B.T.D. with a time of 36.11 secs.*

secs., was hotly pursued by yet another Austin-Cooper, which, in turn, clocked 39.68 secs. in the determined hands of Boat Williams, who is, of course, well accustomed to such watery conditions. Amie Lefevre's Rapier, despite the weather, had no difficulty in returning 40.68 secs. to take the larger class, knocking a piece off the class record in the process.

The Mini times make interesting comparison with the racing cars in the wet. The small racing class saw Tom Jones take again to the decor and withdraw with a slightly deranged suspension, while Colin Priddy's Mk. 8 Cooper-J.A.P., with 38.11 secs., took the class from Williams's J.P. Special, with 39.36 secs., and the Mk. 11 Cooper "Twin" of Wilf Smith, with 39.56 secs., while Tony Griffiths's Lotus 18 could not improve on 40.20 secs.

In the unlimited class Peter Cottrell's Lotus 15, as usual, gave a good account of itself, though the 1½-litre ex-Marsh Lotus, with a multiple entry, can hardly be said to have had a good day; only occasionally was the motor firing properly, which was probably a good thing in the circumstances,

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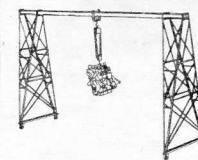
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(Continued overleaf)



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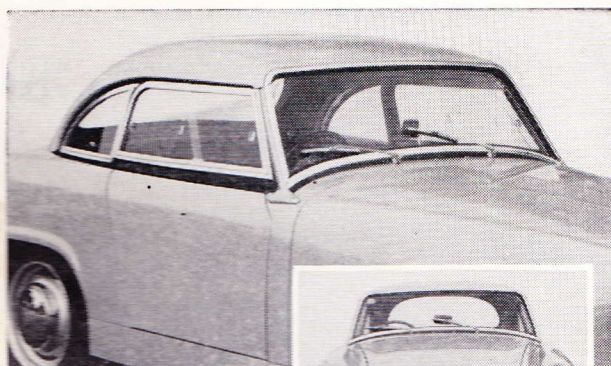
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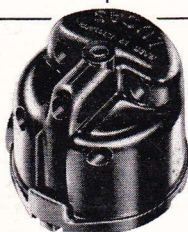
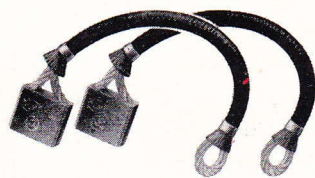
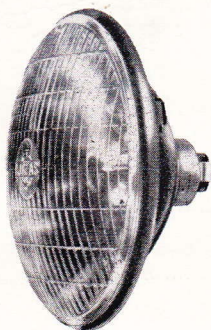


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