

SILVERSTONE PREVIEW

AUTOSPORT

MAY 10, 1963

AUTOSPORT

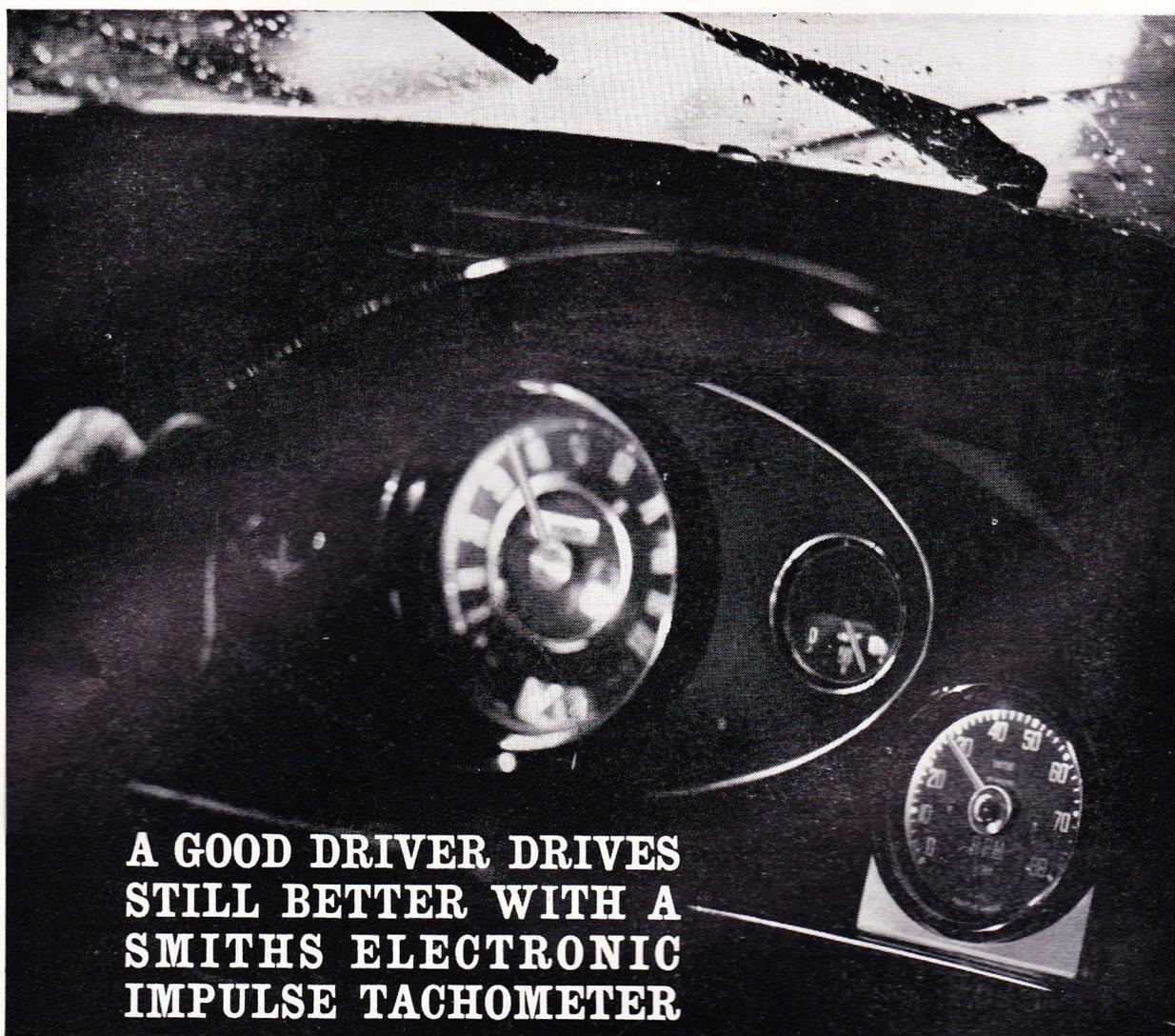
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EVERY FRIDAY
Vol. 26 No. 19

BRITAIN'S MOTOR SPORTING WEEKLY

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





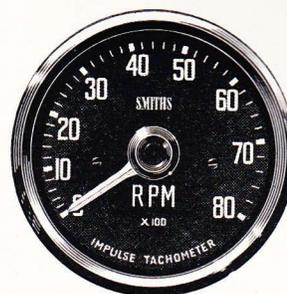
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SALES AND SERVICE, OXGATE LANE, LONDON N.W.2

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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May 10, 1963 Volume 26 Number 19

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Contents

- 635 Pit and Paddock
 639 Sports News
 641 Lancashire and Cheshire C.C. Oulton Park Race Meeting
 642 TESTING THE OPPOSITION—A Preview of Tomorrow's International Silverstone Meeting
 643 Bruce McLaren—From the Cockpit
 644 John Bolster Tests a Bugatti Type 35T
 646 Aston Martin O.C. Silverstone Race Meeting
 647 Bugatti O.C. National Prescott Hill-climb
 648 CANADA SHELL 4000 RALLY—Full Report and Pictures
 649 Correspondence
 650 TARGA FLORIO—Full Report and Pictures
 652 Snetterton M.R.C. Snetterton Race Meeting
 653 B.R.S.C.C. Mallory Park Race Meeting
 654 Club News
 657 Book Reviews
 658 Winfield Joint Committee Charterhall Race Meeting

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EDITORIAL

COMING CHAOS IN THE COURTS?

SHOULD the Marples totting-up plan, with its subsequent automatic suspension, succeed in reducing the road accident toll, and improving driving generally, it will have been justified. Although it is a harsh move, and at first glance appears to be just another method of victimizing road-users, the scheme has much to recommend it—providing the police play the game, particularly when it comes to exceeding speed limits, more or less inadvertently, and by a very small margin. However, one thing that does not seem to have occurred to the Minister of Transport, his advisers or commentators, is the increased burden that will be thrown on our already overloaded courts. With the threat of automatic suspension hanging over them, drivers charged under any section which carries licence endorsement will not be so ready to enter a plea of “guilty”. Instead of summarily imposing fines, after listening to explanations, magistrates may discover that a large proportion of defendants will tend to fight cases. This will lead to protracted proceedings for what were once minor offences, particularly if the defendant has been unlucky enough to have earned a couple of black marks, and is literally “fighting for his (or her) licence”.

A GREAT DRIVER BOWS OUT

THE announcement of the retirement of Stirling Moss from active motor-racing is indeed sad news. Whilst the title Champion of the World eluded him, Stirling will always be regarded as one of the greatest of all drivers. He took the decision after subjecting himself to a test at Goodwood under racing conditions, and regretfully came to the conclusion that the aftermath of the accident that put paid to his career resulted in the lowering of the standard he had set himself as a racing driver. All that one can hope now is that Stirling Moss will continue to be associated with the sport which he adorned for so many years.

REAL INTERNATIONAL TESTS

SATURDAY'S B.R.D.C. *Daily Express* International Trophy race at Silverstone is assuredly the 1963 season's first genuine International Formula 1 event. With 25 entries, drivers from 10 countries, 10 different makes of car, and thirteen graded Grand Prix drivers, the race at once assumes importance almost in keeping with an event of *grande epreuve* status. The presence of John Surtees and the Bosch-injected Ferrari adds tremendous interest to what could be a titanic struggle, and the debut of the A.T.S. will be an attraction which few racing enthusiasts will care to miss. Yet, to many thousands, the chief draw will be the battle for supremacy amongst the British V8 drivers of B.R.M., Lotus-Climax, Lotus-B.R.M., Cooper-Climax and Brabham-Climax. Jim Clark's amazing performance at Aintree in the “200” is fresh in the memory, and it is not beyond the realms of possibility that the Silverstone lap record, at present held by Innes Ireland, will fall.

OUR COVER PICTURE

BUGATTI BLUE: A splendid example of the famous Type 35T, photographed by George Phillips. The property of Richard Bergel, the car is seen with John Bolster at the wheel. His road test appears in this week's issue.

Our car's **Firestone** safe

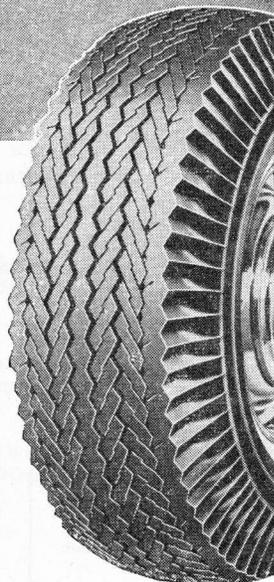
"What we like about this sort of car is the better handling and road holding. Tell you one thing though—tyres are important. We fit Firestone De Luxe, with Rubber-X*. They're first class — make driving a pleasure."



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QUEENSLAND TOURIST TROPHY MEETING

SYDNEY driver Ian Geoghegan had an easy win in the Queensland Tourist Trophy, run over 40 laps of the Lakeside Circuit, near Brisbane, on 28th April. Driving his Lotus 23, Geoghegan led all the way to cover the 60 miles in 46 mins. 47.7 secs., and setting the fastest lap at 1 min. 5.4 secs. Second was Queenslander Dennis Geary, driving a Brisbane-built Centaur. Several Centaurs have been built, one being based on a twin overhead camshaft Waggon-Holden engine, and another belonging to Geary, being built around one of the H.W.M.-Jaguar single seaters. Geoghegan entered and won another four events, driving an 1,100 c.c. Renault, a Lotus 20B, and the Lotus 23.

PETER BAKALOR.

Results

Sports Cars (4 laps): 1, I. Geoghegan (Lotus 23); 2, B. Topen (Lotus Super 7); 3, W. Gates (Elfin Clubman). Fastest lap: Topen, 1 m. 7.9 s. Touring Cars up to 1,600 c.c. (6 laps): 1, I. Geoghegan (Renault 1100); 2, J. Gillmeister (Hillman); 3, K. Williams (Peugeot). Fastest lap: Geoghegan, 1 m. 22 s. Tourist Trophy (40 laps): 1, I. Geoghegan (Lotus 23); 2, D. Geary (Centaur); 3, O. Basile (Porsche Carrera). Racing Cars (12 laps): 1, I. Geoghegan (Lotus 20B); 2, G. Scott (Lotus 20); 3, K. Milburn (Lotus 20). Fastest lap: Geoghegan, 1 m. 2.9 s. Racing Cars (4 laps): 1, I. Geoghegan (Lotus 20B); 2, G. Scott (Lotus 20); 3, K. Milburn (Lotus 20). Fastest lap: Geoghegan, 1 m. 2.9 s.

THE 500 M.R.C. of Ireland will stage the annual 1172 Champion of Ireland race at Kirkistown on 25th May, over 20 laps. Entries should be addressed to Jack Dunlop, The Secretary, 500 M.R.C. of Ireland.

IT is rumoured in America that Mickey Thompson is building a Formula 1 car with a chassis and some engine parts made with the lightweight metal titanium.

CAPE DOUBLE TWELVE RALLY

PIETER and Reinhard Muhl, South African rally champions for the last two years, put themselves well in the running to complete the hat trick, when they won the Cape Double 12 Rally on 26th-27th April, in their Auto Union 1000S. The Muhl brothers' total error in the 24 hours and 1,100 miles of rallying was only 268 secs. In second place, 81 secs. behind the Transvaal pair, came the Cape Town crew of Robin Thompson and John Taylor, in a Simca 1000. This pair, who are previous winners of this event, put up a fine performance, for they had to drive for more than 200 miles with only one wheel responding to the steering wheel. In stopping and trying unsuccessfully to repair the damage, they incurred an error which possibly cost them victory.

In third place was the Hillman Super Mix driven by the well-known Transvaal racing and rally driver, Gene Bosman, and navigated by H. R. Menzies.

Twenty-six cars started the rally—15 leaving from Cape Town, nine from Bloemfontein and two from Port Elizabeth—on the Friday night, and 18 completed the final regularity section, which ended in Beaufort West on the Saturday. The first section consisted of rallying to Beaufort West, and then the regularity section was held on Saturday in the surrounding area.

The rally, the fourth qualifying event in this year's National Championship, was organized by the oldest motor club in South Africa, the Peninsula Motor-cycle and Car Club.

Results

1, P. B. and R. R. Muhl (Auto Union 1000S), 268 secs. error; 2, R. Thompson and J. Taylor (Simca 1000), 349 secs.; 3, E. H. Bosman and H. R. Menzies (Hillman Super Mix), 476 secs.; 4, E. L. van Bergen and S. R. Wakely-Smith (Datsun), 485 secs.; 5, R. L. Jones and R. Behm (Vauxhall Victor FB), 541 secs.; 6, B. J. Truter and I. Pöswell (Volvo 122S), 1,053 secs. Team Event: The Pretoria Motor Club.

PIT and Paddock

LORENZO BANDINI is to drive a 1962 ex-works B.R.M. fitted with a fuel injection engine for Scuderia Centro-Sud at Silverstone and Monaco. It seems that Bandini will only be driving for Ferrari in G.T. prototype events, so Guglielmo Dei of Centro-Sud has signed him up for Formula 1 races.

HOLBAY FORMULA 2 RACING ENGINE

IN addition to their Ford-based engines, Holbay will be supplying some very advanced flat-four power units, designed by Alessandro de Tomaso. With a bore and stroke of 81.3 mm. x 48 mm., this engine has four chain-driven overhead camshafts, two sparking plugs per cylinder, and two twin-choke Weber carburettors.

Dry sump lubrication is employed, the three-bearing crankshaft and the connecting rods, with normal split big-ends, being steel forgings. The light-alloy pistons are also forged. In addition to this Formula 2 power unit, a larger version will be available for sports-racing cars. Engines will be seen in action on the circuits before the end of the 1963 season.



NEVER BE WITHOUT A CAPSTAN. A pile of 7½ in. rim, magnesium alloy Dunlop wheels as used at Aintree by B.R.M. and also destined for the Lotus-Ford "Indy" car.

REFERRING to the lowness of Bruce McLaren's Cooper-Mini, a New Zealand newspaper commentator stated that "ground clearance was reduced by removing leaves from the springs". Alex Moulton should be most interested!

PETER WARR WINS JAPANESE GRAND PRIX

PETER WARR, driving a 1-litre Lotus 23, won the first Japanese Grand Prix last weekend from the similar cars of Bill Knight and Arthur Owen. More than 100,000 people watched the racing at the new Zuzuka circuit. Pierre Dumay (Ferrari 250GT) won the over 2-litre class from José Rosinski (Aston Martin), while Huschke von Hanstein won the 2-litre category in—you've guessed it!—a Porsche Carrera.



AUTOSPORTRAIT by Gus

No. 1 : Graham Hill

ACCORDING to *News from the Mews*, the monthly magazine of the Ecurie Ecosse Association, a well-known and old-established manufacturer is interested in putting a modified form of the E.E. Tojeiros in series production. Now, that is what is meant as a G.T. prototype!

SPECTATORS at Silverstone on Saturday will be able to see the new Hillman Imp demonstrated, when about 14 of the rear-engined cars will be driven by G.P. drivers.

EIFELRENNEN TO MITTER

HELD on 28th April, the annual Eifelrennen Formula Junior race run on the 4.81-mile Nürburgring south circuit was won by the German driver Gerhard Mitter in his DKW-powered Lotus 22. Because of bad weather conditions—as usual it was very foggy!—the race distance was reduced from 20 to 13 laps, a distance of 64 miles. Frenchman Jacques Maglia, a successful Jim Russell pupil of last year, was second in his Lotus-Ford 22, and he beat Austrian Kurt Bardi-Barry, who has still not sorted out suspension problems of his 1963 Cooper-Ford. South African motor-cyclist Paddy Driver was fourth in a Lotus entered by Tony Marsh.

SEVERAL well-known drivers, including Jack Brabham, Innes Ireland, Les Leston, Mike Salmon, Mike Beckwith and Bill Bradley, will be driving in the Water-sport 500 c.c. motor boat race to be held on the Mallory Park lake on 12th May.

VAUXHALL MOTORS, LTD., are to build a vast new factory at Ellesmere Park, Cheshire.

Then read this vivid extract from a Cintura test report by Jimmy Stewart, of Ecurie Ecosse fame.

"Last Saturday morning I decided to take the E-type on Cinturas as far as Inveraray and back, 50 or 60 miles from here. The roads were wet and greasy, with occasional dry patches. I found that on the twisty sections I was travelling at between 70 and 80 miles an hour in 2nd and 3rd gear where on other tyres I would be driving at 45 and 50 mph. And in two straight sections at Loch Lomond I got a speedometer reading of 130 mph, taking it up to maximum revs in 3rd and banging it into top - then braking under racing conditions by tramping the pedal really hard, putting it right through the gears

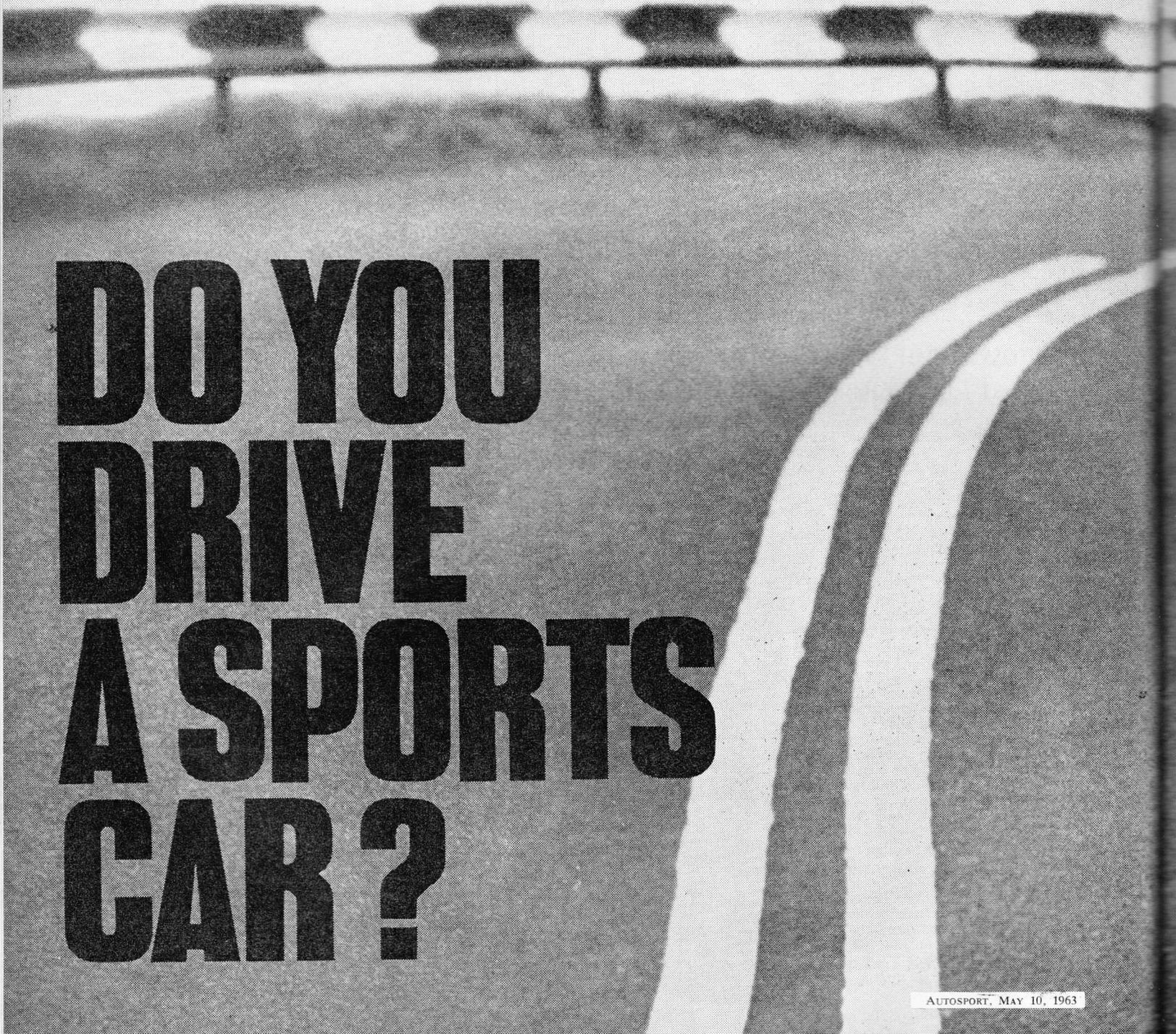
for various corners. And when I got as far as Arrochar I ran into quite a bit of snow and slush, and it was there I was really glad of the Cinturas. They almost felt like all-weather tyres."

"I'm sure the Cintura is faster in dry road conditions than any other tyre. It almost feels up to the standard of a full racing cover. It gives one the feeling that it's an entirely different tyre from anything else. It just grips so much better than any other tyre I have ever handled."

The Cintura solves three sports car problems. Jimmy Stewart's report amounts to this: the Cintura solves the three big problems of sports car tyres:

1. **Tyre wear** ("... here at last is a tyre that stands up to the driving I do.").
2. **Tyre heating** ("It seems to run extremely cool, even under the most arduous conditions.").
3. **Tyre adhesion under stress** ("I feel that the Cintura offers the absolute ultimate in safety.").

How does the Cintura solve the problem of tyre distortion at speed (which can have very unpleasant consequences)? It does so by having a built-in 'safety belt': An inextensible textile belt running right round the circumference of the tyre under the tread. It holds the tyre profile virtually unchanged even at very high speeds, and it gives the tyre a much more square and uniform contact area with the road.



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which lists all sports and saloon cars to which Cinturas can be fitted. See what a difference Cinturas make, even to a brilliant professional driver. If you drive a sports car, really *drive* it, there is only one make of tyre for you. In Jimmy's own words: "I think Cinturas will improve the characteristics of *any* sports car!"

The standard Cintura:

for speeds up to 130 mph.

The High Speed Cintura:

for *sustained* speeds above 130 mph.



**The fabulous tyre with
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CINTURA**

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Address _____

Make of car _____

Usual garage _____ ST/Q



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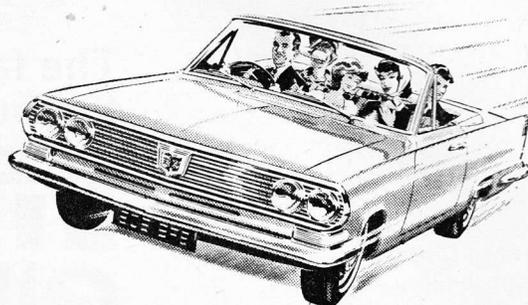
The 515 is powered by a twin-carb 1500 cc Ford engine. Disc brakes, wire wheels, adjustable steering wheel and pedal positions and a remarkably spacious interior are just some of the features that make the 515 the sports car of the year.

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SEEN at the Canada Shell 4000 Rally—Ralph Martin, motor sport co-ordinator for Shell International, relaxes with cigar and milkshake at a control point.

THE INTERNATIONAL VETERAN AND VINTAGE CAR RALLY

LONG before the closing date the entry list, limited to 300 cars, had been over-subscribed. The Veteran Car Club and the Vintage Sports Car Club are delighted with the truly international field which will muster at Brighton on Thursday, 9th May. There, the Mayor will give a reception and the drivers of the Veteran and Vintage cars that have travelled the longest distances will be presented with prizes.

At 10 a.m. on Friday, the first competitor will set off, routes of varying lengths being chosen according to the age of the cars. A picnic lunch at Petworth Park will be followed by a journey to Bognor for the night. The Saturday will be spent at Goodwood, driving tests and a Concours beginning at 11 a.m. After another night at Bognor, the cars will journey to Beaulieu, where the occupants will be entertained by Lord Montagu on Sunday, 12th May.

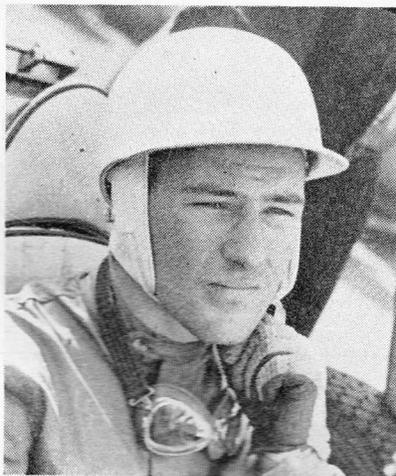
A fully illustrated report of the event will appear in next week's issue of AUTOSPORT.

THE "AUTOSPORT" Vintage and Veteran Trophy, with replica, will be one of the main awards at the V.S.C.C. and V.C.C. rally.



ALTHOUGH the Imp is the first British rear-engined car to be produced in quantity, others have been marketed in the past. Examples were: Crossley (Burney) streamline, Crouch (1912-21), GWK (pre-1914), Rover Scarab, Carden, AV Monocar, Tamplin, and Kendal. The three-cylinder radial Kendal and the two-cylinder Rover Scarab never went into production. There were also several rear-engined vehicles built between 1896 and 1904, mainly with Benz or Panhard engines. One must not overlook the Cooper, Elva, Brabham and Lotus sports-racing cars of the present.

OH DEAR DEPARTMENT. Last week in a club news report we referred to a "Twin Can" M.G. when, of course, we meant "Twin Cam". Other interesting cars that have recently been spotted by our contemporaries are a GPO Ferrari (this should speed up our mail deliveries!), a Lotus Safer Seven (for beginners in club racing?) and a Reliant Sabre Sin (well, we shall have to investigate the possibilities of this car. . . !).



MOSS—the racing driver.



MOSS—the businessman.

STIRLING MOSS RETIRES FROM RACING

AFTER trying out a Lotus-Climax 19 at Goodwood last week, Stirling Moss finally decided not to re-enter motor racing. He felt that the lightning reactions, and automatic high-speed car control, so necessary in top-class competition, had, in his case, been adversely affected as a result of his Goodwood accident a year past on Easter Monday. Stirling, therefore, regretfully considered that it was time to hang up his crash-helmet and assume a spectator role.

This brings to a premature close a wonderful motor racing career, stretching back some 14 years, when the teen-age Moss commenced serious competitions with a Cooper-J.A.P. "500." Within a few years he had become an International figure. His successes were far too numerous to quote here, and although the World Championship of Drivers evaded him, after Juan Manuel Fangio's retirement, he was considered by everyone to be the best road-racing driver in the world. His versatility was incredible; he could jump into any type of motor car, and at once become a threat to all his rivals. In rallies, he was one of the few persons to win an Alpine Gold Cup, for three successive unpenalized performances, in Sunbeams.

In sports-car racing, his earliest successes were with Jaguars, including an unrivalled string of victories in the Tourist Trophy races at Dundrod. Grand Prix experience was obtained with H.W.M., but it was after his many fantastic drives in his privately owned Maserati 250F that he obtained factory recognition. He left the Maserati team to join Fangio with Mercedes-Benz in 1955, becoming the "eternal second" to the Argentinian, with the exception of the British G.P., which he won at Aintree. After a return to Maserati, he joined Vanwall, and was the inspiration which gave the British car the Formula 1 Constructors' Championship. He also drove for Aston Martin, when the David Brown concern captured the sports car constructors' title from Ferrari.

During the latter part of his career, Stirling joined his friend Rob Walker in the most successful privately organized Formula 1 team of all time. His inspired drives with Cooper-Climax and Lotus-Climax machines made his name a legend, and earned for him the title, first bestowed on him in AUTOSPORT, of Mister Motor Racing. In 1961 Moss confounded all the experts by defeating the all-conquering Ferraris at Monaco and Nürburgring in exhibitions of driver virtuosity which will never be forgotten.

No British driver has ever had such world-wide recognition as Stirling Moss, O.B.E. He joins Nuvolari and Fangio as being the outstanding racing drivers of the twentieth century, and, like them, was a real personality. He was (and still is) the hero of countless fans, and his presence on the racing circuits of the world will be sadly missed.

He has left motor racing at the very peak of his career. The decision was entirely his, and although not unexpected, it still comes as a shock to everyone connected with the Sport that Stirling Moss will never be seen again on the starting grid. G.G.

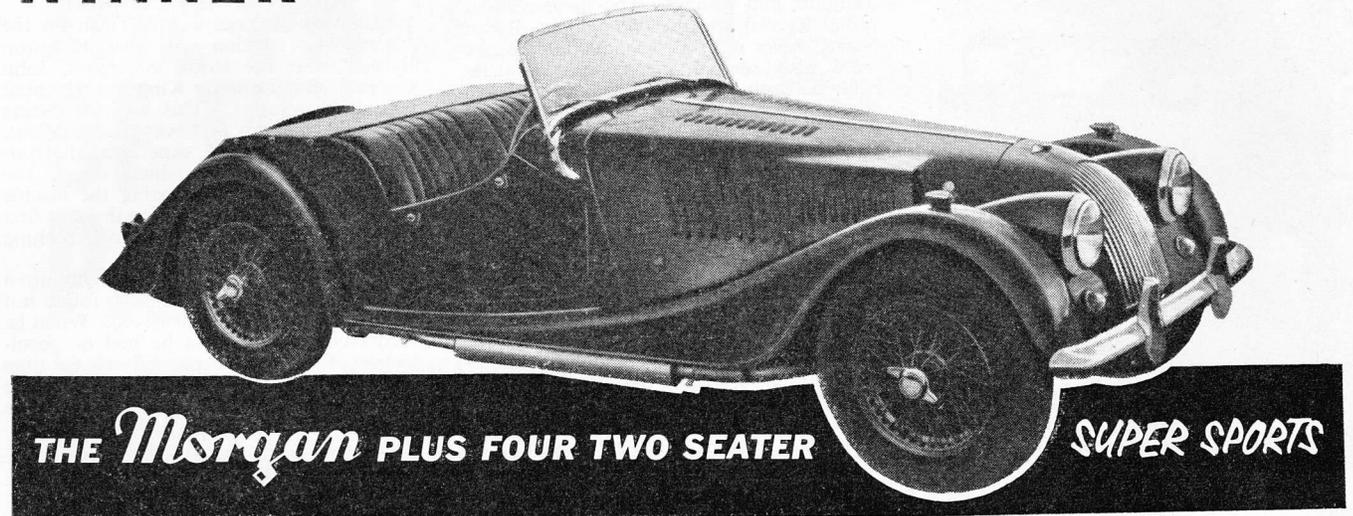
SPORTS NEWS

JOHN COOPER INJURED

FOLLOWING an inexplicable crash on the two-way section of the Kingston By-Pass near the Hook underpass, John Cooper was taken to Kingston Hospital with head injuries. This was the racing car manufacturer's first-ever road accident. He was driving an experimental twin-engined Cooper-Mini which struck the 3-ft. retaining wall separating the double highway; from all accounts, the car first mounted the nearside kerb, before spinning round.

John was unconscious when admitted to hospital, but his injuries were found not to be as serious as first believed. When he recovered consciousness he had no recollection of what had happened. At the time of going to press, the condition of the popular manufacturer was said to be "satisfactory".

ANOTHER WINNER FROM THE MORGAN TEAM OF THOROUGHBREDS



THE *Morgan* PLUS FOUR TWO SEATER

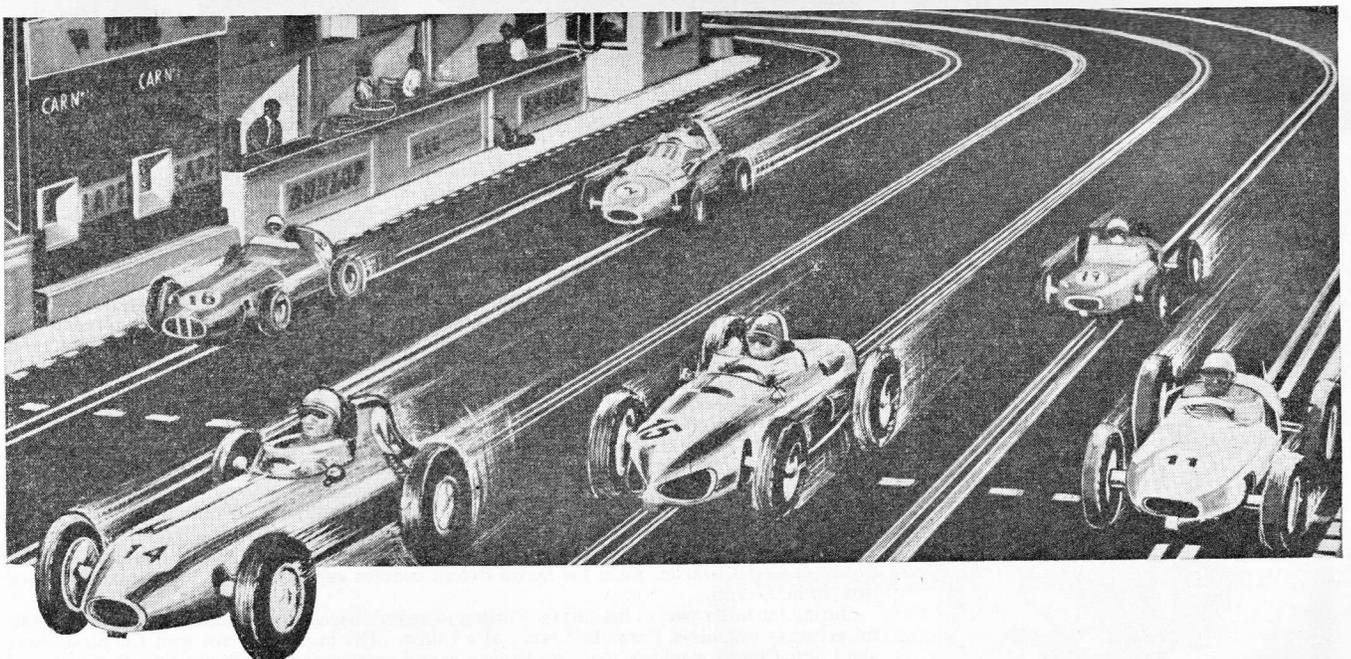
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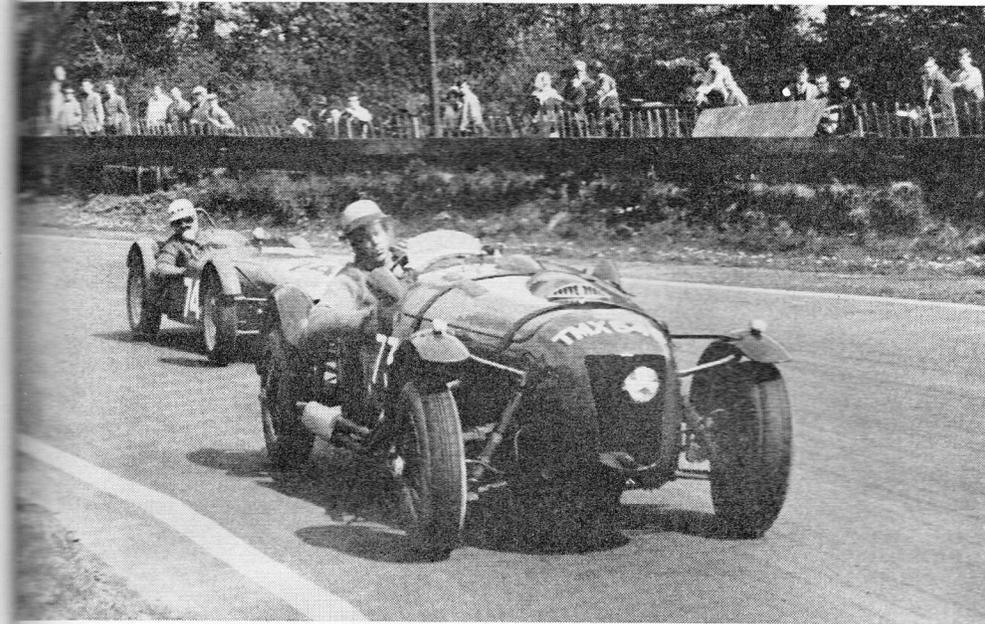
**Wins for Chris Williams and
Tony Lanfranchi at
Superbly Organized Meeting**

BY FRANCIS PENN



COMING past the pits during the saloon car event is the tremendously rapid Austin A40 of J. F. Normanton (above); it finished second behind the similar car of Phil Middlehurst. Robert Funge's Riley 1.5 follows.

AT OLD HALL corner is the wonderful Le Mans replica Frazer-Nash of E. C. Booth which is seen year after year on the northern circuits—and it seems to get faster at every outing, too! Booth leads D. C. Thompson (Lotus 7A) (left).



LAST Saturday was for once fine and dry for the occasion of the big Clubmen's meeting at Oulton Park, organized by the Lancashire and Cheshire Car Club. Over 130 competitors made up a programme of seven races, the majority of which were unhampered by subdivision into classes, making it so much easier to follow!

The day started, as usual, with a couple of half-hour, high-speed trials in which, for once, most of the drivers managed to stay on the road! Out of 54 entrants, only a mere 10 reached their target figure, one of these being Miss Jacquie Cook despite a couple of slight meanderings—well done!

Event No. 2 commenced the racing proper with a 10-lapper for sports cars up to 1,150 c.c. and 1,172 c.c. Ford-equipped cars. After an early first tour scrap between the Lotus 23s of Chris Williams and Robin McArthur, they settled in race order, the former winning by some eight secs. Third place went to a similar car in the hands of Alistair Welch. These three rather naturally were well ahead of the grand fourth place scrap between the Lotus 7s of David Porter, F. W. Smith and Ken Bailey, who finished in that order. David Eva, similarly equipped, who had been leading this affair, smote the bank at Knicker Brook on his fifth lap and was seen no more.

Next came the saloon cars up to 1,600 c.c. over a similar distance; again in his accustomed

position was Phil Middlehurst (A40), although on this occasion he did not quite have such a runaway win, as J. F. Normanton the younger, driving his father's A40, ran him to within five seconds at the flag. Third home was the 1,095 c.c. Mini driven by R. J. Smith, the only one of a horde of such even to look at the flying A40s—most odd!

Race No. 4, over a similar distance, was for saloons and hardtop G.T. cars over 1,600 c.c., which for the first two laps was easy going for the E-type Jaguar of Jackie Stewart from John Dangerfield's Morgan Plus 4 and E. Jones's Elite; then Stewart went missing, to reappear with the tail-enders. Tearing through the field, he managed to reach eighth place on lap 8 before retiring. Meantime, Dangerfield had built up a lead of some 16 secs. Grahame John (Marcos) had taken Jones, the situation remaining as such until the last lap when the Elite's engine went sick and third place was snatched by Eric Woolley's well-driven Turner.

Sports cars up to 2,000 c.c. over the usual 10 laps proved to be the day's fastest race, Tony Lanfranchi's Elva Mk. 7 going like a bomb. He won by 46 secs. at an average of 88.81 m.p.h. (which included a lap at over 90 m.p.h.) from the Lotus 23s of Alistair Welch and Robin McArthur.

Event No. 6 was another 10-lapper for sports cars up to 1,150 c.c.; this one again went to a Lotus 23, giving Chris Williams his second win

of the day. This time he was 6 secs. ahead of Welch. Third place went to J. F. Cardwell (Lotus 7A) after a grand battle with Ken Bailey (Lotus 7).

The last race of the day, over seven laps, was for 750 and 1,172 Formulae cars, pole position being occupied by Jacquie Cook in the Wavendon Wombat. For first and second places there was no doubt, George Whitehead (W.R.A.) winning by 11 secs. from John Corfield's well-known Terrier Mk. 2. Jacquie Cook lay in third place all the way, being closely tailed by her father in his new Rejo Mk. 3, who, in a fashion dirty to behold, sneaked past just before the line!

The 750 Class was taken by Colin Berry, Dennis Beale and G. B. Toft, all driving variations on an Austin 7 theme. Whilst applauding the 750 effort, perhaps a minimum lap time should be introduced to qualify for racing—for several laps a back-marker was timed at 3 mins. 45 secs. It completed five laps in 15 mins. 33 secs.—around 45 m.p.h.!

RESULTS

Sports Cars up to 1,150 c.c. and 1,172 c.c. Ford-engined Cars (10 laps): 1, C. M. M. Williams (Lotus-Ford 23), 86.04 m.p.h.; 2, R. McArthur (Lotus-Ford 23); 3, A. J. Welch (Lotus-Ford 23). **Fastest lap:** Williams, 1 m. 54.0 s., 87.19 m.p.h. **Saloon Cars up to 1,600 c.c. (10 laps):** 1, P. T. Middlehurst (Austin A40), 76.79 m.p.h.; 2, J. F. Normanton (Austin A40); 3, R. G. Smith (Austin Mini). **Fastest lap:** Normanton, 2 m. 7.8 s., 77.77 m.p.h. **Saloon Cars over 1,600 c.c. and "Hardtop" G.T. Cars (10 laps):** 1, J. Dangerfield (Morgan Plus 4), 79.31 m.p.h.; 2, G. W. John (Marcos-Ford); 3, E. B. H. Woolley (Turner-B.M.C.). **Fastest lap:** J. Stewart (Jaguar E), 2 m. 1.4 s., 81.87 m.p.h. **Sports Cars up to 2,000 c.c. (10 laps):** 1, A. Lanfranchi (Elva-Ford Mk. 7), 88.81 m.p.h.; 2, A. J. Welch (Lotus-Ford 23); 3, R. McArthur (Lotus-Ford 23). **Fastest lap:** Lanfranchi, 1 m. 50.4 s., 90.03 m.p.h. **Sports Cars up to 1,150 c.c. (10 laps):** 1, C. M. M. Williams (Lotus-Ford 23), 85.76 m.p.h.; 2, A. J. Welch (Lotus-Ford 23); 3, J. F. Cardwell (Lotus-B.M.C. 7). **Fastest lap:** Welch, 1 m. 54.2 s., 87.04 m.p.h. **750 and 1,172 Formulae Cars (7 laps).** **Overall Winner:** G. Whitehead (W.R.A.). **750 Class:** 1, C. Berry (Austin Special), 66.26 m.p.h.; 2, D. H. Beale (Austin Special); 3, G. B. Toft (T.S. Special). **Fastest lap:** Beale, 2 m. 27.0 s., 67.62 m.p.h. **1,172 Class:** 1, G. Whitehead (W.R.A.), 75.64 m.p.h.; 2, J. Corfield (Terrier Mk. 2); 3, A. H. Cook (Rejo Mk. 3).

TESTING THE OPPOSITION

**Surtees in New Ferrari
Hopes to Take the Measure
of British V8s at Silverstone—
Début Expected of A.T.S.**

BY GREGOR GRANT

THE B.R.D.C. *Daily Express* International Trophy race at Silverstone on Saturday will be a useful pointer to the British Grand Prix on 20th July, on the same circuit. It is virtually certain that John Surtees will be in the latest Bosch-injected V6 Ferrari, and that Italy's new V8 A.T.S. will make its Formula One début.

Although the British V8s were almost invincible during 1962, conceding only the French Grand Prix at Rouen to the "flat-eight" Porsche, none will underrate the ex-Bowmaker-Lola driver in the Ferrari. The form book indicates a British victory, with Jim Clark and his Lotus-Climax the obvious favourite, but Graham Hill (B.R.M.) has demonstrated the strategy and tenacity of purpose which made him World Champion, in three outings this season. Others who could quite easily take the chequered flag are the Brabham-Climax drivers, Dan Gurney and Jack Brabham, and, of course, Bruce McLaren in his Cooper-Climax. Of the non-works men, Innes Ireland (B.R.P. Lotus-B.R.M.) has hit top form, and he will have to be carefully watched by his rivals.

It will be a great surprise if the A.T.S. notches a win at its first attempt, for it must still be regarded as in the development stages. Phil Hill will have his work cut out to stay up with the front-rankers, and Baghetti, if he starts, may find that lack of knowledge of the circuit may put him at a decided disadvantage. The race could give some of the others a chance to shine—fast men such as Trevor Taylor (Lotus-Climax) and Tony Maggs (Cooper-Climax), who will doubtless be ready to move up should either Clark or McLaren fall by the wayside, or lag behind. Jim Hall (B.R.P. Lotus-B.R.M.) might find Silverstone to his liking, and on a dry circuit could quite easily finish in the money.

Clark's fantastic Aintree drive has made the "Flying Scotsman" the odds-on bet for the Trophy. Chapman's monocoque is a most

INTERNATIONAL TROPHY ENTRY LIST . . .

(52 laps—152 miles)

B.R.M. (Owen Organization): Graham Hill,*
Richie Ginther.*
B.R.M. (Centro-Sud): Lorenzo Bandini.*
Lotus-Climax (Team Lotus): Jim Clark,* Trevor Taylor.*
Lotus-B.R.M. (B.R.P.): Innes Ireland,* Jim Hall.
Lotus-B.R.M. (Tim Parnell): John Campbell-Jones.
Lotus-Climax: André Pilette, Philip Robinson.
A.T.S. (Automobil Turismo Sport): Phil Hill.*
Ferrari (Scuderia Ferrari): John Surtees,* Willy Mairesse.*
Cooper-Climax (Cooper Car Co., Ltd.): Bruce McLaren,* Tony Maggs.*
Cooper-Climax (Walker): Jo Bonnier.*
Lola-Climax (Reg Parnell): Chris Amon.
Porsche (Ecurie Maarsbergen): C. Godin de Beaufort.*
Cooper-Ford (Anglo-Scottish Racing): John Taylor.
Brabham-Climax (Brabham Racing Organization): Jack Brabham, Dan Gurney.
Scirocco-B.R.M. (Scirocco-Powell Racing): Pedro Rodriguez, Tony Settember.
Reserve Drivers. Team Lotus: Peter Arundell.
Scuderia Ferrari: Mike Parkes. Automobil Turismo Sport: Giancarlo Baghetti.
*Graded Formula One drivers.

FRANCIS PENN

took these

Photographs

of

Five of

the Favourites

for the

"Daily Express"

International

Trophy

at

Melling Crossing

during the

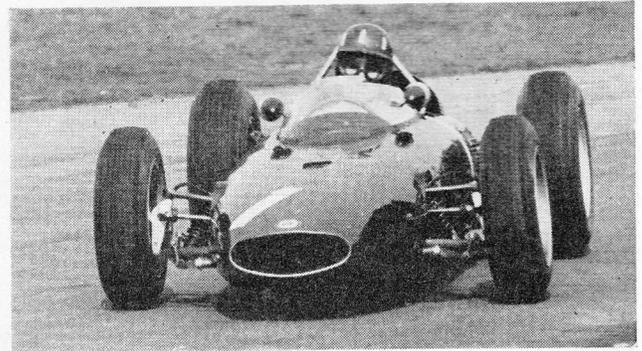
Aintree "200"

—Which

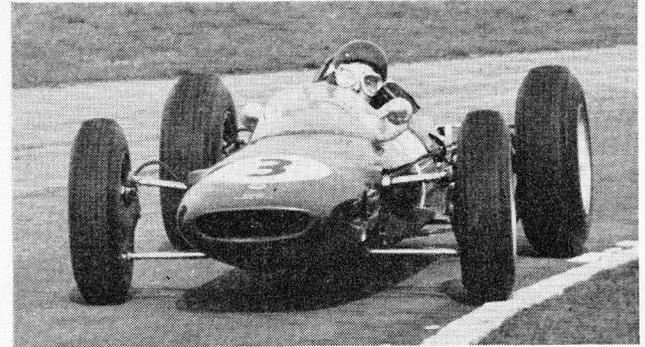
Will Win

at

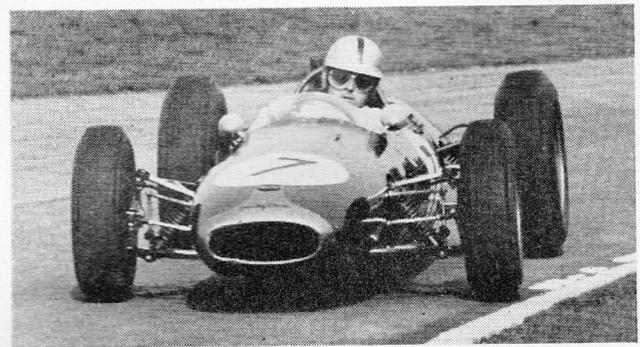
Silverstone?



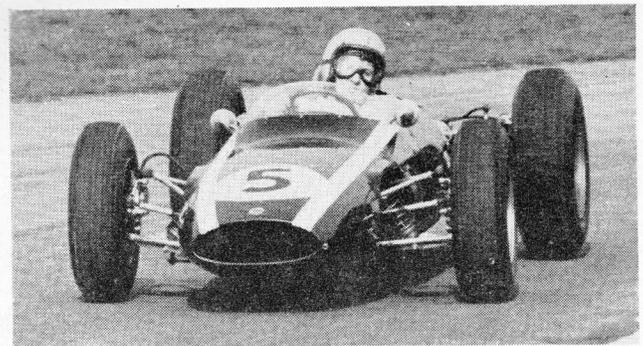
GRAHAM HILL



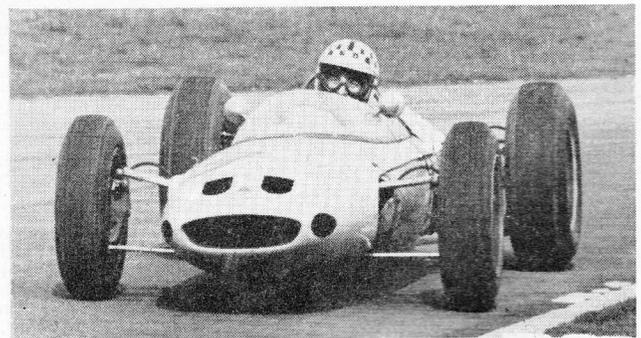
JIM CLARK



JACK BRABHAM



BRUCE McLAREN



INNES IRELAND



formidable machine altogether, whether or not the fuel-injection engine works as well as the Weber unit Clark took over from Taylor in the "200". Twice, to my knowledge, has Jim Clark been caught napping by Graham Hill. Last year, in the same race, he was pipped virtually on the line, when it appeared as if he could have toured home. At Snetterton, this year, there must have been some idea of making a race of it for the benefit of the crowd, for once Hill was in front, Clark left it far too late to catch him again. It is certain that this time there will be no slipping-up, and only mechanical trouble can intervene to hold the Scotsman back.

Graham Hill's remarkable consistency wins many races. So long as the car is running properly, he never seems to let up at all, and can produce extremely quick laps as and when required. On the other hand, team-mate Ginther often starts like a rocket, but unaccountably tails off. If he could reproduce

the form he showed last year at Monza, he could quite well take points off many drivers in the coming Championship struggles.

Trevor Taylor is also capable of great things, and few will forget his classic drive at Spa-Francorchamps last year, which undoubtedly paved the way for Clark's great victory. Somewhat overshadowed by his brilliant team-mate, the young Yorkshireman is a highly skilful and courageous Formula One driver.

Without a doubt, John Cooper and his men will soon sort out the 1963 Cooper-Climax. Admittedly it has been a trifle disappointing in its two outings this season, but it must not be overlooked that Bruce McLaren has been coping with a new car, with suspension mods which can only be perfected through race-testing—and there has been little time for that! Team-mate Maggs has yet to try the new car, and had a very short drive at Aintree with the older machine, owing to ignition and brake troubles.

As for the Brabhams, they are really the unknown quantity. Both Dan and Jack are very, very fast drivers, and could worry the older-established marques more than somewhat. It was a pity that Brabham did in a piston in training at Aintree, for his second best time was an indication that the car is a pretty useful tool.

One of the major surprises of 1963 has been Innes Ireland in the fuel-injected B.R.P. Lotus-B.R.M. Quite candidly, after the unhappy season he had with U.D.T.-Laystall last year, few expected that the reconstituted team could produce such a fast car. It has also shown reliability, and Ireland's confidence has come back with a bang. The form he has shown so far has really opened up the issue, in so far as the factory teams are concerned.

Still, the Silverstone "dark horse" will doubtless be John Surtees. Under the Reg Parnell banner, he rapidly progressed from a certain hairiness to becoming one of the

fastest of today's crop of front-rank conductors. Overeagerness may be his downfall in the Trophy race, for he will spare nothing to get out in front with Clark, Hill and Co., and provide Ferrari with much-needed stimulus for Formula One racing.

Whilst one would dearly like to see something really sensational, it is unlikely that the newcomers will dispute the issue unless something unforeseen happens to the pace-makers. Amon, Hill and others will have their day, but the graded men have the experience and the machinery to lap far faster than anyone else.

Whichever way one looks at it, the winner ought to come from Clark, G. Hill, Surtees, Brabham, Gurney, McLaren, or Ireland.

Supporting races comprise 25-lap events for G.T. and Formula Junior cars, and 12-lappers for saloons and sports cars. The G.T. race should see the debut of A.C. Cobra (Jopp) in a class which contains Surtees (GTO Ferrari) and the fast E-types of G. Hill and Salvadori.

Brabhams will attempt to continue their winning way in F.J. against the Lotus, Lola, Gemini, Cooper and Alexis onslaught. In the saloon race Jack Sears and Sir Gawaine Baillie will try to disturb Jaguar monopoly, with 7-litre Galaxie Fords—but the "3.8s" have G. Hill, Salvadori and Mike Salmon with which to contend. The 1,300 c.c. class is almost a Mini monopoly, with interlopers in the form of M.G. and Morris 1100s. In the 2-litre category the Willmet Cortinas will be driven by Pat Moss, Richie Ginther and Sweden's Bo Ljungfeldt against the works Sunbeams (Harper and Procter), Hutcheson's Riley, Dubler's Volvo and Jopp's Fraser entered Sunbeam.

Ireland and Salvadori will renew their duel in the sports car race, in which Ecurie Ecosse have entered a Cooper Monaco and a Tojeiro-Buick. The Lumsden/Sargent Lister-Jaguar also makes its debut.

THE World Champion is certainly starting off the season with a flourish. He had a fine win with the B.R.M. in the Aintree "200", and also took the laurels in the saloon race with a 3.8 Jaguar—if he keeps this up he will be on his way to another World Championship win!

As usual the fastest lap man in the race was Jimmy Clark with the works Lotus. After losing over a lap in the pits at the start, he caught up several places, and then took over Trevor Taylor's team car to fly through to third place. But here was a disturbing glimpse of progress—Jimmy was using last year's Lotus, last year's 175 b.h.p. engine, and last year's D12 tyres!

Now the big question people are asking

is why he didn't go as fast last year? I don't suppose he really had to—he won both races at Aintree as it was.

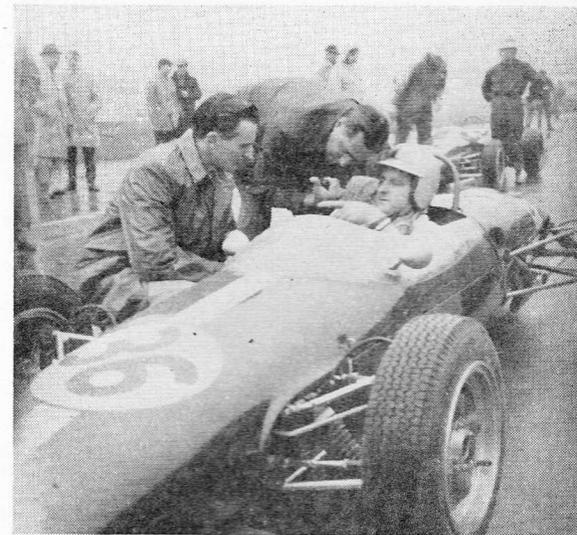
It is interesting to note the way that Jimmy is taking over the Moss role in motor racing. After practice on the Friday, a certain well-known driver said to me, "I'm very pleased with my car—very pleased indeed. I'm only half a second slower than Clark." There was a time when the proud phrase "only just slower than..." just had to refer to Stirling.

After his Goodwood win, Innes Ireland was in fine form to take second place at Aintree. Innes has had a fairly unlucky run with his Formula 1 cars up until this year, but he is now starting to show us the results of which he must have always been capable. When the new British Racing Partnership car comes along later this season, Innes will be just the driver to make yet another strong British representative in Formula 1 racing.

For a driver who professes to be not particularly good in the wet, I thought fellow-New Zealander Denny Hulme's win in the works Brabham F.J. was very good. For a couple of years he ran his own F.J. Cooper as a "privateer" with very little outside assistance, and he did much better than anyone expected.

He is now being trained in the Brabham tradition by building, working on, and developing his own car. He looks after the car and tunes it in the Brabham racing shop under Jack's watchful eye, and his fine drive in the rain at Aintree was the result—his first really big win for some time, and a most convincing one, at that.

Roy Salvadori was the only one to keep the Cooper flag flying during the day with the Atkins Monaco sports car. Earlier in the season it was apparent that the Monaco wasn't too competitive, but by dint of some hard and effective work by the Atkins mechanics, close co-operation with Coopers, and plenty of testing, the car has been gradually improved to the race-winner it is now.



DENIS HULME, yet another first class New Zealand driver, receives expert advice from Jack Brabham and Phil Kerr before setting off to win the Junior race at Aintree.

The British Formula 1 cars seem to be getting more and more reliable. Jim Hall and Tony Maggs were the only main retirements at Aintree, both dropping out with defects at the opposite end of the scale to each other. The throttle stuck open on Jim's B.R.P. Lotus-B.R.M., and Tony retired his works Cooper with the front brakes jammed on.

It is noticeable that the gearboxes are staying together these days, and the engines—apart from a broken piston in Jack's Brabham during Aintree practice—are proving consistently reliable (touch wood!).

However, we'd better not get too complacent, as I hear disturbing rumours that Willy Mairesse is taking one of the works F1 Ferraris awfully fast around Monza. . . .



BRUCE
McLAREN:

From the Cockpit

JOHN BOLSTER

tests

The Type 35T BUGATTI

THE Type 35 Bugatti was, without any doubt, the most successful racing car of all time. Laurence Pomeroy has calculated that, in the years 1925 and 1926 alone, this model gained 1,045 victories, and it continued its winning way for many years after that.

The Type 35 was used as a "works" racing car in Grand Prix events and it was also sold in fairly large numbers to amateurs, who took part in major and minor races and hill-climbs all over the world. Incredible to relate, quite a few owners bought the car exclusively for touring, including Capt. (later Sir) Malcolm Campbell and Lord Cholmondeley. Imagine using a modern Grand Prix car as your everyday road motor!

While the engine was never particularly powerful by Grand Prix standards, the chassis was years ahead of its time, to which many victories and lap records were due. The frame itself was phenomenally rigid, being well cross braced and having a rigidly mounted engine. It was very deep at its centre section, tapering off to delightfully slim dumb irons. Similarly, the steering arms were exactly shaped to bear the stresses which they would incur. Mathematically and artistically the design was a dream, the back axle, with light alloy central section, being properly located by radius arms and a central torque member, and the front

axle by short semi-elliptic springs sliding in trunnions. The rear springs were reversed quarter-elliptics and the front springs passed right through the axle. Light alloy spoked wheels with built-in 11 ins. brake drums were fitted, the brake operation being by cables with the well-known chain and sprocket compensation.

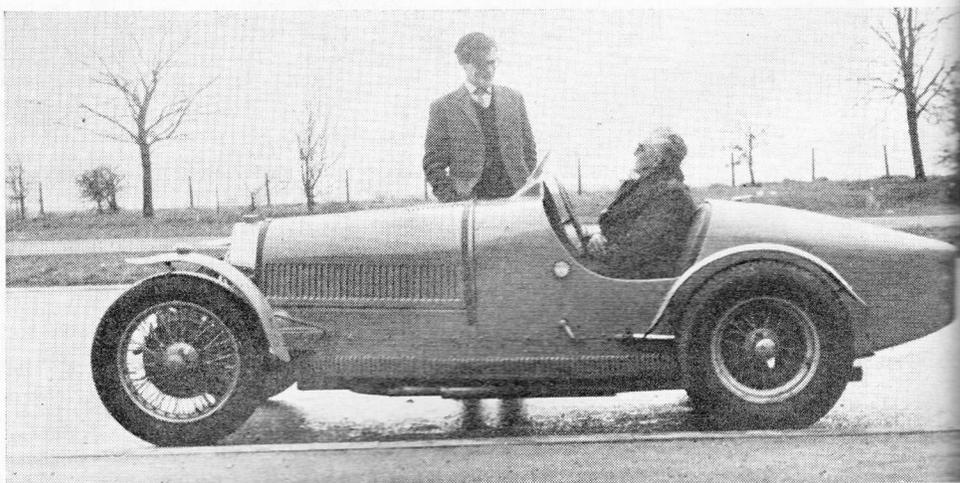
The engine was a straight-eight, with two cast-iron four-cylinder blocks and vertical valves in fixed heads. Two small inlet valves and one large exhaust valve were operated through finger-type followers by a single overhead camshaft, driven by straight bevel gears and a vertical shaft. The magneto was mounted on the back of the bulkhead and driven from the camshaft through an ingenious advance and retard coupling, giving actual relative movement of the armature and the camshaft by the use of straight and curved splines. This was operated by a lever projecting through the instrument panel.

Cast in aluminium, the crankcase was split on the centre line and carried the

tank, containing some 20 gallons, was in the tail.

It was with great excitement that I accepted the kind invitation of H. C. Bergel to try the Bugatti which his son, Richard, drives with much success in Vintage races. This was originally the unblown 2-litre, with the smaller and prettier radiator, which Kay Petre used to drive. Two of the subsequent owners were James Allington and Rivers Fletcher, both of whom cherished the car as such a thoroughbred deserves. It now has the long-stroke crankshaft, which turns it into an "unblown two-three" or Type 35T. The beautiful light-alloy wheels are not used, old aluminium tending to be unreliable, and the triple-spoke wire-wheels carry larger section tyres at the rear, which greatly increases the stability and traction. Twin SU carburettors are used instead of the early Solex instruments.

The car has belonged to the present owner for three years and has proved wonderfully reliable, apparently going a



built-up shaft on three self-aligning ball and two roller bearings. The big end caps were not split and carried 17 caged rollers each, lubricated by jets which shot into grooves on the crank webs. The wet sump was ribbed and had longitudinal cooling tubes. This engine was originally built for the 2-litre G.P. formula and was unsupercharged, with twin Solex carburettors, when it was called Type 35. Later it was supercharged and, with a bigger radiator, was called Type 35C. The dimensions were 60 mm. x 88 mm. (1,955 c.c.). A 1½-litre version was available for the subsequent formula, and a longer throw crankshaft, giving a 100 mm. stroke, could bring the capacity up to 2,261 c.c. for *Formule Libre* events.

There was virtually no flywheel, in the accepted sense, and a wet clutch, with nine driving and eight driven plates, had a light spring for initial engagement but relied mostly on centrifugal force operating through the withdrawal linkage. The gearbox was of the sliding pinion type with the splined layshaft alongside the square mainshaft, and the right-hand lever projected through a slot in the side of the body. The rear axle had straight bevels.

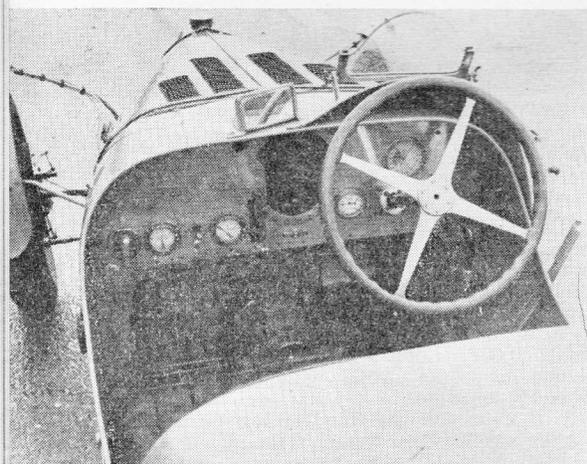
The shape of the body was an artistic triumph and there will never be a prettier racing car. The body was a two-seater, the seats not being staggered but the mechanic sitting with his arm behind the driver. He used the air pressure pump for the fuel with his left hand. The fuel

THE BERGELS, father and son, enjoying their beautiful Bugatti. H. C. Bergel bought the car three years ago and it has proved very reliable, while Richard Bergel has had many successes in Vintage racing.

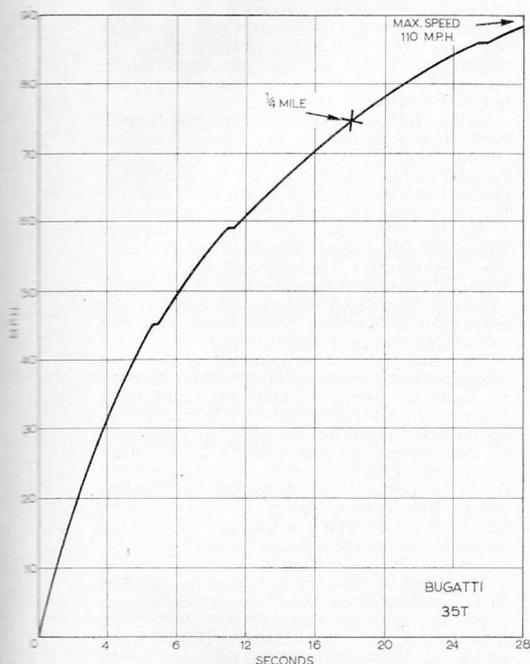
little better each time it races. It won the Vintage Seaman Trophy and the Jean Bugatti Cup in 1962 and came second in the Pomeroy Trophy this year. The machine was first registered for the road in 1960 so it does not have to pass the five-year test. The detachable mudguards make everything legal and a well-charged battery looks after the side and tail lights, there being no dynamo or starter. At the cost of £5, Mr. Bergel acquired the registration number EB1926. 1926 is the date of the car and EB stands, of course, for Ettore Bugatti.

It is very easy to start the engine with the handle, which remains permanently in place. It takes some time to warm up, running at a steady 1,000 r.p.m. or so. Bugatti clutches are always tricky, tending either to slip or to refuse to free. On the day of the test, it was hard to engage a gear from rest and there was also some initial slip, but the centrifugal action caused the grip to be excellent as the revolutions rose. All will be well before the next race, however.

At first, I took the passenger seat while H. C. Bergel operated the controls. As the machine accelerated, the song of the camshaft bevels blended with the music of the gearbox and the hum of the back axle. Very wisely, an efficient silencer



THE RIDING MECHANIC had the pressure pump on his left and the ignition advance and retard on his right. The magneto is just behind the large hole in the centre of the instrument panel.



ACCELERATION GRAPH

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Bugatti Type 35T racing two-seater.

Engine: Eight cylinders 60 mm. x 100 mm. (2,261 c.c.) Single bevel-driven overhead camshaft operating three valves per cylinder. 8 to 1 compression ratio. 105 b.h.p. at 5,200 r.p.m. Twin SU carburettors. Scintilla magneto.

Transmission: Wet multi-plate clutch. Four-speed sliding-pinion gearbox with right hand lever, ratios 3.86, 5.02, 7.11 and 9.33 to 1. Open propeller shaft. Straight bevel rear axle.

Chassis: Channel section frame tapering from 6½ ins. centre section. Semi-elliptic front springs. Quarter-elliptic rear springs, with torque and radius arms to rear axle. Friction-type dampers. Worm and wheel steering gear. Cable-operated brakes. 5.00 x 19 ins. front, 6.50 x 16 ins. rear tyres on knock-on wire wheels.

Equipment: Rev. counter. Oil pressure, air pressure and temperature gauges. Extra: detachable battery, lights and mudguards.

Dimensions: Wheelbase 7 ft. 10 ins. Track (front) 4 ft. 1 in. (rear) 3 ft. 11 ins. Weight 15 cwt.

Performance: Maximum speed 110.4 m.p.h. Speeds in gears: 3rd 86 m.p.h., 2nd 59 m.p.h., 1st 45 m.p.h. Standing quarter-mile 18.1 secs. Acceleration (wet road): 0-30 m.p.h. 3.8 secs. 0-50 m.p.h. 8.2 secs. 0-70 m.p.h. 15.8 secs. 0-80 m.p.h. 21.2 secs.

Fuel Consumption: Racing 14 m.p.g. Touring 20 m.p.g.

had been fitted for road use, though this deprived us of the famous "tearing calico" exhaust note. Naturally, the ride is hard, the short springs and friction-type dampers seeing to that, but on reasonable surfaces the car is more comfortable than would be expected. The acceleration figures were taken two-up on a wet road, but they give some idea of the potency of the car.

Peak revs are about "five-two", at which some 105 b.h.p. is produced. These revolutions are not obtainable in top gear, the maximum speed of 110 m.p.h. being therefore a perfectly safe velocity to maintain. Third speed gives 86 m.p.h. without over-revving, with 59 m.p.h. in second gear and 45 m.p.h. in first, which is not too high for a good standing start in spite of the sometimes temperamental clutch.

When I took over this exquisite machine myself, I was most conscious that I was handling something precious, but I soon felt quite at home. The up changes go through extremely quickly but the down changes are difficult to judge, the engine accelerating so quickly in neutral. The change is very sweet in action and moves in an unusual sense, top being forward, third back, and so on.

For maximum control and vision, the driver sits fairly high up in the car as was the fashion in 1926. His feet are well down, not straight in front of him, and the pedals are small, demanding the use of the lightest shoes. The view down the louvred bonnet over that tiny radiator is superb, and one marvels at the steadiness of the front wheels on the road.

About one turn of the steering wheel moves the stub axles from one full lock to the other. Bugatti steering is noted for its long-lasting qualities, no applicable wear being evident in this example.

TWIN SU carburettors replace the original Solex instruments. The engine is quite easy to start with the handle, although it takes some time to warm up (right).

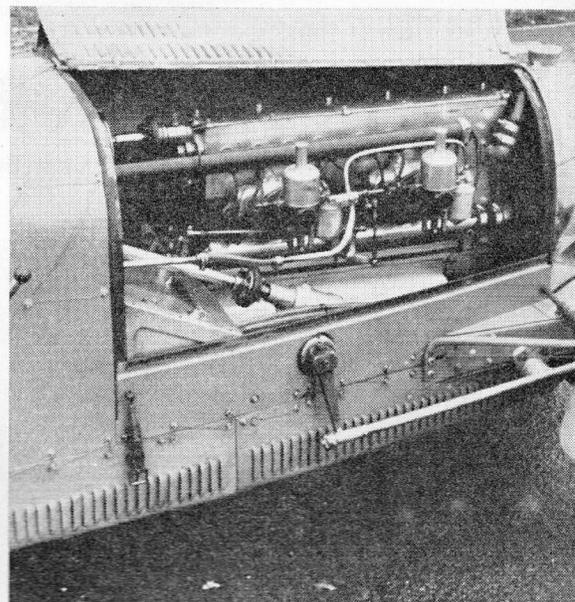
★

"COME ON, DAD, it's my turn now!" Richard Bergel stands by the Bugatti (below). "Ettore Bugatti 1926" is the message of the registration number. The car was, in fact, first registered for the road in 1960 and so does not have to pass the five-year test!

It would be difficult to better the controllability of the Type 35 on wet surfaces, and I was soon able to corner at 90 to 100 m.p.h. on glistening roads. As the car leaps over bumps, one is conscious all the time that it is completely rigid, in contrast to most other competition machines of the period, which visibly flex in following the road.

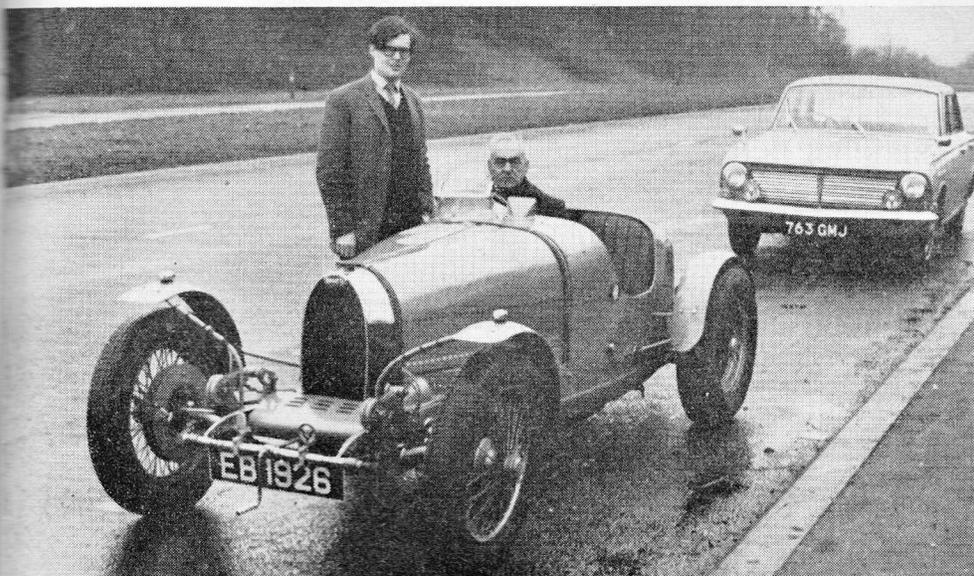
Possibly the efficiency of the brakes would most surprise the modern driver. The idea is prevalent that you either have hydraulic operation or you don't have any brakes worthy of consideration. I can only say that the Bugatti brakes, with mechanical operation, are both smooth and powerful, and Richard Bergel assures me that they remain that way throughout a race.

The Bugatti succeeded because its road-holding and controllability made every horsepower tell. It habitually trounced rivals, on the circuits, which had better engines but inferior chassis. Today, in spite of a complete revolution in design, the Type 35 still handles extremely well by any standards. Theoretically, one can prove that suspension with very considerable travel is essential in securing good road-holding. Yet, this Grand Prix car of 36 years ago clings to the road like a limpet, although its sus-



sion has little movement but much friction. Perhaps there may be more than one way of making wheels stay on the ground, but this machine remains controllable while apparently leaping from bump to bump.

The Grand Prix Bugatti was perhaps the most completely individual car that was ever produced. It was also certainly the most beautiful. Ettore Bugatti was an artist, but he was quite capable of producing cars that were frankly ugly. Suddenly he designed a racing car which was so right that nobody has ever altered it without spoiling it—and many have tried to improve it, in vain. Phenomenally successful and extremely beautiful, the Type 35 was a Grand Prix racing car which was also a remarkably flexible and well-mannered touring car. To have driven it is a privilege, and I am duly grateful to the Bergels, father and son. Above all, I am so very glad that I returned the car unscratched, for the weekend motorists tended to drive much too close to that long, unprotected tail!



ONE of the prerequisites for an enjoyable meeting is a good entry, and this the A.M.O.C. certainly had last Saturday; seldom has the paddock been so crammed with competing machinery of all shapes and sizes. Perhaps there was just a little too much, for the programme failed to run to the published time-table. Also on the debit side, some of the races were spoiled by dubious handicapping but, to offset this, there were several good races, and the team relay event was excellent.

After two regularity trials, racing started with a 10-lap handicap for pre-1940 sports cars, and I. S. Kerr's long-stroke 12/50 Alvis went well to win from Bill Elwell-Smith's Aston Martin and R. S. Skilbeck's F.N.-BMW. Tony Charnock's well-known 4.3 Alvis Special took fourth place and fastest lap. M. V. G. Dunkley's Alfa Romeo coupé was fabulously fast, but it unfortunately retired.

Lotus 11s were one-two-three in the first five-lap scratch race, driven by A. Gough, J. Gould and T. Howard. A Ginetta G4 went wonderfully well in the capable hands of E. N. Grace to take fourth place, and in the class for 750 Formula cars A. Butcher's ubiquitous Special was beaten by the Emgreen of J. H. Jones.

The handicapping for the 10-lap Elwell-Smith Trophy race was not good, but this did not detract from the stirring performance of the donor, who tore through the field from the scratch mark to win his own pot with ease. Bill's 1932 Le Mans model seems to go quicker every year.

Back to scratch racing and a magnificent scrap between Mike Beard's Lotus 17 and Jim Morley's Lola, with the issue always in doubt until the near-photo finish, where the Lotus just got a wheel in front after the two cars had

taken the final corner side by side. Warwick Banks in Tatty Turner was third ahead of Bluebelle Gibbs in the Lola, and J. B. Moore's Warwick was a fine-fifth, winning the 1172 Formula class and beating three o.h.v. Lotus 7s in the process.

Morley got his revenge in the next race, which was almost a repeat performance until Beard got slightly baulked when lapping a tail-ender and could not recover the lost ground. Len Gibbs took the wheel of the Lola "1 UPP" and avenged its defeat by beating Tatty Turner, and J. Bishop won the 750 Formula class from E. V. Starr in another photo-finish.

The handicapping for the Arthur Bryant Memorial Trophy race was good, and would have been superb if the race had been one lap shorter. The DB4 Zagatos of Brian Hetreed and David Skailes were on scratch and for three laps they tore along in close company in pursuit of the field, fighting like mad on every corner. Then Skailes had a monumental spin at Maggots and demolished a distance marker, and came into the pits to ensure that his car was undamaged. Hetreed hurtled on alone, driving splendidly in the ex-Michael Salmon car, and reached the front as he took Woodcote for the ninth time. One "slow" lap at an 80-mile-an-hour average, and he was home ahead of J. B. Alderslade and J. Godfrey in a brace of DB3S and the Hon. John Dawday in his first race with a DBR1.

Bill Elwell-Smith again beat the handicapper in the St. John Horsfall Trophy race which gave its name to the meeting, for it took him less than half-distance to gain and consolidate an unassailable lead over the field of other pre-war Aston Martins. Pat Carmichael drove his Ulster model neatly and rapidly to

reclaim the start he conceded to the 1925 Grand Prix car of D. Edwards, and these cars filled the frame with the rest of the field a lap to the bad. John Freeman, on scratch with the ex-Jock Horsfall Spa car, made fastest lap but had a hopeless task.

What G.T. car could be expected to pull back 10 secs. a lap on the Silverstone club circuit from even the most sedate E-type Jaguar? This was the task which faced Brian Hetreed in the Glover Trophy race, and the E-type in question, far from being sedate, was a fiercely enthusiastic one in the capable hands of J. W. Dean. Result, an easy win for the Jaguar and a magnificent 4th place in a field of 24 for the Aston Martin. Consolation for Brian Hetreed, the Emu Trophy for the fastest lap of the day by an Aston, and the knowledge that he'd done his best.

Back once more to scratch racing, and a lot of excitement for commentator Barry Simons at Becketts, where at least five cars spun mightily in as many laps. The start was appallingly ragged but the race was good, and G. Vanaria got the little Victoria-Climax back in winning ways by cleverly snatching victory from the Lotus 11 of A. Gough on the last corner. Bob Rose, in Austen Nurse's old Elite, held on to third place in the face of a strong challenge from the 1½-litre Lotus 7 of D. J. Waters. Clive Garnham's Terrier won the 1172 Formula class thanks to Ian Tollady's Aquila joining the ranks of the gyrotors.

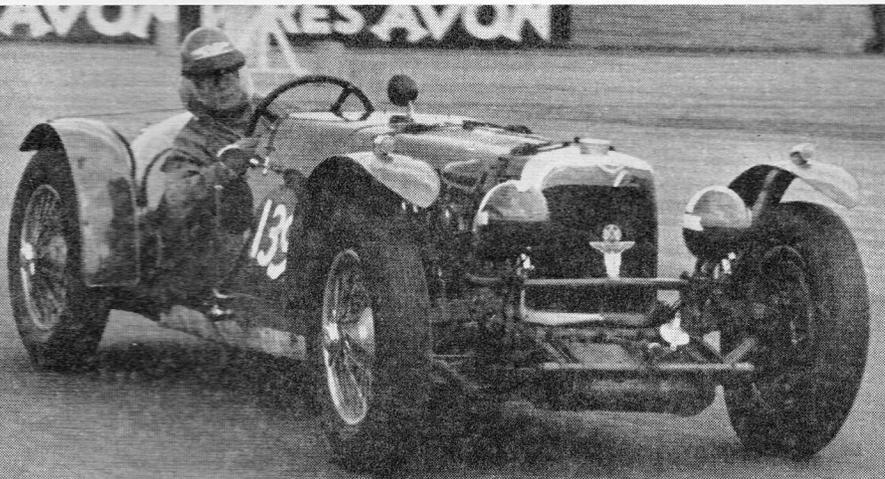
Finally came the David Brown team relay race over 30 laps, contested by 16 one-make teams of three cars each, with handicaps ranging from 0 to 5 laps. For the first half of the race the long-handicap teams obviously held sway while those less favoured went like the hammers to reclaim their deficit, notably R. A. Postlethwaite whose Lola had not behaved well earlier in the day. A great fight for a lost cause was made by R. Eccles of the No. 2 Sprite team, who sprinted the whole length of the runway with the sash when his car perished at Becketts. Then Mike Beard's great effort with the Lotus 17 got his team up to second place behind the No. 1 Sprites, but his successor could not hold it, and first the Lolas, then the No. 2 Lotus team, forged relentlessly ahead of the Sprites in the closing laps, and the final order was Lolas, Lotuses, Sprites, and M.G.s. All credit to commentator Tony Salmon and his team for getting the answer right!

ST. JOHN HORSFALL MEETING

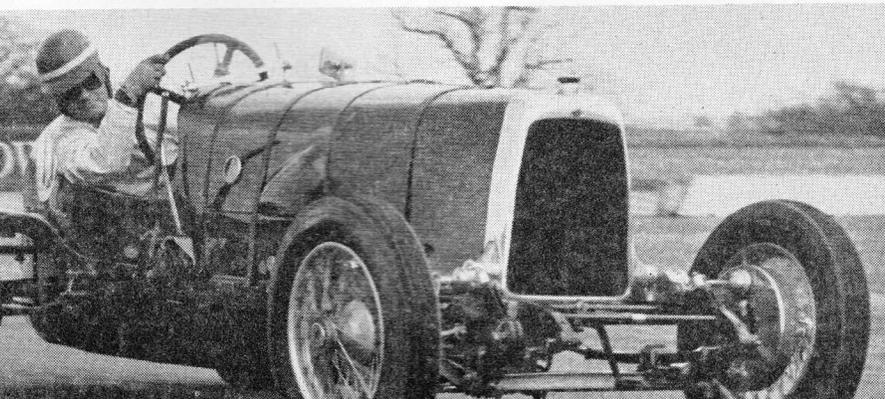
Aston Martin Owners' Club Gather Old and New at Silverstone

BY DAVID PRITCHARD

PHOTOGRAPHY BY GEORGE PHILLIPS



TWO MEN AT WORK. Bill Elwell Smith's 1932 Le Mans Aston Martin at Becketts (above). This car won both the Elwell Smith Trophy and the St. John Horsfall Trophy. 1925 GRAND PRIX Aston Martin of D. Edwards rounds Becketts (below). This car was third in the St. John Horsfall Trophy Race.



Results

Pre-1940 Sports Cars Handicap (10 laps): 1, I. S. Kerr (Alvis 12/50), 60.37 m.p.h.; 2, D. Elwell-Smith (Aston Martin Le Mans); 3, R. S. Skilbeck (Frazer-Nash). Fastest lap: A. S. R. Charnock (Alvis Special), 1 m. 19.0 s., 73.28 m.p.h. Sports Cars up to 1,300 c.c. (5 laps): 1, A. L. Gough (Lotus-Climax 11), 79.60 m.p.h.; 2, J. Gould (Lotus-Climax 11); 3, T. Howard (Lotus-Climax 11). Fastest lap: Gough, 1 m. 10.6 s., 81.99 m.p.h. 750 Formula class: 1, J. H. Jones (Emgreen), 62.75 m.p.h.; 2, A. Butcher (Austin Special). Vintage and Venerable Aston Martins Handicap (10 laps): 1, D. Elwell-Smith (Aston Martin Le Mans), 66.29 m.p.h.; 2, M. C. Duff (Aston Martin Le Mans). Fastest lap: Elwell Smith, 1 m. 25.4 s., 67.78 m.p.h. Sports Cars up to 1,500 c.c. (5 laps): 1, M. J. Beard (Lotus-Climax 17), 81.62 m.p.h.; 2, J. Morley (Lola-Climax); 3, F. W. W. Banks (Turner-Climax). Fastest lap: Beard, 1 m. 9.0 s., 83.90 m.p.h. 1172 Formula class: 1, J. B. Moore (Warwick Mk. 2), 75.57 m.p.h.; 2, H. J. Milborrow (Milmor Mk.3). Sports Cars up to 1,300 c.c. (5 laps): 1, J. F. Morley (Lola-Climax), 82.70 m.p.h.; 2, M. J. Beard (Lotus-Climax 17); 3, L. Gibbs (Lola-Climax). Fastest lap: Morley, 1 m. 8.2 s., 84.88 m.p.h. 750 Formula class: 1, J. Bishop (Austin Spl.), 62.55 m.p.h.; 2, E. V. Starr (Austin Spl.). David Brown Aston Martins Handicap (10 laps): 1, B. Hetreed (Aston Martin DB4GT Zagato), 81.26 m.p.h.; 2, J. B. Alderslade (Aston Martin DB3S); 3, J. Godfrey (Aston Martin DB3S). Fastest lap: Hetreed, 1 m. 9.0 s., 83.90 m.p.h. Pre-1940 Aston Martins Handicap (10 laps): 1, D. Elwell-Smith (Aston Martin Le Mans), 66.73 m.p.h.; 2, P. E. L. Carmichael (Aston Martin Ulster); 3, D. Edwards (Aston Martin G.P.). Fastest lap: J. Freeman (Aston Martin Spa), 1 m. 18.8 s., 73.46 m.p.h. Sports Cars over 1,500 c.c. Handicap (10 laps): 1, J. W. Dean (Jaguar E), 73.07 m.p.h.; 2, J. G. Sharp (M.G.A.); 3, J. Chatham (Austin-Healey 100M). Fastest lap: B. Hetreed (Aston Martin DB4GT Zagato), 1 m. 9.4 s., 83.41 m.p.h. Sports Cars up to 1,500 c.c. (5 laps): 1, G. Vanaria (Victoria-Climax), 79.08 m.p.h.; 2, A. L. Gough (Lotus-Climax 11); 3, R. Rose (Lotus Elite). Fastest lap: Vanaria, 79.08 m.p.h. 1172 Formula class: 1, C. Garnham (Terrier Mk. 2), 74.83 m.p.h.; 2, I. Tollady (Aquila); 3, J. R. D. Heselstine (Vanford U2). Team Relay Handicap (30 laps): 1, Lolas (R. A. Postlethwaite, Bluebelle Gibbs and J. Morley), 75.62 m.p.h.; 2, Lotus Team 2 (T. Howard—Lotus-Climax 11; R. Rose—Lotus Elite; J. Gould—Lotus-Climax 11); 3, Sprites (B. C. Giddings, R. T. Lane and C. Baker).

BUGATTIS AT PRESCOTT

**Bryan Eccles (Cooper-Chevrolet)
Wins Second Round of
Championship**

BY PATRICK BENJFIELD

THE Bugatti Owners' Club made this more of a truly international day than a national one. More Bugattis were on view than most of us had ever seen in our lives before, and they came from France, Belgium, Holland, Northern Ireland, Wales and England. Types varied from the very early Brescia models, to some of the last that were ever built.

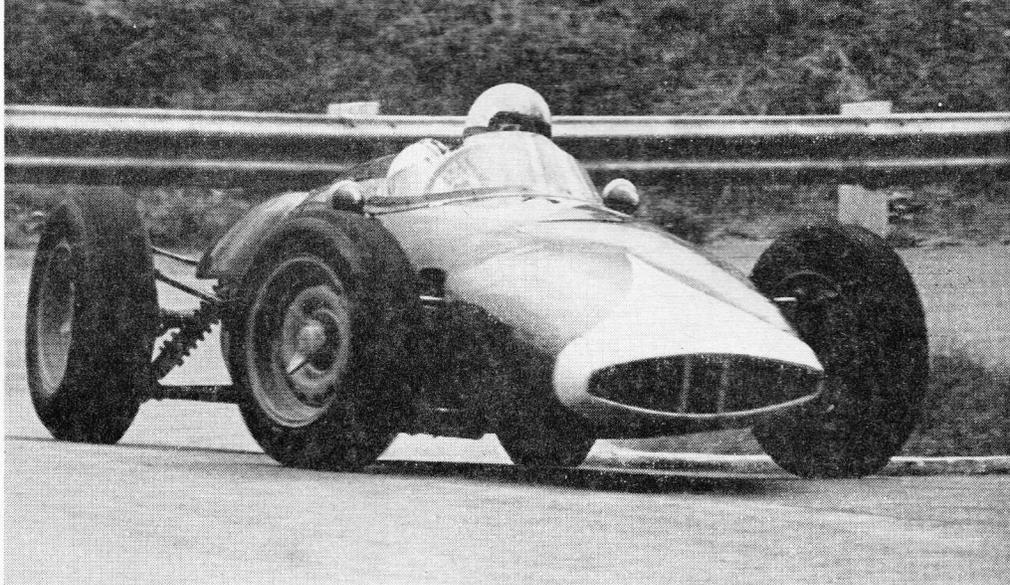
Once again Tony Marsh succeeded in setting up a new Hill Record, and it was once again to be in the B.R.M. and not in his new hill-climb special, which was slower than expected. He did a new time of 48.68 secs., making it look all too easy—as usual!

In the championship event, however, we were in for some surprises. Bryan Eccles only drove his new car, the ex-Roy Salvadori/Yeoman Credit Cooper, now fitted with 4,700 c.c. of American V8, for the first time on the Saturday practice. He gradually got faster and faster, apart from one run in the wet, and by the time of the Championship runs had really got the hang of things. Tony Marsh's B.R.M. had gone a little sick, so he elected to try with the Special, which was just not fast enough, and Bryan Eccles rocketed up in 50.07 secs. to win. Marsh was second in 50.90 secs., a time most remarkably equalled by Peter Boshier-Jones in his 1,220 c.c. Lotus-Climax.

As inferred, the weather was a little mixed, and sunshine was interspersed with sudden showers which played havoc with those unfortunate enough to have to go out while this was happening.

There was a four-cornered battle for the fastest lady. This was won by Miss Betty Haig in her Lotus 23 on her first and only run in a very good 55.19 secs. (a new Ladies Record) from Mrs. Agnes Mickel, driving her husband's Cooper, which is the ex-Arthur Owen car.

Not many class records were broken during the day, most probably due to the uncertain state of the hill, but Graeme Austin got his Emeryson sports car up in exactly the same



TONY MARSH, who broke his old record by 0.16 sec., tries hard round the Pardon Hairpin in his 2½-litre B.R.M. (above). His Marsh-Climax was not as fast. PETER WILSON did amazing things with the 650 c.c. Martini T.T. Special—as shown at Pardon (right). Unfortunately, the lack of power prevented the car from recording class winning times. RAY FIELDING and his new toy, an ex-works Lotus 21 powered by a 2.2-litre four-cylinder Coventry Climax engine, go into the Esses (below right). Ray has yet to "sort out" the car, but when he has it will certainly go!

time as his previous record for sports-racing cars up to 1,600 c.c.—53.60 secs.—and was easily fastest in his class.

The B.O.C. ran their usual handicap competition, but this time there were many more entrants, the Continental visitors having been invited to compete. This event could not ever be described as dull, the presence of the visitors making it a good deal more interesting than usual; it was, in fact, won by J. A. Veldkamp with a rather truncated and non-standard looking Type 57 from Holland.

The club also put on an inter-country team handicap for Bugattis. This time the team from Northern Ireland were first, represented by three members from the family Conway with two Type 43s and one 23. Holland were second. The home country took a back seat and in spite of two teams were last and next to last.

Results

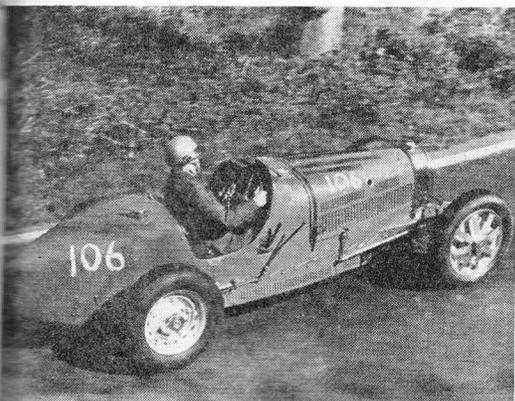
B.T.D.: A. E. Marsh (B.R.M.), 48.68 s. **Best Lady:** Miss B. Haig (Lotus-Ford 23), 55.19 s. **Sports-Racing Cars. Up to 1,600 c.c.:** 1, G. Auston (Emeryson-Climax), 54.30 s.; 2, D. W. Embley (Lotus-B.M.C. 7), 55.58 s.; 3, A. H. van Moyland (Cooper-Climax), 56.30 s. **Over 1,600 c.c.:** 1, J. Randles (Cooper-Climax Monaco), 54.25 s.; 2, Miss B. Haig (Lotus-Ford 23) 55.19 s.; 3, P. H. G. Cottrell (Lotus-Bristol Mk. 10), 56.65 s. **Touring, Sports-Touring and G.T. Cars. Up to 1,000 c.c.:** 1, N. Porter (Austin-Cooper), 60.17 s.; 2, A. F. Kynoch (Austin-Cooper), 60.22 s.; 3, R. A. David (Austin-Healey Sprite), 61.89 s. **1,001-1,600 c.c.:** 1, R. Rose (Lotus Elite), 58.08 s.; 2, G. V. Took (Morris-Cooper), 58.73 s.; 3, M. J. Virr (Morgan), 60.23 s. **Over 1,600 c.c.:** 1, E. P. Scragg (Jaguar E), 56.43 s.; 2, R. E. Meredith (Morgan Plus 4), 56.83 s.; 3, T. M. Warburton (Jaguar E), 58.06 s. **Racing Cars. 1, 2 and 3, cylinder Cars:** 1, B. Eccles (Cooper-J.A.P. s/c), 51.17 s.; 2, I. McLaughlin (Cooper-J.A.P.), 51.69 s.; 3, M. Hutton (Cooper-J.A.P.), 52.96 s. **Formula Junior:** 1, W. M. C. Bradley (Lola-Ford Mk. 5A), 52.27 s.; 2, J. Macklin (Lotus-Ford 20), 53.50 s.; 3, C. A. N. May (Cooper-Ford Mk. 3), 54.26 s. **Up to 1,500 c.c.:** 1, A. E. Marsh (Marsh-Climax s/c), 51.45 s.; 2, P. Boshier-Jones (Lotus-Climax 22 s/c), 51.52 s.; 3, D. R. Good (Cooper-Climax s/c), 52.91 s. **Over 1,500 c.c.:** 1, A. E. Marsh (B.R.M.), 48.68 s.; 2, E. P. Scragg (B.R.M.), 50.95 s.; 3, P. Westbury (Felday-Daimler s/c), 51.85 s. **Bugatti Handicap. Part 1:** 1, M. H. Barker (Type 43), 69.35 s.; 2, T. R. King-Smith (Type 23), 75.15 s.; 3, T. W. S. Wild (Type 37A), 62.42 s. **Part 2:** 1, J. A. Veldkamp (Type 57), 80.74 s.; 2, A. M. van Ramshorst (Type 49), 65.56 s.; 3, Dr. I. R. Entwistle (Type 37), 82.46 s. **Inter-Country Bugatti Team Handicap:** 1, Northern Ireland—H. G. Conway (Type 43), H. R. G. Conway (Type 23) and M. J. Conway (Type 43); 2, Holland—K. H. Sauerbier (Type 35), A. M. van Ramshorst



(Type 49) and W. M. Pieters (Type 44); 3, Wales—W. H. Bloomfield (Type 46), G. W. G. Ward (Type 40) and L. H. Boulton (Type 49). **R.A.C. Hill-Climb Championship:** 1, B. Eccles (Cooper-Chevrolet), 50.07 s.; 2, P. Boshier-Jones (Lotus-Climax 22 s/c) and A. E. Marsh (Marsh-Climax s/c), 50.90 s.; 4, E. P. Scragg (B.R.M.), 51.32 s.; 5, P. Westbury (Felday-Daimler s/c), 51.33 s.; 6, I. McLaughlin (Cooper-J.A.P.), 51.34 s.; 7, D. R. Good (Cooper-Climax s/c), 52.57 s.; 8, R. G. Mickel (Cooper-Climax), 52.95 s.; 9, M. Hutton (Cooper-J.A.P.), 53.24 s.; 10, G. Austin (Emeryson-Climax), 53.40 s.

**R.A.C. HILL-CLIMB CHAMPIONSHIP
Positions after Second Round**

- 1. Tony Marsh (1.5 s/c Marsh-Climax) .. 20
- 2. Phil Scragg (2.5 B.R.M.) .. 16
- 3. Peter Boshier-Jones (1.2 s/c Lotus-Climax) .. 16
- 4. Peter Westbury (2.6 s/c Felday-Daimler) .. 14
- 5. Bryan Eccles (4.7 Cooper-Chevrolet) .. 10
- 6. Ian McLaughlin (1.3 Cooper-J.A.P.) .. 10
- 7. David Good (1.5 s/c Cooper-Climax) .. 6



THERE WERE more Bugattis than usual at Prescott, this Type 35C belonging to A. K. Haworth, who is entering the Esses.

CANADA SHELL 4000 RALLY

**Chevrolet Winners—Ford
Take Team Award—
Renault 1-2-3 in Class**

BY BOB MacGREGOR



TWELFTH FINISHER was the Renault R8 of Bailey and Gallop, seen here passing a scenic spot on the Shell 4000 Rally. Renaults were 1-2-3 in their class.

THE "Shell 4000", billed as the longest car rally in the world, ended in Montreal with veteran rallyists Dick Doyen and Clay Gibbs of the Milwaukee area in Wisconsin clearly the winners with only two penalties marked against them in the 4,000-mile route between Vancouver and Montreal. Their six-cylinder Chevrolet II Nova was officially entered by a Toronto dealer, and it was evident that there was a great amount of factory support. Second were George Merson and John Wilson (Ford Falcon Sprint) of Toronto with five penalty points, while third with seven penalties was another factory-entered Ford, driven by Paul MacLennan and Art Dempsey. Olivier Gendebien teamed up with Mike Kerry, an Englishman who now lives in Toronto: they took fourth overall (13 penalties) in a Volvo Canadian entered by Volvo of Canada. Driving a factory-entered Chrysler 300, Terry Sumner and Roger Bohl had 15 penalties to tie for fifth place with their team-mates Scott Harvey and Bob Mollman of Michigan. In seventh place with 16 penalties and first amongst the private entries was the Peugeot 404 of Frank Curran and Ron Carney. The top 10 was rounded off by Herbert Felton and David Riddick (Volvo 122S), Lloyd Howell/Bill Silvera (Falcon) and Jerry Polivka and Charles Bick in a factory-entered Volvo Canadian.

THE Ford team, using the same type of car that gave them a class win in the "Monte", displayed great efficiency, both on the road and in the repair time allowance, to win the manufacturers' team award. Their powerful cars ran perfectly and the spare engines that were carried on a Ford Company aircraft that followed the rally were not required.

Most of the heavy penalties were picked up on the first night's run from Vancouver, through the Rocky Mountains to Calgary, Alberta. In the early part of this section, general feelings were summed up by Olivier Gendebien, who said that the rally was not very interesting for the driver, although the navigator was kept busy. The only really difficult section was a rutted muddy road near Douglas Lake, British Columbia. Many competitors got stuck in the thick mud, or damaged their cars on the sharp rocks. There was one turning that seemed doubtful to the navigators and many of them drove down the wrong road. The crews who drove farthest down the road got stuck the deepest. A factory-entered Studebaker Lark driven by Don Haddow of Toronto and navigated by John Bird, leading man in the Canadian Rally Championship, became stuck in the mud for more than 10 hours. They had to walk six miles to find a farmer with a tractor who could pull them out. The tractor also went axle-deep in the thick mud and a logging truck had to be sent for to winch all the vehicles out. The delay eliminated the Studebaker team as well as the Volvo team when the Volvo Canadian of Gunnar Englin and Robin Edwardes was stuck in the same place. When the cars arrived in the "stampede city" of Calgary, the battle for manufacturers' team honours was left to Ford's Falcon Sprints, Chrysler's 300s and the team of Renault R8s.

The overall standing showed Doyen and Gibbs to be in the lead with one point, MacLennan and Dempsey second with two and the Peugeot of Curran and Carney third with three points.

In Calgary a hill-climb at the local television station was run to decide ties, but most drivers took it easy going up the hill. The television station broadcast a full 3½-hour live programme about the rally.

Driving across the Canadian prairies was somewhat disappointing owing to the sunny and clear weather that prevailed. Roads that were expected to be muddy had dried out and a route south of Calgary in the foothills was driven at an average speed some 10 m.p.h. faster than last year, when it was very muddy. With the high speeds prevailing, many of the smaller and older cars began to have trouble. The Skoda of Joe Mazuch and former Czech rally champion Vaclav Bobek had engine trouble when a core-plug blew out, and dropped out of the rally shortly after leaving Calgary. The 1951 Bentley of the McQuirk brothers was running with its transmission wrapped up in gauze bandages whilst the navigator poured oil from a soft-drink bottle through a hole in the floor! When they arrived at Winnipeg they had to change a wheel bearing.

After stopping in Regina, Saskatchewan, the rally arrived at Winnipeg with Doyen and Gibbs still with only the one penalty point they had picked up on the Douglas Lake Road. The Peugeot of Curran and Carney was tying for second place with the Falcon of MacLennan and Dempsey; the two other Falcons split fourth place along with the Renault R8 of Bailey and Gallop. Gendebien and Kerry (Volvo) tied for seventh with the Chrysler of Sumner and Bohl.

The big cars really showed their speed and

power across the prairies, where there were some uncertain road junctions. At Spy Hill, Saskatchewan, there were 11 different roads that go across the grassland to the same place and many drivers chose the wrong roads. A Renault entrant said that he and a Chrysler both discovered they were off route and 11 minutes behind time. The Chrysler made up the time easily but the Renault incurred a two-minute penalty. Another casualty across the flatlands was the Corvair of Cooper and Low, which had transmission trouble and was towed back to Regina for repairs for the trip home to Victoria B.C.

Forty-three cars left Winnipeg for Sault Ste. Marie on a fairly straight run along the Trans-Canada highway, with only two deviations down a back road. At the Lakehead city of Port Arthur a safety check was held and the second-place Peugeot was penalized 10 points for a faulty direction indicator. The drivers said they had checked it just before doing the test but they had to accept the penalty which knocked them from second to seventh place.

At Sault Ste. Marie a large crowd gathered at a local shopping centre to see a driving test and to watch the frantic work going on in the hour that was allotted to each car for repairs. The engine of the VW of Callon and Ferguson was changed in less than 10 minutes, while the Renaults had to replace spark plugs which had disintegrated during the sustained high-speed driving.

The weather again resulted in very few penalties being incurred during the final two days of the rally which took competitors over many back roads in the provinces of Ontario and Quebec. The route followed many roads and trails which have been used in the Canadian Winter rally, but the average speeds could be maintained by any of the competitors so long as they stayed on the proper road.

At the Toronto overnight stop a 2,000 crowd watched the acceleration and braking test and the work being done on the cars. As had occurred at all stops, the Chryslers were hoisted up on jacks so that air hoses could be used to blow the dust out of the brakes, which seemed to be the only trouble the big cars were having. The Chryslers weighed almost 5,000 lb., at least 200 lb. comprising thick steel underplating. They were equipped with

power-assisted brakes, powered-steering, and windows, seat adjustment and radio aerial were all power-operated. The big V8 engine develops 400 b.h.p.

Leaving Toronto Doyen and Gibbs' Chevy II still held the lead with the Falcons of Merson/Wilson second, and McLennan/Dempsey third. Two cars left late when Lou Lalonde and John Jones (last year's winners) slept in until 20 minutes after their Studebaker should have started the day's section. Maters/Morgan didn't wake up in time to get their privately entered Renault on the road. Very few changes in the placings were expected on the run into Montreal, which took the rally through Ottawa and Mont Laurier, Quebec, but the Renault of Bailey and Gallop dropped from 4th to 12th place when they lost 33 points replacing a dirt-clogged carburetor.

A crowd of about 3,000 jammed the finish area in Montreal to watch the arrival of the rally cars. A ramp was solid with photographers and radio men as the cars came in and were put on display on the plaza of Place Ville Marie. Doyen and Gibbs had picked up only one penalty point between Winnipeg and Montreal, thus holding firmly on to first place. The dozens of General Motors public relations men that had been closely following the rally results appeared delighted, as did the Ford men when the Falcons came in on time to give Ford the manufacturers' award and also second and third overall. Highest placed foreign car was the Volvo of Gendebien and Kerry. Gendebien said that he enjoyed the rally very much but would have liked it better if the weather had been worse, or the average speeds higher. Diane Carter and Gillian Field scored a clean sheet on the last day to

win the ladies' award and the highest placed married couple was the team of Mr. and Mrs. Dick Williams of Vancouver.

The popular entry of the 1951 Bentley of the McQuirk brothers of Thornhill, Ontario, finished the rally in 26th overall and was the highest placed British car in the event. The only other car from Britain was a very tired old Austin Mini which finished 39th overall. The McQuirk brothers were given a special Sportsmanship Trophy donated by a Canadian sports car magazine.

RESULTS

General Classification

- 1, Doyen Gibbs (Chevy II), 2 points; * 2, Merson/Wilson (Ford Falcon), 5; 3, MacLennan Dempsey (Ford Falcon), 7; 4, Gendebien Kerry (Volvo Canadian), 13; * 5, Harvey Mollman (Chrysler 300), 15; 5, Sumner Bohl (Chrysler 300), 15; 7, Curran Carney (Peugeot), 17; 8, Felton Riddick (Volvo 122S), 18; 9, Howell Silvera (Ford Falcon), 19; 10, Polivka Bick (Volvo Canadian), 20; 11, McLean, Leatham (Renault), 21; * 12, Bailey Gallop (Renault) and Hochreuter Lachner (Volkswagen), 39; 14, Charters Worth (Renault), 57; 15, Henderson/Browne (Chrysler 300), 53; 16, Chelminski Bunch (Acadian Sport), 69; 17, Hacker Quirek (Volvo), 70; 18, Luce Garrison (Volkswagen), 75; 19, Brown Johnson (Valiant), 84; * 20, Ross, Davies (DKW), 91; 21, Williams Williams (Mercedes-Benz), 93; 22, Carter Field (Studebaker Lark), 94; 23, Betori Waldes (Citroen), 113; 24, Carter/Hambly (Chevy II), 129; 25, Alexander Jellett (Volvo), 160; 26, McQuirk/McQuirk (Bentley Mark VI), 169; 27, Legare/Steagall (Studebaker Lark), 184; 28, Maters/Morgan (Renault), 185; 29, Trotter Carlisle (Studebaker Lark), 186; 30, Jones/Lalonde (Studebaker Lark), 187.

12 other finishers. * Class winners.
Coupe des Dames: Diane Carter Gillian Field (Studebaker Lark).
Manufacturer's Team Award: Ford Falcon (Ecurie Escargot).



DIANE CARTER of Toronto who drove her Studebaker to victory in the Ladies' Category. She finished 22nd overall.

CORRESPONDENCE

S.C.C.A. and the Lotus 7 1500 Cosworth

IT was with great interest, if not without a little amusement, that I read of the doings of the Sports Car Club of America as regards the Lotus Super Seven 1500 in the "production" car class. First let me make it embarrassingly clear that to expect sportsmanship from the S.C.C.A. is to expect honesty from the Russians.

Allow me, please, to back up this rather violent statement: in 1958 out of 13 starts I had 13 wins with a Ferrari Berlinetta. In retrospect I think that perhaps the worst thing I did was to drive my car to and from each and every race, and then after the event remove the taped on numbers, neglect to have the car washed and then park it in front of the best restaurant in town. The fury was unbelievable. In 1959 at an S.C.C.A. meeting it was reliably reported to me that one comment was, "How can that car be truly 'production' when somebody like George Arents can beat Walt Hansen?"

I later told Walt that he should know this, for although the knowledge of such did not affect my times at Le Mans at all (I was fourth overall) in a new Berlinetta, and I did every now and then think about this comment, the real damage was the imputation against Walt's sportsmanship. Whether or not anything ever came of this I wouldn't know, but this I do:

A correction for you, please. The few series Berlinettas such as my 1959 Le Mans car were not allowed by S.C.C.A. even though their weight could be proved to be heavier than that of the earlier Scaglietti model and their carburetors were not allowed for many months even though my business partner, Mr. Luigi Chinetti, and I could prove that only the numbers, not the venturi size, had been changed. Even now the six carburetor version is not allowed although approved by F.I.A., and the GTO is out altogether.

Oh yes, no 1959 Berlinetta was allowed in any production car class either. It's sort of like your nice little Lotus Seven. Let's face facts as they are, rather than as they should be: the S.C.C.A. doesn't like fast cars. It doesn't like facts either, least of all those of the proveable variety. As I inferred earlier moral courage, decency and sportsmanship are not to be expected from Westport.

MIAMI 33, FLORIDA.

GEORGE ARENTS, JR.

0-100-0 m.p.h. in a Shade over 12 seconds . . .

FOLLOWING the announcement of the Lotus Cortina, I was interested to see the other day that Rolls-Royce, in conjunction with Coopus, will shortly be introducing the Coopus Royce; a handout passed to me by a member of the C.N.D. at Easter contained an enticing specification full of interest for the chap with built-in superleggera. Evidently referred to affectionately as the "Corstreuth", the Coopus Royce will accelerate from 0-60 in 3½ secs. and do 0-100 and back again to 0 in a shade over 12. It seems that enthusiasts will delight in the narrow torque band between 7 and 8,000 revs, for which a special 8-speed gearbox has been designed. A prominent member of the 1963 Cambridge boartrace crew has, I understand, put his name down for one of these delightful cars.

Eight-stub exhausts protrude from the side of the lowered bonnet and the air cleaner has been removed. Also removed has been the entire trim, wood veneer, carpeting and cigar lighter. Left in, however—a nice touch this—has been the rear vanity light and mirror for map reading purposes. Wind resistance tests showed that the radiator grill was not entirely suitable and, therefore, the mascot has been

removed. Demonstrating how thoughtful are the boffins at Crewe, the electric window winder has been left in on the navigator's side for ease of receiving route instructions, etc.

Prices start at £11,000—for the enthusiast that has everything.
 LONDON, S.W.3. G. W. FREEMAN.

Officials at Goodwood

AS a sequel to Bob Burnard's letter of 3rd May, I would like to relate my own experiences at the Easter Monday Goodwood.

My two friends and I had spent Easter at Itchenor with a sailing dinghy, but since the weather was unsuitable we decided to go to Goodwood. Once there, I bought a member's car park sticker and three Chicane stand tickets. As we drove to the tunnel entrance everyone beamed at us and made cracks about racing the boat. Admittedly, one official asked for the corner of the sticker.

After a short walk round the paddock we went via the subway to the Chicane stand where I was informed for the first time that we each needed a blue badge. This was completely out of the question as we had £2 between us and they were 30s. each.

B.A.R.C. enquiries told me I would have to spend the 30s. for the pleasure of walking 300 yards to collect my car so that I could drive it out again. Not unnaturally, I said no! They then ignored me and for all they cared I could have stayed the night.

At last we found a sympathetic official at the paddock entrance and we spent the afternoon in the members' car park.

As Bob Burnard said, officialdom can be taken to extremes. Having themselves made the mistake they expected me to pay for it. (Name and address supplied).

A DISGRUNTLED SAILING B.A.R.C. MEMBER

WITH regard to Mr. Bob Burnard's letter concerning "officialdom" at Goodwood on Easter Monday, I feel that as an experienced official I should like to point out that it is not an uncommon practice to try to smuggle in unpaying spectators. It must be remembered that the officials at meetings have a difficult and harassing time.

In conclusion, I would like to remind Mr. Bob (Ace-Bristol) Burnard of a meeting last year at Silverstone and some young ladies from a local hospital.

BARNET, HERTS.

P. J. BRITTEN.

If I was a Motor-Minded Millionaire!

I SUPPOSE all of us have at some time played the game—it is called: "If only I were . . ." Well, I played it recently, and the thing that prompted the wish was a recent edition of AUTOSPORT.

I read the article on Alan Mann's Rolls-Royce-engined sports car, and I was off. Hands up all those who think this is a good idea!

"If I was a motor-minded millionaire," I would start now, buy three Bentley engines, find someone, possibly Jack Brabham, to modify them to perfection, and ask Colin Chapman to make me three Grand Touring bodies for them, with possibly coupled hydro-elastic suspension.

Sparing no expense, I would test the cars until they were perfect, and since Stirling Moss has announced his retirement from driving, I would secure him as team manager.

The drivers? Jim Clark, Graham Hill and Mike Parkes seem the obvious choice.

The race? Le Mans, 1964.

The reason? Well, it's the fortieth anniversary next year of the last Bentley success there (1924), when I believe they came in 1, 2, 3, 4, and prompted Mr. Buggati to mention that Bentleys were the nicest high speed trucks he knew.

B.F.P.O. 69.

CORPORAL M. FOX.

More Correspondence on Page 657

TARGA FLORIO

**Porsche Conquer the Might of Ferrari in
Both Prototype and G.T. Classes**

REPORT AND PHOTOGRAPHY BY BILL GAVIN

THE WINNING 2-litre Porsche prototype coupé of Jo Bonnier and Carlo Mario Abate is seen against a typical Targa skyline. The last part of Bonnier's final lap was full of drama when the gearbox played up and it was only a last-minute mistake by Mairesse that gave the Porsche team victory.

village of Collesano. Here signs are white-washed on the walls exhorting Baghetti, Bandini, and inappropriately P. Hill on to even greater efforts.

Out of Collesano the road climbs very little and heads northwards along the west side of another valley which runs right out to the coast. This is the start of the home run and although the corners are less tight the very fast can be easily confused with the slow, and the treacherous surface made slippery by the heavy traffic is a constant danger. Suddenly, Campofelice is seen on the skyline and beyond the Mediterranean making an almost perfect blend with the sky. Imperceptibly, the road descends to Campofelice whence it is but a short run down on to the littoral plain, where we join the main Messina-Palermo road. Now comes the only real straight, some 4.8 kilometres of it, where drivers finally have some recourse to the upper ratios of their gearboxes, for in the mountains 1st, 2nd and 3rd gears do most of the work. Some 2.8 kilometres of fast curves succeed the straight and then the road briefly leaves the plain to climb some low seaward hills then descend again before leaving the plain and turning inland for the 400 metres run up to the tribunes.

Impossible to Memorize Circuit

The little Madonie is a specialized circuit and here the special skills of the Grand Prix driver are lost, for to memorize the circuit perfectly is an impossibility and it is scarcely feasible to drive a race car round this circuit a sufficient number of times to establish braking points, ideal lines and so on. There are very few places on this vast circuit which hasn't witnessed some sort of incident, and how the mighty have often fallen here. The strain on the car is equally as severe as that on the driver; the unevenness of the circuit, its hump backs and potholes, take their toll on all but the strongest chassis and suspensions, while the slow corners demand a great deal of the brakes, the engine, and the gearbox.

THE 1963 Targa Florio started at 8 a.m. when the first car, an Alfa Romeo SZ, was given the count down and flagged away. The next car followed 30 seconds later until 22 starters in this class had been despatched. The entry in the 1,000-1,300 c.c. G.T. class comprised 17 Zagato-bodied Alfa Romeo Sprints and five Abarth-Simca 1300s. The 1,600 G.T. class had but two entries, the Abarth Carrera of Strahle for the Germans Kok and Schreter, plus a Reutter-bodied Carrera for Vella and Termini. The 2,000 c.c. class included a

THE 2-LITRE sports Ferrari driven by Bandini, Scarfiotti and Mairesse, which conceded victory due to an error on the Belgian's part only a few kilometres from the finish. Lodovico Scarfiotti is seen at the wheel.



JO BONNIER and Carlo Mario Abate triumphed in the 47th Targa Florio driving the 2-litre eight-cylinder Prototype G.T. Porsche, their margin over the second car, the 2-litre V6 sports Ferrari of Bandini, Scarfiotti and Mairesse, being just 12 seconds after nearly seven hours of racing on this most arduous of all circuits. G.T. Porsches filled third and fifth places making this a memorable day for the Stuttgart firm.

THE Targa Florio is the oldest surviving motor race and during its 57-year history the venues have been various and although the present "little Madonie" circuit is only 44 miles long this event remains a road race in the truest sense. The start and finish takes place just off the main road along Sicily's north coast at a point just over 30 miles from the island's capital, Palermo. From the start the road climbs steadily through cultivated land for some nine kilometres to the village of Cerda where the cars roar through the narrow main street. The corners of this section are various with some very sharp bends over narrow bridges as the road crosses small ravines. From Cerda the road continues to climb skyward for two more kilometres until reaching a crest where in the distance one can see Monte Caltavuturo, and beyond it Monte Cervi whose peak is some 1,794 metres above sea level. The road runs south along the west side of a huge valley and here fast and slow corners are combined in an uncanny sequence, while the poor road surface and patches of gravel do nothing to help the driver who errs. The road eventually tacks eastward descending in series of fast sweeps through the olive groves to cross the valley and zig-zag up the lower slopes of Monte Caltavuturo missing the little village of that name which is perched on a rugged outcrop of the mountain. This is the steepest climb of the circuit and in just a few kilometres a level of 600 metres is reached. Here the terrain is more rugged and the rocky outcrops replace the green slopes and cacti and wild flowers are the main crops.

As the road skirts round Monte Caltavuturo, Monte Cervi again comes in sight some 10 kilometres away across another valley. The road again plunges and on the descent there are many fast corners and here the driver who knows the circuit well and who has confidence in his memory can gain a great deal of time. A rather long bridge crosses the

bottom of the gorge and the road climbs through more olive groves to the very foot of Monte Caltavuturo, at a point known as Bivio Polizzi, Bivio meaning junction for the village is actually 15 kilometres away to the south-east. From this point one can see the road winding back and forth for several miles. Watching the racing cars thread their way along the opposite side of the valley is an enchanting experience. One sees just a blob of red or silver but the noise carries clearly as the cars accelerate and brake for the endless succession of corners.

From Bivio Polizzi the road winds through the foothills of Monte Cervi, climbing at first in this fairly fast section of open corners and good surfaces then descends into the

2-litre Porsche Carrera for Herbert Linge and Eddy Barth, this car having a special body based on the 718 Le Mans coupé. Pucci and Strahle had an Abarth-bodied 2-litre Carrera, while the only other runners were a Fiat 8V and an Alfa Romeo 1900 Sprint. The 2,500 c.c. class was the next to go, all five cars being Lancia Flaminiats. Likewise, Ferrari dominated the 3,000 c.c. class, five GTOs being matched against the Aston Martin DB2/4 cabriolet of Roberts and Prince. In the GTOs Bulgari drove with Grana, Scarlatti with Juan Manuel Bordeu who was making a return to the European scene, the young American millionaire Tommy Hitchcock with the Russian Prince Zura Tcokotona, Taramazzo with Nocolosi, and Coco with Calascibetta. The GTO of the Swiss Kalman von Cazy was withdrawn after his co-driver Andrew Hedges made contact with a bridge during his first outing at the Targa which coincided with his first outing in a GTO! All alone in the over 3,000 c.c. G.T. category was the E-type Jaguar of Baggio and Ravetto.

Two Downton Minis

The "prototipi" were also divided into classes, the smallest being 850-1,000 c.c. where two René Bonnets were matched against one Fiat-Abarth 1000. In the 2,000 c.c. class there were two more René Bonnets with 1,100 c.c. engines and two Mini-Coopers from Downton Engineering. One was a pretty ordinary Cooper with the engine enlarged to 1,300 c.c. and delivering over 100 b.h.p., the other being a twin-engined car with a total of 160 b.h.p. Rob Slotemaker and Bernard Cahier drove the 1,300, while the 2-litre was entrusted to John Whitmore and Paul Frère—who was making his second appearance since his re-

rear. Englishmen Epstein and Wilks were running an aged 2-litre Cooper-Climax Monaco, while Italians Raimondo/Di Benedetto and Cavaliere/Riolo respectively ran a very aged Alfa sports and a 1500RS Porsche.

Scarfioffi Leads After First Lap

Bandini was flagged away last at 8.34 a.m. precisely, so it was less than 10 minutes before the boom of a maroon announced the arrival of the first car, one of the little Alfas. One by one the cars came through, each in turn announced by the maroon, the bigger cars already in amongst some of the smaller fry. A rough check showed that both the leading Ferraris had covered the 44 miles in less than 41 minutes and as the times were announced it was seen that Scarfioffi in one of the 250Ps led Parkes in the other by just 3.2 secs., the leading lapping in 40 mins. 48.1 secs. Third man Bonnier was only just over half a minute away, while fourth was Bandini in the 2-litre Ferrari, another half-minute behind the Porsche.

After another lap it was Parkes who led by a minute from Bonnier, who was still nearly 40 secs. clear of Bandini. Scarfioffi brought the other 250P into the pits at the end of a 45 minute lap and the engine was run up unhappily before Mairesse took over. A lap later Mairesse brought the car in and again it was examined but he set off for a fourth lap, his last. For at some point the car had grounded hard, flattening the little pimple in the bottom of the fuel tank which houses the inlet for the fuel line, so that the supply was partially cut off.

At the end of lap three Bonnier handed over to the young Torinese Carlo Mario Abate, and Parkes came in and Surtees set off in the 250P. This allowed Bandini to move up a place, for

GTO was lying fifth overall 2½ minutes ahead of Bordeu's similar car, which was seventh in the general classification. Less than four minutes away was the Hitchcock/Tcokotona car, which raised a few eyebrows, for nobody had reckoned the chances of these wealthy young men enjoying their first Targa and their first race in a GTO simultaneously. The Taramazzo/Nicolosi GTO was well back.

Despite a pit stop after the first lap the Kim/Biscaldi Fiat-Abarth led the 1300 G.T. class by five minutes from the Virgilio/Calascigetta Alfa Romeo.

The Downton Minis were in trouble right from the first lap and for the first half of the race in the hot sun, for both cars developed an extraordinary thirst, the standard radiators being incapable of keeping the water below boiling point, so two or three stops per lap became the order of things, which did little good for British prestige.

Mairesse's Last Lap Mistake

During the next two laps Scarfioffi made amends for his mistake and after seven laps he led Bonnier (who replaced Abate after six laps) by 40.1 secs. The Maglioli/Baghetti car was now third but some six minutes behind, while the next runner was the Barth/Linge G.T. car which was over 11 minutes away. On the following lap Scarfioffi was called in and the car was handed over to Mairesse when it was almost a minute ahead of Bonnier. The stop enabled Bonnier to pull back a few seconds and at the end of lap 9, the penultimate lap, the Ferrari's lead was 50.3 secs. The light showers of the previous lap developed into heavy rain and for the next 40-odd minutes Mairesse and Bonnier were having a great go, but with six minutes separating them on the road they could not even catch a glimpse of each other. Bonnier was really trying, for he badly needed a victory and felt sure he must have pulled up a minute by the time he reached Bivio Polizzi. Then his gearbox failed partially and he had only third, fourth, and fifth gears, but with the roads awash with water this was not such a great disadvantage. Bonnier came across the line and took the flag. Anxiously, the crowd awaited the arrival of Mairesse in the 2-litre Ferrari; suddenly the "bomba" was heard, but it was an Alfa which appeared. Gradually the seconds ticked by and Mairesse's six-minute differential (Bonnier started six minutes earlier than Bandini) ticked away. Then another maroon fired and from the press stand we caught a glimpse of Ferrari headlights ablaze and the Belgian came into sight, the car swaying through the corners with bonnet open and grinding along the ground. But he was just 12 seconds too late, a spin in the fast curves at the end of the straight costing him and Ferrari a near certain victory.

This Targa victory, plus third and fifth places, represented a welcome change of fortunes for Porsche, and particularly for Jo Bonnier, whose morale should now be considerably boosted.

RESULTS

10 laps—447 miles: 1, J. Bonnier/C. M. Abate (Porsche), 6 h. 55 m. 45.1 s., 64.57 m.p.h.; 2, L. Bandini/L. Scarfioffi/W. Mairesse (Ferrari 196SP), 6 h. 55 m. 57.0 s.; 3, E. Barth/H. Linge (Porsche), 7 h. 25 m. 19.4 s.; 4, Bulgari/Grana (Ferrari GTO), 7 h. 26 m. 31.4 s.; 5, A. Pucci/P. Strahle (Porsche), 7 h. 33 m. 37.2 s.; 6, J. M. Bordeu/G. Scarlatti (Ferrari GTO), 7 h. 40 m. 16.2 s.; 7, U. Maglioli/G. Baghetti (Porsche), 7 h. 49 m. 12.4 s.; 8, Hitchcock/Tcokotona (Ferrari GTO), 7 h. 59 m. 33.3 s.; 9, Virgilio Calascigetta (Alfa Romeo Sprint Zagato), 8 h. 17 m. 36.4 s.; 10, Cavaliere/Riolo (Porsche), 9 laps in 7 h. 18 m. 32.1 s.; 11, Cella/Patria (Lancia Flaminiat), 7 h. 23 m. 3.2 s.; 12, Kok/Schreter (Porsche), 7 h. 23 m. 8.0 s.; 13, Nicolosi/Taramazzo (Ferrari GTO), 7 h. 24 m. 40.0 s.; 14, Ridolfi/Laureati (Alfa Romeo Sprint Zagato), 7 h. 31 m. 34.1 s.; 15, Rigano/Zerimar (Alfa Romeo Sprint Zagato), 7 h. 36 m. 15.4 s.; 16, Lessona/Nicodemii (Alfa Romeo Sprint Zagato), 7 h. 38 m. 54.0 s.; 17, Basini/J. Vinatier (René Bonnet), 7 h. 45 m. 48.3 s.; 18, Donato/Mascari (Lancia Flaminiat), 7 h. 48 m. 31.2 s.; 19, Giugno/Sillitti (Alfa Romeo Sprint Zagato), 8 h. 9 m. 58.3 s.; 20, Bagrit/C. Bobrowski (René Bonnet), 8 laps in 6 h. 50 m. 9.3 s.; 21, Baggio/Revetto (Jaguar E), 7 h. 3 m. 49.0 s.; 22, L. Cabella/Massoni (Lancia Flaminiat), 7 h. 9 m. 55.1 s.; 23, J. Epstein/Wilks (Cooper-Climax Monaco), 7 h. 13 m. 54.2 s.; 24, Hanrioud/Gauvain (Abarth), 7 h. 20 m. 49.2 s.; 25, B. Cahier/R. Slotemaker (Austin Mini-Cooper), 7 h. 28 m. 1.2 s.; 26, A. Arunonoff/W. Pryor (Lancia Flaminiat), 7 h. 50 m. 42.2 s.; 27, J. Whitmore/P. Frère (Austin Mini-Cooper Twin), 7 h. 53 m. 4.2 s.; 28, de Tommasi/de Leo (Lancia Flaminiat), 8 h. 0 m. 30.3 s.



HERBERT LINGE at the wheel of the special-bodied homologated Porsche 2-litre which he and Edgar Barth drove into third place overall, beating all the GTO Ferraris in the process!

tirement after winning Le Mans in 1960! The Porsches were the great strength in this category and they produced revised versions of last year's "prototypes." The Bonnier/Abate car was the 718 known as the Le Mans coupé, as this shape was first used at Le Mans in 1961. The layout at the rear with 2-litre flat eight carburettor engine was the same as first used at last year's Targa, but the front end had been revised and now employs a new double wishbone with coil-spring damper units. The open car used by Umberto Maglioli and Baghetti was virtually identical mechanically. Ferraris were showing a strong hand in an effort to complete a hat trick. Two 250Ps identical to the Sebring cars were fielded for Mairesse/Vaccarella and "la coppia Inglese" Surtees/Parkes.

The Targa organizers also allowed a class for 2-litre Appendix C sports cars and here the main force was the 2-litre works Ferrari of Bandini and Scarfioffi. Vaccarella had been deprived of his driving licence and was not permitted to take part in the race, so that Lodovico Scarfioffi started on one of the 3-litre cars and later drove the sports model. Lualdi and Bini had a privately entered Ferrari similar to Bandini's with a V6 engine at the

he continued to lap the 2-litre at well inside 41 minutes, but Parkes's excellent efforts including the fastest lap of the race at 40 mins. 05 secs. had given the car a margin of 1 min. 20.2 secs. Abate in the closed Porsche was only nine seconds behind the 2-litre Ferrari which would have to stop at the end of the lap. Fourth was the open Porsche 718 of Maglioli and Baghetti about 3 minutes behind its team mate. The Ferrari of Scarfioffi and Mairesse completed its final lap a minute behind the Porsche, letting the 2-litre G.T. Porsche of Linge and Barth through to fifth position less than a minute ahead of the Pucci/Strahle car, both being ahead of the Bulgari in the leading GTO.

Surtees Retires

On the fifth lap Surtees found conditions a little changed; a very slow corner and the Ferrari contrived to run straight on, damaging the bodywork and fuel tank as it went off the road. He got pushed back on, but with petrol leaking everywhere he decided to abandon it. This let Abate through into the lead and to add to the alarm in the Ferrari pit Scarfioffi, already over 20 seconds behind, brought his new mount, the 2-litre, into the pits for a wheel change and inspection of the damage done when he had clouted one of the concrete markers which are placed at 10-metre intervals right around the circuit. The Baghetti and Barth Porsches were now third and fourth, so Stuttgart had the numerical advantage.

At half the distance the Bulgari/Grana

OCCASIONAL showers accompanied by a biting wind was the only discomfort to an exciting day's racing organized by the Snetterton Motor Racing Club last Sunday. Unhappily, the meeting was marred by the only serious incident of the day when Eric Strachan rolled his Elite, resulting in the driver and four spectators' removal to hospital.

The first two of the six 10-lap events were the second round of the G.T. Cars Club Championship. At the three-minute signal the rain came down and prompted quick alteration of tyre pressures. Tommy Weber in the works Marcos took an immediate lead, which he was never to lose. Incidentally, the stewards took a poor view of the stones placed behind the rear wheels to assist traction at the start. He was closely followed by J. Greene, similarly mounted. The state of the track produced several gyrations, and R. Brown rolled his Sebring Sprite at Sear, emerging unscathed. The Lotus G.T. of R. Seth-Smith managed to hold off John Anstead's Sebring Sprite for third spot. Neil Dangerfield (TR4) had an easy class win, there being only one other starter.

Event two featured a terrific scrap between Ken Baker's E-type and Roger Nathan's Elite, Nathan conceding victory by only 2 secs.! In the process he beat Graham Warner's long-standing record, lowering the figures to 1 min. 49.2 secs. Kevin Keegan (Elan) had a spirited duel with John Dean's

sight, using every inch of the track to secure third overall.

Race 5 was divided into three classes for sports-racing cars. David Beckett (Lister-Jaguar) lost his lead to Ken Baker on the first lap when he had a monumental spin at the hairpin. It was in this race that Eric Strachan had his shunt, rolling his Elite at the Esses and the car going over the protective banking. Beckett was soon back in the lead, having gained eight places in one lap, only to spin again. Robin McArthur's private dice with Piers Courage (Merlyn) ended prematurely when the Lotus 23 coasted to a halt at the hairpin. The Merlyn was just in front of Ken Baker for the remaining laps until Courage did it all wrong at the Esses, allowing the E-type through closely followed by Roger Nathan (Elite). Next came the Lister, after a further spin, and Kevin Keegan's Elan, which was not quite *au point*.

The last race of the day saw the rain again and produced vehicles ranging from two L.M.B. Populars to a Riley 4/68. Albert Powell, now in a F.1 Anglia, took over from B. Peacock's Anglia when he made a nonsense of the hairpin. Peter Graham (Tornado Talisman) carved through the field in fine style after a poor start to secure a class placing. Powell finished a clear 13 secs. in front of Peacock, with John Ralph and Mike Davidson, driving Morris and Austin Coopers respectively, following.

SHOWERY SNETTERTON

John Freeman (Aston Martin) Wins Stanley Sears Trophy

BY ROBERT GRANT

PHOTOGRAPHY BY MICHAEL DURMIN

Results

Grand Touring Cars up to 1,150 c.c. and 1,601-2,500 c.c. (10 laps). Overall Winner: T. E. Weber (Marcos-Ford). Up to 1,150 c.c. Class: 1. T. E. Weber (Marcos-Ford), 80.27 m.p.h.; 2. J. Greene (Marcos-Ford); 3. R. G. Seth-Smith (Lotus 7GT). Fastest lap: Weber, 1 m. 58.0 s., 82.68 m.p.h. 1,601-2,500 c.c. Class: 1. N. H. Dangerfield (Triumph TR4), 76.03 m.p.h.; 2. H. Flower (Triumph TR4). Fastest lap: Dangerfield, 2 m. 3.0 s., 79.32 m.p.h.

Grand Touring Cars 1,151-1,600 c.c. and over 2,500 c.c. (10 laps): Overall Winner: K. Baker (Jaguar E). 1,151-1,600 c.c. Class: 1. R. D. Nathan (Lotus Elite), 86.50 m.p.h.; 2. K. Keegan (Lotus Elan); 3. A. P. Chambers (Lotus Elite). Fastest lap: Nathan, 1 m. 49.2 s., 89.34 m.p.h. Over 2,500 c.c. Class: 1. K. Baker (Jaguar E), 86.65 m.p.h.; 2. J. W. Dean (Jaguar E); 3. R. J. Crosfield (Daimler SP250). Fastest lap: Baker, 1 m. 49.4 s., 89.18 m.p.h.

Formula Junior (10 laps): 1. D. M. D. Prophet (Brabham-Ford); 95.80 m.p.h.; 2. R. J. James (Brabham-Ford); 3. D. E. Fletcher (Lotus-Ford 20). Fastest lap: Prophet, 1 m. 39.4 s., 98.16 m.p.h.

Vintage P.V.T. and Historic Racing Cars (10 laps): Overall Winner: J. Freeman (Aston Martin Spa). Vintage Class: 1. R. W. Ashley (Frazer-Nash), 75.32 m.p.h.; 2. P. Giddings (Frazer-Nash); 3. J. Miles (Austin Seven). Fastest lap: Ashley, 2 m. 7.8 s., 76.34 m.p.h. P.V.T. Class: 1. J. Freeman (Aston Martin Spa), 76.23 m.p.h.; 2. Lt.-Col. A. Archdale (Frazer-Nash); 3. J. M. G. Michelsen (Frazer-Nash). Fastest lap: Freeman, 2 m. 6.0 s., 77.43 m.p.h.

Historic Racing Cars Class: 1. R. C. Smith (Lago-Darracq), 75.92 m.p.h.; 2. C. N. Leuw (Veritas); 3. J. S. Bateson (Alta). Fastest lap: S. I. Day (E.R.A. B-type), 1 m. 59.0 s., 81.57 m.p.h.

Sports-Racing Cars (10 laps). Overall Winner: K. Baker (Jaguar E). Up to 1,150 c.c. Class: 1. E. N. Grace (Ginetta G4), 81.61 m.p.h.; 2. B. Hegbourne (Lotus-Climax 11); 3. P. R. Courage (Merlyn-Ford Mk. 4A). Fastest lap: Courage, 1 m. 49.2 s., 89.34 m.p.h. 1,151-2,000 c.c. Class: 1. R. Nathan (Lotus Elite), 85.91 m.p.h.; 2. K. Keegan (Lotus Elan); 3. R. Stevens (Lotus-Ford 7). Fastest lap: Nathan, 1 m. 49.8 s., 88.85 m.p.h. Over 2,000 c.c. Class: 1. K. Baker (Jaguar E), 86.34 m.p.h.; 2. D. A. Beckett (Lister-Jaguar). Fastest lap: Beckett, 1 m. 46.8 s., 91.35 m.p.h.

Touring Cars (10 laps). Overall Winner: W. A. Powell (Ford Anglia). Up to 1,300 c.c. Class: 1. J. E. Ralph (Morris-Cooper), 73.56 m.p.h.; 2. M. C. Davidson (Austin-Cooper); 3. T. P. Page (Ford Anglia). Fastest lap: Ralph, 2 m. 6.2 s., 77.31 m.p.h. 1,301-2,000 c.c. Class: 1. W. A. Powell (Ford Anglia), 76.46 m.p.h.; 2. B. W. E. Peacock (Ford Anglia); 3. P. Graham (Tornado Talisman). Fastest lap: Peacock, 2 m. 3.2 s., 79.18 m.p.h. Over 2,000 c.c. Class: 1. A. W. Betts (Jaguar 3.4 Mk. 1), 67.44 m.p.h. Fastest lap: Betts, 2 m. 14.6 s., 72.48 m.p.h.

ABOUT to lap a Jim Russell pupil are the duelling Brabham pilots Roy James, who has the inside line, and David Prophet (left). James and Prophet had a wonderful dice and finished inches apart, the latter getting the verdict.

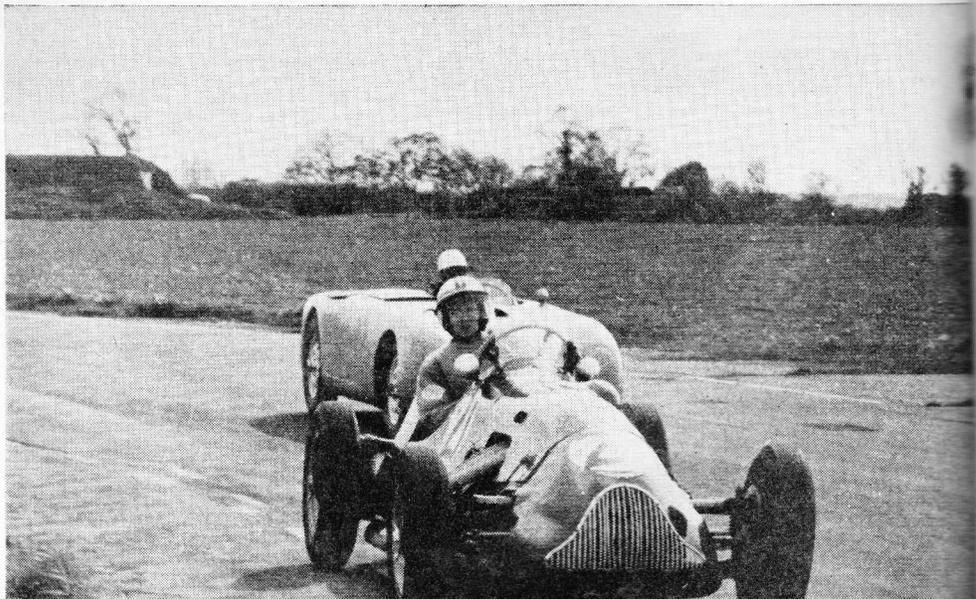
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HISTORIC 1938 ALTA of J. S. Bateson leads the equally rare Veritas of C. N. Leuw (below). After the defection of Sid Day's E.R.A., the Aston Martin of John Freeman won the Stanley Sears Trophy Race.

E-type until the latter retired at half distance.

The Formula Junior race which followed was undoubtedly the most exciting race of the day. The Jim Russell School are no doubt doing extra homework, since none of the nine starters were among the placemen! Roy James, a former Karting champion, seemed set to repeat the previous Sunday's victory when he streaked away into a secure first position. However, on the eighth lap David Prophet (Brabham) caught and passed James. The two Brabhams then circulated feet apart, the lead changing several times with Prophet just getting the verdict, both cars having been credited with similar times. They were followed at a respectable distance by Eddie Fletcher (Lotus) and Rodney Banting (Brabham).

The main event of the day, the Stanley Sears Trophy, which in previous years has been a handicap, was a scratch race. Once again Historica Martini's Osca failed to start, their other car, the Invicta, retiring on the seventh lap. Sid Day (E.R.A.) retired on the fifth lap when in an unassailable position with the recurrence of the gearbox maladies which had troubled him in practice. This let John Freeman (Aston Martin) into first spot followed by R. Smith (Lago-Darracq). Smith was displaced by T. Ellis's immaculate Derby-Maserati, which unfortunately a lap later retired firing on about one cylinder. Bob Ashley scored a fine class win and was a splendid



B.R.S.C.C. MALLORY PARK

Warwick Banks and Dennis Morgan
Winners of G.T. Events

BY PATRICK McNALLY
PHOTOGRAPHY BY GEORGE PHILLIPS

DIMINUTIVE N.S.U. PRINZ of Laurie Goodwin keeps ahead of G. Appleyard's Mini, which won the 850 c.c. class after a grand dice (above). J. G. Jessop's Mini follows the battling pair.

SIDE BY SIDE through the Lake Esses, a very unusual occurrence to say the least, are David Wragg (U2) and A. P. Belcher (Terrier) during the race for 1,200 c.c. sports cars (right). Wragg finally won the contest for the lead.

THE Midland centre of the B.R.S.C.C. ran their annual closed meeting at Mallory last Sunday, which maintained the usual high standard we expect of the club. The programme consisted of eight well-supported events with wins to John Young, Warwick Banks, Jack Pearce, Dennis Morgan and John Taylor. Practice had taken place in very mixed weather conditions and times were unspectacular in the main.

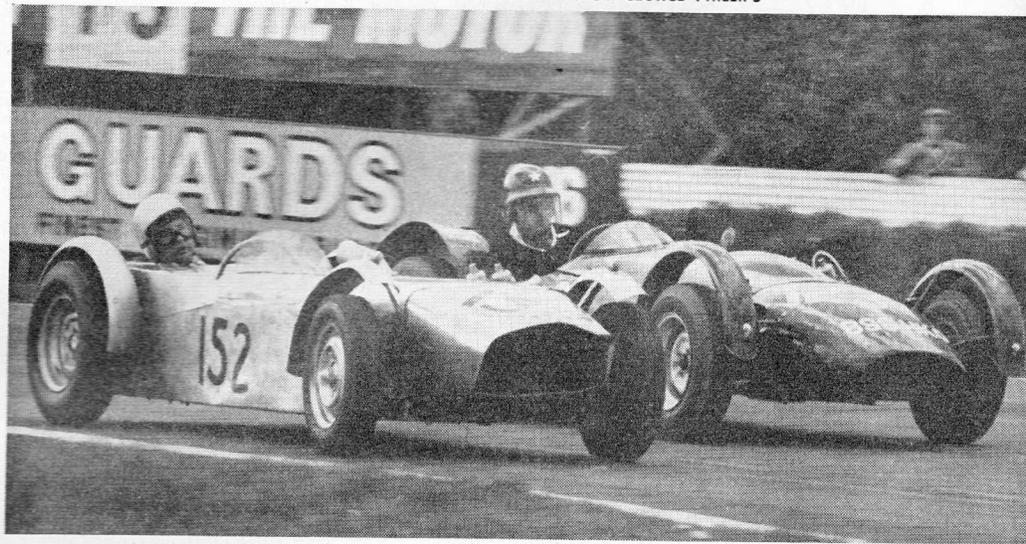
Warwick Banks driving the Motorway Sales Turner, KONI, scored a runaway victory in the first race of the day, leading all the way. Norman Surtees driving Harry Epps's Lotus Elite went extremely well to finish second.

David Wragg continued the U2's string of successes by winning the 1,200 c.c. sports car event. A. P. Belcher in a Terrier had challenged strongly, taking the lead on lap 3 and only losing it with two laps to go. Wragg and Belcher had quite a scrap, the former winning by only 1½ seconds. They made joint fastest lap of 59.2 secs.

John Young (Anglia) drove his usual well judged race to win the Molslip Trophy Event. Initially he was challenged by Chris Craft's Anglia, his brother Mike Young, and Chris Airey's A40. John had led at the start with Chris Craft close behind and the A40 of Chris Airey fighting hard for second place. On the second lap Mike Young passed the A40 to go into third place, but there was still little room between the first four cars. Half-way through this race Mike Young made a tremendous effort to displace Craft and the next lap retired with engine trouble; two laps later Craft also retired. This gave Airey second place behind John Young. Fastest lap went to Mike Young in the 1,200 c.c. Anglia, an incredible time of 59.8 secs.

Tony Lanfranchi having led for eight laps in the Guards Trophy Race was unfortunate enough to put a rod through the side of his twin-cam Ford engine. Tony's Elva had led from the start, extending its lead lap after lap over Jack Pearce's Lotus 23. When Tony retired he had a clear lead over the Lotus and did not appear to be hurrying at all. With Lanfranchi out of it, Pearce had an easy win from Brian Hart's Terrier and Roy Bass's Gilby. Fastest lap went to the Elva in 54.8 secs.

The "Cooper-Mini" race was not a foregone conclusion with the addition of John Fitzpatrick's incredible 850 Mini which started at the back of the grid. John Maas led at the start but Fitzpatrick was coming up fast and took second place on the first lap and was through to the lead two laps later. The Cooper-Minis were unable to do anything



about Fitzpatrick's extraordinary "ordinary" Mini which went on to win by 10 seconds from Maas's Cooper. Third place went to Brian Morling, who displaced Rutt's Cooper after slipping past at Gerards on lap eight.

Dennis Morgan walked away with the G.T. Event, winning more or less as he pleased in his 1,800 c.c. Elva Courier. Jack Lambert (E-type) finished second, having displaced B. Joell (Morgan Plus 4) on lap one. Behind Lambert came six Morgan Plus 4s all in a row which were swapping places throughout the ten laps. The outcome of the Morgan battle was C. Dormand Stewart in the lead with Gordon Spice's well driven car next; B. Joell dropped back to fifth place overall and was third Morgan home. The official results credited Gordon Spice with overall third place, but I think they must be mistaken, even though it was a very close finish.

John Taylor won the single-seater race in the Bob Gerard-entered 1½-litre Cooper-Ford. A certain amount of elimination went on just

after the start when Charles Crichton-Stuart spun his Cooper coming out of Gerards after getting two wheels on the grass and a slight over-correction, resulting in a sideways Cooper for nearly the length of the Stebbe Straight. The Cooper collected D. O'Sullivan's Lotus 22 and Brian Berrow-Johnson's Lola and a few seconds afterwards J. Bouckley drove his front-engined Lola (with all wheels locked up) into the tangle. The rest of the cars somehow slipped by and if it had not been for a level-headed Crichton-Stuart the incident might have been worse. Second man home was Lionel Brooke in the Lotus 20, with Eccles's 1½-litre Cooper-Climax in third place.

The last race of the day was for Lotus Sevens and such. T. G. Smallman won in his Lotus Seven after an initial scrap with D. J. Lewis's D.R.W. until the latter retired, letting John Haynes (Lotus) into second place. Haynes tried his hardest in the last couple of laps but had to be content with second place one second behind. R. S. Deverell was third.

RESULTS

Grand Touring Cars up to 1,600 c.c. (10 laps). Overall Winner: F. W. W. Banks (Turner-Climax). Up to 1,150 c.c. Class: 1, F. W. W. Banks (Turner-Climax), 80.14 m.p.h.; 2, M. J. Lawlor (Turner-B.M.C.); 3, W. E. Vaughan (Austin-Healey Sprite). Fastest lap: Banks, 59.2 s., 82.10 m.p.h. 1,151-1,600 c.c. Class: 1, N. Surtees (Lotus Elite), 79.33 m.p.h.; 2, B. Kendall (M.G.A.); 3, F. J. Felix (Lotus Elite). Fastest lap: Surtees, 59.6 s., 81.55 m.p.h. Sports Cars up to 1,200 c.c. (10 laps): 1, D. L. Wragg (U2-Ford), 80.17 m.p.h.; 2, A. P. Belcher (Terrier-Ford Mk. 2); 3, J. O. Butt (Elva-B.M.C. Mk. 5). Fastest lap: Belcher and Wragg, 59.2 s., 82.10 m.p.h. Saloon Cars (10 laps). Overall Winner: J. M. Young (Ford Anglia). Up to 850 c.c. Class: 1, G. Appleyard (Morris Mini); 2, L. A. Goodwin (NSU Prinz); 3, R. M. Vernon (Austin Mini). Fastest lap: Appleyard, 1 m. 12.4 s., 67.13 m.p.h. 851-1,200 c.c. Class: 1, C. Airey (Austin A40), 76.46 m.p.h.; 2, A. Barton (Morris 1000); 3, H. W. Ratcliffe (M.G. 1100). Fastest lap: M. A. Young (Ford Anglia 1200), 59.8 s., 81.27 m.p.h. Over 1,200 c.c. Class: 1, J. M. Young (Ford Anglia), 77.29 m.p.h.; 2, H. J. Lee (Jaguar 3.8). Fastest lap: Young, 1 m. 0.2 s., 80.73 m.p.h. Sports-Racing Cars over 1,000 c.c. (10 laps). Overall Winner: J. R. Pearce (Lotus-Ford 23). 1,001-1,200 c.c. Class: 1, B. Hart (Terrier-Ford

Mk. 6), 80.36 m.p.h.; 2, R. Bass (Gilby-Climax); 3, M. L. H. Keens (Lotus-Ford 23). Fastest lap: Hart, 58.8 s., 82.65 m.p.h. Over 1,200 c.c. Class: 1, J. R. Pearce (Lotus-Ford 23), 84.82 m.p.h.; 2, T. F. E. Fletcher (Lister-Jaguar). Fastest lap: A. Lanfranchi (Elva-Ford Mk. 7), 54.8 s., 88.69 m.p.h. B.M.C. Minis (10 laps): 1, J. Fitzpatrick (Austin Mini 850), 73.73 m.p.h.; 2, J. B. M. J. Maas (Morris Mini-Cooper); 3, B. A. Morling (Morris Mini-Cooper). Fastest lap: Fitzpatrick, 1 m. 04.6 s., 75.23 m.p.h. Grand Touring Cars over 1,600 c.c. (10 laps). Overall Winner: D. Morgan (Elva Courier). 1,601-2,500 c.c. Class: 1, D. Morgan (Elva Courier), 76.41 m.p.h.; 2, C. Dormand-Stewart (Morgan Plus 4); 3, G. Spice (Morgan Plus 4). Fastest lap: Morgan, 1 m. 2.4 s., 77.89 m.p.h. Over 2,500 c.c. Class: 1, A. J. Lambert (Jaguar E), 76.08 m.p.h.; 2, F. G. Lynch (Austin-Healey 3000); 3, R. Williams (Daimler SP250). Fastest lap: Lambert, 1 m. 2.0 s., 78.39 m.p.h. Single-Seater Racing Cars (10 laps): 1, J. M. Taylor (Cooper-Ford), 82.12 m.p.h.; 2, L. Brooke (Lotus-Ford 20); 3, A. Eccles (Cooper-Climax). Fastest lap: Taylor, 55.4 s., 87.73 m.p.h. Sports Cars up to 1,000 c.c. (10 laps). 1, T. G. Smallman (Lotus-Ford 7); 79.67 m.p.h.; 2, J. H. Haynes (Lotus-Ford 7); 3, R. S. Deverell (Lotus-Ford 7). Fastest lap: Haynes, 58.6 s., 82.94 m.p.h.

CLUB NEWS

By MICHAEL DURIN

THE Cornwall and Devon Centre of the Riley M.C. together with the Plymouth M.C. are to hold a Hill-Climb at Hemerdon, Plympton, on 2nd June. Further details from J. H. Tyrell, 3 The Elms, Stoke, Plymouth, Devon. . . . A restricted Hill-Climb at Castel Farm, Bridgend, is to be held on 3rd June by the South Wales M.C., invited clubs are Swansea M.C., Severn Valley M.C., S.C.O.W. M.C., Hagley and D.L.C.C., Bugatti O.C., Midland A.C., Midlands Motoring E.C., B.A.R.C. SUNBAC and all entrants for the Junior Hill-Climb Championship. Entries should be sent to G. Chick, 72 Fairwater Grove East, Llandaff, Cardiff, not later than 27th May. . . . The regs. for the B.A.R.C. S.E. Centre's closed Firie Hill-Climb on 26th May are obtainable from K. Strudwick, Tappets, Wilmington, Polegate and close on 15th May. . . . The Thames Estuary A.C. are holding a sprint at Brands Hatch on 9th June. Invited clubs are the B.R.S.C.C., B.A.R.C., M.G.C.C. (S.E. Centre), Romford Enthusiasts C.C., Seven-Fifty M.C., West Essex C.C., Sevenoaks and District M.C., Jaguar D.C. and Eastern Area Championship entrants. There are classes for Production and modified saloon cars, sports cars, sports racing cars but no single-seater racing cars. Entries close on 3rd June and are obtainable from P. E. Austin, 65 St. Andrews Road,

Shoeburyness, Essex. . . . The next qualifying event in the London Counties Association of Motor Clubs Rally Championship is the North London E.C.C. Jacobean Rally on 8th-9th June. Any member of clubs in the London Counties Association may enter. All the entrants will run in one class and there are awards for novices. Secretary of the meeting, Miss J. Bolton, 93 Baker Street, Potters Bar, Middlesex. . . . Classes for standard and modified saloons, sports cars, G.T. cars and racing cars are included in the Romford Enthusiasts C.C. sprint to be held on 2nd June at Snetterton. Invited clubs are B.R.S.C.C., B.A.R.C., Jaguar D.C., Eastern Counties M.C., M.G.C.C. (S.E. Centre), Cambridge C.C., Snetterton M.R.C., West Essex C.C., Seven-fifty M.C. and Eastern Area Association Championship competitors. The closing date for regs. is 27th May and are obtainable from M. Johnson, 295 Stradbroke Grove, Clayhall, Ilford, Essex. . . . The Newcastle and District M.C. are holding a race meeting on 23rd June at Ouston, near Newcastle-upon-Tyne for Juniors, sports racing, saloon, sports and G.T. cars with prize money exceeding £500! Regs. obtainable from Stanley Middleton, 1 Elington Road, Newcastle-upon-Tyne 2. . . . The Bentley D.C. are holding their Inter-regional Team Challenge Driving Test Competition at Esso House, Milton Hill, Abingdon on 26th May. Regs. are obtainable from G. Kramer, 85 Lichfield Court, Richmond, Surrey, closing date 13th May. . . . Prescott is the venue for the Bugatti O.C. closed Hill-Climb on 2nd June. Entries close on 17th May, obtainable from J. M. Perkins, London Road Works, Braunston, Rugby.

COMING ATTRACTIONS

9th-11th May. Veteran C.C. and Vintage S.C.C. International Touring Assembly, Brighton, Bognor and Goodwood.
10th-12th May. London M.C. and Automobile Club de l'Ouest Dieppe Rally. Starts Dieppe, France.
11th May. B.R.D.C. International Race Meeting, Silverstone, near Towcester, Northants. (Fl, F.J., S., G.T., T.). Starts 10.15 a.m. Aintree Circuit C. Race Meeting, Aintree, near Liverpool, Lancs. Starts 2 p.m.
Bristol M.C. and L.C.C. Hill-Climb, Dyrham Park, near Bath. Starts 1.30 p.m.
SUNBAC Hill-Climb, Ragley Park, near Alcester, Warwickshire. Starts 12 noon.
Sheffield and Hallamshire M.C. Koning Cup Driving Tests. Starts Greendale Oak Hotel, Cuckney, near Mansfield, Notts, at 11 a.m.
Southsea M.C. Brighton Rally of the Tests. Starts Brighton Sea Front at 2 p.m.
11th-12th May. Guildford M.C. Rallye Printemps. Starts Aldershot, Hants, at 9 p.m.
Glossop and D.C. Hob Hey Rally. Starts near Tarporley, Cheshire.
Allard O.C., London M.C. and North London E.C.C. Tyrolean Rally. Starts Hatfield, Herts, at 11 p.m.
R.A.F. Association M.C. Conference Rally. Starts R.A.F.A. Headquarters, 34 The Strand, Derby, at 11 p.m.
Oxford M.C. Walter Rally. Starts Rowstock, Berks.

12th May. Spa Grand Prix, Belgium (G.T. 2-3, T.)
Lake Garda, Italy (GT1, F.J.).
Circuit of Nogaro, France (F.J.).
Darlington and D.M.C. National Hill-Climb, Catterick, near York. Starts 2.30 p.m.
Seven-Fifty M.C. (Southern Centre) Hill-Climb, Blandford, Dorset. Starts 1.30 p.m.
Sporting Owner D.C. Hill-Climb, Woburn Park, Woburn, Beds. Starts 2 p.m.
Coventry and Warwickshire M.C. Sprint, Church Lawford, Warwickshire. Starts 12 noon.
Cemian M.C. and East Surrey M.C. Sprint, Blackbushe Aerodrome, near Camberley, Surrey.
B.A.R.C. (Yorkshire Centre), East Yorkshire C.C. and Yorkshire S.C.C. Spring Autocross. Starts Tibthorpe House, near Driffield, Yorks.
Circle C.C. Driving Tests. Starts Brentford, Middlesex, at 11.30 a.m.
Nottingham S.C.C. Driving Tests. Starts Hawton Road Camp, Newark, Notts, at 11 a.m.
Sporting VW.C. Driving Tests. Starts Upper Gun Park, Woolwich, at 2 p.m.
N.A.L.G.O. (Met.) M.C. Rally. Starts Bypass Car Park, Rickmansworth, Herts, at 10 a.m.
16th-19th May. Acropolis Rally, Greece.

STAFFORD & D.C.C. ENGLISH ELECTRIC (STAFFORDS) M.C. & C.C. PRODUCTION CAR TRIAL

ON rain-lashed heathland recently 28 cars, ranging from a pre-War Morris 8 to an Aston Martin DB3, competed for trophies in the Stafford and District Car Club's Production Car Trial.

Co-promoted with English Electric (Staffords) M.C. and C.C., the all-day event was staged on steep meadowland at Hopton Heath, near Stafford.

Competitors were required to climb 10 hills of varying steepness and length, once in the morning and twice after lunch. Torrential rain in the morning caused officials to cancel the first of the three runs.

Strong winds and a little sunshine after lunch forced marshals to tighten the course somewhat.

It became evident towards late afternoon that John Peet or the VW boys (and girls!) were going to be well in the running for the cups, the H.R.G. taking the honours with a fantastic index of performance of 17.2. Congratulations to Mike Ashton on a worthy second place overall in his immaculate Austin Seven tourer, with an index of performance of 45.9.

The club's thanks—and those of the competitors, too—must go to Messrs. A. B. Clowes, M. J. Murphy, J. Wroe, A. Griffin, B. Savory and M. B. Loake, who put on a most entertaining event at the "eleventh hour."

MURRAY LOAKE.

Results

1, J. Peet (H.R.G.), 9 penalties; 2, M. J. Ashton (Austin 7 tourer), 24; 3, R. Bradbury (Herald Convertible) and P. Biggin (Austin Nippy), 42; 5, J. Tavernor (VW) and J. Shepherd (VW). Front-engined Class: J. Peet (H.R.G.). B.M.C. Minis Class: A. B. Upton-Brown (Austin Mini-Cooper). Rear-engined Class: J. Tavernor (VW) and J. Shepherd (VW).

which later numbers also had breakfast but at rather greater expense.

A driving test was held at Cowes, another at Ventnor where a dead start at the foot of the Cascades followed by a steep climb round two hairpins, a reverse around one of them downhill and a quick climb to the top was watched by a large crowd in brilliant sunshine, and a hay-bale dodge was viewed on the front at more conservative Sandown, with an interlude for a special stage at Parkhurst.

This was great, with a 1 min. 55 secs. bogey set for a 1.5 mile wriggle along a loose road-metal forest track, beaten only by Holmes/Smith (Cooper) and Bannerman/Hewitt (Anglia 1200) with Lobb third best just 0.2 sec. over bogey. The timing was radio controlled but the vagaries of the equipment called for the attention of one of the competitors who knew rather more about the equipment than the T.A. owners.

Competitors then retired to their hotels, bookings having been arranged by Secretary Eddie Jelfs, who looked after the crews and the paperwork quite as efficiently as Terry Weaver clerked the route, and emerged later, refreshed and ready to do battle at the excellent rally ball and buffet laid on by the clubs at no expense to crews. Provisional results were announced and Club President, Mark Woodnut, handed out the fantastic selection of silverware and lolly.

An event rising in stature and organization and which could at the present rate of improvement return to its original status of National as it was back in the early '50s. This year's entry of 60 (the maximum) can vouch for the standard and in view of the quality of the crew this event now attracts, all should consider it in '64. LEO CRUTTENDEN.

Results

1, A. Lobb/R. Irwin (Vauxhall VX4/90), 0 penalties; 2, C. Cooper/R. H. Britt (Mini-Cooper), 0; 3, M. Bannerman/P. J. Hewitt (Anglia 1200), 1; 4, M. Earle/B. C. R. Brinkler (Zodiac Mk. 3), 1; 5, J. Huson/B. Jones (Downton Mini-Cooper), 1; 6, R. Thornton/J. Brown (Mini) 1; 7, J. E. Flux/A. Weeks (Vauxhall VX4/90), 1; 8, J. Barnes/P.G. Brierley (Morris 1100), 2; 9, L. V. Cruttenden/S. R. Gray (Mini), 2; 10, I. Holmes/D. Smith (Mini-Cooper), 3; 11, A. G. Tafford/A. C. Yoward (TR4), 3; 12, E. D. Jenkins/C. Turk (Mini), 4.

Best Test Performance: B. Williams/G. Jones (Sprite Mk. 2).

Best Special Stage Performance: I. Holmes/D. Smith (Mini-Cooper).

Team Award: Bogchics—E. Jenkins/C. Turk, M. Bannerman/P. Hewitt and J. Huson/B. Jones.

Isle of Wight C.C. and Saro C.C. ISLE OF WIGHT RALLY

DRIVING with verve and élan, Alec Lobb cleaned the road section of the fine Southern restricted Isle of Wight Rally on the night of 3rd/4th May with the competent guidance of Roger Irwin, and achieved a better time on the special stage than either of the other two crews who cleaned the road, Chris Cooper/Ron Britt (Cooper), who was second, and Mike Bannerman/Peter Hewitt (Anglia 1200).

Qualifying for both the A.C.S.M.C. and A.S.W.M.C. Rally Championships, the rally started rather early at 10 from West Stour for a stint of nearly 250 miles of mainland motoring before departure for "foreign shores" where on the enchanting Isle of Wight three tie-deciding driving tests were held on the promenades at Cowes, Ventnor and Sandown, and a fine 1.5 mile special stage was set through Parkhurst Forest, before returning to rally headquarters at the Channel View Hotel at Shanklin.

The first half of 140 miles was fairly tight, but was considered as "on" in a well-navigated standard Mini, but the writer's equipé consisted of all this except for a partial and intermittent mysterious loss of sparks to No. 3, causing a loss of two minutes.

The heart of the event was all on 177, where snow-damaged tarmac lanes and a liberal sprinkling of loose-surfaced but by no means chassis-breaking tracks played havoc with exhaust systems and a devil's tattoo on the undersides of the ADOs. A really fine little lane out of Frome St. Quintin with all open gates marshalled and up to the Clay Pigeons where a halt and snacks were enjoyed was a real sting-in-the-tail and timed for three minutes only.

The natives were upset only once, apparently, when some was placed a lawnmower in the middle of the road flanked with two rows of oil drums. An A99 pressed the mower into service to help in grading the road ahead, but the machine proved unequal to the task, and the box rapidly became filled with large stones, and was reluctantly discarded.

The pressure was not maintained during the second half, although the sections up Zig-Zag hill were good fun in an area rather barren of rally roads. Then followed a simple run-in to Southampton where early numbers enjoyed an electric shave by courtesy of Philips, and a cheap breakfast, and then congregated to board the chartered ferry, on

AUSTIN-HEALEY C. (SOUTHERN COUNTIES CENTRE) DRIVING TESTS

THE second round of the South-Eastern Association of Motor Club's 1963 Driving Test Championship was organized by the Austin-Healey Club (Southern Counties Centre) at Blackbushe Airport on 5th May under grey skies and with a threat of rain which, mercifully, remained unfulfilled all day.

There were eight tests, each to be tackled twice, with the better time on each to count. They were good tests, all of them, straightforward and easy to learn and yet calling for a high degree of skill and accuracy. Brilliant acceleration was no substitute for neatness and precision. Administration generally was excellent and the system of scoring, using individual cards for each test, was most praiseworthy. Cumulative marks, car by car and test by test, were posted on a portable scoreboard within seconds of a car finishing a test. Colin Taylor, the last competitor to finish, was actually told that he had won his class within seven seconds (timed) of handing in his final card.

As was to be expected, the under 1,200 c.c. Sports cars predominated, with 15 competitors in this category, and it was immediately apparent that Ron Randall was in his best form, for he opened up a lead of two seconds on the first test, an advantage which he increased throughout the day until he finally returned B.T.D., beating his team-mate Norman Dunton by nearly 20 secs. The third member of the very smart M.G. equipe, John Calton, surprisingly double-faulted on test five, dropping to fifth in class as a result. Since Randall and Dunton were respectively Best Overall and Best Austin-Healey Member, the actual class award went to R. I. Clark who was only three seconds behind Calton. It is indeed good to see a comparative new name among the winners of this hotly contested category.

The Specials class was subjected to a penalty of five per cent, a handicap which, on this occasion, produced an extremely close net result, for Grahame White showed fine form to return an actual score of 289.8 secs., which was quicker than Randall's aggregate, but which, when subjected to the handicap, proved to be

just over four secs. behind. Close enough. White took the award for the Best Invited member, leaving the class award to Colin Taylor, who had driven his Special down from London, naked as Mike Cannon had intended it to be, save for a hastily prepared screen which would have given the F.I.A. apoplexy. Colin's Anglia, which normally tows the Special about, had been stolen the previous day. Peter Musgrave strove mightily in pursuit of White and Taylor, but was beset by ignition troubles.

The Mini class was disappointingly supported, and in the regretted absence of Brian Greaves, John Farncombe had a virtual walk-over, taking the category by over 40 secs.

The sensations came from the class for non-Mini saloons up to 1,200 c.c., normally a staid and decorous group of motorists. This time, however, proceedings were enlivened by the presence of John Ebbutt's 1935 Austin Seven. This venerable machine, with countless thousands of miles to its credit, defeated all the Heralds, was only just pipped by Ron Ambrose's Allardette, and finished a very worthy third in class. The class winner was Mike Canning, driving his N.S.U. Prinz with great spirit and dash. Mike consistently makes this lively little machine sit up and beg. He did it once too often on his first attempt at test eight, and laid the car on its side. The damage was unbelievably slight, thanks to the light weight and sturdy construction of the Prinz, while the driver was similarly unaffected, for he proceeded to record a quite indecently fast time on his second run at the same test.

Slick organization had enabled the promoters to lay-on a first class day's sport, despite the space restrictions imposed by the limited amount of peri-track available. Particularly appreciated was the communal hydraulic jack and foot-pump provided for competitors.

RON AMBROSE.

Results

B.T.D.: R. Randall (M.G. Midget), 300.2 s. Best Austin-Healey Member: N. Dunton (M.G. Midget), 320.0 s. Best Invited Member: G. White (Cannon), 304.2 s. Class Winners: J. Farncombe (Austin-Cooper), 328.2 s.; M. Canning (N.S.U. Prinz), 353.4 s.; R. I. Clerk (Austin-Healey), 323.0 s.; C. Taylor (Cannon), 344.4 s.

DUDLEY & D.C.C. QUINTON M.C. WALSALL C.C.

C.H.Y.C.A. RALLY

LAST year, the C.H.Y.C.A. rally was the first event run by the Dudley and District Car Club after its recognition by the R.A.C. For this year, Walsall Car Club and Quinton Motor Club co-promoted the event, which was run on maps 129 and 117, with a liaison section across the corner of map 128. The mid-way break and breakfast stop were at the excellent Pentrehying Stores and Filling Station, which is unfortunately only suitable for smaller rallies.

The entry of 29 cars was divided into 12 experts and 17 novices, and the first section across map 129 was designed to allow the novices to complete it without too much trouble. The next part of the rally was a loop across the southern half of map 117, and although the timing was not particularly tight, many crews wrong-slotted and lost time. Regrettably few took the obvious course of cutting out part of the route in order to finish within the time limit, so that only nine experts and five novices were classed as finishers.

There was a tie for the first place between R. Morris/K. Protheroe (D.D.C.C.) and J. Hutton/M. Collins (W.C.C.), both with 250 penalties, which was resolved in favour of the former on a basis of farthest cleanest.

One of the most remarkable performances of the rally was that of P. Hawthorne, who was chasing Minis in his DB2/4 Mk. 3, and beating them round the corners; unfortunately the A.S.R.s specified no awards for bravery!

A. R. PARKIN.

Results

James Dunn Trophy: R. Morris/K. Protheroe (M.G. Midget). First Expert: J. Hutton/M. Collins (Sprite). Best Walsall member: J. Dain/D. Knight (Herald). Best Dudley member: B. Ferriday/A. Brad-dock (TR2). Best Quinton member: J. Walker/R. Wilcox (Mini). First Novice: Miss M. Cooper/G. Hunter (Mini). Second Novice: W. Stehr/D. Southwell (Mini).

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

THE B.A.R.C. (Yorkshire Centre) held the first Montague Burton Driving Tests in Leeds on 28th April to decide the 1964 ownership of the handsome Burton Trophy, formerly awarded for the best time of the year at the two Yorks Centre sprints which are now discontinued. It went to R. L. Haley (Herald), the Centre's Treasurer, competing in his first driving tests for several years, by the narrow margin of .55 per cent. (on formula) from J. M. Wheatley (M.G.A.).

Held on the driveways of Burton's Leeds factory, the event comprised six tests, each performed twice. Two were blinds of the "hairy" variety, whilst two were reasonably open with two fairly "tight" ones, thereby attempting to cater for the drivers of the bigger machinery as well as their Mini and Spridget-mounted counterparts. Forty-five entrants tackled the tests and despite some extremely enterprising motoring only one competitor lost it in major fashion, Ian Grassick, who smote the wall hard. He returned his Mini-Cooper to immediate post All Fool's Eve Rally condition, to the pleasure of its owner who was dissatisfied with the earlier repairs!

J. A. STROUD.

Results

Montague Burton Trophy: R. L. Haley (Herald), 93.14; 2. J. M. Wheatley (M.G. A.), 92.59; 3. Miss L. P. Reddy (Midget), 91.47. Class Awards: B. M. Chippindale (Cooper-Mini), 91.45; H. O. Holliday (Riley 1.5), 95.81. First Class Awards: A. Rathmell (Cooper-Mini), 87.98; C. L. Jolley (Anglia), 90.54; R. I. Riall (Sprite), 88.06; L. S. Stross (Porsche Carrera 2-litre), 91.11. Novice: C. J. Tipping (Sprite), 86.13.

TUNBRIDGE WELLS M.C.

GLOW WORM RALLY

THERE was an entry of 65 cars for the Sixth Annual Glow Worm Rally organized by the Tunbridge Wells Motor Club, which left the start, Southern Counties Car Auction Centre, Tunbridge Wells, at 9 p.m. on Saturday 27th April. Competitors were issued with the first section (an any order section) five minutes before their starting time. This took the rally north-east of Marden. From here sections of 12, 4, 5, 2, 6, 2 and 7 mins. took competitors to Time Control 10, Queens Down Warren. On the first 2 mins. section from 172/813½533½ to 172/819542 most people lost time and a few cars. The Cline/Kaufmann Renault Dauphine left the road in a big way and it is understood the car was still seen on top of a tree on the Monday morning. Amongst others to leave the road was the Waters/Balls Saab, which was eventually towed out by an obliging farmer and finished 21st overall. At Time Control 10 the Gilbert/Chitty Mini-Cooper was leading having lost only 2 mins., followed by Ward/Herwin (Triumph Herald), Harper/Hall (M.G.A.), Jagers/Moody (Morris-Cooper).

Competitors were then given a sketch map of the area from Queens Down Warren to just north of Worms Hill, M.R. 172/880584. From here there was a 6 and 4 mins section taking competitors to Mintching Wood, 172/916583, this being roughly half of the rally where Road Book I was handed in. At this stage only 36 of the original 65 starters were still in the rally. These were given a Tulip Card which covered some 17 miles, taking competitors to Time Control 16a, 172/879440½. On the Tulip Section there was a 1 min. section from 172/946½527½ to 172/940½527½, which was marked as a "non-goer" by many of the well-known local drivers. This is definitely a "goer" from the direction given, most people driving it clean, with the exception of the Chief Course Marshal, R. Garrish, who succeeded in bogging his Anglia up to the rear axle in mud. At the end of the Tulip Section the Gilbert/Chitty Mini-Cooper was still leading. From here the remainder of the rally was straightforward route checks and time controls in order given with sections of 4, 8, 31, 1, 16 and 28 mins. to the Final Control at the Post Boys, Lamberhurst, 183/695½338.

Results

1. Gilbert/Chitty (Mini-Cooper), 10 marks; 2. Ward/Herwin (Triumph Herald), 90; 3. Harper/Mace (M.G.A.), 95; 4. Jagers/Moody (Mini-Cooper) 110; 5. Needham/Connell (Triumph Spitfire), 125, 6. Butler/Butler (Mini), 145.

SHEFFIELD & HALLAMSHIRE M.C. PRODUCTION CAR TRIAL

THE restricted Shann Trophy Production Car Trial, organized by the Sheffield and Hallamshire Motor Club, and counting for the British Trials and Rally Drivers' Association Production Car Championship, attracted an entry of 27 from various parts of the country. It was held on the same venue as last year, on the moors at Ringinglow, near Sheffield, and consisted of 12 interesting and varied sections comprising steep up and down gradients, adverse cambers and no mud! Competitors ran through each section twice in the morning and once again after lunch.

Results J. B. STAVES.

1. M. Hinde (Volkswagen); 2. M. Appleton (Volkswagen); 3. F. E. Wall (Mini-Cooper). Class Winners: H. Rose (Morgan 4/4); M. Hinde (Volkswagen); F. E. Wall (Mini-Cooper).

SOUTHSEA M.C. CANNON CUP RALLY

THE start of the Southsea Motor Club's 1963 Cannon Cup Rally, held on 28th April, was at the Club's headquarters, the first car leaving at 10.30 a.m. It was so organized that the navigation should be by means of simple cards with no time penalties (to obviate any possibility of daylight dicing), with a series of driving tests of both gymkhana and half shaft breaking types to determine the winner.

The lunch stop was at Longmoor Camp after a gentle cruise of 30 miles interspersed with six driving tests and 16 route checks. After lunch four red-blooded driving tests giving opportunities for the Mini drivers to demonstrate their skill with a hand brake, then another simple route card covering 30 miles to Swanmore with two tests and 16 route checks.

Results

1. J. Harnett/Miss Chalmers (Mini); 2. G. Lindley/C. Hunt (Mini); 3. P. Yeatman/Miss Legge (Cooper-Mini); 4. M. Robinson/T. Lawmon (Mini); 5. D. Parker/P. H. Red (Standard); 6. P. Huxford/T. Pilbeam (Simca). Best All-Ladies Crew: Mrs. Yoward/Miss Moore (Mini). Best Open Car: A. Vincent/Miss Robinson (Morris).

T. W. PILBEAM.

SUNBAC

LLANDUDNO RALLY

THE annual Llandudno Rally, designed to provide the means of a delicious party in Llandudno at the finish, was run on 20th April. The weather was less than kind for all but a short period during the afternoon and made the trip much less pleasant than the organizers hoped.

The start was from the Whittington Inn on the A449 and, missing a large list of "black spots", ran north via two driving tests and the "goer" over Castle Hill. Then competitors went over a tricky bit round Ironbridge and The Wrekin to the coffee stop near Wellington.

A long section through the Shropshire lanes led to a very tricky section up through Froncysyllte and along the top yellow road to emerge on the A5 at 117/196431. A magnificent buffet lunch was served at the Britannia Inn on the Horseshoe Pass, the licensee being most co-operative.

The afternoon had some classic sections included at much lower average speeds than rally cars normally cover them, including the one through the quarries at the top of the aforementioned pass. The run eventually was concluded easily up the A496 to the West Shore at Llandudno where the traditional driving test was held. Straw bales had been provided, which were scattered when C. Goodwin's Mini took too close a line!

The rally, which is in complete contrast to the more conventionally accepted night events, had a disappointingly small entry which must be largely due to the proximity of Easter.

BARRY SMITH

Results

Best Performance (Ixion Cup): J. F. May/C. Cross (Austin Mini). Class I, Experts: 1, J. B. Johnson/E. Kanka (Morris Mini); 2, R. D. Broad/A. and S. Taylor (Morris 1100). Class 2, Others—A: C. Goodwin/R. Wheale/M. Phillips (Austin Mini). B: L. Eason/R. Bernard (Morris Mini).

CAMBRIDGE C.C.

DUXFORD SPRINT

THE one-mile course used by the Cambridge Car Club at Duxford last Sunday was almost identical to that used for their previous sprint, allowing competitors a useful comparison. Although there were some ominous clouds passing rapidly overhead there was no rain worth mentioning, so all competitors had an equal chance.

Classes 1, 3 and 4, being saloon cars up to 1,200 c.c. and cars over 1,600 c.c., were combined. The best time went to G. Line in his Austin Mini with a lead of 3.1 secs. over the second man, D. Butler, in his Singer Gazelle.

J. Dunster in his stage 3 Austin-Cooper roared around the course with a wonderful note to take Class 2 for cars between 850 c.c. and 1,200 c.c. B. Davidson did very well to take second place in his 1,150 c.c. Minivan.

Classes 5 and 7 for G.T. cars up to 1,300 c.c. and over 2,000 c.c. were combined to make up a class large enough to be eligible for an award. Although there was an immaculate Super 95 Elite in this class, the award went to G. Hampton in his XK140 who first beat J. Witham's Healey 3000 by 0.1 sec.

P. Kerridge in his Morgan Plus 4 was fastest in Class 6 for G.T. cars of 1,300 c.c. to 2,000 c.c. The Special Sports Car Class up to 1,500 c.c. went to P. Meldrum, in his Cosworthed 1½-litre Ford-engined Lotus, which recorded the second best time of the day, 59.2 secs., with John Corfield's Terrier 1.6 secs behind.

Class 11 for up to 200 c.c. karts really showed the bigger boys up when G. Milton took first in class in 1 min 1.1 secs. with his Montessa Special, which is remarkable considering the faster cars were doing 100 m.p.h. over the line!

J. Tilden took B.T.D. in the championship class in his C.M.B., which has a transverse Mini-Cooper gearbox with transverse A-series engine, in a time of 58.6 secs.

P. B. ERRIDGE

Results

B.T.D.: J. Tilden (C.M.B.), 58.6s. Class Winners: G. Line (Austin Mini), 1 m. 8.6s.; J. Dunster (Austin Cooper), 1 m. 5.7s.; G. Hampton (XK140), 1 m. 5.2 s.; P. Kerridge (Morgan Plus 4), 1 m. 3.8 s.; P. Meldrum (Lotus), 59.2 s.; G. G. Milton (Montessa Special), 1 m. 1.1s.; J. Tilden (C.M.B.), 58.6 s.

CHELMSFORD M.C.
ROMFORD E.C.C.
WEST ESSEX C.C.

DRIVING TESTS

IT was the Chelmsford M.C.'s turn to act as hosts for the driving test meeting at North Weald, co-promoted with the Romford Enthusiasts C.C. and West Essex C.C. This was the fourth of a series at this airfield, where there are acres of concrete which enables four open tests to be laid out with room to spare. There were eight tests in all, four in the morning and four in the afternoon, the latter being modification of the morning's. They were mostly long and open although generally too complicated, e.g., entering four garages, both forward and in reverse. The system of classes being now a traditional feature in these events, drivers are classified as newcomers, novices, intermediate and expert and the last three are divided into saloon and sports cars. Specials are a separate class.

Derek Harris gave his usual immaculate display of testmanship in a new mount. The "fiddle brake" seems to turn the car as soon as the wheels are rolling. He was a clear B.T.D. His only opponents in the special class were John Price and his wife, driving Derek's well-known older special. Mrs. Price took the ladies' award; and all three made up the winning team.

The sports car classes were dominated by Robin Richards and Derek Harris. Robin drove his Midget very hard but finished 6 secs. behind Derek's Sprite.

The saloon classes were Mini benefits. Britt (Mini-Cooper), Clark (Mini), Cooper (Mini-Cooper) and Lockyear (Mini-Cooper) won the classes for newcomers, novices, intermediate and experts respectively. K. Stack in a Herald, a newcomer, was the fastest non-Mini saloon car driver. Perhaps non-Mini drivers are being discouraged by this system of classes. However, among the Mini band there was extremely hot competition. Bambury (Cooper) was only 0.2 sec. behind Lockyear.

The comedy turn of the day was enacted by the 750 c.c. Austin 7 Specials. The "Clorcap"

SOUTHPORT M.C.
CHORLEY A.C.
WEST LANCS M.C.
WIGAN & ST. HELENS C.C.

200 TROPHY RALLY

CO-PROMOTING for the first time with three other clubs, namely, Chorley A.C., West Lancs M.C., and Wigan and St. Helens C.C., Southport M.C. staged the 200 Trophy Rally on the evening of Sunday, 28th April. The start and finish was at Wades Motel and Garage, Mere Prow, nr. Southport, the first car being sent away at 7 p.m. It must be said at this point that the organization at the start was very good.

Crouch/Roberts, of the West Lancs Club, were winners, followed closely by Bowdler/Gough, also of West Lancs Club, whilst Norman/Huyton, of St. Helens and Wigan Club, put up a good performance to be placed third. Amongst the novices Hall/Cornforth did well to come sixth.

The event started off with a bang with sections of 4 mins., 1 and 2 mins. bringing competitors to T.C.4 in the Holmswood area. Thereafter a long section took the cars through Rufford and Parbold to T.C.5, and another group of short, sharp sections commencing at Dalton Leas. These sections were of 2, 3, 2, 3 and 2 mins. duration, the interesting white road at 100/514½088 being used.

Competitors then proceeded to T.C.11 at Holly Fold, 100/474030½ for a further group of five tight controls, taking in the now well-used white roads to the east of the Rainford By-pass, in squares 4604 and 4603. These controls were spaced at 1, 2, 1, 1 and 2 mins. intervals bringing the cars to the halfway stage at Stanley Farm, Bickerstaffe, 100/452050.

Competitors then moved westwards towards the coast and the white roads in squares 100/4102 and 4001, where four further time controls were situated. This portion of the event included the rough white road at 100/427032, the other white roads to T.C.20 at Bells Farm being comparatively smooth.

team was there in force (wearing bowlers, oddly enough!). Robin Wren drove his eccentric contraption very well to record a total of only 292 secs., though some thought he had taken short cuts behind his smoke screen. He was beaten by Vanhinsberg's more modern special.

The entry of 48 shows that the event is still popular.

CHRISTOPHER PELLING.

Results

All Newcomers: R. H. Britt (Mini), 321 s. Novice Drivers, Sports Cars: J. F. Seeger (Sprite), 322 s. Novice Drivers, Saloon Cars: D. L. Clark (Mini), 321 s. Intermediate and Expert Drivers, Sports Cars: D. M. Harris (Sprite), 254 s. Intermediate Drivers, Saloon Cars: C. M. C. Cooper (Mini-Cooper), 307 s. Expert Drivers, Saloon Cars: B. Lockyear (Mini-Cooper), 285 s. Specials up to 1,000 c.c.: S. Vanhinsberg (Special), 279 s. Specials over 1,000 c.c.: D. M. Harris (Special), 237 s. Best Lady: Mrs. J. Price (D.M.F. Special), 336 s. Team Award: The Centralites—D. Harris, J. Price and Mrs. J. Price.



THIS POOR hard-worked Mini-Cooper—it had no fewer than three drivers—won its class.

From this point to the finish controls were on the whole more widely spaced, but interest was kept alive by the organizers' choice of route; for instance T.C.27 was on the white road, adjacent to a disused railway track 100/319½100, being tricky to follow at night. Four miles farther on came T.C.28, on the much used white road skirting the Leeds-Liverpool Canal, 100/367087. Thereafter things cooled off, though some were caught out at T.C.31, the final control where competitors had to make a southerly approach up a very short yellow road, which was, perhaps, a little confusing to find at night.

Welcome refreshments were just around the corner at Wades Motel, where the usual post-mortem took place. The general opinion was that it had been a good day, plenty tight enough and over roads slightly smoother than of late, this being a welcome change. Marshalling and general organization also had been of an appreciably high standard, the former being rather indifferent as a rule on rallies of this length. N. F. MURGATROYD.

Results

1, Crouch/Roberts, 0 penalties; 2, Bowdler/Gough, 10; 3, Norman/Huyton, 10. Novice: Hall/Cornforth, 100. Team Award: Not awarded due to insufficient entries.

HARLOW AND D.A.C. OVERHALL
AUTOCROSS,
28th APRIL

Results

B.T.D.: J. H. Parkin (Cannonball Mk. 1), 1m. 23.8 s. Saloon Cars up to 950 c.c.: 1, A. Thompson (BMW 700S), 1 m. 35.2 s.; 2, E. R. Crocker (Mini-Minor), 1 m. 35.4 s.; 3, F. Burton (Mini-Minor), 1 m. 35.6 s. Up to 1,300 c.c.: 1, A. Mitchener (Austin-Cooper), 1 m. 31 s.; 2, L. Temple-Cox (Mini-Cooper), 1 m. 31.8 s.; 3, F. Harvey (Austin-Cooper), 1 m. 32 s. Cars Over 1,300 c.c.: 1, W. Rennie Roberts (Ford Zodiac), 1 m. 36 s.; 2, K. Wilson (Volkswagen), 1 m. 36.4 s.; 3, B. Salmon (Ford Anglia), 1 m. 36.8 s. Sports Car Unlimited: 1, B. Culcheth (Sebring Sprite), 1 m. 33.2 s.; 2, P. Kerridge (Morgan Plus 4), 1 m. 34 s.; 3, D. Series (Triumph TR2), 1 m. 37.2 s. Specials: 1, R. Sayers (Alberties), 1 m. 28 s.; 2, R. Ellice (Iris), 1 m. 28.6 s.; 3, Mrs. M. Parkin (Cannonball Mk. 1), 1 m. 29.2 s.

BOOK REVIEWS

BUGATTI—le pur-sang des automobiles

By H. G. Conway. Published by G.T. Foulis & Co. Ltd. 84s.

ALTHOUGH the Bugatti car virtually died with its maker, it continues to inspire more writers than probably any other *marque*. Of all the Bugatti experts—and there are many—H. G. Conway is without doubt the most highly qualified. Having just given us, through the Bugatti Owners' Club, a most useful volume on the various types, he has now produced a Bugatti book which, for sheer authority and completeness, must for ever be regarded as the Bible of the cult.

What is quite splendid about this book is the absolute honesty of the writer. So many authors tend to invest Vintage cars with qualities which they never possessed and performance seems to grow with the years. Mr. Conway quotes from unbiased road test reports and when he deals with the few unsuccessful models, he is perfectly open about their faults and the reasons for their comparative failure. When he quite rightly "goes to town" about the stupendous successes of such delectable machines as the Type 35, we can enthuse with him because we know that his love is not blind; and we can certainly agree that, "to many this was the most aesthetically satisfying racing car ever produced."

To the lucky man who actually owns a Bugatti, this book will prove invaluable because it shows the correct finish for the restoration of almost every detail. Actual Molsheim drawings are reproduced in giving the dimensions of internal parts.

The artist, Ettore Bugatti, emerges life size from these pages. A genius if ever there was one, he had faults of character which sometimes prevented him from being sufficiently critical of his own work and he could be very obstinate about accepting another man's point of view. Yet, even in extreme youth, he was a natural engineer, though without any letters after his name. Mr. Conway tells the full story of his design work for De Dietrich, Mathis, Deutz, and Peugeot. It is well known that, in later years, he employed brilliant engineers but these early efforts were all his own work.

Superbly illustrated and magnificently presented, this book must be regarded as excellent value at 4 guineas, if only because its possessor need never buy another book on Bugattis as long as he lives!

JOHN V. BOLSTER.

THE BUGATTI REGISTER AND DATA BOOK

By H. G. Conway. Published by the Bugatti Owners' Club.

OF all cars, the Bugatti inspires the most fanatical worship among its devotees. As an act of devotion, nothing can compare with the work of Hugh Conway, who has collected details of 1,050 Bugatti cars known to be in existence, and incorporated them in this beautifully produced volume.

In addition to these individual car histories, there is a section giving the technical specification and an illustration of every model. This makes it easy to sort out the various type numbers, and all the engineering features which distinguish them are listed here. A very useful tailpiece is called "Crossbreeding With Other Types", which tells one that the same chassis and body were used on Types 35, 37, 39 and 51, for example. The Type 40A engine uses one Type 49 cylinder block, and the Type 43 uses a Type 35B engine and wheels with a Type 38 radiator and axles. All this makes absorbing reading.

If one must be critical in a review, I would mention the gearbox ratios, which are given in the old Continental manner, that is no longer used. To convert these, use a table of reciprocals, and multiply the results by the rear axle ratio. You will then have a list of ratios which can be understood and "visualized" by the layman.

JOHN V. BOLSTER.

Correspondence—continued

Roger Nathan's Elite at Snetterton

IN last week's report of the B.R.S.C.C. Snetterton meeting mention was undoubtedly made of the fact that Roger Nathan's Elite (winner of the 1,600 c.c. G.T. race) was stripped by the scrutineers to check its engine dimensions.

The reason given was that it showed "a clean pair of heels" to the rest of the field; however, here I feel your reporter missed an important point. His win by around 16 secs. was achieved by this flying 19-year-old without the use of his rear brakes, which had been disconnected before the race.

This was followed by much head-scratching amongst the leather armband brigade and by the perhaps pleasant task of finding out that their doubts were unfounded.

I, personally, look forward to seeing this beautiful and immaculately prepared car going from strength to strength on the circuits now that I and everyone else knows its speed is honestly attained.

Keep it up, AUTOSPORT, still the best motoring magazine for the real enthusiast—and if Moss can no longer be said to be Boss, he is still well and truly the Sleeping Partner.

LONDON, N.W.11.

ALVIN M. COHEN.

"Autosports" For Disposal

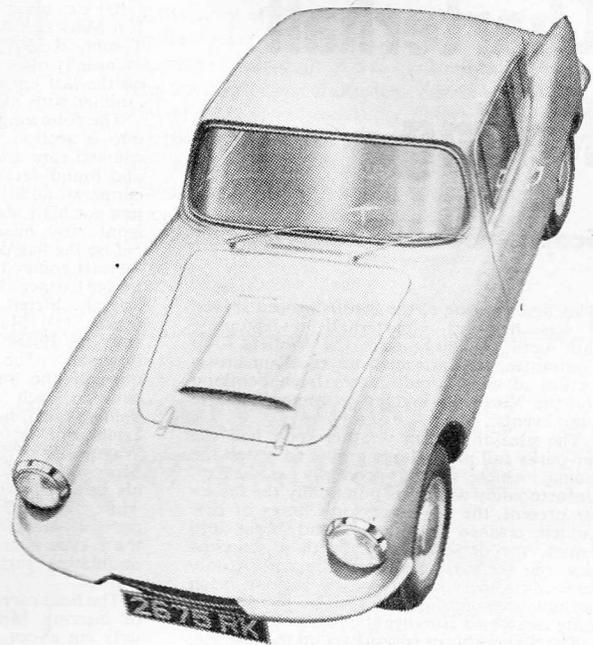
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The Editor is not bound to be in agreement with opinions expressed by readers.



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Smeets' ECC 5

Winfield Joint Committee

Charterhall Racing

Scottish Speed Season Opens

THE first meeting of the Scottish speed season was held at Charterhall on Sunday, 28th April. The organizers, the Winfield Joint Committee, had attracted an excellent cross-section of club circuit racers from Scotland and the North of England to compete in five 8-lap events.

The pleasant warm weather soon had the car parks full and a large crowd to watch the racing, which started promptly at 3 p.m. Unfortunately what was potentially the fastest car present, the 1.5 Emeryson-Climax of Eric Liddell, crashed in practice and burst into flames, the driver escaping with a scorched face, but the car which he had acquired only three days previously was burnt out, such portable extinguishers as were on hand being quite unable to conquer the blaze.

The first event for sports cars up to 1,600 c.c. contained by far the largest number of cars on the programme. Jack Slater rocketed his diminutive Lotus 23 into the lead, being challenged from lap four by the enterprisingly driven L.W.S. of D. M. Bertram until he disappeared on the penultimate lap, leaving Andrew Fletcher's Lotus 23 in second place, despite a spin at Lodge, with D. Bridges a steady third in yet another Lotus 23.

The second event for Grand Tourers over 1,300 c.c. found Gerry Durham in his Porsche Carrera shock the E-type Jaguars by snatching the lead and getting well away from Ronnie Morrison, whose E-type had its snout well taped to combat the abrasive chips from the road surface. Following this pair at some distance, was the well-driven Elva Courier of Malcolm Wayne ahead of R. M. Scarth's E-type coupé, while Jackie Stewart burnt much rubber off the tyres of a 3.4 Jaguar saloon in trying to get to grips with the battle ahead. The rest of the field of XK120s, a Triumph TR3A and a rather outclassed Rover 3-litre coupé went almost unnoticed as Morrison settled down to whittle away Durham's lead until he overtook him on lap six, but Scarth had to wait until the following lap before squeezing Wayne's Courier out of third spot.

Towards the end of this race the heavens opened and a thunder shower had everyone scurrying for shelter, and the meeting held up for almost half an hour until the tide receded on some parts of the track. Rain was still falling as the Racing Cars took the field, with Malcolm Templeton justifying his journey from Northern Ireland by outstripping the

rest of the field from the "off", in his Lotus 22. Edwin Dawson in a similar car was a respectable distance behind and ahead of Bill Stein in his first Scottish appearance in his Lotus 23. A rather rain soaked T. E. Sleigh led the over 1,100 c.c. class in fourth place overall, while Jim Mackay's fleet Shannon Lotus dived with Tommy Reid's bright red Lotus 22, the latter eventually overtaking both Mackay and Sleigh on the last lap as he seemed to become more familiar with his car's handling.

The following Sports Car race was divided into a section for up to 1,300 c.c. Climax engine cars and an over 1,600 c.c. category, and found Jackie Stewart on Scarth's E-type coupé an additional entry. T. E. Sleigh only just got his Lola-Climax started and made his front row position with seconds to spare before the flag dropped. Despite the wet track Stewart romped off the line and shot through Lodge Corner ahead of Jim Mackay (Shannon-Lotus), Sleigh (Lola), Campbell Dawson (Lotus 11), Malcolm Wayne (Elva Courier) and the Elites of S. W. Morrison and A. Bowman. The first four held station all through the race with the gap increasing between each as the track dried slightly. Behind them, however, Morrison spun out at Lodge as Bowman's yellow Elite moved up to Wayne's Elva, finally taking him on lap four. Morrison, not to be outdone, recovered from his spin and overtook the Elva two laps later, while Jackie Stewart made amends for his previous race, fairly hurtling past the pits with the E-type almost completely airborne on the undulating surface, to finish a comfortable winner.

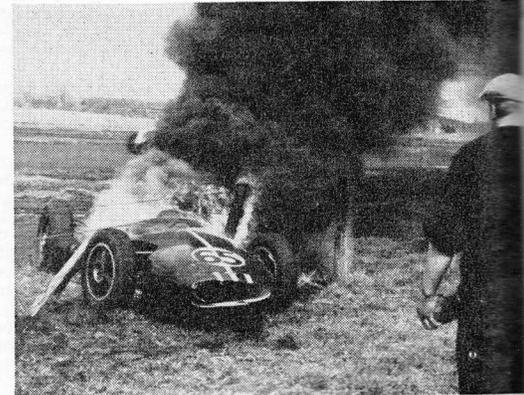
The final race of the day brought out a horde of buzzing Mini variants with A. Barton's ugly cut-about Morris 1000 to shake all but two of them in the 1,000 c.c. class. The over 1,300 c.c. Grand Touring class missed Bill Thompson's Elite, but A. Bowman and S. W. Morrison continued their duel from the previous race with the latter leading from the start ahead of Bill Borrowman and R. D. McCutcheon (Austin Mini-Coopers). Iain Fraser in a Morris-Cooper led Barton's Morris 1000 until a spin at Lodge, where many unorthodox lines were taken, on one such B. C. Coyle removed a marker drum as

did Borrowman, while John Milne had quite a moment sorting out his Sprite at the same place.

Meanwhile Morrison, after a poorish start, dashed through the field and by lap three was in third place, lap four he was second and continued to creep up on Bowman until he was slipstreaming him down the back straight on the last lap. Bowman however had things well in hand and held the dasher off until he crossed the finishing line.

Altogether it was a pleasant opening to the Scottish speed season, and the racing proved extremely entertaining, with few processional events to bore onlookers. The rain in the middle of the programme was a dampener, but provided even greater entertainment later, for those spectators, and they were many, who waited.

W. K. HENDERSON.



MOTOR RACING IS EXPENSIVE as well as dangerous, as Eric Liddell found to his cost after crashing in practice. His newly-acquired 1½-litre Emeryson burst into flames. . . .



AFTER FIFTEEN MINUTES it was a total wreck, the portable fire extinguishers being unable to master the blaze.

RESULTS

Sports Cars up to 1,600 c.c. (8 laps): 1, J. S. Slater (Lotus-Ford 23), 80 m.p.h.; 2, A. Fletcher (Lotus-Ford 23); 3, D. Bridges (Lotus-Ford 23). Grand Touring Cars over 1,300 c.c. (8 laps): 1, R. F. Morrison (Jaguar E), 75.9 m.p.h.; 2, G. Durham (Porsche Carrera); 3, R. M. Scarth (Jaguar E). Racing Cars (8 laps). Overall Winner: M. Templeton (Lotus-Ford 22). Up to 1,100 c.c. class: 1, M. Templeton (Lotus-Ford 22), 75.6 m.p.h.; 2, E. Dawson (Lotus-Ford 22); 3, W. J. Stein (Lotus-Ford 23). Over 1,100 c.c. Class: 1, T. E. Sleigh (Lola-Climax), 70.1 m.p.h.; 2, J. S. Slater (Lotus-Ford 23); 3, Miss J. Hutchinson (Terrier-Ford Mk. 2). Sports Cars (8 laps). Overall Winner: J. Stewart (Jaguar E). Up to 1,300 c.c. Climax-engines Class: 1, J. Mackay (Shannon Lotus-Climax 11), 73.7 m.p.h.; 2, C. B. Dawson (Lotus-Climax 11); 3, A. Bowman (Lotus Elite). Over 1,600 c.c. Class: 1, J. Stewart (Jaguar E), 75.9 m.p.h.; 2, T. E. Sleigh (Lola-Climax); 3, M. J. Wayne (Elva Courier). Touring Cars up to 1,000 c.c. and G.T. Cars up to 1,300 c.c. (8 laps). Overall Winner: A. Bowman (Lotus Elite). Touring Car Class: 1, W. Borrowman (Austin Mini-Cooper), 69.2 m.p.h.; 2, R. D. McCutcheon (Austin Mini-Cooper); 3, A. Barton (Morris 1000). G.T. Class: 1, A. Bowman (Lotus-Elite), 71.3 m.p.h.; 2, S. W. Morrison (Lotus Elite); 3, J. E. Milne (Austin-Healey Sprite).

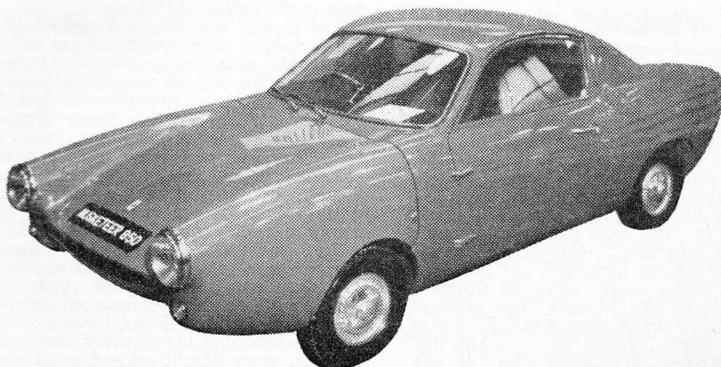
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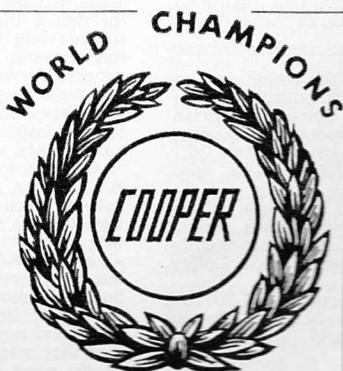


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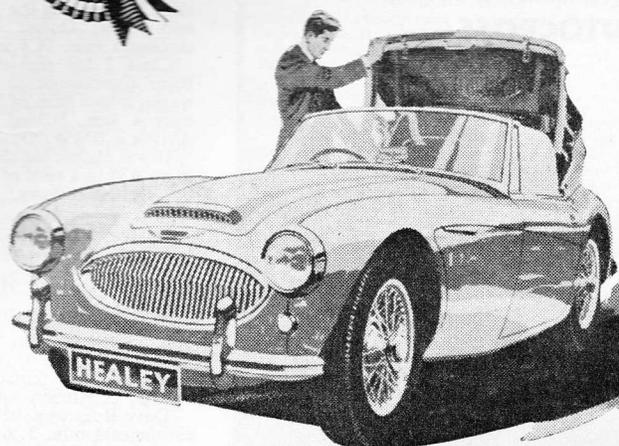
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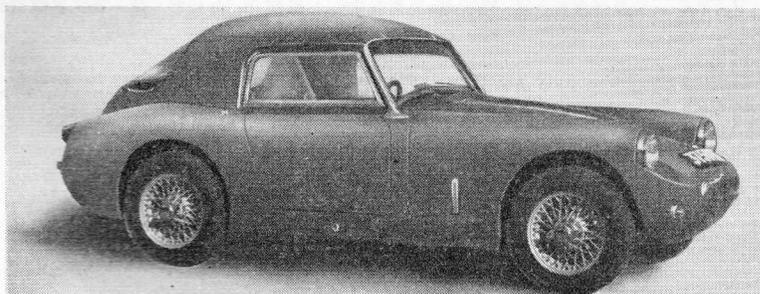
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Eastbourne and D.M.C. DOWNS RALLY OF DRIVING TESTS

THE sun shone brilliantly on the paddock at the "British Queen", Willingdon, as the 47 competitors for this year's Downs Rally of the Tests gathered together for sign-on, scrutiny and a crafty noggin. This despite tales from drivers of thick mist on the coast and a four-hour wait for the Isle of Wight contingent, represented by Brian Greaves, to cross the drink.

A brief run-in over the Downs through the interminable outskirts of this resort, which somehow just misses that real holiday air, brought us to the paddock for the afternoon, situated by a block of flats whose occupants annually complain about the whole disgusting affair, and whose pleas are ignored by the Watch Committee who back up the Eastbourne and District Motor Club committee by closing this private promenade, and who allow all sorts of goings-on with motor-cars but who draw a line at disturbing Eastbourne's solemnity with any form of P.A. equipment, so that the club resorts to continuous visual information of times of

all competitors in the five tests chalked on a giant blackboard—very effective, too.

A little belatedly, the Tests began with a crocodile of cars running down to the East end of the "Prom" and lining-up for the first run through the five tests, with the sure knowledge that a second run would follow and only the better score was to count. The event was smoothly controlled and nicely presented and competitors knew what to expect from Johnny Johnson and his clerk, Alan Kennedy, who were gratified that each year for the past seven years of the event's history the entry has increased.

Test one was a crafty affair of stopping astride the same line between four markers creating a "fan" shape, then reversing into a garage and then forward to a finish line. This soon proved that being right on the first line allowed one to remain right throughout, but one error created havoc and the garage then required two or three shunts to enter. A good test so designed that, taking all sizes, the margin of best times varied from

29.2 for the inevitable Ron Randall in the Midget to just over 40 secs. for the slowest man in the largest machine.

The second test was a wiggle-wobble forwards around seven rather substantial pylons (not often assaulted!) and ditto in reverse, then entering two garages side-by-side and off to the finish. Again it was Randall with 43.2 secs., though Denis Beare (Sprite s/c) came within one second. Test three was a set of four garages to be entered in a reasonable order, and time was saved by careful manipulation on entering and leaving the garages. It was Randall yet again with a 1.2 secs. margin over Malcolm Knight's in TMS I.

Test four was a stupid affair of following a wiggly white line pressed into service as it was already laid out on the road at short notice, as the authorities reduced the amount of road available. Randall won yet again with 8.6 secs., but here Geoff Channer (Mini) used his short wheelbase and good visibility to advantage. Test five is, of course, the one that everybody comes to enjoy and the spectators stay to watch, for it is Driving Tests at their peak. Following a long blind through a big inviting chicane, competitors turned right into a garage in a side road, reversed out and backed into a garage to proceed forward again, through the chicane and the same procedure again at the start end; then they went off again avoiding the chicane to stop astride a line, back astride another and forward again to the finish.

As there was to be a special prize for the B.T.D. man in this the Premier Test, competition was fierce and the efficiency of Randall was shown here by his time of 61.0 secs. against Knight's 63.0 because, as with all real experts, he seemed not to rush about, but at direction changes never appeared to halt, his movements being one long fluid movement. Perhaps he's got an epicyclic 'box?

All was now over, alas, and those who felt that they were in the running returned again to the start at Willingdon where, over the proverbial jug, they heard that, yes, Randall had done it again.

Well done, Eastbourne—a first-class show enjoyed by all concerned, even by Doug Worgan who, I feel sure, changes half-shafts more often than he changes his shirt.

Of particular note is that the Coopers again were shown the way home by an unmodified Mini, that unmodified Sprites in the right hands are near as fast as the hotter ones, and the delightful driving of one described as a novice, R. E. Lavender, whose overall time of 199.0 seconds was eighth overall!

LEO CRUTTENDEN.

MID-CHESHIRE M.C. LIVERPOOL M.C. LANCASHIRE & CHESHIRE M.C. AUTOCROSS



FLINGING UP the mud in tremendous style is the M.G. 1100 of Joe Hill which, unfortunately, did not figure in the list of award winners.

ON Sunday, 28th April, a co-promoted Autocross organized by the Mid-Cheshire Motor Club, Liverpool Motor Club and the Lancashire and Cheshire Car Club was held on the Timperley Show Ground, Cheshire. Rain early in the morning made the circuit very soft and after the first few practice runs the grass succumbed and was replaced by mud. The practice runs were not timed and competi-

tors endeavoured to learn the circuit and to keep their cars inside the prescribed route.

On the first of the two timed runs, Brian Harrison in his Mini-Cooper set a sizzling pace by covering the 1,300 yds. in 1 min. 26.1 secs.; next fastest was Laurie Kirk who clocked 1 min. 28.8 secs.

Class 2 for rear-engined cars was led by Peter Crummack in his well-known Volkswagen with a time of 1 min. 29.6 secs.; slightly over 4 secs. behind him came Ken Coffey driving a BMW 700.

David Hulme led the saloons up to 1,300 c.c. in an A35 in a time of 1 min. 29 secs., followed by Keith Billows, similarly mounted, in 1 min. 34.5 secs.

In class 4 for other saloons over 1,300 c.c., fastest time was set by K. Barlow in his Volvo 122, 1 min. 30.5 secs., followed by Roger Hare in a Hillman Minx in 1 min. 32.8 secs.

The open sports and G.T. class was won by John Kennerley in his wife's supercharged Triumph Spitfire in 1 min. 32.9 secs. and equal second, Allan Atkinson driving a Porsche 1500 and D. C. Rinson with 1 min. 33.3 secs.

Dave Rees was the fastest of the Specials in a time of 1 min. 21.6 secs. in his Austin Rees, —0.4 sec. behind came George Hulme.

A large crowd attended the meeting and times quickly improved as the course dried out.

Results

B.T.D.: D. Hulme (Austin-Rees), 1 m. 17.3 s. Novice Award: B. Harrison (Mini-Cooper), 1 m. 23.6s. Ladies Award: Miss N. Goodwin (Lotus 7), 1m. 24.2 s. Class 1: 1, B. Harrison (Mini-Cooper), 1 m. 23.6 s.; 2, N. C. Reynolds (Cooper-Austin), 1 m. 26.3 s.; 3, M. Oldham (Mini-Cooper) 1 m. 27.1 s.; Class 2: 1, P. H. Crummack (Volkswagen), 1 m. 29.9 s.; 2, K. Coffey (B.M.W. 700), 1 m. 28.7 s. Class 3: 1, D. Hulme (A35), 1 m. 25.6 s.; 2, K. R. Billows (A.35), 1 m. 29.2 s. Class 4: 1, J. K. K. Barlow (Volvo 122), 1 m. 26.9 s.; 2, G. K. Armstrong (Ford Classic), 1 m. 28.7 s.; 3, S. Reakes (Ford Anglia), 1 m. 30.1 s. Class 5: 1, D. C. Robinson (Austin-Healey Sprite), 1 m. 25.6 s.; 2, J. R. Kennerley (Triumph Spitfire s/c), 1 m. 28.2 s.; 3, A. S. Atkinson (Porsche 1500), 1 m. 31.1 s. Class 6: 1, D. Rees (Austin Rees), 1 m. 18.0 s.

B.T.D.—Eastbourne Trophy: R. Randall (Midget), 179.6 s. Premier Test Trophy: R. Randall (Midget), 61.0 s. Minis unmodified: L. Cruttenden (Mini), 200.6 s. Minis modified and Coopers: N. Pocock (Cooper Mini), 209.2 s. Saloons up to 1,100 c.c.: M. Gowland (A40), 218.2 s. 1,400-1,999 c.c.: M. Windeybank (Rapier), 236.4 s. Sports up to 1,000 c.c.: P. Jones (Sprite), 195.8 s. 1,001-1,399 c.c.: D. Worgan (Sprite), 196.4 s. Over 1,400 c.c.: R. Forster (Tr4), 213.2 s. Specials: M. Cannon (Cannon), 190.0 s. Novice award: R. Lavender (Sprite), 199.0 s. Team award: R. Randall and J. Calton (Midgets), 382.0 s. Club Team award: R. Randall, J. Calton and N. Dunton (Midgets), 587.0 s. Best times in tests: Test 1, R. Randall, 29.2 s.; 2, R. Randall, 43.2 s.; 3, R. Randall, 37.6 s.; 4, R. Randall, 8.6 s.; 5, R. Randall, 61.0 s.

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DERBYSHIRE COUNTY C.C.

DRIVING TESTS

A DRIVING tests meeting organized by Derbyshire County Club in the grounds of Silkolene Oil Works, Belper, on Sunday, 28th April, turned out to be a first-class affair, with some interesting and obviously well-planned tests.

Two drivers, Peter Shipside, the eventual winner, and Barry Webb, were considerably quicker than any other competitor bar R. W. Willoughby (Midget) who, in actual fact, made B.T.D. of 304.1 secs., but as a non-club member could not qualify for the major award. However, he was credited with a special award instead.

Alan Bemrose and helpers had provided ten tests, half being in the wooded grounds and half "round the buildings" manoeuvres at the refinery. The event was divided into two classes, for open and closed cars.

Several of the club's younger element went about the tests with great verve and obviously obtain tyres at trade discount prices. In direct contrast to their efforts, Colin Taylor, a seasoned campaigner, in a Vitesse—not really the best car for this sort of thing—went about the varying tests comparatively quietly and methodically with a minimum of tyre squeal and surprisingly quickly.

In the open car category, R. W. Willoughby, in his new M.G. Midget, showed considerable skill in tackling the pylons in a machine tailor-made for driving tests. But, as already mentioned, although he made B.T.D. he could not receive the major award. Of the tests, the ninth proved to be the most exhilarating. This was held near the main entrance to the works, and a policeman looked thoughtfully over the gate while competitors rotated rapidly round a couple of strategically placed pylons, with clearance showing under two wheels. Most spectacular (as ever) was Peter Keeling (M.G. 1100), who was really putting the suspension through its paces.

The excellent planning of the event, and the great enthusiasm of members, resulted in a meeting that went off without a hitch.

JOHN STONE.

Results

B.T.D.: W. P. Shipside (Mini), 314.2 s. Open Car Class: 1, R. B. Webb (Spitfire), 319.2 s.; 2, M. W. Green (Spitfire), 341.5 s.; 3, R. M. Pinder (Alpine), 354.1 s. Closed Car Class: 1, W. P. Shipside (Mini), 314.2 s.; 2, J. A. Caddy (Mini), 339.1 s.; 3, P. Keeling (M.G. 1100), 351.0 s.

FYLDE M.S.G.

FURNESS & D.M.C.

KNOWLDALE C.C.

TRIO RALLY

COPROMOTED by Fylde Motor Sports Group, Furness and District Motor Club and Knowdale Car Club with Horace Beighton, Ron Hobro and Don Grimshaw as Clerks of the Course, the recent Trio Rally showed what can be done when three top rally clubs decide to erase the memory of the previous year's event when some 15 crews presented clean sheets at the finish.

Starting from a garage on the A6, north of Preston, with the full route available one hour before starting time showing a host of 1-min. and 2-min. sections, the opening stage took competitors north up the Lancaster Motorway to control 1 on sheet 89 near Burton; from here to control 25 was a series of short, hard sections calling for inspired driving and accurate map reading. Up on to sheet 83 the route took the now famous Scout Green loop, which sorted out the 1960 Morecambe National, many crews losing a lot of time at this point.

Back on to sheet 89, a rough section from control 35 through 443000 mashed many a Mini sump and extinguished the lights on the Cooper of Jimmy Bullough/John Middleton, letting the writer's Austin 7 (Samantha) navigated by Frank Trickett into a temporary first place, hotly pursued by the Gaunt/Etheridge Mini-Cooper.

The deep ford at Birk's Brow (413918) drowned several cars. At the petrol halt near Newby Bridge an hour's halt allowed all cars to restart on scheduled time and the maximum permitted lateness was increased to 45 mins.—many were going to need it as the tight sharp

ENGLISH ELECTRIC (STEVENAGE) M.C.

BALDOCK TROPHY RALLY

THE English Electric (Stevenage) Motor Club held their second Baldock Trophy Rally on 27th-28th April. This was a Restricted night event run over 140 miles, starting and finishing at Jacks Hill, Graveley, on the A1. It was well supported by local traders, etc., in the way of marque awards, and two trophies were at stake, the premier one for Best Performance on the road, and the Six Hills Trophy as a Navigators Award. The winner of the latter was determined by using eight special navigational route checks carrying 300 marks each to which was added one-tenth of the road marks. The special route checks were used as tie deciders, at one mark each, for Best Performance marks. As it turned out they were very necessary as tie deciders as both M. Bishop (TR4) and Mrs. J. Jones (Simca) lost 90 marks on the road, honours going to M. Bishop whose navigator, D. Lockyear, found him four of the answers to the special route checks. This was a truly magnificent performance as it brought this crew both of the trophies, the second placing for the Six Hills Trophy going to J. Sewell who lost 6,650 road marks in getting three of the special route checks.

A good entry of 47 wended their way eastwards from 9.00 p.m. onwards over a route which, though it used no white roads, proved sufficiently intricate to eliminate clean sheets—and this with straightforward route finding! The route was defined by Tulip cards, straight line, and map reference sections, and two similar sections of a form which the navigators had not previously encountered. These entailed plotting before the start a number of map references, which were identified by two code letters.

The second of two groups of closely spaced time controls, or some unknown misfortune, dislodged B. Battin (Mini) from his leading position, with only 40 marks lost, when he inexplicably lost 21 mins. just two miles from the finish. Another close finisher was H. Frost (VW) who lost first position by a 100-yds. misplot of a route check, with only 50 marks lost on timing.

Results

1, M. Bishop/D. Lockyear (TR4), 90.4 marks; 2, Mrs. J. Jones (Simca), 90.8; 3, B. Battin (Mini), 250; 4, L. Spong (Minx), 290; 5, H. Frost (VW), 350; 6, J. White (Mini-Cooper), 420; 7, A. Wall (Anglia), 1,150; 8, G. Harris (Sprite), 1,180; 9, D. Salmons (M.G. 1100), 1,230; 10, R. Robbins (Gazelle), 1,290.

M. J. BRETT.

sections continued through the Lakeland roads. As the route headed north-west on sheet 88 Ron Hobro was seen by the roadside wearing a satisfied smile as every car arrived late at control 67 near Woodland Station. Then with the pace getting even hotter the writer's Austin 7 started overheating as we thrashed our way over Dunnerdale and Alpha towards Hardknot Pass, which was divided into two 2-min. sections followed by three controls over Wrynose Pass, many cars indulging in the gentle art of "yumping" as they tried to clean these virtually impossible sections, Hutchinson's Saab just about winning the high jump competition—and my poor Samantha having her bottom patted every time we landed! Mike Sutcliffe/Frank Davies, driving their ex-works Austin 7 at "ten-tenths" effort, forgot to stop at one of the Wrynose controls and collected a rather undeserved fail penalty.

Heading south the route needlessly took in the very rough road at Arnside intake, but the final section was an easy run to the finish at Lakeside Hotel where an excellent breakfast was waiting, together with a speedy results service followed by the presentation of a fine collection of silverware.

The general verdict was a fine event, very hard and very satisfying, which I feel is the hallmark of a top-class event and certainly it was the toughest Silver Star event for a long time.

Results

1, F. Davies/B. Redhead (Cooper), 35 marks lost; 2, J. Gaunt/J. Etheridge (Cooper), 45; 3, T. Rowland/F. Trickett (Austin 7), 45; 4, R. Lamb/A. Mason (Sceptre), 51; 5, R. Stead/J. Pearson (M.G. 1100), 53; 6, G. Hutchinson/Miss Y. Hilton (Saab), 59; 7, C. Brown/B. Coyle (Cooper), 60; 8, J. Parkinson/G. Parkinson (Rapier), 71; 9, M. Sutcliffe/F. Davies (Austin 7), 2 fails/55; 10, J. Bullough/J. Middleton (Cooper), 2/96.

Team Award: Knowdale A Team—Rowland/Hutchinson/Sutcliffe.

B.T.R.D.A. Award: F. Davies.


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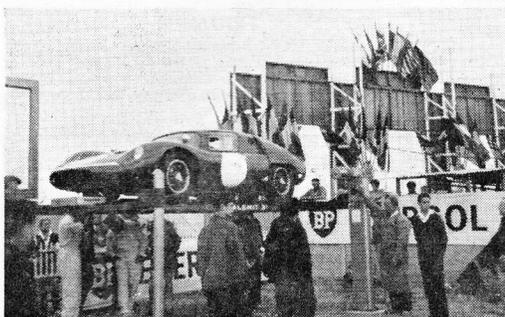
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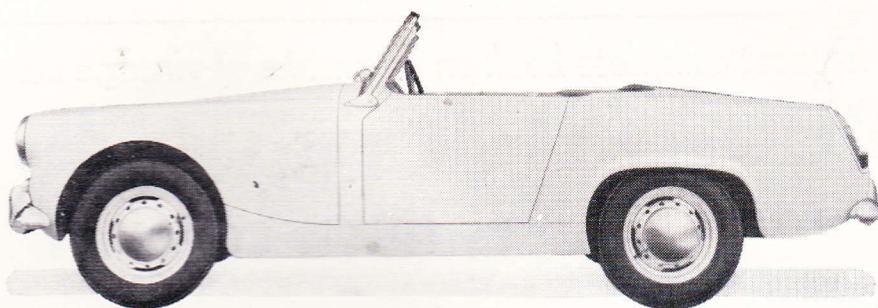
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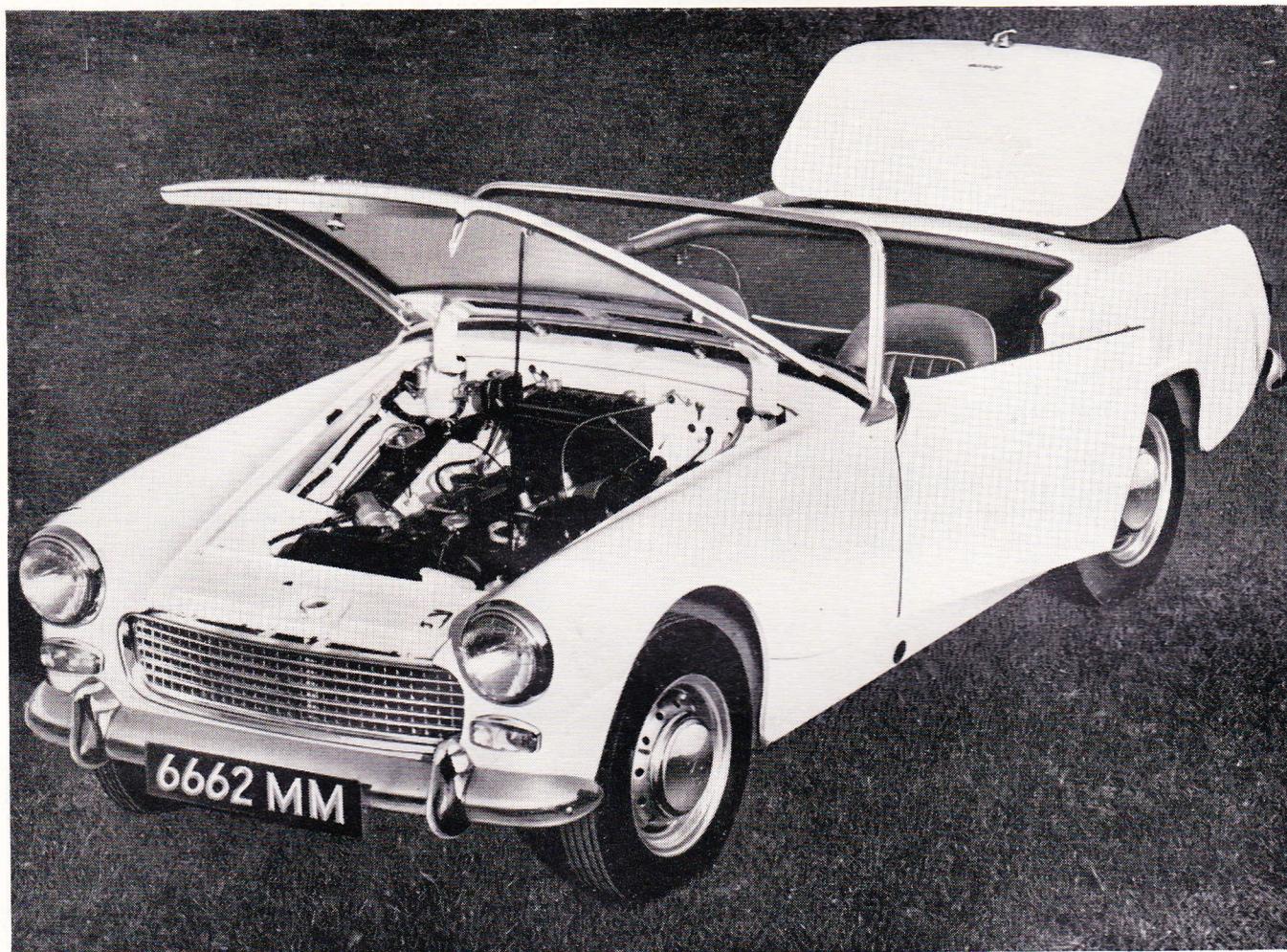
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