

SILVERSTONE TROPHY MEETING

AUTOSPORT

# AUTOSPORT

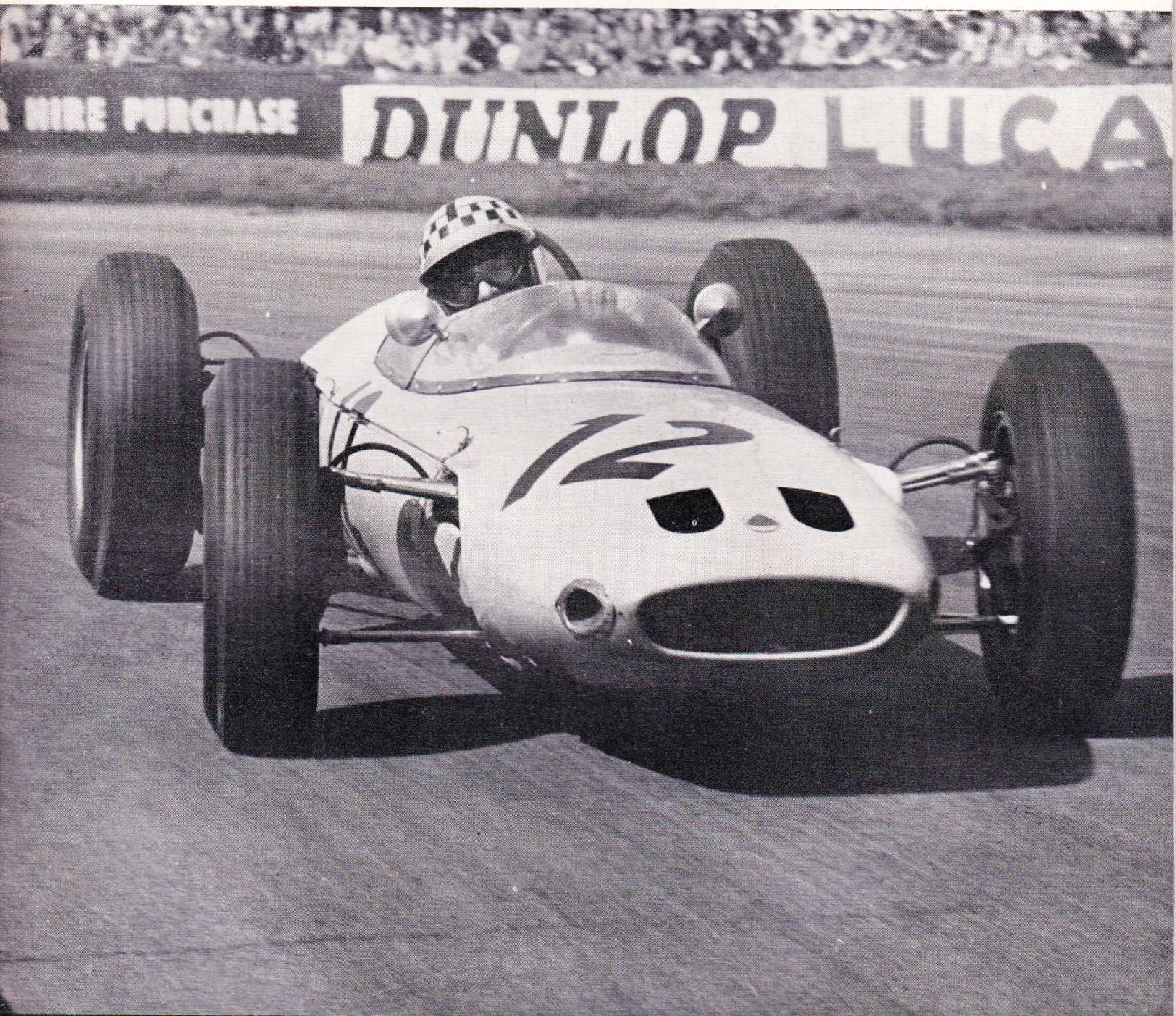
MAY 17, 1963

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BRITAIN'S MOTOR SPORTING WEEKLY

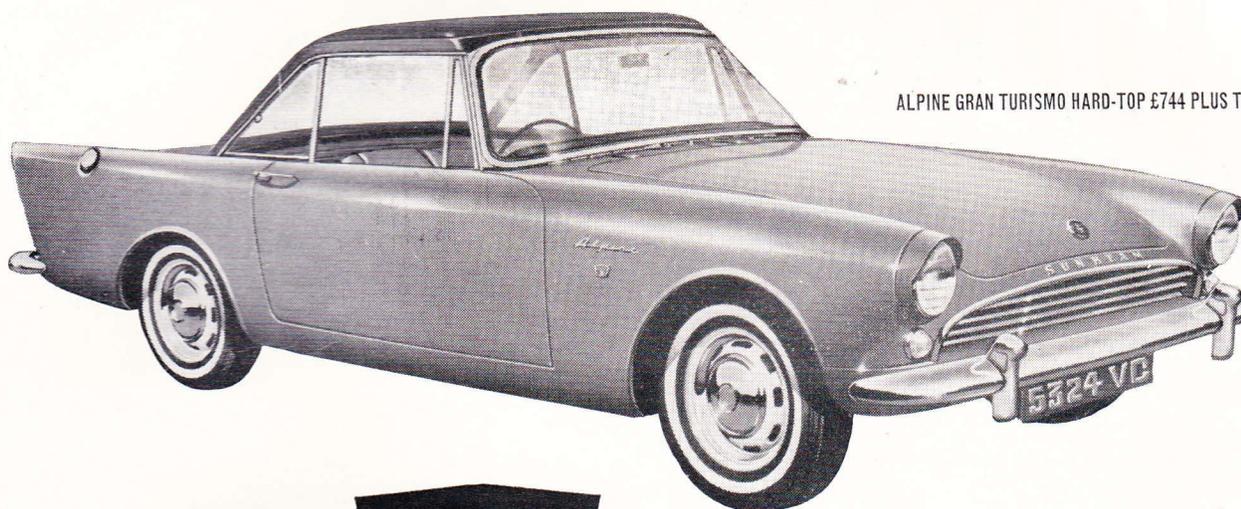
EVERY FRIDAY  
Vol. 26 No. 20

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## IN THIS ISSUE

VETERAN AND VINTAGE INTERNATIONAL RALLY : NEW FORMULA 1 FERRARI : SPA GRAND PRIX  
CLUB RACING AT AINTREE : PATRICK McNALLY TRIES A JANSPEED MINI AND SPRITE



ALPINE GRAN TURISMO HARD-TOP £744 PLUS TAX £155-11-3

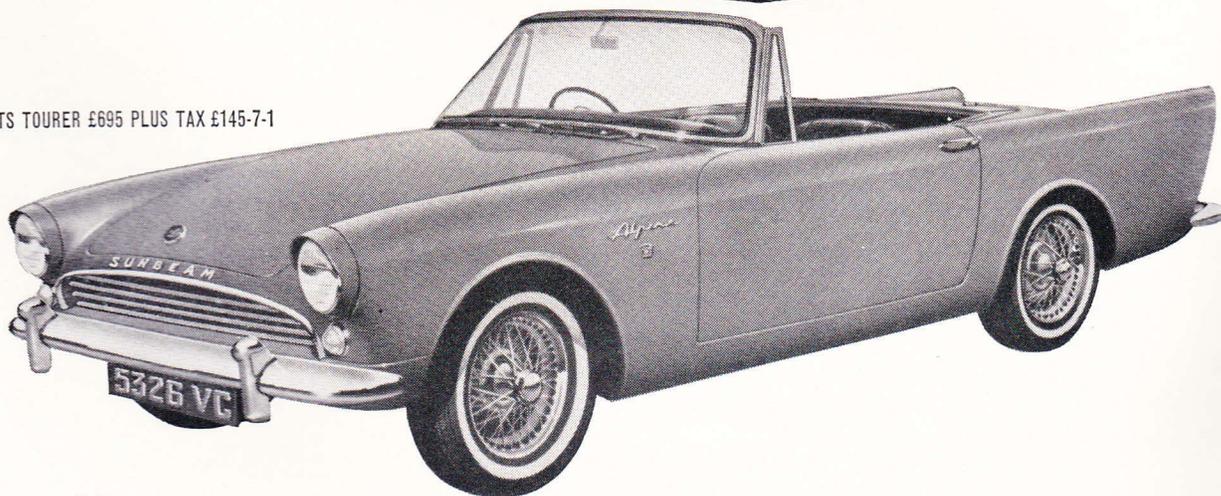
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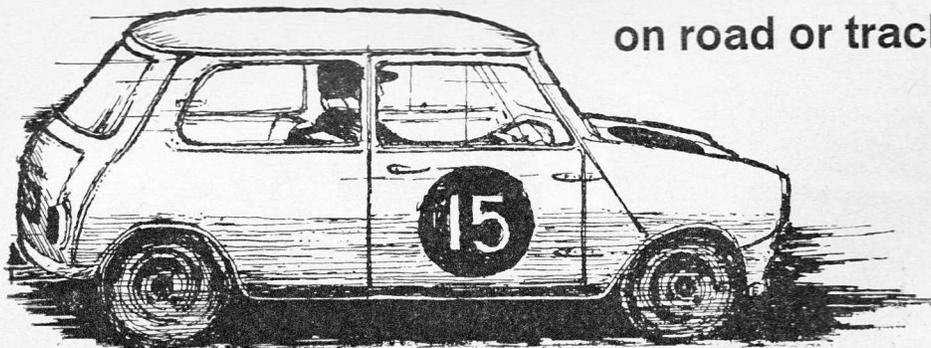
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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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May 17, 1963 Volume 26 Number 20

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## EDITORIAL

### SPLENDID SILVERSTONE

ONE thing is certain and that is the customers received full value for money at last Saturday's B.R.D.C. *Daily Express* International Trophy meeting at Silverstone. In the Trophy race Jim Clark (Lotus-Climax) scored a brilliant victory and Innes Ireland (Lotus-B.R.M.) now holds both outright and 1961-65 Formula 1 lap records. G.T., sports car, touring car and Formula Junior lap records also fell to Roy Salvadori (Jaguar "E" and Cooper-Climax), Jack Sears (Ford Galaxie) and David Hobbs (Lola-Ford) respectively. The Cooper-Mini S made a sensational début, Ford Cortina strengthened its hold on the 2-litre class, and, of course, Sears broke the Jaguar monopoly in the big car category. Although Clark, McLaren, Trevor Taylor and Ireland demonstrated in no uncertain way the present supremacy of the British V8s in Formula 1, John Surtees did provide a fairly strong challenge with what is now generally accepted as an interim measure Ferrari. It was a pity that an oil leak developed right at the start, leading to eventual retirement, for Surtees was lapping as fast as anyone and holding second place behind Clark for many laps. On the other hand, several drivers complained that oil was being dropped on the circuit and that the most likely culprit was the Ferrari, which ought to have been brought in for examination. The cars which, at one time or another, were involved with the red car all showed definite traces of splattered oil on fronts and on windscreens. Surtees would not realize that his car was chucking out oil, but the smoke-screen which accompanied the Ferrari must have told his pits something. It was a disappointing day for B.R.M., both cars being eliminated, Ginther's with gearbox troubles and Graham Hill's with electrical failure affecting the injection pump. Jack Brabham was running-in a new engine and, with Monaco only a few days hence, wisely decided to hold down his revs. Two of Britain's Le Mans contenders had their first outing in the sports car race, the Lola-Ford in the hands of Tony Maggs showing considerable promise, although not so fast on the circuit as John Coundley's Lotus-Climax 19. The Lister-Jaguar was not in the best of form, but it is far more suitable for Sarthe than Silverstone.

### UNFORGETTABLE CAVALCADE

LAST week-end's International Veteran and Vintage Rally produced the splendid entry of 314 vehicles from all over the world, and provided a spectacle such as has never been seen before in this country. Magnificent carriages of a past era, rare vehicles, vintage thoroughbreds and irreplaceable veterans—all were present. The event is described in this issue by historic car expert John Stanford. In the Edwardian section, the AUTOSPORT Trophy was won by G. A. Cuthell in his superb 1912 Hispano-Suiza, and a replica was awarded to his passenger.

### OUR COVER PICTURE

*INNES IRELAND corners his British Racing Partnership Lotus-B.R.M. at Becketts. Despite a spin in front of the pits, Innes set up a new Formula 1 lap record and finished fourth in the International Trophy Race. Photo: George Phillips*

**LOTUS AT TRENTHAM, N.J.**

ON Saturday, 4th May, to the consternation of U.S. speedway fans, an ex-Formula 1 Lotus-Climax driven by Lloyd Ruby took the lead in the "Offy" powered field in the early stages of the Trentham "100", American classic of 100 laps on the one mile oval track, and maintained it until the 40th lap when it retired with transmission trouble. Former Indianapolis winner A. J. Foyt then regained first place and won the race.

With their considerable displacement advantage, the American speedway racers were faster on the "straightaways" but the Lotus's handling allowed it to open out the gap again on each bend. Having set up a 106 m.p.h. lap record in practice the Lotus was viewed with some respect: one commentator remarked that this could start a complete transition of thought in the realm of speedway car design. To the inevitable "what if he hadn't retired?" question, Foyt said: "It would have been a rough go!" Indianapolis omen?

Swiss driver Sydney Chappilloz, who successfully raced an Elva Mark 6 last year for the Ecurie Vienoise, is now the Swiss distributor of Elva Cars (1961), Ltd. We hope that this will mean many Continental successes will be achieved by Elva Mark 7s this season.

MOTOR racing enthusiast, Jonathan Porter (aged 16), 44B Bradfield Park, Sydney, N.S.W., Australia, would like a "Pen Friend".

**EIGHTH INTERNATIONAL POLICE RALLY**

THIS unique International Rally, in which cars and motor-cycles compete together, has over the years been attracting an ever-growing British entry. In 1961 the only British competitors were Wilson/Bennett, Metropolitan Police, but this year there will be no fewer than 30 car crews, representing 16 Police Forces, plus a strong contingent from the Military Police, B.A.O.R. Amongst them we are glad to see again the names of Wilson/Bennett.

British manufacturers are also taking an increasing interest in the Rally, for B.M.C., Ford and Jaguar are all loaning cars. The British contingent will, however, meet strong opposition from the Continental Forces, who are also receiving works support from, amongst others, Mercedes, Porsche and Volvo.

The Rally takes place over the coming week-end of 18th/19th May, when competitors will cover a difficult 600-mile course through the by-roads of the Ardennes. So tricky are these that last year only five crews retained a "clean sheet" and the organizers, the Auto-Moto Club de la Police Liègeoise and the Royal Automobile Club Liègeois feel that this year there may be even fewer. In view of the state of the roads after the recent winter, the strong possibility of the infamous Ardennes mist (so well known to so many Tulip competitors) and a series of short "tight" sections at a 60 k.p.h. average, plus a secret section which will not be divulged until the start, their confidence is probably justified. The premier prize is the Coupe du Roi for the best team, and last year's runners-up, Gott/Nicholson (ex-works Austin-Healey 3000), Wood/Wise (works Riley 1.5) and Sullivan/Higgins (works Sprite) are again competing.

**PIT and PADDOCK**

THE Australian Automobile Racing Club held their first members' meeting on 5th May on the 0.92-mile club circuit at Warwick Farm. Forty-eight drivers took part, and an outright lap record for the short circuit was set by David Walker, who drove a new Brabham Junior, at 43.4 secs., 74.8 m.p.h.

**PRIX DE PARIS**

ENTRIES for the F.J. race at this Sunday's Prix de Paris meeting include Paul Hawkins and Frank Gardner in the Ian Walker Brabhams, Jo Schlessler and Jean Vinatier (Lotus 27s) and Peter Revson (Cooper), Charles Vögele (Lotus 19), Mike Beckwith and Tony Heggbourne (Lotus 23s) together with three Elva Mk. 7s lead the entries for the sports car race. The saloon car event will see a fierce battle between the BMWs, B.M.C.-Coopers, Fiat-Abarths and DKWs.

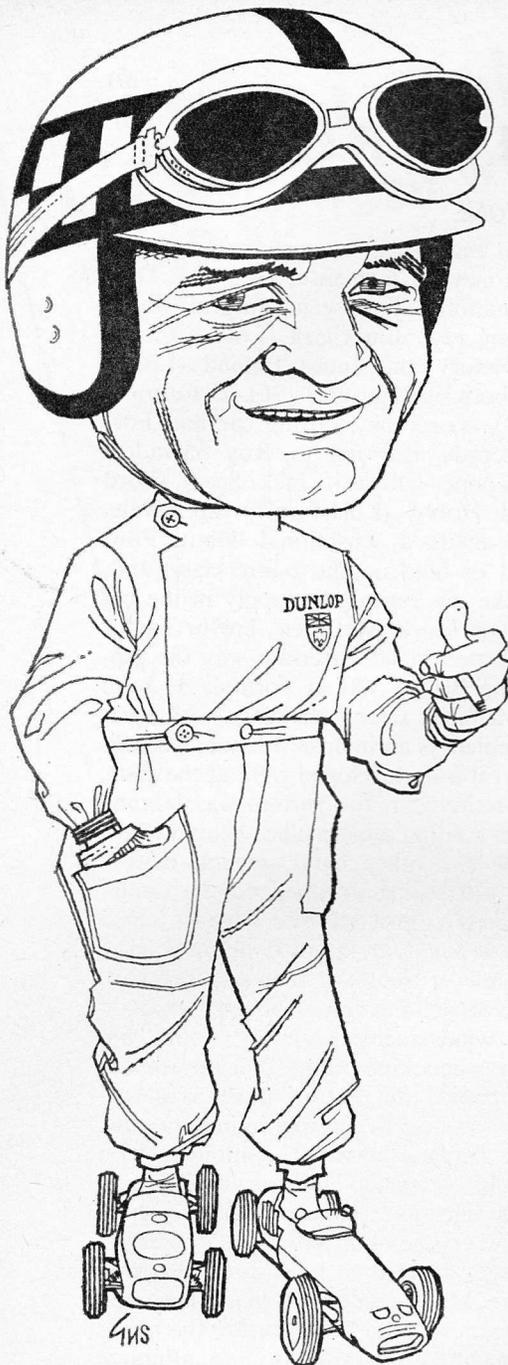
LATEST information is that the offer for Donington Park made by a syndicate headed by Clive Wormleighton has been turned down.



WE THOUGHT Lucas started engines! Joe Gardner, top northern scrutineer, holds up a unique sign at the Aintree "200" meeting.

**CIRCUIT OF SALO****Wins for Fiat-Abarth and Brabham**

LAST Sunday's Italian Circuit of Salo meeting included a 120-mile race for the 1-litre G.T. Championship and, as is to be expected, Fiat-Abarths swept the board. "Pam" and Guarani beat Lo Coco, Rovetta and Tiger, all being Fiat-Abarth 1000 mounted, and Ricci was fifth in a Fiat-Abarth 700. A Marcos started, but it was never in the hunt and retired with broken rear suspension. Jo Schlessler won the Formula Junior event in his 1962 Brabham—he is to race a Ford-France Lotus 27 when it is delivered—and he beat Jacques Maglia (Lotus 22), Bruno Deserti (Lotus 22) and Paddy Driver (Lotus 20).

**AUTOSPORTRAIT by Gus  
No. 2: Innes Ireland****HAILWOOD AT BRANDS**

MIKE HAILWOOD, the famous motor-cyclist, was unable to make his motor racing debut at Mallory Park recently because the Lotus that he was to have borrowed was crashed by its owner the day before. At Brands Hatch this Sunday, equipped with his new Brabham Junior, he will drive in the event for 1½-litre racing cars. Ranged against him will be Roy James (Brabham) and Bryan Berrow-Johnson (Lola). Another ex-two-wheeler, Norman Surtees, will be driving both a Lotus Elite and a Brabham sports car at the meeting, while two Lotus-Cortinas will be driven by Doc Merfield and either Keith Holland or Alistair Crawford in a saloon car event. One of the 13 races is the Fast Girls' Trophy for women drivers, amongst those present being Isobel Robinson in Chris Craft's Ford Anglia, Rosemary Seers, Jennifer Tudor-Owen, Jean Aley and Anita Taylor. Well-known model Sally Stokes has entered, too. Racing starts at 12.30 p.m.



# WINS AGAIN!

INTERNATIONAL TROPHY MEETING • SILVERSTONE • MAY 11th

International 'Daily Express' Trophy Race

**1st Jim Clark** LOTUS-COVENTRY CLIMAX

**3rd Trevor Taylor** LOTUS-COVENTRY CLIMAX

Sports Car Race

**1st Roy Salvadori** COOPER MONACO (Entered by C. T. Atkins)

1150-2000 c.c. class

**1st Mike Beckwith** LOTUS (Entered by Normand Ltd.)

International Formula Junior Race

**1st Denis Hulme** REPCO BRABHAM-FORD (Entered by Brabham Racing Developments Ltd.)

Grand Touring Car Race

1600-2500 c.c. class **1st Alan Hutcheson** M.G.

1150-1600 c.c. class **1st Trevor Taylor** LOTUS

Up to 1150 c.c. class **1st Warwick Banks** TURNER

(Subject to official confirmation)

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# SPORTS NEWS

## THE "AUTOSPORT" CHAMPIONSHIP

WITH his forceful win in the last race at Silverstone last Saturday, when he once more relegated Innes Ireland's Lotus 19 to second place, Roy Salvadori consolidated his position at the head of the 1963 Championship table. One more win with the Tommy Atkins Cooper Monaco will give him an unbeatable score to carry into the final Three-Hours race at the end of the season, for the qualifying totals are based on a driver's five best performances throughout the racing year. It is very unusual for a driver to reach such a commanding position so early in the season but, on the other hand, there are four months of racing left during which other drivers can notch up a run of successes which could well give them a score equal to Roy's. Graham Hill, for instance, is unbeaten in three outings with the light-weight fuel-injected E-type Jaguar, despite two stern efforts by reigning AUTOSPORT Champion Mike Parkes with the Ferrari, so we could well see the World Champion crossing swords with Roy, and others, in our own 1963 Championship, with everything depending on the results of the Three-Hours.

Mike Beckwith and Alan Foster have already scored five times, so their scores will henceforth improve by the difference between the score for a future placing and their lowest score to date.

Eighty drivers have scored points already in the current series.

1. Roy Salvadori* (Cooper Monaco) ...	G 36 4
2. Mike Beckwith* (Lotus 23B) ...	F 34 5
3. Alan Foster* (M.G. Midget) ...	A 30 5
4. Graham Hill* (Jaguar E) ...	D 27 3
5. Peter Arundell* (Lotus 23) ...	E 22 3
6. Andrew Hedges (M.G. Midget) ...	A 21 3
7. Alan Hutcheson* (M.G.B) ...	C 20 3
8. Warwick Banks (Turner-Climax) ...	A 19 3
9. Trevor Taylor* (Lotus Elite) ...	B 18 2
Adrian Dence (Morgan Plus 4) ...	C 18 2
Tony Lantranchi (Elva Mk. 7) ...	F 18 2
Peter Skidmore (Jaguar D) ...	G 18 2
13. Innes Ireland (Lotus 19) ...	G 16 3
14. Chris McLaren (Marcos) ...	A 15 2
Derek Alderson (Lotus Elite) ...	B 15 2
Paul Hawkins (Brabham and Lotus 23) ...	E 15 2
17. Frank Gardner (Brabham) ...	F 13 3
18. Sidney Taylor (Lotus Elite) ...	B 12 2
Bob Burnard (A.C.-Bristol) ...	C 12 2
David Howard (Jaguar E) ...	D 12 2
Chris Williams (Lotus 23) ...	E 12 2
Keith Greene (Lotus 23B) ...	F 12 3

\*Class leaders.

More Sports News on Page 677



GRAHAM HILL discusses his practice run with Mickey Thompson after a trial in a Harvey Aluminium Special at Indianapolis. Firestone tyres are used on the car, which is a strong contender for the 500-miles race on 30th May.

RALLY EQUIPMENT, LTD., have opened a new branch at 181 St. Albans Road, Watford.

THE main event at the Crystal Palace Whit-Monday meeting will be a 36-lap International sports car race. Other events include two saloon car races and a Formula Junior race consisting of two heats and a final.

DRIVING a 1.8-litre four-cylinder Porsche sports car of the Scuderia Filipinetti team, Heini Walter won the recent French Col Bayard hill-climb in a time of 3 mins. 28.8 secs. Jean Guichet (Ferrari GTO) was second, five seconds behind.

CITY Assurance Consultants, Ltd., have considerably broadened their interest in the motor racing insurance field. Apart from arranging Life Insurance, which automatically includes full racing cover at no extra premium, they now specialize in the insurance of sports cars and converted saloons.

R. ASHBY, 4 Brookside, Eastbury Road, Watford, would be grateful for any specifications or information on the following cars: V8 A.F.M., Aston Butterworth, Sacha Gordine and Dyna Monomill (750 S).



THE B.A.R.C. are to stage a *Concours d'Elegance* at the International Leather Fair, Alexandra Palace, London, on 23rd May at 3 p.m. There are four classes: Veteran and Edwardian cars up to 1916, Vintage cars (1917-1930), modern cars up to £1,500 and over £1,500 basic price list. Application for entry forms should be made to John Beeby, 23-25, Eastcastle Street, London, W.1 not later than 14th May.

REPRODUCTIONS of last week's front cover, which featured the Bugatti Type 35T in colour, are available on application to AUTOSPORT, 159 Praed Street, London, W.2. Please remit one shilling to cover postage and packing.

DRIVER of one of the two remaining "driverless" Harvey Aluminium Specials for Indianapolis is speedway veteran Bill Cheeseborough.

CECIL BOOTH'S Frazer-Nash, depicted in the 10th May issue, is not a Replica, but the ex-Culpan machine which was the original Le Mans car.

NEXT week's issue of AUTOSPORT will contain a test of Nigel Arnold-Forster's Delage II, this being the second of a series of vintage car road tests.

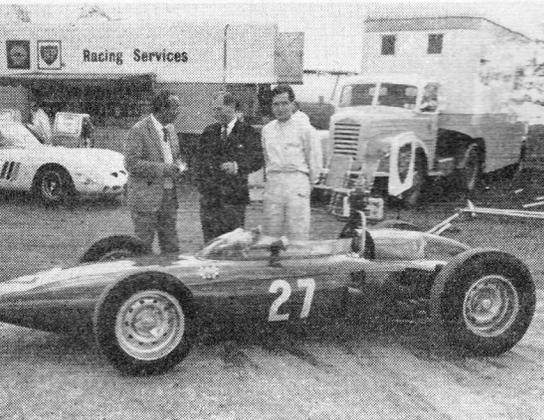
BETTY HAIG'S new ladies' record at Prescott, recorded with her newly acquired Lotus 23B, is 55.14 secs., not 55.19 as reported in last week's issue.



MOSKVITCH cars, together with examples of Volga, are making their competition debut outside the U.S.S.R. on the Acropolis Rally this week.

## RUSSIANS ENTER ACROPOLIS RALLY

DURING the Acropolis Rally this week factory-entered Russian cars are making their first appearance in competition outside the U.S.S.R. In the over 2,000 c.c. touring class there are four Volga Gaz 21m entered for Vaskovitch/Dobrovolsky, Saltikov/X, "Zigoo"/X and Mattisen/Mosolov. The opposition in their class are the three works Mercedes: 220SEBs for Ewy Rosqvist/Ursula Wirth and Glemser/Kaiser and a 300SE for Eugen Bohringer/Rolf Kroll. In the 1,300-1,600 c.c. touring class there are two Moskvitch 407s, driven by Dimitrievsky/Teneshev and Suchov/Schavelen which will find themselves contesting the class with a couple of Alfa Romeo TIs and the four works Ford Cortinas of Pat Moss/Ann Riley, Peter Riley/Tony Nash, David Seigle-Morris/Barry Hecock and Henry Taylor/Brian Melia. There will be other works representation from Volvo, Citroën, Saab and Wartburg among the 81 starters, the largest entry which the Acropolis has ever attracted.



GUGLIELMO DEI of Scuderia Centro-Sud (left) chats with Denis Druitt of B.P. and Lorenzo Bandini, who drove the new red-painted Centro-Sud B.R.M. at Silverstone.

THIS Sunday's Wiscombe Park hill-climb is the third qualifying round of the R.A.C. Hill-Climb Championship, led at present by Tony Marsh. All the usual contenders for B.T.D. honours have entered, with the possible exception of Ray Fielding, and a first-class meeting should be enjoyed by everyone. Climbing commences at 12.30 p.m.



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# SILVERSTONE INTERNATIONAL TROPHY MEETING

11th MAY 1963 • ORGANISED BY THE B.R.D.C. • SPONSORED BY THE DAILY EXPRESS

## INTERNATIONAL GRAND TOURING CAR RACE won by JAGUAR

# 1st

GRAHAM HILL — 'E' TYPE — 101.62 MPH

*Privately owned and entered by John Coombs*

# 2nd

\* R. SALVADORI — 'E' TYPE — 99.99 MPH

*Privately owned and entered by C. T. Atkins*

# 3rd

D. PROTHEROE — 'E' TYPE — 96.22 MPH

*Privately owned and entered by driver*

\* ESTABLISHING NEW LAP RECORD FOR G.T. CARS • 102.90 MPH

Since the inauguration in 1949 by the British Racing Drivers' Club and the Daily Express of the series of International Trophy Meetings at Silverstone, Jaguar Cars have achieved 15 consecutive victories in the 15 annual meetings held there.

Sports News—continued

## THREE RACES AT RHEIMS

FOR the Grand Prix de l'A.C.F. meeting at Rheims on 30th June, 1963, there will be three races. At 11 a.m. there will be a 25-lap event for Prototype G.T., and sports cars (Appendix C), limited to 35 starters. Classes in both sections will be 1,000 c.c., 1,001-2,000 c.c., 2,001-3,000 c.c. and over 3,000 c.c.

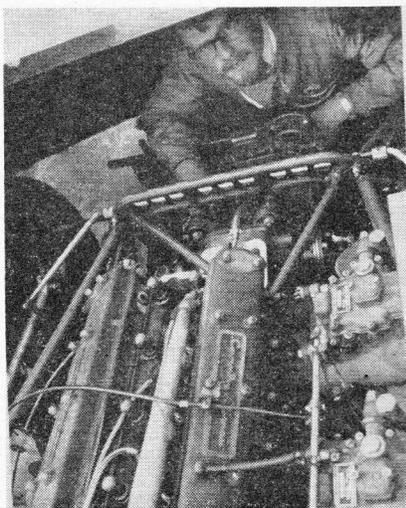
The Grand Prix will be of 53 laps (440 kilometres), starting at 2.45 p.m.

A 20-lap Formula Junior event will start at 5 p.m.

Entry enquiries should be made to Association Sportive de l'A.C. de Champagne, 3 Boulevard de la Paix, Rheims.

UNFORTUNATELY owing to the ravages of the recent winter, Ragley Park is for the moment unsuitable for speed events. The SUNBAC's event for the 15th June will be at Church Lawford instead.

DUNKELD PRESS, LTD., are now reproducing a set of sketches by Roy Nockolds of classic Grand Prix cars. The first four are now ready and are available at £1 per set from Station Road East, Oxted, Surrey.



A WANDER round the paddock at the International Silverstone meeting can produce many surprises under the bonnet. A mechanic is seen at work on John Coundley's Lotus-Climax 19, which finished sixth in the sports car race after a tussle with Frank Gardner's Brabham-Ford.

## MONACO GRAND PRIX

ACCORDING to latest information the following 13 entrants need not qualify for the 16 places on the starting grid of the Monaco Grand Prix, which takes place on 26th May. Team Lotus (Clark and Taylor); B.R.M. (G. Hill and Ginther); Brabham Racing Organization (Gurney and Brabham); Scuderia Ferrari (Surtees and Mairesse); A.T.S. (P. Hill and Baghetti); Cooper Car Co. (McLaren and Maggs); Reg Parnell Racing Team (Trintignant—Lola). Expected to attempt to qualify for the remaining three places are Bandini (Centrosud B.R.M.), Bonnier (Walker Lotus), Ireland and Hall (B.R.P. Lotus-B.R.M.s), Siffert (Filipinetti Lotus), Amon (Parnell Lola), de Beaufort (Maarsbergen Porsche) and possibly a third Ferrari and a second Centrosud car.

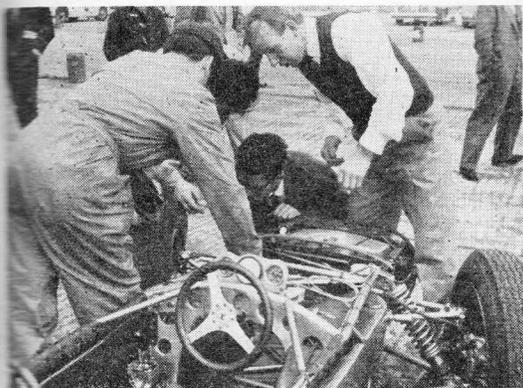
## B.B.C. Monaco Broadcasts

The B.B.C. will be broadcasting reports of the Grand Prix on the Light Programme. Times are: 2.45 "switch-on", 2.55-3.10 early stages, 4.20-4.23 progress report, 5.45-5.58 finish. The start will be televised and from time to time various stages of the race will also be seen by viewers.

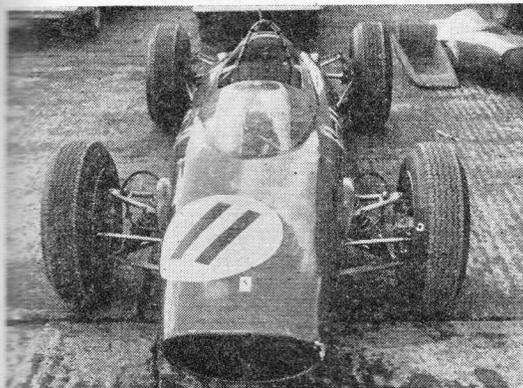
## THE FORMULA 1 FERRARI

THE new Grand Prix Ferrari, which appeared at Silverstone, will certainly be a formidable challenger in the *Grandes Epreuves* this year. Previously a flexible chassis and excessive unsprung weight have prevented the V6 engine from really showing its paces, but all that is now changed.

The frame is a properly triangulated multi-tubular structure, embodying a fuel tank which embraces the seat, as in

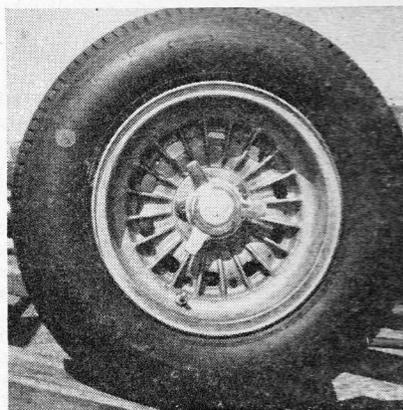


MECHANICS at work on the new Formula 1 Ferrari at Silverstone, anxiously watched by John Surtees (above). FRONT SUSPENSION of the Ferrari can be seen (below).



the Cooper. The front wishbones follow the modern fashion, the top one being very short and the bottom one having a wide base. Rack and pinion steering is, of course, used, and there are anti-roll bars front and rear.

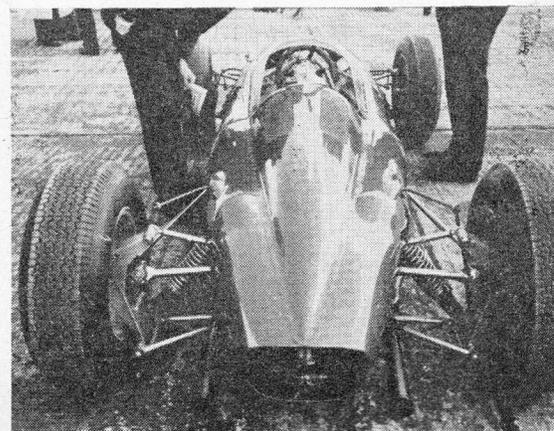
Of the type pioneered by Lola, the rear suspension has a pair of long trailing tubular members each side, the bottom wishbones having their bases outboard and apices pivoting on the chassis. The top arms are short, straight and tubular, being quickly adjustable for camber changes, and the light alloy hub carriers extend close to the road in a Lotus-like manner. The half shafts have splined slip-joints and the rear disc



NEW FEATURE of the Formula 1 Ferrari is the magnesium alloy knock-on wheels, a change from the familiar wire wheels.

brakes are mounted inboard. Most important, magnesium alloy knock-on wheels are now featured.

The V6 engine is very steeply inclined in the chassis, for some reason that is not immediately apparent. A shock-absorber coupling on the rear of the crankshaft drives a long shaft which passes right through the transmission aggregate to the multi-plate clutch, which is in the open air at the tail of the unit.



THE REAR END of the Ferrari is by double wishbones. The light alloy hub carriers extend close to the road in a Lotus-like manner.

Obviously, such a location is advantageous for cooling, heat dissipation from the clutch plates being much more easily arranged than inside a conventional bell-housing. A concentric shaft takes the power forward from the clutch to the gearbox. This is a remarkably short component, having its cluster of gears mounted on three separate shafts to give six speeds.

The engine has Bosch fuel injection directly into the cylinders. The injectors are screwed into the cylinder walls in the centre of the vee and are pointed directly across the piston axes unlike the Mercedes-Benz which had injectors set tangentially in the interest of swirl. The injector pump is driven by a cogged belt. There are two sparking plugs per cylinder and two water pumps are driven from the exhaust camshafts.

John Surtees had barely seen the new car before Silverstone and his performance was therefore very impressive indeed. The oil leak which eliminated him was trivial, and if the traditional Ferrari reliability can be maintained he must be regarded as a strong claimant for the World Championship.

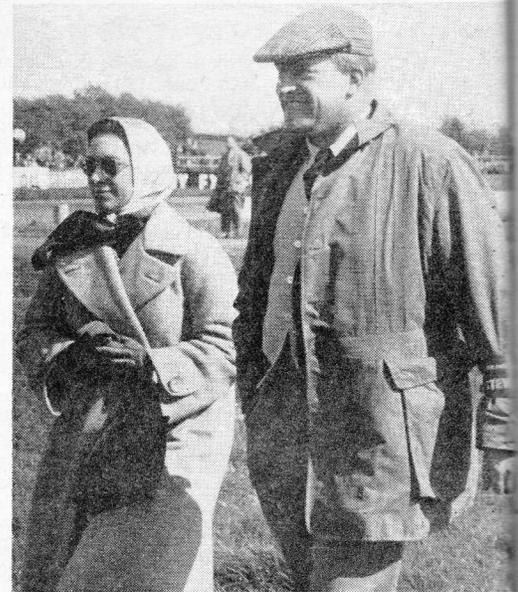
JOHN V. BOLSTER.

# A RIGHT ROYAL SILVERSTONE

**Jim Clark's Immaculate Drive to Win International Trophy—Innes Ireland Sets up New Formula 1 Lap Record—Fine G.T. Win by Graham Hill in E-type—Roy Salvadori Shatters Sports Car Record—Superb Drive by Jack Sears in Big Ford Galaxie—Brabham v. Lola in Formula Junior Race**

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS



*H.R.H. PRINCESS MARGARET and Lord Snowdon arrived at Silverstone before the start of the touring car race to watch both this event and the International Trophy race. Princess Margaret talks with the Hon. Gerald Lascelles (above).*

*THE START of the Trophy Race (left). Left to right: Richie Ginther (B.R.M.), Graham Hill (B.R.M.), Innes Ireland (Lotus-B.R.M.)—just behind Hill, Bruce McLaren (Cooper-Climax)—who is in front, Trevor Taylor (Lotus-Climax)—who is hidden by Jim Clark (Lotus-Climax), John Surtees (Ferrari), Jack Brabham (Brabham-Climax) and Tony Maggs (Cooper-Climax).*

**I**NNES IRELAND, in the B.R.P. Lotus-B.R.M. was in irresistible form for the opening day of practice. His 1 min. 34.4 secs. was 2 secs. quicker than Jim Clark's existing 1,500 c.c. record, and only  $\frac{1}{2}$  sec. under his own circuit record, achieved with the 2 $\frac{1}{2}$ -litre Lotus-Climax in 1960. Also under Clark's record were Bruce McLaren (Cooper-Climax) and Jack Brabham (Brabham-Climax), who each returned 1 min. 35.6 secs. Graham Hill's best was 1 min. 36.2 secs. in the B.R.M., and Jim Clark (Lotus-Climax) did 1 min. 36.2 secs., the car suffering from front suspension problems.

Road-holding was not a feature of either of the new Ferraris driven by John Surtees and Willy Mairesse, but in fairness to the Scuderia, it should be mentioned that the mechanics were without vital equipment, which had been delayed by the Customs authorities at London Airport. Surtees, in what looked like a very under-steering machine, returned 1 min. 36.8 secs. A.T.S. and Scirocco were posted as non-starters, but Bandini in the new Centro-Sud B.R.M., looking strangely different painted Italian red, achieved 1 min. 38.2 secs.

Both Roy Salvadori (Cooper-Climax) and Innes Ireland (Lotus-Climax) were under Moss's existing sports car record of 1 min. 39.2 secs. (106.22 m.p.h.). Salvadori, in the Tommy Atkins car did 1 min. 38.6 secs. (106.87 m.p.h.), and Ireland in the B.R.P. machine returned 1 min. 39 secs. (106.44 m.p.h.). Mike Beckwith (Lotus-Climax 23) was under the 2-litre record established in 1959 by Jack Brabham, achieving 1 min. 42.4 secs. (102.9 m.p.h.).

However, the sensation of the session was John Whitmore (Cooper-Mini S),

**W**ITH a crowd of over 100,000, and the presence of H.R.H. Princess Margaret and Lord Snowdon, the B.R.D.C.'s "Daily Express" meeting at Silverstone was surely one of the finest to be held in Great Britain. All five races were tremendously exciting, starting off with a sensational victory by Graham Hill (Jaguar E-type) in the G.T. event, after Michael Parkes spun his Ferrari GTO off at Becketts, and Roy Salvadori did likewise in his E-type, when leading Hill with one lap to go.

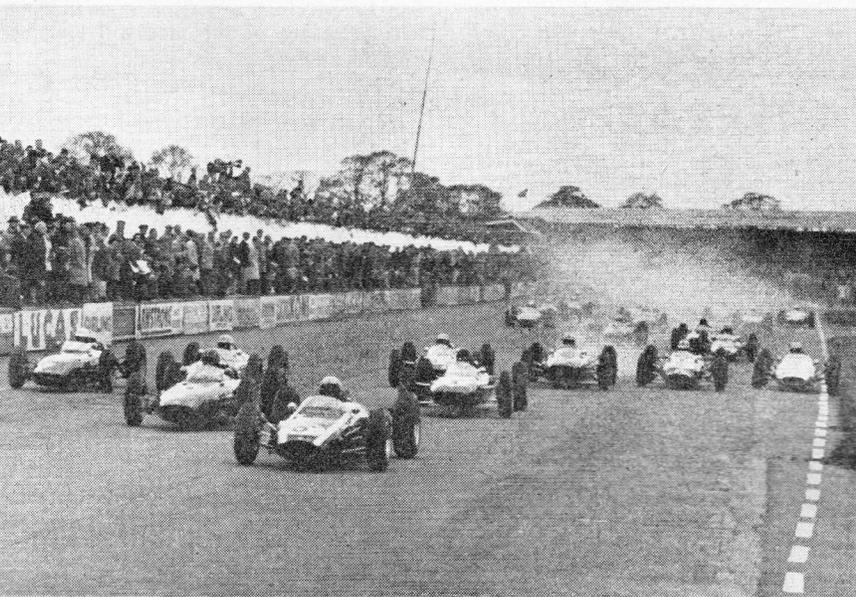
Records fell in the Junior race, which provided another victory for Denis Hulme in the works Brabham to take the Hillman Imp Trophy—quite a coincidence as Jack Brabham is a Rootes dealer! Jaguar's long list of wins in the touring car class came to an end when Jack Sears outstripped the field in the saloon car race, taking the lap record up to over 94 m.p.h. with John Willment's 7-litre Ford Galaxie.

Jim Clark completely dominated the International Trophy Race, his fuel-injected Lotus-Climax leading for 49 of the 52 laps to average 108.12 m.p.h., with Bruce McLaren (Cooper-Climax) 24.8 secs. behind. Third and fourth places were filled by Trevor Taylor (Lotus-Climax) and Innes Ireland (Lotus-B.R.M.). After a spectacular spin out of Woodcote, corrected in masterly fashion, Ireland dropped many places, but during a meteoric come-back he set up a new 1,500 c.c. lap record at 110.45 m.p.h. John Surtees made a bid during the early stages with the Bosch-injected Ferrari, but had to abandon when he ran out of oil. Graham Hill (B.R.M.) was never really in the picture, and had to retire with electrical trouble in the fuel pump department.

The B.R.D.C. introduced a spot of pageantry into the programme with a demonstration of new Hillman Imps, the debut of the Kodak drum-majorettes, and the firing of a couple of field guns by the Royal Artillery.

Only unfortunate incident was during the touring car race, when Peter Harper's Sunbeam overturned at Becketts, was struck by Christabel Carlisle's Cooper-Mini S, and the smaller car finished up on the roof of the Rapier. Harper was badly shaken but both he and Christabel had a remarkable escape from what looked like a very nasty accident.

The S Cooper-Minis made a fantastic first appearance, with Paddy Hopkirk setting a new class record, and a rousing duel between Jimmy Blumer (Cortina) and John Whitmore (Cooper-Mini), which had the crowd on tiptoes of excitement for the entire length of the race.



who conducted his tiny projectile round in 1 min. 59.6 secs. (87.96 m.p.h.)—no less than 17.4 secs. better than Young's class record with the Ford Anglia. Graham Hill, Roy Salvadori and Mike Salmon (3.8 Jaguars) were all under Hill's touring car record, the World Champion getting down to 1 min. 53.2 secs. (93.08 m.p.h.), with Salmon only  $\frac{2}{3}$  sec. slower, and Salvadori, 1 sec.

Mike Parkes (GTO Ferrari) was under his own record, with 1 min. 42.8 secs. (102.5 m.p.h.), 1.2 secs. faster than the E-type Jaguars of Hill and Salvadori. Andrew Hedges did 1 min. 57.2 secs. with the Dick Jacobs M.G. Midget, and David Hobbs returned 1 min. 50.8 secs. in his Lotus Elite.

Surtees took out the very wicked-looking Lola-Ford V8 and did 1 min. 50.2 secs.—not a bad effort with a brand-new, and newly assembled machine. Jack Sears, for some strange reason, practised in the big Galaxie along with the Juniors and, unofficially, was nearly 3 secs. faster than the 3.8 Jaguars.

secs. being 2.4 secs. quicker than Hill's 3.8 Jaguar. It was changed days in the Formula Junior line-up, the front two rows of the grid being composed of Brabham, Cooper and Lola—the Team Lotus cars of the Ron Harris stable were in row three.

After a cold, biting day on Friday, the weather also turned sour for the morning of the race. However, this did not deter the crowds, and seldom has such a string of traffic converged on a British circuit. In many cases, it took far longer to go from Towcester to Silverstone than it did from London to Towcester using M1.

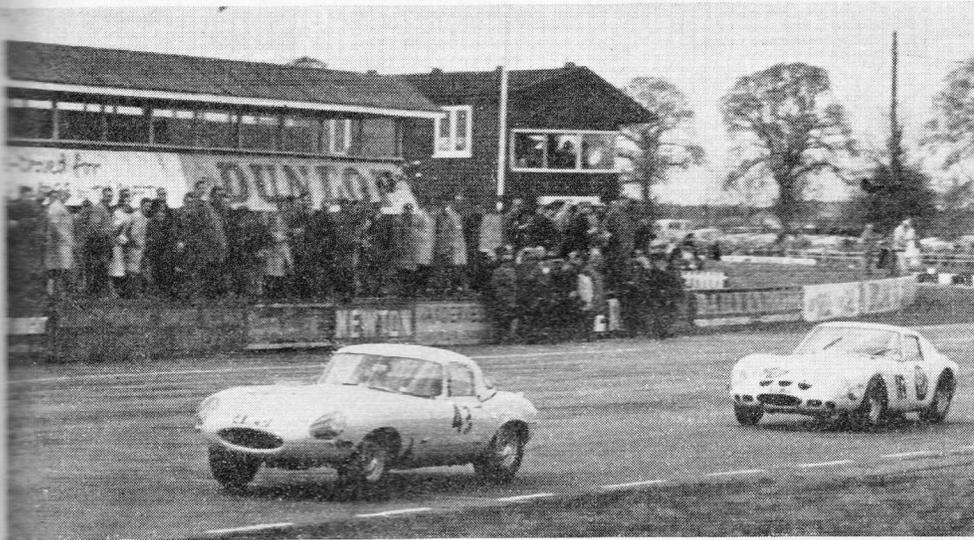
Long before the opening event for G.T. cars at 10.15 a.m., an enormous crowd was present. Jim Clark's magic drive at Aintree, the presence of a full International field including a couple of Ferraris, the prospect of a Jaguar-Ferrari struggle in the G.T. race and the inclusion of the mighty Ford Galaxie in the touring event brought the cash cus-

the E-type in Woodcote, and Salvadori was also trying hard to overtake Hill. Protheroe sat firmly in fourth place, but a somewhat sensational fifth was Graham Warner in his Lotus Elan, having managed to tear past Peter Jopp. The latter was having his work cut out to hold the big V8 in the swerves, being forced to blip-blip his way through Woodcote. However, chief hanger-out of tails was Bob Olthoff, who was making the Austin-Healey do some extraordinary antics, but managing to keep it on the road.

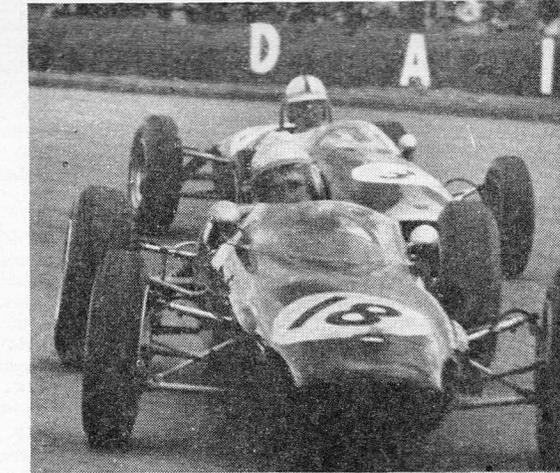
Leading the 2-litre section was Alan Hutcheson (M.G.B.), and Andrew Hedges in the Dick Jacobs Midget, headed the smallest category. Out in front, the Jaguar drivers were giving Parkes no rest. Hill had a moment at Woodcote, when he all but lost it, and had to take to the grass. However, he never lifted, and Parkes only gained a few feet.

Then from somewhere came David Hobbs, who forced his Elite past Warner to take fifth place, followed some distance back by Trevor Taylor and Jopp, who had managed to re-take the Elan. Warwick Banks ("Tattie" Turner) displaced Hedges in the small-capacity class, and the M.G. was also being threatened by Chris McLaren's odd-looking red Marcos. At seven laps, Hedges punctured a tyre and dropped out of the running, leaving Foster to try to come to grips with Banks and McLaren. Lap 10 saw the race order unchanged, but the leaders had managed to double the Cobra, and Taylor was closing up fast on Hobbs. Jopp was now engaged in a battle with Hetreed's Aston Martin, and Warner, following a spin at Stowe, was haring round behind the blue Aston. Foster, slip-streaming Hutcheson's 1,800 c.c. car, could do nothing about the Turner or the Marcos.

Dence pushed his Morgan up Abbey Curve when the clutch went, and Alderson's Lotus came to rest at Maggots with vanished oil pressure. Hedges rejoined the race, but abandoned when the gear selector jammed in top.



*FIRST RACE of the day saw a magnificent contest between the Ferrari of Mike Parkes and the E-type Jaguars of Graham Hill and Roy Salvadori. At the end of the first lap (above) Hill leads Parkes through Woodcote. FORMULA JUNIOR race was also closely contested. David Hobbs (M.R.P. Lola-Ford) holds a short-lived lead from Denis Hulme (Brabham-Ford) at Copse (right). Hulme's Holbay-Ford-engined car finally won, but Hobbs made fastest lap.*



Try as they might, neither Hill nor Salvadori could get ahead of the Ferrari. Taylor took Hobbs, and Jopp, doing a splendid job with the big Cobra, gradually got away from Hetreed. Parkes, Hill and Salvadori were giving the crowd their money's worth—their progress through Woodcote being somewhat frightening. Four laps to go, and Parkes still held the E-types. Then, next time round, Mike unaccountably lost it at Becketts, and abruptly left the tarmac for the countryside. This left Hill in the lead, but Mr. Salvadori thereupon de-

Fastest Junior men were Denis Hulme (Brabham), and Peter Procter (Cooper-B.M.C.).

A strong wind and occasional rain prevented anyone from getting under Ireland's figures and the front row of the grid was made up with Innes in pole position, alongside Hill (B.R.M.), McLaren (Cooper-Climax) and Brabham (Brabham-Climax). Surtees (Ferrari) joined the Team Lotuses of Clark and Taylor in row two. His Ferrari still did not handle too well, but obviously had bags of steam. Jim Clark pranged Taylor's car towards the end of the session at Copse, bent the model more than a trifle, but stepped out unhurt. The Lotus mechanics immediately set about rebuilding the machine for Saturday.

Pat Moss was an absentee in the Willment Cortina team, so the drivers were nominated as Richie Ginther, David Haynes and Frank Gardner. Chris Amon took over Procter's works Rapier, and Peter Pilsworth one of the Fraser cars. Sir Gawaine Baillie's Galaxie was posted as a non-starter.

Definitely out the Trophy race were the Scirocco-B.R.M.s of Settember and Rodriguez, Phil Hill's A.T.S. and Arundell's Lotus-Climax. David Hobbs was nominated to drive the Midland Partnership's Lola-Ford in place of David Baker in the Formula Junior event.

Jack Sears went fast motoring in earnest with the vast Galaxie, his 1 min. 50.2

tomers in their thousands—and there should be even more on 20th July, when the same organization presents the British Grand Prix!

Undoubtedly, in this country Silverstone means motor racing. Ideally situated for London and the Midlands, a well-planned programme brings the patrons streaming in—to enjoy every moment of a long day.

**THE G.T. RACE**

Bang on the stroke of 10.15, the Grand Touring cars were unleashed—and, to the delight of all, into the lead went the E-type Jaguars of Hill and Salvadori, chased by Parkes in the 250GTO Ferrari, Protheroe's E-type and Jopp's A.C. Cobra V8. It was a furious battle in front; Parkes slipped past Salvadori, to tack the Maranello car on to the tail of Hill's Jaguar. For three laps, Graham held grimly on to his lead but, with the stands roaring excitement, Parkes took

cided to change the picture. On the last lap but one, he came up alongside Hill at Stowe; Graham conceded Club Corner, and they tore up Abbey Curve and through Woodcote literally nose-to-tail. Through Copse, and Salvadori still kept in front. His previous lap was a new G.T. record at 102.9 m.p.h. At Maggots the cars were almost side-by-side, then

*WOODCOTE at the end of the first lap of the saloon car race (right). Jack Sears's Ford Galaxie already holds a good lead from the Jaguar 3.8s of Roy Salvadori, Graham Hill and Mike Salmon. Although the big Ford lifted a wheel, it appeared to be very steady around the corners.*

*COPSE during the Formula 1 race (below). Jim Clark (Lotus-Climax) is in the lead, closely followed by Bruce McLaren (Cooper-Climax). Bruce had taken the new Cooper into the lead at the start and he led for three laps.*



up as big a lead as possible, before Jeff Uren in the Willment pit would give him the ease-up signal.

Before the end of the opening lap, Sunbeams and B.M.C. received a blow, when Harper and Christabel Carlisle had their spectacular accident. 'Tis said that a bit of hectic overtaking by another driver caused Harper to change course abruptly, with near-disastrous consequences.

With Sears streaking away from the Jaguars, interest was focused on a stirring battle which had developed between Jimmy Blumer (Cortina) and John Whitmore (Cooper-Mini S)—a no quarter business with both cars side by side as often as not. Graham Hill went out at Club Corner, when a tyre burst, leaving Salvadori to lead the 3.8 assault. Salmon stopped when a bolt worked loose in the distributor and was subsequently disqualified for infringing the regulations relating to pits work.

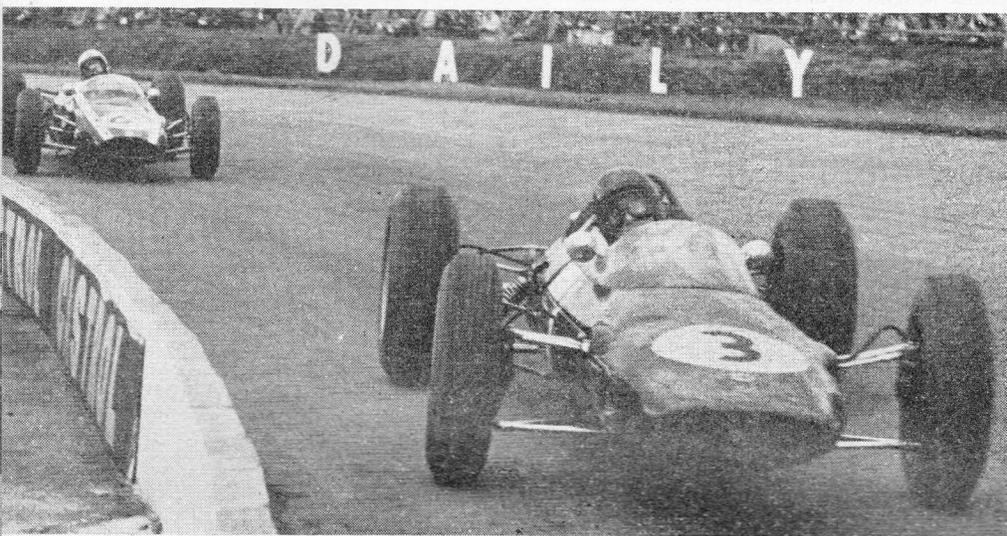
At half-distance Sears had built up a lead of over 20 secs. from Salvadori, with Dodd in third place a long way back. Blumer and Whitmore still went at it hammer and tongs, whilst Gardner (Cortina) and Hutcheson (Riley) were also having a battle.

Ginther broke a half-shaft so Fords were out of the team award. Rhodes retired so the only surviving team, the Cooper-Minis, was also out. Hopkirk and Whitmore with their sideways cornering provided the main excitement. Sears eased off considerably after putting the touring car record up to 92.42 m.p.h. and rolled comfortably home to victory, first ever for a car other than a Jaguar. To Whitmore went a class win and fifth overall ahead of class-winner Blumer.

Then came a bit of a break, the B.R.D.C. giving plenty of time for people to eat or drink lunch, according to taste. The Kodak drum majorettes paraded, then went round the circuit in a fleet of Hillman Imps. Just before 3 p.m. the Formula 1 cars came out to the starting grid which formed up as shown on the next page.

Bruce McLaren made a splendid start, leading the pack into Copse and holding off Clark, Hill, Surtees, Taylor and Ireland. Up Abbey Curve Ireland picked up a couple of places and as the leaders flashed round Woodcote it was McLaren, Clark, Hill, Ireland, Surtees, Taylor and Brabham in that order. Surtees's Ferrari was laying a considerable smoke-screen and few gave him much chance of finishing the race.

The 1963 Cooper-Climax was cer-



just as Parkes had done a few minutes earlier at Becketts, Roy completely lost it—and the race. Hill steamed on to take the chequered flag, and a chastened Salvadori extricated himself, and took a safe second place. Protheroe, although doubled by the newer E-types, was third, having averaged over 96 m.p.h. He was followed by Taylor, Hobbs and Jopp in that order, with Hutcheson leading the 2-litre class, and Banks the smallest section.

#### EVEN FASTER JUNIORS

Next on the menu was the Formula Junior race, with a horde of photographers posting themselves at Copse, in the hope that a tangle might develop. They had one in the eye, for the field streamed through in perfectly orderly fashion, headed by Hulme (Brabham) and followed by Hobbs (Lola), Gardner (Brabham), Attwood (Lola), Procter (Cooper) and Hawkins (Brabham). Arundell was well back, and Rees had to have a plug changed before he got going. Hawkins tore into third place on the second lap, and Arundell edged up to sixth. Hulme was disputing the issue all the way with Hobbs, both driving splendidly.

Procter went out on lap five, when he hit the bank a thud at Club; he escaped with a cut nose. Dunn ditched his Brabham at Copse, but managed to rejoin the race. Arundell toured slowly round to retire at Copse, leaving team-mate Fenning with the seemingly hopeless task of dealing with the Brabhams and Lolas.

On lap seven, after a tremendous

effort, Hobbs took the lead—but this lasted only one tour, for Hulme re-took the Lola. Both Hulme and Hawkins had broken the lap record with 1 min. 40.8 secs. (104.54 m.p.h.), then Hawkins shoved it up still further, at 104.95 m.p.h. Gardner vanished with clutch problems, and the race pattern developed—Hulme, Hobbs, Hawkins, Attwood, Bradley and Fenning, in that order. Bang went the record again, with Hobbs making a desperate last lap bid for victory, recording 1 min. 40.2 secs. (105.16 m.p.h.), by  $\frac{1}{10}$ ths sec. from the flying Hobbs.

Princess Margaret and Lord Snowdon arrived before the start of the touring car race, being welcomed by Lord Howe and members of the B.R.D.C.

#### FORD VERSUS JAGUAR

When the "tourers" lined up, it was an unfamiliar sight to have an American V8 in pole position, with Jaguars ranged alongside. When Kenneth Evans dropped the Union Jack, Sears made a very calculated start, easing in the clutch gently, and getting the monster rolling before unleashing over 400 very hairy horses.

The Jaguars had an initial advantage, but down Hangar Straight, Sears opened up the big Yank, to storm into the lead. There was simply nothing that Hill, Salvadori, Salmon and Co. could do about it, beyond hope that something would break, or the Ford run out of its drum brakes. Jack Sears was allowing for all this, immediately setting about building

tainly moving and on lap 2 Bruce set up a new lap record with 1 min. 36 secs. (109.76 m.p.h.). This was immediately equalled by Surtees and Ireland, the Ferrari having taken the B.R.P. car. For three laps McLaren stayed in front then Jim Clark displaced him. Graham Hill dropped back to fifth place, losing ground to Ireland. Robinson stopped for a time at Abbey Curve with his Lotus-Climax but got going again. Chris Amon came in to retire the Parnell Lola-Climax with a leaking crankshaft oil seal.

Surtees was giving the Ferrari all he could, but the smoke was becoming more and more dense—and it was said that he was chucking out oil, which might have been the reason for the race speed dropping slightly. Ginther was 3 mins. in the pits sorting out the gears of his B.R.M. No oil flags were being produced so the Ferrari might not have been dropping oil after all, although it was apparently burning plenty.

Jim Clark, driving a copybook race, began to draw away from McLaren, but the Cooper driver fought back and once again started challenging for the lead. Surtees closed right up on both of them. Then Ireland had the crowd on its feet.

*LAYING a smoke-screen while passing the pits is John Surtees's Ferrari (below). This went on for some time—the smoke lessened, but on the 31st lap Surtees retired with no oil left. WHETHER or not Innes Ireland's fantastic spin in front of the pits was caused by oil dropped from the Ferrari was not clear, but, tyres smoking heavily, the car spun to a standstill without hitting anything (bottom). After a while Innes restarted the Lotus-B.R.M. and set off again.*

## STARTING GRID

8 Brabham (Brabham-C.) 1 m. 35.6 s.	6 McLaren (Cooper-C.) 1 m. 35.6 s.	1 Hill (B.R.M.) 1 m. 35.4 s.	12 Ireland (L.-B.R.M.) 1 m. 34.4 s.
10 Surtees (Ferrari) 1 m. 36.2 s.	3 Clark (Lotus-C.) 1 m. 36.2 s.	4 Taylor, T. (Lotus-C.) 1 m. 35.6 s.	
7 Maggs (Cooper-C.) 1 m. 38.2 s.	27 Bandini (B.R.M.) 1 m. 38.2 s.	11 Mairesse (Ferrari) 1 m. 38 s.	2 Ginther (B.R.M.) 1 m. 36.8 s.
15 Bonnier (Cooper-C.) 1 m. 39 s.	19 Amon (Lola-C.) 1 m. 39 s.	14 Hall (L.-B.R.M.) 1 m. 38.6 s.	
25 Taylor, J. (Cooper-F.) 1 m. 47.8 s.	20 de Beaufort (Porsche) 1 m. 47.2 s.	22 Parnell, T. (Lotus-C.) 1 m. 46.2 s.	21 C.-Jones (L.-B.R.M.) 1 m. 43.6 s.
24 Raby (Gilby-B.R.M.) 1 m. 50.6 s.		26 Robinson (Lotus-C.) 1 m. 48 s.	

Coming through Woodcote he got into a broadside at the completion of lap 8 and, for a moment, it looked as if the Lotus-B.R.M. was going to crash into the pits. With split-second timing Innes let the car spin round at least twice and he came to rest with smoking tyres with-

out hitting anything. The stands roared their approval, but Ireland took a little time to recover from his nerve-racking experience and by the time he restarted he had dropped to eighth place behind Tony Maggs in his new and unpainted Cooper-Climax.

Ginther retired with gearbox troubles and Trevor Taylor began to close up on Graham Hill. On lap 11 John Surtees went into second place about 2½ secs. behind Clark. Ireland overtook Maggs and set off after Brabham. McLaren slipstreamed Surtees till the Ferrari's oil fumes became too overpowering and he dropped back slightly.

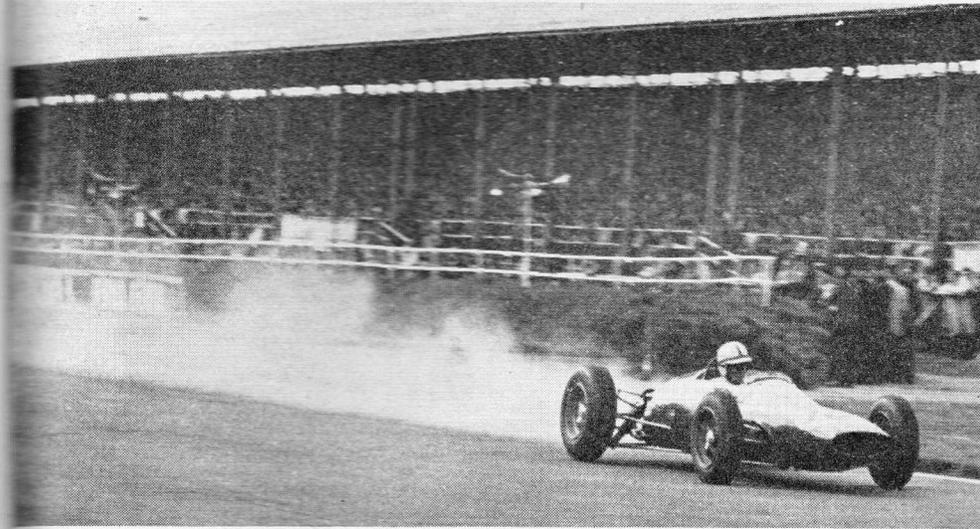
Bandini was driving extremely well in the red Centro-Sud B.R.M., but his engine was spluttering badly accelerating out of the bends and he dropped behind Jo Bonnier in the Walker Cooper-Climax. Hill was having to work hard to hold Taylor and occasionally his engine gave an ominous spit and bang.

On lap 16 Innes Ireland smartly took Brabham at Cope to capture sixth place. Clark was ever so slightly widening his lead over Surtees and Trevor Taylor had taken Hill's B.R.M. for fourth place behind McLaren. With 20 laps completed the race order remained unaltered, with Clark leading Surtees by 4 secs. and Ireland, in sixth place, by 49 secs. Jim then stretched his lead out to 7 secs. where it remained for several laps. The Ferrari smoke screen became less obvious, but this was no cause for rejoicing in the pits for it probably meant that the tank was becoming empty!

On lap 30 Graham Hill came into the pits with fuel starvation and retired. Next lap the unfortunate Surtees glided past the pits with a dead engine and not a drop of oil left in the tank. This left Clark with a 25 secs. lead over McLaren and a margin of 21 secs. between Taylor and Ireland. Clark had doubled Bonnier and Bandini, and handed out the same treatment to Maggs. Taylor retired his Cooper-Ford with a bad oil leak.

Man in a hurry was Ireland, who covered his 39th lap in the new record time of 1 min. 35.8 secs. (109.99 m.p.h.) and equalled it twice on later laps. At 40 laps, with 12 to go, seven cars were still on the same lap, with Jim Clark holding a secure lead and averaging over 108 m.p.h. without seeming to be hurrying unduly. Bandini was in trouble and had some plugs changed. There was no improvement, so mechanics fiddled with the transistor equipment. After nearly 10 mins. the engine refused to fire so the B.R.M. was push-started, leading to disqualification. Robinson broke the crown wheel on his four-cylinder Lotus-Climax, Jim Hall (Lotus-B.R.M.) coasted to a standstill at Becketts with a dead engine and Tim Parnell packed up his Lotus-Climax at Abbey with a motor that wouldn't.

Bonnier was doubled by Clark, then came Brabham's turn. Behind, on plugged Ian Raby (Gilby-B.R.M.) and de Beaufort in his Porsche "4". With Clark motoring on comfortably in front of McLaren, the crowd's attention was taken up with the efforts of Innes Ireland to catch Trevor Taylor. He failed, but only by 6 secs., and his final scorching lap was a new record of 1 min. 35.4 secs. (110.45 m.p.h.). Jim Clark had a wonderful ovation and Ireland had a special one all to himself. Taylor was delighted to finish a no-trouble run behind the consistent McLaren. Brabham dropped a couple of places right at the end, taking seventh place behind Bonnier and Maggs.



Despite several pleas by commentator Peter Scott-Russell, the crowds around the front of the pits wouldn't move to give the paying customers in the stands a chance to see Clark getting his trophy from the Hon. Max Aitken. It would be a good idea, before the Grand Prix, to have a portable rostrum.

#### SPORTS CAR RACE

Few left the circuit before the sports car race. Ferrari refused to give Surtees permission to drive the Lola and at

from Bill Moss, who was so nearly caught on the last lap by Hegbourne. In the smallest category, Hawkins in the Walker Lotus was on his own, winning by a fair margin from Williams and Romanes.

Speeds were remarkably high in all classes. Coundley eventually got down to 1 min. 43 secs. (102.3 m.p.h.) and Maggs to 1 min. 45 secs. (100.35 m.p.h.). Ireland's best was 1 min. 38.2 secs. (107.3 m.p.h.).

#### SILVERSTONE SNIPPETS

MANY people not often seen these days at races were present, including Duncan Hamilton, Tony Gaze, Graham Whitehead, David Hampshire, Edward Greenall, Len Cosh, David Murray, Peter Simpson, John Marshall, Mike Couper and dozens of others, once familiar figures around the circuits. . . . Tony Salmon and his helpers provided a superb Press bulletin service. . . . The Guild of Motoring Writers held a well-attended cocktail party in the Steward's Enclosure on Friday; amongst the guests were "Red" Crise and his Bahamas Speed Week party, at present touring the European circuits in Studebaker Avantis. . . . Interested spectators, in addition to Princess Margaret and Lord Snowdon, were the Marquis and Marchioness of Blandford and their son, the Earl of Sunderland. . . . The remarkable speeds of the Atkins Cooper Monaco and the B.R.P. Lotus 19 are making more and more race promoters think in terms of sports-racing cars. . . . Roy Salvadori has scored maximum points in four AUTOSPORT Championship qualifying events with the Atkins car. . . . As Lofty England points out, it has taken 7 litres of engine to beat the 3.8 Jaguars on a circuit. . . . Graham Hill's victory with the E-type and Salvadori's G.T. lap record were good omens for future battles with Ferrari and others. . . . Graham Warner's Lotus Elan showed the possibilities of Chapman's latest road car.



START of the sports car race, with Tony Maggs in the Lola G.T. at the back. Maggs went very well to work his way up to finish ninth.

the last minute Tony Maggs took over, starting at the rear of the grid, never having even sat in the car before.

Innes Ireland (Lotus-Climax 19) started off in great style, chased by Roy Salvadori (Cooper-Climax Monaco), John Coundley (Lotus-Climax G.T. prototype), Chris Summers (Cooper-Chevrolet) and Mike Beckwith (Lotus-Ford 23). Coundley dropped back and the first lap leaders were Ireland, Salvadori, Summers, Beckwith, Bill Moss (Elva) and Tony Lanfranchi (Elva). Maggs took the low-set Lola V8 round in fine style, picking up nine places in one lap.

Ireland and Salvadori were having a real free-for-all and Innes held on to his slender lead for three laps and then Salvadori went past. The duellists outstripped the rest of the field, with Ireland trying desperately to retake the 2.7-litre car. Up and up went the Lola, with Maggs lapping around 100 m.p.h. The car was unfortunately fitted with a single d/d carburetter to its Ford V8 engine and not the competition "four-barrel" pattern. Bill Moss was giving Beckwith a run for it in the 2-litre class, but Paul Hawkins (Lotus-Ford) was virtually unchallenged in the smallest class. Elva's challenge was jolted when Lanfranchi bashed the safety fence at Cope and had to retire. Moss was being harried by Hegbourne (Lotus 23), whilst there was a stirring dice featuring the Lotuses of Romanes, Welch and Stein, places chopping and changing every time round.

Hegbourne managed to get past Summers, but could do nothing about Beckwith or Moss. Near the end, Coundley started motoring in real earnest with the Lotus 19 and took sixth place away from Summers. Salvadori, pushed hard again by Ireland, set up a new outright sports car record on lap 9 with 1 min. 37.6 secs. (107.96 m.p.h.) and repeated this on his 10th tour. However, Ireland never let go and at the finish only 2.2 secs. separated them. Beckwith, after a splendid drive to average 101.5 m.p.h., won comfortably

#### RESULTS

##### International "Daily Express" Trophy (52 laps)

1. Jim Clark (Lotus-Climax), 1 h. 24 m. 27.6 s., 108.12 m.p.h.
  2. Bruce McLaren (Cooper-Climax), 1 h. 24 m. 52.2 s., 107.6 m.p.h.
  3. Trevor Taylor (Lotus-Climax), 1 h. 25 m. 1.6 s., 107.4 m.p.h.
  4. Innes Ireland (Lotus-B.R.M.), 1 h. 25 m. 47.8 s., 104.39 m.p.h.
  5. Jo Bonnier (Cooper-Climax), 51 laps. 6. Tony Maggs (Cooper-Climax), 51. 7. Jack Brabham (Brabham-Climax), 51. 8. Ian Raby (Gilby-B.R.M.), 48. 9. Carel Godin de Beaufort (Porsche "4"), 46
- Fastest lap: Ireland, 1 m. 35.4 s., 110.45 m.p.h. (record).

##### Retirements

Ginther (B.R.M.), 7 laps, gearbox. Mairesse (Ferrari), 9, crash. Amon (Lola-Climax), 8, oil pressure. Campbell-Jones (Lotus-B.R.M.), 18. J. Taylor (Cooper-Ford), 28, oil leak. Surtees (Ferrari), 31, no oil. Robinson (Lotus-Climax), 35, crown wheel. Parnell (Lotus-Climax), 36, engine. Hall (Lotus-B.R.M.), 43, engine.

##### Grand Touring

Over 2,500 c.c. Class: 1. Hill (Jaguar), 43 m. 27.6 s., 101.02 m.p.h.; 2. Salvadori (Jaguar), 43 m. 54.6 s.; Protheroe (Jaguar), 43 m. 48.4 s., 24 laps; 4. Jopp (A.C. Cobra), 43 m. 38 s., 23; 5. Hetreed (Aston Martin), 43 m. 51.4 s., 23; 6. Olthoff (Austin-Healey), 44 m. 22 s., 23. Over 1,600 and up to 2,500 c.c. Class: 1. Hutcheson (M.G.), 44 m. 17 s., 87.25 m.p.h. (22); 2. Dangerfield (Triumph), 44 m. 46.2 s. (22). Over 1,150 and up to 1,600 c.c. Class: 1. Taylor (Lotus), 44 m. 49 s., 94.05 m.p.h. (24); 2. Hobbs (Lotus), 44 m. 59 s. (24); 3. Warner (Lotus), 44 m. 21.2 s. (23); 4. Threlfall (Lotus), 44 m. 43.4 s. (23). Up to 1,150 c.c. Class: 1. Banks (Turner), 43 m. 29.4 s., 88.84 m.p.h. (22); 2. C. McLaren (Marcos), 43 m. 36.4 s. (22); 3. Foster (M.G.), 44 m. 21.8 s. (22); 4. Miles (Turner), 44 m. 32.2 s. (21).

##### Formula Junior

1. Hulme (Repcor-Brabham), 42 m. 25.6 s., 103.48 m.p.h.; 2. Hobbs (Lola), 42 m. 26.4 s., 103.45 m.p.h.; 3. Hawkins (Brabham), 42 m. 37.8 s., 102.99 m.p.h.; 4. Attwood (Lola), 42 m. 46.2 s., 102.65 m.p.h.; 5. Bradley (Lola), 43 m. 13 s., 101.59 m.p.h.; 6. Fenning (Lotus), 43 m. 26.8 s., 101.05 m.p.h.

Fastest lap: Hobbs (Lola), 1 m. 40.2 s., 105.16 m.p.h. (Record.)

##### Production Touring Car Race—Final

Up to 1,300 c.c.: 1. Whitmore (Austin), 24 m. 33.6 s., 85.81 m.p.h.; 2. Hopkirk (Morris), 24 m. 44.8 s.; 3. Lewis (Morris), 23 m. 53.4 s.; 4. Miss Jones (Austin), 23 m. 54.8 s. 1,301 c.c.-2,000 c.c.: 1. Blumer (Ford), 24 m. 36.8 s., 85.62 m.p.h.; 2. Haynes (Ford), 24 m. 54.8 s.; 3. Hutcheson (Riley), 23 m. 1.4 s.; 4. Gardner (Ford), 23 m. 1.6 s. Over 3,000 c.c.: 1. Sears (Ford), 22 m. 57.8 s., 91.77 m.p.h.; 2. Salvadori (Jaguar), 23 m. 19 s., 90.38 m.p.h.; 3. Dodd (Jaguar), 23 m. 55.2 s., 88.10 m.p.h.; 4. Pendleton (Jaguar), 24 m. 27.6 s., 86.16 m.p.h.

##### Unlimited Sports Cars

Up to 1,150 c.c.: 1. Hawkins (Lotus), 20 m. 2.2 s., 96.41 m.p.h. (11 laps); 2. Williams (Lotus), 20 m. 35.4 s. (11); 3. Romanes (Lotus), 20 m. 43.4 s. (11); 4. Welch (Lotus), 20 m. 43.8 s. (11). 1,151 c.c.-2,000 c.c.: 1. Beckwith (Lotus), 20 m. 45.4 s., 101.53 m.p.h.; 2. W. Moss (Elva), 20 m. 52.6 s.; 3. Hegbourne (Lotus), 20 m. 53.8 s.; 4. Gardner (Brabham), 21 m. 14.2 s. Over 2,000 c.c.: 1. Salvadori (Cooper), 19 m. 50.6 s., 106.20 m.p.h.; 2. Ireland (Lotus), 19 m. 52.8 s.; 3. Coundley (Lotus), 21 m. 13.4 s.; 4. Summers (Cooper), 21 m. 13.8 s.; 5. Maggs (Lola), 21 m. 32.8 s.; 6. Halford (Cooper), 21 m. 35.2 s.; 7. Lumsden (Lister-Jaguar), 10 laps.

##### International "Daily Express" Trophy

##### Fastest Lap by Each Competitor

Ireland (Lotus-B.R.M.), 1 m. 35.4 s., 110.45 m.p.h. McLaren (Cooper-Climax), 1 m. 36 s., 109.76 m.p.h. Surtees (Ferrari), 1 m. 36 s., 109.76 m.p.h. Clark (Lotus-Climax), 1 m. 36.2 s., 109.53 m.p.h. T. Taylor (Lotus-Climax), 1 m. 36.2 s., 109.53 m.p.h. G. Hill (B.R.M.), 1 m. 37.4 s., 108.18 m.p.h. Maggs (Cooper-Climax), 1 m. 38 s., 107.52 m.p.h. Brabham (Brabham-Climax), 1 m. 38 s., 107.52 m.p.h. Bonnier (Cooper-Climax), 1 m. 38.4 s., 107.09 m.p.h. Amon (Lola-Climax), 1 m. 38.4 s., 107.09 m.p.h. Mairesse (Ferrari), 1 m. 38.8 s., 106.65 m.p.h. Hall (Lotus-B.R.M.), 1 m. 40.6 s., 104.74 m.p.h. Bandini (B.R.M.), 1 m. 40.8 s., 104.54 m.p.h. Ginther (B.R.M.), 1 m. 41.8 s., 103.51 m.p.h. Campbell-Jones (Lotus-B.R.M.), 1 m. 44.4 s., 100.93 m.p.h. Robinson (Lotus-Climax), 1 m. 44.8 s., 100.55 m.p.h. Raby (Gilby-B.R.M.), 1 m. 45.2 s., 100.16 m.p.h. de Beaufort (Porsche), 1 m. 45.4 s., 99.97 m.p.h. J. Taylor (Cooper-Ford), 1 m. 45.6 s., 99.78 m.p.h. Parnell (Lotus-Climax), 1 m. 47.4 s., 98.11 m.p.h.

##### THE NEW LAP RECORDS

##### Grand Touring

Over 2,500 c.c.: Roy Salvadori (3.8 Jaguar "E"), 1 m. 42.4 s., 102.9 m.p.h.  
Up to 1,150 c.c.: Chris McLaren (Marcos), 1 m. 56.8 s., 90.22 m.p.h.

##### Touring

Over 3,000 c.c.: Jack Sears (Ford Galaxie), 1 m. 51.6 s., 94.42 m.p.h.  
1,301-2,000 c.c.: Jimmy Blumer (Ford Cortina), 2 m. 1.2 s., 86.94 m.p.h.  
Up to 1,300 c.c.: Paddy Hopkirk (Morris-Cooper S), 2 m. 1 s., 87.08 m.p.h.

##### Sports Cars

Over 2,000 c.c.: Roy Salvadori (2.7 Cooper-Climax), 1 m. 37.6 s., 107.96 m.p.h.  
1,150-2,000 c.c.: Mike Beckwith (Lotus-Ford 23), 1 m. 42 s., 103.31 m.p.h.

##### Formula Junior

David Hobbs (Lola-Ford), 1 m. 40.2 s., 105.16 m.p.h.

##### Formula 1

(1961-65)  
Innes Ireland (Lotus-B.R.M.), 1 m. 35.4 s., 110.45 m.p.h.

THE "tuning" business has got to such gigantic proportions nowadays that it's very refreshing to find a concern which is still interested in the cheaper conversion. The fact is most engines, particularly B.M.C., respond extremely well to slight tuning, but anything more costs a lot of money—and most of the major tuning concerns are now concentrating on these much more expensive jobs.

A relatively new firm, Janspeed of Salisbury, are now marketing very reasonably priced so-called Stage 1 conversions. The conversions are all done on the premises by Janos Odor, who will be remembered for his work with Daniel Richmond whilst employed at Downtons, and an extremely able fitter, David Bowns, who also served what might be called an apprenticeship at Richmond's establishment.

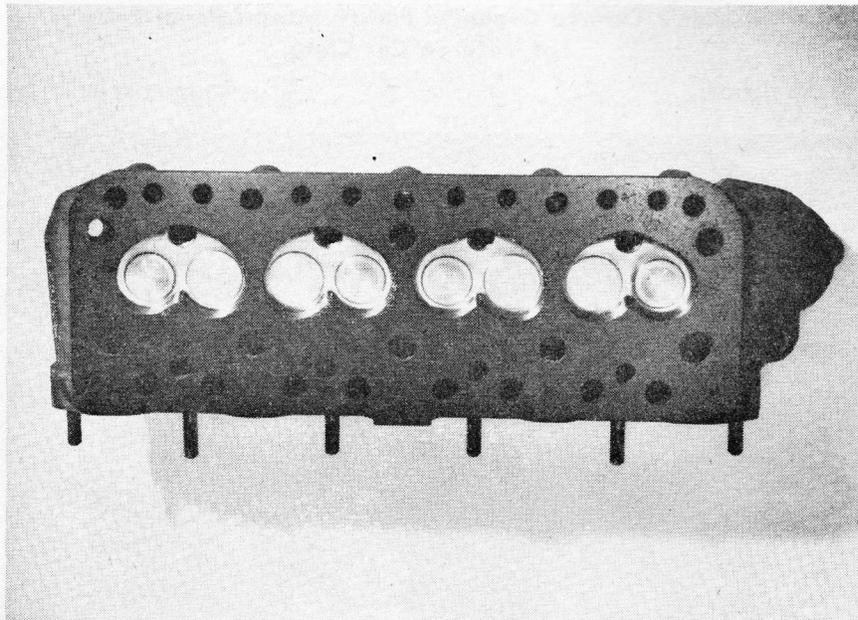
We recently had the opportunity of trying two cars prepared by this concern: a Mini-Minor fitted with a Stage 1 head and an Austin-Healey Sprite Mark 2 fitted with a Stage 1 head and inlet and exhaust manifolds. This had the 948 c.c. engine.

The Mini-Minor was a well-used vehicle which had covered 50,000 miles and the only engine overhaul had been when the head had been fitted. The performance had been increased so as to conform to Cooper standards with really marked flexibility and smooth running. The speeds in the gears had been increased by 5 per cent., this increase being afforded by the higher revs. available. The maximum speed of 83.2 m.p.h. was quite remarkable, as this would come up on quite short straights. The 0-60 acceleration time was 19.5 secs. No

**PATRICK McNALLY** tries two cars:

# JANSPEED

## MINI-MINOR and AUSTIN-HEALEY SPRITE



*STAGE 1 Janspeed cylinder head for a Mini-Minor (above).*

*JOHN FENNING at speed at Goodwood in a very, very rapid Group 2 Janspeed-modified Mini-Cooper (left). Patrick McNally was very impressed with this car.*



were constant and starting from cold was no problem.

As with the Stage 1 Mini, the cylinder head had been skimmed and the combustion chambers and ports had been relieved and polished. The Sprite had a fabricated exhaust system which was matched to the ports as was the special inlet manifold. Valve springs had been strengthened, otherwise the valve and rocker gear was standard.

Janspeed also do more expensive conversions such as bored-out Mini-Coopers and cars to Group 2 specification, and John Fenning's performance in the Janspeed entered and prepared Mini-Cooper would suggest that they really know what they are doing. John Fenning, incidentally, lapped Goodwood in 1 min. 48.6 secs. at the Easter International meeting, this being a new class lap record. At Aintree, Fenning shares the lap record of 2 min. 25.6 secs. with the works car of John Whitmore. I had the opportunity to drive this car and noted with interest the extremely clean acceleration and much-improved cornering power. Although the engine had been completely modified to Group 2 the body was still complete with some trim, glass windows and ordinary seats and must have weighed near the standard 13 cwt.

All enquiries to: Janspeed Engineering, Park Street, Salisbury, Wiltshire. Telephone: Salisbury 2002.

### Prices

Mini-Minor Stage 1: £19 18s., including fitting.

Austin-Healey Sprite Stage 1: £20.  
Inlet and exhaust manifolds: £12 10s.  
Labour: £7 10s.

adverse effects, like excessive noise or a tendency to overheat, were detected and the car had none of the other failings one usually expects with a tuned car.

The Austin-Healey Sprite had a little more done to it than the Mini-Minor, and this was reflected in the improved performance figures. Once again the smooth running and flexibility were very noticeable. The speeds in the gears were, for test purposes, 30, 50 and 70, though the car would rev. to 7,000 which would give a little more speed in the gears, but with an unbalanced engine was not considered advisable. Indeed, on the road we only took it to 6,000. Not surprisingly the 0-30 was extremely good, as there was no gear change and a figure of 3.2 secs. was recorded,

while 50 was reached in 7.8 secs. using second gear. The 0-60 was a very creditable 12.8 secs. and this was borne out by the standing quarter-mile time of 18.2 secs. Maximum speed was 94.8 m.p.h. and we did get a one-way time of 96.9. The speedometer was a little fast—but not more than 8 m.p.h. at its worst. The carburettors were ideally needled and the engine pulled evenly from 750 up to 7,000 r.p.m., this being one of the best points of the car.

Petrol and oil consumption were not affected in any way except while the car was driven really hard when the fuel consumption increased to 35 m.p.g., which is a small price to pay for the extra performance gained. Oil pressure and water temperature

# INTERNATIONAL VETERAN AND VINTAGE RALLY

Britain's Turn to Organize Fourth International Rally of Veteran Car Clubs

BY JOHN STANFORD

PHOTOGRAPHY BY MICHAEL WARE



AT SPEED during his demonstration is C. W. Hampton with his famous Bugatti "Black Bess". Kenneth Neve's 1914 Humber is behind.

LAST week saw an event unique in the history of motoring. It was Britain's turn to organize the fourth International Rally of Veteran Car Clubs; and as there is so far no complete agreement as to what is a Veteran Car it was decided to cater for all shapes and sizes from the beginning, up to 1930, the event being jointly organized by the Veteran Car Club of Great Britain and the Vintage Sports Car Club, and sponsored to a large extent by the National Benzole Company. A day's road section in the South of England was followed by a quite unforgettable display of motor cars at Goodwood on Saturday.

No fewer than 74 pre-1930 cars were entered from overseas, and creditably few of these non-started. They came from Northern Europe, from Scandinavia, Spain, Eire, Italy and Switzerland; there was a lone entry from New Zealand, and a couple of particularly fast and interesting cars from the United States. The total entry made up 314, and together with a goodly quantity of non-competing vehicles made up a panorama of motoring such as has never happened before.

Outstanding amongst the visitors was the team of Alfa Romeos from Italy;

a rare 1925 22/90 tourer and what seemed to be a bewildering quantity of beautifully presented 1500s and 1750s of the late 1920s. Their exuberant drivers rapidly got the hang of British traffic and added greatly to the entertainment. From Scandinavia, Holland, and Spain came Rolls-Royces and Bentleys; there was a strong Mercedes contingent from Germany together with Bugattis, some strange and wondrous veterans, and such little-known German vintage cars as Adler, Horch, Dixi and BMW—the latter two turning out to be Austin Sevens made under licence. From Holland we saw a magnificent Saoutchik-bodied 1921 Hispano-Suiza town carriage, late property of the Dutch Royal Family, and a fine selection of Model A and T Fords, many veterans, and a Type 46 Bugatti with a singularly exotic two-seater body made entirely of wickerwork. From Norway came a 1919 six-cylinder air-cooled Franklin, and New Zealand produced a 1904 Wolseley which, as with the great majority of the overseas cars, was in truly beautiful order. Two of the most notable visitors were Edgar Roy, President of the Vintage Sports Car Club of America, and Fred Haller of Massachusetts. Roy produced what to many must have been the star turn of the event in his recently rebuilt 1913 Grand Prix Delage, the actual Indianapolis winner of 1914, with its four-cylinder 6.3-litre horizontal-valved engine and five-speed gearbox;

while Haller came in the 1909 30 h.p. Chalmers-Detroit two-seater which he drove with his usual force.

A week or more would have been required to do justice to the British entry alone, as they assembled in the paddock at Goodwood on Saturday morning. Here was a complete cross-section of motoring. The primitive single-cylinders of Benz and Arnold from the late 1890s gave way to elaborate and stately Edwardians of every imaginable make, large and small, sporting and touring. In turn came row upon row of the classics of the 1920s, from the tiniest economy cars to the most potent of supercharged two-seaters. Nor were steam enthusiasts forgotten, for here were four steamers actually running: the 1897 Soame Steam Cart, which seemed to need at least two drivers, a 1904 Gardner-Serpollet, and a pair of Stanleys, one a fast 1911 two-seater and the other a rare condensing type of 1919. None of these appeared to catch fire or otherwise misbehave.

The Rally assembled at Brighton on Thursday night, and on Friday morning the cars were duly set off in three classes to complete road sections of a not very exacting sort; for this could not by the very nature of the entry be an especially competitive affair. Modest averages and pleasant scenery were the order of the day and lunch was taken at Petworth, unfortunately in the worst weather of the whole event. A similar afternoon section finished at Bognor Regis, where Butlins kindly made available their Holiday Camp to a positive invasion of some 800, a week or two ahead of their usual opening time. With its large car parks and ample catering facilities this turned out to be the ideal arrangement for a big rally, and their staff coped exceedingly well with the often odd requirements of a vast assembly of old-car enthusiasts.

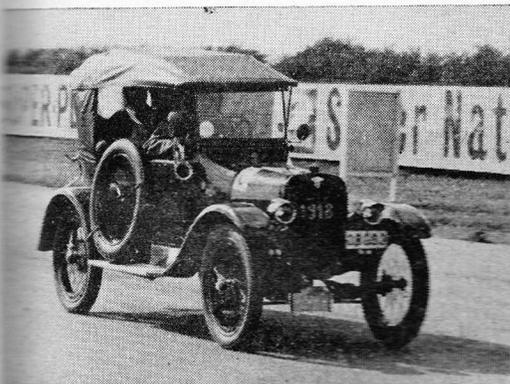
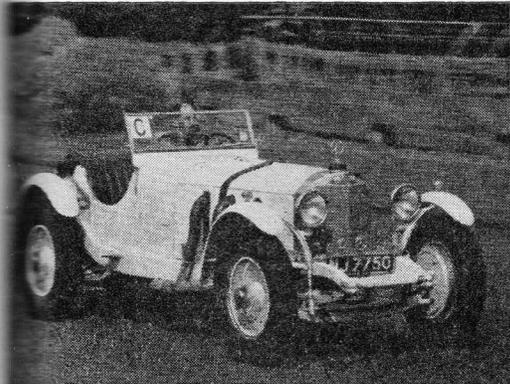
Saturday morning saw a great improvement in the weather and the gathering at Goodwood of the complete



RECEIVING instructions is M. Rauck from Munich, who is at the wheel of his 1900 Benz.

collection of cars; such is the size of the Paddock there that for the first time there was ample space to take a leisurely look at the entry. The Rally happened to follow on the final stages of the Bugatti Owners' Club International Touring Rally, and accordingly there was the delectable presence of at least a couple of dozen non-competing Bugattis of all types; and furthermore a special park was set aside for the display of a substantial number of speculating vintage and earlier cars.

The difficulties of arranging driving



THE 7,020 c.c. Mercedes of D. R. Powell gave a very impressive demonstration run (top). 1918 Wanderer during the cavalcade (above). It was driven by R. Dardenne who comes from Liege.

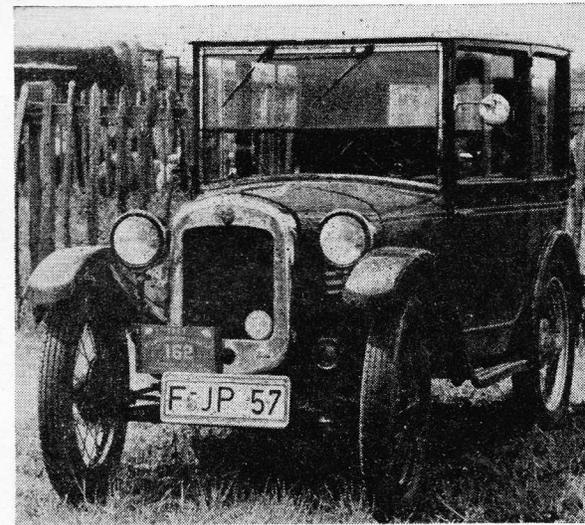
tests for some 300 cars with maximum speeds varying between 12 and 100 m.p.h., and to take place in a reasonably short time, are, of course, very considerable. The organizers had, however, coped nobly with this problem and put on a succession of tests involving quick starting, garaging, braking and manoeuvring through a row of cleverly spaced barrels. The cars ran through the tests in pairs, and this produced some very exotic combinations; a Trojan set off with a Gardner-Serpellet steamer, and many private battles were fought out between similar couples of oddly matched cars. Here the stalwarts of Vintage Club tests were at some advantage, the Frazer-Nashes making some very brisk times, while some of the Continental cars with l.h.d. performed handsomely. Some of the very early machines were handicapped in the garaging test by having no designed means of reversing, and some very strong pushing was seen on the part of Mr. R. J. Stephens, President of the V.C.C., in his 1898 Stephens car. Full marks none the less to those responsible for organizing this part of the event and running some 1,200 timed tests in a

matter of three hours; while at the same time *concours* judging was taking place for several awards in each of eight age-classes. The language difficulty arose, too, with some of the overseas drivers; certain of the Alfa team did not seem to get completely with the procedure and there were several friendly moments of near-confusion, which were, however, rapidly sorted out.

After lunch came an impressive series of demonstration runs carried out by pairs of the more exciting cars at what is tactfully known as "characteristic speeds". No fireworks, of course, but plenty of interest as the cars accelerated past the pits and disappeared to tour round the back leg of the course. First came the two Edwardian racing Delages: Sir John Briscoe's 1911 3-litre *Coupe de l'Auto* car and Roy's larger Grand Prix

version of the same design, a superb sight and sound. Then Sam Clutton's 1908 12-litre Itala together with Derek Grossmark's 1907 60 h.p. Napier two-seater, a stunning replica of S. F. Edge's Brooklands 24-hour record car of that year; Peter Hampton's 1913 5-litre Bugatti matched with Kenneth Neve's 1914 T.T. Humber; the 1909 Chalmers went very quickly indeed in company with Ken Ball's 1914 Prince Henry Vauxhall four-seater; Stanley Sears' 1930 Blower Bentley and Powell's 38/250 SSK Mercedes both made wonderful noises; then Hugh Conway and Barker in a pair of Type 43 Bugattis, Bergel and Rippon in G.P. cars of the same make; while finally the two Stanley Steamers made off with discreet locomotive noises to complete a memorable display.

Meanwhile the entire entry had been marshalled up to the track and, while the final *concours* winners were placed before the pits, duly put into age order round the perimeter. The *concours* cars then joined them to line up for a couple of laps in convoy, led by the organizers. This could have been a scene of total disorder in view of the varying potential of more than 300 cars at large on a circuit of moderate size, and it seemed at one moment as if we would see an insoluble traffic jam with no head, tail, or means of escape. None the less, despite the restrictions imposed on the faster cars by their descendants, all sorted itself out to the relief of the organizers and the enormous satisfaction of the spectators; it was an extraordinary experience to be moving at moderate speeds entirely surrounded by ancient and elderly cars of every imaginable make, nationality, size and speed.



A CAR that was always picked out for mention was this very interesting 1928 Dixi driven by H. Dichtl from Frankfurt. This Austin 7 was built under licence by Dixis before they were bought out by B.M.W.

## RESULTS

**H. G. Schoof Memorial Trophy—Best overall performance:** P. Tacon (1910 Bianchi 16/20). **National Benzole Trophy—Best performance by U.K. competitor:** K. M. Hill (1930 A.J.S.). **National Benzole Overseas Trophy—Best performance by foreign competitor:** H. Dichtl (1928 Dixi), Germany. **"Autocar" Veteran Trophy—Best performance classes 1a, 1b, 1c:** T. W. Lightfoot (1902 Mercedes 25/28). **"Autocar" Edwardian Trophy—Best performance classes 2a, 2b, 3a:** P. Tacon (1910 Bianchi 16/20). **"Autosport" Edwardian Trophy—Best performance class 3b:** G. A. Cuthell (1912 Hispano-Suiza). **"Motor Sport" Touring Trophy—Best performance classes 4a, 4b, 4c:** K. M. Hill (1930 A.J.S.). **"Motor Sport" Trophy—Best performance classes 5a, 5b:** D. P. Martin (1929 Riley). **Butlins Trophy—Best performance—Concours d'Elegance:** 1, A. A. Dray (1904 Wolseley), New Zealand; 2, B. Morgan (1930 Bentley); 3, P. D. Woodley (1930 Aston Martin). **Lanchester Trophy—Best performance by a Lanchester:** T. R. Nicholson (1928 Lanchester). **Fiat Trophy—Best performance by a Fiat:** J. M. Hayward (1927 Fiat). **Awards for longest straight line distance travelled to rally. Veteran award:** R. G. Sloan (1909 Commer), Copenhagen. **Vintage award:** M. Tomasi (1924 Ansaldo), Trento, Italy, and M. Zanotelli (1925 Alfa Romeo), Trento, Italy (tie). **Award for best performance by lady driver:** Mrs. A. Ure (1925 Lancia Lambda). **Awards for best performance by a member of each Foreign Club:** Belgium: R. Dardenne (1918 Wanderer); Eire: Miss E. Rosborough (1910 Adler); Germany: H. Dichtl (1928 Dixi); Holland: H. J. J. Geesink (1921 Hispano-Suiza); Italy: M. Tomasi (1924 Ansaldo); Norway: E. Rod (1926 Bentley); New Zealand: A. A. Dray (1904 Wolseley); Switzerland: M. Lindner (1925 Bentley); Spain: N. Franco (1927 Bentley); U.S.A.: F. E. Haller (1909 Chalmers-Detroit) and E. L. Roy (1913 Delage). **Awards for best entry by Foreign Clubs:** Allgemeiner Schnaufere-Club, Germany, 17 entries; Pionier Automobielen Club, Holland, 12 entries; Federazione Automotoveicoli D'Epoca, Italy, 11 entries.

## Class Winners

**Veteran Class 1a:** 1, J. Gross (1900 Lux), Germany; 2, D. G. Silcock (1900 New Orleans); 3, R. J. Stephens (1898 Stephens); 4, H. E. F. Parkinson (1900 Peugeot). **Veteran Class 1b:** 1, H. R. Timmis (1903 Gladiator); 2, Major H. Browell (1903 Siddeley); 3, G. L. Auty (1904 Humberette); 4, J. G. Hampton (1903 Panhard-Levassor). **Veteran Class 1c:** 1, P. C. Waring (1904 Renault); 2, H. Rose (1904 Talbot); 3, R. L. Bennett (1904 Panhard-Levassor); 4, H. S. Simons (1903 Sunbeam). **Veteran Class 2a/3a (merged):** 1, D. J. Gerritsen (1911 Renault), Holland; 2, J. Dymond (1911 De Dion Bouton); 3, F. J. Dahl (1908 Rover), Norway; 4, L. Holland (1910 Renault). **Veteran Class 2b:** 1, J. R. G. Downs (1905 Renault); 2, F. E. Haller (1909 Chalmers-Detroit), U.S.A.; 3, W. E. Offley (1906 Gladiator); 4, D. R. Grossmark (1907 Napier). **Veteran Class 3b:** 1, K. Ball (1914 Vauxhall); 2, F. Smith (1914 Darracq); 3, C. W. P. Hampton (1913 Bugatti); 4, E. W. Kendrew (1911 Stanley Steamer). **Vintage Class 4a:** 1, R. F. T. Stenhouse (1928 Triumph); 2, Dr. J. Missen (1924 Gwynne); 3, Mrs. C. H. Willats (1929 Morris); 4, J. A. Harris (1923 Austin). **Vintage Class 4b:** 1, N. D. Routledge (1924 Morris Cowley); 2, P. A. M. Page (1921 Calthorpe) and A. Rawlings (1929 Talbot); 4, J. M. Cartwright (1930 Riley). **Vintage Class 4c:** 1, Air Commodore N. R. Buckle, M.V.O. (1929 Lancia); 2, T. R. Nicholson (1928 Lanchester); 3, H. J. J. Geesink (1921 Hispano-Suiza), Holland; 4, C. Wadsworth (1922 Bentley). **Vintage Class 5a:** 1, J. Malvan (1928 Frazer-Nash); 2, J. V. Skirrow (1930 Frazer-Nash); 3, C. P. Marsh (1930 Austin); 4, M. T. Joseland (1926 Frazer-Nash). **Vintage Class 5b:** 1, D. R. Marsh (1927 M.G.); 2, H. P. Bowler (1929 Bentley); 3, H. G. Conway (1928 Bugatti); 4, C. Barker (1930 M.G.).

And so once again to Bognor Regis for a social evening of some magnitude, to say the very least, at Butlins. During the course of this a large quantity of prizes were dispensed and speeches made, including a masterly demonstration by John Hugenholz in no fewer than five languages giving thanks from all the overseas clubs to the organizers, who indeed deserve every praise for undertaking and carrying out such a tremendous task.



JOHN BOLSTER on the Continent with

## A HUMBER SCEPTRE

IT is my practice to combine the annual trip to the Geneva Show with a road test. Conditions are usually tough, often with plenty of snow, and the long journey across France to Switzerland allows a car to be thrashed for hours on end. On this occasion, the roads had broken up very seriously as a result of frost, resembling ploughed fields in several places. As usual, we were in a hurry, and so the car received an exceptionally thorough test.

The machine chosen for the expedition was the new Humber Sceptre. This is a luxury car, but it is small enough to be nippy in traffic. Very large cars are now something of a liability in Southern England, and even in France a smaller vehicle is generally to be preferred, while the cost of taking it abroad is more reasonable.

So, we decided that the Sceptre was the right size for the job. All Rootes cars are well equipped, but the Sceptre has as many instruments as a good Vintage car, all with proper round dials. It is possible to get from place to place without an oil pressure gauge or a rev. counter, but for enjoyable, intelligent driving such things make all the difference. The upholstery and interior furnishing are of high quality and there is a surprising amount of leg room in the back, though the headroom is only just sufficient.

The side view is perhaps more attractive than that of the other Rootes cars, indeed the lines are exceptionally pure. I was not at once taken by the front end, with four headlamps under chromium-plated "eyebrows", but most of my friends found this view pleasing. I was unprepared for the impact of the car on the French, who were frankly entranced with it. "How she is jolly", they cried, which is the French for "what a pretty car!"

A rather smaller engine is used than one would expect in such a carriage and it has only four cylinders. The over-square unit is closely related to that of the Sunbeam Rapier and Alpine models. It has a compression ratio of 9.1 to 1 and develops 81 b.h.p. (D.I.N.) or 86.6 b.h.p. (S.A.E.) at 5,200 r.p.m. As the capacity is only 1,592 c.c., these figures are creditable for a normal pushrod engine.

Entirely conventional, the design features a pressed-steel body-chassis, helical

springs in front, and a rigid rear axle on semi-elliptic springs. The four-speed gearbox has synchromesh on the upper three ratios and a Laycock-de Normanville overdrive reinforces the third and top speeds. There is a pleasant short, central gear lever and the front brakes are discs.

On the road, this is an exceptionally refined car. The engine gives no hint that it is a fairly highly tuned unit and must be awarded full marks for smooth operation. It will not come down to very low speeds in top gear as would a "six", but it is easy to slip into third gear or second to keep the revolutions up. In England, it is well known that six-cylinder cars suffer greater depreciation than "fours". One cannot justify this curious quirk of secondhand buyers, but the Sceptre will certainly retain its value and the choice of four cylinders is therefore wise.

Given intelligent use of the gear lever the acceleration is quite brisk, and the rapid change into overdrive third and down again was greatly appreciated in the crossing of the Jura mountains. The genuine maximum speed is just about 90 m.p.h., but

100 m.p.h. can be achieved on the overdrive when the gradient is favourable. The engine and transmission remain quiet in operation at all times.

Even when we were pressing on hard, the fuel consumption remained around 24 m.p.g., which must be regarded as satisfactory, for the car is by no means light. The disc brakes were able to cope with their work without distress, and in the mountains they were more highly strained than would be the case in England.

The steering is perhaps a little heavy at parking speeds but gives a good sense of control at the higher rates. The car tends to swerve when hit by sudden gusts of wind, which is disconcerting until one gets the feel of it. While there are limits to the performance of any suspension system which employs a rigid rear axle, the Sceptre coped more than adequately with the broken road surfaces of France. One of the dampers became noisy after many hours of hammering but it did not lose its effectiveness.

We were glad that we had chosen the Humber, as it turned out to be a good car for long journeys. It seemed to use no oil at all—a rare virtue at present—and its reliability was absolute. The luxurious interior gave the occupants a sense of well being and the superior finish was commented upon, notably at petrol filling stations. Having regard to the elaborate equipment, the car is not highly priced at £977.

*THE HUMBER SCEPTRE outside the famous Pont de Pany Restaurant near Dijon (top, left). TWIN CARBURETTOR engine which propelled the Sceptre to Geneva and back, both fast and economically (below).*



## SPA GRAND PRIX WON BY MAIRESSE (FERRARI)

FOLLOWING his unfortunate shunt at Silverstone, Belgian driver Willy Mairesse scored a win in last Sunday's 500-kilometres of Spa-Francorchamps, a qualifying round of the G.T. manufacturers' championship. The GTO Ferraris finished 1-2-3, Pierre Noblet and Jo Siffert following Mairesse home.

There were 32 starters in the 36-lap, 315-mile race. Mairesse set up a new G.T. lap record of 4 mins. 7.4 secs., which represents a fantastic speed of 127.50 m.p.h., during a stern chase back to the front after his pit stop when he found himself 54 secs. behind Noblet with only 13 laps to go.

The 1,300 c.c. class was won by Pat Fergusson's Lotus Elite, while the three LawrenceTune Morgans of Chris Lawrence, Pip Arnold and Billy Blydenstein went very well and won their class.

The saloon car race was won by Lucien Bianchi (Alfa Romeo) and the

Mini-Coopers cleaned up the 1-litre class. An illustrated report of the Spa Grand Prix meeting will appear in next week's issue.

### Results

**Coupe de Spa (Touring Cars). Up to 1,000 c.c.:**  
1. De Barys (Mini-Cooper), 45 m. 0.1 s., 150.394 k.p.h.; 2. Dubois (Mini-Cooper); 3. Alex (Mini-Cooper). **1,001-1,600 c.c.:** 1. Bianchi (Alfa Romeo) 44 m. 10.6 s., 152.203 k.p.h.; 2. Demortier (Alfa Romeo); 3. Blydenstein (Vauxhall). **1,601-2,000 c.c.:** 1. Rüntte (Volvo), 45 m. 17.2 s., 149.415 k.p.h.; 2. Ackermans (Volvo); 3. Patte (Volvo). **Fastest lap:** Demortier, 5 m. 25.2 s., 156.136 k.p.h.

**Spa Grand Prix (G.T. Cars). 1,001-1,300 c.c.:**  
1. Fergusson (Lotus Elite), 2 h. 38 m. 57.5 s., 170.308 k.p.h.; 2. Schaeffer (Alfa Romeo). **1,301-1,600 c.c.:** 1. Stoop (Porsche), 2 h. 41 m. 53.7 s., 162.009 k.p.h.; 2. Rank (Porsche). **1,601-2,000 c.c.:** 1. Koch (Porsche), 2 h. 40 m. 24.8 s., 168.764 k.p.h.; 2. Carlos (Porsche). **2,001-2,500 c.c.:** 1. Lawrence (Morgan), 2 h. 40 m. 15.4 s., 163.650 k.p.h.; 2. Arnold (Morgan). **2,001-3,000 c.c.:** 1. Mairesse (Ferrari), 2 h. 38 m. 40.8 s., 191.932 k.p.h.; 2. Noblet (Ferrari); 3. Siffert (Ferrari); 4. Langlois van Ophem (Ferrari); 5. Kerrison (Ferrari). **Fastest lap:** Mairesse, 4 m. 7.4 s., 205.173 k.p.h.

To the uninitiated the title of this race may bring forth sniggers and recollections of Ustinov and Gibraltar, but it is a very serious matter here in the tiny Republic of Panama at the crossroads of the Americas.

Weeks before the event, detailed preparations were in progress for the 100-mile race, high spot of the motor sporting year, and more than a month ahead official practice sessions began. The race was over 50 laps of the circuit of Chame, about 50 miles west of Panama City and the Canal, but this airfield circuit is not quite like, say, Silverstone or Snetterton. The pit area is situated at one end of the main strip, and at this point the "road" hugs one side of the very wide runway for about 400 yards. Then it swings right at 45 deg. to the other side of the strip, straightens out, then swings left again, finally straightening out in line with the pit straight, thus forming a gigantic chicane about half a mile long—very exciting at the high speeds which the faster cars attained here. This is followed by a 15 m.p.h. hairpin which takes off the strip onto the service road through the jungle. This is somewhat narrow and stony but dead straight for three-quarters of a mile, terminating in a fast right-hander with a bump in the middle. A hundred yards

enacted once again. Ramirez made a magnificent start from midway in the line and set out hard on the heels of Gelabert in the yellow Porsche. Smolen and Kennett also got away well in their green cars with the rest of the field in a tight bunch behind, except poor Holmes who was still suffering somewhat from his practice crash and was slow getting going. The Porsche led into the hairpin where the Morgan passed the Healey on the brakes, whilst Smolen took the somewhat startled Panamanian right in the apex of the hairpin. The Morgan pushed past the Porsche with two wheels on the grass going down the back straight and pulled over to let the Jaguar through. Smolen was going like a train and Kennett nipped smartly into his slipstream to hitch a tow on the fast bit, and off they went together at over 120 m.p.h. down the straight. For ten laps the two green cars stuck together nose to tail, having pulled out a lead of about 150 yards on that first lap, and gradually increasing it. The crowd of 5,000 yelled encouragement as they drifted in unison through the chicane, showering stones to astonishing heights. Behind, a similar duel was going on between the Porsche and the Healey of Ramirez, but after 11 laps the Porsche lost its oil pressure and retired.

was use his overdrive to keep the revs. up and hope for the best. Smolen was next in trouble: he stopped to see if any of the missing anchors could be found and had a little fire while he was at it. However, no harm was done but neither were any brakes forthcoming. Matias Reyes spun his TR3A coming down the hill to the bump and went into the jungle without doing much harm to either the car or himself. Cortizo in the other TR3 was going like a train and making about the same amount of noise, nevertheless enjoying himself hugely.

After 35 laps Kennett made a quick pit stop to check on tyre wear, and was rapidly flagged out again just as the Healey went by. Shortly afterwards Ramirez had to do likewise and lost his momentary advantage. Smolen had to make another stop and so did Holmes, mainly for refreshment, as the threatened rain had disappeared and the sun was really hot. The two leading cars were both fitted with drinking-bottles and so their drivers were not unduly troubled. Ramirez was now going very quickly indeed in an effort to catch the fleeing Morgan, whilst Smolen was still seen to be going well over the "ton" on the straight despite being brakeless. On the 47th lap Kennett was seen to be slowing and glancing down at his rear wheels from whence odd noises were coming and the brakes were grabbing. Also Ramirez was having great difficulty in controlling the Healey on the bumpy bits as his front dampers had softened up. Kennett judged nicely the compromise between staying in front of the flying Healey and keeping the axle together, finishing some 38 secs. ahead of the valiant Ramirez. On the 49th lap Smolen wore right through his

## EL II GRAN PREMIO NATIONAL DE AUTOMOVILISMO DE PANAMA

BY MICHAEL H. ADLER

later is a slower right-hander with an adverse camber, then the road runs slightly downhill to a wicked dip out of which the unwary become airborne. If they don't go too fast they should reach the ground again by the time they reach the slow turn back on to the pit straight. All very tough, and most exciting to watch. The entire circuit is paved with a particularly abrasive tarmac and the lap is just two miles.

The early practice sessions showed promise. The Panama Jaguar/Triumph/Morgan dealers were supporting a team of three such cars entered by the Isthmian Autosports Association, one of the two motor clubs in Panama. American Mory Holmes, who lives locally, had entered his very potent S.A.H. equipped TR4 and clocked one of the best times, but later on he lost it coming out of the chicane and felled seven trees! The TR was wrecked but Mory escaped with little more than a bad fright. The agency trotted out a stock TR and began converting it to the S.A.H. spec. Meantime, another American, Dudley Smolen, who runs I.B.M. in Panama, was circulating extremely rapidly in his early E-type Jaguar. This car was a bit breathless, however, but if it lasted the distance it would be a strong contender. The third member of the team was a new Morgan Super Sports with the 1963 4/4 "carroceria", the potent Lawrence power unit sticking out of the rather inadequate bonnet. This car was driven by B.A.R.C. member Pat Kennett who is Service Manager of the agency. The heat and humidity made the Webers a bit of a problem but this was sorted out in good time and great things were expected. The other club had entered a 3000 Healey driven by Panamanian champion V. Ramirez, with three other Healeys in support, also a very rapid Porsche Speedster with Gelabert at the wheel. Numerous other machines were entered but the winner was expected to come from one of these two groups.

The start was to be of the Le Mans variety, and as the cars and drivers began to line up dark clouds began to threaten what had been a blazing hot day. The "Motores" Jaguar/TR/Morgan team under command of their Australian team manager, were taking things quietly. This outfit was also looking after a pair of "private" TR3As and they were all in adjacent pits due to turning in carefully pre-determined lap times in the qualification trials. Crafty! The other entries seemed to be somewhat lacking in organization but by 3 p.m., one hour late, all was ready.

As the flag dropped the familiar scene of scrambling feet and slamming doors was



*DOWN IN THE FOREST. The winning Morgan at full chat down the long back straight. The front of the car was covered in plastic foam to protect it from flying stones. For much of the race drivers had to peer over their windshields as they were made opaque by stones and dirt.*

Meanwhile, Holmes had worked his last-away TR4 up into fourth place by dint of very fine outraking manoeuvres and judicious use of his overdrive combinations. The heat and the pace were already having their effect, and two of the Healeys had called it a day. Then Smolen began to be troubled with loss of brakes, and slowed slightly, much to the relief of the Morgan driver who was by now badly "shot blasted" and very dirty, and on lap 12 the Morgan went into the lead. Smolen was not giving up, however, and circulated furiously, using his gearbox to slow the car as best he could. Those early laps had been accomplished at just over 80 m.p.h. with the object of breaking up the Healey opposition. However, Ramirez is not champion for nothing, and he refused to get involved in anything too hectic. Cavassa spun his Healey in front of the pits, clearing the area effectively.

At quarter-distance it was Morgan, Healey, Jaguar, TR4, Healey, TR3, but then Holmes lost the tailpipe of his car and made a pit stop to see what could be done. The answer was nothing, so out he went again, misfiring badly, as the pipe-loss had upset his tune. All he could do

left-hand front Dunlop and came in on three. He was spared that last lap as the leader had already crossed the line. A patient Holmes spluttered in with the TR4 and a highly delighted Cortizo noisily arrived a couple of laps in arrears.

These were in fact the only five cars which survived the distance, and the chances are, that if the race had been ten miles longer, even fewer would have made it. The Morgan's wheel bearings were on the way out, the Jaguar had no tyres left, the Healey had no front dampers and was on the wire of its Michelins, as was the TR3. In fact, except for the tailpipe, Holmes's TR4 was the only car in anything like going shape, a stark testimony to the extreme severity of this circuit, coupled with the temperatures encountered. The winning speed was a remarkable 76.9 m.p.h. The track has been altered since last used so no records can be compared, but the fastest lap was shared by the Jaguar and the Morgan at 81.1 m.p.h. As the team wended their happy way home to break the good news, many spectators did likewise, muttering of omens and things. You see, the last Morgan that came to Panama was a pirate called Henry—he left his mark, too!

## BRIAN FOLEY'S

# Report From Eire



## DUNGARVAN HILL-CLIMB

ON a fine Sunday, 28th April, the Tipperary County L.C. & M.C.C. held their Dungarvan hill-climb, the first Irish hill-climb of the season and the first speed event in the South.

The fast 1.7-mile Dungarvan hill, in Co. Waterford, is one of the finest in the British Isles. The road is of more than average width and if the surface is a little coarse, it is quite good. From the start a short straight leads into a very tight right-hand hairpin. A slightly curving climb leads into a fast sweeping diminishing-radius left-hander, followed by a fast blind to the second hairpin. From the left-hand hairpin, another fast blind leads into another sweeping right-hander. The road then swings immediately left around a fast curve and over the finish line.

For years Redmond Gallagher held the Dungarvan record at 1 min. 38 secs. in the blown 998 c.c. Leprechaun-J.A.P. In 1961 Dan McAlister broke the record with his 1½-litre Cooper-Climax, and last year he set up a fantastic record of 1 min. 32 secs. Dan was fastest again this year, taking his Cooper up in 1 min. 32.6 secs. He was having his first outing in the car he bought from John Pringle. Unfortunately the blower he got for his 1½-litre Coventry Climax engine would not fit. Frank Keane drove his F.J. 997 c.c. Lotus 18 with great verve, and was second fastest overall with 1 min. 37 secs. Keane won two classes and the Open Handicap. Third fastest was Lingard Goulding with his 1½-litre Lotus-

*LOUIS DILLON of Cork treated the spectators at the Dungarvan Hill-Climb to some fine displays of three and even two-wheeled motoring. His best run in his standard Fiat 1100 was a highly creditable 2 mins. 6.2 secs.*

Ford 18, in 1 min. 42.8 secs. In 1960 Dickie Barrett motored his very potent Austin A35 up Dungarvan in 1 min. 59 secs., the first man ever to break two minutes in a saloon car. Last year Johnny duMoulin recorded 1 min. 52.3 secs. in his 1,340 c.c. Ford Anglia. This season I see the capacity of duMoulin's car is 1,652 c.c. His best climb was a fantastic 1 min. 47 secs., which was fourth fastest overall! Captain John Burke brought the evergreen 1½-litre sports-racing Gordini to the top in 1 min. 49.2 secs.

In all, 30 drivers competed at Dungarvan. Amongst the non-starters were Stan Ryan and Bertie McElhinney. Ryan had his 1½-litre Cooper-Climax and an F.J. Cooper entered but did not show up at all. McElhinney is experiencing cylinder head gasket trouble with his 1,500 c.c. Lotus Super Seven and did not risk the long run down from Belfast. As usual, crowd control presented a huge problem at Dungarvan, and if the Tipperary Club intend returning there next year, it will be absolutely essential to enlist an army of marshals.

## Results

**B.T.D.:** Dan McAlister (1,475 c.c. Cooper-Climax), 1 m. 32.6 s. 1,250 c.c. Handicap: 1, Frank Keane (Lotus Ford 18), 1 m. 27.0s.; 2, R. Heeley (M.G. Midget), 1 m. 28.2 s.; 3, B. Quinlan (A.-H. Sprite), 1 m. 31.2 s. **Over 1,250 c.c. Handicap:** 1, Dan McAlister, 1 m. 32.6 s.; 2, Capt. J. Burke (1,488 c.c. Gordini), 1 m. 34.2 s.; 3, 1,250 c.c. Scratch: 1, Frank Keane, 1 m. 37.0 s. **Over 1,250 c.c. Scratch:** 1, Dan McAlister, 1 m. 32.6 s.; 2, Lingard Goulding (1,475 c.c. Lotus-Ford 18), 1 m. 42.8 s.; 1,000 c.c. Saloons-Scratch: 1, Dr. Gar O'Brien (Austin-Cooper), 1 m. 56.6 s.; 2, John Hayes (Austin-Cooper), 1 m. 57.8 s. **Over 1,000 c.c. Saloons-Scratch:** 1, Johnny duMoulin (1,652 c.c. Ford Anglia), 1 m. 47.0 s.; 2, Michael Ivis (1,080 c.c. Austin-Cooper), 1 m. 57.8 s. **Saloon Handicap:** 1, M. Ryan (Volkswagen), 1 m. 27.4 s.; 2, Dr. Gar O'Brien, 1 m. 28.6 s.; 3, John Hayes, 1 m. 29.8 s. **All-Comers Handicap:** 1, Frank Keane, 1 m. 27.0 s.; 2, M. Ryan, 1 m. 27.4 s.; 3, R. Heeley, 1 m. 28.2 s. **Best Tipperary County L.C. and M.C.C. Member:** Dr. Gar O'Brien.

## BOOK REVIEWS

## MOTORING FOR PLEASURE

By Lord Strathcarron. 176 pp. 27 photographs. Stanley Paul and Co. 21s. net.

LORD STRATHCARRON is a full-blooded enthusiast who frankly drives motor cars for the sheer love of it. Ownership of innumerable vehicles, good, bad and simply dreadful, has given the author immense satisfaction, and it is refreshing to discover that David Strathcarron extracted as much pleasure from an admitted "heap" as he has done from the series of fine cars that he acquired from time to time.

To some people the three-pointed star of Mercedes-Benz means marque-worship almost amounting to idolatry. However, Unter-turkheim did produce one or two pretty awful vehicles, including the rear-engined Type 130. With a power-weight ratio of 25 b.h.p. per ton, it was painfully sluggish, and so over-geared with its over-drive top, that even 50 m.p.h. was a questionable maximum. In direct top, only by exceeding the rev limit could one achieve 45 m.p.h. Strathcarron says that petrol consumption was 20 m.p.g.

The author cannot resist cars of unusual design, and his comments on the "130" rather tend to supply proof of the shortcomings of a car that Daimler-Benz would much prefer to believe never existed. His references to the 3-litre Red Label Bentley will undoubtedly produce screams of disbelief from vintage enthusiasts and members of the Bentley D.C. He states categorically that the standard 3-litre would not exceed 80 m.p.h., except by 2-3 m.p.h. under the most favourable conditions. His own example never did over 78 m.p.h. and after it was "overhauled," had a maximum of 72 m.p.h.

Everything possible in connection with motoring is discussed, and there are many references to competitions, in which the author took part for several years, notably with a Marwyn "500." Rally folk will disagree with the observation; "... I see little point in driving up and down mountain passes all night only to find oneself in the morning very near the spot one was at the previous evening." However, private owners will applaud his remarks relating to works cars in rallies.

All through the book the theme is enjoyment, and from its chapters much sound advice can be assimilated—especially when it comes to buying used cars. A short section on the terms used by traders emphasizes the need for care when choosing a vehicle from a used-car lot. Amongst the delightful definitions are: Bodywork sound. Mechanically awful. Mechanically sound. Bodywork awful. Enthusiast's car. This will need constant tinkering to make it work.

This is the sort of book which makes an ideal present, for it makes an appeal to every class of road user, who must have, at one time or another, experienced the sort of thing about which Lord Strathcarron writes.

G. G.

## COMPETITION DRIVING

By Paul Frère. 144 pp. 60 illustrations. B. T. Batsford Ltd. 18s. net.

AMIDST the wealth of published motoring sport literature, one occasionally comes across a book obviously destined to become a standard reference work. "Competition Driving" is not only a treatise on this subject, but its contents provide invaluable instruction for those who would like to improve their driving methods, as well as entering competitions.

Paul Frère's very considerable experience as a racing driver has inspired this volume. One of the few journalist-racing drivers, as distinct from racing drivers turned journalists, the Belgian has produced what really amounts to an advanced driving discourse, in rather more simple language than the well-known Taruffi work. The characteristics of understeer and oversteer are lucidly explained, and such things as "heel and toe" control, power-sliding (commonly called "drifting"), limits of tyre adhesion and so on, receive meticulous attention with appropriate diagrams. Paul also deals with practice methods, and his advice should be read assiduously by all embryo racing men.

His chapter on "Do's and Don'ts" makes sense, whichever way one looks at it. I quote: "During the race, try to drive a little faster than is enjoyable; you cannot go really fast without frightening yourself occasionally." "... If it starts to rain, slow down sufficiently not to take any risk, then increase speed progressively as you become familiar with the new state of the track." "... Don't get in the way of faster competitors, but when they have overtaken you, try to keep up with them as long as you can and watch their methods closely; you can learn a lot this way."

One should take the advice to heart not to take anything another racing driver says for granted. It is a known fact that there is a certain amount of psychology in motor racing. For instance, a driver may say in the hearing of others that he takes a certain bend "flat-out." Even top-class men have been influenced by such remarks, and one could instance the famous bend past the pits at Rheims, which, to this day, it is not known whether or not Fangio took this on full chat with the 2.5-litre cars, or rode the throttle slightly. Anyway, others tried it with all the power on, and invariably had to lift before getting into serious trouble. Fangio may, or may not, have said that he did take it flat—however, the term may mean something else in Spanish! As Paul Frère states: "To do what a racing driver says he does without building up to it progressively, is the quickest way of getting killed."

Competitors in the AUTOSPORT Three Hours Race could, with advantage, study the remarks on racing at night. Frère has had considerable experience in night events such as Le Mans, the Mille Miglia and Sebring, and many of his hints, if followed, could well make the difference between success and failure.

The dozens of young men who write to this magazine on the best way to become a racing driver would do well to buy Paul Frère's book. In point of fact, the chapter "Becoming a Racing Driver" answers practically all of their queries. Finally I extract the following comment: "The best way of improving one's ability is to race as much as possible." *verb sap.*

G. G.

# CLUB NEWS

By MICHAEL DURNIN

**THE American D.C., Harrow C.C. and M.G. C.C. (S.E. Centre)** are co-promoting closed Driving Tests at Bicester Garrison on 16th June. Regs. are obtainable from A. Marshall, 4 The Fairway, North Wembley, and close on 11th June. . . .

**The Hagley and D.L.C.C.'s** restricted Welsh Rally is a B.T.R.D.A. Silver Star Rally Championship event. Invited clubs are B.T.R.D.A., 432 M.C., Godiva C.C., Hereford M.C., Knowdale C.C., London M.C., M.G.C.C., Oswestry and D.M.C., Shenstone and D.C.C. and Wolverhampton and South Staffs C.C. Regs. and full details are available from G. Tucker, 115 Bewdley Hill, Kidderminster. . . . **The Vickers (Weybridge) M.C.**, in conjunction with the **Craven M.C.**, are co-promoting their first production car sprint meeting to be held at Eelmoor Plain, near Aldershot, on 9th June. This is a closed event and entries, which close on 1st June, are obtainable from K. Hussey, Kimberley, Swallowfield, Reading, Berks. . . . The next qualifying event for the AUTOSPORT Sprint Trophy is the **Evesham A.C.'s** National British sprint meeting at Long Marston on 23rd June, which includes several classes for dragsters. Entries close on 8th June and are obtainable from R. H. Hodgkinson, Barncroft, Owllets End, Evesham, Worcs. . . . A restricted autocross is being promoted on 3rd June by the **Hagley and D.L.C.C.** with classes for closed and open production cars, f.w.d. and rear-engined production cars. Invited clubs are M.G.C.C., 432 M.C., Dudley and D.M.C., Midland M.E.C., Shenstone and D.M.C., Walsall C.C. and Wolverhampton and South Staffs C.C. Entries close on 28th May, obtainable from L. M. Taylor, 4 Poplar Road, Norton, Stourbridge, Worcs. . . . The **S.M.R.C., B.R.S.C.C., Y.D.C., B.A.R.C., M.G.C.C., Seven-Fifty M.C., N.S.C.C.** and the **P.M.C.** are invited to take part in the **London M.C.'s** restricted race meeting on 7th July at Snetterton. All tastes have been catered for and one is strongly advised to send in entries, which close on 26th June, as soon as possible since the meeting is usually heavily subscribed. They are obtainable from Barry Simons, 8-10 Charing Cross Road, London, W.C.2. . . .

The **B.R.S.C.C.** are holding a closed race meeting on 1st June at Rufforth. Regs. from G. L. Johnson, 152 Birchwood Hill, Shadwell, Leeds 17. The entries close on 22nd May. . . . On 16th June the **Mini-SeTen C.** are promoting a closed club driving tests meeting at the ex-Army camp near Orsett, Essex. Justin Ramsden, 17 Whitecroft Way, Beckenham, Kent has the entry forms, the final date for entries being 13th June. . . .

The **East Surrey M.C.** are holding a restricted driving test meeting for the Surrey Challenge Trophy at Blackbushe Airport on 1st June. This year the event is open to any club belonging to the Association of Central Southern Motor Clubs and it will include classes for Minis, saloon cars and sports cars, but no specials of any sort are eligible. Entries should be sent as soon as possible to Richard Cove, 14 North Parade, Chessington, Surrey. . . . The **Falcon M.C.** are holding a restricted Autocross on 26th May at M.R. 147/282325 nr. Walkern, Herts. This is the qualifying event for the 1963 B.T.R.D.A. Autocross Competition and is open to B.A.R.C., B.T.R.D.A., Cambridge C.C., East Anglian M.C., Harlow and D.A.C., N. London E.C.C., Peterborough M.C., Thames Estuary A.C. and the London Counties Association of Motor Clubs. Entries are limited to the first 60 received and application should be made to Mrs. A. Robbins, Idano, 39 Stormont Road, Hitchin, Herts not later than 20th May. . . . The **Baitings Dam—Rochdale Road, Ripponden**—is the venue for the **Airedale and Pennine M.C.'s** restricted hill-climb on 2nd June. A club which is a member of the A.N.C.C. is eligible. There are twenty classes, which should cater for everyone. Regs. from C. Birkett, 10 Greenway, Tranmere Park, Guiseley, Leeds not later than 27th May. . . .

The **Four Ways C.C.** are holding a Driving Tests meeting on 26th May in conjunction with the **West Essex C.C., Chelmsford C.C.** and **Gaynes C.C.** The meeting will be held at Norton Mandeville Airfield, and regs. can be obtained from A. G. McCrae, 57 Badlis Road, Walthamstow, London, E.17. Entries close on 21st May.

## COMING ATTRACTIONS

- 18th May. B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Starts 2 p.m.**  
**Seven-Fifty M.C. (Midlands Centre) and Midlands M.E.C. Sprint, Wellesbourne, near Stratford-upon-Avon, Warwickshire.**  
**B.A.R.C. (S.E. Centre) Fastbourne Rally of Driving Tests. Starts Beachy Head Hotel, Beachy Head, Sussex.**  
**Eastern Counties M.C. Driving Tests. Starts Martlesham Airfield, near Ipswich, Suffolk, at 2.30 p.m.**
- 18th-19th May. Police Rally, Belgium. Lancashire A.C. National Morecambe Rally. —CANCELLED.**  
**B.A.R.C. (Surrey Centre) Summertime Rally. Starts Nutley, Sussex, at 10.30 p.m.**  
**Harrow C.C. C.L.J. Rally. Starts Acland and Tabor Garage (M.R. 147/233154), at 10.30 p.m.**
- 19th May. Nürburgring 1,000-kilometres, Germany (G.T. 2-3, P.).**  
**Paris Grand Prix, Monthlery, France (F.J., S., G.T., T.).**  
**Elaintarhanais - Djurgardssloppet, Finland (F.J., S., G.T., T.).**  
**B.R.S.C.C. Race Meeting, Brands Hatch, near Farningham, Kent. Starts 12.30 p.m.**  
**Seven-Fifty M.C. Race Meeting, Snetterton, near Thetford, Norfolk. Starts 1.30 p.m.**  
**West Hants and Dorset C.C. National Hill-Climb, Wiscombe Park, Southleigh, near Colyton, Devon. Starts 12.30 p.m.**  
**Northumbrian M.C. Sprint, Walsend, Northumberland.**  
**Caernarvon and Anglesey M.C. and North Wales C.C. Sprint, Mona Airfield, Caernarvonshire.**  
**Eastern Counties M.C. 10th Felixstowe Rally of Driving Tests. Starts Sea-Front, Felixstowe, Suffolk, at 11 a.m.**  
**Alvis O.C. National Alvis Day, Crystal Palace, Sydenham, London, S.E.19.**  
**Shenstone and D.C.C. Driving Tests. Starts Carborough Farm, near Lichfield, Staffs, at 11 a.m.**  
**West Lancashire M.C., Southport M.C., St. Helens and Wigan C.C. and Chorley A.C. Driving Tests. Starts Scott's Bakeries Car Park, Netherton, Liverpool, Lancs, at 2 p.m.**

## SUSSEX C.C.

### DRIVING TESTS

THE Sussex Car Club held one of their two annual closed Driving Test Meetings at Maresfield Camp, Sussex, on Sunday, 5th May. The venue was not blessed with exceptional weather, but at least the worst of the rain did not materialize until the final test, No. 5, was due to start.

The first four tests were attempted by the 26 entrants and these were designed to appeal to the driver who was not inclined to throw his car about, with consequent great wear and tear. They were tight and required careful thought and precision in planning and handling rather than courage or a good memory.

Test 5, however, termed the 'Monte Maresfield', is a grand, large, open affair and favoured the fast, skilful driver, and as the surface was by this time good and wet some most interesting slides were developed, especially by Alistair McHardy and Denis Beare (Sprites).

B.T.D. went to Denis Beare driving the Midnight Special, and beating the owner Graham Hutchings into the bargain.

The crowd was largely of club members and friends and turned into an occasion to meet other members and enjoy a good natter. Results were soon available at the end of this typical club members' day.

LEO CRUTTENDEN.

#### Results

**Minis:** 1, G. Hutchings (Mini), 1,109 s.; 2, B. Eastwood (Mini), 1,138 s.; 3, B. Taylor (Cooper), 1,241 s. **Other saloons:** 1, M. Spratt (Ford 8), 1,238 s.; 2, J. Heasman (Ford 8), 1,244 s.; 3, E. Philippe (Minor 1000), 1,414 s. **Sports cars:** 1, D. Beare (Sprite s/c) 1,100 s.; 2, L. Starley (Sprite), 1,158 s.; 3, D. West (Sprite), 1,254 s. **Specials:** 1, G. Hutchings (Midnight), 1,146 s. **B.T.D.:** D. Beare (Midnight), 1,076 s.

## BRISTOL M.C. & L.C.C. DYRHAM PARK HILL-CLIMB

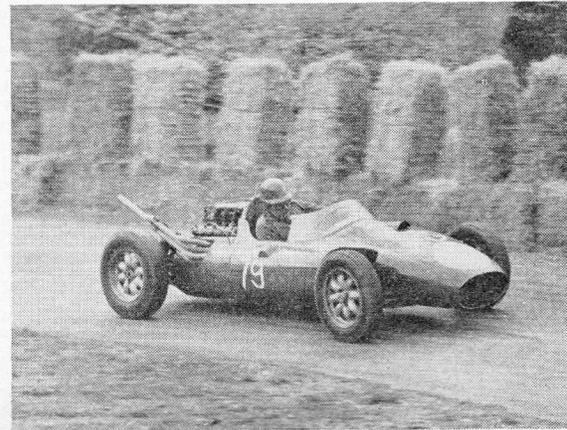
TO a picturesque Costwold setting and a sunny day was added a carnival touch with the gay colours of entries in the Bristol Motorcycle and Light Car Club's restricted hill-climb meeting on 11th May at Dyrrham Hill, Gloucestershire.

Competition in many classes was particularly tough and there was a sprinkling of surprises, spills and unusual machines. The fast but extremely gritty course called for maximum skill for good times. Neptune, the top corner, was well padded with bales, which occasionally saved a competitor from a 60 ft. plunge down the bank behind.

Surprise of the day was in the class for Sports and G.T. cars up to 1,100 c.c. Ashley Cleave in a 1937 Morris 10 Special beat Royston Ashford's Sprite and Arnold Cook's Austin-Healey Sprite for a first-place time of 41.20 secs.

Amie Lefevre made up for his fifth place in this class with a convincing win in the over 1,100 c.c. saloon event. In his standard Rapier he clocked 43.57 secs. against D. Harris' 46.70 secs. in his Riley 1.5 with a borrowed Ford oil pump.

Wally Cuff in a 1,500 c.c. F1 Cooper won the Racing Car event. With a practice time of 32.41 secs. he looked set to shatter Peter Westbury's Cooper-Daimler record of 32.08. Pressed by John Ford in a Cooper-J.A.P.



WALLY CUFF in his Cooper sets B.T.D. with a time of 37.96 secs. He was not able to beat Peter Westbury's hill record.

and George Keylock in his massive V8 3½-litre Buick-engined Cooper, Cuff held on to his first run lead. He made the top in 37.96 secs. for the best time of the day. On the first run he clocked 39.13 secs. Most interesting entry in this event was hill-climb veteran Doc Taylor in an 8 cylinder, 3,257 c.c. 1934 ex-Earl Howe Bugatti Type 59. He clocked 41.16 secs. in practice but dropped to 42.89 and 43.01 on his runs.

Michael Davis, with a Cosworth Classic-engined Lotus Super 7, took the over 1,150 c.c. sports-racing class in 39.92 secs. D. Weston, whose T.F.G. caught fire in practice, came third in the field of four to Brian Croot's 'C'-type-engined Allard J2R.

#### Results

**B.T.D.:** W. C. Cuff (Cooper F1), 37.96 s. **Saloons up to 1,100 c.c.:** 1, E. F. Williams (Morris-Cooper), 41.80 s.; 2, A. F. Kynoch (Austin-Cooper), 42.12 s. **Saloons over 1,100 c.c.:** 1, A. F. Lefevre (Sunbeam Rapier), 43.57 s.; 2, D. Harris (Riley 1.5), 46.70 s. **Sports and G.T. up to 1,100 c.c.:** 1, W. A. Cleave (Morris), 41.20 s.; 2, R. J. Ashford (M.G. Midget), 41.25 s. **Sports and G.T. 1,101-1,600 c.c.:** 1, R. C. J. Smart (Lotus Elite), 40.96 s.; 2, M. R. Davies (Lotus Elite), 41.82 s. **Sports and G.T. 1,601-2,500 c.c.:** 1, I. D. Swift (Morgan Plus 4), 40.37 s.; 2, D. Munro (A.C. Ace-Bristol), 42.55 c. **Sports and G.T. over 2,500 c.c.:** 1, R. Fry (Ferrari Berlinetta), 39.59 s.; 2, A. R. Parks (Jaguar E-type), 42.80 s. **Sports-Racing Cars up to 1,150 c.c.:** 1, R. H. Lane (Lotus 7), 41.04 s.; 2, P. D. Gardiner (Lotus 7), 42.28 s. **Sports-Racing cars over 1,150 c.c.:** 1, M. Davis (Lotus Super 7), 39.92 s.; 2, W. B. Croot (Allard J2R), 43.91 s. **Racing Cars:** 1, W. C. Cuff (Cooper F1), 37.96 s.; 2, J. M. Ford (Cooper-J.A.P.), 39.05 s.

## THE BRIGHTON RALLY OF THE TESTS

THE old-established Brighton Rally of the Tests event held in the traditional setting of the fine Madeira Drive on Brighton's sea-front promenade has of recent years rather lost its hold on driving test exponents, due probably to its persistence in conforming to a standard procedure laid on in its early days which has now become rather outdated.

This year, however, Jim Griffiths was appointed clerk of the course and his influence was noticeable in the procedure and more particularly in the test layouts, which were generally large and devoid of niggly little complicated twists requiring more memorizing ability than driving skill.

As with all events past history tends to reflect in entries, and only 30 cars were present to do battle for the seven classes and 13 awards, which must have disappointed the Brighton and Hove Motor Club. But they did not allow this to daunt them in their efforts, and on the basis of this year's event, the event should be more satisfactorily supported next year.

Six large open tests on the sea-front each attempted twice with the better run to count commenced a little late at 2.20 p.m. with a smattering of spectators, due to a blustery south-east wind hinting at rain later (confirmed), set off the proceedings and these were enlivened by the entry at No. 3 of a Hillman Imp by A. Frazer of the parent club who had entrusted this interesting little vehicle to John Henley, whose exploits with Minis and Coopers last year are well known locally, but he was heard to express the opinion that "this is not in the Mini class for driving tests", a view confirmed by a 16 secs. lead established in the class by Graham Hutchings in his standard Mini, who fairly flung this everyday hack about.

Class B for improved ADO15s and Coopers was to the writer's benefit with the transfer to Class A of Basil Taylor whose Cooper had defected earlier and who had great fun with a Mini pick-up in Class A, but without success. Class C/D consisted of saloons combined for all types other than Minis, and Mike Windebank gave all an object lesson in the art of Rapier-operating, showing all the smaller Class C cars the way home—but only by the margin of 1.6 secs. over Haddrell's 105E Anglia.

Always a hard-fought class was that for small sports with nothing but Sprites to fight together and with Robin Lavender achieving a fine B.T.D. (other than specials) in 251.8 secs.; the class went to Charlie Page up

from Chichester with his now well-worn but potent Sprite at 252.8 secs., only just missing the B.T.D. title. Charlie improves as he gets older (but don't leave it too late Charlie). Pat Mann was a fine third, as neat as ever but obviously missing the punch of his old TR.

With the greatest respect to I. Hutchinson he really wasn't in the same class as Roy Forster whose TR4 and ability was no match for the younger man's TR2. His 263.4 secs. was brilliant, but it proves that even with wide open tests the larger sports cars are not a match for Sprites, etc.

A needle-match developed between veteran Horace Appleby's Lotus 7 and Denis Beare's s/c Sprite which threw away a core-plug part way through but was repaired rapidly and proceeded off the last test at Balsdean (on private ground) to attempt the final seventh test at which only one run was given, this being a hill-climb with a pylon to be surrounded part-way up and a pair of baulk lines farther still, where a quick reverse was needed. In this the power of the Lotus scored to provide Horace with a run in 53 secs., some five seconds faster than Page's Sprite and 6.6 secs. faster than Beare, this giving the class to the Lotus.

Results were to hand almost as soon as the last car arrived back at the pleasant club headquarters on the sea-front and a quick calculation showed that the Clayton Trophy (going to the class winner who improved on the average of the best 50 per cent in the class by the largest margin) was to be polished for the next 11 months by the writer (or his long-suffering wife).

Doc McGhie was seen hovering in the background culling opinions on his new schemes for the B.A.R.C. (S.E.) Eastbourne Rally this Saturday which has been suffering from the same problems as the Brighton Rally. Who better for an injection of new ideas than this lively and ebullient G.P.?

LEO CRUTTENDEN.

### Results

**Clayton Trophy:** L. V. Cruttenden (Austin-Cooper), 263 s. **B.T.D.** (other than specials): R. E. Lavender (Austin-Healey Sprite), 251.8 s. **Ladies' Award:** Mrs. D. Jacobson (Austin-Cooper), 333.4 s. **Best B. & H.M.C. Novice:** A. Johnstone (Anglia), 293.8 s. **Best Team:** H. Appleby (Lotus 7) and J. Henley (Hillman Imp), 530 s. **Minis and Imps:** G. Hutchings (Mini), 272.8 s. **Coopers and Modified Minis:** V. Manning (Mini), 291.6 s. **Other Saloons:** M. Windebank (Rapier), 281.4 s. **Small Sports:** C. Page (Sprite), 252.8 s. **Large Sports:** R. Forster (TR4), 263.4 s. **Specials:** H. Appleby (Lotus), 251.6 s.

### CEMIAN M.C.

### EAST SURREY M.C.

### BLACKBUSHE SPRINT

THE limitation of the available stretch of perimeter track at Blackbushe presented the organizers of the co-promoted Cemian M.C. and East Surrey M.C. Sprint with a problem they were only able to solve by introducing a certain element of driving test technique into their Knowland Trophy Sprint Meeting on 12th May. The full length of the permitted area, about 500 yards, was used down-slope to a pylon which competitors rounded before retracing their steps for a couple of hundred yards to a second pylon, which they also rounded, to repeat the manoeuvre round the original pylon and so to a flying finish, in all about 1,200 yards.

Thirty-six drivers contested six classes in cold, windy and showery weather and after two practice runs the general tendency was for times for the two classifying runs to show something in the nature of a two seconds improvement.

Typical of this ratio of improvement was D. Butcher whose practice best on his ZB Magnette was just over two seconds slower than his "to count" times, which were each 71.0 seconds. Consistent, and quick enough to win his class. The organizers had grouped cars somewhat arbitrarily into equally matched groups, based as much on known form as on size of engine and some remarkably close contests ensued. However, as an exception, Gordon King took his class in his Allardette by nearly four seconds,

a very large margin and suggesting that the car has improved with the maturity endowed by competing in the Liège-Sofia-Liège and R.A.C. Rallies last year.

John Puttick's handsome Lancia was another expected class-winner and Peter Farley's 848 c.c. Mini recorded 66.7 seconds to take Class D.

In the first of the sports car classes, the Alpines were all disappointingly slow and J. Trace, after overdoing things slightly on his first run, returned a well-judged 59.1 seconds in his Elva at his second attempt. The only other driver in this class to beat 60 seconds was Mrs. Pam Osborne, driving her Lotus with neat precision.

As expected B.T.D. came from the second sports car class, although not everybody expected Joe Miller's new Lotus to defeat J. Hamilton's E-type Jaguar or D. Kirch's 300SL Mercedes. The latter was a left-hand drive and its driver found it more convenient to circulate the pylons anti-clockwise in recording a time of 58.8 seconds, which was comfortably beaten by Hamilton with 56.6 seconds. Miller on his second run made no mistake and returned a well-judged 55.1 seconds, the last and quickest run of the day.

RON AMBROSE.

### Results

**B.T.D.:** J. Miller (Lotus), 55.1 s. **Best Opposite Class:** J. Hamilton (Jaguar E-type), 56.6 s. **Ladies' Award:** Mrs. P. Osborne (Lotus), 59.9 s. **Best Novice:** S. Chaplin (TR3), 61.5 s. **Class Winners:** D. Butcher (Magnette), 71.0 s.; G. King (Allardette), 62.7 s.; J. Puttick (Lancia), 61.3 s.; P. Farley (Mini), 66.7 s.; J. Trace (Elva), 59.1 s.; D. Kirch (Mercedes) 58.8 s.

### EAST ANGLIAN M.C.

### DRIVING TESTS

THE East Anglian Motor Club's organizers lived up to their promise of fast tests and big garages, in fact 19 ft. x 10 ft.: but despite this best performance on index —i.e., class percentage improvement on the average of the top half of each class—went to Barry Pinkerton in his Abarth-converted Fiat 500 by a mere 0.1 per cent from Don Harris in his new D.M.F. Special, with Don in his Sprite 1100 another 0.3 per cent behind. All this was a just reward for neat unspectacular driving on a surface which was very loose in places; some most convenient places for spin turns if the driver had the wit to find and use them.

Test one led off with a 110-yard sprint to a pair of garages with another pair opposite to be entered in specified order and direction. The speed of arrival at Garage B caught many people, and Rennie-Roberts in a borrowed Mini-Cooper arrived with no front brakes and hit but two pylons, which he reckoned he would get next run! It was this test which really sorted out the classes, with R. H. Bambury ahead of all the Minis and Tony Piggott and Keith Terry next. Pinkerton led all the "ordinary" saloons by nearly 10 seconds, with Ian Terry (Anglia Allardette) next, and then the Vitesse of "Slim" Coe. Don Harris' Sprite led the sports class, but Gordon Tibbenham on one of his three annual events and with his TR4 on its first outing beat six other Sprites, an M.G.A, a Spitfire, and a TR3A. Don Harris led the other four specials, all Cannons, by no less than 6.7 seconds.

The remaining four tests were quicker, all featured long runs to the main obstacle, except Test five which was a "blind", zig-zagging up the full width of the run-way. Here John Clark's Spitfire equalled Doug Wilson-Spratt's hot Sprite, but both were behind Harris and Tibbenham.

Throughout the afternoon the four lady entrants enjoyed themselves. Miss Rietburg in her Sprite occasionally underestimated her speed or overestimated the surface. Mrs. Masters went sensibly on her first event, and the two East Anglia girls in their Cannons sometimes got encouragingly near to the mere males' times. Eventually Mrs. Rita Daniels took the Ladies' Award by 1.9 per cent.

It was an enjoyable well-marshalled event with one hold up over the practice runs. The idea of a practice run found favour with most, as did the better of the two official runs, rather than the aggregate system. DAVID SHORT.

### Results

**Best Time on Index:** B. Pinkerton (Fiat 500). **Best Time on Index by E.A.M.C. Member—The Joe Beard Memorial Trophy:** D. Harris (D.M.F. Special). **Best Time on Index by Lady:** Mrs. R. Daniels (Cannon). **Class Winners:** J. F. Nash (Mini); R. H. Bambury (Mini-Cooper); I. H. Terry (Allardette); L. J. Coe (Vitesse); D. Harris (Sprite); G. Tibbenham (TR4); J. M. Daniels (Cannon). **Team Award:** E.A.M.C. "A" Team—A. C. Westwood, D. M. Harris and D. M. Harris.



A. M. B. PIGGOTT competes with his Austin Mini at the East Anglian Motor Club's "Earls Colne Express" Driving Tests.

**B.A.R.C. (WEST MIDLANDS GROUP)****WELLESBOURNE SPRINT**

THE B.A.R.C. Spring Sprint at Wellesbourne airfield on 4th May produced a rather smaller entry than usual, but, in comparatively fine weather, the tussle for the major honours of the day was extremely closely fought, with no fewer than three cars tying for B.T.D. at one stage of the proceedings. The course, which consists of a straight and a right-hand curve, followed by a tight right-hander and a finishing straight incorporating an artificial chicane, has been lengthened slightly to one mile plus and, in these wide open spaces, it came as no great surprise to find Ken Wilson's 3.8 Lister-Jaguar, after an earlier excursion sideways onto the grass, thundering round in 52.2 secs. on its first run in the unlimited racing class. However, Paul Ivey, whose Speedsport Lotus-Climax 7 goes as quickly as ever, is an old hand at Wellesbourne, and equalled Wilson's time with an undramatic run. Mrs. Joanne Richardson, with the potent R.R.A.-Jaguar, made a very odd start indeed on her first attempt, going off the line in every direction, and then getting down to 55.2 secs. for the Ladies' Award on her second sortie, while Geoff Richardson himself, with the same projectile, also equalled 52.2 secs. on his second run, which made for a very interesting situation!

Incredibly, the only other car up amongst the really fast boys was the improbable "works" Alexander Cooper-Mini, impeccably piloted round in a mere 54.8 secs. by John Wales. Paul Ivey's second run showed an improvement to 51.3 secs., which was quite good enough to take the small sports-racing class from Dennis Firkins's B.M.C.-powered Lotus 7A, with a spirited 56.7 secs., and P. Wright's most attractive Ginetta G4, which had never been seriously in the hunt against this opposition. In the racing class Randy Vaughan's 650 c.c. Triumph-powered Elton had come to an embarrassing standstill on its first run, but a swift kick administered to the fuel-pump soon put things right and the car subsequently did 56.1 sec. to snatch the class from Tom Jones, whose F.J. Envoy appeared to be something of a handful at the second bend, coming nonetheless into second place with 56.5 secs., while Ken Wilson, with a determined and controlled 50.3 secs., set a very convincing B.T.D. on the penultimate run of the afternoon.

As usual, production cars were out in force; Nick Porter, with his Austin-Cooper, took time off from Prescott practice-day to nip across to Wellesbourne and clean up the small saloon class in 58.9 secs., challenged by Tony Blore's much-rallied Morris-Cooper, but from a respectful distance; Tom Keegan's ex-works rorty Rapier sounded rougher than usual but was unopposed in the larger class with 62.8 secs.

The presence of the Shepherd 3.8 Jaguar promised some excitement in the unlimited saloon class and, sure enough, Herbert Shepherd, with a highly unconventional line across the grass on leaving the chicane, covered the distance in 56.9 secs. to take the award. Miss Sue Birch, despite a tendency to get in amongst the bales from time to time, fairly flung her blue 3.8 into the fray, but found that Harry Shepherd, with a time of 58.6 secs., had annexed second place. Eventually the fast and furious day drew to a successful close; one cannot help but hope that, in due course, the size of the entry will equal its already established quality.

HOWARD BILEY.

**Results**

**B.T.D.:** K. Wilson (Lister-Jaguar), 50.3 s. **Saloons up to 1,000 c.c.:** 1, N. Porter (Austin-Cooper), 58.9 s.; 2, A. Blore (Morris-Cooper), 61.1 s. **1,001 to 1,600 c.c.:** 1, T. Keegan (Sunbeam Rapier), 62.8 s. **Saloons Unlimited:** 1, H. S. Shepherd, sen. (Jaguar 3.8), 56.9 s.; 2, H. S. Shepherd, jun. (Jaguar 3.8), 58.6 s. **Sports and G.T. up to 1,200 c.c.:** 1, J. Wales (Alexander-Cooper), 51.8 s.; 2, A. Blore (Morris-Cooper), 60.5 s. **1,201 to 1,600 c.c.:** 1, P. Pimlott (Sunbeam Alpine), 60.5 s. **1,601 to 2,500 c.c.:** 1, M. Duncan (Morgan Plus 4), 57.1 s.; 2, B. Bannister (Morgan Plus 4), 60.1 s. **Over 2,500 c.c.:** 1, R. Ruskell (Jaguar XK140), 61.8 s. **Sports-Racing up to 1,500 c.c.:** 1, P. Ivey (Lotus-Climax 7), 51.3 s.; 2, D. Firkins (Lotus-B.M.C. 7), 56.7 s. **Sports Racing Unlimited:** 1, G. Richardson (R.R.A.-Jaguar), 52.2 s.; 2, K. Wilson (Lister-Jaguar), 52.4 s. **Racing Cars Unlimited:** 1, R. Vaughan (Elton), 56.1 s.; T. Jones (F. J. Envoy), 56.5 s.

**NORTH OXFORDSHIRE C.C.****BANBURY CROSS RALLY**

THE North Oxfordshire Car Club ran its annual Banbury Cross Rally on 4th-5th May. This year the event was sponsored by Capital Finance (Southern), Ltd., and with its attractive award list, including vouchers to the value of £40, it attracted an entry of 42 crews. Competitors gathered outside the Whatley Hall Hotel from 9 p.m. onwards for scrutineering.

Cars were started by Alderman G. C. Lester, the Mayor of Banbury, from 10 p.m. onwards and left Banbury on the A423 on a 15 min. run in, during which the eight controls of the first section could be plotted. These consisted of a series of 2, 4, 3, 4, 5, 2 minutes between Claydon and Eydon. Then followed a liaison stretch on to map 133.

Soon a 2-minute section along the white from 590609 to 604625 was encountered. At least three cars, including the Ensign of J. Wilkie/G. West, were seen to go straight on to the farm buildings at 594619 to spend some time extricating themselves from the mud. The route then continued eastwards with odd 2-minute sections at Nobottle Wood and the white through 733680, longer sections following through Holcot, Sywell and Hardwick. Derek Witts/Robin Foster (Anglia), the eventual winners, spent a few seconds looking for the non-existent white at Broughton Common.

The route continued north with 5- and 6-minute sections. A distinct glow in the sky, emanating presumably from some works in Corby, dominated the route for some miles. Indeed, as crews tackled two 2-minute sections along the white from 835881 to 843896 many must have wondered initially if it was another car ahead on fire, so rough and muddy was the going in this tight bit. Going on across the top of the map, Great Easton, Blaston, Glooston, and Goadby were passed, leading to a west approach to control 39 at 727990 which caught a few.

At the half-way halt at Kibworth Harcourt, ten crews were still clean. It started to rain, but not sufficiently to alter the going in the second half. One or two crews were disappointed to find they had misconstrued the organizers' allowance of 10 minutes earliness. An hour later the cars were on the way again.

Southwards now in the direction of Mowsley, Theddingworth and Laughton followed by a loop to the east went the route. After Sibbertoft, navigators were presented with the problem of getting from 666826 (approach north) to 655820 (approach north) in two minutes. As on many airfields, one or two people came unstuck here. The Hawgood brothers (Anglia) were unlucky enough to miss the yellow road

and arrived at the control on the white first, then having to find a way to the former. In actual fact, a road goes from 658821 to 655821. More two minutes along the white by Tallyho Covert proved interesting, the route then going west through Cold Ashby on to map 132.

From here on the pace was maintained well to the finish. Unfortunately for some crews, a gypsy appeared to hinder their passage at a gate on a 3-minute through 577813. Clad only in shirt, sweater, socks and slippers, brandishing a two-foot cudgel, and with a vocabulary of four-letter words, he made passage difficult for several crews. Eventually, Trinder and Jones (Mini) reported finding the gate nailed up! An unmanned control caused a little concern for some crews, as no code letter was in evidence either. K. Cooke/C. Hicks (Mini) and A. Johnson/D. Sewell (Mini) both lost time here. On a 2-minute section near the end, a cow on the road caused some consternation to Oliver Goodman/Brin Harvey (Mini-Cooper) and several others.

After the final control, only a run back to Banbury remained. First back—and also first out and on his first rally—was the local manager of Capital Finance, Mr. J. Huntrods, with C. Malkin in the hot seat. He came sixth in the results—not bad! Back at the Whatley Hall Hotel, competitors sat down to await breakfast while Bert Bays and his team got going on the results. The rally had used a card system which, while making things much quicker for the competitor, did not ease the task of marking. Eventually the first 10 were announced and the Mayor returned to present the first three awards. Two clean sheets emerged: Oliver Goodman (Mini) and Derek Witts (Anglia). The premier award went to the latter by virtue of his longer wheelbase.

R.E.J.F.

**Results**

1, D. Witts/R. Foster (Anglia); 2, O. Goodman/B. Harvey (Mini); 3, J. Edwards/J. Maycock (Pennant); 4, K. Cooke/C. Hicks (Mini); 5, A. Johnson/D. Sewell (Mini); 6, J. Huntrods/C. Malkin (Mini); 7, G. Withers/R. Atkinson (M.G. 1600); 8, J. Walker/R. Cornall (Mini); 9, J. Gardner/B. Parker (Anglia); 10, R. King/B. Hogg (Minor).

**SPALDING C.C. AUTOCROSS,****28th APRIL****Results**

**B.T.D.:** C. M. Malkin (Ford Special), 1 m. 14.5s. **Conventional Saloons:** J. Wellband (Vauxhall VX 4/90), 1 m. 26.3 s. **Unconventional Saloons** (i.e. with engine and drive as a unit): M. E. Dabbs (Austin Mini-Cooper), 1 m. 24.4 s. **Sports Cars:** J. Cracknell (Porsche), 1 m. 15.5 s. **Specials:** C. M. Malkin (Ford Special), 1 m. 14.5 s. **Ladies' prize:** Miss J. E. Wing (Morris Mini-Minor), 1 m. 30.5 s.

**Liverpool M.C.'s "ANGLO-AMERICAN" DRIVING TESTS**

ON Saturday, 4th May at Sealand, the Liverpool Motor Club completed this year's driving tests competition with their New York branch. The tests have been an annual event since 1960, and this, the fourth, resulted in another win for the Parent Club, who are already the holders of the International Trophy, which is a competition type steering wheel suitably mounted on a plinth.

New York held their tests on 14th April and the results were sent to Liverpool in a sealed envelope, to be opened after the home team had finished their effort.

There were six tests, three submitted from each side, which were marked out to precise instructions to ensure neither side started with an advantage. Each team had twelve drivers, with any type of car, the best nine to count on each test, the winning team having the shortest total time.

Liverpool's Home Team comprised Barry Woods (VW), A. Rayner (Sprite), John Kennerley (Sprite), Don Robinson (Sprite), Ken and Mrs. Margaret James (Mini-Cooper), Jim and Mrs. Shirley Dixon (Steyr Puch 500), Ron Craig (M.G.A.), E. R. Hughes (Mini), Geoff Woods (Mini) and S. Howitt (Mini).

Liverpool's New York Team comprised H. Greenberg (M.G. Midget), G. Hunt

(Lotus Super 7), B. Switkes (Porsche), E. Eglic (Alfa Romeo), F. Delaney (Porsche), J. Lohman (M.G. Midget), E. Clark (Austin-Healey), D. Gallagher (TR4), L. Marra (Volvo P1800), A. Schwarz (Sunbeam Alpine), H. Turner (TR3) and J. Wright (G.S.M. Delta).

The best times for each test were all recorded by home club drivers. Don Robinson took top honours by having best times in three, with Jim Dixon next with two and John Kennerley, one.

The performance of Jim Dixon's car may surprise readers, but not his fellow club members. Its agility plus the skill of its driver have been Mini baiters for some time. After Saturday Jim is advocating the use of navigators.

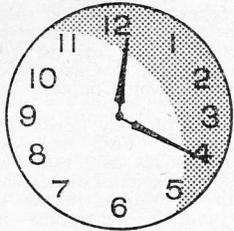
John Kennerley's use of "Town and Country" type tyres on his rear wheels may have reduced wheel spin and helped braking, but they appeared to make his handbrake turns much more difficult.

This year was the first time lady drivers were included in a team, and judging by the results, New York probably regard them as the Parent Club's secret weapon!

Final analysis was Liverpool Home Team 2,243.7 secs. and New York Branch 2,490.8 secs., both teams having dry weather conditions.

JOHN CRAIG.

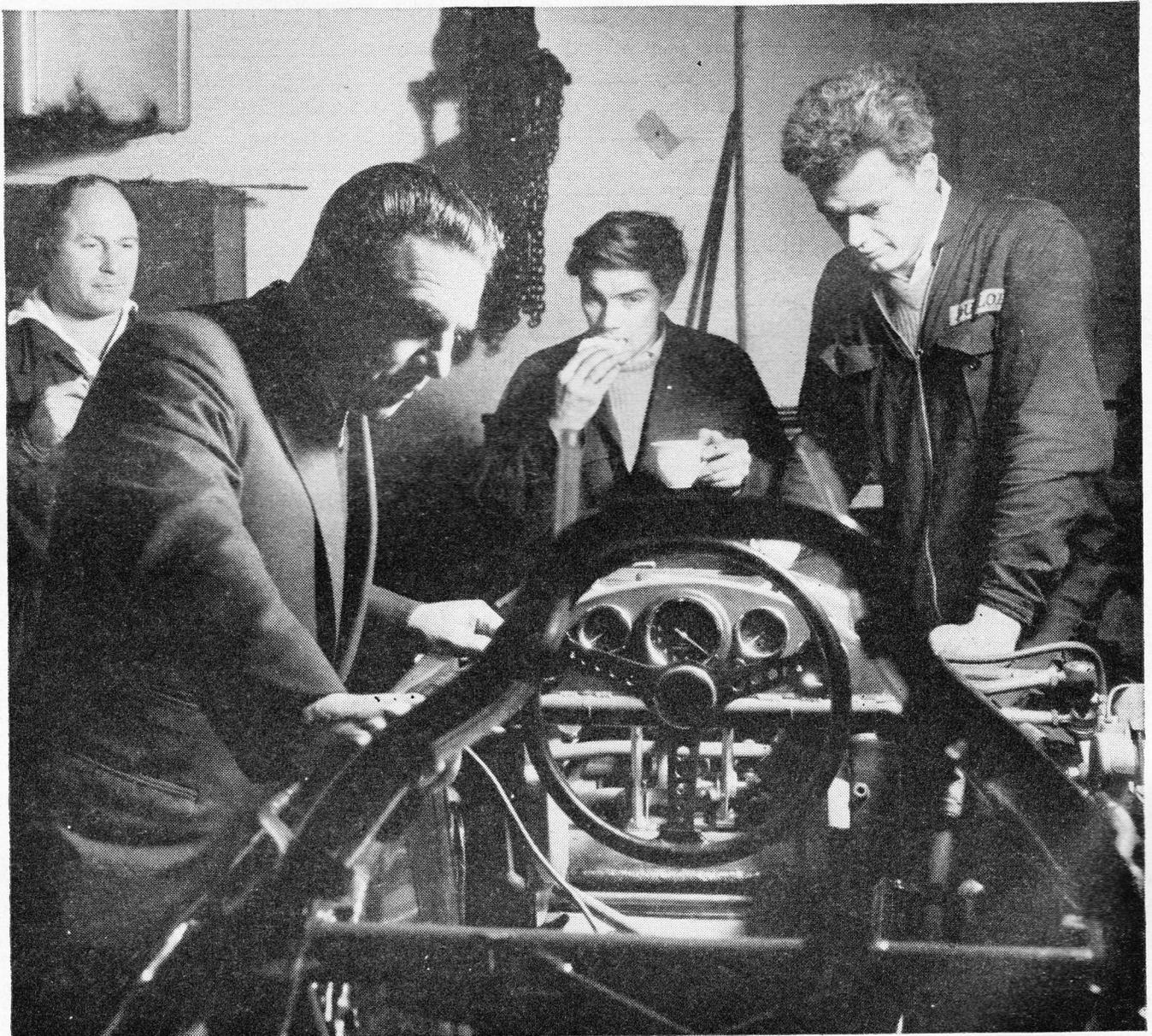
# COLD COFFEE AND CONFIDENCE



**Midnight work for  
Hugh, Mike, and Ray—  
the mechanical flank of John  
Cooper's Grand Prix team**

Sometime after midnight. Somewhere not far from the Grand Prix track itself. And in a small garage, hired for the week, three men work through the night, putting mechanical polish to the Cooper Works Team cars.

*Hugh Frankland, far left in our picture, from South Africa—responsible for maintaining the Cooper driven by Tony Maggs. Long, quiet Mike Barney—Cooper mechanic to Bruce McLaren for 3½ years. And young Ray Rowe, who assists them on*





Bruce McLaren and Tony Maggs - ready for the Monaco Grand Prix. Both drive works Coopers, and both on BP.

both cars. These three are part of the close-meshed team, ranging from designers to panel beater to administrators, all whirring under John Cooper's own fireball management. (There he is, foreground.)

Now, just before a race, tension is high. But confidence is high as well.

John Cooper bursts in with sandwiches and steaming coffee, which is likely to go cold as the four of them immediately fall to probing the job in hand. Check. Double check. Check again. By the time they wipe hands the coffee may be cold, but enthusiasm and spirit are hotter than ever under Cooper's fanatical spur.

#### THE ROAD TO MONACO

The three boys travel to a Grand Prix, like the Monaco event, in a great van equipped to allow the mechanics to sleep inside when the cross-country push is really on. It carries the three Formula One cars - Bruce's, Tony's, and the spare that will be used (touch wood) only for the boys' trial runs. The van carries a work bench too, and enough spare parts to start a brisk little business - so many and so valuable, in fact, that the spares must be put in bond to travel through customs, like liquor or tobacco.

Hardly any of the parts (touch that wood again) will ever be needed. But on the other hand, this trio has in the

past tackled jobs as complex as a gear-box switch the night before a race!

One more vital thing goes in the van. 25 gallons of BP Energol Motor Oil - "just to be sure". The BP Super-Plus petrol they'll get on the spot.

#### TAILORED COCKPITS

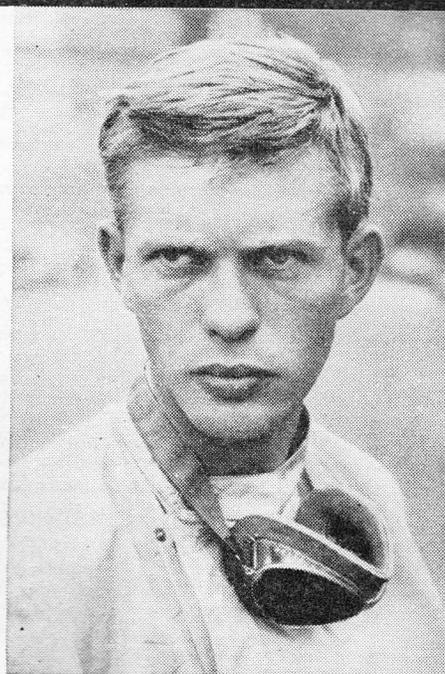
Mike and Hugh see the cars through all the way from the build, in Cooper's Surbiton works, to the track. In fact they in large part do build the cars themselves, tailoring the cockpits to suit their individual driver. Each mechanic is responsible for the well-being of his car 'right up to the moment when the flag goes down', as Hugh puts it. 'From there it's up to the driver alone.'

But the whole mammoth effort in fielding this works team is in fact up to a lot of different people. John Cooper pins it down: "It's a matter of having a *team* - the men building the car, the mechanics, the drivers, the team manager, all feeling they're in this thing *together!*"

#### COOPER'S SECRET?

And what, in a sentence, is Cooper's secret in Formula One racing? "Well, the first thing you have to do is finish the race. So, number one, design a car that will keep together! And then you just start tuning it up year by year to make it go faster."

If that is really all there is to it, we're surprised there aren't a lot more builders and managers as successful as John Cooper. But then, perhaps he isn't telling quite *all* . . .



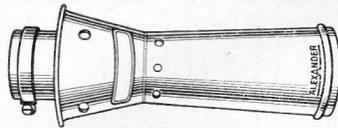
#### THE COOPER TEAM CHOOSES BP FUEL AND LUBRICANTS



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BETTER RACING**

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comfort and  
good looks!



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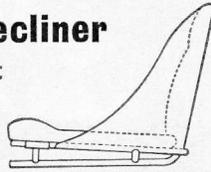
for More Power  
Elimination of Back Pressure  
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Easily fitted by placing over the

end of the exhaust pipe and tightening "Jubilee" clip.  
To fit 1" -1 3/4" Exhaust Pipes . . . . . 60/- postage and packing included  
To fit 1 3/4"-2" Exhaust Pipes . . . . . 65/6 " " " "

Please state vehicle and type

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Designed for Road and Track.  
Tested to B.S.I. 20 g requirements.  
Contour 6 seat is available in the following  
standard colours: Black/Red piping. All Black.  
Red. Blue. Green. Grey. **PRICE £15**  
Sub Frames and slides for Mini/Mini Cooper only.  
Reclining seat with adjustable back  
Packing and Postage extra.



**PRICE £2 each**  
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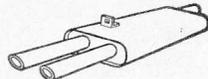


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Lightweight Wood Rimmed, improves interior appearance, aids road sensitivity.  
Available for the following vehicles: At £7.10.0, Ford 105E, Renault Dauphine, Florida, Caravelle, Mini and Mini Cooper. Triumph Herald: "S", 948 c.c., 12,00 c.c., Vitesse and Spitfire. M.G.A.: Mks 1 and 2. Riley 1.5. Wolsley 1500. Morris 1000. Triumph TR: 2, 3 and 4. At £8.17.6, M.G.B. Jaguar Mk. 1. Porsche (all models). Chevrolet Corvair, Sunbeam Rapier, Sunbeam Alpine. Packing and postage 6/- extra.

M.G. Midget: Mks. 1 and 2. Austin-Healey Sprite: Mks. 1 and 2. Riley 1.5. Wolsley 1500. Morris 1000. Triumph TR: 2, 3 and 4. At £8.17.6, M.G.B. Jaguar Mk. 1. Porsche (all models). Chevrolet Corvair, Sunbeam Rapier, Sunbeam Alpine. Packing and postage 6/- extra.

## Powerflow twin tail pipe silencer



Gives extra performance, exciting exhaust note. Beautifully finished in heat-resistant enamel and heavy chrome.  
Mini Cooper. Mini Van and Pick Up. Mini 850 Basic. Mini Super De Luxe. M.G.B. Renault Florida, Caravelle, R8, R4. **PRICE 72/6**  
Austin A35. Austin A40 Farina. Healey Sprite, Mks. 1 and 2. M.G. Midget. Ford E93A. Ford 100E. Ford 105E. Ford Capri. Ford Classic. Ford Cortina. Ford Consul, Mk. II. Ford Zephyr, Mk. II. M.G. 1100. Morris Minor 1000. Morris 803. Morris SV. Morris 1100. Standard 8 and 10. Hillman Husky. Triumph Herald 948 c.c. "S" 1,200 c.c. Vitesse. Spitfire. Renault Dauphine. Wolsley 15/60. Riley 4/68. **PRICE 62/6.**  
Packing and postage 4/- extra.

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# CORRESPONDENCE

## Goodwood Passes

From the Duke of Richmond and Gordon:

I AM glad Bob Burnard has raised the matter of the intensive car inspection at the Goodwood gate on Easter Monday and hasten to apologize for any inconvenience caused. In fact, I myself was there during this check-up because the ever-growing reports from our staff of widespread cheating had reached such proportions that they just had to be fully investigated. Personally, I simply could not believe the stories of all this "pass swindling" and, worse than that, of the rudeness on being caught out of some members of the club of which I believed it to be an honour to be President.

Imagine my mortification when, after just one hour, I came away with all the proof ever required that what I had been told was only too jolly true. In point of fact, there was something wrong in a very high percentage of arrivals—I am not quoting the figure because it is too shaming. The variations of fiddling techniques ranged from "I've left them behind", "they're in this box" (the box was, of course, empty), or "my friend in the car in front has just gone in with them by mistake" and numberless other lies, to say nothing of attempts to conceal people and even dogs. Incidentally, too, as a sort of prelude, on my way to the circuit I found a party at the Lodge gates busily stuffing one of its badge-less passengers into the boot!

Now that I have seen, I can only say that we at Goodwood are all sad that so many followers of this great sport—and the member-types at that—behave like this. It is a curious anomaly that the horse-racing crowds so widely credited with low integrity react by comparison in our experience like paragons of virtue.

I am very sorry for Bob Burnard and all the other honest sportsmen who were inconvenienced and we shall re-arrange matters to relieve congestion, but the reason for it all is rather sickening, gentlemen, is it not?

GOODWOOD, SUSSEX.

RICHMOND.

## Bob Burnard Replies

I AM replying to the letter supposedly written by Mr. P. J. Britten in 10th May AUTOSPORT, which was in reply to my previous letter with reference to the subject of officialdom at Goodwood.

Mr. Britten has certainly never held an official post connected with motor sport, and the letter in question was not written by him. It was, I hasten to add, written by somebody unknown as a practical joke. Needless to say, this reflects a lighthearted point of view on what is surely intended to be a serious subject. I can only trust that this was taken by the reader accordingly.

Who wrote it? I can only assume by the irrelevant last paragraph that it might well have been a suitor of my wife, except that doubt assures me otherwise, even for the fact that my occupation is that of a bachelor!

RICKMANSWORTH, HERTS.

BOB BURNARD.

## Handicapping at Silverstone

As an occasional motor racing fan I found myself a spectator at the St. John Horsfall Trophy meeting organized by the Aston Martin Owners' Club at Silverstone on 4th May.

Handicaps are the most difficult races to organize, especially with Vintage cars. These cars, especially the larger and heavier makes, have rather dubious roadholding in the wet. This, of course, means that the smaller cars have a great advantage, especially if the handicap times have been allotted by the entrants' own clubs on the entrants' average times. But, of course, bad weather is an occupational hazard of this form of motor sport.

However, it was not raining at Silverstone and most of the handicapped races were appallingly arranged; this too could be excusable if the potential of the various entrants was not known—but when a club does not know how to handicap its own members things are coming to a sorry state.

The perfect example of this was the way in which Mr. Elwell-Smith won his own Trophy having taken the lead after only 5 laps of a scheduled 10-lap race. He went on to win extremely comfortably by some 30 seconds.

One would think that in the The St. John Horsfall Trophy, which was a repeat of the Elwell-Smith Trophy with the addition of two 2-litre Astons, the organizers would reconsider the handicapping, but no, the race continued with completely farcical results. Mr. Elwell-Smith apparently walked away the race; I say apparently because many people think that Mr. Edwards in his 1 1/2 G.P. Aston Martin was the winner.

Surely it is time that the A.M.O.C. and all other clubs looked into the organization of handicaps very carefully before there is any real harm to motor racing as a whole.

BECKENHAM, KENT.

R. G. BELCHER.

## A Separate Class?

I SAW the excellent V.S.C.C. Meeting at Silverstone recently. However, it seemed rather unfair in the All-Comers race that E.R.A.s, etc., should be put in the same race as 1951 Connaughts.

Surely it would be fairer to either run separate races, or split the race into two classes?

POLEGATE, SUSSEX.

M. LANSDALE.

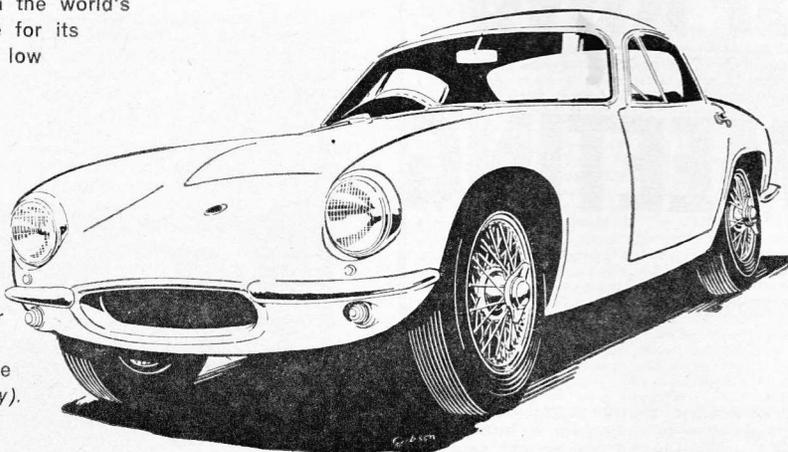
The Editor is not bound to be in agreement with opinions expressed by readers.

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We can offer early delivery of these fine cars, and we would ask you to contact us for all the available information.

Please remember that, as well as M.G. Agents, we also hold franchises for Morris, Daimler, Ogle and Lotus.

**Aston Martin DB Mark III Sports Saloon.** Finished in gunmetal grey with contrasting interior trim. This car is in exceptional condition and would even withstand the onslaught of a Concours d'Elegance! **£1,365**

**Alfa Romeo Giulietta Sprint Coupe, 1959.** Finished in mountain blue with black interior trim. This car was the property of a most fastidious owner who spared no expense in maintaining it in superb condition both bodily and mechanically. It is fitted with floor gear-change and Pirelli tyres. **£945**

**Aston Martin Zagato.** This car has recently had an extensive overhaul and is now in first-class condition both bodily and mechanically. For a man who is looking for the ultimate in high-speed luxury transportation this is the car. **£2,650**

**Citroen DS.19, 1959.** An exceptional example finished in duck-egg blue with maroon top. Extras include real leather interior trim and genuine highly polished walnut dashboard, twin-speaker push-button radio, etc., etc., etc. Exceptional value at **£595**

**Daimler SP.250, 1960.** Finished in tartan red with matching interior trim. This car has had one fastidious owner from new and is fitted with hard and soft tops, heater and demister unit, windscreen washers, fog and spot lamps. It is in original and virtually unmarked condition **£795**

**Jaguar 3.8.** First registered 1961. Finished in bronze with cream leather interior trim. Fitted chrome wire wheels, overdrive, seat belts, etc. The recorded mileage of this car is only 6,000 from new. It is, therefore, in Concours condition and really must be viewed at **£1,295**

**Lotus Elite, 1960.** Finished in tartan red with tan interior trim. Fitted with Smith's fresh-air heater and demister unit. One owner from new. This car is in far above average condition. **£895**

**Lotus Elite, 1961.** Special equipment car finished in cirrus white with black interior trim. In excellent all-round condition, fitted with many desirable extras including ZF gearbox, heater, demister unit, etc., etc. Outstanding value **£965**

**Lotus Elite Super 95, 1962.** This car which was supplied by us has been fastidiously maintained quite regardless of cost. It has the most advanced specification of the entire Lotus range including a fully-balanced engine, ZF gearbox, power-assisted brakes, Pirelli tyres, Smiths heater and demister unit, Le Mans filler cap, seat belts and full interior silent travel. It is in outstanding condition and is finished in cirrus white with a silver roof and black interior trim. **£1,295**

**Lotus Elite, 1962.** Special equipment car. One doctor owner from new, finished in tartan red with tan interior trim, Brabham balanced engine, ZF gearbox, full interior silent travel, electronic rev. counter, seat belts, etc. **£1,145**

**Lotus Elan.** Finished in harvest yellow with black interior trim. Fully transistorized push-button radio, heater, demister unit, etc., etc., 2,000 miles from new. Immediate delivery. **£1,145**

**Marcos G.T.** A most beautiful little car, first registered in April, 1962. It has never been raced or used in any sort of competition. The engine is a carefully tuned and balanced Ford-Martin unit. Attractively finished in midnight blue with contrasting interior trim. Full details on request. **£625**

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## Aintree Circuit Club

# SPRING MEETING

BY FRANCIS PENN

FINE weather, a large crowd of spectators, an entry of well over a hundred cars and a programme of nine scratch races each over ten laps, comprised last Saturday's Aintree Circuit Club meeting. Apart from one "blot", first class organization prevailed and the meeting finished ahead of time.

The programme started with sports cars up to 1,300 c.c. For the first three laps a grand scrap was in progress between H. C. Goodwin, P. Brown and F. W. Smith, with Ken Bailey always within striking distance. Lap four saw Goodwin disappear at Country and on the last lap Smith took Brown at Club to win by 0.6 sec. All three were Lotus 7 equipped.

Saloon cars up to 1,300 c.c. were next on turn, Phil Middlehurst's A40 winning by ten secs. from R. G. Smith and D. Martland in Minis. The latter, who had held second place until the ninth tour, had the grandfather of all spins virtually on the line to lose his second spot.

Event 3 was for sports cars up to and over 2,000 c.c. and provided a rather easy win for T. F. E. Fletcher's Lister-Jaguar. This car proved too much for the well-driven Lola of R. A. Postlethwaite. Third, some two seconds later, came Peter Dickinson's Elva Mk. 6.

The 750 Formula cars now made their bow: how these do vary—as much as 15 m.p.h. per lap between the first and last! For the first two laps it was D. H. Abbott (Jerboa) but he retired, the lead passing to C. J. Lyford in an Austin Special who won by about ten secs. The placemen, R. R. Sadler (Septo Mk. 2) and Jeff Ward (Austin), had a grand battle.

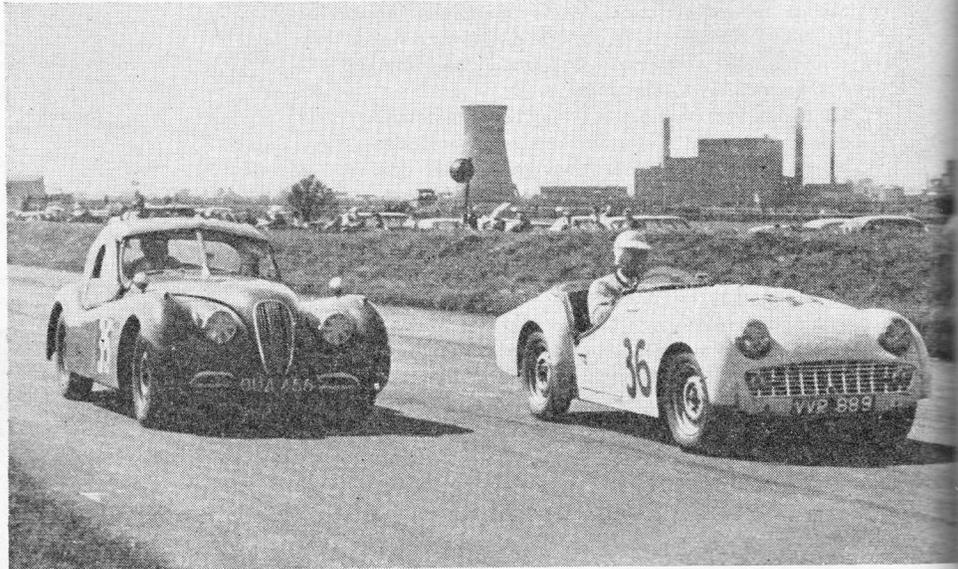
Race No. 5 was for sports cars up to 2,000 c.c. From the middle row, David Bridges (Lotus 23) made a fantastic start to lead at Country. He held the lead for the first tour, but then the engine went sick and

he spun at Club. Second time round it was Peter Dickinson's Elva Mk. 6 in the front, and he ran out a winner by two seconds from J. L. Charnock (Lotus 7) with Ken Bailey (Lotus 7) third.

Next on turn were 1172 Formula cars. The winner, George Whitehead (W.R.A.), averaged a very creditable 78.30 m.p.h. Next came two Terrier Mk. 2s in the hands of Clive Garnham and John Corfield, the latter only gaining his place on the last lap when

with a method of communication. A great shame as a wonderful race was completely spoilt. The placing as at nine laps was Normanton, Middlehurst (both at 11 mins. 30.6 secs.) and J. Newman (Jaguar) third, some distance in arrears.

The last race was for Grand Touring Cars and provided Dave Rees (Marcos) with a nine second win over the Elites of E. Jones and K. Kay. It was a somewhat processional event.



TRIUMPH TR3A of L. H. Iddon leads Ken Coffee (Jaguar XK120). Note the typical Aintree scenery in the background.

R. A. Breese (U.2) had spun to avoid contact with another car.

Event No. 7 was for Marque cars. For two laps it was B. Joell (Morgan Plus 4) who was then taken by J. G. Short in a M.G.A which, despite a spin at Bechers, ran out a winner by some two secs. L. H. Iddon (TR3A) took third spot.

Saloons up to and over 1,300 c.c. without doubt provided the best race of the day and possibly the best scrap ever seen on Aintree short circuit. In it J. F. Normanton, Jr., in his 1½-litre A40, set about the redoubtable Middlehurst, also A40 equipped but with the smaller engine. From the start Normanton led Middlehurst into Country and for the next seven laps just stayed in front! Lap eight saw Middlehurst ahead out of Club, but he was retaken at Bechers, both cars seemingly level on the line on the ninth. Unfortunately the flag was given a lap short! This glaring "black" being greeted with the biggest wail of anguish yet heard on a race track!

But, before you execute the flagman, let us place the blame where it belongs; on the club who had not provided the timekeepers

### Results

Sports Cars up to 1,300 c.c. (excluding Climax engines) (10 laps): 1, F. W. Smith (Lotus-Ford 7), 80.74 m.p.h.; 2, P. Brown (Lotus-Ford 7); 3, K. W. Bailey (Lotus-Ford 7). **Fastest lap:** H. C. Goodwin (Lotus-B.M.C. 7), 1 m. 11.4 s., 82.69 m.p.h. **Saloon Cars up to 1,300 c.c. (10 laps):** 1, P. T. Middlehurst (Austin A40), 76.78 m.p.h.; 2, R. G. Smith (Austin-Minor); 3, D. Martland (Morris-Cooper). **Fastest lap:** Middlehurst, 1 m. 15.8 s., 77.89 m.p.h. **Sports Cars up to and over 2,000 c.c. (10 laps):** 1, T. F. E. Fletcher (Lister-Jaguar), 82.07 m.p.h.; 2, R. A. Postlethwaite (Lola-Climax); 3, P. R. Dickinson (Elva Mk. 6). **Fastest lap:** Fletcher, 1 m. 10.4 s., 83.86 m.p.h. **750 Formula (10 laps):** 1, C. J. Lyford (Austin Special), 65.3 m.p.h.; 2, R. R. Sadler (Septo Mk. 2); 3, J. G. Ward (Ward-Austin). **Fastest lap:** Lyford and Sadler, 1 m. 28.6 s., 66.64 m.p.h. **Sports Cars up to 2,000 c.c. (10 laps):** 1, P. R. Dickinson (Elva Mk. 6), 81.82 m.p.h.; 2, J. L. Charnock (Lotus-Ford 7); 3, K. W. Bailey (Lotus-Ford 7). **Fastest lap:** Dickinson, 1 m. 10.4 s., 83.86 m.p.h. **1172 Formula (10 laps):** 1, G. Whitehead (W.R.A. Mk. 2), 78.3 m.p.h.; 2, C. B. Garnham (Terrier Mk. 2); 3, J. Corfield (Terrier Mk. 2). **Fastest lap:** Whitehead, 1 m. 13.6 s., 80.22 m.p.h. **Marque Cars (10 laps):** 1, J. G. Sharp (M.G.A.), 76.36 m.p.h.; 2, B. Joell (Morgan Plus 4); 3, L. H. Iddon (TR3A). **Fastest lap:** Joell, 1 m. 15 s., 78.72 m.p.h. **Saloon Cars over 1,300 c.c. (10 laps):** 1, J. F. Normanton (Austin A40), 76.94 m.p.h.; 2, P. T. Middlehurst (Austin A40); 3, J. Newman (Jaguar 3.8). **Fastest lap:** Normanton, 1 m. 15 s., 78.72 m.p.h. **Grand Touring Cars (10 laps):** 1, D. A. T. Rees (Marcos-Ford GT), 79.63 m.p.h.; 2, E. Jones (Lotus Elite); 3, K. Kay (Lotus Elite). **Fastest lap:** Rees, 1 m. 12.4 s., 81.55 m.p.h.

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## SOUTH DERBYSHIRE M.C. SOUTH DERBYSHIRE RALLY

SIXTY crews set out from the start at Measham Motor Sales on the 190-mile South Derbyshire Rally, the fourth round of the East Midland A.M.C. Championship, on 3rd-4th May. Secretary Maurice Mackie had set out 75 controls on maps 120, 131 and 119 and map references were given.

The first minute to be lost by many cars was at control 5 at 131/262989 where the marshals were cunningly placed at the far side of the grass triangle not marked on the map. After a little difficulty through the mine at 217993, the route looped back on to 120 where further time was lost by many trying to discover the way out of the mine along the "white" through 240040. The approach to control 21 at 154/050½ used the "white" from the east which originates as a gap in the hedge. The seven-minute section from 025151 to 119/995148 saw the end of many clean sheets with the entrance to the white at 120/004148 being very difficult to find if not known. The following five one-minute sections amongst the twisting forestry tracks of Cannock Chase left everyone with penalties. The route then looped back to 120 with control 35 north-west of Rugeley before returning for the compulsory half-hour break at Milford on 119. On the second section anxious moments were given by an unmarked motorway; the airfield at 119/847150; the E.S.E. approach to 850383 which was achieved using a tunnel beneath the "A" road; and the S.W. approach to 890353 along the gated "white". Finally they went back on to 130 for the finish at Measham.

TREVOR LUNN.

### Results

1, Roger Clark/A. J. Porter (Renault R8), 22 penalties; 2, J. Pike/J. Oldham (Minor 1000), 30; 3, C. B. Taylor/A. B. Eley (Vitesse), 30.

## LUCAS M.C. DUDLEY & D.C.C. COLTEC M.C. & C.C. NIGHTMARE RALLY

IN an endeavour to increase interest in rallying at closed-to-club level, which seems to be generally declining, the organizers of the Nightmare had made it a half-nighter, starting at 8.30 p.m. and finishing between 1 and 2 a.m.

A reasonable entry of 30 cars turned up at the start at Belbroughton to receive the route cards an hour before starting. The route was quite simple, with few tight sections, and only the wet weather conditions, with thick mist on the Long Mynd, raised any real difficulties for the competitors.

But navigators were faced with a nice task near the end of the rally—a two-minute section containing two gates which had to be opened and closed under the watching eyes of gate marshals!

In all, an enjoyable event, just difficult enough, and, most important for a club rally, not car-damaging. A. R. PARKIN.

### Results

1, J. Bloxham/R. Morris (Healey 3000), 10 pts.; 2, K. Smithem/A. Parkin (Mini), 20; 3, A. Rumney/R. Wilkinson (TR3), 40. **Novices:** 1, P. Rorison/F. Hughes (Volkswagen), 250; 2, Hipkins/Jones (Rapier), 310; 3, H. Brown/T. Brown (Minor 1000), 2220. **Team Award:** A. Rumney/P. Rorison.

## LEICESTERSHIRE C.C. DRIVING TESTS 28th April

### Results

**Alan Glover Trophy:** M. J. Wythycombe (Volkswagen), 89.1 per cent. **Class B2:** 1, M. J. Wythycombe (Volkswagen), 89.1; 2, N. A. Spence (Riley), 94.4; 3, B. E. Johnson (Anglia), 96.4. **Class B4:** 1, B. D. Deeson (Austin-Healey Sprite), 91.7; 2, R. B. Sparkes (Triumph Spitfire), 93.8; 3, J. B. Gibbins (Triumph Spitfire), 101.0. **Class B5:** 1, M. Lord (Morris-Cooper), 95.4; 2, T. B. Williams (Morris-Cooper), 101.0; 3, E. Abell (Mini), 115.8.

## AUTOBOOKS

80 BENNETT ROAD, BRIGHTON, SUSSEX.

### BUGATTI le pur-sang des automobiles, by H. Conway.

This is a book about vintage cars—about the most celebrated and sought after vintage and racing car that has ever existed—the Bugatti. Ettore Bugatti (1881-1946), the son of an artist, was himself a mechanical artist, perhaps the last of the engineer-artists in a world of advancing technology with little room for the engineer or manufacturer with more eye for line and form than scientific knowledge. Bugatti produced his first car design at the age of 18, in 1899, and sold a licence of his second design before he was 21. He sold several other licences before he set up his own factory at Molsheim in Alsace in 1910. From then until his death in 1946 he produced a fantastic, prolific output of racing, sports and grand touring cars, as well as aero-engines, railcars and boats of most original design. Mr. Conway describes fully each type of car, records its successes and exploits, and attaches contemporary descriptions, accounts and road tests with detail never before collected together with an authority gained from several years' research in Britain, France and elsewhere. The book includes a study of the man himself as an engineer, designer and inventor. A unique collection of photographs, many never before published, makes this the most complete book on one make of vintage car ever to be published. Price 84/- 300 pages.

### BUGATTI REGISTER by H. Conway.

There are just over one thousand Bugatti cars still known to exist and the well-known Bugatti enthusiast and technical author Hugh Conway has painstakingly compiled this superb register of them. The cars are listed by chassis type and number and on each car one can find chassis number, engine number, date of registration, registration number, type of coachwork, owners to date and a potted synopsis of the car's competition success, modifications, history, etc. There is a comprehensive appendix which illustrates a typical example of each type and the photograph is accompanied by identifying features, years made, and a full detailed technical description together with other interesting data. Printed on high quality paper throughout with hard back of Bugatti Blue this is a fine book. Price 37/6 108 pages.

### BUGATTI SALES CATALOGUE 1911.

This is a reproduction of the very highest quality. We have compared one with the original issued in December 1910 and it is absolutely impossible to tell which is which! Most carefully reproduced with exactly the same process as the original on identical paper. A limited printing. It is written by Ettore Bugatti and gives illustrations of a number of Bugatti's designs for 1896 to 1910, followed by the fullest detail and technical specification of the 1911 models together with illustrations of the various body styles. Price 30/-

### BUGATTI SALES CATALOGUE 1931.

This is a reproduction of the very highest quality. We have compared it with the original issued in 1931 and it is absolutely impossible to tell which is which! Most carefully reproduced with exactly the same process as the original on identical paper. A limited printing. This catalogue gives data and specifications, illustrations and dimensions of the following models:—40A, 44, 49, 46, 43A, 50, 37A, 35B, 35C and 51. Price 37/6

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## YEovil C.C. DRIVING TESTS



COMPETITION DEBUT of the Hillman Imp? Peter Cooper winning his class.

IT must have been a great disappointment to Michael Southcombe, as secretary, to receive so few entries for the Yeovil Club's driving tests for Sunday, 5th May. Despite invitations to eight clubs, only twenty cars took part, after sundry non-starters had been taken into account. One consolation to the organizers could be the fact that at least they were able to run their meeting, whereas several other clubs have been forced to cancel their fixtures for sheer lack of support.

It was a pity that there were so few customers, for the actual tests were excellent. The accent during the meeting was on sheer driving ability, with speed a secondary consideration. Large cars were not invited, and, as a result, the tightness of some of the "boxes" called forth some startled comments from drivers viewing the course on foot beforehand. Three of the tests brought drivers into very close proximity to large and solid hangar doors (the course was

situated on a portion of the Yeovilton R.N.A.S. airfield, since turned over to agricultural purposes). Tests three and nine involved spinning round a pylon, while the wiggle-wobble on item No. 2 had to be taken forwards and in reverse, and was tight enough to cause some really frenzied wheel-twirling.

Mac Hazelwood's fantastic little Special made best performance of the day, spinning like a top in its own length, including one "double handbrake turn" which made all other competitors look thoughtful. Don Holley's blue Special annexed the trophy for the best Yeovil Member. Peter Cooper gave the new Hillman Imp what must be the first airing of this marque in competition, and took home a trophy for the best improvement on class average. Despite being very new, the little car showed great manoeuvrability, and caused a little merriment by being too light to record on the hockey stick on several occasions.

Minis were the correct device for this type of event, and best of these was T. D. Warren's Cooper, with a total of 409.4 secs. B. M. Hobbs's Sprite and E. S. B. Clayton's Midget were excellent, among the sports cars. The only victim was L. B. Fredman, whose gearbox made an almighty rending noise, bringing the Singer to an abrupt halt.

The meeting finished early, largely through lack of entries, but also because of the excellent organization. Let us hope that Driving Tests of this standard will, in future, receive the support that they deserve, and repay some of the hard work involved by the organizers.

TONY HOLLISTER.

### Results

**Outright Winner:** M. Hazelwood (Special), 355.6 s. **Class 1:** 1, T. D. Warren (Mini-Cooper), 409.4 s.; 2, E. R. Crocker (Morris Mini), 425.6 s.; 3, J. C. Loveday (Austin Mini), 429.2 s. **Classes 2, 3 and 5:** 1, P. G. Cooper (Hillman Imp), 428.9 s.; 2, D. de Souza (Morris 1100), 489.4 s.; 2, Miss M. Bridgewater (Morris 1000), 632.8 s. **Class 4:** 1, B. M. Hobbs (Sprite), 376.8 s.; 2, E. S. B. Clayton (Midget), 377.3 s.; 3, C. G. Lennox-Jones (Sprite), 384.8 s. **Class 6:** 1, M. Hazelwood (Special), 355.6 s.; 2, P. G. Cooper (Special), 379.9 s.; 3, D. Holley (Special), 414.8 s. **Novice Award:** N. A. Arrow (Morris Mini), 491.8 s.

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**ASTON MARTIN**, 1937, 2-litre. Short chassis. 2-seater. Excellent condition. Original throughout. £175.—"Carslea", Brocks Drive, Fairlands, Guildford. Tel.: Worplesdon 2295.

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**1959 MOD**. Sprite. Speedwell bonnet and engine mods., new crank, balanced conrods, etc. (300 m.), twin exhaust, new: 9-spring clutch, c. ratio gearbox and suspension. H. ratio axle. Primrose and black Lotus Elite hardtop (yes). £360.—268 Shobnall Street, Burton-on-Trent, Staffs.

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**1957 AUSTIN-HEALEY 100/6**, 2/4-seater. Pacific green, white upholstery, overdrive, radio, tonneau, an excellent motor car. £375.—de Looze, 74 Park Lane, Burnley. Tel.: 78889.

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**CITROEN** Light Fifteen, 1949, good, reliable. £90 o.n.o.—1 Hagley Road, Reading.

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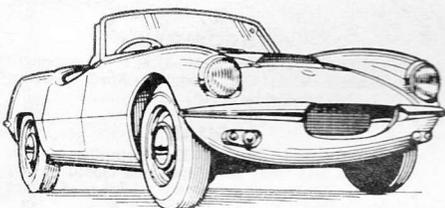
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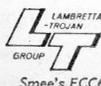
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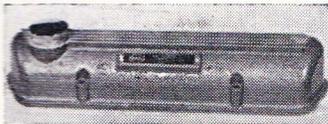
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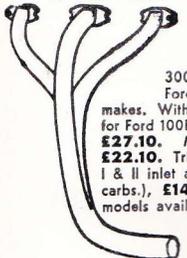
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