

AINTREE "200" MEETING

AUTOSPORT

MAY 3, 1963

AUTOSPORT

2/-

EVERY FRIDAY
Vol. 26 No. 18

BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

TULIP RALLY—FULL REPORT AND PICTURES : SYRACUSE GRAND PRIX : THE HILLMAN IMP
RACING AT SILVERSTONE AND SNETTERTON : LOTON PARK HILL-CLIMB : FUEL INJECTION FERRARI



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

The Triumph TR4 is an out-and-out sports car. It sprints from 0-50 in 8.2 seconds. And goes on sprinting to a top of 110 mph. It is very fast and very potent. You'd expect this from a TR.

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AUTOSPORT

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May 3, 1963 Volume 26 Number 18

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EDITORIAL

HIGHER AND HIGHER

UP go the speeds of the 1963 Formula 1 cars. At Aintree, in the B.A.R.C.'s "200", Graham Hill's winning average was 1.6 m.p.h. faster than the previous "fastest ever" at the circuit, the 1962 "200". Even more significant was Jim Clark's shattering of the lap record, by the remarkable margin of 3.2 secs., to give a speed of 96.60 m.p.h.—or over 10 m.p.h. quicker than the speed averaged by the winning 2.5-litre Mercedes-Benz in 1955! Clark's figures were achieved with a Lotus-Climax fitted with Weber carburettors, and not the latest fuel-injected engine. On the other hand, news comes from Monza that a new Formula 1 Ferrari driven by Willy Mairesse, and fitted with Bosch fuel-injection, has been busy sorting out the existing road circuit lap record, unofficially taking it up to nearly 131 m.p.h. It is quite likely that a car of this type will be seen on Saturday week at the B.R.D.C. *Daily Express* International Trophy meeting, to be driven by John Surtees. With the British Grand Prix coming up on the same circuit on 20th July, Ferrari will doubtless take every opportunity to match their latest car against the very powerful opposition from Great Britain. The fine race at Aintree rather whets the appetite for coming battles, and one is pleased to note the opposition which is being offered to the factory cars by Innes Ireland in the Lotus-B.R.M. of the British Racing Partnership. Under the banner of U.D.T.-Laystall, Ireland had an unhappy season in Formula 1, but now he is going as fast as anyone, with 3rd, 1st and 2nd places in successive Formula 1 races. However, whilst Jim Clark provides the fireworks, the accomplished Graham Hill goes on his winning way, displaying the temperament which made him Champion of the World. B.R.M. were not represented at either Pau or Imola, both of which races were won by Clark, but in their two clashes in this country Hill has emerged winner on both occasions. It may be argued that a tactical error cost Clark the Snetterton race, and that the battery failure at Aintree did likewise in the "200", but the fact remains that Hill has a remarkable record of consistency in Grand Prix racing during the past year or so.

ROOTES ENTER A NEW FIELD

WITH the introduction of the rear-engined, o.h.c. Hillman Imp, the somewhat conservative Rootes Group at once offers strong competition to established rivals in the small-capacity category. It is a well-designed and thoroughly likeable vehicle, aimed at seizing a sizeable slice of the ever-increasing market for under 1,100 c.c. "economy" cars. With its light alloy engine of Coventry Climax origin, exceptionally efficient all-synchromesh gearbox and irreproachable road-holding, this Scottish-built car will undoubtedly make a wide appeal, particularly on the home market.

OUR COVER PICTURE

ON THE STARTING RAMP outside the Huis ter Duin Hotel at Noordwijk Aan Zee is the Ford Falcon Sprint of Henri Greder/Marcial Delalande. The Ford France entered car won the new style 1963 Tulip Rally last week, thereby fulfilling the promise shown after the very impressive showing in the special stages of the Monte Carlo Rally earlier this year.

Photo: George Phillips

**CASTROL
WINS
IN
TULIP RALLY
LADIES CUP**

**Pat Moss & Jennifer Nadin
FORD CORTINA**

**CLASS A 1ST D. Morley/E. Morley
AUSTIN-HEALEY 3000**

**CLASS G 1ST E. Swart/R. Fusina
FIAT 1300**

**CLASS H 1ST P. Hopkirk/H. Liddon
MORRIS COOPER**

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**USING IMPROVED CASTROL
BALANCED MULTI-GRADE OILS**



THE FUEL INJECTION FERRARI

DURING the winter months, Ferrari has been preparing a new Formula 1 car, which will make its debut at Silverstone in the hands of John Surtees. The engine is the 120 deg. V6 with two valves per cylinder, and the chassis is basically similar to that used on the experimental car Mairesse drove at Monza in 1962.

The engine was prepared by Michael May, the young Swiss technician, who was with Porsche and Mercedes-Benz before he joined Ferrari last October. May has adapted a six-cylinder Bosch fuel pump as used on the W196 Mercedes-Benz: direct injection to the cylinders is employed.

The first car was taken on test at Monza by Mairesse, and bettered the existing road circuit record several times, eventually recording figures of around 131 m.p.h.

On the test bed, the engine has exceeded 200 b.h.p., and there has been a considerable increase in torque as compared to the carburettor version. With a compression ratio of over 10 to 1, tentative performance figures are 200 b.h.p. at 10,000 r.p.m., but 210 b.h.p. is expected within the next few weeks.

Whilst a six-speed gearbox will be used for Silverstone, a five-speed unit will be fitted for Monaco. Road-holding has been immensely improved, and the 1963 car, even with P.I. equipment, will be lighter than last year's machines.

There is no indication, as yet, that a monocoque is in course of construction, but it is significant that a British manufacturer has received an order for some experimental rubber tanks.

May is devoting his energies to the V6 engine, but already V8 and V12 power-units are in course of development. The Swiss engineer believes that a fuel-consumption formula to replace the existing formula should be carefully considered by all entrants.

GUNTHER MOLTEN.



MAURICE GATSONIDES holds up the vixen which he killed in Germany while competing in the Tulip Rally.

JIM HALL decided that his Chaparrals would cause far too much argument with the scrutineers at Le Mans, so preferred to withdraw his entry.

A SLIP-UP in Bruce McLaren's "From the Cockpit" article last week referred to "petrol ignition". It should, of course, have read "petrol injection".

PIT and Paddock

CO-DRIVING Swiss driver Kalmann von Csazy's Ferrari GTO in the Targa Florio this Sunday will be Andrew Hedges.

MIKE HAILWOOD AT MALLORY
WORLD motor-cycle champion Mike Hailwood is due to make his motor racing debut at Mallory Park this Sunday at the wheel of either his new Brabham Junior or a borrowed Lotus Junior. Also taking part at this B.R.S.C.C. club meeting is Norman Surtees. First race is at 2.15 p.m., but after the second race there will be a 10-lap speedboat race on the Mallory Park lake for the fleet of new "Watersport" class 500 c.c. racing power-boats. John Taylor and Jack Pearce and another racing driver are to see what they can do about David Barton, Allan Moore and Nigel Riley.

OLIVIER GENDEBIEN has confirmed that he will not be racing at Le Mans this year.

THE two Minis for the Targa Florio are entered by Downton Engineering Works, Ltd.

STING-RAY Corvette v. A.C. Cobra battle is hotting up and seems to be the topic of conversation for all American motor racing enthusiasts. Carroll Shelby's advertisement in *MotoRacing* typifies the situation: "Attention Corvette Owners! To Get Rid of That Foul Taste in Your Mouth (Cobra Exhaust) Order a Cobra 'Riverside Replica'. Identical to Cars That Finished 1-2 at Riverside on 2nd-3rd February (Except for One Minor Detail). New Cobras Equipped with Wide-base Magnesium Wheels (Increase in Traction Cuts 2 Seconds off Cobra's Lap Record)—" How splendid—and General Motors can do nothing about it as they are not allowed to advertise racing successes!

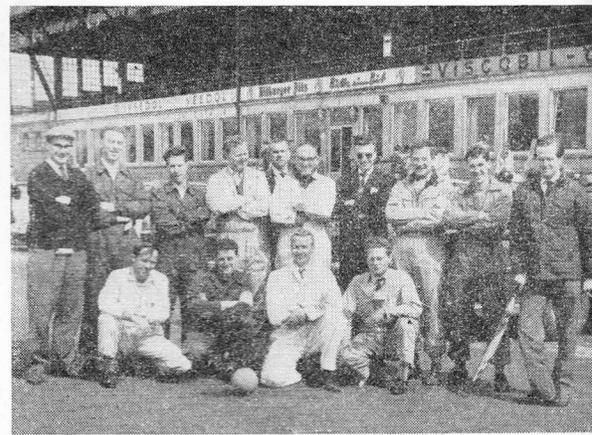
AFTER a disappointing debut at Mallory Park at Easter, Paul Emery's Twin-Min. is undergoing further modification, in particular the cylinder heads and transmission. Extensive testing is to be carried out by Roland Dutt, who is also reserve driver. If the tests are successful the car will be driven in the Nürburgring 1,000 kms. by John Campbell-Jones. This is a prototype for a planned team of G.T. cars to be run by Vanderbyl Motor Racing, Ltd., in conjunction with Paul Emery.

DRIVERS from A.T.S. are named as Phil Hill, Giancarlo Baghetti and Jack Fairman: no mention of Mike Hailwood, who was rumoured to be racing for them at Silverstone.

WE are pleased to hear that Dave Riley was not seriously hurt at Cesenatico at Easter. It appears that he was closely following another competitor when a left disc broke and sheered the steering arm bolt, sending the car up on to some straw bales and then over. The car was not badly bent and Dave only lost a quantity of skin off his right forearm and left hand.

PICKO TROBERG, the successful Swedish racing driver, has been appointed a team driver for B.M.C. (Sweden) A.B. and, together with Hans Radefalk, will compete in the Swedish Championship races. Troberg is also to drive a new Formula Junior Lola—his first race with this car should have been at the Nürburgring last Sunday.

THE AUTOSPORT Trophy and replicas in the Circuit of Ireland were awarded to Adrian Boyd/Maurice Johnston (Sunbeam Rapier).



TULIP RALLY service crews at the Nürburgring pose for chief photographer George Phillips. Seconds later, with the first cars coming in, they disappeared in all directions!

AINTREE NOTES

DURING practice, unofficial lap records were set up by Roy Salvadori (Cooper Monaco), 1 min. 57.6 secs. (91.84 m.p.h.), Salvadori and Graham Hill (3.8 Jaguars), 2 mins. 13.6 secs. (80.84 m.p.h.), and in Juniors, Attwood (Lola-Ford), Arundell (Lotus-Ford) and Spence (Lotus-Ford) all did 2 mins. 00.2 sec. (89.65 m.p.h.). . . . David Piper suffered a broken arm when his Lancia Flavia crashed during Friday's practice. . . . Jim Blumer's Marina Rolls-Royce was excluded for being push-started in the sports car race. . . . Mrs. Mirabel Topham was unhappily ill, and was an absentee from the race. . . . Liverpool's Steering Wheel in the Swan, run by Mr. and Mrs. Mervyn Kearon, was a popular rendezvous at race week-end. . . . The S.M.M. and T. committee met last Friday in the Rembrandt Club to discuss proposed Formula 1 changes. . . . A parade of veteran cars between races was much admired—particularly N. E. J. Bradshaw's 1900 3½ h.p. Liver Benz.

PORSCHE PLANS

NEW titanium con-rods from Krupps may be used for the further development of the Porsche G.P. "eight". However, concentration on the new six-cylinder production car, and the G.T. version of the eight-cylinder, prevents participation in the World Championship Formula 1 series. It is likely that cars will be produced for Solitude and the German Grand Prix. G.M.



22-YEAR-OLD Swiss driver Herbert Muller who impressed many people with his driving of the Filipinetti Lotus 21 in the Pau Grand Prix recently.



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RALLIES HELPS
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BUILD SAFER
TYRES FOR YOU**

TULIP RALLY

LADIES CUP

1st MISS P. MOSS
MISS J. NADIN
FORD CORTINA

ALSO **2nd AND 3rd**
IN GENERAL
CLASSIFICATION
AND SIX CLASS
WINNERS

Subject to official confirmation



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FOR TOP SAFETY
TOP MILEAGE

SPORTS NEWS

THE "AUTOSPORT" CHAMPIONSHIP

ROY SALVADORI's win at Aintree puts him at the head of the AUTOSPORT Championship table, one point clear of Alan Foster who won with his M.G. Midget at the Maidstone and Mid-Kent M.C.'s National Silverstone meeting last Saturday.

The provisional list of leading positions after Aintree and Silverstone is 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. Roy Salvadori (Cooper Monaco)*	G	27	3
2. Alan Foster (M.G. Midget)*	A	26	4
3. Mike Beckwith (Lotus 23B)*	F	25	4
4. Peter Arundell (Lotus 23)*	E	22	3
5. Andrew Hedges (M.G. Midget)	A	21	3
6. Adrian Dence (Morgan Plus 4)*	C	18	2
Graham Hill (Jaguar E)*	D	18	2
Tony Lanfranchi (Elva Mk. 7)	F	18	2
Peter Skidmore (Jaguar D)	G	18	2
10. Derek Alderson (Lotus Elite)*	B	15	2
11. Sidney Taylor (Lotus Elite)	B	12	2
Bob Burnard (A.C.-Bristol)	C	12	2
David Howard (Jaguar E)	D	12	2
Keith Greene (Lotus 23B)	F	12	3
15. Alan Hutcheson (M.G.B.)	C	11	2
Stephen Minoprio (Elva Mk. 7)	E	11	2
Frank Gardner (Brabham)	F	11	2
18. Warwick Banks (Turner-Climax)	A	10	2
Dennis Morgan (Elva Courier)	C	10	2
Sid Fox (Lola-Climax)	E	10	2
Innes Ireland (Lotus 19)	G	10	2
22. 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
Roger Nathan (Lotus Elite)	B	9	1
Ken Mackenzie (Turner-Ford)	C	9	1
Ken Baker (Jaguar E)	D	9	1
Brian Hetreed (Aston Martin Zagato)	D	9	1
Ewen Paul (Elva Mk. 7)	E	9	1
Chris Ashmore (Elva Mk. 6)	E	9	1
Mike Beard (Lotus 17)	E	9	1
Jimmy Clark (Lotus 23B)	F	9	1
Alan Rees (Lotus 23B)	F	9	1
35. Chris Lawrence (Morgan Plus 4)	F	8	2
Robin Benson (Elva Mk. 7)	E	8	2

*Class leaders.

CHIPSTEAD MOTORS have been appointed sole distributors for Alfa Romeo in London, Middlesex, Kent and Essex. All seven models of the latest range are available for demonstration at Chipstead showrooms at 142 Holland Park Avenue, London, W.11.

TWO new American Sciroccos are to be driven at Silverstone on 11th May by Tony Setter and Pedro Rodriguez.

JOHN COUNDLEY will not be driving in this Sunday's Targa Florio owing to homologation problems.

THE second round of the R.A.C. Hill-climb Championship takes place at Prescott this Sunday, and the meeting is organized by the Bugatti Owners' Club as usual. Apart from the traditional Bugatti handicap there is an Inter-Country Bugatti Team handicap. Climbing starts at 10.30 a.m.



DERRICK ASTLE

THE untimely and tragic death of Derrick Astle as the result of an accident on Trois Epis during the Tulip Rally came as a great shock to all who knew him. A sense of deep personal loss cast a shadow over the event, for Derrick was one of the most popular men in the game. He will be sadly missed.

Derrick Astle, who was 38, was the founder and managing director of a large firm of cotton manufacturers in Rochdale and a director of several companies in the North. He started rallying in 1956 and soon achieved the first of many successes with a Rapiere and then with his two TRs, all bearing his well-known number DA3. A second place in the Silver Star Championship followed and then his interest in international rallying was awakened when he accompanied Mike Sutcliffe and Phil Crabtree on the 1961 Monte in the Zephyr-mounted run which they won as a result of their victory in the Horsman Monte. The three finished sixth overall and won their class.

Derrick had previously been placed fourth overall in the 1960 R.A.C. Rally (also with Mike Sutcliffe) in a Riley 1.5, and these performances, coupled with many successes in British events, won him a place in the B.M.C. works team. Last year he and Peter Riley brought a Healey into second place in the G.T. class in the Tulip Rally and also competed together in the Alpine and the Liège. Derrick then left B.M.C. at his own request to drive for the Reliant team as a number one and continued to race and rally his own Healey with considerable success, often racing on Saturday afternoons and turning out for a rally at night.

Derrick was devoted to rallying and it would not be too much to say that the rallying fraternity were devoted to him.

We should like to offer our sympathy to his widow and four children.

THE main event at the Snetterton Motor Racing Club's meeting this Sunday is for Vintage, P.V.T. and Historic Racing Cars. Heading the entry list for the Stanley Sears Trophy race is Sid Day (E.R.A.) and competing against him are cars ranging from 750 c.c. Austin Ulsters to Bentleys, Aston Martins, more E.R.A.s, a Maserati, an Osca and a Darracq. There are also races for Formula Junior, G.T., saloon and sports cars and amongst the latter should be Hugh Braithwaite in a new Deep Sanderson 301 coupé. Snetterton starts at 2 p.m.

THE Formula 1 Naples Grand Prix scheduled for 12th May has been cancelled.

FORMULA JUNIOR CHAMPIONSHIP

ALREADY noted for their sponsorship of Britain's best National Rally, the Express and Star of Wolverhampton is organizing a Formula Junior Championship this year, based on trade-supported national open and international meetings held in this country. Points are scored in a similar way to the World Championship method and the best five of six performances will count, depending on the number of qualifying rounds.

JOHN COOPER sees a great future for the "Twinni-Mini" type of vehicle, with one engine in use for shopping, etc., and both for serious high-speed cruising. It would also be invaluable in sparsely populated areas, should one engine fail!

C. J. WILLIAMS, A.M.I.Mech.E.

IN a recent paragraph, we referred to the thesis submitted by Jack Williams to the Institution of Mechanical Engineers. It should be made clear that the correct letters after Mr. Williams's name are "A.M.I.Mech.E." Although his thesis, and his articles in AUTOSPORT both concerned high-speed engines, they were independently works which should be studied separately by all keen students of design.

IN 1936 the late Sir T. O. C. Samuel completed 1,000 miles in 24 hours in his "T.T. Replica" Frazer-Nash. Recently three chain-driven Frazer-Nashes repeated this performance. The cars were a 1928 Boulogne, a 1932 T.T. Replica, a well-known veteran of pre-war Alpine trials and the T.T., and a 1934 T.T. Replica. The run started at Measham and went on to Ollerton, Scotch Corner, Penrith, Carlisle, Lanark, Stirling, Lochearnhead, Ballachulish, Fort William, Fort Augustic and ended at Inverness. The run was sponsored by several well-known accessory firms.



TULIP RALLY TALK. B.M.C.'s chief competitions technician Doggie Watts (left) talks with Pauline Mayman, Pat Moss and Jennifer Nadin, Pat's new 20-year-old navigator. Pat and Jennifer carried off the Coupes des Dames award in a Ford Cortina G.T.

WE hear that well-known Italian driver Giorgio Scarlatti will be driving the interesting 2-litre de Tomaso sports car in European Mountain Championship events this year.

ONLY 33 starting positions are available to the 66 cars entered for the 47th Indianapolis 500-mile Race on 30th May. Of these, 19 are completely new cars.

MESSERS. SALFORDS GARAGE, of Salfords, Surrey, have now available performance equipment, manufactured by Pierre Ferry S.A., of France, for the marque Simca.



NEW NORTHERN TUNING ESTABLISHMENT

B.R.T. DEVELOPMENTS is the name, sited at Littleborough, Lancs, and staffed by Jimmy Barham who looks after the mechanical side, Harry Ratcliffe, who concentrates on development and tuning, together with John Taylor, on sales. The firm is under the guidance of Harold Ratcliffe, the local B.M.C. Main Dealer.

The company was formed after three years' racing experience with the well-known Ratcliffe Minor 1000, which, driven by Harry in both blown and un-blown form, has received many chequered flags and, to the writer's amazement, it was actually third in the 1961 B.R.S.C.C. Clubman's Championship.

Morspeed Works is equipped with the very latest Crypton Walker Road Load Dynamometer which, for the layman, enables road load testing by the use of rollers on which the drive wheels revolve, to assimilate speeds in excess of 90 m.p.h. In effect, cars can be tuned under actual working conditions, where even transmission loss can be taken into account. Other facilities include a first class machine shop, welding plant, brake testing equipment, etc. In other words—the lot!

Well-known names who already take advantage of the B.R.T. set-up include Mike Sutcliffe and the Rev. Rupert Jones.

For the 1963 racing season Team Red Rose, which comprises Harry Ratcliffe and his men with the addition of Neville Hodkin, will race an M.G. 1100 Group 2 and a Cooper-Mini Group 3. A full season is contemplated, including some foreign participation, and if these cars go as well as the old 1000, this new concern should be worth a visit to discuss old and new tuning problems.

FRANCIS PENN.



AN M.G. 1100 makes use of the Crypton Walker Road Load Dynamometer at B.R.T. Developments.

A CAVALCADE of cars depicting over 65 years of British Motoring History will be held in the Park of Blenheim Palace from 11 a.m. to 6 p.m. of Sunday, 9th June. There is to be a concours d'elegance and a panel of motoring personalities will act as judges. Entry forms, obtainable from the organizers, the Oxford Freedom from Hunger Committee, 25 Lathbury Road, Oxford, should be returned by 20th May. There is a 5s. entry fee plus a further 5s. to take part in the concours. In addition, a festival of flowers is to be organized and this is also in aid of the Freedom from Hunger campaign.

AT long last the R.A.C. *Motor Sport Year Book and Fixture List* for 1963-64 is available. The "Blue Book" lists over 700 R.A.C.-recognized motor clubs, gives the dates of more than 2,000 sporting events and gives regulations of all motor sporting competitions. There is also a special F.I.A. section dealing with international dates, regulations of World Championships, etc. It is available from the R.A.C. Competitions Department, Pall Mall, London, S.W.1, price 5s. (postage 1s.).

SIXTH TOTAL INTERNATIONAL RALLY

THE wheels of organization for the Sixth Total International Rally and Regularity Trial—South Africa's premier motor rally, and the second last qualifying event for the 1963 national rally championship—are already revolving.

The event, which is the most gruelling test of car, driver and navigator in Southern African rallying, will be held over the period 28th-31st August. The route this year will consist of a rally section of between 1,000 and 1,300 miles, of which the last 150 miles will be a regularity section, and a regularity trial of approximately 700 miles from Pretoria to Lourenco Marques. There will be both secret and hidden controls on the regularity sections.

Teams will have a choice of 13 starting points for the rally section. These will be at Johannesburg, Bloemfontein, Durban, East London, Cape Town, Windhoek, Lourenco Marques, Bulawayo, Salisbury, Lusaka, Blantyre, Beira and Mbabane.

A minimum of two are needed for a crew, and all competing cars must be fitted with safety belts. The organizing club, the Pretoria Motor Club, have got a strong organizing team together, and tall Tom Oerder will be Clerk of the Course for the third year in succession.

CASTROL'S annual "Achievements" is now available and readers may obtain free copies of the lively 52-page booklet from "Achievements", Castrol, Ltd., Castrol House, Marylebone Road, London, N.W.1.

IAN RABY TO RACE GILBY

IAN RABY has purchased the complete team of Gilby Formula 1 cars, including last season's four-cylinder Climax-engined car. Ian has been driving the latest car this year. It is fitted with a Weber carburetter, V8 B.R.M. engine and a six-speed Colotti Type 34 gearbox. It is entered by Ian Raby (Racing) Ltd., and, of course, is known as "Puddle Jumper".

A SUPER version of the Ogle SX1000 has been introduced. New luxury innovations are included in the specification and the car sells at £1,069 19s. 9d. including tax—a price which represents an "effective cut" of £70. John Sprinzel, of Lancaster Mews, London, W.2, has been appointed official London service agent for the SX1000.

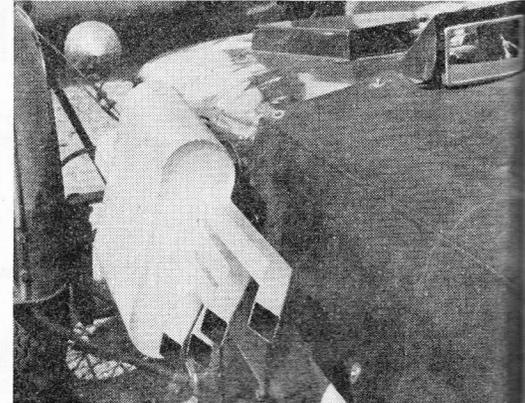
RELIANT have acquired a new factory at Shenstone where machining operations and sub-assembly work will be carried out. Production should be increased from 150 to 250 vehicles per week by 1965.

RAYMOND MAYS and Partners are to stage motor auctions in conjunction with Olympia Motor Auctions (Derby), Ltd. These will be held on the first and third Tuesday of each month, commencing 7th May at Bourne.

LE MANS WEEKEND

ENTHUSIASTS who book on the Charter-space Weekend Air Excursion to Le Mans will be able to sample the most up to date air travel arrangements. The outward flight will be made by Caravelle Jet and the homeward trip by B.E.A. Vanguard. A coach is provided right to the gates of the circuit, where it will remain overnight to enable passengers to get a little sleep during the Saturday night.

A few vacancies also remain on the Comet flight to Monaco for the European Grand Prix, and further details may be obtained from the Grand Prix Box Office, 254 High Street, Uxbridge.



IT'S A SQUARE WORLD! Seen at a recent Seven-Fifty Motor Club meeting was this novel exhaust pipe arrangement on a 750 special. The car went very well, too, so perhaps this will be the beginning of a trend!

THE A.C. COBRA

ON a recent visit to the A.C. works at Thames Ditton I was greatly impressed with the large number of Cobras which were being completed for export to the States.

Carroll Shelby is getting 10 per week and crying out for more, so the factory is very busy. As the mighty dollar gets priority, home customers are going short, but a few Ford Zephyr and Bristol-engined cars are turned out to fulfil outstanding orders.

The Cobra is not yet available in England but it is hoped that AUTOSPORT will have a road test car in the very near future.

JOHN V. BOLSTER.

MOTO BALDET, LTD., are sponsoring a fuel economy test, starting on 19th May, consisting of a Mini-Minor driven for a week round Northampton by well-known motoring personalities. Tickets can be bought to assess the fuel consumption and the nearest answer wins the car. The proceeds are for the Northampton and County Spastics Society.

MR C. E. ANDREWS is to succeed Mr. M. J. Tustin as President of Standard-Triumph Motor Co. Inc., New York, with effect from 1st June.

AVON have introduced a Mark 4 version of their high-speed Turbospeed tyres which give better grip in the wet together with better road behaviour as a result of the combination of high-adhesion rubber with an advanced tread pattern.

THE Fourth Annual Veteran and Vintage Car Auction will be held on 6th July at 2 p.m. at Palace House in the New Forest.

BOB BURNARD has now taken delivery of his "Veedol" Lotus 27.



WINS AGAIN!

AINTREE INTERNATIONAL '200' MEETING - APRIL 27th

SPORTS CAR RACE

1st Roy Salvadori

COOPER MONACO CLIMAX
Entered by C. T. Atkins

1151 to 2000 c.c. Class

1st Mike Beckwith

LOTUS-FORD
Entered by Normand Ltd.

Up to 1150 c.c. Class

1st Peter Arundell

LOTUS-FORD

FORMULA JUNIOR RACE

1st Denis Hulme

REPCO BRABHAM FORD
Entered by Brabham Racing Developments Ltd.

Subject to official confirmation

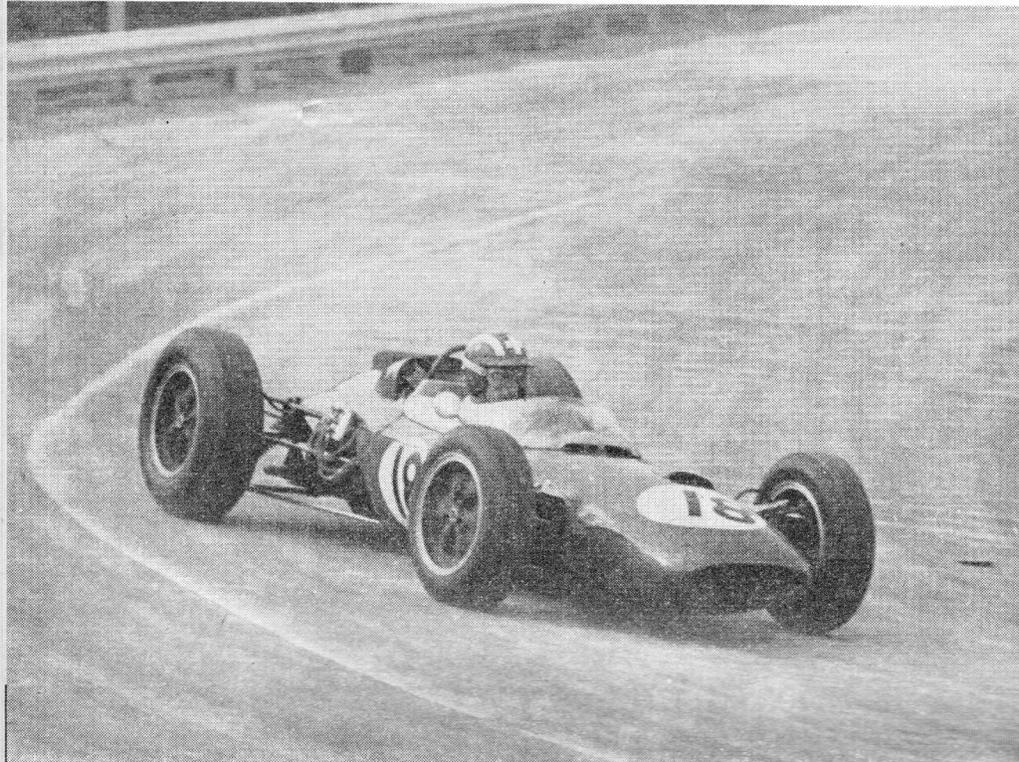
using ESSO GOLDEN, finest petrol you can buy

ALWAYS LOOK TO ESSO FOR THE BEST

SYRACUSE TO JO SIFFERT

Swiss Driver Wins Italian Race at which no Works Teams Start—De Beaufort Second

REPORT AND PHOTOGRAPHY BY BILL GAVIN



JOSEPH SIFFERT corners his winning Scuderia Filipinetti-entered Lotus-B.R.M. 24 on his way to an excellent and well-deserved victory in the Syracuse Grand Prix.

IN the absence of any works teams, the Syracuse Grand Prix was reduced to a rather second rate affair. Nevertheless it afforded the private entrants a welcome measure of success, with the Swiss Jo Siffert winning in his Lotus-B.R.M. 1 min. 20.6 secs. ahead of Carel Godin de Beaufort in his old Porsche. Third, one lap behind, was the Italian Carlo Mario Abate, who drove a Centro-Sud Cooper-Maserati, while Bob Anderson, in fourth place with his Lola V8, was four laps in arrears. Jo Bonnier had an unhappy race in the Walker Lotus V8, which had roadholding problems, but pressed on after a pit stop to take fifth place ahead of Prince Starrabba's Lotus 18.

FROM Pau and Imola the "little circus" moved South to Syracuse to take part in the 12th Gran Premio Siracusa. The 3.41 mile circuit formed of public roads is extremely fast with a variety of flat out and near-flat curves, plus one hairpin and two well-banked right angle turns. The lap record still stands to the credit of Stirling Moss who lapped at 114.61 m.p.h. (1 min. 54.3 secs.) in the 2½-litre Vanwall in 1957. Dan Gurney (Porsche) set the 1½-litre record when he returned 1 min. 54.9 secs. during the 1961 G.P., which marked the fantastically successful F1 debut of Giancarlo Baghetti.

The return of Jim Clark and Trevor Taylor to Britain for the Aintree "200" considerably reduced the strength of the Syracuse field. Only 10 cars faced the starter and only half of these were fitted with V8 engines. Jo Bonnier headed the entry list with Rob Walker's Lotus-Climax 24 V8, which was hastily re-commissioned after the oil scavenger pump of the Cooper failed at Imola. This car, driven by Maurice Trintignant at Pau, has had the tankage increased to 32 gallons with the large alloy side tanks forming the lower part of the body. Other Francis mods,

include stronger radius arms and, naturally enough, a Colotti-Francis type 34 six-speed gearbox.

The field was almost identical to that at Imola: Bob Anderson (Lola-Climax V8), Bernard Collomb (Lotus-Climax 24 V8), Carel de Beaufort (Porsche "4"), Gunther Seifert (Lotus-B.R.M. 24 V8), Lorenzo Bandini and Carlo Mario Abate (Cooper-Maserati "4"s), Joseph Siffert (Lotus-B.R.M. 24 V8), Prince Gaetano Starrabba (Lotus-Maserati 18 "4"), André Wicky (Cooper-Climax "4").

The 1,500 km. journey down the Adriatic and East coast of Sicily involved the mechanics and some drivers in at least 24 hours of non-stop driving. Accordingly the organizers thoughtfully abandoned Tuesday's practice, and the first and final session was set at an indefinite hour on Wednesday afternoon. This turned out to be around 4 p.m. and de Beaufort was out first in the old Porsche which Stirling Moss drove here in 1960, the sober Walker blue still visible in patches where the Dutch orange had been chipped off at Pau and Imola!

The circuit was not in best condition with

repairs incomplete and a great deal of dust around. Jo Siffert set the pace from the beginning while Bonnier was experiencing some difficulty in handling the Lotus which was inclined to take off of its own accord along the straights as well as in the curves. Bob Anderson soldiered around in his Lola for a great number of laps and was rewarded with the second best time at 2 min. 0.1 sec., just 1.1 secs. slower than Siffert's best, while Bonnier was just 0.2 sec. slower than the ex-motorcyclist. De Beaufort also did a lot of laps during the three-hour session, and when really trying hard recorded 2 min. 01.3 secs. Next came the Centro-Sud boys with Abate, who is showing surprising form in F1, just 0.1 sec. faster than Bandini.

STARTING GRID

Bob Anderson (Lola-Climax V8) 2 m. 00.1 s.	Joseph Siffert (Lotus-B.R.M. V8) 1 m. 59.0 s.
Carel Godin de Beaufort (Porsche "4") 2 m. 01.3 s.	Jo Bonnier (Lotus-Climax V8) 2 m. 00.3 s.
Lorenzo Bandini (Cooper-Maserati "4") 2 m. 03.8 s.	Carlo Mario Abate (Cooper-Maserati "4") 2 m. 03.7 s.
André Wicky (Cooper-Climax "4") 2 m. 10.6 s.	Bernard Collomb (Lotus-Climax V8) 2 m. 09.1 s.
Gaetano Starrabba (Lotus-Maserati "4") 2 m. 20.2 s.	Gunther Seifert (Lotus-B.R.M. V8) 2 m. 11.1 s.

The 25th April is an Italian national holiday to commemorate the liberation of Italy on that date in 1945, and the Grand Prix drew a large crowd despite the odd rain clouds which swept across the sunny sky. Preceding the start there was a good deal of ceremony, but unfortunately the parade of cars and drivers alongside their national flags and to the music of a brass band, was reduced to a shambles by the non-comprehending and almost unwilling participants. The flag was lowered by that grand old gentleman, Comm. Renzo Castagneto, the organiser of many Mille Miglias. Bob Anderson got the best of the start and led throughout the first lap, having a margin of three seconds as the cars roared between the crowded permanent stands and pits. But Siffert took over first place on the second lap and moved clear of Anderson, while Bonnier was in third place but with de Beaufort doing his best to get by. Bandini was a few seconds away and clear of his team-mate Abate. Starrabba was next just ahead of Collomb and Wicky, while Seifert in last place was having no joy with his Colotti gearbox.



SECOND was Dutchman Carel Godin de Beaufort in his old Porsche with which Stirling Moss led the same race three years ago!

Siffert continued to draw away on lap 3 and de Beaufort went past Bonnier into third place; meanwhile Collomb moved up to seventh place behind Bandini and Abate. Wicky abandoned his car after three laps, and a lap later Bonnier dropped another place as Bandini went ahead to fourth.

By the tenth of the 56 laps the field was already well spread out with Siffert some 11 seconds ahead of Bob Anderson who led de Beaufort by a slightly larger margin. Bandini in the old Cooper-Maserati was eight seconds behind the big Dutchman,

(continued on page 610)



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the same superb mineral oil you can buy from your local Esso Dealer

ALWAYS LOOK TO ESSO FOR THE BEST



FIFTEENTH TULIP RALLY

Victory for Henri Greder/Marcial Delalande (Ford Falcon Sprint) in the First "Compact" Tulip Rally

BY MICHAEL DURNIN

PHOTOGRAPHY BY GEORGE PHILLIPS

260-km. run to the Nürburgring during which Terry Hunter/John King found time to repair a holed radiator on their Mini-Cooper and the Morleys repaired a brake pipe on their Healey. At the Nürburgring competitors had a 26-km. stage using almost the whole circuit. Here P. A. Andersen/P. Reinholdt crashed, badly damaging their Jaguar E-type. Incidentally, the rally number of this car was 13 and they went off at the 13th-kilometre marker, fortunately without personal injury. Another unlucky crew was Douglas Wilson-Spratt/H. J. Bayliss, who had a steering arm fracture on their beautifully bodied Sprite and had to retire, while Charlie Nesbitt/F. J. Campbell's Mini-Cooper seized but was able to continue.

Best times on the Ring were:

D. Morley/E. Morley (Austin-Healey 3000), 10 m. 38.8 s.; D. C. Astle/D. Grimshaw (Austin-Healey 3000), 10 m. 46.6 s.; H. L. Steunebrink/K. S. Barendregt (Jaguar E-type), 11 m. 43.2 s.; B. M. Pon/H. H. A. Roell (Porsche Abarth Carrera), 10 m. 38.6 s.; L. H. Bakker/H. Umbach (Porsche 1600 S90), 11 m. 32.4 s.; J. Meur/X (Porsche 1600 S90), 12 m. 41.4 s.; H. Greder/M. Delalande (Ford Falcon Sprint), 10 m. 57.6 s.; B. Lundberg/S. Lindstrom (Jaguar 3.8), 11 m. 50 s.; J. Sprinzel/B. Hughes (Jaguar 3.8), 12 m. 9.2 s.; P. Ruby/G. Raschig (DKW F12), 11 m. 3.8 s.; J. Vernaeve/H. Vittel (Morris Cooper), 11 m. 40 s.; O. Bromark/K. Sykell (SAAB 96), 12 m. 2s.; P. Moss/J. Nadin (Ford Cortina), 11 m. 36.8 s.; I. Lewis/K. Ballisat (Sunbeam Rapier), 11 m. 50.2 s.; B. Soderstrom/B. Olsson (Volvo P544), 12 m. 5.2 s.; P. Hopkirk/H. Liddon (Morris Cooper), 11 m. 31.8 s.; R. Slotemaker/F. Honhof (DKW F12), 11 m. 34.4 s.; J. W. Bootz/R. L. G. M. Gorris (DKW F12), 11 m. 46.8 s.. Leaders in the private owners' category were: K. E. Wits/H. Kiviet (Volvo 122S), 12 m. 20.4 s.; G. J. Allen/S. Woolley (Vauxhall VX 4.90), 12 m. 32.4 s.; J. Crossley/J. Spijker (M.G. 1100), 13 m. 58.8 s.; H. Veth/H. T. C. Oostburg (Renault R8), 14 m. 34.2 s.

BEING THROWN THROUGH an ess bend half way up the La Roche stage is the Mini-Cooper of Julien Vernaeve/H. Vittel. Vernaeve is, of course, one of Belgium's best Mini drivers.

THE immense rallying potential of the Ford Falcon Sprint, which was indicated by the marque's superb performances on the special stages of the Monte Carlo Rally, was underlined last week when Henri Greder and Marcial Delalande drove a Falcon entered by Ford France to outright victory in the Tulip Rally. The victory was, however, celebrated with less gusto than usual for the event was overshadowed by the tragic death of Derrick Astle, one of the most popular of all competitors.

It was a new style, streamlined Tulip lasting but three days and two nights and this proved to be a popular change although many crews felt that a total of about 70 miles of special stages (almost all hill-climbs) in a rally over 2,000 miles long provided an unimpressive ratio.

SCRUTINEERING took place at Noordwijk Aan Zee on 22nd April, and over 160 cars and crews turned up, although the only trace of the works Mercedes and of Hans-Joachim Walter's Porsche was a telegram to the organizers saying that they would not be starting. All went smoothly save for the Tornado Talisman of Sherwood/Oettreli which was rejected by the scrutineers and the Lotus Elan of Burton and Gartside, which was rejected as being unhomologated.

The start took place at 7 o'clock on Tuesday morning and Sherwood Skelly/George Youngson pushed their Alfa Romeo Sprint Veloce across the line as it could not be persuaded to start. Further pushing down a convenient hill was of no avail and the unfortunate crew eventually discovered that a broken valve had badly damaged the cylinder head. However, they hired a Daf and were able to see something of the rally route in its later stages.

A simple run by way of Breda brought the field to a standing start three-kilometre stage along an autoroute at Brecht. It was warm and sunny and the run took place on dry concrete. This sprint ended the rally for Logan Morrison/Ross Finlay, whose works Austin-Healey 3000 blew out a core plug which could not be replaced in time for them to continue. While pulling 8,000 r.p.m. in second gear, Tony Fisher/Ron Crellin had a fan belt break on their Mini-Cooper, but, although the car

finished the test boiling like a kettle, they were able to replace the belt and continue without difficulty. Best performances over the sprint were:

D. Morley/E. Morley (Austin-Healey), 1 m. 1.9 s.; P. A. Andersen/P. Reinholdt (Jaguar E-type), 1 m. 2.3 s.; H. L. Steunebrink/K. S. Barendregt (Jaguar E-type), 1 m. 2.5 s.; H. Greder/M. Delalande (Ford Falcon), 1 m. 7.4 s.; J. Sprinzel/B. Hughes (Jaguar 3.8), 1 m. 8.2 s.; B. Lundberg/S. Lindstrom (Jaguar 3.8), 1 m. 8.6 s.; H. Lannsjö/L. Sundin (Volvo 122S), 1 m. 13.4 s.; G. Andersson/L. Berggren (Volvo 122S), 1 m. 13.6 s.; S. Osterberg/L. L. Edenring (Volvo 122S), 1 m. 13.8 s.; J. A. J. Heidendahl/J. H. Boekhout (Alfa Romeo Guill. TI), 1 m. 20.6 s.; J. Nielsen/H. Henriksen (Alfa Romeo Guill. TI), 1 m. 20.9 s.; E. H. Swart/R. Fusina (Fiat 1300), 1 m. 23.1 s.; A. Guilhaudin/H. Balas (DKW F11), 1 m. 17.7 s.; A. Kling/G. Kaufmann (DKW F11), 1 m. 17.9 s.; E. Carlsson/G. Palm (SAAB 96), 1 m. 23.2 s.; B. M. Pon/H. H. A. Roell (Porsche Abarth Carrera), 1 m. 6.3 s.; L. H. Bakker/H. Umbach (Porsche 1600), 1 m. 13.2 s.; J. P. M. Roostenburg/J. A. Roostenburg (Porsche 1600S), 1m. 17s.; P. Ruby/G. Raschig (DKW F12), 1 m. 14.4 s.; M. Lenke/H. H. Vollbeh (Alfa Romeo Veloce Spider), 1 m. 17.2 s.; J. Vernaeve/H. Vittel (Morris Cooper), 1 m. 18.6 s.; I. Lewis/K. Ballisat (Sunbeam Rapier), 1 m. 14.6 s.; P. Harper/I. Hall (Sunbeam Rapier), 1 m. 14.9 s.; P. Procter/M. Kempley (Sunbeam Rapier), 1 m. 15.9 s.; R. Slotemaker/F. Honhof (DKW F12), 1 m. 16.6 s.; P. Gele/C. Laurent (DKW F12), 1 m. 17.6 s.; J. W. Bootz/R. L. G. M. Gorris (DKW F12), 1 m. 17.6 s.

With the speeds in a straight line of the cars thus established, the competitors set off on a



TACKLING the South Turn of the Nürburgring is the works Austin-Healey 3000 of Don and Erle Morley, who were often the best over the special stages.

Three cars abandoned the test due to mechanical troubles; they were J. Nielsen/H. Henriksen (Alfa Romeo Guill. TI), M. H. Goddard/C. D. Kimber (M.G. 1100), gearbox, and R. W. Martin-Hurst/D. J. Friswell (Mini-Cooper).

From the Ring there was a 227-km. run via Mullenbach, Crov and the Saarbrücken autobahn to the second time control at Flughafen Enenheim where the back end of the Peter Harper/Ian Hall Rapier began to sing ominously and the Carlsson/Palm SAAB began to go off tune. Then 146 km. by way of Lutzelbourg and Wangenbourg led to the 6-km. hill climb on the Strudhof. This climb was not particularly steep but was very twisty and was over a wide tree-lined road with a wet tarmac surface.

Best performances were put up by:

D. Morley/E. Morley, 3 m. 57s.; D. C. Astle/D. Grimshaw, 3 m. 58s.; H. Greder/M. Delalande, 4 m. 11s.; G. Andersson/L. Berggren, 4 m. 20s.;



COUPE DES DAMES winners, Pat Moss and Jennifer Nadin (Ford Cortina G.T.), have just passed a Dutch-entered Mercedes-Benz at the end of the Roche hill-climb (top). The upper stretch of the hill was very misty. TINY LEWIS and Keith Ballisat at Trois Ponts (above). Much of the Belgian road system is like this owing to frost damage. GOING UNDER two of the Trois Ponts is the Sunbeam Rapier of Peter Harper and Ian Hall. They eventually finished seventh in the Touring category.

T. Trana/M. Pavoni (Volvo 122S), 4 m. 25s.; J. A. J. Heidendahl/J. H. Boekhout, 4 m. 55 s.; H. Veder/J. Tak, 4 m. 58s.; A. Kling/G. Kaufmann, 4 m. 37 s.; E. Carlsson/G. Palm, 4 m. 40 s.; L. H. Bakker/H. Umbach, 4 m. 3 s.; B. M. Pon/H. H. A. Roell, 4 m. 15 s.; P. Ruby/G. Raschig, 4 m. 27 s.; J. Vernaeve/H. Vittel, 4 m. 37 s.; P. Harper/I. Hall, 4 m. 33 s.; I. Lewis/K. Ballisat, 4 m. 34 s.; P. Hopkirk/H. Liddon, 4 m. 30 s.; P. Gele/C. Laurent, 4 m. 35 s. Best private owners were: H. Burke/M. Daghorn (Volvo 122S), 4 m. 53 s.; J. Crossley/J. Spijker, 5 m. 26 s.; Baron van Voshol/B. de Bergstein (Renault Gordini), 5 m. 42 s.; G. J. Allen/S. Woolley, 4 m. 57 s. and H. Veth/H. T. C. Oostburg, 5 m. 34 s.

From Strudhof, in the dark, there was a 260-km. run via the Col de la Charbonniere where it was rather foggy, the Col de Steige, and Freland (where S. Nordell/P. W. Bone rolled their VX 4/90 with surprisingly little damage to the car and no damage to themselves) to the 4½-km. climb at Trois Epis. It was very wet and heavy rain was falling, making the many sharp corners very treacherous. Shortly after the climb opened, there was a tragic accident when Derrick Astle slid his big Healey off the road and hit a tree. The impact killed Derrick instantly but his co-driver, Don Grimshaw, was completely unhurt. After consultation the other B.M.C. drivers and the members of the Knowldale Car Club decided to continue with the event, feeling that this would have been Derrick's wish.

Best performances up the hill were:

D. Morley/E. Morley, 3 m. 42 s.; V. Elford/D. M. Stone (Triumph TR4), 3 m. 45 s.; J. J. Thuner/J. M. Gretener (Triumph TR4), 3 m. 48 s.; H. Greder/M. Delalande, 3 m. 47 s.; B. Lundberg/S. Lind-

strom, 4 m. 0.4 s.; R. Nellemann/J. Nielsen (Ford Zodiac), 4 m. 15 s.; G. Andersson/L. Berggren, 3 m. 57 s.; T. Trana/M. Pavoni, 4 m. 0.5 s.; S. Osterberg/I. L. Edering, 4 m. 7s.; J. A. J. Heidendahl/J. H. Boekhout, 4 m. 28 s.; E. H. Swart/R. Fusina, 4 m. 30 s.; W. H. Wadham/S. D. Silverthorne (M.G. 1100), 4 m. 30 s.; A. Kling/G. Kaufmann, 4 m. 0.6 s.; A. Guilhaudin/H. Balas, 4 m. 0.7 s.; E. Carlsson/G. Palm, 4 m. 0.9 s.; B. M. Pon/H. H. A. Roell, 4 m. 0.2 s.; L. H. Bakker/H. Umbach, 4 m. 13 s.; J. P. M. and J. A. Roestenburg, 4 m. 53 s.; P. Ruby/G. Raschig, 3 m. 58 s.; J. Vernaeve/H. Vittel, 4 m. 9 s.; O. Bromark/K. Sykell, 4 m. 14 s.; P. Procter/M. Kempley, 4 m. 4 s.; P. Harper/I. Hall, 4 m. 5 s.; I. Lewis/K. Ballisat, 4 m. 5 s.; P. Gele/C. Laurent, 4 m. 6 s.; J. M. B. and C. H. B. Wadsworth, 4 m. 10 s.; T. W. Hunter/J. King, 4 m. 10 s. Best private owners were: W. Klofe/F. Raker, 4 m. 28 s.; J. Crossley/J. Spijker, 4 m. 52 s.; A. Martini/A. de Jager (SAAB 96), 4 m. 55 s.; G. J. Allen/S. Woolley, 4 m. 18 s.; A. C. Ottenhoff/C. van Dis (DKW F12), 4 m. 35 s.

The next épreuve was 70 km. away on a route that took in the Col de la Schlucht and was sited at the Ballon d'Alsace. This, however, was cancelled due to dense fog and the crews pressed on to T.C. 4 at Champagnole where, among those who did not report were E. Whitmore/C. Svendsen (Sunbeam), F. Luckenburg/H. E. Blocker (Fiat), P. B. Westerhuis/W. A. Westerhuis (Fiat), G. Kolwes/H. Heine (Volvo), J. A. and E. P. Linschoten (Volvo), H. Burke/M. Daghorn (Volvo), J. W. Bootz/R. L. G. M. Gorris (DKW), E. Carlsson/G. Palm (SAAB), who had finally succumbed to engine trouble, and H. van Hensbergen/M. Jansen (SAAB).

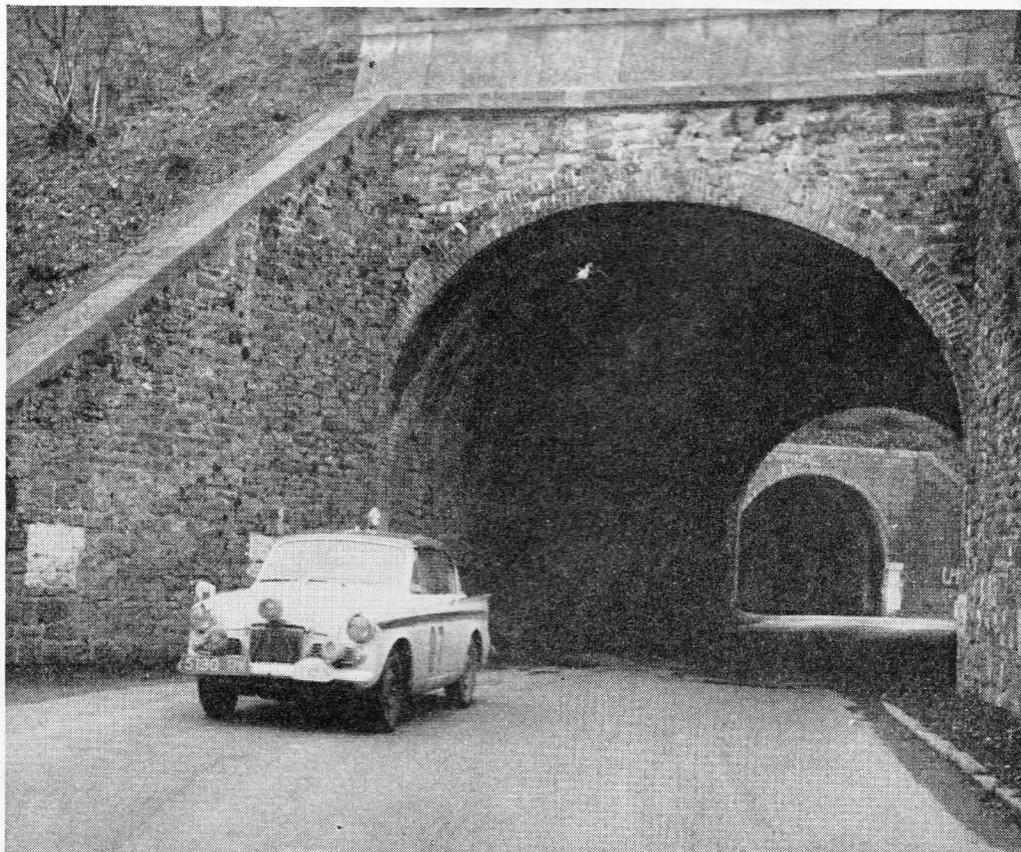
The next climb, 138 km. away, was on Mont Saleve and here the best times were recorded by:

J. J. Thuner/J. M. Gretener, 6 m. 49.8 s.; H. Greder/M. Delalande, 7 m. 8.2 s.; T. Trana/M. Pavoni, 7 m. 5.2 s.; E. H. Swart/R. Fusina, 7 m. 43.6 s.; A. Kling/G. Kaufmann, 7 m. 9.8 s.; B. M. Pon/H. H. A. Roell, 6 m. 53.2 s.; J. Vernaeve/H. Vittel, 7 m. 8.2 s.; P. Harper/I. Hall, 7 m. 15.2 s.; P. Gele/C. Laurent, 7 m. 2 s.

This was a very twisty, steep and bumpy hill, complicated by cloud on much of its 8 km. and already over the past stages it was becoming obvious that there was a vast gap separating the works drivers who had recce'd the route from those private entrants who had not. The hill was marshalled by London M.C. members (who had a fine view of Greder's short trip off the road when passing the Brian Harper/Tim Baker Sprite).

A most beautiful 300 km. route by Anney, Chambery and Dommene brought crews to the long 17.4-km. climb at Chamrousse where snow and grit made the narrow road between snowbanks treacherous and cloud on the last 5 km. made for slower climbs. Best performances:

D. Morley/E. Morley, 13 m. 48 s.; V. Elford/D. M. Stone, 13 m. 57 s.; R. Fidler/D. Barrow,



being M. J. Donegan/J. B. Denny (Riley), R. Slotemaker/F. Honhof and R. A. Clark/T. J. Oldham (Mini Cooper). The differential of Peter Harper's Rapier finally gave up after the climb, and was replaced by the Sunbeam service crew under the direction of Lewis Garrad in just 17 mins.

After the next control at Champagnole another 175 km. led back to the Ballon d'Alsace where falling rain and slush complicated the 9.3-km. climb. Best performances were:

D. Morley/E. Morley, 6 m. 44.4 s.; V. Elford/D. M. Stone, 6 m. 55.2 s.; H. L. Steunebrink/K. S. Barendregt, 7 m. 44.2 s.; B. M. Pon/H. Roell, 7 m. 23.2 s.; J. P. M. and J. A. Roestenburg, 7 m. 47.8 s.; L. H. Bakker/H. Umbach, 8 m. 10.8 s.; H. Greder/M. Delalande, 7 m. 8.2 s.; B. Lundberg/S. Lindstrom, 7 m. 32.2 s.; R. Nellemann/J. Nielsen, 7 m. 44.4 s.; P. Ruby/G. Raschig, 7 m. 26.4 s.; O. Bromark/K. Sykell, 7 m. 44.2 s.; A. Sigurdson/H. Lund, 7 m. 48.6 s.; T. Trana/M. Pavoni, 6 m. 53.2 s.; G. Andersson/L. Berggren, 6 m. 58.2 s.; S. Osterberg/I. L. Edenring, 7 m. 2.8 s.; P. Procter/M. Kempley, 6 m. 54.4 s.; B. Soderstrom/B. Olsson, 7 m. 6.8 s.; I. Lewis/K. Ballisat, 7 m. 9.2 s.; E. H. Swart/R. Fusina, 7 m. 44.4 s.; J. Heidendahl/J. H. Boekhout,

DUTCH DRIVERS H. L. Steunebrink and K. S. Barendregt leave the start (left). In the background can be seen the rally headquarters—the Hotel Huis ter Duin at Noordwijk Aan Zee.

AT ZANDVOORT is the Vauxhall VX4/90 of S. Nordell/P. W. Bone (below). Note the damage which was sustained when they rolled the car at Freland just before Trois Epis. All the same, they were the highest placed in the Vauxhall team.



13 m. 58 s.; H. Greder/M. Delalande, 13 m. 52 s.; B. Lundberg/S. Lindstrom, 14 m. 55 s.; G. Humble/G. Parkes (Ford Zodiac), 15 m. 11 s.; G. Andersson/L. Berggren, 14 m. 4 s.; T. Trana/M. Pavoni, 14 m. 22 s.; S. Osterberg/E. L. Edenring, 14 m. 44 s.; E. H. Swart/R. Fusina, 15 m. 52 s.; J. A. J. Heidendahl/J. H. Boekhout, 16 m. 22 s.; H. Veder/J. Tak, 16 m. 42 s.; A. Guilhaudin/H. Balas, 14 m. 50 s.; A. Kling/G. Kaufmann, 14 m. 56 s.; A. Andersson/X (SAAB 96), 15 m. 30 s.; B. M. Pon/H. H. A. Roell, 14 m. 22 s.; L. H. Bakker/H. Umbach, 15 m. 55 s.; J. Meur/X, 16 m. 31 s.; J. Vernaev/H. Vittel, 14 m. 32 s.; P. Ruby/G. Raschig, 14 m. 37 s.; O. Bromark/K. Sykell, 14 m. 52 s.; P. Harper/J. Hall, 14 m. 30 s.; P. Procter/M. Kempley, 14 m. 39 s.; I. Lewis/K. Ballisat, 14 m. 46 s.; P. Hopkirk/H. Liddon, 14 m. 21 s.; P. Gele/C. Laurent, 14 m. 43 s.; R. Slotemaker/F. Honhof, 15 m. 5 s.; Best private owners were: C. Syberg/P. Olsen, 14 m. 53 s.; J. Crossley/J. Spijker, 17 m. 37 s.; J. Geesink/P. W. Manshanden (Renault Gordini), 18 m. 8 s.; G. J. Allen/S. Woolley, 16 m. 10 s.; and H. Veth/H. T. C. Oostburg, 18 m. 5 s.

Missing at the opening Chamrousse control were J. D. Witvoet/J. de Boer (Ford Capri), M. J. Roelofs/H. Dekker (Buick 53PS—this being the 1956 model), H. A. Appleby/D. West (Sebring Sprite), who lost a wheel at 90 m.p.h., but brought the car safely to rest, G. P. Warner/J. W. Spiers (Triumph), W. Wessel/J. J. van Rossum (Citroën) and S. Heyndijk/L. J. Gillet (Renault Gordini), while A. C. Ottenhoff/C. van Dis missed a secret control at Corenc.

It was very cold and with fresh snow on the ground the rally route turned for home and returned to Mont Saleve for another climb on the opposite slope. Here although the road was very narrow, and had high banks and a ditch at each side, the 4.2-km. road had a very good surface. Best performances were put up by:

D. Morley/E. Morley, 3 m. 26.6 s.; H. Greder/M. Delalande, 3 m. 30.6 s.; T. Trana/M. Pavoni, 3 m. 36.4 s.; E. H. Swart/R. Fusina, 3 m. 55.4 s.; A. Kling/G. Kaufmann, 3 m. 43 s.; B. M. Pon/H. H. A. Roell, 3 m. 34.6 s.; P. Ruby/G. Raschig, 3 m. 34.4 s.; P. Moss/J. Nadin, 3 m. 42.2 s.; and P. Gele/C. Laurent, 3 m. 42.2 s.

A brisk 38 km. brought the route to the ninth stage on the Col de la Faucille where a broken surface and many hairpins did not prevent crowds from coming to watch in the darkness on the steep 10.6-km. hill. Best performances were:

D. Morley/E. Morley, 7 m. 2.8 s.; J. J. Thuner/J. M. Gretener, 7 m. 10.8 s.; V. Elford/D. M. Stone, 7 m. 15.7 s.; B. M. Pon/H. H. A. Roell, 7 m. 38.7 s.; L. H. Bakker/H. Umbach, 7 m. 56.8 s.; J. Meur X, 8 m. 26.1 s.; H. Greder/M. Delalande, 7 m. 14.4 s.; B. Lundberg/S. Lindstrom, 7 m. 55.5 s.; J. Sprinzel/B. Hughes, 7 m. 59.2 s.; P. Ruby/G. Raschig, 7 m. 40.6 s.; J. Vernaev/H. Vittel, 7 m. 50.7 s.; O. Bromark/K. Sykell, 8 m. 6.5 s.; G. Andersson/L. Berggren, 7 m. 29.6 s.; T. Trana/M. Pavoni, 7 m. 43.6 s.; S. Osterberg/I. L. Edenring, 7 m. 53.7 s.; P. Harper/J. Hall, 7 m. 55.6 s.; I. Lewis/K. Ballisat, 7 m. 59.2 s.; P. Procter/M. Kempley, 8 m. 7.2 s.; E. H. Swart/R. Fusina, 8 m. 29.4 s.; J. Heidendahl/J. H. Boekhout, 8 m. 38.8 s.; H. Veder/J. Tak, 8 m. 48.4 s.; P. Hopkirk/H. Liddon, 7 m. 51.4 s.; P. Gele/C. Laurent, 8 m. 7.2 s.; T. W. Hunter/J. King, 8 m. 15.2 s.; A. Guilhaudin/H. Balas, 7 m. 58.2 s.; A. Kling/G. Kaufmann, 8 m. 4 s.; A. Andersson/X, 8 m. 23.9 s.; Best private owners were: W. Klose/Fr. Raker, 8 m. 51.1 s.; G. J. Allen/S. Woolley, 8 m. 36.6 s.; J. Crossley/J. Spijker, 9 m. 41.6 s.; H. Veth/H. Oostburg, 9 m. 58.1 s.; and Baron van Voshol/B. de Bergstein, 9 m. 57.2 s. Comparative times for the Coupe des Dames: S. E. Aldersmith/P. Barr (Austin 7), 10 m. 18 s.; P. Moss/J. Nadin, 8 m. 2.4 s.; R. Smith/E. Lewsey (Sunbeam), 8 m. 21.2 s.; and T. Paton/R. Dixon, 8 m. 22 s.

Three cars did not appear for the climb

SEEN IN A HURRY at the Nürburgring is the Anglo-German crew A. S. Kaye/W. Helm (left). However, their progress is nothing as compared with Paddy Hopkirk and Henry Liddon (right) who are seen from the same spot getting the utmost from their Cooper-Mini. Hopkirk and Liddon finished second in the rally after a fine showing.





7 m. 52.6 s.; H. Veder/J. Tak, 7 m. 56.2 s.; P. Hopkirk/H. Liddon, 6 m. 55 s.; P. Gele/C. Laurent, 7 m. 12.6 s.; T. W. Hunter/J. King, 7 m. 21.4 s.; A. Kling/G. Kaufmann, 7 m.; A. Guilhaudin/H. Balas, 7 m. 13.6 s.; A. Andersson/X, 7 m. 20.6 s. Quickest private owners were: W. Klose/Fr. Raker, 7 m. 34.4 s.; G. J. Allen/S. Woolley, 7 m. 43 s.; J. Crossley/J. Spijker, 8 m. 32.6 s.; Jm. de Rooy/J. van Dijk (Ford Anglia), 9 m. 2 s.; and Baron van Voshol/B. de Bergstein, 8 m. 42.2 s.

From the Ballon in the early hours of the last day, the route retraversed the Schlucht where the seventh time control was sited and went on via Hachimette and the Col de Fouchy to a 4.5-km. climb at Breitenbach where although the rain had stopped the steep and narrow road was very wet. No times are as yet available. It was however a most unpleasant stage for Peter Harper and Ian Hall whose Rapiere had lost its overdrive and which showed a disconcerting tendency to freewheel without warning.

The next special stage was 129 km. away at Nideck, where the very twisty 4.2-km. course was similar in character to Breitenbach. Some outstanding performances were put up by:

D. Morley/E. Morley, 3 m. 8.5 s.; V. Elford/D. M. Stone, 3 m. 8.4 s.; B. M. Pon/H. Roell, 3 m. 25.6 s.; L. H. Bakker/H. Umbach, 3 m. 36.2 s.; B. Lundberg/S. Lindstrom, 3 m. 27.6 s.; H. Greder/M. Delalande, 3 m. 11.8 s.; P. Ruby/G. Raschig, 3 m. 21.2 s.; J. Vernaeve/H. Vittel, 3 m. 27.4 s.; G. Andersson/L. Berggren, 3 m. 20.4 s.; T. Trana/M. Pavoni, 3 m. 21.2 s.; P. Harper/I. Hall, 3 m. 20.6 s.; I. Lewis/K. Ballisat, 3 m. 22.3 s.; E. H. Swart/R. Fusina, 3 m. 40.6 s.; J. Heidendahl/J. H. Boekhout, 3 m. 44.2 s.; P. Hopkirk/H. Liddon, 3 m. 19.8 s.; T. W. Hunter/J. King, 3 m. 26.4 s.; A. Andersson/X, 3 m. 28.4 s.; and A. Kling/G. Kaufmann, 3 m. 28.6 s. Leading the "amateur brigade" were: G. H. Emery/A. G. Duncan (Volvo 122S), 3 m. 46.4 s.; G. J. Allen/D. Woolley, 3 m. 42.8 s.; J. Crossley/J. Spijker, 4 m. 4.8 s.; H. Veldhuizen/C. Mandersloot (Renault R8), 4 m. 10 s.; and Baron van Voshol/B. de Bergstein, 4 m. 0.7 s.

It was a short run to the eighth time control at Wangenbourg where 124 cars checked in. Among those who did not report were Shelagh Aldersmith/P. Barr, W. Helm/K. S. Kaye and L. and W. van der Leden. Windsor Scott/Leo Jemson (Mercedes 220 SE) lost 20 mins. here when they were required to make statements concerning an accident to a non-competitor which they had witnessed.

Via La Hoube, Moulin Neuf and across the border into Belgium, for an early morning 7.5-km. hill-climb at La Roche where the perfect surface and wide road made for fast times, although slight fog was no help. The Morleys were first up and were disconcerted to meet a tractor on the supposedly closed road. Even the phlegmatic Don is reputed to have had some harsh words to say to the marshal at the top of the climb. Other incidents on La Roche were when Keith Ballisat drove the works Rapiere which he was sharing with "Tiny" Lewis into a concrete verge post, slightly

COMPARING NOTES at the La Roche control are (left to right) the winning crew, Marcial Delalande and Henri Greder, and John Sprinzel (above). The American Ford Falcon Sprint was entered by Ford France.

★

THIS VERY CLEAN Mini-Cooper belongs to Charlie Nesbitt/F. J. Campbell and it is seen cornering at the Nürburgring (right).

★

BUSY SCENE at the small German village of Mullenbach (below). The Renault in which AUTOSPORT's Michael Durnin and George Phillips covered the rally is second in the queue.

damaging the wing, and when the works Rapiere of Peter Procter and Mike Kempley had to retire with a broken distributor drive. The very quick Ford Zodiac of R. Nelleman and J. Nielsen ended its run here with a rod through the block and the privately entered but works-prepared Vauxhall of Jim McInnes and S. Parker was said to have dropped a valve.

From La Roche it was but 50 km. to a 4.4-km. standing-start test on the grand prix circuit at Spa Francorchamps, which was followed by a long 390-km. drag via Liège, Hasselt and Eindhoven (the long-awaited test at the new circuit at Zolder having been cancelled) to the last test of the rally at Zandvoort. This took the form of an almost complete lap of the circuit and was followed by a 25-km. finishing section to the final control at Noordwijk Aan Zee.

That evening came a minor sensation when it was revealed that the much fancied Porsche Abarth Carrera of Ben Pon had been disqualified for having had organized support. Why the organizing club took this action was not clear but it was supposed that his support crew were over-ostentatious in their ministrations. It is known that the support car followed him through a test on at least one occasion.

There was great speculation until the results were announced and then they were received with some resentment as it was obvious that the class improvement system made for anomalies in the general classification. It has been suggested that, in future, each class should have to bear some relationship to the class immediately below it to prevent a slow crew in



an even slower class from finishing higher up in the general classification than a really quick crew in a more hotly contested class. Another point raised was that the proportion of road mileage was ridiculously high when compared to that devoted to stages but the contrary view held that the route was ideally suited to provide crews new to international rallying with an introduction to the sport.

Whatever the individual's reaction to the fifteenth Tulip Rally there can be little doubt that the victory of Henri Greder and Marcial Delalande in their Ford Falcon Sprint has ushered in a new force to the reckoning and that in Jennifer Nadin and Henry Liddon both Pat Moss and Paddy Hopkirk have found new co-drivers of a very high standard.

(Austin-Healey Sebring Sprite), 0, 5163.1, 103.61; 14, L. J. R. White/H. K. Burnard (M.G.A.), 0, 5400.0, 104.45; 15, J. R. Lloyd/R. D. Masters (Triumph Spitfire), 0, 5372.3, 107.81; 16, P. W. Green/A. R. Walton (M.G.B.), 0, 5079.2, 111.18; 17, K. Reidl/O. Pedersen (Volvo P12234), 0, 5142.0, 112.55; 18, F. J. Powell/O. M. Baker (Jaguar E-type), 0, 5125.5, 112.78; 19, M. Lenke/H. H. Vollbehrl (Alfa Romeo Giulietta Sprint Veloce), 0, 5673.7, 113.14; 20, P. F. van Rooijen/G. J. Nijhof (Triumph Spitfire), 0, 5767.6, 115.74.

Private Owner Trophy: 1, G. J. Allen/S. Woolley (Vauxhall VX 4/90), 0, 5014.8, 91.97 per cent; 2, A. W. Cowan/J. J. Syer (Sunbeam Rapier), 0, 5034.6, 92.33; 3, W. Klose/Fr. Raker (Volvo 122S), 0, 5030.9, 92.51; 4, F. Baron van Aerssen Beyerens van Voshol/B. Scheppers de Bergstein (Renault Gordini), 0, 5737.3, 96.19; 5, G. H. Emery/A. G. Duncan (Volvo 122S), 0, 5251.3, 96.56; 6, Miss Jean Crossley/J. Spikier (M.G. 1100), 0, 5531.7, 96.70.

Class A: 1, D. Morley/E. Morley (Austin-Healey 3000), 0, 4235.2; 2, V. Elford/D. M. Stone (Triumph TR4), 0, 4366; 3, R. Fidler/D. Barrow (Triumph TR4), 0, 4423.1; 4, J. J. Thuner/J. M. Gretener (Triumph TR4), 0, 4643.2; 5, Drs. H. L. Steunebrink/K. S. Barendregt (Jaguar E-type), 0, 4664.1; 6, P. W. Green/A. R. Walton (M.G.B.), 0, 5079.2.

Class B: 1, L. H. Bakker/H. Umbach (Porsche 1600 S90), 0, 4737.1; 2, J. Meur/G. Delvaux (Porsche 1600 S90), 0, 5191.8; 3, J. P. Roestenburg/J. A. Roestenburg (Porsche 1600S), 0, 5350.7; 4, L. J. R. White/H. K. Burnard (M.G.A.), 0, 5400.0.

Class C: 1, H. Greder/M. Delalande (Ford Falcon Sprint), 0, 4354.9; 2, B. Lundberg/S. Lindström (Jaguar 3.8 Mk. 2), 0, 4671.8; 3, J. Sprinzel/B. Hughes (Jaguar 3.8 Mk. 2), 0, 4827.4; 4, G. Humble/G. Parkes (Ford Zodiac), 0, 5001.4; 5, W. V. Zijl, Jr./M. J. P. Biesterfeld (Chevrolet Monza), 0, 5059.5; 6, W. C. Niemöller/A. G. Iicken (Rover 3-litre), 0, 5296.1.

Class D: 1, J. Vernaeve/H. Vittel (Morris-Cooper), 0, 4639.9; 2, O. Bromark/K. Sykell (Saab 96), 0, 4813.6; 3, A. Sigurdson/H. Lund (Saab 96), 0, 4890.0; 4, B. E. J. Culcheth/J. D. F. Davenport (Austin-Healey Sebring), 0, 5019.9; 5, B. Harper/T. Baker (Austin-Healey Sebring), 0, 5163.1; 6, J. R. Lloyd/R. O. Masters (Triumph Spitfire), 0, 5372.3.

Class E: 1, Gunnar Andersson/L. Berggren (Volvo 122S), 0, 4489.8; 2, T. Trana/M. Pavoni (Volvo 122S), 0, 4545.2; 3, H. Lannsjö/H. Sundin (Volvo 122S), 0, 4655.6; 4, Sylvia Osterberg/Inga-Lill Ednering (Volvo 122S), 0, 4667.9; 5, C. Syberg/P. Olsen (Volvo 122S), 0, 4732.1; 6, J. C. Wallwork/Miss L. Wallwork (Volvo 122S), 0, 4915.9.

Class F: 1, Peter Harper/I. Hall (Sunbeam Rapier), 0, 4627.7; 2, Pat Moss/Jennifer Nadin (Ford Cortina), 0, 4740.5; 3, B. Söderström/B. Olsson (Volvo P544), 0, 4766.5; 4, P. Mogensen/O. B. Olsen (Ford Taunus 12), 0, 4839.1; 5, S. Nordell/P. W. Bone (Vauxhall VX 4/90), 0, 4846.9; 6, Rosemary Smith/Elma Lewsey (Sunbeam Rapier), 0, 4851.4.

Class G: 1, E. H. Swart/R. Fusina (Fiat 1300), 0, 5011.3; 2, J. A. J. Heidendahl/Mr. J. H. Boekhout (Alfa Romeo Giulietta), 0, 5059.1; 3, H. Veder/H. F. F. Sala (Fiat 1300), 0, 5156.3; 4, W. H. Wadham/S. D. Silverthorne (M.G. 1100), 0, 5283.0; 5, R. L. G. Borgerhoff Mulder/J. L. den Hollander (Alfa Romeo Giulietta), 0, 5509.4; 6, Ward/R. Joss (M.G. 1100), 0, 5511.6.

Class H: 1, Paddy Hopkirk/H. Liddon (Morris-Cooper), 0, 4555.0; 2, P. Gelé/C. Laurent (DKW F12), 0, 4700.2; 3, T. W. Hunter/J. King (Morris-Cooper), 0, 4754.2; 4, Pauline Mayman/Val. Domleo (Morris-Cooper), 0, 4833.1; 5, A. T. Fisher/R. Crellin (Austin-Cooper), 0, 4968.1; 6, R. H. R. Dee E. F. Gillissen (DKW F12), 0, 4979.4.

Class J: 1, A. Kling/G. Kaufmann (DKW F11), 0, 4663.3; 2, A. Guilhaudin/H. Balas (DKW F11), 0, 4717.2; 3, A. Andersson/G. Linden (Saab 96), 0, 4840.4; 4, L. Gilmo/S. Lantz (Saab 96), 0, 5021.1; 5, Ph. Gardinier/B. Lepelletier (DKW F11), 0, 5181.7; 6, P. Easter/R. A. Freeborough (Austin Seven), 0, 5290.9.

Class Winners of Private Owner Trophy: W. Klose/F. Raker (Volvo 122S), 0, 5030.9; G. J. Allen/S. Woolley (Vauxhall VX 4/90), 0, 5014.8; Miss Jean Crossley/J. Spikier (M.G. 1100), 0, 5531.7; H. Veth/Maj. H. T. C. Oostburg (Renault R8), 0, 5746.5; F. Baron van Aerssen Beyerens van Voshol/B. Scheppers de Bergstein (Renault Gordini), 0, 5737.3.



THE PHENOMENAL DKW F12 of Pierre Gelé/Claude Laurent at Tarzan Curve, Zandvoort. As in the Monte, Gelé really pressed on in the little German car.

RESULTS

Touring Cars: 1, H. Greder/M. Delalande (Ford Falcon Sprint), 0, 4354.9, 90.09 per cent; 2, Paddy Hopkirk/H. Liddon (Morris-Cooper), 0, 4555.0, 91.47; 3, Gunnar Andersson/L. Berggren (Volvo 122S), 0, 4489.8, 91.57; 4, A. Kling/G. Kaufmann (DKW F11), 0, 4663.3, 91.97; 5, E. H. Swart/R. Fusina (Fiat 1300), 0, 5011.3, 92.66; 6, T. Trana/M. Pavoni (Volvo 122S), 0, 4545.2, 92.69; 7, Peter Harper/I. Hall (Sunbeam Rapier), 0, 4627.7, 92.77; 8, A. Guilhaudin/H. Balas (DKW F11), 0, 4717.2, 93.04; 9, J. A. J. Heidendahl/J. H. Boekhout (Alfa Romeo Giulietta T1), 0, 5059.1, 93.54; 10, P. Gelé/C. Laurent (DKW F12), 0, 4700.2, 94.39; 11, H. Lannsjö/H. Sundin (Volvo 122S), 0, 4655.6, 94.95; 12, Pat Moss/Jennifer Nadin (Ford Cortina), 0, 4740.5, 95.03; 13, Sylvia Osterberg/Inga-Lill Ednering (Volvo 122S), 0, 4667.9, 95.34; 14, H. Veder/H. F. F. Sala (Fiat 1300), 0, 5156.3, 95.45; 15, A. Andersson/G. Linden (Saab 96), 0, 4840.4, 95.46; 16, T. W. Hunter/J. King (Morris-Cooper), 0, 4754.2, 95.47; 17, B. Söderström/B. Olsson (Volvo P544), 0, 4766.5, 95.55; 18, C. Syberg/P. Olsen (Volvo 122S), 0, 4732.1, 96.51; 19, B. Lundberg/S. Lindström (Jaguar, 3.8 Mk. 2), 0, 4671.8, 96.65; 20, P. Mogensen/O. B. Olsen (Ford Taunus 12M), 0, 4839.1, 97.01; 21, Pauline Mayman/Valerie Domleo (Morris-Cooper), 0, 4833.1, 97.05; 22, S. Nordell/P. W. Bone (Vauxhall VX 4/90), 0, 4846.9, 97.16; 23, Rosemary Smith/Elma Lewsey (Sunbeam Rapier), 0, 4851.4, 97.25; 24, J. H. La Trobe/D. J. Skeffington (Vauxhall VX 4/90), 0, 4858.1, 97.39; 25, W. H. Wadham/S. D. Silverthorne (M.G. 1100), 0, 5283.0, 97.68.

Grand Touring Cars: 1, L. H. Bakker/H. Umbach (Porsche 1600 S90), 0, 4737.1, 91.63 per cent; 2, D. Morley/E. Morley (Austin-Healey 3000), 0, 4235.2, 92.70; 3, J. Vernaeve/H. Vittel (Morris-Cooper), 0, 4639.9, 93.11; 4, V. Elford/D. M. Stone (Triumph TR4), 0, 4366.0, 95.57; 5, O. Bromark/K. Sykell (Saab 96), 0, 4813.6, 96.60; 6, R. Fidler/D. Barrow (Triumph TR4), 0, 4423.1, 96.82; 7, A. Sigurdson/H. Lund (Saab 96), 0, 4890.0, 98.13; 8, J. Meur/G. Delvaux (Porsche 1600 S90), 0, 5191.8, 100.42; 9, B. E. J. Culcheth/J. D. F. Davenport (Austin-Healey Sebring Sprite), 0, 5019.9, 100.74; 10, J. J. Thuner/J. M. Gretener (Triumph TR4), 0, 4643.2, 101.64; 11, Drs. H. L. Steunebrink/K. S. Barendregt (Jaguar E-type), 0, 4664.1, 102.09; 12, J. P. M. Roestenburg/J. A. Roestenburg (Porsche 1600S), 0, 5350.7, 103.50; 13, B. Harper/T. Baker

SYRACUSE— continued

while five seconds behind the Italian was the luckless Bonnier in the V8 Lotus. But on the next lap Bandini pulled into the pits with a broken oil pipe which somehow seems to have been a common failing with Centro-Sud cars from way back.

At 20 laps the order was much the same, but conditions had steadily worsened from brilliantly fine to overcast, to spitting rain, and now heavy showers. Bob Anderson felt ill at ease in the Lola on the slippery surface, and de Beaufort made up his 20-second deficit in five laps to take over second running over half a minute behind Siffert, who was pressing on in his Lotus-B.R.M., having a race all his own. Bonnier had called at the pits after 19 laps to complain of a worsening engine vibration but elected to carry on despite the unpleasant conditions and the seemingly hopelessness of his situation. A lap later Collomb came in to retire, the nearside front suspension having folded up under braking when the leading arm of the bottom wishbone snapped just inboard of the welded shoulder. When Siffert finally found it impossible to get any gears at all he too retired reducing the field to six runners, the order being Siffert, de Beaufort, Anderson, Abate, Starrabba and Bonnier.

Siffert had lapped all except de Beaufort by the 30th lap, and it seemed that the remainder of the race would be a bit boring. Abate obliged, however, for after a stop to replace a badly worn nearside rear tyre he set off at a great rate in the wet conditions, and eventually overhauled Anderson to the

immense delight of the partisan Sicilian crowd who were pleased enough to see a mainlander in third place.

Meanwhile a less obvious duel was taking place for fifth position as Bonnier, at first a lap behind, swapped places with Starrabba on several occasions then eventually moved ahead to make up his lap deficit and take over fifth place a few laps from the end, thus getting into the money.

The race ended at 56 laps with only Siffert and de Beaufort running the full distance. Siffert is a 26-year-old garage proprietor from Fribourg in Switzerland and was formerly a Swiss motor-cycle champion. He switched to cars in 1960 enjoying minor placings with his Stanguellini Junior. The following year he became almost invincible in Continental F.J. racing with a Lotus 18 and, later in the season, a Lotus 20. He continued his F.J. successes in 1962, but also raced in F1 events for Scuderia Filipinetti with a four-cylinder Lotus 21 and later the B.R.M.-engined 24, but on most occasions the machinery let him down. Over the winter he bought the Lotus-B.R.M. himself, though it is still entered in the name of Scuderia Filipinetti, and his two mechanics have achieved some measure of reliability for the B.R.M.-engined car.

This was also Count de Beaufort's first major placing in an F1 event, and comes at the beginning of his third season with this same Porsche.

Results

(56 laps, 191.26 miles)
1, J. Siffert (Lotus-B.R.M. 24 V8), 2 h. 6 m. 25.4s., 90.774 m.p.h.; 2, C. G. de Beaufort (Porsche "4"), 2 h. 7 m. 46.0 s.; 3, C. M. Abate (Cooper-Maserati "4"), 55 laps; 4, B. Anderson (Lola-Climax V8), 52; 5, J. Bonnier (Lotus-Climax 24 V8), 49; 6, G. Starrabba (Lotus-Maserati 18 "4"), 49.
Fastest lap: Siffert, 2 m. 00.4 s., 102.12 m.p.h.

ROUTES
INTRODUCE

The Hillman Imp

New Small-Capacity Car
of Thoroughly Up-to-date
Design is Great Britain's
First Quantity-Produced
Rear-engined Vehicle

BY GREGOR GRANT



HILLMAN IMP undergoing tests in Scotland. The car is produced at the new Scottish Linwood factory.

the seat squab to be folded flat, the Imp can at once be converted to a small estate car, with plenty of luggage space. With the rear seat in the normal position, baggage can be carried behind the squab, as well as in the front compartment. Visibility is a good point, the low waistline giving an unusual area of glass for a small-capacity machine.

Not since the Singer Junior of the early 1930s has an overhead camshaft engine been offered on a small, family car. This power-unit is of 875 c.c., and is the result of co-operation between Coventry Climax and Rootes technicians. Based on the extremely successful o.h.c. engine which

pressure along a tube to another diaphragm in the engine compartment, which operates the throttle mechanism. A fully automatic choke is employed.

Another innovation is the provision of a 5½ ins. diameter diaphragm-type Laycock clutch, which gives extremely light pedal control. The transmission is taken through a four-speed gearbox with synchromesh on all ratios, controlled by a floor-located lever. Drive to the rear wheels is through large rubber couplings and universal joints.

The suspension system breaks new ground, in that trailing links are used at the rear, and a swing-axle in front. Used in conjunction with Woodhead helical spring-cum-telescopic damper units, the front has a high roll-centre, and the rear, a low roll centre. This has been the result of considerable experimentation, and the development engineers are satisfied that understeer characteristics have been achieved—not normally a feature of rear-engined vehicles. The use of rubber-bushes pivots has eliminated greasing points entirely. Steering is by rack-and-pinion, the mechanism being oil-sealed and requiring no maintenance.

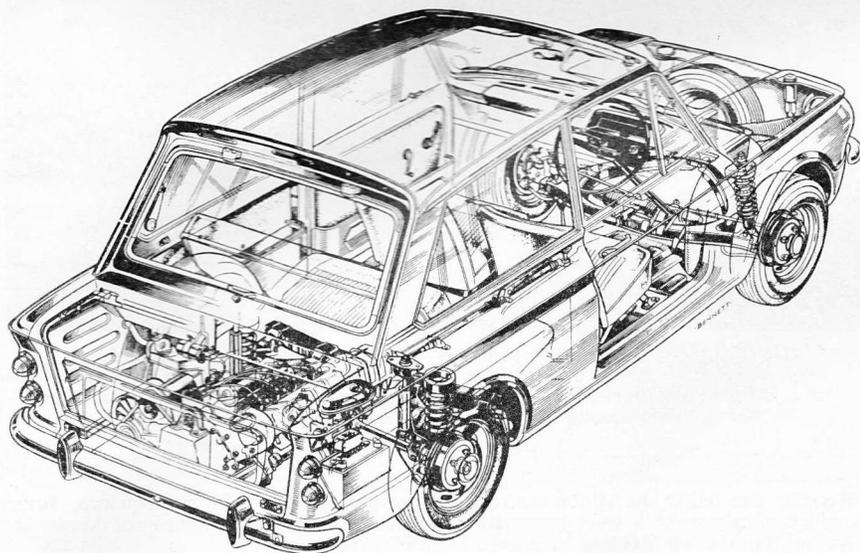
Eight-inch Girling drum brakes are fitted, with a total lining area of 75 sq. ins. The wheels are of 12 ins. diameter, carrying 5.50 by 12 ins. tyres.

The interior is extremely roomy, with fully adjustable separate seats in front, and bench-pattern rear. Instrumentation is thorough, whilst the finger-tip controls for lights and flashers are located on the steering column. The right-hand switch operates direction flashers and horn; the left-hand unit is for main beam, dip or flashing headlamp positions.

Extractor vents above the rear window are used in conjunction with the heating-and-ventilation system (standard on De Luxe version). A six-gallon petrol tank is located below the front luggage compartment.

On the road the car is a fascinating little vehicle. The ultra-lightweight pedal pressure for the clutch has to be mastered, but otherwise there are no snags. Starting is by press-in key on the right of the steering column, and the engine fires immediately, the choke automatically cancelling itself out as soon as a working temperature is reached.

(Continued on page 615)



SECTIONED VIEW of the new Hillman Imp.

For some time, the existence of a new small Hillman has been known to quite a number of people. Wild guesses have been made as to its specification, and one or two journals have caused premature announcements to be made, which only tend to confuse the issue, and embarrass the manufacturers. Now the Hillman Imp as it is styled, is rolling off the production lines in the new modern factory at Linwood in Scotland, and from today, full particulars can be disclosed.

The Imp is a compact four-passenger, two-door vehicle, with handsome lines and up-to-date specification. By adopting an opening rear window, and permitting

did so much to put this country in a strong position in the racing field, it is of aluminium-alloy construction, with the remarkably low weight of 170 lbs. Developing 42 b.h.p. at 5,000 r.p.m., it possesses fairly good torque characteristics (52 lbs./ft. at 2,800 r.p.m.), and admirable economy of operation. A 10 to one compression ratio is standardized. A single downdraught Solex 30 PIHT carburetter is employed, and for the first time on a production vehicle, pneumatic throttle controls are used.

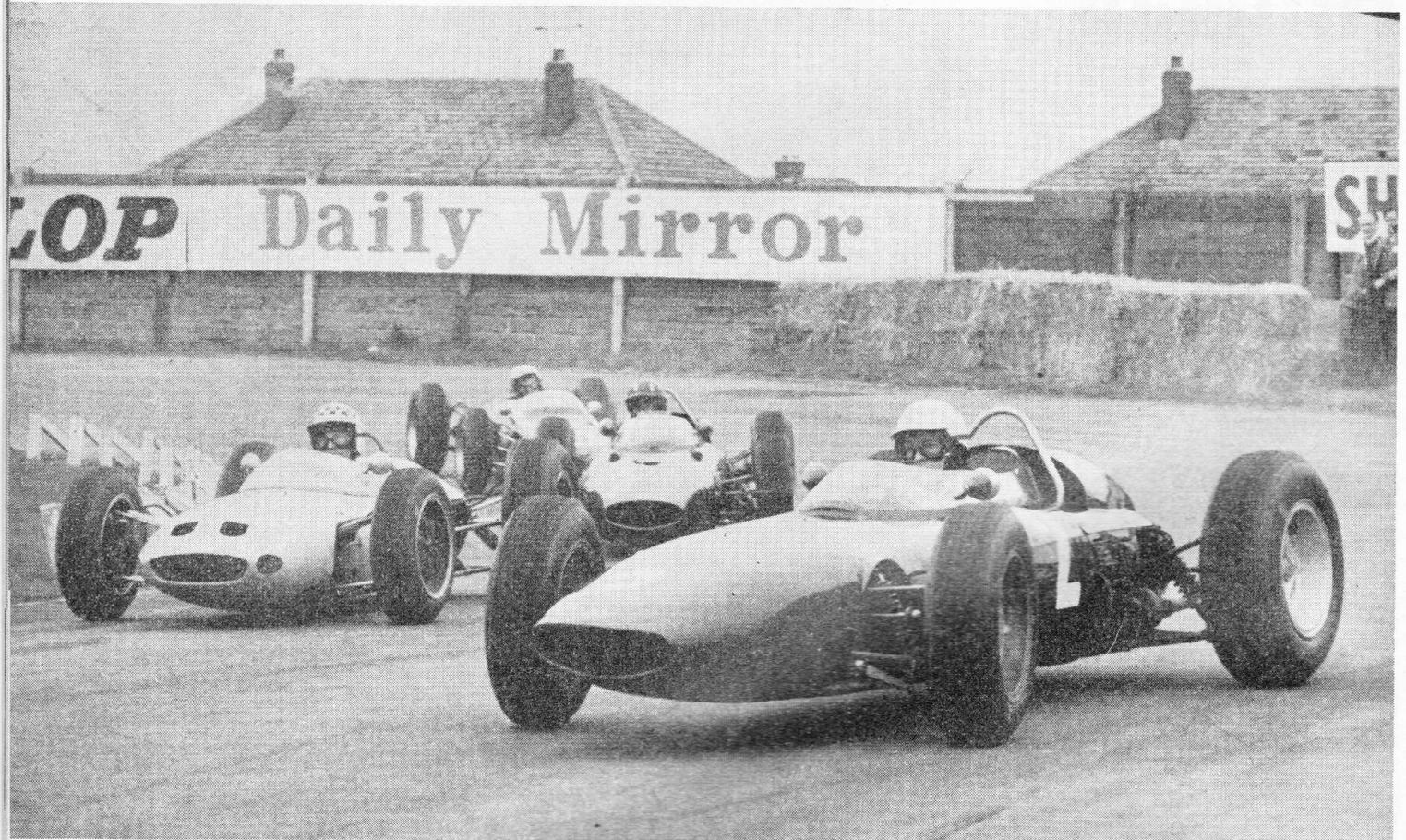
In this system, air-pressure replaces the usual rods and cables. A diaphragm placed below the accelerator pedal, exerts

HILL WINS AINTREE "200"

Jim Clark's Fantastic Drive—Ireland Takes Second Place to B.R.M.—Records Fall in Saloon Car Race—Brabhams Again Winning Juniors—Salvadori Victor of Wet Sports Car Race

BY GREGOR GRANT

PHOTOGRAPHY BY FRANCIS PENN



VICTORY in the Aintree *Daily Mirror* "200", organized by the B.A.R.C. last Saturday, went to Graham Hill (B.R.M.), who, leading from start to finish, took the chequered flag 15 secs. ahead of Innes Ireland (B.R.P. Lotus-B.R.M.). However, it was Jim Clark (Lotus-Climax) who stole the limelight. After losing over a lap at the start, he took over Trevor Taylor's Weber-carburettor car on lap 18, and from fifth place, rocketed up to third at the end, breaking the lap record several times, to finish up with 1 min. 51.8 secs. (96.60 m.p.h.), 3.2 secs. better than his own 1962 record.

This was easily the fastest race ever run at Aintree, Hill averaging 1.6 m.p.h. higher than the previous quickest, the 1962 "200". The World Champion drove a superbly judged race, holding off a very real threat from Ireland in the extremely rapid fuel-injected B.R.P. car. Into fourth place came Richie Ginther (B.R.M.), followed by Bruce McLaren (Cooper-Climax) and Chris Amon (Lola-Climax). Both of the Parnell cars finished, newcomer Jimmy Blumer (Lotus-Climax) taking eighth spot behind Trevor Taylor (Lotus-Climax), after a most sensible debut.

SLIDING WIDE at the exit of Anchor Crossing, Richie Ginther struggles to keep his B.R.M. ahead of Innes Ireland (Lotus-B.R.M.), team-mate Graham Hill (B.R.M.) and Bruce McLaren (Cooper-Climax). Ginther had made a meteoric start from the second row of the grid to head the field.

Records also fell in the saloon car race, in which Graham Hill won from Roy Salvadori (both in 3.8 Jaguars). New class figures were established by Jimmy Blumer (Ford Cortina G.T.), and by John Whitmore and John Fenning in their Cooper-Minis. Roy Salvadori (Cooper-Climax) won a very wet sports-car race from Innes Ireland (Lotus-Climax). Denis Hulme and Frank Gardner, in their Brabham-Fords, scored a one-two in the Spring Whizz event for Juniors.

HARDEST luck story concerns Jack Brabham (Brabham-Climax), who, after making second best time in the training, had a piston break with dire results. Despite a dash by air to obtain new bits, the engine was too badly damaged to repair, and the former World Champion was a non-starter. McLaren's 1963 Cooper-Climax arrived late, and trouble was experienced with the

ignition system. In consequence, Bruce found himself in the third row of the starting grid.

No fewer than five drivers were under the lap record in practice. These were Clark, Brabham, Hill, Ireland and Ginther. It was also equalled by Taylor. Clark's fuel-injected Lotus had the pump relocated in the nose of the car. B.R.M. tried out new, enormous Dunlop light-alloy wheels on the rear with 7½ ins. rims, which can take 15 x 700 R6 tyres, and will also be used on Chapman's Indy Lotus-Ford.

Chris Amon and Jimmy Blumer were nominated to drive the Parnell Lola-Climax and Lotus-Climax respectively, so with Brabham's defection, 17 cars made up the starting grid.

The new John Willment team of white and red G.T. Cortinas was splendidly presented. Finished in the team colours was also the ex-Sopwith transporter. Drivers

for the three cars were Jack Sears, Sir Gawaine Baillie and Keith Greene. Peter Jopp's A.C. Cobra was a non-starter in the sports car race, the entrant being unable to come to terms with the organizers concerning starting money.

Friday was a day of brilliant sunshine, but on race day people woke up to the familiar Merseyside drizzle and lowering skies. Nevertheless, a big record was present to watch the start of the opening event at 11 a.m., a 17-lap sports car race, counting for the AUTOSPORT Championship. This was a triumph for the Tommy Atkins 2.7-litre Cooper-Climax, driven by Roy Salvadori, which finished 7.4 secs. ahead of the formidable Lotus-Climax 19, piloted by B.R.P.'s Innes Ireland. Into third place, and winner of the 2-litre class was Mike Beckwith (Lotus-Ford), who pipped Tony Hegbourne in a similar car in a near photo-finish. However, Hegbourne and Keith Greene shared fastest lap, both with Lotus 23s. Peter Arundell (Lotus-Ford) took the 1,150 c.c. category from Paul Hawkins (Brabham-Ford).

Bill Bradley (Lotus-Ford) crashed at Waterways, bent the car considerably, but fortunately emerged unscathed. Chris Summers had a radiator hose break on his Cooper-Chevrolet, and finished up near Tatts in a cloud of steam. This let Bill de Selincourt, in Coundley's Lotus-Climax 19, into third place in the unlimited class, Summers only completing 14 laps.

The 17-lap Formula Junior race saw the Brabhams repeat their Goodwood success, the redoubtable Arundell spinning his Lotus-Ford 27 at least three times, eventually to take third place behind the works Brabham of Denis Hulme, and Ian Walker's entry driven by Frank Gardner.

This was a race of many incidents on a slippery track. Right at the start, John Rhodes (Cooper-B.M.C.) collided with his team-mate, Peter Procter (Cooper-B.M.C.). Rhodes was eliminated on the spot, and Procter's car was withdrawn after two laps. Zanden (Alexis-Ford) collided with his team-mate, Ampt, on Railway Straight, and again both cars were out of the race. Dickie Attwood spun off his Lola-Ford at

Cottage on lap 6, taking no further part in the race, whilst Paul Hawkins charged the straw bales at Melling Crossing, considerably modifying the second Walker Brabham in the process.

Hulme led from start to finish, pursued in the early stages by Attwood, Arundell and Spence. Gardner came through into third place on lap 5, and then took second place when Attwood spun off on lap 6.

In the Touring Car race, Roy Salvadori made Graham Hill work hard, when he took the lead in the green Atkins 3.8 from Hill in the Coombs entry. Graham got past on the second lap, with Mike Salmon keeping well up with the battling pair in the Atherstone 3.8. Jack Sears and Jimmy Blumer had a tremendous tussle in their Ford Cortinas, but Blumer did it all wrong at Bechers, dropping way back, leaving Sears virtually unchallenged after he gradually outstripped Peter Harper in the works Rapier, Keith Greene (Cortina) and Alan Hutcheson's familiar Riley. Both Whitmore and Fenning drove their Cooper-Minis with great verve, the former having a race-long battle with Chris McLaren's 3.8 Jaguar. Paddy Hopkirk finished the race in great clouds of blue smoke, but still kept in front of his team-mate Rhodes. Blumer made a splendid recovery from his incident, and during his efforts to catch up again with Sears and Co. set up a new class record of 2 min. 23 secs. (75.52 m.p.h.). Both Whitmore and Fenning put the 1,300 c.c. record to 2 min. 25.6 secs (74.18 m.p.h.).

Graham Hill eventually won from

Salvadori by 5 secs. at 78.86 m.p.h., the circuit having dried out completely by the end of the 10-lapper.

For the Formula One race, the field lined up as follows:

STARTING GRID

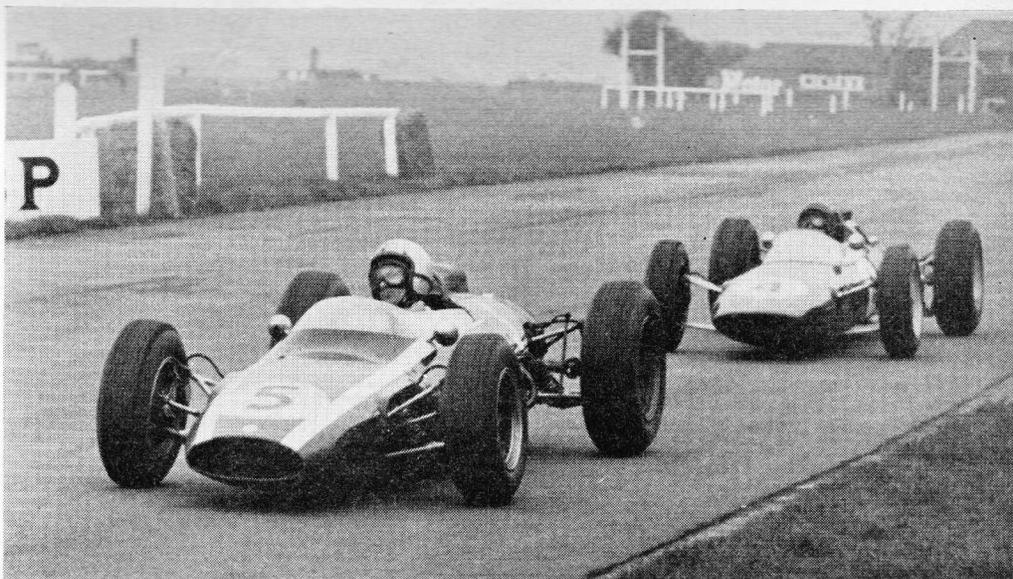
8. Ireland (Lotus-B.R.M.)†	7. Brabham* (Brabham-Climax)†	3. Clark (Lotus-Climax)†
1 m. 53.4 s.	1 m. 53.2 s.	1 m. 52.4 s.
2. Ginther (B.R.M.)†	1. Hill (B.R.M.)†	
1 m. 53.8 s.	1 m. 53.8 s.	
9. Hall (Lotus-B.R.M.)†	5. McLaren (Cooper-Climax)†	4. T. Taylor (Lotus-Climax)
1 m. 56.4 s.	1 m. 55.6 s.	1 m. 54.0 s.
10. Amon (Lola-Climax)	17. Raby (Gilby-B.R.M.)	
2 m. 03.8 s.	2 m. 02.8 s.	
12. Campbell-Jones (Lotus-B.R.M.)	18. Robinson (Lotus-Climax)	15. J. Taylor (Cooper-Ford)
2 m. 05.6 s.	2 m. 05.4 s.	2 m. 04.2 s.
20. Russell (Lotus-Climax)	11. Blumer (Lotus-Climax)	
2 m. 08.2 s.	2 m. 08.2 s.	
6. Maggs (Cooper-Climax)	14. Parnell (Lotus-Climax)	19. Pilette* (Lotus-Climax)
	2 m. 33.2 s.	2 m. 18.4 s.

* Non-starters. † Fitted Lucas fuel injection.

Down went the flag, and to the consternation of Team Lotus, Jim Clark's fuel-injected car defied all efforts to start it. Into the pits went the favourite, to have the battery replaced, and by the time he restarted the leaders had already completed one-and-a-half laps. Round Tatts they came, a tight bunch—Hill,

MAN OF THE MOMENT Jim Clark, who is driving Trevor Taylor's Lotus 25, is on Bruce McLaren's tail (right), having caught him up at an astonishing rate. Jim eventually took McLaren and Ginther to finish third.

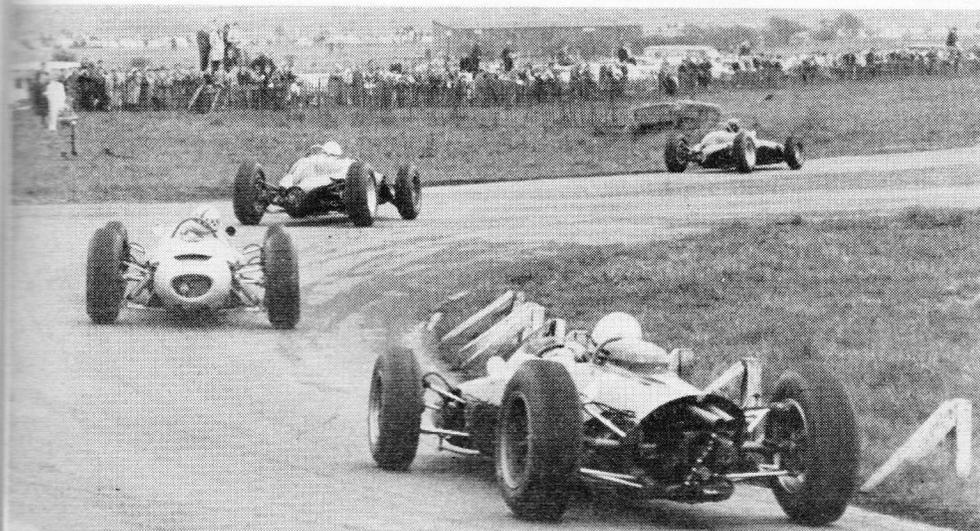
SECOND LAP at Anchor Crossing and the World Champion has already started his winning drive at the head of the field (below). Richie Ginther, Innes Ireland and Bruce McLaren are in hot pursuit.



Ginther, Ireland, McLaren, Taylor and Amon in that order. Texan Jim Hall went straight to his pit with the second B.R.P. Lotus-B.R.M., the throttle having jammed solid. Mechanics worked on the car, but eventually it was pushed to the dead car park.

For four laps, Hill, Ginther, Ireland and McLaren streamed round in line ahead with Trevor Taylor falling back slightly, but getting away from Amon and Blumer in the Parnell cars. Clark was already travelling as fast as possible, but it was noticeable that he was not gaining an inch on the leaders. Robinson came to a halt at Anchor with his Lotus-Climax, and abandoned after three laps.

Innes Ireland poked his Lotus in front of Ginther's B.R.M., and began a serious challenge to Hill. Already the pair were circulating under 1 min. 55 secs., with Ireland staying right up with the World Champion. McLaren was trying hard to



take Ginther, but the B.R.M. seemed to have slightly more urge. Clark began to overtake the back-markers just as Campbell-Jones (Lotus-B.R.M.) and Russell (Lotus-Climax "4") came into the pits. The former retired with loss of oil, and Russell packed it in with damaged rear suspension. Tony Maggs had abandoned after four laps, with chronic front-brake locking bothers and faulty ignition.

Team Lotus were obviously perturbed. Although Clark was tearing through the field, both Hill and Ireland were actually lapping faster, whilst Taylor was losing ground to Ginther and McLaren. Clark took Blumer on the 11th lap for seventh place, and set off to try to catch the 19-year-old Amon. Jimmy Blumer, putting

down to the incredible figures of 1 min. 51.8 secs. (96.60 m.p.h.).

It was now Ginther's turn for the chop. The Californian, who had himself done a 1 min. 53.2 secs., could not hold off the irrepressible Jim Clark. Two laps from the end, the Lotus nipped in front at Cottage Corner. Ginther, who had done splendidly in disposing of McLaren, had to be content with fourth place, at a speed which would have been sufficient to win the 1962 race by a big margin!

Graham Hill sailed home by 15 secs. from Ireland, and Clark arrived to a storm of cheering. During his meteoric drive, he had stolen back well over half a minute from Hill in just over 30 laps.

Nine cars were classed as finishers, Taylor

RESULTS

The Aintree "200" (50 laps—150 miles)

1. Graham Hill (B.R.M.), 1 h. 35 m. 25.8 s., 94.39 m.p.h. (race record).
2. Innes Ireland (Lotus-B.R.M.), 1 h. 35 m. 35.8 s.
3. Jim Clark/Trevor Taylor (Lotus-Climax), 1 h. 35 m. 49.4 s.
4. Richie Ginther (B.R.M.), 1 h. 35 m. 52.6 s.
5. Bruce McLaren (Cooper-Climax), 1 h. 36 m. 33.2 s.
6. Chris Amon (Lola-Climax), 48 laps.
7. Trevor Taylor/Jim Clark (Lotus-Climax), 47 laps.
8. Jimmy Blumer (Lotus-Climax), 47 laps.
9. John Taylor (Cooper-Ford), 42 laps.

Fastest lap: Jim Clark, 1 m. 51.8 s., 96.60 m.p.h. (circuit record).

Retirements: Jim Hall (Lotus-B.R.M.), jammed throttle, 0 laps; Phil Robinson (Lotus-Climax "4"), engine, 2 laps; Tony Maggs (Cooper-Climax), brakes and ignition, 2 laps; Jock Russell (Lotus-Climax "4"), rear suspension, 6 laps; Tim Parnell (Lotus-Climax), excluded for push start, 7 laps; John Campbell-Jones (Lotus-B.R.M.), lost oil, 13 laps; Ian Raby (Gilby-B.R.M.), engine, 19 laps.

Formula Junior (17 laps—51 miles)

1. Denis Hulme (Repco Brabham-Ford), 37 m. 08.6 s., 83.38 m.p.h.
2. Frank Gardner (Brabham-Ford), 37 m. 27.2 s.
3. Peter Arundell (Lotus-Ford), 37 m. 41.2 s.
4. Bill Bradley (Lola-Ford), 37 m. 53.4 s.
5. Mike Spence (Lotus-Ford), 37 m. 54.4 s.
6. Ross Greenville (Gemini-Ford), 38 m. 24.2 s.

Fastest lap: Arundell, 2 m. 08 s., 84.38 m.p.h.

Saloon Cars (10 laps—30 miles)

1. Graham Hill (3.8 Jaguar), 22 m. 49.6 s., 78.86 m.p.h.
2. Roy Salvadori (3.8 Jaguar), 22 m. 54.6 s.
3. Mike Salmon (3.8 Jaguar), 22 m. 57.2 s.
4. Chris McLaren (3.8 Jaguar), 24 m. 43 s.

Fastest lap: Hill, 2 m. 14.4 s., 80.36 m.p.h.

1,301-2,000 c.c.

1. Jack Sears (Ford Cortina), 24 m. 16.2 s., 74.17 m.p.h.
2. Peter Harper (Sunbeam), 24 m. 30 s.
3. Keith Greene (Ford Cortina), 24 m. 36 s.
4. Alan Hutcheson (Riley), 24 m. 44.4 s.

Fastest lap: Jimmy Blumer (Ford Cortina), 2 m. 23 s. 75.52 s. (new record).

Up to 1,300 c.c.

1. John Whitmore (Austin Cooper), 24 m. 44.4 s., 72.76 m.p.h.
2. John Fenning (Morris Cooper), 24 m. 50.2 s.
3. Paddy Hopkirk (Morris Cooper), 25 m. 06.8 s.
4. John Rhodes (Austin Cooper), 25 m. 11 s.

Fastest lap: Whitmore and Fenning, 2 m. 25.6 s., 74.18 m.p.h. (new record).

Sports Cars (17 laps—51 miles)

1. Roy Salvadori (2.7 Cooper-Climax), 35 m. 50.2 s., 85.39 m.p.h.
2. Innes Ireland (2.5 Lotus-Climax), 35 m. 57.6 s.
3. Bill de Selincourt (2.6 Lotus-Climax), 37 m. 45.2 s.
4. Chris Summers (Cooper-Chevrolet), 14 laps.

Fastest lap: Salvadori, 20 m. 04.4 s., 86.82 m.p.h.

1,151-2,000 c.c.

1. Mike Beckwith (1.6 Lotus-Ford), 37 m. 45.2 s., 81.05 m.p.h.
2. Tony Hegbourne (1.6 Lotus-Ford), 37 m. 46.8 s.
3. Keith Greene (1.6 Lotus-Ford), 37 m. 51.6 s.
4. Frank Gardner (1.6 Brabham-Ford), 16 laps.

Fastest lap: Hegbourne and Greene, 2 m. 09.2 s., 83.59 m.p.h.

Up to 1,150 c.c.

1. Peter Arundell (Lotus-Ford), 35 m. 59.2 s., 80.03 m.p.h.
2. Paul Hawkins (Brabham-Ford), 36 m. 12 s.
3. Sid Fox (Lola-Climax), 37 m. 42.4 s.
4. Steve Minoprio (Elva Climax), 37 m. 47.6 s.

Fastest lap: Arundell, 2 m. 11.4 s., 82.19 m.p.h.

up a brave show in the Parnell car, left his braking just too late, and revolved at Anchor. By the time he recovered he had dropped back behind Ian Raby (Gilby-B.R.M.) and Taylor in Bob Gerard's Cooper-Ford.

Colin Chapman suddenly made up his mind. Clark, not entirely satisfied with the way his fuel-injected car was going, was brought in on lap 17. At 18 laps, Trevor Taylor came in, and they switched cars. Jim hurtled off, about one minute behind Graham Hill and 38 secs. behind McLaren, who had dropped back from Ginther.

In front, both Hill and Ireland were still fighting it out, now lapping under 1 min. 54 secs. However, Jim Clark now had the bit between his teeth, and the record began to take a beating. By half-distance he had brought it down to 1 min. 52.6 secs. (95.91 m.p.h.), and was closing inexorably on McLaren. Hill and Ireland doubled Trevor Taylor, who was now behind Amon in the Clark car. Tim Parnell (Lotus-Climax), who had stopped early on, was disqualified for being push-started. Raby abandoned the Gilby after 19 laps, with engine trouble.

Ireland, after a very rapid lap, came up with Hill again, but the unperturbable Londoner had it all weighed up and spurred ahead once more. From 2.8 secs. on lap 29, the gap increased to 4 secs. on lap 32, and then 5 secs.

The crowd was certainly having its money's worth. The race was still wide open, and the remarkable driving of Jim Clark was something seldom seen since Stirling Moss left the arena. The "Flying Scotsman" was certainly justifying his title. On lap 38, he had come within 3 secs. of McLaren, and on the next tour he was in fourth place. Time and time again he had broken his own lap record, and it was now

ABOUT TO BE overtaken by the winner of the sports car race, Roy Salvadori (Cooper Monaco), is the Ian Walker-entered Brabham-Ford of Frank Gardner, which was fourth in its class.

completing 42 laps after a petrol pipe split on the push-rod Cooper-Ford. Amon drove an intelligent race, obviously feeling his way in European racing, whilst Blumer, once he has had the confidence born of experience in single-seaters, will undoubtedly be a most useful performer. Trevor Taylor, with the handicap of having to bear Clark's initial delay, and also the change-over, did well to finish seventh, only two laps adrift.

BUZZING ANGRILY at the tail of the field in the saloon car race, Mick Clare (Mini-Cooper) leads Paddy Hopkirk (Mini-Cooper), Sir Gawaine Baillie (Ford Cortina) and John Rhodes (Mini-Cooper).



CORRESPONDENCE

Your Ticket, Please!

OFFICIALDOM can sometimes be taken to extremes. This certainly seemed to be the case at the International Easter Monday Meeting at Goodwood.

As a competitor at this meeting I found it more than annoying when after a journey of some 75 miles to the Goodwood circuit, with efficient guidance by local police to aid clearance and traffic congestion, we were suddenly confronted by absolute chaos at the Members' Tunnel Entrance. The anxiety to check that we had pass tickets was unbelievable. Tickets were not only scrutinized at close quarters, for fear they may have been printed the night before, but as we were seated in a two-ton transporter vehicle complete with racing car protruding some 2 feet out the back, we were questioned as to whether we were in fact attempting to smuggle any number of said persons into the circuit. Not being content with a lively smile to encourage the humour of the official in question, he insisted upon attempting a climb into the back in order to make his search—an impossibility in itself. By this time, needless to say, the chaos was indeed far worse and completely unnecessary.

Goodwood is surely a circuit with a fine record—but it could well have been Dartmoor or Her Majesty's Customs on Easter Monday!
RICKMANSWORTH, HERTS. BOB BURNARD.

"Autosport" Championship for Austin Sevens

WITH regard to the announcement in a recent issue of your excellent journal, I would like to take the opportunity of saying an unofficial thank-you for the thoughtful presentation of the three trophies, for the Austin 7s, 1172/750s and Coupe des Dames, in Seven-Fifty Motor Club Driving Tests meetings.

It is very encouraging to Austin 7 owner-drivers like myself to know that somebody of such international fame as your goodselves take an interest in this club for the "shoe-string" motorist.

BRYAN E. HALLADAY (KV 7010—1933 Austin 7 Tourer)
WYKEN, COVENTRY. SEVEN-FIFTY M.C. (MIDLAND CENTRE).

Don't Lend Them—Race Them Yourself

A LITTLE while ago a correspondent suggested we should "Empty the Museums". He has my support when he suggests that organizers should provide races for older and "hairier" racing cars. With the reduction of the age limit for Historic Racing Cars, as defined by the V.S.C.C., most of what he wishes will be found on circuits in this country during the next few seasons.

However, I must take exception to his statement, "I am sure there are plenty of private owners who would be only too pleased to lend them to G.P. drivers!" What, pray, does Mr. Marriott think we spend a great deal of money acquiring and maintaining these intricate, beautiful and costly cars for?

We do it for the simple reason that we like driving them and, more especially, racing them. It certainly would give me no pleasure to lend a valuable and irreplaceable car to some present-day G.P. driver, unaware of the difficulties of driving such machines, who might inadvertently return it to me in pieces! May I ask Mr. Marriott who would then pay the repair bill and how the owner would be recompensed for missing the rest of the season's racing?

Let us have faces for these cars by all means, but at least have the courtesy to allow the owners to choose their own drivers.

LEIGH, NEAR TONBRIDGE, KENT. H. F. MORIN SCOTT.

Remember the "Old Bangers"

THERE must be many sports-racing cars built during the 1950s whose owners are finding that they are no longer fast enough to keep up with the more modern machinery.

Could not a class especially for such cars, built before say 1st January 1960, be included at a few club meetings? Alternatively, perhaps a club could be formed for the owners of these cars through which they could locate difficult-to-find spare parts and exchange information. Such a club might also be able to press for the inclusion of a separate race at some meetings.

I should be interested to hear what other readers think.

SHIPBOURNE, TONBRIDGE, KENT.

DAVID M. MARTIN.

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



THE IMP— continued

Acceleration is good, the engine displaying a remarkable capacity for revolutions. With a capacity of only 875 c.c., the gearbox must be used to full advantage; it is a splendid box in every way, providing exceedingly rapid changes without a sign of "g-runch". In point of fact, with the light flywheel fitted to the engine, straight-through changes are the rule, rather than the exception. Little figures on the speedometer indicated conservative suggested speeds in gears, but it was found that 65 m.p.h. on third could be reached without any hint at all of valve-bounce. Maximum speed is assuredly over 75 m.p.h., and 70 m.p.h. seems to be an all-day cruising rate.

Road-holding on the twisty roads of the Cotswolds is beyond criticism, and the claim to have imparted understeer is fully vindicated. Vices are entirely absent, and I, personally, have never driven a rear-engined car which has anything approaching the Imp's accurate response, and built-in safety. The Rootes folk ought to feel mighty proud of this achievement, which must rank as a major one insofar as this type of vehicle is concerned.

Steep hills find the engine slightly out of puff, but this is where the almost foolproof synchromesh gearbox encourages that drop down to second, or even bottom, for an Alpine-style hairpin bend.

Steering is very light, and the absence of wheel-shocks is commendable. However,

tyre noise is transmitted, and indeed amplified, to the interior. The noise level is rather higher than one is accustomed to, and doubtless this will subsequently receive the attention of sound-damping specialists.

Performance figures will have to wait until John Bolster does a full-scale road test, but 0 to 50 m.p.h. in around 15 secs. seems to be fairly normal. Fuel consumption, by all accounts, is extremely low, and all-round figures of 45 m.p.g. have been quoted by testers, not without justification.

Used as a family car with all four seats occupied, luggage space might have to be augmented with a roof rack for touring and holiday use. Converted to a station-wagon, there seems to be no limit to the amount of baggage which can be accommodated.

The price is right, too, the standard edition coming out at £508 1s. 3d., and the De Luxe at £532 4s. 7d. Various colour schemes, all attractive, are listed, and there is little doubt that Rootes have gone all out to provide a high-quality paint job, and first-rate interior furnishing.

BRIEF SPECIFICATION . . .

Engine: Four cylinders, o.h. (chain-driven) camshaft; light alloy cylinder head and block: 68 x 60.375 mm. (875 c.c.), 42 b.h.p. at 5,000 r.p.m.. 10 to 1 compression ratio (8 to 1 for certain countries). Single d/d Solex 30 PIHT carburetter. A.C. mechanical fuel pump. Pneumatic throttle control. Hobourn-Eaton oil pump. Polypropylene nine-bladed fan.

Transmission: Laycock 5½-ins. diaphragm-type clutch; four-speed all-synchromesh gearbox. Ratios: 16.595, 8.905, 5.702 and 4.138 to 1. Reverse, 13.824 to 1. Hypoid trans-axle, final drive ratio, 4.857 to 1. Top gear at 1,000 r.p.m. = 15.3 m.p.h.

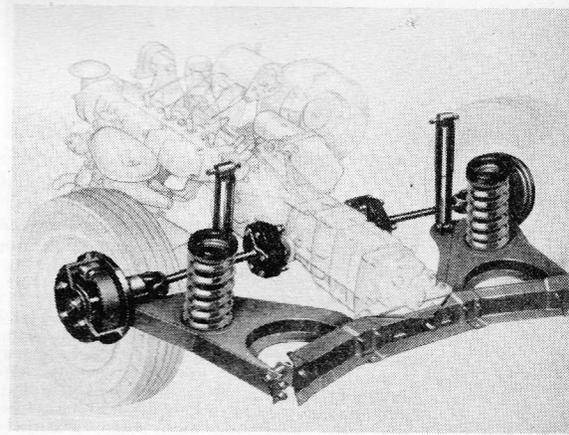
Suspension: All-independent; swing-axle front, trailing arms rear. Telescopic dampers enclosed in Woodhead helical spring units.

General: Girling hydraulic drum (8 ins.) brakes; rack and pinion steering, 2.75 turns lock to lock. Pressed steel bolt-on wheels, 12 x 550 tyres. Six-gallon front-located petrol tank; Lucas 12-volt ignition and starting.

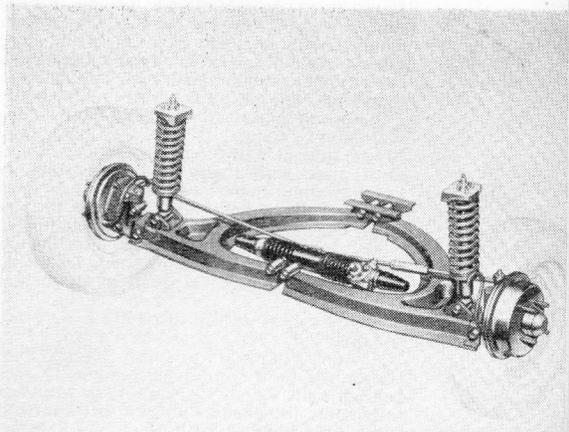
Dimensions etc: Wheelbase 6 ft. 10 ins. Overall length 11 ft. 7 ins. Width 5 ft. 0¼ ins. Height 4 ft. 6½ ins. Track (front) 4 ft. 1.1 ins; (rear) 3 ft. 11.9 ins. Ground clearance 5½ ins. Turning circle 30 ft. 6 ins. Weight (with fuel and oil) 13 cwt. 3 qrs. (698 klogs.).

Price: Standard model, £420 (plus £88 1s. 3d P.T.); De Luxe £440 (plus £92 4s. 7d. P.T.).

Makers: Rootes Motors, Ltd., Linwood, Renfrewshire, Scotland.



DRAWING shows details of the rear suspension, which is fully independent by trailing arms, and the rear-located engine and gearbox. Girling hydraulic drum brakes are used.



FRONT SUSPENSION of the Hillman Imp is by swing-axes. The telescopic dampers are enclosed in Woodhead helical spring units both front and rear.

Maidstone and Mid-Kent C.C.'s

Silverstone National

Two Wins for Roger Nathan (Lotus)
and Brian Hetreed (Aston Martin)

BY PATRICK McNALLY



BEST SCRAP of the day was between Adrian Dence (Morgan Plus 4) and Bob Burnard (A.C.-Bristol) in the Marque race. Burnard might have won if he hadn't spun at Woodcote on the last lap and crossed the line backwards.

THE Maidstone and Mid Kent Car Club's annual Silverstone meeting gets better year by year, and last Saturday's meeting was the best so far. The Club ran ten events, there being several G.T. and AUTOSPORT Championship races as well as an 1172 event and a saloon car race. Practising took place in orderly sessions in the morning with specified sessions for the various types of car; this was one of the best improvements. The weather was good, the track in superb condition and the standard of racing was extremely good.

The first race of the day was for 1172 Formula cars. Ron Inglis (Rejo) had made fastest practice time and was in pole position on the grid, but it was Ian Tollady (Aquila) who led at the start with Inglis in second place. On the second lap Inglis spun at Becketts in his efforts to catch the leader and dropped right back, this letting John Moore (Warwick) into second place closely followed by Clive Garnham's Terrier. With five laps gone, Moore spun at Woodcote and dropped back to third place with Inglis in fourth place, the latter coming up fast through the field once more. Tollady held his lead until the end with Garnham's Terrier in second place, whilst Inglis took third place after Moore retired. Incidentally, Moore made fastest lap of 1 min. 12.2 secs., a speed of more than 80 m.p.h.

Sports-racing cars up to 1,150 c.c. were next to come out. Mike Beard in a Lotus 17 led this event from start to finish. Terry Bone (Lotus 23) took second place some 15 secs. behind, with Robin Benson's Elva Mk. 7 in third spot. Bluebelle Gibbs finished fourth in her Lola, having been displaced by Benson's Elva earlier on in the race.

In the saloon car race Mike Pendleton led all the way in his 3.8 Jaguar to win by a clear 10 secs. from Jeff Sparrow's similar car, with

the writer's Mini-Cooper third place some way behind. Dimitrios Hadoulois had held third place for seven laps, but was displaced at Woodcote in the closing stages to finish fourth. John Lewis's Mini-Cooper finished fifth overall behind Hadoulois's Jaguar after contesting the small class hotly in the first few laps, until a spin at Woodcote had spoilt his chances.

Roger Nathan scored the first of the two wins in the 20 lap AUTOSPORT Series Production Sports Car race. At the start it had been Sidney Taylor's Elite out in front closely followed by the similar cars of Mike Johnson and Roger Nathan, with the M.G. Midgets of Alan Foster and Andrew Hedges well up, ahead of Bob Duggan's Lotus. With three laps gone, Johnson had moved into the lead whilst the rest of the field remained more or less unchanged. The pace was extremely hot, and lap five saw the first three cars in really close company, whilst Duggan had succeeded in splitting the M.G. Midgets. Half distance, and Mike Johnson still led but Nathan had displaced Taylor for third place and Duggan was now ahead of Hedges's M.G. which had been occupying fourth place. On the twelfth lap Mike Johnson went off at Becketts when his throttle stuck wide open and Nathan went into the lead. Now it was Sidney Taylor's turn to challenge Nathan's metallic blue car, for he, too, had passed Johnson's now ailing car. The positions remained unchanged with Sidney Taylor finishing only half a second behind Nathan in a dramatic finish, and Johnson limping home third ahead of Duggan with the M.G. Midgets of Foster and Hedges in fifth and sixth places to win their class very comfortably.

RESULTS

1172 Formula (10 laps): 1, T. Tollady (Aquila), 76.80 m.p.h.; 2, C. B. Garnham (Terrier Mk. 2); 3, R. Inglis (Rejo). Fastest lap: J. B. Moore (Warwick), 80.18 m.p.h. Sports Cars up to 1,150 c.c. (10 laps): 1, M. J. Beard (Lotus-Climax 17), 81.81 m.p.h.; 2, T. Bone (Lotus-Ford 23); 3, R. S. Benson (Elva-Climax Mk. 7). Fastest lap: Benson, 84.14 m.p.h. Saloon Cars (10 laps). Overall Winner: M. Pendleton (Jaguar 3.8). Modified Class A: 1, N. Parker (Morris Mini), 49.81 m.p.h. Modified Class B: 1, J. H. R. Jones (Ford Popular), 62.10 m.p.h. Production Class A: 1, P. S. McNally (Mini-Cooper), 70.68 m.p.h.; 2, J. Lewis (Mini-Cooper); 3, D. Smith (Mini-Cooper). Production Class B: 1, H. Skelton (Sunbeam Rapier), 57.92 m.p.h. Production Class C: 1, M. Pendleton (Jaguar 3.8), 75.95 m.p.h.; 2, J. Sparrow (Jaguar 3.8); 3, D. Hadoulois (Jaguar 3.4). "Autosport" Championship—G.T. up to 1,600 c.c. (20 laps). Overall Winner: R. D. Nathan (Lotus Elite). Up to 1,150 c.c. Class: 1, A. T. Foster (M.G. Midget), 77.81 m.p.h.; 2, A. P. Hedges (M.G. Midget); 3, F. W. W. Banks (Turner-Climax). Fastest lap: Foster, 80.18 m.p.h. 1,151-1,600 c.c. Class: 1, R. Nathan (Lotus Elite), 80.11 m.p.h.; 2, S. Taylor (Lotus Elite); 3, M. B. Johnson (Lotus Elite). Fastest lap: Taylor, 81.53 m.p.h. Sports Cars (15 laps): 1, A. Lanfranchi (Elva-Ford Mk. 7), 86.09 m.p.h.; 2, M. Warner (Lotus-Ford 23); 3, M. J. Beard (Lotus-Climax 17). Fastest lap: Lanfranchi, 88.24 m.p.h. "Autosport" Championship—G.T. over 1,600 c.c. (20 laps). Overall Winner: B. Hetreed (Aston Martin Zagato), 1,691-2,500 c.c. Class: 1, A. Dence (Morgan Plus 4), 75.65 m.p.h.; 2, R. Burnard (A.C. Ace-Bristol); 3, D. Morgan (Elva Courier). Fastest lap: Dence, 77.39 m.p.h. Over 2,500 c.c. Class: 1, B. Hetreed (Aston Martin Zagato), 79.43 m.p.h.; 2, D. Howard (Jaguar E); 3, A. J. Lambert (Jaguar E). Fastest lap: Hetreed, 82.23 m.p.h. "Autosport" Championship—Sports Cars (20 laps). Overall Winner: A. Lanfranchi (Elva-Ford Mk. 7). Up to 1,150 c.c. Class: 1, M. J. Beard (Lotus-Climax 17), 79.00 m.p.h.; 2, Mrs. R. B. Gibbs (Lola-Climax); 3, G. Adair (Lola-Climax). Fastest lap: Beard, 82.46 m.p.h. 1,151-2,000 c.c. Class: 1, A. Lanfranchi (Elva-Ford Mk. 7), 86.07 m.p.h.; 2, M. Warner (Lotus-Ford 23); 3, R. W. Boote (Lotus-Climax 11). Fastest lap: Lanfranchi, 80.24 m.p.h. Over 2,000 c.c. Class: 1, P. F. Skidmore (Jaguar D), 76.31 m.p.h. Fastest lap: J. A. G. Ewer (Merlyn-Climax), 81.76 m.p.h. Grand Touring Cars up to 1,600 c.c. (10 laps). Overall Winner: R. D. Nathan (Lotus Elite). Up to 1,150 c.c. Class: 1, D. A. T. Rees (Marcos-Ford), 77.04 m.p.h.; 2, F. W. W. Banks (Turner-Climax); 3, G. W. John (Marcos-Ford). Fastest lap: Rees, 78.65 m.p.h. 1,151-1,600 c.c. Class: 1, R. D. Nathan (Lotus Elite), 79.78 m.p.h.; 2, S. Taylor (Lotus Elite); 3, E. R. Duggan (Lotus Elite). Fastest lap: Nathan and Taylor, 81.08 m.p.h. Marque Race (10 laps): 1, A. Dence (Morgan Plus 4), 77.80 m.p.h.; 2, R. Burnard (A.C. Ace-Bristol); 3, J. Harris (Austin-Healey 3000). Fastest lap: Burnard, 78.23 m.p.h. Grand Touring Cars over 1,600 c.c. (10 laps). Overall Winner: B. Hetreed (Aston Martin Zagato), 1,691-2,500 c.c. Class: 1, E. Carden (Turner-Ford), 76.19 m.p.h.; 2, D. Morgan (Elva Courier); 3, R. Burnard (A.C. Ace-Bristol). Fastest lap: Carden, 78.02 m.p.h. Over 2,500 c.c. Class: 1, B. Hetreed (Aston Martin Zagato), 80.11 m.p.h.; 2, R. S. Mac (Jaguar E); 3, A. J. Lambert (Jaguar E). Fastest lap: Hetreed, 82.23 m.p.h.

The next race was not so exciting with Tony Lanfranchi (Elva Mk. 7) winning from Mike Warner's Lotus 23. Throughout the 15 laps of this sports car race Lanfranchi had always looked the winner, for although Warner had succeeded in passing him on the 13th lap, Lanfranchi had the situation well under control.

This was followed by a second AUTOSPORT event. Brian Hetreed (Aston Martin Zagato) led from start to finish, a position he never had any difficulty in maintaining—his fastest lap was 1 min. 10.4 secs. Second came David Howard's E-type Jaguar with Jack Lambert in third place. The Earl of Denbigh and R. S. Mac had also contested this class in their E-types, finishing in fourth and fifth positions. The 2,500 c.c. class was won by Adrian Dence in his Morgan Plus 4 from Bob Burnard's Ace-Bristol.

Tony Lanfranchi won yet again in the next AUTOSPORT race. Once more Warner contested strongly after an initial lead. The up to 1,150 c.c. class was won by Beard with Bluebelle Gibbs in second position.

Roger Nathan chalked up his second success of the day by winning yet another G.T. race. Sidney Taylor had led at the fall of the flag only to be passed by Nathan on lap 3. Mike Johnson non-started, having further carburettor trouble. Bob Duggan went extremely well to finish third, obviously enjoying driving his Elite as he did his Morgan.

The penultimate race of the day was perhaps the most exciting. Adrian Dence (Morgan Plus 4) and Bob Burnard in the Ace-Bristol were at it again. The A.C. and the Morgan were seldom more than feet apart with first one leading and then the other. On the last lap Burnard led into Woodcote only to overdo it slightly and Adrian Dence took this opportunity to just slip ahead on the outside of the sliding car. A real photo-finish. There was so much excitement over the leading cars little attention was paid to third man Jonathan Harris who had driven a really splendid race in his Austin-Healey 3000.

Yet another win to the Aston Martin Zagato in the last race of the day. Brian Hetreed led once more from start to finish with R. S. Mac some 17 secs. in arrears holding a steady second place. The E-types of Jack Lambert and David Howard finished third and fourth with the Earl of Denbigh in fifth place.



PATRICK McNALLY scored a fine class win with his Janspeed Mini-Cooper and even split the second and third Jaguars. He leads John Lewis (Mini-Cooper) in the early stages.



TONY LANFRANCHI nearly overdoes it on his way to winning the unlimited sports car race.

RAIN and cold winds damped the track at Loton Park on Saturday, the occasion of the second National hill-climb on the Shrewsbury slopes, but nobody cared when there were such tonics as 1.7 secs. separating the 10 contestants for the first round of the R.A.C. Hill-Climb Championship; the brilliant driving of Tony Marsh, who set B.T.D. and took the lead; Phil Scragg, second on his new B.R.M.; and Westbury on the Felday, third.

Highlight of the afternoon on the now extended course—to 900 yds.—was the thrilling battle for championship points and B.T.D. between Marsh and Scragg. The championship runs, of course, closed the meeting, but an indication of things to come had been given in the ordinary racing car classes.

Times took a plunge as the track dried out after heavy rain soon after practice opened. Then Marsh had taken the flying special up

last, slipped the Emeryson in front of Terry in a worthy 39.71 secs.

The over 1,600 c.c. class was poorly supported and two non-starters reduced the runners to Betty Haig now at the wheel of a Lotus 23 which gave her a fastest run of 41.52 secs. After recording 40.06 secs., Randles really gave his abbreviated Cooper Monaco the gun second time up and turned in a rousing 38.83 secs.

Five contenders made up the Formula Junior class. Howard Bennett, Merlyn mounted, appeared to have a class-win sewn up with a second run of 40.88 secs., but Austen May made amends for spinning off at Keepers with the ex-Bill Bradley M.R.P. Cooper with an immaculate 40 secs. dead on his second attempt.

With the ex-Whitmore engine now pulling his Austin-Cooper, Nick Porter led the under 1,000 c.c. Touring, Sports and G.T. runners taking off with merrily spinning wheels to clock 45.12 secs., over 1½ secs. quicker than his first run. Frank Wall's Morris-Cooper was some 2 secs. behind this potent bee but over a second in front of Dyke's blown Sprite.

Bloomfield's Diva proved a hot number in the 1,001-1,200 c.c. class, even though its appearance was nothing to shout about. Of the remaining four entries only John Wales's Alexander Engineering Morris-Cooper appeared likely to challenge the Diva's second run of 42 secs. but the best it could manage for second place was 44.24 secs.

An easy win also came the way of Bob Rose, who still has his ex-Nurse Lotus Elite, in the 1,200-1,600 c.c. class for Sports, Touring and G.T. cars. Rose clipped over half a second off his first run to score in 42.07 secs.

The open class for the above three categories produced a large and varied list of entries including one really hot one—the official Coombs-Graham Hill lightweight E-type Jaguar in the hands of Mike MacDowel. This impressive vehicle, as it ought to have done, swept all opposition aside with times of 40.29 secs. and 40.17 secs. so that Phil Scragg in his E-type, in standard trim, but for a 3.8 axle, was not so much concerned with catching MacDowel but keeping Ray Meredith at bay. The Jaguar was booted up in 41.56 secs. against the Morgan's 41.80 secs.

In the Historic and P.V.T. Racing car class, W. Watton's famous blown 750 c.c. Austin proved a worthy challenger for Frank Wall's "other car", the Type 51 Bugatti. In both cases the first runs were fastest, the Bug making sweet music in 44.54 secs., while the Austin recorded a splendid 44.93 secs. P. J. A. Evans benevolently distributed chains from his Chawner G.N. on the return road. He earned his third place in 46.98 secs. The McCall Lagonda Rapier was off form and only completed one of four runs.

While you will no longer win the Hill-Climb Championship with a Cooper-J.A.P., these delicate looking machines are still a potent weapon in the right hands—the hands of Ian McLaughlin and Mike Hatton, for instance. Results speak for themselves in such cases, Hatton crackling up in 39.01 secs. with Ian even faster with 38.29 secs. If you had binoculars, Peter Wilson's Martini Special, all 650 c.c. of it, was a beautiful sight to watch. Its remarkable passage through the tight corners was only equalled by controlled miniature slides through the faster ones. A long way to come from Jersey just for a ride lasting 41.27 secs. perhaps, but it was good enough for third place. As he did during practice Blakeman took his Mongrel-J.A.P. tub collecting on his second run.

Although Keylock's Cooper-Buick was a regretted non-starter and Cofdingley and Tom Norton (Lotus) had to pull out with transmission bothers, there was still plenty of wild and woolly motoring left in the open racing car class. Unfortunately, a nasty looking accident befell Roland Neville who is driving a special bodied Lola with his brother R.J., this season. While slowing down after passing the finish line, the Lola suddenly swerved off course, flipped and landed on its roll bar, the driver being helplessly trapped inside. He was removed to hospital suffering from neck injuries and a suspected shoulder dislocation.

First up was Mrs. Agnes Mickel who fearlessly handled the 2.5-litre Cooper-Climax to record 39.42 secs., and qualify as the "slowest" of the championship runners. Ray Fielding had a disappointing day with his Lotus 21, an ex-team car. Lack of vital gears

kept him down to 40.68 secs.—and out of the first round of the championship.

David Good's blown Cooper put him well in the running with an immaculate 38.8 secs. and Peter Boshier-Jones was another well in the groove with his 1220 Lotus-Climax, also supercharged. His best effort of 38.07 secs. gave him third place in the class. Marsh gave the impression that the special was not quite *au point*, but 38.52 secs. easily put him in the first round and it might have been that that was all he wanted.

Phil Scragg was, perhaps, the sensation of the class with his 2.5-litre B.R.M., one of the last of the big fours built at Bourne. After many seasons with the biggest and fastest sports-racers, to many eyes it was a logical step that he should try a single-seater sometime. He seems to have taken to the rear-engined car, a lightweight compared with the Lister of last year, like the proverbial duck to water. Despite incorrect rear ratios (he started in and used second and third), the B.R.M. turned in a shattering 37.67 secs. Another great climb was Westbury in the V8 blown Felday which bellowed along in a symphony of noise to take second place in 37.92 secs. Gray Mickel took over the Cooper-Climax from his wife and also qualified with a neat 38.79 secs.

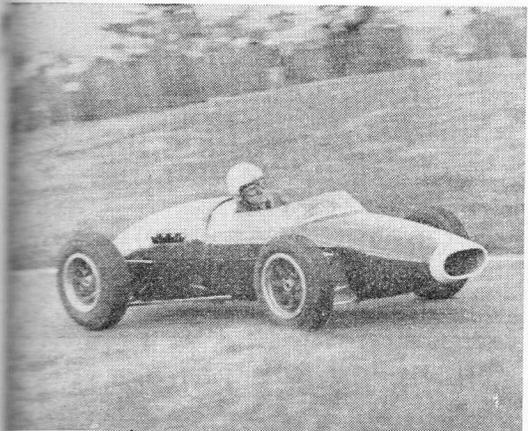
The Hill-Climb Championship runs were keenly awaited as only 1.73 secs. covered the 10 entries. Mrs. Mickel shaved off a few more fractions to record 39.39 secs., while Mike Hatton brought his previous best down to 38.46 secs. Josh Randles just squeezed in front of Mike with an unruffled looking 38.43 secs. McLaughlin was in devastating form and showed that his previous times were no fluke with 38.08 secs. and then an amazing 37.99 secs. so that he was one of six drivers to break the 38 secs. barrier. David Good landed fifth place in 37.93 secs. with his second run. Boshier-Jones took but 37.70 secs. and Westbury was another on the limit, the impressive Felday needing only 37.54 secs. to gain third place. Second time up he went over the limit in his determination to catch Marsh and Scragg and committed a nonsense at Fallow.

Marsh's first run produced the results—37.38 secs., but just when it began to appear that it was in the bag Scragg, using every inch and a little more of the narrow Loton Park road, chalked up 37.25 secs. Second time up and Marsh was obviously at work. It was rewarding labour—37.03 secs. Scragg now had his sights on the 36s and blasted the B.R.M. up just that little bit quicker than before it seemed but after Fallow he missed a gear and his chance was gone. Even so his time was 38.27 secs.

While everybody caught their breath afterwards, Basil Tye presented last year's championship trophies and Major G. B. Leake the day's winnings. As usual the meeting was efficiently organized by the Severn Valley M.C. and sponsored by the *Wellington Journal and Shrewsbury News*.

Results

B.T.D.: A. E. Marsh (Marsh-Climax), 37.03 s. **Sports-Racing Cars.** Up to 1,600 c.c.: 1, G. Austin (Emeryson-Climax), 39.71 s.; 2, R. Terry (Lotus-Climax 7), 40.12 s.; 3, T. Clapham (Lotus-Climax 7), 40.33 s. **Over 1,600 c.c.:** 1, J. Randles (Cooper-Climax Monaco), 38.83 s.; 2, Miss B. Haig (Lotus-Ford 23), 41.52 s. **Formula Junior:** 1, C. A. N. May (Cooper-Ford Mk. 3), 40.00 s.; 2, H. M. Bennett (Merlyn-Ford Mk. 3), 40.88 s.; 3, A. B. Griffiths (Lotus-Ford 20), 42.41 s. **Touring Sports and G.T. Cars.** Up to 1,000 c.c.: 1, N. Porter (Austin-Cooper), 46.81 s.; 2, F. Wall (Morris-Cooper), 47.17 s.; 3, T. Dyke (M.G. Midge), 48.31 s. **1,001-1,200 c.c.:** 1, J. Bloomfield (Diva-Ford), 42.00 s.; 2, J. Wales (Morris-Cooper), 44.24 s.; 3, C. R. M. Boote (Morris-Cooper), 46.91 s. **1,201-1,600 c.c.:** 1, R. Rose (Lotus Elite), 42.07 s.; 2, J. Brown (Morgan 4/4), 44.11 s.; 3, C. Court (Lotus Elite), 45.26 s. **Over 1,600 c.c.:** 1, M. MacDowel (Jaguar E), 40.29 s.; 2, P. Scragg (Jaguar E), 41.56 s.; 3, R. E. Meredith (Morgan Plus 4), 41.80 s. **Historic and P.V.T. Cars:** 1, F. Wall (Bugatti), 44.54 s.; 2, W. Watton (Austin), 44.93 s.; 3, P. J. A. Evans (Chawner), 46.98 s. **Racing Cars.** Up to 1,100 c.c.: 1, I. McLaughlin (Cooper-J.A.P.), 38.29 s.; 2, M. Hatton (Cooper-J.A.P.), 39.01 s.; 3, P. Wilson (Martini 650 TT), 41.27 s. **Over 1,100 c.c.:** 1, P. Scragg (B.R.M.), 37.67 s.; 2, P. Westbury (Felday-Daimler), 37.92 s.; 3, P. Boshier-Jones (Lotus-Climax 22), 38.07 s. **R.A.C. Hill-Climb Championship:** 1, A. E. Marsh (Marsh-Climax), 37.03 s.; 2, P. Scragg (B.R.M.), 37.25 s.; 3, P. Westbury (Felday-Daimler), 37.54 s.; 4, P. Boshier-Jones (Lotus-Climax 22), 37.70 s.; 5, D. R. Good (Cooper-Climax), 37.93 s.; 6, I. McLaughlin (Cooper-J.A.P.), 37.99 s.; 7, R. G. Mickel (Cooper-Climax), 38.24 s.; 8, J. Randles (Cooper-Climax Monaco), 38.43 s.; 9, M. Hatton (Cooper-J.A.P.), 38.46 s.; 10, Mrs. A. Mickel (Cooper-Climax), 39.39 s.



DRIVING his new Marsh Special, described recently in AUTOSPORT, Tony Marsh made B.T.D. and established himself at the top of the table after the first round of the championship.

Loton Park Hill-Climb

First Round of 1963 Hill-Climb Championship to Tony Marsh

BY TONY BEX

in 38.13 secs., but when the skies deposited their contents it was as much as most drivers could do—and many did not—to keep on the island at all. There were plenty of fascinating but harmless pirouettes at the first bend, Keepers, where grip was non-existent, particularly on the starting area. Jack Cordingley, however, got into trouble with the J.B.W.-Maserati up Cedar Straight with three vicious full opposite lock slides. Second fastest in practice was McLaughlin, now fully recovered from his Wiscombe upset, who urged his familiar yellow Cooper-J.A.P. along in 39.12 secs. David Good took 39.27 secs., Westbury 40.50 secs., Josh Randles with the unfortunate looking Cooper Monaco 40.64 secs., Hatton 40.30 secs. and Scragg 41.87 secs.

Graeme Austin opened the meeting proper and the up to 1,600 c.c. sports-racing class with his ex-Fielding Emeryson in a smart 40.80 secs., but Tom Clapham's Lotus managed 40.33 secs. Terry was very fast with the all-independent "super" Lotus Super Seven and his time of 40.12 secs. came as no surprise. On the second runs Butterworth improved to 40.95 secs. in his ex-Bloor Lotus 23 but the rest of the class contenders were slower except for Austin, who, running

THE Spring meeting for members of the B.R.S.C.C. at Snetterton last Sunday started rather inauspiciously when H. S. Lee had the great misfortune to suffer the total loss of his new Lotus Junior, which caught fire while he was practising during the morning and was burnt out; happily Lee himself was uninjured. Following this, the first race produced a number of accidents in one of which David Howard's E-type Jaguar was badly damaged; David was forced to take violent evasive action when another car spun in front of him in the Esses and, but for his presence of mind, the Jaguar might well have endangered the spectators. As it was the car rolled over the protective earth bank but, again, the driver was very fortunate to escape injury. This and the other misfortunes caused a long delay before racing could be resumed, but the B.R.S.C.C. organization was, as always, equal to the task, and the programme thereafter went without a hitch to finish on schedule.

Seven 8-lap races made up the menu for the day, and the first was for G.T. cars over 1,600 c.c. The field got away to a wonderful start and a glorious bellow of a crisp exhaust heralded the approach of the Aston Martin DB4GT of David Skales in the lead on the first lap, hotly pursued by Ken Baker's E-type Jaguar. The Aston held its lead for four laps but on the fifth, somehow, somewhere, Ken Baker slipped past and he went on to yet another untroubled win. Meantime the E-type of Malcolm Fruitnigh, who used to drive a Formula Junior with notable skill, became involved with the fantastically fast Morgan of John Dangerfield, but the Morgan's challenge suddenly evaporated on the last lap for an undisclosed reason. The Austin-Healey 100/6 of A. Stilwell was going extremely well in fifth place for most of the race but then it, too, suddenly vanished. It was seen much later motoring happily back to the paddock, quite unscathed, so it seems that lack of fuel or of sparks was probably the cause of its demise. The Austin-Healey 3000 of N. B. Holmes inherited the position after getting the better of C. Skeaping's Daimler SP250.

Sports cars under a litre and without o.h.c. engines took the field after the track had been cleared, and all but six of them were of the marque Lotus. An immense amount of place-changing went on in the early stages, and there were sundry spins without dire results. Then, after five laps of ding-dong racing, the first five cars drew clear of the rest of the field and settled into their finishing positions. Three Lotuses went to the front, driven by D. B. Porter, N. H. Wilson, and R. S. Deverell; then came J. D. A. Bromilow's D.R.W. which had led initially, and he in turn was harried all the way to the finish by yet another Lotus in the hands of K. W. Bailey. In mid-field a Merlyn and a Terrier fought a splendid duel right to the line, the drivers being C. F. S. Irwin and M. M. Bell respectively; Irwin got the decision by a whisker as a result of a clever passing manoeuvre at Paddock Bend.

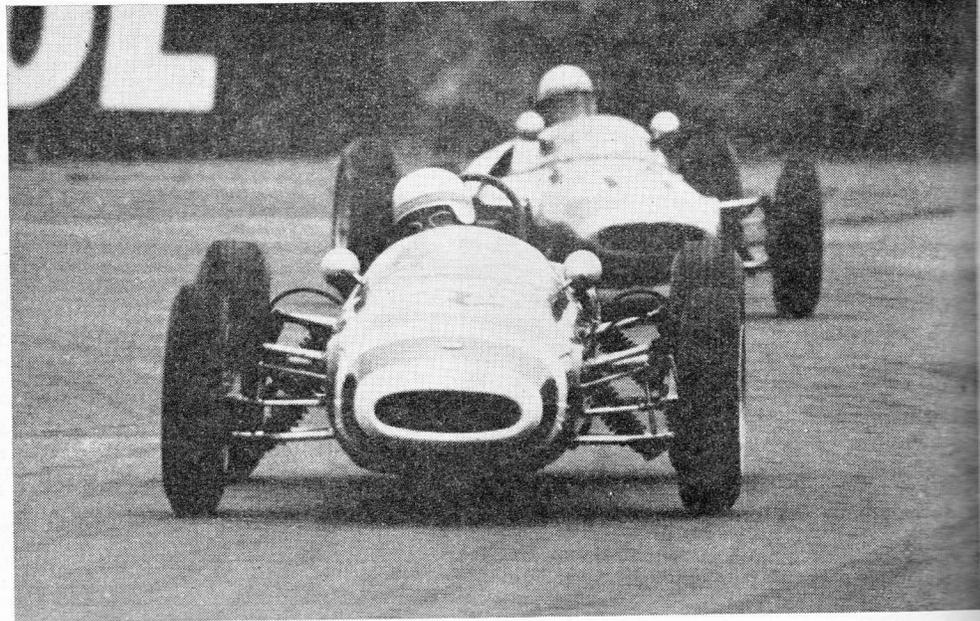
The first race for saloons was a complete B.M.C. benefit, the field consisting of 27 Minis and a solitary N.S.U. Prinz. It was subdivided into two classes, up to and over 850 c.c. The Morris-Cooper of J. B. M. J. Maas took an immediate lead which it never lost, but hard on its heels came the little 850 Austin of J. Fitzpatrick which put up a wonderful fight for four laps. Then, it ran out of petrol! This suggests a consumption of the order of 5 m.p.g.! After being suitably refreshed it rejoined with unabated vigour, but it was over a lap to the bad so that was that. Tony Rutt, who had several times been put firmly in his place by this cheeky little projectile, then had an untroubled run in second place, and the lead in the 850 class passed to the Austin of G. Line, who finished the race just one minute behind the winner.

Single-seater racing cars came out next, with a capacity limit of 1½-litres, and mixed in with the Juniors were two Cooper-Climax of 1,098 c.c. and two 500s. The interlopers did not fare well; Isobel Robinson's 500 never left the line, a Cooper retired on the first lap, the second 500 lasted only four laps, and the second Cooper was a resounding last. The Juniors were completely dominated by the Brabham of R. J. James, and R. F. Banting's Brabham held a secure second place ahead of the Lotus of D. E. O'Sullivan. Two Jim Russell pupils in Lotuses came next, fourth being F. Osborne and fifth J. Hatter. The

B.R.S.C.C. AT SNETTERTON

Enjoyable Members' Meeting at the Norfolk Circuit

BY DAVID PRITCHARD



WINNER of the single-seater race was former Karting expert Roy James at the wheel of his Formula Junior Brabham. He has just lapped the Lotus of P. da Nobrega.

position of these five cars never varied from the second lap onwards.

The race for G.T. cars up to 1,600 c.c. resulted in another win for Roger Nathan's Elita, which was afterwards checked by the scrutineers to verify its engine dimensions. This is a thing which is liable to happen to any car at a B.R.S.C.C. meeting which shows a clean pair of heels to its adversaries, and in this case the car of course emerged from the ordeal with flying colours; it is just a very fast car with a very fast driver. For the rest, the race was a triumph for the small manufacturers, for the following places were filled by Jack Oliver's Marcos, Doug Mockford's Diva, and Keith Holland's G.S.M. The Elites of J. Friedlander and D. G. Marriott had a fine duel for fifth and sixth. Norman Surtees appeared in an Elite and seemed to be acutely unhappy through the corners. One cannot imagine an accomplished motor-cyclist being completely ham-fisted in the swerves, so it must be assumed that the car's suspension settings left a lot to be desired and that he was really fighting to keep the thing on the track.

Sports cars over a litre were led from start

to finish with consummate ease by Tony Lanfranchi's Elva, fresh from its triumph at Silverstone the previous day when it nearly ran off the speed table. Roy Pierpoint's Attila was a firm second, and the battle for third place was perhaps the best of the day, Jim Morley's Lola just getting the better of Stephen Minoprio's Elva after a race-long duel. Robin McArthur was untroubled in fifth place, but a gigantic spin at Coram by the Merlyn of P. R. Courage lost sixth place, just, to the Elva-Alfa Romeo of R. Peel.

Another clutch of saloons brought proceedings to a close, and the race was completely dominated by the Anglias of Chris Craft and the brothers Young. However, John Young made things awkward for lap-scoring by losing a whole lap somewhere and rejoicing in his brother's wake. In fact, Alan Peer's Anglia was third overall and second in its class, Michael Young's engine being only moderately stretched to keep it below 1,200 c.c. Doc Merfield put in an appearance with a hot Cortina, but he had the galling experience of losing a fight with his old Anglia despite the unhealthy noises the smaller car was making.

RESULTS

Grand Touring Cars over 1,600 c.c. (8 laps). Overall Winner: K. Baker (Jaguar E). 1,601-2,500 c.c. Class: 1, J. Dangerfield (Morgan Plus 4), 81.97 m.p.h.; 2, D. S. Jones (Triumph TR3A); 3, T. W. Sangster (A.C. Ace-Bristol). Fastest lap: Dangerfield, 1 m. 56.8 s., 83.53 m.p.h. Over 2,500 c.c. Class: 1, K. Baker (Jaguar E), 87.40 m.p.h.; 2, D. D. S. Skales (Aston Martin DB4GT); 3, M. A. Fruitnigh (Jaguar E). Fastest lap: Baker and Skales, 1 m. 48.6 s., 89.83 m.p.h. Sports Cars up to 1,000 c.c. (8 laps): 1, D. B. Porter (Lotus-Ford 7), 83.64 m.p.h.; 2, N. H. Wilson (Lotus-Ford 7); 3, R. S. Deverell (Lotus-Ford 7). Fastest lap: Wilson, 1 m. 53.6 s., 85.88 m.p.h. Saloon Cars up to 1,200 c.c. (8 laps). Overall Winner: J. B. M. J. Maas (Morris-Cooper). Up to 850 c.c. Class: 1, G. Line (Austin Mini), 72.60 m.p.h.; 2, J. R. Barrett (Austin Mini); 3, D. E. Buckett (Morris Mini). Fastest lap: J. Fitzpatrick (Austin Mini) and Line, 2 m. 6.0 s., 77.43 m.p.h. 851-1,200 c.c. Class: 1, J. B. M. J. Maas (Morris-Cooper), 76.88 m.p.h.; 2, A. D. Rutt (Austin-Cooper); 3, J. E. Ralph (Morris-Cooper). Fastest lap: Maas, 2 m. 5.0 s., 78.05 m.p.h. Racing cars up to 1,500 c.c. (8 laps): 1, R. J. James (Brabham-Ford), 93.36 m.p.h.; 2, R. F. Banting (Brabham-Ford); 3, D. E. O'Sullivan (Lotus-Ford 22). Fastest lap: James, 1 m. 42.8 s., 94.90 m.p.h. Grand Touring Cars

up to 1,600 c.c. (8 laps). Overall winner: R. D. Nathan (Lotus Elite). Up to 1,150 c.c. Class: 1, J. Oliver (Marcos-Ford), 83.37 m.p.h.; 2, D. Mockford (Diva-Ford); 3, K. G. Holland (G. S. M. Delta). Fastest lap: Mockford, 1 m. 54.0 s., 85.58 m.p.h. 1,151-1,600 c.c. Class: 1, R. D. Nathan (Lotus Elite), 84.89 m.p.h.; 2, R. D. Jennings (Lotus Elite); 3, D. G. Marriott (Lotus Elite). Fastest lap: Nathan, 1 m. 52.8 s., 86.49 m.p.h. Sports-Racing cars over 1,000 c.c. (8 laps). Overall winner: A. Lanfranchi (Elva-Ford Mk. 7). 1,001-1,200 c.c. Class: 1, J. F. Morley (Lola-Climax), 90.35 m.p.h.; 2, S. J. C. Minoprio (Elva-Climax Mk. 7); 3, R. McArthur (Lotus-Ford 23). Fastest lap: Morley, 1 m. 46.2 s., 91.86 m.p.h. Over 1,200 c.c. Class: 1, A. Lanfranchi (Elva-Ford Mk. 7), 92.39 m.p.h.; 2, R. F. Pierpoint (Attila-Climax); 3, R. Peel (Elva-Alfa Romeo Mk. 6). Fastest lap: Lanfranchi, 1 m. 44.2 s., 93.63 m.p.h. Saloon cars over 850 c.c. (8 laps). Overall winner: C. Craft (Ford Anglia). 851-1,200 c.c. Class: 1, M. A. Young (Ford Anglia), 82.59 m.p.h.; 2, C. J. Airey (Austin A40); 3, T. P. Page (Ford Anglia). Fastest lap: Young, 1 m. 54.4 s., 85.28 m.p.h. Over 1,200 c.c. Class: 1, C. Craft (Ford Anglia), 83.33 m.p.h.; 2, A. Peer (Ford Anglia); 3, N. Abbott (Ford Anglia). Fastest lap: Craft, 1 m. 53.0 s., 86.34 m.p.h.

CLUB NEWS

By MICHAEL DURBIN

THE Shenstone and D.C.C. are to hold a closed driving tests meeting at Corborough Farm, near Lichfield, on 19th May. There are classes for saloon, sports and G.T. cars and entries close on Tuesday. Secretary of the meeting is D. A. de Saxe, 48 Handsworth Wood Road, Birmingham, 20. . . . Entry list for the Scottish Rally, which takes place on 3rd-7th June, closes on 6th May. A special class has been introduced for quarter-ton vehicles, e.g., Land-Rovers and Champs. Send in your entries to the secretary of the R.S.A.C., 11 Blythswood Square, Glasgow, C.2. . . . Aintree Circuit C.'s National race meeting on 25th May features, as we mentioned in "Sports News" three weeks ago, a 100-mile race for Group 3 saloon cars. Now, to make things even more exciting, a special class for cars having unlimited modifications—but having coachwork similar to the manufacturer's original design modified only with regard to weight reduction. Capacity classes will be up to 1,300 c.c. and 1,301-2,000 c.c., but such cars will not be eligible for the premier award. . . . Conference Rally of the R.A.F. Association M.C. is to take place on 11th-12th May. Entries for this closed-to-club rally close on 6th May and must be sent to the secretary of the meeting, I. A. H. Witter, 94 Highfield South, Rock Ferry, Birkenhead, Cheshire. . . . Also closing on 6th May is the entry list for the West Hants and Dorset C.C.'s National British hill-climb meeting on 19th May—the third round of the R.A.C. Hill-Climb Championship. As usual there are classes for everything, including vintage cars and entries should be sent to H. W. T. Hughes, 114 Sheringham Road, Branksome, Poole, Dorset. . . . Distributed on the Tulip route were the regs. for the Manx A.C.'s Manx Trophy Rally, brief details of which appeared in this column in the 12th April issue. It is a restricted event to be held on 24th-26th May and regs. are available from W. J. W. Ashton, 28 Victoria Street, Douglas, Isle of Man.

COMING ATTRACTIONS

- 3rd-4th May. Japanese Grand Prix, Suzuka (S.), Isle of Wight C.C. and Saro C.C. 11th Isle of Wight Rally. Starts Five Bridges Garage, near West Stour, Dorset, at 9.30 p.m.
- 4th May. Aston Martin O.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 12 noon.
- Lancs. and Cheshire C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire.
- B.A.R.C. (West Midlands Group) Sprint, Wellesbourne, near Stratford-on-Avon, Warwickshire.
- Liverpool M.C. Driving Tests. Starts Sealand R.A.F., Flintshire.
- Shenstone and D.C.C. Little Rally. Starts Bull's Head Inn, Shenstone, Staffs, at 3 p.m.
- 4th-5th May. South Derbyshire M.C. South Derbyshire Rally. Starts Measham Motor Sales, near Burton-on-Trent, Staffs, at 10.30 p.m.
- North Oxfordshire C.C. Banbury Cross Rally. Starts Whateley Hall Hotel, Banbury Cross, Oxon, at 10 p.m.
- Bolton-le-Moors C.C. 10th Midnight Rally. Starts Royal Oak Hotel, Clayton-le-Dale, Lancs., at 11 p.m.
- 4th-6th May. Sardinian Rally.
- 5th May. Targa Florio, Sicily, Italy (P., S., G.T.). B.R.S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics.
- Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk.
- Bugatti O.C. National Prescott Hill-Climb, near Cheltenham, Glos. Starts 10.30 a.m.
- Cambridge C.C. Sprint, Duxford, near Cambridge.
- East Anglian M.C. "Earls Colne Express" Driving Tests. Starts Earls Colne Airfield, Earls Colne, near Colchester, Essex, at 1.30 p.m.
- Guildford M.C., Farnborough and D.M.C. and Hants and Berks M.C. Inter-Club Driving Tests. Starts Malta Barracks, Farnborough, Hants., at 1 p.m.
- Austin-Healey C. Driving Tests. Starts Blackbushe Aerodrome, near Camberley, Surrey.
- Airedale and Pennine M.C.C. Driving Tests. Starts Clay's Mill, Hollins Mill Lane, Sowerby Bridge, near Halifax, Yorks., at 2 p.m.
- 9th-11th May. Veteran C.C. and Vintage S.C.C. International Touring Assembly, Brighton, Bognor Regis and Goodwood.

THE Chester M.C.'s Bernie Rally, run traditionally on O.S. 107 and 108, is an old-established event, which has increased in stature every year until, in 1963, it was of sufficient importance to attract the majority of the current British National crews who were not otherwise engaged in Holland. Forty-two Experts, 39 Semi-Experts and 15 Novices made up the field which set off from the spacious premises of the Bernie Motor Auction, in ideal competitors' weather for 180 miles of tough and straightforward rallying in North Wales. Ample plotting time had been allowed before the start and at 9.15 p.m. Reg McBride and Don Barrow were flagged away by Mr. Bernie. Soon after 4 a.m. (no daylight dicing this year!) the same crew handed in time cards showing a winning score of 12 minutes of lateness at the finish at the Checkpoint Country Club.

Following a late change of policy, competitors were no longer required to provide their own watches and cases, and the "Targa" system of timing was adopted. This is surely

the Mini-Cooper, to the detriment of its front end. The Mini-Cooper, although damaged, was able to continue but the VW was retired.

A series of threes and twos and a liaison section led to the intricate maze east of the Vale of Conway, where Twigdon and Chilvers wrong-slotted to the tune of 16 minutes, effectively removing them from the lead at that point. David Seigle-Morris and Brian Melia, going well in the Lotus-Cortina, lost most of their back-axle oil, topped-up again at the petrol halt only to lose it once more soon after, and sadly retired with a ruined differential.

After petrol came the second Special stage, one mile in 120 seconds from 950682 to 9483675. Provisionally nobody cleaned this series of steep hairpin bends. A loop round black-spotted Llansannan and another round Llanefydd provided some interesting motoring and by now many people were pushing against their overall 30 minutes of lateness. Opportunities to regain time were limited.

Chester M.C.'s NEW BERNIE RALLY

A Win for Reg McBride/Don Barrow (Allardette)

the most effective method yet devised, but it is still in its infancy and will need some refinement before being pronounced perfect. One vital element is the use of properly synchronized timepieces, so that all concerned may be sure that inter-control timings bear a logical relationship. Certain alarming discrepancies between controls on the New Bernie indicated that the watches used were insufficiently accurate. The principle of the "Targa" method is that marshals' timepieces are set back so that each competitor is due into each control at his rally starting time, and for this to be effective a higher degree of accuracy than was met last Saturday night is essential.

The run-in brought the route to the edge of the Wydian Range and to the first of two Special sections. This was an uphill half a mile in 60 seconds and the Cavendish and Knowdale Allardettes were all inside the time allowed. A little series of 1, 2, 2, 1, 1, across the range gave no bother, but the ensuing 12 minute section to Control 8 across the Clwyd Valley caused more than one expert crew to drop at least one minute. The not-as-shown hairpin north of Gyffylliog proved to be the undoing of the Wolchover/Valentine Healey, which straddled the "turning" triangle, leaving following crews no choice but to negotiate the hairpin proper. A bold course across the grass paid off.

The yellow road through Locaenog Forest was good value, and at Control 16 McBride and Barrow surrendered their first minute along with everybody else except Claude Twigdon and Les Chilvers, whose Sprite survived unpenalized until Control 19. Hereabouts Richard Martin-Hurst and John Brown, forsaking the Land-Rover for a Mini-Cooper, retired with a lack of retardation. Friswell/Nelder (M.G.A.), Bent-Marshall/Davies (Mini-Cooper) and Whitehead/Bishop (VW) approached the dog-leg at 089608 in close company, so much so that the VW smote

McBride pulled back four from his total of 12 all night and the Lobb/Trott VX4/90 ran 26 minutes adrift for about 10 controls at this stage until they pulled three back through de-synchronized control watches. By completing the yellow road triangle in 1569 and running along the route twice for a couple of tenths, a saving of well over a mile could be made, an opportunity at which several hard-pressed crews grasped. Apart from the tricky cross-roads at 239700, which does not come out as shown and which led to some half-dozen cars very nearly wrong-approaching Control 85, there remained only the short run to breakfast.

Here it was made known that the organizers were going to implement their proposed noise penalties. They had been most thorough about this at scrutineering, but unfortunately, the wording of the regs. was just sufficiently loose for the threatened penalization to have to be abandoned. It appears that the difference between noise and ineffective silencing had not been appreciated! It is to be hoped that in future regs. will leave no loophole and, equally, that there will be no competitor obliged to take advantage of such a loophole.

The New Bernie had provided a most interesting and fair course, with a smattering of new roads, and for the main part local knowledge was of little importance, although an ability to press on a bit smartish was vital.

RON AMBROSE.

Results

1. R. McBride/D. Barrow (Allardette), 12; 2. P. Simister/G. Robson (Allardette), 21; 3. R. Fidler/J. Hopwood (Allardette), 28; 4. D. Friswell/N. Nelder (M.G.A.), 31; 5. R. Wilson/G. Haggie (Allardette), 31; 6. G. Bloom/A. Taylor (Mini-Cooper), 32; 7. J. Anderton/P. Barnes (Allardette), 34; 8. N. Harvey/D. Cardwell (Mini-Cooper), 35; 9. R. Cutler/B. F. Hughes (Hillman 1600), 39; 10. C. Twigdon/L. Chilvers (Sprite), 42. Team Award: Cavendish C.C.—McBride/Barrow, Simister/Robson and Wilson/Haggie.

Another Allardette Victory in PILGRIM RALLY

Excellent B.A.R.C. (Surrey Centre) Rally

IN bygone days pilgrimages, often accomplished on foot, were a contemporary test of zeal; however, a modern conception of travel by fortitude was indulged in last weekend by some 80 rally crews who competed in the B.A.R.C. (Surrey Centre) 4th Pilgrim Rally. The fortuitous nature of the route in the West Country progressively fractionated the field before the final control and emerging here at the head of the vanguard was the solitary "clean sheet", by the Allardette of S. G. Davey and T. S. Bosence. A remarkable performance well appreciated by competitors and the organizers.

Start controls at Taunton and at Rob Walker's "other garage" at Warminster, catered for competitors from the invited clubs in the West Country and the South of England, in each case a run-in section of 38 miles converged at Ilminster, from where the plotting really began.

Car No. 1, the N. Leather/M. Holmes M.G.A departed from Ilminster in the direction of Chard with intrepid thoughts concerning Paul Steiner and Brian Cumbers' Austin-Cooper, the Sydney Allard and Tom Fisk Allardette, and other snarling machinery not far behind.

The route writhed in a westwards direction through a network of "yellow roads" and an occasional "white goer" to skirt Honiton by a respectable distance. An inconspicuous "yellow slot" between a pair of formidable timber gate-posts at 176/183977 proved elusive to many crews and costly in time. Fortunately the succeeding route to the supper stop at Exeter Airport enabled crews to make up a little time along the main roads.

An interim count at supper revealed several crews presumed lost, notable among these being David Street and Ken Coombs (Triumph
(Continued on page 620)

B.A.R.C. (SURREY CENTRE)

DRIVING TESTS

THE annual B.A.R.C. Surrey Centre Driving Tests offering was held this year on the windswept wastes of Blackbushe Airport, Surrey, in very indifferent weather conditions, with squalls of vicious intensity, which upset many of the competitors in sports cars and all the marshals who suffered cruelly but stuck to their posts with surprising stoicism.

The 52 entrants appeared in the usual motley selection of vehicles, and such is the number of classes provided in these A.C.S.M.C. D.T. Championship events that nine was the largest number in any one class, that for standard ADO 15s.

Scrutineering was rather slowish, but particularly thorough with regard to wheels. The official in charge obviously had a "thing" about cracked steel disc wheels. The five tests which were already laid out covered about 400 yards of road-length, and one particular official refused to allow the paying customers from viewing the tests by using their cars, resulting in much walking about for chaps who do not normally walk if it is possible to drive! This despite the fact that later in the day just about any and everybody drove all over the place irrespective of what was happening.

However, the first five tests were by no under way and were enjoyable in an open rather brain-teasing sort of way. There was no system by which the competitor could arrange the test in his mind, the only way being to commit the whole thing to memory and hope for the best; this resulted in rather a lot of wrong methods!

Test Two seemed particularly odd with the second half consisting of having the whole wide world to rotate the car in, provided it passed twice between a pair of markers on no less than three occasions. Treated as a wiggle-wobble, this half of this test would have made it all good fun rather than just a tyre wearing operation.

Test Five incorporated two boxes for the "boys" to practise the handbrake turns, but four markers were thrown at the diagram with, yes as usual, no system to make it a Driving Test, but just a brain-teaser as before. Some brilliant turns were seen here but the surface is just that bit unpredictable, so that some of the lower powered Sprites and Minis could not quite make it. Randall (Midget), Worgan (Sprite) and Musgrave (TMS II) were very nice to watch here.

Time went by rather quicker than the organizers had expected, not helped by the scheme of things wholly, and the rather lethargic attitude of the whole affair, and so Tests seven and nine were omitted, which was no disappointment to most of the competitors who had by now covered a lot of ground both on foot and in wearing out their tyres.

The dedicated team of two lady results marshals soon had a set of positions available, and it was seen that Ron Randall had conducted his Midget as ably as ever to take B.T.D., even beating the specials, but when Peter Musgrave has had more practice he will be a power with which to contend in the TMS II. Doug Worgan was neat as ever with Ron Gee chasing hard, but Geoff Channer showed many people the way with his "plain" Mini, beating most of the Coopers' times also.

LEO CRUTTENDEN.

Results

Minis (standard): 1. G. F. Channer (Austin Seven), 318.0; 2. L. V. Cruttenden (Austin Seven), 333.6; 3. R. G. Clear (Morris Mini), 338.4. Coopers and Modified Minis: 1. B. R. Greaves (Austin-Cooper) 321.6; P. V. Hight (Morris-Cooper), 373.0; 3. J. B. Farncombe (Austin-Cooper), 379.2. Other Saloons up to 1,100 c.c.: 1. D. Lockyear (Morris 1100), 341.0. Saloons 1,101 c.c. to 1,399 c.c.: 1. F. L. Bishop (Ford 100E), 379.4; 2. J. B. Wingfield (Ford Anglia), 386.4. Saloons 1,399 c.c. to 1,999 c.c.: 1. H. W. Greenwood (Peugeot 403B), 412.4; 2. N. Tyler (Victor), 419.4; 3. J. Bennett (Peugeot 403B), 421.6. Sports Cars up to 1,000 c.c.: 1. P. J. Mann (Sprite Mk. 1), 312.6; 2. C. Page (Sprite Mk. 1), 333.4; 3. S. D. Ford (Fairthorpe Electron), 336.2. Sports Cars 1,000 to 1,400 c.c. and modified up to 1,000 c.c.: 1. R. Randall (Midget 1100), 279.8; 2. D. H. Worgan (Sprite Mk. 1), 288.0; 3. R. W. Gee (Sprite 1100), 312.6. Sports Cars over 1,400 c.c.: 1. N. Bishop (Triumph TR4), 337.2; 2. A. L. Chalmers (Alpine), 381.6; 3. G. E. Robertson (M.G.A. 1600 Mk. 11), 410.4. Specials: 1. P. G. Musgrave (T.M.S. II), 290.0; 2. N. Tyler (Tyler Special), 298.2. Overall Winner: R. Randall (Midget 1100), 279.8.

NORTH LONDON E.C.C.

ALLARD O.C.

BRANDS HATCH SPRINT

THE North London Enthusiasts' Car Club and the Allard Owners' Club held a co-promoted sprint meeting at Brands Hatch on 21st April. It was the usual Brands Hatch type of sprint, i.e., two laps from a standing start.

The awards for B.T.D. and Best Lady Driver were presented by Mr. G. Kauter, of the Continental Tyre & Rubber Co. There was a very full entry and the meeting went off according to plan in good weather—how nice to have good weather for a change!

The only untoward incidents occurred during the morning practice when D. Coleman's Twin-Can M.G.A. went into the bank at Paddock and, horror of horrors, Clive Lacey's Merlyn went off course at Clearways. Both drivers escaped injury, but it was a pity that Lacey, the expert at Brands Hatch sprints, should have been eliminated from the competition.

David Porter made B.T.D. in his i.r.s. Lotus 7, and Wendy Hamblin in the same car won the Ladies' Award.

Results

B.T.D.: D. B. Porter (Lotus-Ford 7), 2 m. 06.2 s. Best Lady: Mrs. W. Hamblin (Lotus-Ford 7), 2 m. 14.6 s. Touring Cars up to 850 c.c.: 1. R. V. Boughen (Mini), 2 m. 44.0 s. 851-1,000 c.c.: 1. F. E. Burton (Austin-Cooper), 2 m. 30.2 s.; 2. J. Alexander (Morris-Cooper), 2 m. 31.8 s.; 3. A. W. Franklin (Austin-Cooper) and B. W. Billingham (Morris-Cooper), 2 m. 36.0 s. 1,000-1,300 c.c.: 1. G. Stones (Volkswagen), 3 m. 11.0 s. 1,301-1,600 c.c.: 1. M. A. Sargent (Riley 1.5), 2 m. 30.0 s.; 2. A. J. Flory (Sunbeam Rapier), 2 m. 37.6 s. 1,601-2,600 c.c.: 1. M. Ferguson (Volvo), 2 m. 43.2 s. Over 2,600 c.c.: 1. M. J. Patterson (Allard), 2 m. 57.8 s. Modified Touring and G.T. Cars up to 850 c.c.: 1. S. Thynne (Austin Mini), 2 m. 31.8 s.; 2. B. G. Easterwood (Morris Mini), 2 m. 32.0 s. 851-1,300 c.c.: 1. R. Shaw (Austin-Cooper), 2 m. 21.4 s.; 2. I. A. Grant (Ford Anglia), 2 m. 23.6 s.; 3. J. W. Dunster (Austin-Cooper), 2 m. 26.6 s. 1,301-1,600 c.c.: 1. E. D. Bralley (M.G.A.), 2 m. 20.4 s.; 2. N. Leflon (M.G.A. Twin-Cam), 2 m. 21.2 s.; 3. V. Clark (M.G.A. Twin-Cam), 2 m. 21.6 s. 1,601-2,600 c.c.: 1. J. S. Sharp (M.G.A.), 2 m. 17.4 s.; 2. N. H. Dangerfield (Triumph TR4), 2 m. 20.8 s.; 3. J. C. Quick (Triumph TR3), 2 m. 26.0 s. Over 2,600 c.c.: 1. D. Howard (Jaguar E), 2 m. 10.6 s. Sports Cars up to 1,100 c.c. and 1,172 c.c. cars: 1. B. R. Millbank (Lotus-Climax 7), 2 m. 06.6 s.; 2. J. B. Carfoot (Lola-Climax), 2 m. 10.8 s.; 3. R. H. Bell (Lotus-Ford 7), 2 m. 10.8 s. 1,001-1,500 c.c.: 1. D. S. Price (Lotus), 2 m. 13.0 s.; 2. Mrs. E. M. Price (Lotus), 2 m. 19.8 s. 1,501-2,000 c.c.: 1. G. L. White (Triumph TR2), 2 m. 29.6 s. Over 2,000 c.c.: 1. J. Wilks (Omega-Jaguar), 2 m. 16.2 s.; 2. W. B. Croot (Allard), 2 m. 17.8 s.; 3. D. B. Farrell (Allard), 2 m. 21.0 s. Best Allard O.C. Member: W. B. Croot (Allard), 2 m. 17.8 s. Best N.L.E.C.C. Member: N. H. Dangerfield (Triumph TR4), 2 m. 20.8 s.

Pilgrim Rally—continued

Vitesse). One distinguished competitor, H.R.H. Prince William of Gloucester, driving a Harrington Le Mans Alpine, commented on the toughness of the rally and expressed admiration for the drivers who maintain the time schedule.

The resumption of the 250 miles route swung south of Exeter and Crediton to one of the greatest concentration of arrowed hills on the Okhampton map; here section times were down to one and two minutes and control map references were displayed at the previous controls. Permitted lateness for Expert crews allowed a maximum of only 15 minutes behind schedule time. Just short of Control 34 the extremely fine clean run of C. Wordley and R. Simpson ended when their Volvo slid into a ditch on a greasy downhill right-hand bend at 175/760970; 55 minutes were expended in unditching and enforced the retirement of the car.

Fog was now beginning to put a few notches of brake on competitors passing beside the source of the River Dart and north-west of Tiverton the fog became worse and assumed the role of a greater factor for the prevention of time schedule maintenance than the organizers' insidious route and the innumerable fords to be crossed. Hereabouts the Ken Hussey/Dennis Hayes Triumph Herald developed overheating troubles and joined the retired list.

A sign "Unsuitable for Motorcars" at the opening of a "white road" at 164/909123 was no myth. The steep downhill descent in westerly direction, amid rocks and mud, was just possible. Nevertheless, the Norton/Crighton Sunbeam Alpine needed auxiliary

NORTH STAFFS M.C.

ENGLISH ELECTRIC (KIDSGROVE) M.C. POTTERIES & NEWCASTLE M.C.

DRIVING TESTS

ON 21st April, the North Staffs Motor Club held a Driving Tests meeting in fine but windy weather, and the event was co-promoted with the English Electric (Kidsgrove) and Potteries and Newcastle Motor Clubs. There were 30 entrants in three classes: (a) all types of Minis; (b) all saloons; and (c) open cars. Nine Tests were run, which were devised and laid out by R. G. Davies, the secretary of the meeting and clerk of the course. They were more open than has recently been the case, but in some instances were tests of memory as well as driving skill. There were five lady entrants, the largest such entry for some considerable time, one of whom, Mrs. N. Stirling, was driving a 3-litre Vanden Plas, the largest car present.

Results

Overall Winner: D. A. Coupe (M.G. Midget). Minis: 1. J. T. Jones (Mini-Cooper); 2. E. Beckett (Minivan). Saloons: 1. W. Moores (Herald 1200); 2. J. Wright (Herald Estate). Open Cars: 1. R. Coupe (Sprite Mk. 2); 2. P. A. Boulton (TR3A). Best Potteries and Newcastle Motor Club Member: R. Coupe (Sprite Mk. 2). Best Lady: Miss C. Chamberlain (M.G. Midget).

HANTS & BERKS M.C.

POINT-TO-POINT

As usual the Hants and Berks Motor Club's annual Pairs Point-to-Point set competitors some nice navigational problems. Hunting in pairs they endeavoured to collect clues and items of information at widely scattered map references on Sheet 181, while at the same time striving to keep the mileage on each car down to a bogey 50 miles. Some inspired guesswork helped leading crews to cut down their mileage, but this was a dicey business since wrong answers handed in on the route card were heavily penalized. Twenty-two pairs of cars turned out and all finished. Joe Lowrey and Jack Ballet, the organizers, are to be congratulated for once more devising a "meaty" route card full of pitfalls which kept competitors on their toes throughout. N.C.

Results

1. G. R. Mortreuil (Minor) and J. Barker (Mini), 992 marks; 2. P. E. Manley (Magnetite) and O. C. Hedley (Mini), 962; 3. S. W. Chisman/A. A. Arnold (Zephyr), 940; 4. J. A. Ambrose (1100) and K. Bedingham (Mini-Cooper), 938; 5. K. Wilkinson (Rapier) and V. Hall (Gazelle), 914; 6. M. M. Gates (Standard 10) and G. R. Wrixon (Ford Popular), 910.

manpower to assist it out of a ditch on the last bend. There was an alternative route to Control 55 which was the intended route and a good goer!

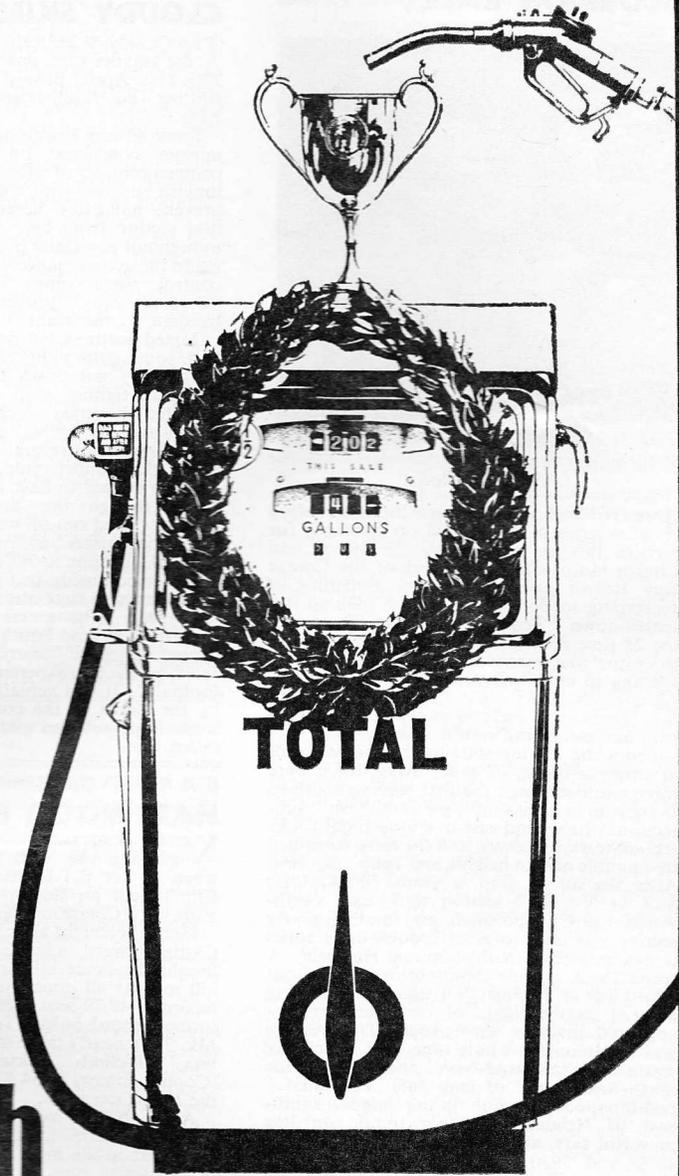
The closing stages of the rally between Tiverton and Crediton, before returning to the finish at Exeter Airport, proved quite deceptive. While crews were tiring after a gruelling night and dawn was breaking the last 10 time controls could not be taken lightly, an unsighted downhill junction a few miles from Exeter caused some derangement to the Allardette of A. Allard and M. Thomas, as well as the Austin-Cooper of K. Pacey and J. Wells which slid off at a T-junction. The Allardette was brought into second place with a loss of only two minutes all night.

Clerks of the Course, C. R. D. Day and P. J. White, can be satisfied that they have presented the type of rally that is wanted. Bearing in mind that the rally was prepared for presentation last February the result of just one "clean sheet" speaks for itself. References of controls were correct, distances accurate and the whole event well marshalled.

LLOYD ROBERTS.

Results

Premier Award: S. Davey/T. Bosence (Allardette), 0 marks. Best Opposite Class: C. E. Bock/Mrs. D. Bock (Austin-Cooper), 260. Best B.A.R.C. (S.C.): A. Allard/M. Thomas (Allardette) 20. Best Non-B.A.R.C. (S.C.): B. Head/O. M. Fowler (Mini-Cooper) 100. Best Novice: I. H. Proctor/A. Hawkins (Ford Anglia), 880. Best Club Team: Farnborough District Motor Club—L. Roberts/E. Clarke (Riley 1.5), J. Ivill/D. Pratt (Volkswagen) and P. Carver/G. Jones (Sunbeam Rapier). Best Private Team: S. Allard/T. Fisk (Allardette), P. Steiner/B. Cumbers (Austin-Cooper) and A. Allard/M. Thomas (Allardette).



TOTAL triumph

in TULIP Rally!

Result subject to official confirmation

Ladies Prize Pat Moss

with Jennifer Nadin as co-driver Cortina

Get Total 3-Way Power — More Go, Getaway, Mileage!



WATCH FOR THE TOTAL SIGN IN YOUR AREA

SUTTON & CHEAM M.C. SCORPION RALLY



THE WINNERS K. W. Edwards/B. Boustred in their Morris 1100 at a control during the Scorpion Rally.

THE 1963 Scorpion Rally was the culmination of a series of events laid on primarily for novices this past winter by the Sutton and Cheam Motor Club, and Clerk of the Course Ray Brown gave competitors something of everything to do, instead of just making it a scaled-down "Tempest". Set at 30 m.p.h., the 28 time controls were placed well enough to ensure that cars would be penalized whilst keeping to metalled roads and without using white roads, and a second airing was given to the "Teamsters" method of timesheets, which help navigators and results teams alike.

From the Horley start to the midway halt at Cross-in-Hand, 67 miles away, there were three main sections: the first leading south to Bolney in a series of "plot-and-bash" subsections, the second east in a long Eight Clubs section towards Lewes, and the third described by a jumble of spot heights and Tulip diagrams. After the supper stop, a simple "S.O., T.L., S.O. at X-roads" section took cars northwards near Crowborough, and another slower section was used to pass through quiet zones in Groombridge, Withyham and Hartfield. A secret check outside Groombridge caught out two-thirds of the entry, the marshals watching amused as the lights of car after car disappeared down the wrong road. The pressure was firmly on the whole time, and the climax was a final "plot-and-bash" grind around the north-west corner of map 183. This used a two-minute sub-section up the long hill south-east of Newbridge, rather unfair on less powerful cars, and the fords in squares 4532, 4030 and 3930 helped to cool overheated crews (literally in one case: via the fresh-air heater!). A simple straight-line diagram took cars to the finish at Gatwick.

There were 40 clues altogether to be found, and although penalized at 150 points a time, all that was needed was the initial of the top name on a specified arm of a signpost with its mileage, as good a method as any if clues have to be used. Last-minute re-routing caused organizational alarm during the preceding week, and north of Haywards Heath the "proof of passage" left by some cows caused an uneasy moment for the Mini of Greville-Smith/Lee. Both the Jimmy Gregson/Vic Amor Vauxhall VX4/90 and the Mike Blunt/Martin Holmes M.G.A failed to finish, the former because of crew illness, and the latter with petrol-pump failure after only seven miles. The "Teamsters" timesheet seems certain of a future, and is an admirable alternative to the renowned *Express and Star* time card system. It would seem that much of the reason for declining numbers of entries in rallies this year is due to the enormous gulf between the standard of experts and complete novices, and the idea of training novices with progressively harder events during a season should help to amend matters.

MARTIN HOLMES.

Results

Experts: 1, K. W. Edwards/B. Boustred (Morris 1100), 630 pts.; 2, J. Duggans/A. Weedon (Austin A35), 640; 3, P. Broughton/B. Howard (Sunbeam Rapier), 740; Novices: 1, A. Campbell/Miss A. Shepherd (M.G. Midget), 700; 2, F. Barnes/Miss B. Jacobs (Mercedes 220SE), 1,700; 3, J. Melville/D. Burgess (Renault 750), 2,140; Leading Novice: Miss Anne Shepherd.

GAYNES C.C. FENLAND M.C. CLOUDY SKIES RALLY

THE Cloudy Skies Rally, organized jointly by the Gaynes C.C. and the Fenland M.C., on 20th-21st April, proved to be a convincing win for Ted Hatchett and Ron Britt (Renault R8).

Some 40 cars from starts at March and Upminster converged on Radwinter for the commencement of the serious stuff after a longish run out with enough route checks to prevent navigator boredom *en route*. The first section from here was an "any order," though not especially tricky, and the crew that made the acquaintance of the marshals at this control three times before being finally "shoo'ed away" proved to be an isolated incident on the event.

Mixed sections led north towards Mildenhall, some quite tight, and from Felwell the rally really got down to business. A long string of tightish stuff was to come, which included the grass track at 748/937 and the rough tracks at 769/037 and 773/077, the latter two comprising several controls. At Swaffham, the supper stop, only the eventual winners proved to have retained a clean road-book, though the Stentiford/Trott Mini-Cooper (being run-in) was pushing them hard.

The organizers had found a new way out of Shouldham Lane to W811/083, but navigators found it confusing in the darkness and most crews dropped time after fruitless circuits of a farmyard. After a run through most of the best roads around South Pickenham cars were routed down the "narrow white" at 799/028, rated by the less experienced as an overgrown footpath. It had actually been newly opened by the clerks of the course with the help of some large vehicles and the cutting up of a fallen tree.

B.A.R.C. (YORKSHIRE CENTRE)

HAREWOOD HILL-CLIMB

KEITH SCHELLENBERG continued on his winning way with his new Lister-Jaguar when he set B.T.D. at the Harewood Hill-Climb held on Sunday, 21st April, by the Yorkshire Centre of the B.A.R.C.

Only a fortnight after his first appearance at Castle Howard, when he set B.T.D., he again fought the fierce blue car up the 1,200 yard hill to beat all opposition and set a new hill record in 49.79 secs., beating second man and former record holder Tony Lanfranchi (Elva Mk. 7) by nearly three seconds. Third overall was hill-climb specialist Austen May (Cooper Junior) in 54.47 secs., who also took the racing car class.

After being over-subscribed to almost double the permitted entry, 100 drivers finally took part in the meeting and managed to get in two timed runs each on a dry track after threatening weather.

The saloon car classes saw the usual close competition but notable was the dice in the biggest saloon class between Ian Grassick and Ken Oldham. Grassick climbed on his first run in 62.42 to comfortably lead the class after Oldham spun and spoilt his run. Then Oldham improved to 61.55 on a good second run and Grassick, delayed on the start line, heard this time and determined to beat it.

In a tremendous storming run in which he was on the grass more than once he knocked five seconds from his former time to record the figure of 57.60 secs.—fastest saloon of the day.

The Cooper-Mini class was won by Allan Staniforth in his new Cooper from Norman Umpleby and A. Rathmell took the class for "other" small touring cars in his Ford Anglia.

Mike Wheatley won the *Formule Libre* touring car class in the ex-Ken Lee Cooper Mini from J. Wales's similar car and Harry Ratcliffe's M.G. 1100 third.

In the marque sports car classes an M.G.B.—that of D. P. Stead—made its first appearance in local speed events. In class order he split the TR4s of R. Sanderson who won the class and P. O. de Roeck and was only four-tenths of a second slower than Sanderson.

The sports car classes were given a little more variety by the magnificent 8-litre Bentley of F. A. Sowden which recorded a creditable 60.63 secs. In this class Brian Waddilove (E-type) finally got the better of Allan Ensoll (XK120) and T. Warburton took class second.

Further sections of a forestry nature followed, with a new one over Highash Hill, before a link section took the rally south of Newmarket for an hours run on 148 to the finish at Stansted Airport. A rather unnecessary and tedious addition to a rally already well sorted out considerably earlier. Results were announced after a most excellent breakfast.

JOHN LEWSEY.

Results

1, T. Hatchett/R. Britt (R8), 6 marks; 2, J. Stentiford/J. Trott (M. Cooper) 20; 3, D. Evans/R. Moffat (Anglia) 111. Best Expert: J. Appleton A. Hall, 141. Best novice: M. Hart/E. Bush, 1,519.

WINDSOR C.C.

DRIVING TESTS

THIRTY-EIGHT cars queued at the start light to begin three tests at the Windsor Car Club's Driving Tests at Bovington last Sunday. Each test was tried twice, the best to count, which certainly helped the lead-footed and the wrong-slotters.

The contest was keen with only the odd second between the class leaders. Class 1 was composed of Minis (Hot, Cold and Cooper) and a Sprite; Class 2, VWs, Heralds, Fords, etc.; Class 3, a Riley, Rapiers, etc.; and Class 4 comprised Porsche, M.G.A, TRs and a Talisman.

In the third classification test Brian Shillito in a modified Minibin cracked 48.8 secs. to win the class. David Ross performed a grotesque ballet in his VW to record an incredible 49.8 secs. to win Class 2. John Finch hurled his Riley 1.5 to victory and Ted Bunce tidily recorded 50 secs. in the Tornado Talisman.

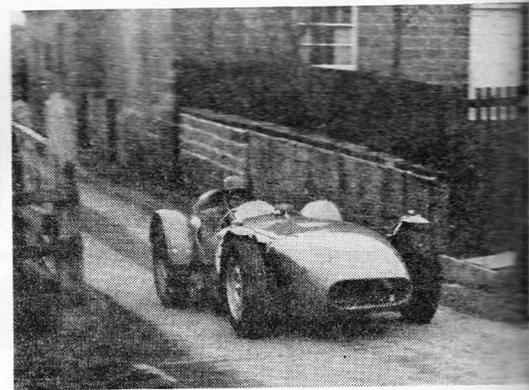
Best performance over-all was accorded to Clive Woods in a Mini-Cooper who earned it with flawless reverse direction.

DENNIS EMERSON.

Miss Vikki Lincoln enlivened the large sports-racing car class driving the Zephyr powered R.M. Special, but seemed to find the heavy car something of a struggle to control.

A very large crowd of many thousands watched the meeting and seemed to appreciate the best viewing facilities of any Northern hill-climb venue.

PETER CRAVEN.



COMING through the farmyard is Keith Schellenberg (Lister-Jaguar) on his way to setting B.T.D. of 49.79 secs.

Results

B.T.D.: C. K. W. Schellenberg (Lister-Jaguar), 49.79 s. B.M.C. Minis. Up to 850 c.c.: R. Soper (Morris Mini), 64.00 s. Over 850 c.c.: 1, A. Staniforth (Mini-Cooper), 61.39 s.; 2, A. N. Umpleby (Mini-Cooper), 62.54 s. Touring cars. Up to 1,300 c.c.: A. Rathmell (Ford Anglia), 61.25 s. Up to 2,000 c.c.: H. O. Holliday (Riley 1.5), 63.17 s. Over 2,000 c.c.: I. Grassick (Jaguar 3.8), 57.60 s. Formule Libre Touring cars: 1, J. M. Wheatley (Mini-Cooper), 57.61 s.; 2, J. Wales (Mini-Cooper), 58.16 s. Marque Sports cars. Up to 1,300 c.c.: R. G. Sutherland (Austin-Healey Sprite), 58.16 s. Up to 1,650 c.c.: R. K. Austin (M.G.A), 61.39 s. Up to 2,500 c.c.: R. Sanderson (TR4), 60.40 s. Sports Cars. Up to 1,900 c.c.: 1, J. Johnstone (Turner Speedwell), 55.85 s.; 2, G. Durham (Porsche Carrera), 57.25 s. Up to 3,000 c.c.: 1, C. G. Gray (Austin-Healey 3000), 55.71 s.; 2, L. S. Stross (Porsche Carrera 2-litre), 56.72 s. Over 3,000 c.c.: B. R. Waddilove (Jaguar E-type), 53.98 s. Sports-racing cars. Up to 1,000 c.c.: J. Thornton (Lotus 7), 57.15 s. Up to 1,600 c.c.: T. Lanfranchi (Elva Mk. 7), 52.63 s. Over 1,600 c.c.: J. P. Chapman (Chapman Mercury Spl.), 54.75 s. Racing cars: C. A. N. May (Cooper Junior), 54.47 s.

CYMRU TROPHY TRIAL

THE North Wales Car Club's Cymru Trophy Trial, a restricted qualifier for the B.T.R.D.A. Production Car Trial Championship, took place on Sunday, 21st April.

Outright winner on index based on class improvement was Alan Eadon by a small margin from Mike Hinde and Harry Rose, being mounted in Herald, VW and Morgan 4/4 respectively.

From the 10.30 a.m. start at Meredith & Kirkham's garage, Old Colwyn, the morning route took in nine sections, the first at Top-y-glo only penalizing six of the entry of 30 on a fairly long straight lane. This was not indicative of things to come and the next section, a curving grass slope, proved troublesome to all but the VWs. Sections 3 and 4, on grass, and 5, a very muddy lane, resulted in some high penalties and no competitor remained clean.

The old favourite at Ty-canol involving a hairpin bend on very wet mud sorted out more than usual due to the finish marker being sited higher than its normal position, and only the VWs of Hinde and Appleton and the Popular of Collinge in the non-standard vehicle class 5 cleaned same. The final three sections of the morning—7, 8 and 9—all on grass, failed all apart from three clean runs on section 9 by Annett, Appleton and Hinde in Cintura-shod VWs.

After a lunch halt on the Great Orme at Llandudno competitors were set to do two circuits of 10 sections each on grass of which two were to be timed "round the flags" as tie deciders and which gave an equal B.T.D.

HAGLEY & D.L.C.C.

HAGLEY/LUDLOW HANDICAP

ON Sunday, 21st April, under changeable weather conditions that brought both sunshine and showers, Len Gibson in his hot ex-works Mini provided a fine display of driving to win, with ease, the Hagley/Ludlow Handicap closed driving tests competition.

This unique event incorporated ten tests linked by a non-competitive untimed road route of some 70 miles and was organized by the Hagley and District Light Car Club. As usual it catered for cars of differing size by utilizing a handicap system relating to the vehicle's wheelbase. Thus a Mini-Minor had a handicap of +2 per cent. whilst at the other end of the scale Steve Neal's Zodiac Mk. III received an advantage of -10 per cent.

The tests also varied, suiting some cars more than others, with Test 1 being a single reversing and garaging manoeuvre, Test 4 a wobble through pylons, Test 6 a complicated affair round pylons with little reversing and Test 7 providing limited room for error in its confined space. Finally, Tests 9 and 10, with their natural obstacles and high-speed work in the latter, allowed some competitors to let their enthusiasm get the better of them!

Outstanding was Mac Hazlewood's effort with the M.H.S. Special, who not only overcame a difficult handicap to win the opposite class but finished despite a damaged steering box which limited the available lock and called for continual use of the fiddle brakes in the

tests. His wife Jean (Sprite) took the ladies' award after a fine drive.

John Handley (Morris 1100) and Harry Livingston (Mini) were as immaculate as ever, and together with Garth Weaver (VW), who faulted on the last test, and Frank Livingston obtained first class awards.

After the three leaders, Eadon, Hinde and Rose, V. T. Fellows winner P. M. Appleton had to be content with a class win (4th overall), first-class awards in the other two classes going to Tony Francis (8th overall) and Arthur Thompson (5th overall). After an all day battle the class for non-standards went to Arthur Clift with 115 penalties followed by John Collinge with 121.

Results
 The Cymru Trophy (outright winner irrespective of class): A. Eadon (Herald); 2, M. Hinde (VW); 3, H. Rose (Morgan 4/4). Front-engined Saloons, wheels less than 16 in. diameter: A. R. Francis (Austin Mini). Front-engined open, wheels less than 16 in. diameter and Front-engined cars, wheels greater than 16 in. diameter: A. E. Thompson (H.R.G.). Rear-engined cars on standard tyres: P. M. Appleton (VW). Non-standard vehicles: 1, A. W. Clift (VW); 2, J. R. Collinge (VW).

tests. His wife Jean (Sprite) took the ladies' award after a fine drive.

John Handley (Morris 1100) and Harry Livingston (Mini) were as immaculate as ever, and together with Garth Weaver (VW), who faulted on the last test, and Frank Livingston obtained first class awards.

Results
 Clare Cup: L. Gibson (Morris Mini). Hamilton Cup: M. Hazlewood (M.H.S. Special). Wal Handley Cup: Mrs. J. Hazlewood (Sprite). Novices Award: R. B. Weaver (Renault Dauphine).

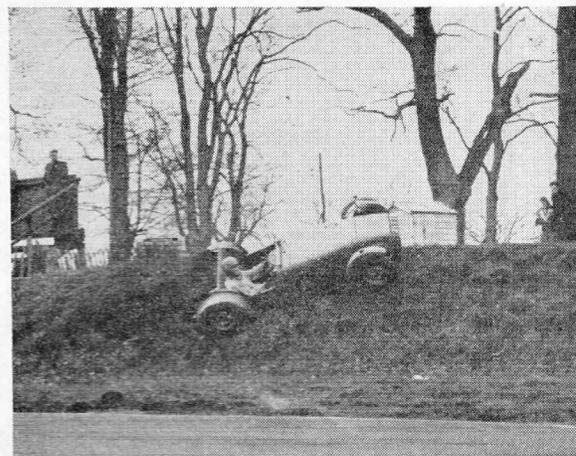
WORKSOP & D.M.C. RALLIE FACILE

ORGANIZED by Worksop and D.M.C., and with entries from South Yorkshire Car Enthusiasts Club and Retford and D.M.C., the Rallie Facile held on 21st April entertained a field of 47 starters. As the name suggests, this event is an introductory contest mainly for the novice crews in the clubs. The route card consisted of a straightforward list of instructions with an average speed of 24 m.p.h. throughout, and all secret checks.

The route was for the most part all tarmac roads, all but three short sections of "rough stuff" on which it was hoped by the organizers the clean sheet problem would be overcome. This is in fact just what happened, with most of the competitors losing points as early as check 2 and with no clean sheets at the finish.

Results
 1, Bob Clark/Don Wilkinson, 30 points; 2, R. Read/J. Maden, 50; 3, F. Loughton, Snr, Jrn., 60; 4, E. Green/M. Green and P. Radford/S. Snell, 70.

OULTON PARK SPRINT



LOTUS SEVEN of D. E. F. Crombie goes over the top at the exit to Lodge Corner, despite frantic efforts by the driver.

ALAS, after some 14 years Rhydymwyn is no more—lying dormant! For some reason or other the new owner has refused permission for any or all racing.

The Wirral 100 Motor Club, determined at all costs to keep alive their rather famous little sprint, at very short notice approached Rex Foster at Oulton Park, who earned the club's heartfelt gratitude by his immediate co-operation!

So, rehoused, the event took place on Saturday, 20th April. The Oulton Park Sprint course consists of one lap of the short circuit.

Unfortunately, it was distinctly wet and blowing half a gale. The best time reached was that of 1 min. 18 secs. by A. J. Welch driving a Lotus 23, second B.T.D. going to J. T. Butterworth driving a similar car, who recorded 1 min. 18.7 secs.

Results
 Production Saloon Cars up to 900 c.c.: 1, Rev. R. Jones (Austin 7), 1 m. 35.4 s.; 2, A. A. May (Austin 7), 1 m. 38.7 s. 901 to 1,300 c.c.—A: 1, R. J. Vaughan (Mini-Cooper), 1 m. 34.2 s.; 2, K. Moore (Mini-Cooper), 1 m. 34.6 s. 901 to 1,300 c.c.—B: 1, D. Martland (Mini-Cooper), 1 m. 25 s.; 2, N. Porter (Mini-Cooper), 1 m. 29.9 s. 1,301 to 1,900 c.c.: 1, S. Reakes (Anglia), 1 m. 36.4 s.; 2, C. H. Wild (Volvo), 1 m. 40 s. Over 1,900 c.c.: 1, H. S. Shepherd (Jaguar), 1 m. 25.2 s.; 2, C. H. Bridges (Jaguar), 1 m. 32.4 s. Production Sports Cars up to 1,500 c.c.: 1, J. Taylor (M.G.), 1 m. 32.2 s.; 2, T. D. Dyke (M.G.), 1 m. 35.8 s. Lotus 7, Super 7 or Elite—A: 1, D. Eva (Lotus 7), 1 m. 19.3 s.; 2, L. B. Gorst (Lotus 7A), 1 m. 31.7 s. Lotus 7, Super 7 or Elite—B: 1, R. M. Terry (Lotus 7), 1 m. 19.8 s.; 2, J. L. Charnock (Lotus Super 7), 1 m. 21.3 s. 1,501 to 2,500 c.c.: 1, J. G. Park (Morgan Plus 4), 1 m. 27.4 s.; 2, A. M. Clough (TR3A), 1 m. 28 s. Over 2,500 c.c.: 1, R. S. Mac (Jaguar E), 1 m. 19.3 s.; 2, P. Scragg (Jaguar E), 1 m. 19.4 s. Sports/Racing Cars up to 1,500 c.c.: 1, A. J. Welch (Lotus 23), 1 m. 18 s.; 2, J. T. Butterworth (Lotus 23), 1 m. 20 s. Racing Cars up to 1,100 c.c.: 1, J. T. Butterworth (Lotus 23), 1 m. 18.7 s.; 2, I. B. McLaughlin (Cooper Twin), 1 m. 19.2 s.

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CHARLES POLLARD came out on top of the strong entry of 32 in the Darlington and District Motor Club's Roderick Gray Trial on 21st April. This is one of the qualifying rounds of the R.A.C. Trials Championship and the B.T.R.D.A. Championship.

With a loss of 139 marks, Pollard just pipped Lol Hurt, who had lost 141, and third place man Eric Jackson wasn't far behind with 145.

This was the 14th Roderick Gray Trial to be held, and for the past few years Gandale Moor has been the venue. When it was first held the Roderick Gray was a semi-sporting trial and was run over a circuit in the Hurst-Goats Splash area on the moors above Grinton in Swaledale.

The course was divided into a morning circuit of two laps, including nine sections per lap, and an afternoon circuit which included ten sections and was also covered twice.

At the first two sections on the morning circuit, going under the name of Farm Woods, competitors were met with steep climbs over grassy hummocks. First competitor along was A. Hall (Cannon) who lost five marks at the first of these sections and was followed by

Ken Lindsay (Cannon), who lost the full ten; then came a couple of fives, and then a fine effort by Lol Hurt, who only lost one mark, to be followed by Ernie Chandler who got away with two.

The average loss appeared to be five on this section with last year's winner, Tony Marshall, managing a three and the last man off, Bill Warr (Alexis), got away with a three.

Section 2 in Farm Woods was similar, a grass climb with big humps on it. It took about the same marks from the competitors as the first section. Moving on to section 3, which was in a sandpit, competitors found that although it was twisty, it proved to be quite easy, and only collected marks from eight of them. Sections 4, 5 and 6 were all on a steep hillside in a wood. The first of these, section 4, had a narrow approach turning right-handed up a steep grass and tree-rooted hillside.

Watching section 5 on the second lap, non-stop climbs became frequent, so we move on to section 6 which was approached slightly downhill through trees, and then was followed by a very sharp right-turn with an awkwardly placed tree followed uphill to a right and then a left corner, all of which was over tree roots and on moist peat-type soil. On the first lap here the best anybody had done was seven marks lost by Pollard, Dees, Newman, A. Bush and Holdrup. An absolutely inspired effort on the second lap by Ken Lindsay gave him a non-stop ascent and, when all had passed, one of the next best was Jackson with three marks lost.

Cutting across country to the remaining three sections of the morning circuit, which were on the side of a quarry, the first of these, section 7, was a steep grassy climb to the quarry top with a sharp right-hand corner at the bottom. Suffice to say that the average loss here was eight marks!

Sections 8 and 9 were very similar, both being straight steep climbs up the side of the quarry, and most of the entry got up both of them non-stop, albeit on two wheels in a lot of cases! And so to the lunch break just in nice time to get under cover as there was a torrential downpour of rain.

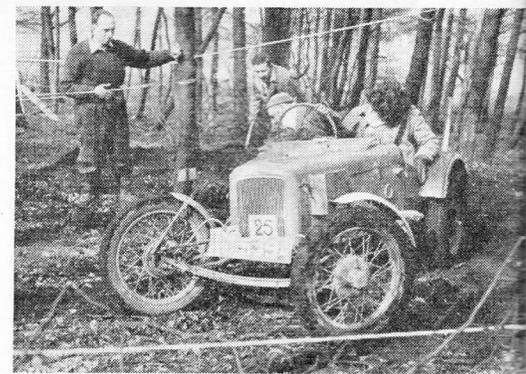
The rain having obligingly ceased and everyone being refreshed, even the sun managed to shine as competitors and spectators moved over to the first group of sections of the afternoon circuit.

The first three sections, 10, 11 and 12, were all climbs out of a valley on surfaces varying from bare soil to a mixture of grass and bracken, all of which had been liberally soaked with the rain which fell during lunch time, and they were in prime condition. Lol Hurt was still going well, and was one of the better performers on section 10 and again on section 11, where quite a few had difficulty getting on the "section begins" mark as there was a quick lift out of a greasy hollow there.

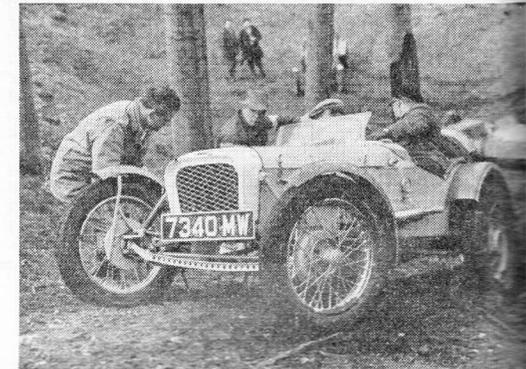
After the next two sections we came to section 14, which went under the name of the Wee Quarry. Charles Pollard had to be assisted over the top by six pushers after losing only two.

Section 15 was a climb up a greasy grass slope which was on adverse camber with a sharp left-turn just after the start which all but one stuck on. On the second lap it was straightened out a bit, and some drivers then attained the top.

The last group of sections—16, 17, 18 and



FORD SPECIAL of D. Cressey negotiates a bend through a wooded section. The driver appears to be studying the terrain.



COMING to a grinding halt up a tricky section, and closely observed by two marshals, is the smart Cannon of G. O. Langdon.

19—were all of similar nature. Section 16 was approached through a stream up over the bankside and then up a grass slope which gradually churned up. Dees and Blundell were both seen getting farther than most and both came away with five marks lost.

Section 17 was similar to 16 and the next was on the stream side again. It was approached at an angle up a greasy grass slope between two thorn trees and followed by a drop in at an angle into a wide ditch which competitors then motored up—if they still had enough steam left! Once again at this section Ernie Chandler developed a misfire, as also did Bernard Dees who had suffered a similar complaint earlier in the day.

The final section 19 was a straight drive up a wide sort of drainage ditch which took its toll of marks, and that was that for another day.

Results

Roderick Gray Trophy: C. W. Pollard (Cannon), 139 marks lost; 2, L. Hurt (Ford Special), 141; 3, E. Jackson (Cannon), 145; 4, T. A. Marshall (Cannon), 148; 5, B. H. Dees (Cannon), 153; 6, W. G. Warr (Alexis), 155; 7, B. Blundell (Cannon), 158. Team Prize: T. A. Marshall, E. Jackson and L. Hurt, 434.

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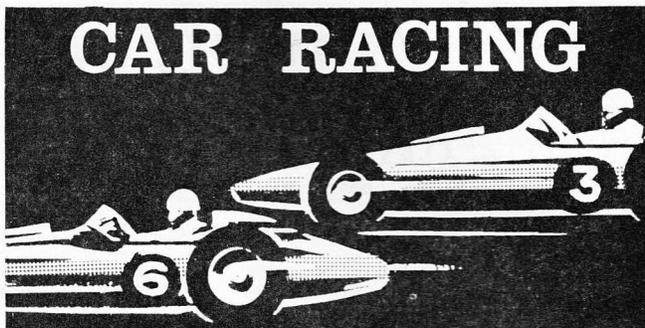
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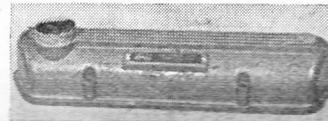
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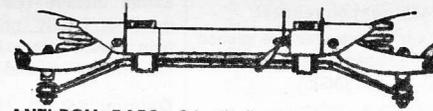
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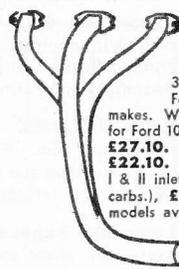


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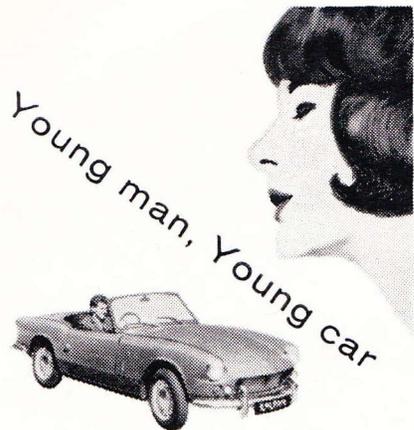
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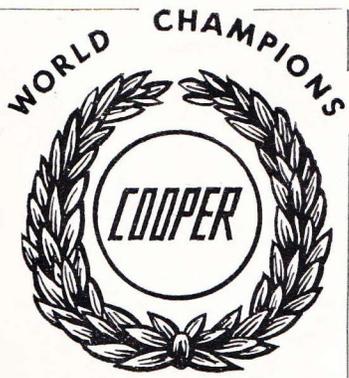


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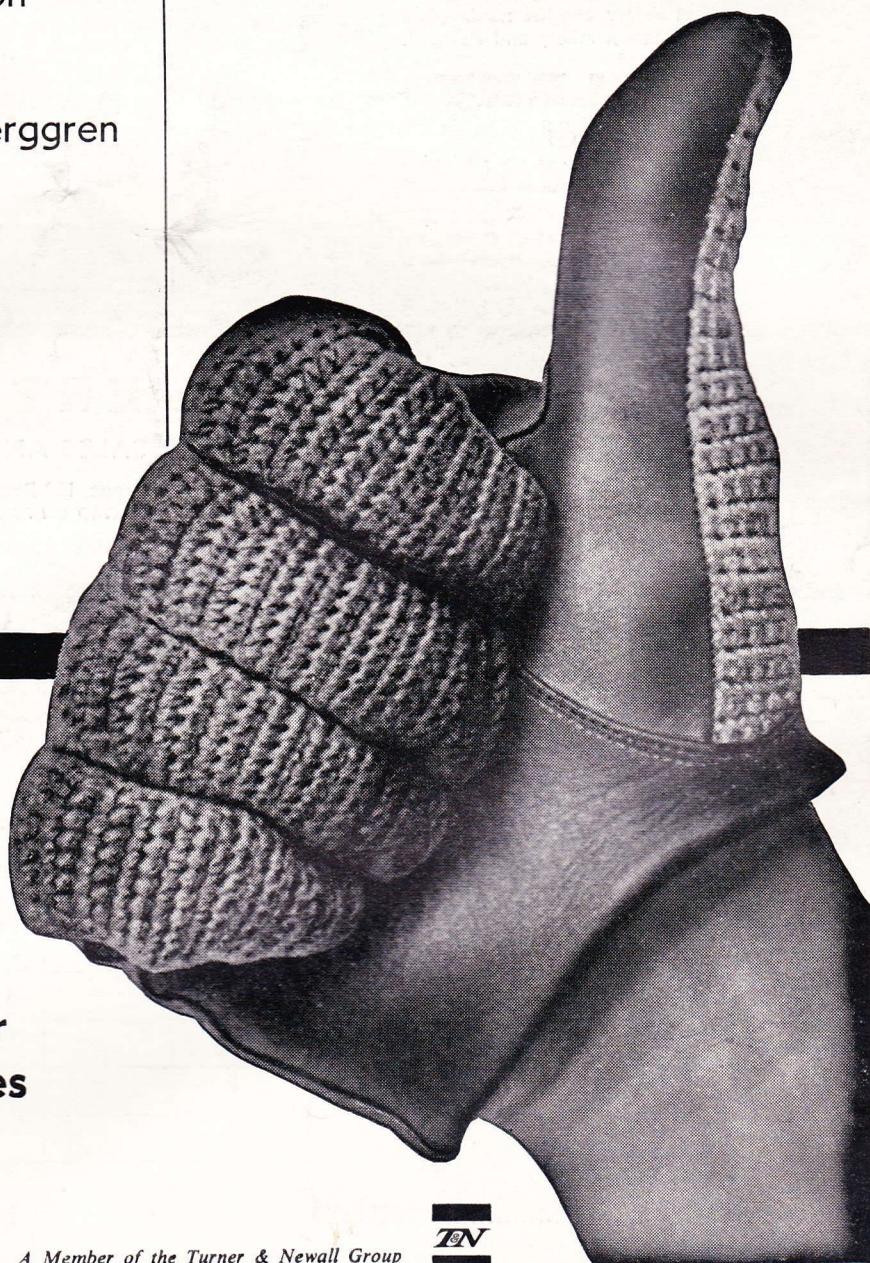
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