NURBURGRING 1,000 KILOMETRES REPORT

BRITAIN'S

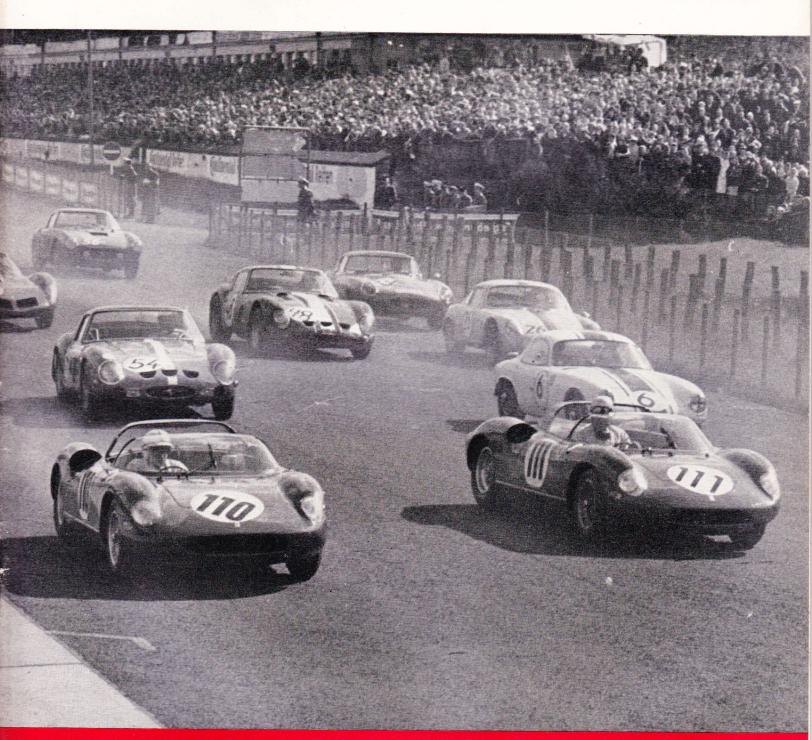
AUTUSPUR MOTOR SPORTING WEEKLY

AUTOSPORT

MAY 24, 1963

Vol. 26 No. 21

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

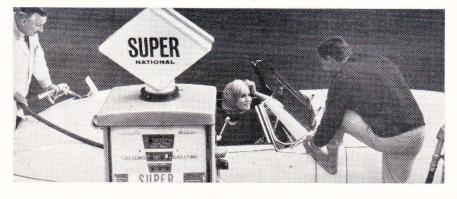


IN THIS ISSUE



Golden sands and sparkling sea... getaway realm! Sparkling, laughing, good-to-be-alive... getaway people! Put your right foot down! Meet the smoothness of Super National. Getaway people get Super National.

SUPER NATIONAL





AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

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May 24, 1963 Volume 26 Number 21

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@ Autosport, 1963

EDITORIAL

THE OPENING ROUND

THE preliminary skirmishes are over. In the Grand Prix d'Europe on Sunday at Monaco, the serious business of World Championship racing starts in earnest. A few have already shown their hand. Both B.R.M. and Lotus-Climax have registered victories, and Cooper-Climax have demonstrated the possibilities of their redesigned machine. Ferrari appears to be on the upgrade once again, and rivals will certainly not under-rate either Brabham-Climax or B.R.P.'s Lotus-B.R.M. As for A.T.S., this is entirely an unknown quantity, and it would be expecting rather too much to achieve victory on its début. The entry list contains two previous winners, Jack Brabham and the twice-victorious Maurice Trintignant. The former has also won the World Championship on two occasions, and also in the list are the reigning champion Graham Hill, and the 1961 titleholder, Phil Hill. They face a formidable array of challengers, including Jim Clark, Bruce McLaren, John Surtees and Innes Ireland—all possible winners in this "race of a thousand corners". It will be interesting to see the outcome of this Grand Prix, which has yet to be won with a car fitted with petrol injection.

EYES ON INDIANAPOLIS

FOUR days after the Monaco race comes the classic miles race at Indianapolis, in which the longestablished "Offy"-engined cars will have their most serious challenge to date from the V8s. Undoubtedly the performance of the Lotus-Fords has shaken American designers to the core, and this entry is viewed with the utmost respect by rivals. Dan Gurney and Jim Clark are even being tipped as possible winners by the experts, who see a new era about to open, in the application of Formula 1 engineering technique to Speedwaypattern automobile racing. Just as optimistic are the entrants of the Harvey Aluminium cars, for which Mickey Thompson is mainly responsible, and which also owe quite a lot in design to European road-racing practice. It was with this marque that World Champion Graham Hill was to have made his "Indy" début. Nevertheless, there have been many efforts made to topple Meyer-Drake from its supremacy at the Hoosier bowl, including one of the most powerful racing cars ever built, the supercharged eight-cylinder Novi. The "big four" keeps going on and on, its torque ideally suited to track racing, and its reliability a by-word. It would be a tremendous feather in the cap of Detroit were a push-rod V8 engine, running on commercially sold petrol, able to defeat the alcohol-fuelled, twinoverhead-camshaft products of America's specialized racing car constructors!

OUR COVER PICTURE

SOON AFTER THE START of last Sunday's Nürburgring 1,000 kilometres race the two Ferrari 250Ps of John Surtees (left) and Lodovico Scarfiotti (right) lead the Trevor Taylor/David Hobbs Lotus Elite (6), the Heini Walter/Herbert Müller Ferrari GTO (54), the Kalman Csazy/Karl Foitek Ferrari GTO (48), the Gerhard Koch/ Csazy|Karl Foliek Ferrari GTO (40), the Orlinka Paul Strähle Porsche Carrera (26), the Ulrich Therstappen|Joseph Ruthardt Jaguar E-type (69), and Günther Lohsträter|Helhut Felder Ferrari GT (56). Photo: Francis Penn



First sports car of its class to lap in <u>luxury!</u> The TRIUMPH TR4

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

But this extrovert of a car has pleasant surprises inside. It has a healthy regard for your comfort. The windows *wind* up. Doors are full height. The cockpit is realistically roomy.

When the TR4 first came out in 1961 die-hards raised their eyebrows. A sports car, they said, jolly well should be bumpy and draughty and cramped. That's half the fun of it.

Odd sort of fun. What do you think?

If you've wished that sports cars were a bit more human, the TR4 is for you. It's a *lot* more human (and so is its price—scarcely more than £900, tax paid). Arrange with your Standard-Triumph dealer to take one out—soon.

The TR4: facts and figures

ENGINE: 2138 cc, 4 cylinder, 105 bhp (gross), twin carbs (TR3 1991 cc engine also available for 2,000 cc racing).

GEARBOX: 4-speed. All synchromesh. Overdrive available.

WEIGHT: Touring trim, dry, $18\frac{1}{2}$ cwt.

BRAKES: Front discs, rear drums.

BODY: 2-seater, occasional rear bench. Winding door-windows. Individual bucket seats. Full-size boot, separate lid. Soft or fixed hard top. Hard top has removable roof panel, with soft canopy as an extra.

PRICES: Soft top £906. 16. 3. Hard top £949. 2. 1. inc. p.t.





AUTOSPORTRAIT by Gus No. 3: Jim Clark

RICHIE GINTHER, according to a wellknown spy, could be seen at the wheel of an Equipe Elva London Elva Mk. 7 later this season, possibly at Crystal Palace.

STANGUELLINI have built a Guzziengined aerodynamic single-seater for attempts on 250 c.c. and 350 c.c. International class records.

G.B. AND F1

BRITISH racing car constructors favour extending the present 1,500 c.c. Formula 1 beyond 1965, but limiting fuel tank capacity. Should more powerful cars be considered essential to the continuance of Grand Prix racing, then this country proposes a capacity limit of three litres. It is also believed that a formula should run for a minimum period of 10 years.

SWEDISH driver Oerjan Attergerg succumbed to injuries following a crash in a Formula Junior race at Helsinki, Finland, on 19th May.

During tests at Monza with the A.T.S., Phil Hill recorded 1 min. 43 secs. (124.2 m.p.h.) on the road circuit.

It appears that our reporter at Aintree for the recent club meeting there saw some spins that didn't occur. Digby Martland assures us that he had a fan belt go in his Mini and trickled over the line, while John Sharp's M.G.A had an easy win and did not spin at Bechers and his name is not Short, as was reported.

OPENING ROUND

ON Sunday 26th May, the World Championship series opens with a full representation of works teams. There are 16 places on the starting grid and the only driver from a non-factory outfit who need not qualify is Maurice Trintignant (Lola-Climax), entered by Reg Parnell.

As there are 12 nominated works drivers, this leaves 3 places on the grid and there will be the usual hectic lappery to qualify. Favourites to be in the line-up are Innes Ireland (B.R.P Lotus-B.R.M.) and Jo Bonnier (Walker Lotus-Climax), both graded drivers. Others who will probably make the effort are Chris Amon (Parnell Lola-Climax), Carel Godin de Beaufort (Porsche), Jim Hall (B.R.P. Lotus-B.R.M.), Jo Siffert (Lotus-B.R.M.) and Lorenzo Bandini (Centro-Sud B.R.M.).

However, should Ferrari try, as usual, to qualify an additional car, Bandini would not be able to drive for Centro-Sud and could be replaced by Carlo

Although the final list of entries is always subject to last-minute changes. the most probable line-up should be:-Scuderia Ferrari: John Surtees, Willy Mairesse

Team Lotus: Jim Clark, Trevor Taylor (Lotus-

Team Lotus: Jim Clark, Trevor Taylor (Lotus-Climax).

Cooper Car Co. Ltd.: Bruce McLaren, Tony Maggs (Cooper-Climax).

Owen Organization: Graham Hill, Richie Ginther (B.R.M.).

Brabham Racing: Jack Brabham, Dan Gurney (Brabham-Climax).

Automobili Turismo Sport: Phil Hill, Giancarlo Baghetti (A.T.S.).

Baghetti (A.T.S.).

Reg Parnell Racing: Maurice Trintignant (Lola-Climax).

To qualify for remaining three places:—
Innes Ireland, Jim Half (B.R.P. Lotus-B.R.M.).

Jo Siffert (Lotus-B.R.M.).

Jo Bonnier (Lotus-Climax).

Lorenzo Bandini (B.R.M.).

C. Godin de Beaufort (Porsche).

The 1962 race was won by Bruce McLaren (Cooper-Climax) who covered the 100 laps (190 miles) in 2 h. 46 m. 29.7 s. (70.46 m.p.h.). In the same race, Jim Clark (Lotus-Climax) set up a new lap record of 1 m. 35.5 s. (73.7 m.p.h.).

Only other past-winner in the 1963 event will be Trintignant, who has won twice. Phil Hill was second last year

with a Ferrari. Both Brabham-Climax and A.T.S. will be making their first appearance at Monaco and it will be the debut of the Italian V8 in any Formula One race. The concern is working hard to have

two machines ready. Saturday's Formula Junior race will see Peter Arundell (Lotus-Ford) making every possibe effort to break the successful Brabham and Lola runs. Arundell won last year at 67.46 m.p.h. and set up a lap record of 1 m. 47.7 s. (68.51 m.p.h.). This will be the last Formula Junior race at Monaco, for in 1964 either Formula Two or G.T. prototypes

will make up the supporting events. The start has now been moved to after the hairpin, almost in front of the royal

WE regret to report the death of Franco Comotti, the Italian racing driver, who retired in 1952. In pre-war days he raced for Scuderia Ferrari. Later he moved to France and was prominent with Lago-Talbot and Delage. Prior to his fatal illness he was consected with the Continental racing side. nected with the Continental racing side

ON 26th May an Autofair sponsored by the Moto Baldet Group of Garages being held at Billing Aquadrome, Billing.

PIT and PADDOCK

CLARK FASTEST AT INDIANAPOLIS

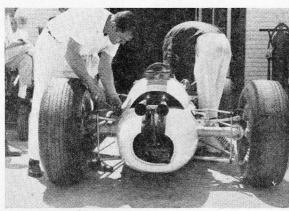
Lotus-Ford Heads 10 miles Trial Session at Nearly 150 m.p.h. : Graham Hill Withdraws from Harvey Team

AVERAGING 149.75 m.p.h. for 10 miles, Jim Clark in the V8 Lotus-Ford headed the first official Indianapolis practice session last Sunday, and is virtually assured of a place in the 33 starters. He accomplished one lap at 150.025 m.p.h., and, at present, is in pole position on the grid. Dan Gurney was due to make his tests on Monday or Tuesday. Dunlops have flown over light-alloy wheels with knock-off hubs

for the two Lotus-Fords.

Graham Hill has decided that the imminence of practising for Monaco will prevent him taking part in the qualifying trials this week. Bad weather delayed earlier attempts and he notified Mickey Thompson to try to nominate another driver for one of the five Harvey Aluminium Specials, which the Californian had hoped to qualify for 30th May. So far, none of these cars has approached the times recorded by the Lotus-Fords.

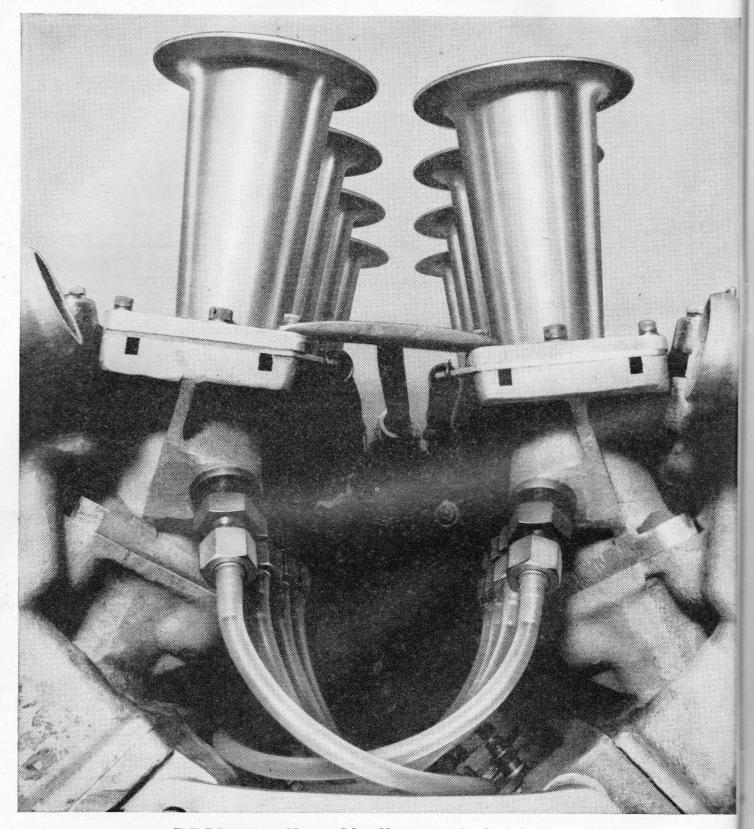
The exhaust systems for the lightalloy, push-rod engines in the Lotuses were devised and constructed in Great Britain by Vic Derrington. Owing to Ford obligations, both Clark and Gurney will run on Firestone tyres. Colin Chapman has decided to retain four speeds in the Colotti gearboxes, convinced that valuable seconds will be saved following pit stops.



ALL OFFSET. Chassis/body of the Indy Lotus 29 is offset 23 ins. to the left by means of asymmetrical rear suspension mountings and unequal length front wishbones; purpose is to equalize tyre wear. Note the 15 ins. Firestone tyreswhich other entrants wanted withdrawn!

THE Midland Centre of the Seven-Fifty Motor Club are holding their Auto-SPORT Championship Driving Tests meeting at Standford Hall, near Rugby, this Sunday. The day's events will be in two parts, one starting at 10 a.m. for the AUTOSPORT Trophy, and the other, the Inter-Centre Driving Tests, at 2 p.m.

The vehicles taking part in these tests will, in the main, be pre-war Austin 7s. Also of interest will be a static display of vehicles loaned by members of the Rolls-Royce Owners' Club and the Bugatti Owners' Club. At Standford Hall, of course, there is a museum of vintage motor-cycles.



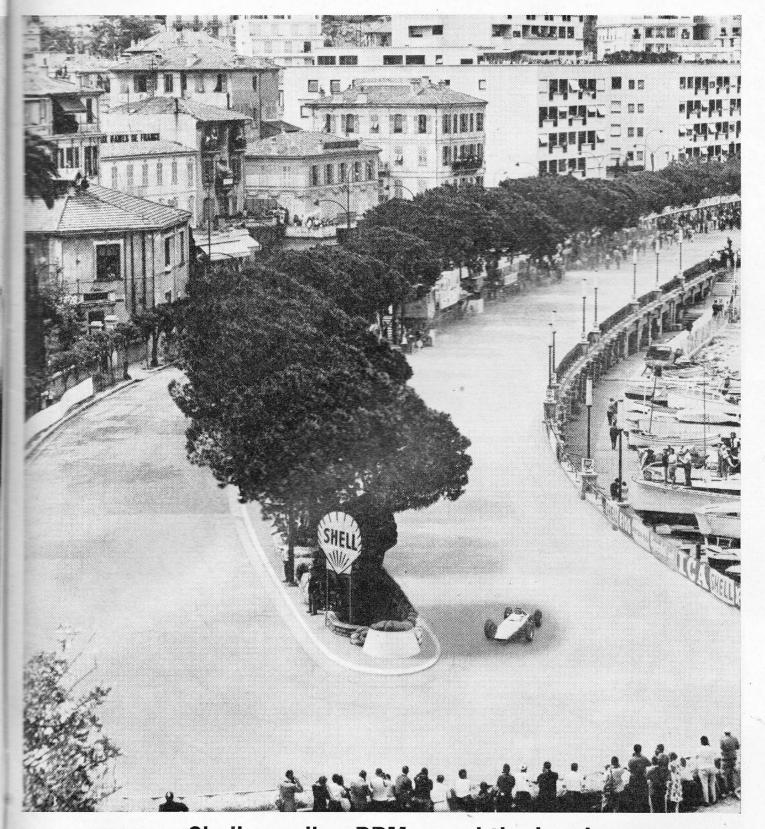
BRM, sending Shell round the bend

THESE are the new lungs of the 1963 BRM—the Lucas fuel injection system. Fuel is metered through the eight polythene tubes from a central pump at 100 lb. per sq. in. Unlike the Bosch system (used by Ferrari), which injects the fuel straight into the combustion chamber, the Lucas system injects into the manifold. But both BRM and Ferrari

agree about the best fuel to inject – Super Shell. And there's complete concord, too, about which oil will give the surest protection to a 10,000 r.p.m. racing engine. Red Ferrari and green BRM both choose Shell X-100.

The Lucas system is reckoned to give 5% more power by comparison with conventional carburation. This

AUTOSPORT, MAY 24, 1963



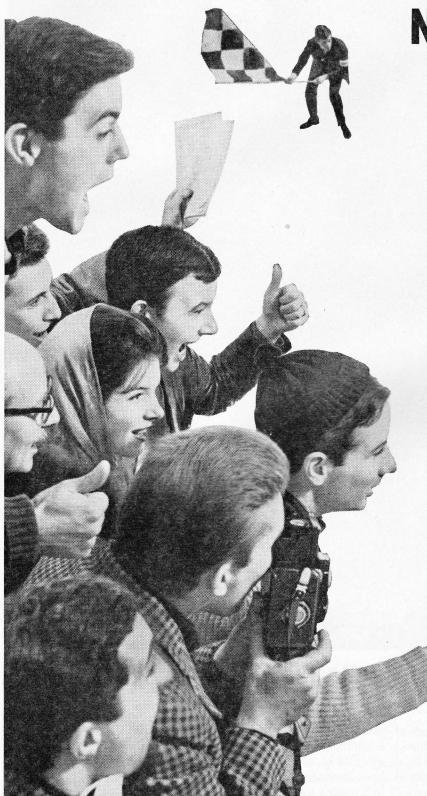
Shell, sending BRM round the bend

weekend, Graham Hill, current World Drivers' Champion – and with major successes at Snetterton and Aintree already under his belt this year - will be putting the BRM through its first hurdle for the 1963 World Championship-the Monaco Grand Prix, and this year the Grand Prix d'Europe. The twenty-first 'round the houses' race at Monte Carlo GO WELLis a hundred laps of the under-two-mile circuit. The other BRM car will be driven by Ritchie Ginther, who has completed the course faster than anyone else . . . in Sunday's line-up. Good luck to the pair of them, and to the 'prancing horses' of Ferrari.

GO SHELL



Ferno First



NURBURGRING 1,000 KM

1st Ferrari

J. Surtees W. Mairesse

2nd Ferrari

P. Noblet

J. Guichet

3rd Ferrari

C. Abate

U. Maglioli

– and fourClass Winners

(Results subject to official confirmation)

Fit race-proved

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DRUM AND DISC BRAKES

FERODO LIMITED · CHAPEL-EN-LE-FRITH

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Last week-end's Police Rally was won by the Sprite of Sullivan/Baird. A report of this rally is scheduled for a future issue.

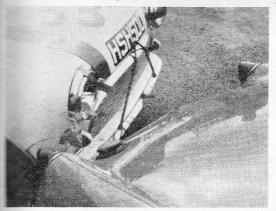
AINTREE NATIONAL

This Saturday's National race meeting at Aintree, organized by the Aintree Circuit Club, includes a 17-lap, 51-mile sports car race which qualifies for the Autosport Championship. Amongst the excellent entries received are Steve Minoprio and Robin Benson (Elva Mark 7s), Mike Beckwith, Tony Hegbourne, Julian Sutton and Keith Greene (Lotus 23s), Tony Lanfranchi (Elva Mark 7) and Chris Summers (Cooper-Chevrolet). A Formula Junior race over the same distance includes the works Brabham of Denis Hulme, which won at the recent Aintree and Silverstone Internationals, and the Gemini Mark 4As of John Hine, Ross Greenville and Bryan Berrow-Johnson.

The main event of the day, of course, is the Aintree "National", a 34-lap, 102-mile saloon car race for cars having unlimited modifications instead of the usual Group 2 cars which are found in such events. Can Chris Craft keep his remarkable 1,650 c.c. Ford Anglia ahead of the Jaguar 3.8s of Peter Dodd, Mike Pendleton, Bill Aston, Chris McLaren, Mike Salmon and Greg Wood? Or will Doc Merfield pull his finger out and trounce the lot of 'em with his new Willment-tuned Lotus-Cortina? Other saloon car exponents entered are Jimmy Blumer, who drives a 1,900 c.c. very modified Rapier entered by Alan Fraser, Rodney Bloor (1,595 c.c. Austin A40), Phil Middlehurst (1,080 c.c. Austin A40) and an Alan Fraser-entered Hillman Imp for an unnominated driver.

This event should be enormous fun. First race at this "different" race meeting

starts at 2 p.m.



WOMEN DRIVERS! Before the start of the Ladies' Race at Brands Hatch last Sunday—and in the pits, of all places! —Michaelle Burns-Grieg (Mini-Cooper) struck the Sprite of Gabriel Konig.

ROME GRAND PRIX

DRIVING his ex-Bowmaker V8 Lola-Climax, Bob Anderson won both heats of last Sunday's Rome Grand Prix, held on the Vallelunga circuit, and thereby assured himself of overall victory. Likewise, Carel Godin de Beaufort (Porsche) and Ian Raby (Gilby-B.R.M.) were second and third respectively in their heats as well as in the overall category.

Anderson's overall time was 2 hrs. 2 mins. 32.2 secs. and he finished 32.7 secs. ahead of de Beaufort, the big Dutchman being 1 min. 36.5 secs. in front of Raby. Roberto Lippi (de Tomaso) was fourth and Gaetano Starrabba (Lotus-Maserati) fifth.

SPORTS NEWS

AN HOMOLOGATION TEAM?

FROM Carroll Shelby, the A.C. Cobra chief, comes the interesting suggestion that manufacturers who wish to have their cars homologated under Appendix J rules, should help to finance a permanent homologation team of full F.I.A. status.

Shelby suggests that a fixed sum should be paid annually by all manufacturers whose vehicles have to meet F.I.A. requirements in competitions. The income from these contributions would be used to maintain a 3-man inspection team, comprising two permanent F.I.A. officials and a nominated representative of the National Club concerned. This would act as a kind of "Flying Squad" on request, thus avoiding the waiting period between F.I.A. meetings.

The scheme would work this way:—
Should a manufacturer wish to have
a car examined, a request should be
made to the National Club concerned,
giving full details of the place and time
suggested. The F.I.A. men would then
travel by air to the rendezvous and
would be joined by the National Club
representative. All necessary proofs and
certificates would be produced and the
three-man inspectorate would be also
responsible for checking the technical
specification.

The team would have the necessary

The team would have the necessary authority to approve the homologation or, turn it down, as the case may be.

Carroll Shelby's idea has much to commend it not only as a time-saving procedure but also as a means of enforcing the regulations relating to homologation, which have been so strongly criticized recently.

One objection might be that the bigger manufacturers would not miss a fairly stiff contribution and that smaller makers might not be able to afford the fees. Shelby maintains that any manufacturer, wishing to have his cars take part in F.I.A.-approved events, should be in a position to allot an agreed sum annually for a properly constituted examination board, before attempting to enter International competitions. Again, the 100-built and 1,000-built clauses in both Appendix J sections should ensure the necessary finance behind construction and those taking part in the scheme, would realize that the chances of "fiddling" would be so reduced, as to become practically non-existent.

The whole seheme should be examined by manufacturers concerned and might well form the main part of the agenda at a future constructors' meeting.

G.G.

Denis hulme's Brabham which won the Formula Junior race at Silverstone was equipped with a Cosworth-Ford engine. These units are now used by the Brabham Lola and Lotus works teams as well as the successful Ian Walker team.

SAAB SHOW

Swedish girls in national costume, embassy officials and many others attended a "SAAB Show", given by C.A.C. of Cricklewood in the Majestic Rooms, Brondesbury, on 16th May. This was a real Scandinavian party, and some excellent films were also screened. Proceeds went to the R.A.F. Benevolent Fund.

MODEL T FORD RALLY

On Sunday, 19th May, a run was organized from Brighton to London for Model T Fords. The event was sponsored by the Daily Herald and was inspired by a new Walt Disney film in which a Model T features largely.

It was a brilliant idea to start from Brighton at lunch time, for the traffic was very moderate and the roads were clear. The commercial vehicles, including a superb 'bus, started first, and bowled along at about 20 m.p.h. The touring cars, sedans and coupés kept up a steady 35 to 40 m.p.h. and sometimes even exceeded the latter velocity. No trouble was seen on the road, and the 30 entrants arrived at Wellington Barracks in a cavalcade, where they were judged for appearance and condition.

Among the competitors, Edward Riddle, the G.N. man, had a completely original coupé and John Bolster drove Melville Watts's delectable sedan, which he had brought all the way from Gloucester the day before. There is something that "gets you" about the Model T, with its big, slow-revving engine, unconventional two-speed transmission, and high seating position. AUTOSPORT will be publishing an article on this model later on, giving technical details and road impressions.



BOND EQUIPE G.T. is this week's new four-seater Grand Touring car, built by Bond Cars of Preston. It employs a Triumph Herald 1200 chassis, a 63 b.h.p. Triumph Spitfire engine and gearbox and is fitted with an attractive steel and glassfibre body. The car costs £822 including purchase tax and it will initially be marketed through certain Standard-Triumph distributors.

PRIX DE PARIS

Frank Gardner, driving a yellow Ian Walker-entered Brabham, won at the Prix de Paris meeting last Sunday, which was run on the Montlhéry circuit. Gardner won both Formula Junior heats, the first from Jo Schlesser (Brabham), Philippe Martel (Brabham) and Peter Revson (Cooper), and the second from Revson and Schlesser. Overall results, based on a points system, gave the finishing order: Gardner, Schlesser and Revson.

Paul Hawkins crashed the second Brabham Junior of the Walker team most spectacularly, into the wall at 110 m.p.h., but emerged unscathed. This was due to

a locking brake.

Mike Beckwith and Tony Hegbourne scored an easy 1-2 in the sports car and prototypes race, finishing one second apart. Charles Vögele (Lotus 19) was third.

CASTROL HANS ACROPOLIS RALLY



LADIES CUP

Pat Moss & Ann Riley FORD CORTINA

ALSO 6 CLASS WINS

(Subject to official confirmation)

using IMPROVED CASTROL
Balanced Multi-grade Oils



Seven-Fifty M.C. at SNETTERTON

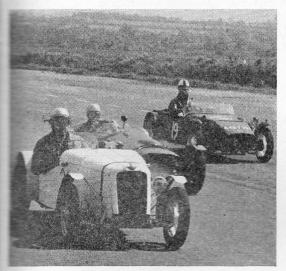
BY ROBERT GRANT

OWING to a shortage of doctors and the number of practice breakdowns the Seven-Fifty M.C.'s Snetterton Meeting last Sunday got off to a late start; consequently the proposed total of eleven events had to be reduced to three seven lap and four five lap races. The two heats and final of both the 1172 and 750 formula races were run

as one race.

as one race.

Event one was for 1172 cars and at the fall of the flag Clive Garnham (Terrier) went in front only to be passed by D. Goodwin (Lotus 7) and J. Bryming, also in a Lotus, down Norwich straight. Bryan Small spun his Milmor first time at the hairpin and this gyration produced a variety of lines. and this gyration produced a variety of lines and this gyration produced a variety of lines from those following; he then restarted in eighth place. Ian Tollady (Aquila) lost his lead on the second lap through a spin and was replaced by Clive Garnham who was being closely pursued by D. Bassett (Contessa), who in turn forfeited his second place to John Corfield (Terrier)



THREE 750 Specials dicing at Snetter-These home-built cars are cheap and fun to make and provide an excellent introduction to motor racing—especially for those who cannot really afford it!

when he retired on his penultimate lap.

when he retired on his penultimate lap. Event two saw a concerted battle between the 750 Austins of R. Westcott, D. Beale and A. Evans and the Jerboa of D. Abbott. Throughout the race these four circulated in a tight bunch; however, on lap four D. Beale dropped back slightly, leaving I. Clark (Septo), who had worked his way through the field after a bad start, to take the flag. A five-lap race for Sports and G.T. cars followed and Ray Parsons (Lotus 23) took an immediate lead, which he steadily increased followed by Pat Hovendon (Elva Mk. 6). A fierce battle ensued between Chris Clark (Lotus 7) and Malcolm Fruitnight (E-type), the latter getting the verdict through superior power. Jacquie Cook (Wavendon Wombat) had a first lap spin and did well to finish tenth.

and did well to finish tenth.

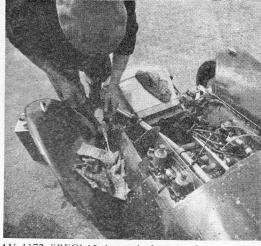
The five lap saloon car race saw an easy win for B, Ross (1132 c.c. Mini-Cooper) by 11.6 secs. from Alfred Betts (Jaguar). Ian Alexander (Mini-Cooper) had a tremendous scrap with P. Fulcher (Anglia), forcing past him round Coram on the final lap only to succumb to lack of horses on the straight.

The Jim Russell Racing Drivers' School had no fewer than six cars out of the seven

had no fewer than six cars out of the seven entered in the Formula Junior race, the seventh entry being Martin Gould (Lotus 22).

entered in the Formula Junior race, the seventh entry being Martin Gould (Lotus 22). Gould took an immediate lead closely followed by Fred Giddings and P. Heading. In the latter stages Giddings began to close on Gould but had left his efforts too late. Third spot was very hotly contested with J. Lawrence (Lotus 20) just beating P. Heading, similarly mounted, by a whisker. In the Monoposto event John Moore's Warwick was first into the Riches followed by Arthur Cook (Wavendon Wombat) and Chris Nicholson (Embryo). On lap four Arthur Cook was forced off at the hairpin and modified the Wavendon Wombat's rear end. Nicholson came into the pits with a shunted nose and retired at the end of lap four. This left Moore to canter home followed by Arthur Cook who had regained his second place. A notable drive was that of E. Hardy (Project X) who after a bad start motored in fine fashion to finish third. The last race of the day was a Formule Libre event and produced a very varied collection of machinery. Mike Eyre made the most impressive start only to fall back in the latter stages, when lying fifth, with engine trouble. Martin Gould (Lotus 22)

in the latter stages, when lying fifth, with engine trouble. Martin Gould (Lotus 22) took the lead from F. Osborne (Lotus) on lap three and steadily drew away from the rest of the field. Ray Parsons (Lotus 23) recovered from a first lap countryside excur-



AN 1172 SPECIAL is worked on in the paddock-that of John Lancaster. Like the 750 Formula, 1172 racing is fun, although usually a bit more expensive as well as faster.

sion to pip Pat Hovendon (Elva) for third

sion to pip Pat Hovendon (Elva) for unitary place on lap six.

Luckily the rain which had continually threatened the meeting, which was happily without any serious incident though leaving something to be desired on the administrative side, managed to fall elsewhere.

Results

1172 Formula (7 laps): 1, C. Garnham (Terrier Mk. 2), 77.20 m.p.h.; 2, J. Corfield (Terrier Mk. 2); 3, A. C. Ballie (Pegasus Mk. 3). Fastest lap: Corfield, 1 m. 58.2 s., 82.60 m.p.h. 750 Formula (7 laps): 1, I. S. Clark (Septo), 69.60 m.p.h.; 2, R. P. Westcott (Austin Spl.); 3, D. H. Abbott (Jerboa). Fastest lap: Westcott, 2 m. 15.8 s., 71.80 m.p.h. Sports and G.T. Cars (5 laps): 1, R. Parsons (Lotus-Ford 23), 88.40 m.p.h.; 2, P. L. Hovendon (Elva-Climax Mk. 6): 3, R. Stevens (Lotus-Ford 7). Fastest lap: Parsons, 1 m. 47.8 s., 90.75 m.p.h. Saloon Cars (5 laps): 1, B. M. Ross (Morris Mini-Cooper), 72.50 m.p.h.; 2, A. W. Betts (Jaguar 3.4); 3, W. J. Camp (Ford Anglia). Fastest lap: Ross, 2 m. 10.6 s., 74.60 m.p.h. Formula Junior (5 laps): 1, M. Gould (Lotus-Ford 20); 3, J. Lawrence (Lotus-Ford 20). Fastest lap: Giddings, 1 m. 47.0 s., 90.90 m.p.h. Monoposto Register (5 laps): 1, J. B. Moore (Warwick Mk. 2); 79.70 m.p.h.; 2, D. Havelock (Nimrod Mk. 2); 79.70 m.p.h.; 2, D. Havelock (Nimrod Mk. 2); 3, E. T. Hardy (Project X). Fastest lap: C. Nicholson (Embryo) and Havelock, 1 m. 59.0 s., 81.70 m.p.h. Formule Libre (7 laps): 1, M. Gould (Lotus-Ford 22), 90.00 m.p.h.; 2, F. Osborne (Lotus-Ford 22), 3, R. Parsons (Lotus-Ford 23). Fastest lap: Gould, 1 m. 44.2 s., 93.60 m.p.h.

A la France pour Le Mans?

This year's 24 hour race promises to be

This year's 24 hour race promises to be one of the most exciting to date. Britain is strongly represented on the entry list and I hope that there will be many Britons there to support them, so here's how to get there. Page Tours, Ltd., of 8 Silverdale Road, Thurmaston, Leicester, are organizing three different tours to the race, which are solely for those who do not wish to take a car, and it also makes it possible for one to leave on the Friday night and be back in time for work first thing on the Monday morning. The Rail, Sea. Coach Itingrary, costing 114 for work first thing on the Monday morning. The Rail, Sea, Coach Itinerary, costing 11½ gns. all told, involves leaving Victoria by rail on the Friday night, thence by train ferry to France, and by rail to the circuit. The operation is reversed immediately after the race and arrival back at Victoria is scheduled for 0900, Monday, 17th June. For those who have less time to spend a direct flight to the circuit leaving Gatwick at 0800 hrs. on the Saturday and arriving at 0800 hrs. on the Saturday and arriving back on the Sunday night is available, priced Enthusiasts who are keen on other 16 gns. Enthusiasts who are keen on other fast material besides motor cars are catered for by a Rail and Sea trip which includes a night stop in Paris both on the outward and return trip, on the Friday and Sunday nights respectively. This includes accommodation at a centrally located hotel and is very reasonably priced at 13½ gns. Points

worth noting are that on the coach trips

worth noting are that on the coach trips the vehicle remains open throughout the night and that the air flights are direct to Le Mans Airport, the price inclusive of all airport taxes and light refreshments.

Webbair, Ltd., are organizing several flights direct from Gatwick Airport to the circuit. Elizabethan aircraft are employed and lunch is provided during the flight. Webbair also organize overland tours in conjunction with the aforementioned Page Tours, Ltd. Inquiries should be made to John Webb Air Services, Ltd., Brands Hatch, Fawkham, Kent, The price of the Webbair flight is £17 6s.

The Grand Prix Box Office, 254 High Street, Uxbridge, have Caravelle jets for their Charterspace Air flights. The flight leaves at 7.30 a.m. on the Saturday direct to Orly Airport; from there passengers are conducted to La Sarthé by luxury Coach which remains open all night. The return trip commences immediately after the race and the party will arrive back in London at midnight. The price of this trip (transport only) is 18 gns. The G.P. Box Office are agents for the Townsend Luxufy Car ferries who have sailings every day leaving Dover at 10.30 a.m. and 4.30 p.m. and arriving at Calais sailings every day leaving Dover at 10.30 a.m. and 4.30 p.m. and arriving at Calais three and a half hours later. Naturally the prices vary according to the length of the

vehicle, the minimum being £3, and for the benefit of our Rolls-Royce readers the maximum £12. The return fare is double the prices quoted and the cost of passengers is 41s. each.

gers is 41s. each.

Cooks Auto Travel Department can arrange direct flights to Dinard, Cherbourg and Paris. The return fare to Cherbourg Cond to Dinard £12 9s. On the Saturation and Paris. The return fare to Cherbourg is £7 and to Dinard £12 9s. On the Saturday morning there is a flight direct to Paris which is slightly more expensive, costing £12 13s. return. Thence by train from Paris to Le Mans which would arrive at 4.30 p.m., the price of the journey being £2 10s. The R.A.C. Travel Department can also arrange trips both for passengers and those with cars. Passages are organized between Southampton and Le Havre, return fare for a passenger costing £8 4s.

British United Air Ferries, Ltd., operate many flights in the dependable Silver City Air Freighters, They operate between Lydd and Le Touquet, the fare £6 return passengers with a car of minimum length and £16 return for a car of 14 ft. 6 ins. A return fare for the Southend to Calais trip is

Grandstand tickets are almost impossible Grandstand tickets are almost impossible to obtain at the circuit, especially if one's French is not entirely fluent, though ordinary spectator enclosure tickets are available. However, one can obtain them through the Grand Prix Box Office, or they can be applied for direct with the booking. ROBERT GRANT.

AUTOSPORT, MAY 24, 1963

ENCORA FERRARI

John Surtees/Willy Mairesse Win 1,000 Kilometres-Class Wins to Lotus and Morgan

BY PATRICK McNALLY

PHOTOGRAPHY BY FRANCIS PENN



JOHN SURTEES in the winning Ferrari 250P, which he shared with Belgian Willy Mairesse, is seen taking a neat line at the Karussel. Near disaster for this car occurred when Mairesse ran over a piece of metal from Parkes's crashed sister car and suffered a puncture. However, it was repaired and Surtees and Mairesse won.

FERRARIS took seven out of the first eight places in this year's 1,000-kilometre race at the Nürburgring. John Surtees and Willy Mairesse driving the works prototype 250P Ferrari won at an average speed of 133.1 k.p.h. with the Guichet/Noblet Ferrari 250GTO in second place and unlapped. Abate/Maglioli (Ferrari) took third place ahead of the works 2-litre Porsche which was conducted extremely ably, initially by Ben Pon and Hans Walter and later by Edgar Barth and Herbert Linge. The much fancied Parkes/Scarfiotti Ferrari went out when leading the race. The The much-fancied Parkes/Scarfiotti Ferrari went out when leading the race. The works Porsche of Phil Hill/Jo Bonnier was another disappointment as it, too, crashed after taking over the lead from the works Ferraris. The Team Elite Lotus, driven by Baird/Wagstaff and by Trevor Taylor and David Hobbs when their similar car developed engine trouble, won its class and finished ninth overall—a splendid performance. The Dick Jacobs Midgets went extremely well, finishing well up overall and second and third to the Lotus in the 1,300 c.c. G.T. class.

THURSDAY'S practice took place in wet

Thursday's practice took place in wet and misty weather and few cars bothered to go out. Friday saw good conditions and some very good times.

The Mairesse/Surtees car got down to 9 mins. 13.1 secs., which was best time of the day, whilst the Parkes/Scarfiotti car returned 9 mins. 21 secs. Linge and Barth (Porsche) were next fastest with 9 mins. 25.1 secs., whilst Sweden's Jo Bonnier in a second works Porsche returned a lap in 9 mins. 27.3 secs. Peter Lindner put up best time in the over 3-litre G.T. class with his new fuel-injected light alloy E-type with a time of 9 mins. 58.4 secs. and the Lumsden/Sargent E-type was only two seconds slower. Fastest G.T. car, however, was the

GTO of Walter and Müller, which was only a second faster than Lindner.

David Hobbs took the Elite round in 10 mins. 16.4 secs. to record best time in the up to 1,300 c.c. class, the nearest works Abarth being 8 secs. slower. Ben Pon and Walter recorded 10 mins. 12 secs. in the 2-litre Porsche and were fastest in their class. Nino Vaccarella's Ferrari went into the forest at Hockeichen. The 250P was written off and Vaccarella suffered a broken arm. The Stirling Moss-entered prototype Lotus Elan to be driven by Innes Ireland and John Whitmore was without a clutch until Saturday's practice and then handled so badly that it was withdrawn. The Morgan pit were busy as Pip Arnold's car

had blown up when a big-end bolt sheared. The car, however, was rebuilt in time for

Billy Blydenstein, driving another Morgan, sheared a distributor drive which resulted in a broken camshaft on Friday and was rebuilt in time to compete.

was rebuilt in time to compete.

* *

RACE day dawned wet and windy but just before the start the weather took a turn for the better with obvious effects to the humour of various drivers. At 9 a.m., with the enormous crowd already assembled, the starter lifted his flag and half the field ran towards their cars whilst the other half waited until he dropped it. The result was a very ragged start with Peter Lindner in the E-type streaking into the lead followed by the two works Ferraris of Scarfiotti and Surtees. Lindner, going like a bomb, continued his meteoric progress and was only passed by the Ferraris as they went past the pits on their first lap. Farther back came Walter in the 2-litre Porsche, Noblet's Ferrari and Peter Lumsdea's Etype, which came into the pits immediately for an adjustment, apparently to the rear brakes.

type, which came into the pits immediately for an adjustment, apparently to the rear brakes.

By the second lap the Ferraris had pulled out an 18-second lead over Lindner who was well ahead of fourth man Edgar Barth (Porsche) who was followed by team-mate Bonnier. Noblet was now in sixth place ahead of Carlo Abate's prototype Ferrari, which had moved up through the field. Third time round Lindner had closed the gap between his Jaguar and the leading Ferraris to 10.8 secs. The Ferraris were showing their tremendous speed and it looked as if nothing could possibly hold them. The pits were starting to fill up with Hitchcock's GTO, the Berlinetta of Lohstrater, two Porsches and a Fiat-Abarth. On the fourth lap the first of a series of incidents occurred when Barth retired the works Porsche, which was then lying third overall, with back axle trouble. With five laps completed the order was Surtees, Scarfiotti, Lindner, Bonnier, Abate, Noblet, Walter (Ferrari), von Csazy, Walter (Porsche), Greger, Lumsden, Elde and David Hobbs.

Lumsden had lost 12 places with his pit stop at the beginning but was moving up

Lumsden had lost 12 places with his pit stop at the beginning but was moving up and going extremely well. Gordon Jones (Elite) had come into the pits with no oil pressure and when the car rejoined the fray with Nathan at the wheel, the engine

PORSCHE PROTOTYPE of Edgar Barth/Herbert Linge, which retired on the fourth lap when in third position. This sleek open car has a 2-litre eight-cylinder engine.

With six laps completed the Ferraris were still well in the lead from Bonnier (Porsche) and Lindner (E-type), with Abate in fifth position. Lumsden had moved up to ninth place and von Csazy had dropped back to 12th. Bandini brought his Simca-Abarth into the pits and rejoined the race having lost seven places. Hobbs brought his Team Elite car into the pits when it was lying 12th overall and the car went out once more, then retired. Hobbs and Taylor took over the Wagstaff/Baird Elite which they then proceeded to motor through the field.

Abate was next into the pits, letting the

Abate was next into the pits, letting the Noblet car through to fifth place. The Lola, which had only covered one lap after experiencing trouble with rear wheels which

experiencing trouble with rear wheels which were tending to come adrift, rejoined the race on the eighth lap.

With 10 laps completed the order was Surtees, Scarfiotti, Bonnier, Lindner and Noblet, the distance between the leader and the Porsche being 2 mins. 38 secs. The class leaders at this stage were Herrmann. class leaders at this stage were Herrmann (Simca-Abarth), Koch (Porsche), Slotemaker (Morgan), Noblet (Ferrari), Lindner (Jaguar), Hullbusch (Martini-BMW), Spychiger (Abarth), Bonnier (Porsche), and Surtees

The pits scene at this stage was very active. Lumsden had come in and handed active. Lumsden had come in and handed over to Sargent, the car was refuelled and had a change of plugs. Walter's GTO had now been wheeled into the dead car park and Bonnier had come in to hand over to Phil Hill. All the Morgans were in the pits; these cars had little opposition in their class and were determined to finish. The leading Ferrari then came into the

Lindner came into the pits for fuel and Nöcker took over.

Two laps later, Noblet passed Nöcker for second place. Tony Maggs brought the Lola once more into the pits and Bob Olthoff took over, but the car now developed engine troubles.

With 19 laps completed Mairesse had displaced Guichet for second place, but he was still a long way behind Phil Hill. This is where the second dramatic change took place for Phil Hill went straight on at Aremberg, severely damaging the prototype 2-litre Porsche. 2-litre Porsche.

Phil Hill was driving the Porsche very quickly indeed and was well ahead of Lindner who now held second place. Noblet was in third position, showing his true long-distance form, and Mairesse still held fourth position, despite losing a lap. Lindner came into the pits for fuel and Nöcker took over

Mairesse was now in the lead f min. 6 secs. ahead of the Noblet/Guichet car. The German E-type was in third position followed by the Abate Ferrari and the Lumsden/Sargent Jaguar which now held

Lumsden/Sargent Jaguar which now held fifth place.

Bandimi's Simca-Abarth was in the pits again as was Herrmann's car. All the Abarths eventually retired—nearly all with engine troubles. Trevor Taylor handed over to David Hobbs at half-distance and the car was now in 17th place. The British E-type made another quick stop and Sargent handed over to Lumsden.

The overall race position at half-distance was Mairesse/Surtees, Guichet/Noblet, Nöcker / Lindner, Abate / Maglioli and Walter/Pon. The Dick Jacobs Midgets were 18th and 19th overall, and were obviously biding their time, whilst just

ahead of them was the Team Elite car in the hands of David Hobbs.

With 24 laps completed Abate moved into third place ahead of Lindner and on the next lap Lindner retired with no oil— nor pressure, surprisingly enough! This car's fastest lap was only about 15 secs. slower than the works Ferraris. Christabel Carlisle had taken over Clive Baker's Sprite, which was running in the prototype class, and was going very fast indeed—which should settle the controversy as to whether she can drive cars other than Cooper-Minis.

Thirty laps completed and Mairesse had handed over to Surtees after a wheel change and taking on more fuel. The leading cars had now settled down and the race order, which remained much the same for several laps, was Surtees, Noblet, Abate, Sargent, and in fifth place was the 2-litre



Porsche of Pon and Walter, which was Porsche of Pon and Watter, which was now being driven by Barth and Linge. Further back David Piper, who had been driving steadily, moved up to seventh place ahead of the Kerrison/Salmon Ferrari. At this stage Noblet came in for more fuel and handed over to Guichet, the car still retaining second place some five minutes behind the leader.

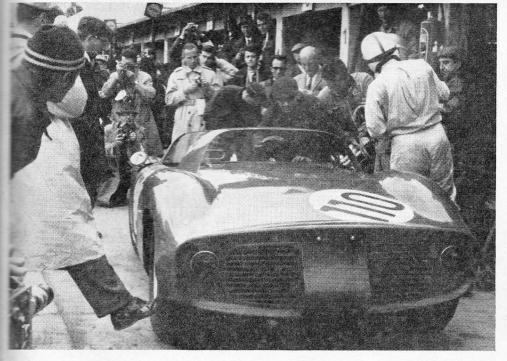
The Lumsden E-type came to an unfortunate end when lying in fourth place. Peter

nate end when lying in fourth place. Peter Lumsden lost it at the Flugplatz and the car rolled end over end demolishing 150 yards of fencing. Although shaken, Peter appeared otherwise unharmed.

There was drama also in the next lap-

HANDING OVER to Willy Mairesse during a pit stop is John Surtees (left). The winning Ferrari 250P is seen here surrounded by a horde of people. Surtees has now won two classic "sports car" races—Sebring and the Nürburgring 1,000 kilometres.

WELL-KNOWN French pair Pierre Noblet Jean Guichet achieved a fine second place in their Ferrari GTO (below). They won the G.T. category and were the only finishers on the same tap as the winning car.

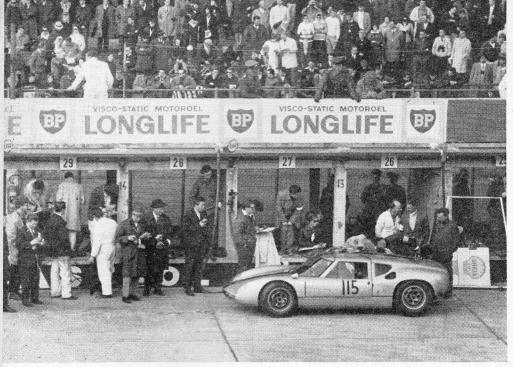


pits, and Surtees handed over to Mairesse after refuelling. This car was now in second place. On the next lap, the 15th, Scarfiotti came in to hand over to Michael Parkes. The pit stop was several seconds shorter than that of the Mairesse car and when Michael left the pits, he was in the lead. Then disaster struck: as Parkes went through Aremberg the Ferrari spun, the reason for this is somewhat doubtful for the circuit was extremely slippery at this spot, but Mairesse was also very close to Parkes at the time. During the spin, the Ferrari hit a bridge which removed much of the rear suspension and put the car out of the rear suspension and put the car out of the race. Mairesse picked up a piece of metal from the crash in his front nearside

tyre which resulted in a puncture.

Mairesse came into the pits, having lost much time changing a wheel on the circuit, to check the car. This dramatic change now meant that Porsche were in the lead.





LOLA GT of Tony Maggs and Bob Olthoff in the pits. The car suffered from rear wheel troubles and eventually retired.

General Classification

1. John Surtees/Willy Mairesse (Ferrari 250P),
7 h, 31 m, 18 s., 133.1 k.p.h.
2. Pierre Noblet/Jean Guichet (Ferrari GTO),

Pierre Nobiet/Jean Onteret (Lenar V. 27), 7 h. 40 m. 03 s.
Carlo Abate/Umberto Maglioli (Ferrari V. 12).
Herbert Linge/Edgar Barth/Ben Pon/Hans Walter (Porsche 2-litre).
"Elde"/Gerald Langlois van Ophem (Ferrari

6. David Piper/Ed Cantrell (Ferrari GTO).

Günther Lohstrater/Helmut Felder (Ferrari

G1).
Chris Kerrison/Mike Salmon (Ferrari GT).
John Wagstaff/Gil Baird/Trevor Taylor/David
Hobbs (Lotus Elite).

Class Winners Grand Touring Cars. Up to 1,300 c.c.: 1, Wagstaff/Baird (Lotus), 120.6 k.p.h.; 2, Hedges/Martyn (M.G.); 3, Foster/Greene (M.G.). Fastest lap: Bandini/Balzarini (Abarth-Simca), 133.6 k.p.h. 1,301-1,600 c.c.: 1, Koch/Strähle (Porsche), 120.5 k.p.h.; 2, "Weib"/Schwarz (Porsche); 3, "Moor"/Wellensiek (Porsche). Fastest lap: Koch/Strähle (Porsche), 129.1 k.p.h 1,601-2,000 c.c.: 1, H. J. Walter/Pon (Porsche), 127.2 k.p.h.; 2, Kuhnis/Schiller (Porsche); 3, L. Walter/Rose (Porsche). Fastest lap: Walter/Pon (Porsche), 133.6 k.p.h. 2,001-2,500 c.c.: 1, Slotemaker/Braithwaite (Morgan), 3, Davis/Pryor (Lancia). Fastest lap: Slotemaker/Braithwaite (Morgan), 122.0 k.p.h. 2,501-3,000 c.c.: 1, Noblet/Guichet (Ferrari), 131.0 k.p.h.; 2, "Elde"/Langlois van Ophem (Ferrari); 3, Piper/Cantrell (Ferrari), Pastest lap: Noblet/Guichet (Ferrari), 139.0 k.p.h. Over 3,000 c.c.: 1, Therstappen/Ruthardt (Jaguar), 117.2 k.p.h.; 2, Wener/Olsen (Jaguar); 3, Caillet/Siebenthal (Jaguar). Fastest lap: Lindner/Nöcker (Jaguar), 142.1 k.p.h.
Prototypes. Up to 850 c.c.: 1, Hullbusch/Bialas (Martini-BMW), 108.7 k.p.h.; 2, Schreiber/Hahne (Martini-BMW), Fastest lap: Schneider/Fischhaber (Martini-BMW), 121.8 k.p.h. 851-1,300 c.c.: 1, Rosinski/Casner (Alpine), 119.7 k.p.h.; 2, Baker/Miss Carlisie (Austin-Healey); 3, Charriere/Bouharde (René Bonnet). Fastest lap: Rosinski/Casner (Alpine), 129.9 k.p.h. 2,001-3,000 c.c.: 1, Surtees/Mairesse (Ferrari), 133.1 k.p.h.; 2, Abate/Maglioli (Ferrari); 3, Kerrison/Salmon (Ferrari), Fastest lap: Surtees/Mairesse (Ferrari), 147.7 k.p.h.

rari). Fas 147.7 k.p.h.

when von Csazy went off the road at Quiddlebacher-Hohe. This put David Piper in sixth place, a position he held for the remainder of the race. David Hobbs moved up to 10th place after slipping past Koch at the South Turn; the Lotus Elite was going magnificently.
On the 37th lap Hobbs handed over to

Trevor Taylor, putting the car behind the Porsche once more, but before the end of the race Trevor succeeded in overtaking

the race Trevor succeeded in overtaking Koch yet again.

With the race drawing to a close Piper handed over to Cantrell and Chris Kerrison handed over to Salmon. These two Ferraris held sixth and seventh places and it was obvious that Mike Salmon would try to pass Cantrell before the end. This was not to be, for although Salmon picked up as much as 20 seconds on some laps, a misunderas 20 seconds on some laps, a misunder-standing at the finish dropped him back to eighth place, the Lohstrater Ferrari finishing

eighth place, the Lohstrater Ferrari finishing ahead.

With only four laps to go John Surtees called in at the pits to hand over to Mairesse who completed the race. Noblet/ Guichet finished second and were the only car not to be lapped. Third came Abate/ Maglioli in the prototype Ferrari and fourth were Linge/Barth in a Porsche.

The Dick Jacobs Midgets put up the best performance, without doubt. Andrew Hedges and Chris Martyn finished second in their class, only being beaten by Trevor Taylor and David Hobbs in the Elite. Alan Foster and Keith Greene finished third. Both cars had been driven absolutely to

Foster and Keith Greene finished third. Both cars had been driven absolutely to orders and at the finish they looked as if they had only completed 20 miles—not nearly 1,000 kilometres.

Martini-BMWs showed remarkable reliability (although one was delayed for some time at the start) and they finished first and second in their class. Clive Baker and Christabel Carlisle finished second to Rosinski and Casner (Renault Alpine) in their Austin-Healey Sprite, which was entered as a prototype.

Rosinski and Casner (Renault Alpine) in their Austin-Healey Sprite, which was entered as a prototype.

Throughout the race the weather varied all round the circuit, and at no time was the Nürburgring completely dry. An added hazard was the Hitchcock GTO, which for the control of the control hazard was the Hitchcock OTO, which for at least half the race lay upside down in the Karussel! Lap times, therefore, were extremely good under the circumstances. This race demonstrated the reliability of Ferrari as much as anything. The Abarths and soon the Pareshes did not show up

Ferrari as much as anything. The Abarths and even the Porsches did not show up too well over such a distance.

MODENA Ford, the American company's Italian counterpart, is negotiating for the acquisition of Automobili Ferrari and its allied activities. The move is part of the expansion plans of the Ford Motor Co., whose executives visualize Ferrari as becoming the development section in a world-wide programme aimed at establishing Ford as the leading manufacturer in the world, both in quantity and in quality.

Mr. Benson Ford has already committed Fords to a racing and competitions programme, his views being that these activities are essential in the development of future passenger cars, and are also invaluable for publicity purposes. The entry of Ford Falcons in the Monte Carlo Rally, the financing of the Lotus-Ford Indianapolis project, the encouragement to Carroll Shelby's A.C. Cobra, and the sending over of 7-litre Galaxies to the sending over of 7-litre Galaxies to Europe are considered to be definite proof of Ford intentions. At Monte Carlo last January, Mr. Ford stated: "Most obviously, racing is stimulating interest, concern, even passion for automobiles within the general public. . . The race track and road rally are the test grounds of a new era."

Undoubtedly the vast financial resources of Ford, and the engineering know-how of Ferrari, would provide one of the most powerful combinations in the Industry. A take-over figure of £5,700,000 has already been quoted, but not confirmed.

FORD AND FERRARI

The Take-over Mystery

Although several newspapers have announced the negotiations, hinting that the take-over is virtually an accomplished fact, the Italian Government may also decide to intervene in examining the future of their own motor industry. Fiat of Turin, whose money has been used for several years to ensure the participation of Ferrari in International motor racing, cannot be expected to sit back and watch one of their interests being handed over to a rival concern without making some gesture. When Lancia quit racing, and the machines and equipment were handed over to Commendatore Enzo Ferrari, the financial guarantee necessary to continue a racing programme was supplied by Fiat. This company also has tremendous resources, and is a direct competitor to Ford in the small-capacity car market, due to the ever-increasing output of Ford of Dagenham and Ford of Cologne. Their interest in Ferrari has been dictated by the need to establish and maintain Italian prestige in automobile engineering. Whatever the outcome of any alliance between American Ford and Ferrari, it would also be reflected in the publicity which would accrue to the International sections of the Ford empire.

It is quite obvious that Enzo Ferrari holds several trump cards, and it may be assumed that the sums of money received from Fiat in the past can be regarded more as a gift than as a positive form of investment. Ferrari has always remained fiercely independent, and it is unlikely that there is any actual Fiat holding in his company. With the reported bid, any negotiations coming from Turin must necessarily start high. Whether or not the Commendatore will put patriotism before personal gain remains to be seen.

Italian business circles foresee many hurdles to be overcome before Fords can attain this new ambition, and point out that the millions mentioned in the negotiations are as nothing when it is realized

what the stakes are.

In the meantime, Ferrari's racing and production plans remain unaffected. He will, of course, be violently attacked in the Italian press, but he is quite used to this, and refuses to comment on the ultimate outcome of the Ford wooing.

It has also been suggested that the

coming entry of Japan into the automo-bile competitive field has been one of the main inspirations for the Ford move.



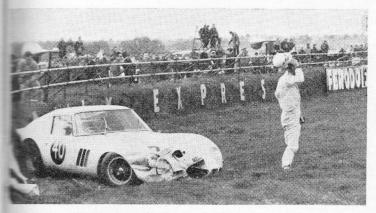
ONE OF THE MOST amazing motor racing "shunts" occurred at the recent B.R.D.C. Trophy Race meeting at Silverstone during the saloon car race. Due, it is said, to the over-eagerness of another competitor in a machine able to outcorner his Rapier, Peter Harper spun the car on the opening lap in the path of Christabel Carlisle (left). As the Rapier rolled off the track, so Christabel mounted it (below), to eventually finish on top (bottom), much to her astonishment! Although a little shaken by the whole affair, both she and Peter Harper were unhurt.

Photography by Patrick Benjafield and Lynton Money

Off the Circuit

Scenes from the B.R.D.C. Silverstone Meeting

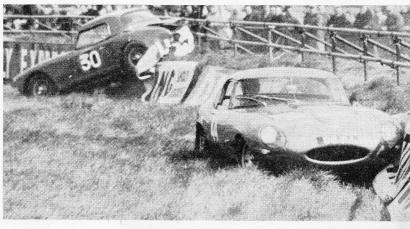


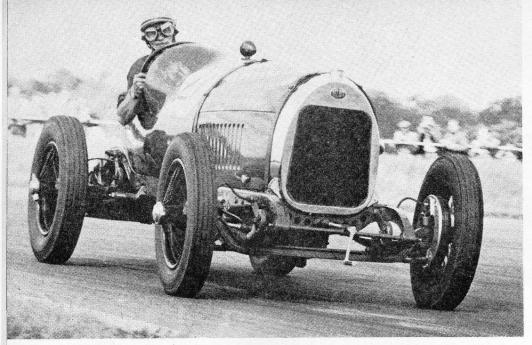


AFTER LEADING the field in the Grand Touring car race, driving in tremendous fashion, Mike Parkes unfortunately lost the borrowed John Coombs GTO Ferrari at Becketts (top) and swiped the bank, doing the front of the car no good at all (above). This allowed the battling E-types of Graham Hill and Roy Salvadori through into the lead, but on the last lap, when "Salvo" had got the green Tommy Atkins-entered car past Hill, he too lost it at Becketts (right), although he was able to continue later to finish a secure second, there being no other competitor on the same lap. Pranged Turner in the background is that of Ken Mackenzie, who departed during the early stages.









rot shafts applying the front shoes. These brakes were a weak feature of the car, and hydraulic operation has been adopted in the interest of safety. The knock-on wire wheels carry 6.50-20 ins. rear tyres and 5.25-19 ins. front tyres. The body is a very narrow 2-seater with staggered seats.

The car was extremely successful in hill-climbs and the great Albert Divo still speaks lovingly of the beautiful machine. About 1924, a second Delage of identical appearance was built. Delage had just introduced a 95 x 140 mm. (5,937 c.c.) luxury car with a single overhead camshaft, and this engine was incorporated in the new racer, which was slightly the faster of the two. However, small supercharged machines, such as the Grand Prix Bugatti, soon began to invade the hills, and anyway Louis Delage had a full-time job on his hands with his Grand Prix team, so he abandoned hill-climbs.

Both cars were therefore sold to Capt.

At the Racing Car Show, most of us were lost in admiration of Nigel Arnold-Forster's superb Delage. His beautiful piece of reconstruction has produced an authentic Vintage racing car in all its glory, and for sheer glamour this was the car of the show.

The Delage was originally completed about 1922 and was a "works" entry in the great hill-climbs of the era, such as La Turbie and Mont Ventoux. The pre-war Delage racers had been sold, and anyway it was thought desirable, for publicity purposes, to compete with a car resembling the production models in general design. Accordingly, the 6-cylinder engine used in the 1921 Grand Sport and the 1922 Model CO2 was chosen. This was a long-stroke 4½-litre unit, and the bore of the racing version was increased by 5 mm., giving dimensions of 85 mm. x 150 mm. (5,109 c.c.).

The counterbalanced crankshaft runs in four plain main bearings in the aluminium crank case and the big ends are also plain. Lubrication is by dry sump, the oil tank being under the passenger's seat. A detachable cylinder head contains the vertical valves which are operated by pushrods and rockers from a gear-driven camshaft on the left side of the crank case. The timing gives 12½ deg. of overlap and the valve lift is .375 in. for the inlets and .390 in. for the exhausts. A cross-shaft, driven by skew gears, operates the water pump and the Scintilla magneto. The sparking plugs live under the valve cover and are awkward to remove even with a special spanner. Plug readings for carburetter tuning are difficult to take as the business end gets smothered in oil

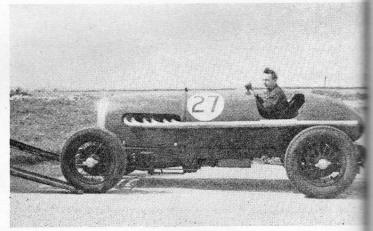
JOHN BOLSTER tests

DELAGE II

CORNERING his immaculate Delage at Silverstone (above) is Nigel Arnold-Forster. The car handles extremely well.

TIME to go home (right). Arnold-Forster about to drive Delage II up the ramps into the lorry.

THE ENGINE (below, left), showing the induction side with the three Zenith Triple Diffuser carburetters.



before you have rescued the *bougie*. The enormous 23 mm. plug threads have been reduced to the normal 18 mm. size.

Carburation is by three horizontal Zenith Triple Diffuser carburetters, which mercifully accept the jets from the modern Zenith range. To achieve even readings it seems desirable to run the front instrument richer than the others. Petrol supply from the rear tank is by a hand-operated air-pressure pump.

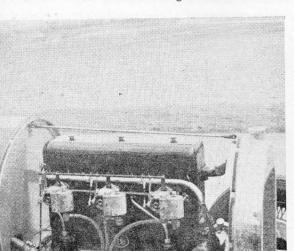
The 4-speed sliding-pinion gearbox is in unit with the engine and operated by a very sturdy central lever. The Delage clutch has been replaced by a modern Borg and Beck component. Straight bevel gears are used in the axle, driven by a short open propeller shaft. Suspension is by semi-elliptic springs all round with Hartford friction dampers, the steering gear being of the worm and wheel type. The orthodox channel-section frame is not dropped between the axles, a relatively high build being considered advantageous for good visibility in hill-climbs.

Originally, the operation of the brakes was mechanical, universally jointed Per-

(later Sir) Alastair Miller for Brooklands racing. Miller called the o.h.c. car Delage I and the older machine Delage II, which is the sort of thing that makes motoring historians tear their hair. They were both capable of lapping at over 120 m.p.h. and would certainly exceed 125 m.p.h. down the straight. Delage I was eventually burnt out, but Delage II had an honourable racing career for several years, marred only by occasional trouble with the long and excessively slim connecting rods.

Regrettably, the car was then converted for road use with a Jensen coupé body, and the glorious round radiator was replaced by a current one as then used on the production 8-cylinder Delage. Subsequently, the coupé was cut down into a rather rough open body but by then the beautiful racing car had become a tatty old tourer. After various vicissitudes, Nigel Arnold-Forster got hold of the car and set about the monumental task of restoring it to racing trim.

Hofmann and Burton took on the mechanical work, David Kingsmill doing the lion's share. The beautiful



and authentic body was hand-made from aluminium sheet by Johnny Offord, a young man in his twenties, and it really is superb. Both this and the radiator were made up without any measure-ments, simply from a very few old photographs. What an achievement this

represents!

It is regrettable that, after all this work, a connecting rod let go and punched a hole in the block. This was re-sleeved successfully but it was obvious that so valuable an engine could not be run again with dodgy rods. George Burton then produced a set of Speed Six Bentley connecting rods, and special pistons were made up to give a compression ratio of 6 to 1. After a good deal of wizardry the engine was buttoned together, the much stronger Bentley rods assuring that the Delage will never again put a leg out of bed.

Having watched Nigel Arnold-Forster gain a first place and a third at the Vintage Silverstone, I was delighted to have the opportunity next day to drive the car on an aerodrome. Fairly energetic pushing was required to start the engine from cold, but thereafter it proved an impeccable starter with one pull-up of the permanently fitted handle. In spite of looking so large, the Delage was almost too small for me, but I managed to get my legs under the steer-

ing wheel and set off.

All the controls are well arranged, the accelerator being central, which is a good arrangement for heel-and-toe. The engine gives tremendous torque, The engine gives tremendous torque, accelerating fiercely in top gear at 1,500 r.p.m. Nigel uses 3,500 r.p.m. as his normal limit, and at first I kept down to 3,000 r.p.m. in view of the 150 mm stroke. After persuasion from the owner, I ran up to 3,500 r.p.m. on all gears, and found that the engine was still quite and found that the engine was still quite

DRIVER'S EYE VIEW (right) showing the instrument panel, ignition advance and retard lever and air pressure pump. The whole of the car is very clean.

RACING in the wet (below) at the recent Vintage Silverstone meeting. As well as winning a handicap event, Nigel Arnold-Forster finished third in the 1908 G.P. Itala Trophy Race.

smooth and ready for more. There is a somewhat pronounced crankshaft torsional vibration on the overrun, which worried me a little, and the possibility of installing a damper on the front of the crank is to be investigated.

At 3,500 r.p.m., it would appear that the speeds on the gears are roughly 35, the speeds on the gears are roughly 55, 55, 83, and 107 m.p.h. or say 110 m.p.h. allowing for centrifugal expansion of the tyres. The "high cog" of Brooklands days has been replaced by a more sensible ratio which suits British circuits admirably. There used to be about six rear axle ratios available but only two sets of crown wheels and pinions survive, the present 3.26 to 1 and a spare pair giving 3.77 to 1.

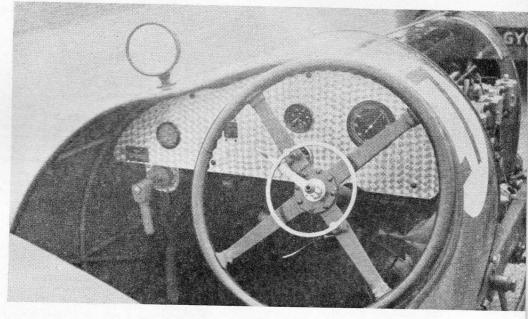
The acceleration is very good, the clutch permitting a fierce getaway and the changes going through very smartly. Circumstances did not permit me to take figures, but from a long extension of the control of the cont perience of testing cars I would be willing to bet on a standing quarter-mile in 16 seconds or so. Down changes are dead easy, a blip on the throttle ensuring the silent engagement of the straight-toothed

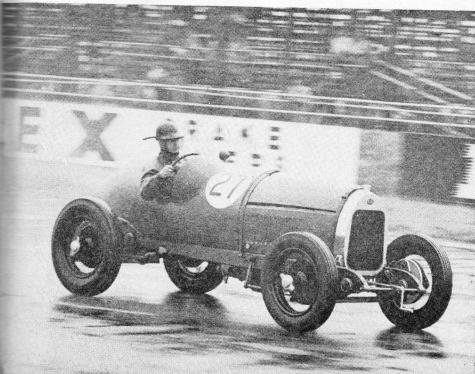
gears, though a carburation flat spot occasionally obtrudes.

The gear lever is light and pleasant to handle and the pinions remarkably quiet, though the axle makes the authentic whine. The exhaust has a marvellously deep, hard note.

The steering is quick and extremely accurate but remarkably heavy on sharp corners. The handling characteristic tends towards over-steering, but the rearend breakaway is smooth and completely controllable. I felt absolutely at home immediately and found that I could hang out the tail as far as I wished, thanks to the abundant torque of that big motor. Delage II weighs a ton and has a wheelbase of 8 ft. 11½ ins. and a track of 4 ft. 5½ ins. In spite of this substantial size and its considerable height, it is very controllable, and though some lighter cars may be faster through a tight bend, they could not be safer. The brakes need fairly frequent adjustment but do not fade during shortdistance races.

Delage II is a beautiful car and thoroughly deserves its painstaking





restoration. Built originally for hillclimbs, it is therefore notable for its acceleration, but it has a well-balanced set of virtues which render it suitable for any form of racing. To have driven it is to have enjoyed some really delightful motoring.

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Delage racing two-seater.
Engine: Six-cylinders 85 mm. x 150 mm. (5,109 c.c.). Pushrod-operated overhead valves. Compression ratio 6 to 1. Three Zenith Triple Diffuser horizontal carburetters. Scintilla

pression ratio o to 1. Americal Edition pression: Scintilla magneto.

Transmission: Single dry plate clutch. Fourspeed gearbox with straight-toothed sliding pinions and central lever, ratios 3.26, 4.20, 6.39 and 10.04 to 1. Open propeller shaft. Straight bevel rear axle.

Chassis: Channel-section steel frame with semielliptic springs all round and friction-type dampers. Worm and wheel steering gear. Hydraulic 4-wheel brakes (conversion) in ribbed drums, Rudge Whitworth centre locking wire wheels, fitted 6.50-20 ins. (rear), 5.25-19 ins. (front) tyres.

Equipment: Rev. counter. Oil pressure, fuel pressure, and water temperature gauges.

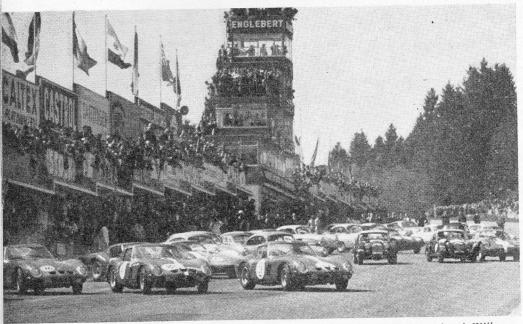
Dimensions: Wheelbase 8 ft. 11½ ins. Track 4 ft. 5½ ins. Weight 1 ton.

Performance: Maximum speed 125 m.p.h. (Brooklands), 110 m.p.h. (present gear ratio). Speeds in gears: 3rd 83 m.p.h., 2nd 55 m.p.h., 1st 35 m.p.h.

SPA GRAND PRIX

BILL GAVIN

Willy Mairesse (Ferrari GTO) Wins 500 km. Championship Event



THE START of the Spa Grand Prix, with the GTO Ferraris of Willy Mairesse, Jo Siffert and Pierre Noblet setting off. Two of the Morgans have made good starts, while a Porsche is also well in the hunt.

THE Spa Grand Prix has been a regular event for some years past and has at different times featured sports, G.T. and touring car races. This year it was a Marques Championship event being the fourth round in the Grand Touring Championship, divisions 2 (up to 2,000 c.c.) and 3 (unlimited). In addition to the 500 Km. (36 laps) Spa Grand Prix there was the Coupes de Spa event for touring cars over eight laps of the 8.768 miles circuit.

The extremely fast corners of the Spasame problems for drivers of G.T. and touring cars as they do for Grand Prix drivers, for despite the lower speeds of the more mundane machinery their inferior roadholding and handling demand that the drivers lift off or go flat out in much the same places as one would with a Formula 1 car.

drivers lift off or go flat out in meter the same places as one would with a Formula I car.

It rained heavily during Friday's practice and again on Saturday but, by the time the saloons were let out, the circuit was mainly dry and the remainder dried out fairly quickly. Fastest touring car in practice was the 1,600 c.c. Alfa Romeo Giulia of Demortier, who was roughly six seconds quicker than his Equipe Nationale Belge team-mate Lucien Bianchi, in a sister car. Also in this class there were three Vauxhalls, one of which was driven by Bill Blydenstein, and two Cortinas. The 2,000 c.c. class was all Volvo: Bl8s and PY444s.

The 1,000 c.c. class mainly comprised Mini-Coopers with the odd Abarth, Auto Union, BMW, and Glas for variety's sake. Paddy McNally was having a rest from writing and concentrating on racing to very good effect for he practised fastest in his Mini-Cooper, recording 5 mins. 37.8 secs. Unfortunately his concentration momentarily relaxed when informed by his pit of this time and his immediate attempt to negotiate

Unfortunately his concentration momentarily relaxed when informed by his pit of this time and his immediate attempt to negotiate Eau Rouge flat met with disaster for the Mini spun into the crash barrier and extensively damaged the front end, thus putting an untimely end to Paddy's week-end of motor racing.

an untimely end to Paddy's week-end of motor racing.

The track was dry except for one or two very sheltered patches amongst the pine trees when the G.T. cars practised. Fastest of the heavy iron was the Swiss, Joseph Siffert, having his first outing in the Scuderia Filipinetti GTO. His time of 4 mins. 22.7 secs. was just 0.3 sec. faster than Noblet in his personal GTO. Other runners were David Piper (who had big cooling problems with his GTO), Elde in a GTO and the

250GT Ferraris of Kerrison and Langlois which have been rebodied by Fantuzzi at Modena. Willy Mairesse was due to practise on his return from Silverstone.

The 2,500 c.c. class looked like being a Morgan benefit with three Lawrence cars for Chris Lawrence, Pip Arnold and Bill Blydenstein. All three lapped at around 5 minutes, much quicker than the only opposition, the Lancia Flaminia of the Oklahoman, Arutunof, who had competed in the Targa Florio the previous week.

Vernaeve caused some consternation in the Porsche camp for he recorded 5 mins. 05.1 secs. with a very quick M.G.B which was some 3.3 secs. quicker than Schiller's best in his 2-litre Carrera 2. Of the 1,600 c.c. Porsches Dickie Stoop was clearly the fastest.

There were nine Elites all told in the 1,300 c.c. class and of these Clive Hunt was the fastest in a Team Elite car, recording 5 mins. 05.7 secs., while in the other team car Pat Fergusson was just slightly slower than the Relation Piercon.

s mins. 05.7 secs., while in the other team car Pat Fergusson was just slightly slower than the Belgian Pierson.

In contrast to the foul weather during practice, race day was fine and warm with just a pleasant breeze. These conditions must have helped to draw a surprisingly large crowd. Willy Mairesse arrived from Silverstone to practise his new GTO and promptly recorded 4 mins. 19.0 secs., and then smartly put the car away, being well satisfied with this performance.

The eight-lap touring car race proved rather tame, being dominated by the Giulias of Bianchi and Demortier. They swapped places at the head of the field until Demortier dropped back on the eighth lap, his windscreen covered in oil. Bill Blydenstein in the Vauxhall VX4/90 occupied third place for most of the distance, towing the extremely fast Mini-Cooper of de Barsy along in his slipstream. The Volvos of Runte and Ackermans headed the 2,000 c.c. class and they also travelled in close proximity until the final lap when the Belgian Ackermans must have slipped up somewhere in

his efforts to overtake the Germans, but he

his efforts to overtake the Germans, but he nevertheless crossed the line just a few seconds behind and well clear of the next man, Patte, also in a Volvo.

Throughout the race, eighth place was the subject of much dispute between Caddy in a Volvo, Stapelaere in a Cortina, and Dubois and Aley in Mini-Coopers. Aley was usually fourth of this bunch as the Belgians were trying to make a closed shop of it, and despite a lack of brakes decided to do something about it on the last lap; he braked late and shot up the inside at la Source only to run straight on and into the Volvo when the apex was reached. The net result of this being to put him back to

source only to run straight on and into the Volvo when the apex was reached. The net result of this being to put him back to fourth in this bunch and third in class.

For the start of the G.T. race the cars were lined up in Le Mans start formation but the drivers sat in the cars with the engines dead until the flag was dropped. In the resulting shambles Chris Lawrence got swept off the road and David Piper's Ferrari refused to fire. Noblet lead at la Source on the opening lap, and immediately began to draw away. Siftert stayed very close to Noblet and on the third lap he took over second running, losing only little ground to Mairesse, so that after five laps the Belgian led by 6.6 secs. Noblet was 5.7 secs. behind Siffert but there was a gap of some 40 secs, to Langlois and another 25 to Kerrison. Piper had retired, the cooling problems having apparently strayed incurpble. sees, to Langlois and another 25 to Kertsoli.
Piper had retired, the cooling problems having apparently proved incurable. Schiller's 2-litre Carrera was half a minute behind Kerrison but this was its last lap for it was inverted at the white house; so Koch moved into sixth place hounded by the Team Elites of Clive Hunt and Pat Fergusson. Zick's of Clive Hunt and Pat Fergusson. Zick's Carrera 2 was next, then Pierson's Lotus, ahead of Dickie Stoop, leader of the 1,600 c.c. class. Then came the 2,500 c.c. class leaders, the Morgans of Lawrence and leaders, Arnold.

Arnold.

Mairesse continued on his merry way gradually lowering the G.T. record until after 10 laps it stood at 4 mins. 16.7 secs. which would be a fair time in a four-cylinder, 1½-litre F1 car. Siffert came in to refuel with a handsome lead over Noblet but then endured a painfully long stop which lost him his well-earned second place and when Mairess came on for his stop a and when Mairess came on for his stop a lap later Noblet went to the front of the field. Mairesse seemed to take his time about getting away again, and didn't bother to regain his lead until several laps later.

(Continued on page 721)

Results

Results

Touring Cars (8 laps—70 miles)

Up to 1,000 c.c. Class: 1, de Barsy (Mini-Cooper), 45 m, 00.1 s., 150.394 k.p.h.; 2, Dubois (Mini-Cooper), 46 m. 51.7 s.; 3, Aley (Mini-Cooper), 46 m. 51.7 s.; 3, Aley (Mini-Cooper), 46 m. 56.5 s. Fastest lap: de Barsy, 5 m. 33.2 s., 152.340 k.p.h. 1,001-1,600 c.c. Class: 1, Bianchi (Alfa Romeo Giulia), 44 m. 10.6 s., 153.203 k.p.h.; 2, Demortier (Alfa Romeo Giulia), 44 m. 58.7 s. Fastest lap: Demortier, 5 m. 25.1 s., 156.136 k.p.h. 1,601-2,000 c.c. Class: 1, Runte (Volvo), 45 m. 17.8 s., 149.415 k.p.h.; 2, Ackermans (Volvo), 45 m. 22.0 s.; 3, Patte (Volvo), 46 m. 6.8 s. Fastest lap: Ackermans, 5 m. 35.8 s., 151.161 k.p.h.

Grand Touring Cars (36 laps—315 miles)

General Classification: 1, Willy Mairesse (Ferrari GTO), 2 h. 38 m. 40.8 s., 191.933 k.p.h.; 2, Pierre Noblet (Ferrari GTO), 2 h. 39 m. 12.7 s.; 3, Joseph Siffert (Ferrari GTO), 2 h. 41 m. 23.0 s.; 4, Gerald Langlois van Ophem (Ferrari GT), 2 h. 42 m. 14.0 s.; 5, Chris Kerrison (Ferrari GT), 2 h. 42 m. 14.0 s.; 5, Chris Kerrison (Ferrari GT), 2 h. 42 m. 14.0 s.; 5, Chris Kerrison (Lotus Elite), 32 laps. 1,001-1,300 c.c. Class: 1, Fergusson (Lotus Elite), 32 laps. 1,001-1,300 c.c. Class: 1, Fergusson (Lotus Elite), 32 laps. 1,001-1,300 c.c. Class: 1, Fergusson (Lotus Elite), 30 laps. Fastest lap: Fergusson, 4 m. 48.5 s., 175.944 k.p.h. 1,301-1,600 c.c. Class: 1, Stoop (Porsche), 31 laps in 2 h. 41 m. 52.7 s., 162.009 k.p.h.; 2, Rank (Porsche), 30 laps; 3, Dorner (Porsche), 30 laps. Fastest lap: Rank, 5 m. 3.2 s., 167.44 k.p.h. 1,601-2,000 c.c. Class: 1, Koch (Porsche), 32 laps in 2 h. 40 m. 24.8 s., 168.764 k.p.h.; 2, Carlos (Porsche), 31 laps: 3, Robe (Porsche), 29 laps. Fastest lap: Koch, 4 m. 52.7 s., 173.419 k.p.h. 2,001-2,500 c.c. Class: 1, Lawrence (Morgan Plus 4), 31 laps in 2 h. 40 m. 15.4 s., 163.650 k.p.h.; 2, Arnold (Morgan Plus 4), 31 laps: 3, Arutunof (Lancia), 27 laps. Fastest lap: Lawrence, 5 m. 0.0 s., 169.200 k.p.h. 2,501-3,000 c.c. Class: 1, Mairesse (Ferrari GTO), 36 laps. in 2 h. 38 m. 40.8 s., 191.933 k.p.h.; 2, Noblet (Ferrari GTO), 36 laps: Mairesse, 4 m. 07.4 s., 205.173 k.p.h.

British motor races always seem to be impeccably organized and I felt the B.R.D.C. meeting at Silverstone was one of the best day's motor racing we have had for some time. The sun finally broke through around midday, we had royal patronage, and a programme of

splendid racing.
I had two big moments—first when Her Royal Highness, Princess Margaret spoke to me for some time about the Cooper. I was most impressed by her complete charm. The Princess and Lord Snowdon were introduced and shown around the Cooper equipe by Alex Issigonis of B.M.C. The Princess was particularly kind in asking after John

BRUCE McLAREN:

From the Cockpit



Cooper who is still recovering from his recent accident.

She remarked that she had not been to a motor race since 1951, and noticed a considerable change in the cars. Pre-sumably in 1951 they were mainly Italian racing red, much bigger, much higher, and the driver sat straight up. Both the Princess and Lord Snowdon were intrigued by the almost fully reclining driving position that we all adopt in the present G.P. cars.

My second big moment was leading the International Trophy race for the first three laps. Jimmy Clark was in his usual irrepressible form in the Lotus and moved through to win, and I was pleased to be able to follow him across the line in second place with the Cooper.

We did some serious testing at Silverstone on the Tuesday before the race, and with the two days of practice we had plenty of time to tune the suspension of the car for the first time, and eventually I was very pleased with the

With John Cooper still away from racing-I'm pleased to say that it's only a question of rest now-his father Charles Cooper is back at the circuits as team director, and Ken Tyrrell is running the pit in his usual efficient and calm manner, so I'm sure John will feel that we're doing our best not to let him

down in his absence.

During practice we had our first glimpse of the new Ferrari. I understand this car is just a prototype for the Ferrari that will eventually contend the World Championship, but already it is a real performer. Although John Surtees only registered seventh fastest time in practice, I felt that it was going to be a real race threat. For a brand new car to go so well initially is certainly worrying to us. John has obviously done a lot of development work with the handling and in the race I had an opportunity to watch his car from very close

I would say that on handling and braking it was every bit as good as Jimmy Clark's Lotus or my Cooper. This is unquestionably the first Ferrari about which such a statement could be made. It appeared to have about the same power as the Climax V8, but this remember is out of a V6 engine. Later the V8 which probably has a higher potential than the present V6 will be used, so it appears as though the car to beat this season may well be the

This was the first time we have had an opportunity to compare the 1½-litre cars on a reasonable footing against the older 2½-litre cars. They are certainly still not quite as fast. If I remember correctly we were lapping at just over 1 min. 33 secs. in practice for the last Intercontinental race at Silverstone. This time, in practice, Innes Ireland got down to 1 min. 34.4 secs. in the Lotus-B.R.M., which was over a clear second faster than anyone else.

It was interesting to compare the handling characteristics of the two types of cars. The 2½-litre gave sufficient power to control the car completely on the throttle on any of the corners. The $1\frac{1}{2}$ -litre V8 is now just reaching that stage. On most corners the tail can be made to break away under full power so that the car can be put into a drift, but unfortunately this is only about 80 per cent. of the time.

Occasionally one finds that there isn't

quite the amount of power, that this time you're going just a fraction slower and there isn't quite enough r.p.m. and the result of full throttle is sometimes understeer rather than oversteer. So if anything, although we are going slightly slower with the $1\frac{1}{2}$ -litre cars, I would say that they are more difficult to drive at their top speed around Silverstone than the $2\frac{1}{2}$ -litre cars were.

The production car race made history. For the first time in 11 years a Jaguar did not win. But to me this wasn't a surprise, as I have seen the big 6- and 7-litre Fords and Chevrolets performing in America and I felt that one of these cars well prepared and well driven could beat the Jaguars. Although Jack Sears in the 7-litre Ford Galaxie was beaten off the line, by the end of the first lap he had established a lead over the Jaguars that grew to 21 secs. by

No doubt the Jaguar technical men will now be back at their drawing boards endeavouring to do something about this American beating, but it is going to be hard for them to compete against something like 7,000 c.c. with their "little" 3,800 c.c engine. An ex-pression that is often used "An inch of capacity is worth a mile of theory" sums

up the Jaguar problem.

The Mini-Cooper S driven in a very spirited fashion by Sir John Whitmore beat the Ford Cortina GTs in the small car section, a fact which designer Issigonis no doubt pointed out to the Royal couple. However, the cars were in

different classes!

A very much on-form Roy Salvadori drove the Atkins Cooper Monaco sports car to yet another win from Innes Ireland with the B.R.P. Lotus. Tommy Atkins and his mechanic Harry Pearce must be feeling very pleased with the results that they have been getting with this car.

The Formula Junior race was once again won by my fellow countryman Denis Hulme, after a beautiful drive in the works Brabham. On Tuesday, when we were testing the Coopers, Denis was out on the circuit with his car. Jack Brabham flew in about 11 a.m. in the morning to try the Junior and it was wonderful watching the way that Jack coached Denis and helped him to set the

Jack would go out in the car and adjust it until he felt that it was right, then send Denis out telling him where he should be able to brake, what revs. he should be coming out of the corners at, and in general "how to do it". Unquestionably he couldn't have a better motor racing teacher-I know from the

same experience.

Spa Grand Prix-continued

Spa Grand Prix—continued
At 20 laps Pat Fergusson lay sixth overall behind the Ferraris of Noblet, Mairesse, Siffert, Langlois and Kerrison. Clive Hunt had left the road at one of the fast swerves near the Malmedy turnoff as a result of some confusion when lapping an uncooperative Alfa. Clive suffered a broken shoulder and ribs while the Elite was pretty much reduced to bent metal and glassfibre. Koch was still leading the 2-litre class and next were the Morgans of Lawrence and Arnold dominating the 2-500 c.c. class. Pierson was keeping his Lotus second in the 1300 class and was clear of Dickie Stoop who was the 1,600 c.c. leader. The Filipinetti Alfa Romeo driven by Schaeffer was next, then another Carrera, and Derisley's Elite, third in class.

Seven retirements had thinned the 32-car

Seven retirements had thinned the 32-car field just slightly but the pits were strangely free from activity. One of the few people to have trouble was Blydenstein who stopped because of some throttle linkage difficulties and eventually abandoned the Morgan out on the circuit.

The race dragged on with the only relief The race dragged on with the only relief coming from the occasional fuel stop and, later, Mairesse's relentless attack on the G.T. record. At 4 mins. 09.1 secs. most drivers would have cried enough, but not Willy; he took it into the 4 mins. 0.8 secs. and eventually left it at 4 mins. 07.4 secs., which represents an average speed of 127.41 m.p.h. So the Belgian became the much applauded victor on his home ground, winning by half a minute from the Frenchman Noblet. Siffert and Langlois were the only other

Siftert and Langlois were the only other runners to complete the full 36 laps.

The 2,500 c.c. class went to Lawrence's Morgan, the 2,000 c.c. to Koch's Porsche Carrera 2, and the 1600 to Dickie Stoop's 1600 Carrera. Pat Fergusson took the 1300 class and sixth place overall, thus demonstrating rather convincingly that his skill is applicable to Lotuses as well as Turners.

ANOTHER ACROPOLIS VICTORY FOR BOHRINGER

Convincing Win for Eugen Bohringer (Mercedes-Benz 300SE)—Gunnar Andersson and Carl Magnus-Skogh (Volvos) Take Second and Third with Henry Taylor (Cortina) Fourth

REPORT AND PHOTOGRAPHY BY MIICHAEL DURNIN



THE Eleventh Acropolis Rally was uncharacteristic in that the usual sunshine was absent and much of the 2,800 kms. course was over muddy tracks. In some ways it was an even more severe event than in recent years, but at least the competitors were not subjected to the ordeal of having to drive any of the special stages in the heavy dust clouds of last year. That Eugen Bohringer won the event again in the big 300SE after his victory last year in the 220SE certainly emphasizes his ability to drive a difficult car incredibly fast over every type of surface from tarmac to gravel-strewn mud. There was a tremendous scrap for second place between the Volvos of Gunnar Andersson/Walter Karlsson and Carl-Magnus Skogh/Lennart Berggren, with the place eventually going to Andersson by 0.4 sec. over the stages and hill-climbs after a careful re-scrutiny of time cards. The Cortina of Henry Taylor/Brian Melia went extremely well to take fourth place well ahead of the young Germans Glemser and Kaiser in a 220SE Mercedes who were slightly ahead of Pat Moss/Ann Riley's Cortina.

 $T_{\rm HE}$ start took place as usual from the road beneath the Acropolis and was vastly complicated by the presence of crowds who had gathered to see both the start of the rally and General de Gaulle's visit to the historic ruin immediately prior to the start. It was just becoming dark on a warm dry evening as the Citroen DS19 GT of Mme. Bouchet/ Mlle. Vallier was flagged away as the first of the 60 Athens starters.

of the 60 Athens starters.

Competitors threaded their way through very heavy traffic on the way to the first passage control at Vouliagmeni and then found the road very much clearer as they went by way of Sounion to the first time control at Marathon. Everyone was on time but on the following four-hour run to the next time control at Thermopylae, about 250 kms. away, the first retirement occurred. This was the Porsche entered by the local American team and conducted by Krinsky/Way, and it

suffered nothing more serious than a broken fan belt when no replacement was available. The very quick Greek crew of Steve Zannos/Antonio Kouledianos had an indication of electrical trouble to come when they had to change a dynamo; but they were still clean on the road. On, still at any easy 60 k.p.h. average, to Larissa where it began to rain quite heavily but delayed no one. All continued to go well as the route led via Salonika to Alexandropolous, where Zannos again had to change his Group 3 Rapier's dynamo and where the rain at last ceased. Shortly after this the Swedes Lennart Gilmo/Ske Bredelius had to retire their Saab 96 with mechanical trouble, and so there were 58 Athens starters left to meet the seven cars which had started from Graz in Austria at the Serrai rendezvous.

Pretty girls in national costume gave out packages of food during the two-hour halt at

FORD CORTINA of Peter Riley and Tony Marsh at a scenic spot near Volos during the Acropolis Rally. They finished 11th, team mates Henry Taylor/ Brian Melia and Pat Moss/Ann Riley being fourth and sixth respectively in similar cars.

Serrai and refreshed crews started out on the evening of the second day to get on with the real "meat" of the rally. It was raining again, making the dust-polished roads very slippery on the 98 km. road section to the first group of special stages in the Lahana area. There were two stages here, the first, of 18 kms. over winding, uphill roads with smooth tarmac surfaces as slippery as ice due to the rain, had to be covered in times ranging from 14 mins. 15 secs. for the big G.R. class to 15 mins. 15 secs. for the up to 700 c.c. saloons. This stage wreaked absolute havoc on the entry. The Saab of Eric Carlsson/Gunnar Palm went off and hit a bridge on a fast right-hander, broke a wishbone and retired. Two hairpins later Olle Dahl rolled his Saab, knocking down two trees and writing off the car, fortunately without personal injury. The Greek-entered Alfa Giulia of Kouvatsos/Kapetanakis crashed and abandoned as did the locally entered but Anglo-American driven Mini-Cooper of Fred Hogan/Murray Smith which broke its front suspension. The Citroën of Robert Neyret/Jean Terramorsi went off in a big way and dropped nearly 100 ft., seriously injuring the crew who are now, happily, out of

danger and recovering in the French Hospital at Salonika. David Seigle-Morris/Barry Hercock went off in their Cortina but were able to continue but many minutes in arrears, while the Anne Hall/Margaret Mackenzie while the Anne Hall/Margaret Mackenzie Anglia also had a brief off-course excursion.

As the special stage times have not been made available as we go to press many outstanding per-formances put up by non-finishers must go un-recorded, but it has been possible to enumerate the times achieved by the first 10 finishers in general

classification:
Bohringer/Kroll (Mercedes-Benz 300SE), 14 m.
14 s.; Andersson/Karlsson (Volvo), 13 m. 20 s.;
Skogh/Berggren (Volvo), 13 m. 27 s.; Taylor/Melia
(Ford), 14 m. 16 s.; Glemser/Kaiser (Mercedes-Benz
220SE), 13 m. 51 s.; Moss/Riley (Ford), 14 m. 8 s.;
Toivonen/Murmimaa (Citroën), 13 m. 54 s.; Trautmann/Ogier (Citroën), 14 m. 2 s.; Verrier/Badoche
(Citroën), 14 m. 19 s.; Osterberg/Edenring (Volvo),
14 m. 1 s.

The second

The second stage of 24.7 kms. was mostly downhill and twisty and had the same glass-like surface. It was raining hard and this made the required times, which ranged from 19 mins. 50 secs. to 21 mins. 10 secs., terribly difficult. The brothers Bogakos rolled their M.G.A., and Soderstrom killed a donkey with his Volvo—he had to pay about £2 10s. in damages! The Speedwell motor of the "Speedy"/Criticos Mini blew up and just afterwards the Citroën service car went off the road, seriously injuring two mechanics. Bohringer also went off the road in passing another competitor, the Merc dropped about 6 ft. straight into a small track below, which led directly back on to the stage and Euger was led directly back on to the stage and Euger was able to press on at once.

Bohringer/Kroll, 20 m. 10 s. (clean); Andersson/Karlsson, 20 m. 1 s. (clean); Skogh/Berggren, 20 m. 21 s. (clean); Taylor/Melia, 20 m. 40 s. (10 penalties); Glemser/Kaiser, 21 m. 8 s. (58); Moss Riley, 21 m. 5 s. (35); Toivonen/Nurmimaa, 21 m. 15 s. (45); Trautmann/Ogier, 20 m. 48 s. (18); Verrier/Badoche, 21 m. 19 s. (38); Osterberg/Edenring, 21 m. 8 s. (49).



10 secs. to 11 mins. 50 secs.) came up at about midnight and proved to be too severe to be "on". Things were further complicated by dense pockets of fog which collected in dips on the steep descent of the mountain side. Ann Hall/Margaret Mackenzie's Anglia had a slight argument with a stone pillar here, but soon pressed on

but soon pressed on.

Bohringer/Kroll, 12 m. 51 s. (92 penalties); Andersson/Karlsson, 13 m. 32 s. (122); Skogh/Berggren, 13 m. 1s. (100); Taylor/Melia, 13 m. 44 s. (134); Glemser/Kaisser, 12 m. 39 s. (79); Moss/Right, 13 m. 45 s. (135); Toivonen/Nurmimaa, 13 m. 26 s. (116); Trautmann/Ogier, 13 m. 14 s. (161); Verrier/Badoche, 13 m. 49 s. (139); Osterberg/Edenring, 14 m. 02 s. (150).

After the stage the schedule reverted to 60 k.p.h., but this was a tricky section due to fog. From Kozani to Kalambaka it rained

about to turn right during the speed test at Mount Parnes. They did not feature in the "top twenty".

the ghost and both Maraslis/Tsamoulatis (NSU) and Apostolidis/Gallagher (VW) ran out of time and were retired.

Another 86 kms. brought the remaining competitors to Larissa at dawn on the last day of the event. This was an easy section and, hurrying to make up time, both the Skoda of Klinger/Karayannis and the Moskvitch G.T.407 of Anagnostou/Brakatsoulas blew up on a long straight, while Wolfgang Levy rolled his BMW 7005 but continued. After a service halt at Larissa another easy section led to Volos for the loop round and over Mount Pilion which another easy section led to Volos for the loop round and over Mount Pilion which has so often decided the event in the past. From Volos the route led at once to the very twisty hill-climb to Portaria, which skirts an awesome drop to the sea for most of its 4 kms. The climb has a fine surface but is very steep indeed, climbing 800 ft. to the village of Portaria, which nestles on the precipitous mountainside. During the climb Perroyannakis/Tsopoulos blew up their B.M.W., Anagnostou retired his M.G. Midget with carburation trouble and Anagnostopoulous broke the crank of his G.T. Moskvitch.

PORTARIA HILL-CLIMB

Bohringer/Kroll, 4 m. 12.8 s.; Andersson/Karlsson, 4 m. 15.8 s.; Skogh/Berggren, 4 m. 19.8 s.; Taylor/Melia, 4 m. 27.8 s.; Glemser/Kaiser, 4 m. 26.2 s.; Moss/Riley, 4 m. 24.4 s.; Toivonen/Nurmimaa, 4 m. 28.0 s.; Trautmann/Ogier, 4 m. 29.2 s.; Kerrie/Badoche, 4 m. 32.8 s.; Osterberg/Edenring, 4 m. 28.5 s.

At the start of this stage there was a 20-minute delay due to the failure of a Printogine machine, and this caused enormous confusion as prior to this competitors had been allowed five minutes unpenalized at time controls if they were running to time, but this delay scrapped the arrangement although it was not made clear at the time.

The first special stage covered some 20 kms. and required time of 20-22 mins. It was extraordinarily twisty and surfaced by a weird and inconsistent mixture of gravel, weird and inconsistent mixture of gravel, mud, chippings, etc., changing from kilometre to kilometre completely without warning. In some places the drop at the road side was some 2,000 ft. to the Aegean Sea.

Bohringer/Kroll, 20 m. 6 s. (clean); Andersson/Karlsson, 20 m. 59 s. (clean); Skogh/Berggern, 20 m. 44 s. (44 penalties); Taylor/Melia, 21 m. 15 s. (15); Glemser/Kaiser, 20 m. 42 s. (12); Moss/Riley, 21 m. 18 s. (18); Toivonen/Nurmimaa, 19 m. 53 s. (clean); Trautmann/Ogier, 21 m. (63); Verrier/Badoche, 20 m. 43 s. (clean); Osterberg/Endring, 21 m. 18 s. (18).

The second stage was completely different in character and a fairly wide tarmac road descended over 3,000 ft. in its 29 kms. Set times varying from 25 mins. 30 secs. to 28 mins, required very high speeds and these put brakes at a premium when the wide, sweeping curves very interspersed with occasional really sharp corners.

Bohringer/Kroll, 24 m. 9s.; Andersson/Karlsson, 24 m. 28 s.; Skogh/Berggren, 24 m. 8 s.; Taylor/Melia, 24 m. 59 s.; Glemser/Kaiser, 24 m. 55 s. (18 penalties),



AT SPEED during the half-hour race at Tatoi are the eventual winners, Eugen Bohringer/R. Knoll (Mercedes-Benz 300SE), followed by the second-place Volvo of Gunnar Andersson/Walter Karlsson. These races were notable for the appalling driving of the Russian crews.

On the road section back to Salonika the truck in which Oliver Speight and Arthur Davidson of Dunlop's were carrying their tyre supplies lost its double back wheel when the nuts came off. After prolonged searching in a swamp they located the wheels and after a trip to Salonika they were able to jock up the in a swamp they located the wheels and after a trip to Salonika they were able to jack up the truck and replace everything. Oliver apparently had visions of having to hire a pony and trap to carry the tyres to Salonika. From Salonika the route led through heavy rain to Veroia over quite good roads which proved easy for everyone except for Zannos, whose persistent electrical troubles made it necessary for him to make up the time lost in attempting for him to make up the time lost in attempting

repairs driving on one spot light only.

Between Veroia and Kozani lay the next group of special stages; the first, of 9.7 kms., having to be covered at from 6 mins. 45 secs. to 7 mins. 15 secs. The road wound tortuously up Mount Vernion over a very narrow ledge flanked in places by a 1,500 ft. drop to the river Aliakmon.

the river Aliakmon.

Bohringer/Kroll, 6 m. 42 s. (clean); Andersson/Karlsson, 6 m. 49 s. (clean); Skogh/Berggren, 6 m. 49 s. (clean); Taylor/Melia, 7 m. (clean); Glemser/Kaiser, 6 m. 46 s. (clean); Moss/Riley, 7 m. 18 s. (18 penalties); Toivonen/Nurmimaa, 7 m. 12 s. (12); Trautmann/Ogier, 6 m. 50 s. (clean); Verrier/Badoche, 7 m. 11 s. (11); Osterberg/Edenring, 7 m. 15 s. (15).

The second stage (of 13 kms. in 11 mins.

heavily on the way to the notorious stages in the Gravena area. The first stage was over earth roads, treacherous with gravel and mud, and very difficult to accomplish in the set times of 21 mins. 50 secs. to 22 mins. 30 secs. for the 26.5 kms. The road was extremely narrow and went up and down like a see-saw.

Bohringer/Kroll, 19 m. 58 s.; Andersson/Karlsson, 21 m. 0 s.; Skogh/Berggren, 22 m. 20 s. (10 penalties); Taylor/Melia, 21 m. 5 s.; Glemser/Kaiser, 20 m. 35 s.; Moss/Riley, 21 m. 44 s.; Toivonen/Nurmimaa, 20 m. 54 s.; Trautmann/Ogier, 17 m. 32 s.; Verrier/Badoche, 21 m. 54 s.; Osterberg/Edenring, 20 m. 59 s.

Then came the dreaded Hani Mourghani stage of 56.5 kms., again over loose surfaces with a skim of mud over gravel. Here the reigning Greek champion Raptopoulis broke a brake pipe and stopped to seal off the front brake to press on at unabated speed with rear brakes only. Incidentally his codriver, Andrea Barkoulis, is one of Greece's favourite film stars.

Bohringer/Kroll, 42 m. 6 s.; Andersson/Karlsson, 43 m. 32 s.; Skogh/Berggren, 44 m. 19 s.; Taylor/Melia,44 m. 54 s.; Glemser/Kaiser, 43 m. 59 s.; Moss/Riley, 45 m. 20 s.; Toivonen/Nurmimaa 43 m. 22 s.; Trautmann/Ogier, 48 m. 23 s.; Verrier/Badoche, 45 m. 32 s.; Osterberg/Edenring, 44 m. 38 s.

Just before reaching Kalambaka the gallant effort of Zannos/Kouledianos came to an end when their electrics finally gave up

Moss/Riley, 24 m. 41 s.; Toivonen/Nurmimaa, 24 m. 55 s.; Trautmann/Ogier, 24 m. 40 s.; Verrier/Badoche, 25 m. 16 s.; Osterberg/Edenring, 25 m. 9 s.

After the Volos-Volos loop, on the road to Lamia came a slightly easier stage of 11 kms. over polished tarmac road made very slippery by light rain. Times required ranged from 8 mins. 7 secs. to 8 mins. 35 secs.

Bohringer/Kroll, 7 m. 31 s.; Andersson/Karlsson, 7 m. 43 s.; Skogh/Berggren, 7 m. 35 s.; Taylor/Melia, 8 m. 0 s.; Glemser/Kaiser, 7 m. 53 s.; Moss/Riley, 7 m. 50 s.; Toivonen/Nurmimaa, 7 m. 51 s.; Trautmann/Ogier, 8 m. 1 s.; Verrier/Badoche, 8 m. 14 s.; Osterberg/Edenring, 8 m. 6 s.

By noon the first cars were leaving Lamia By noon the first cars were leaving Lamia for Makrakomi on an easy route which was followed, immediately after Makrakomi by a section which was a special stage on last year's event—and at the same average speed! Leading to Karpenisi, this was certainly the toughest road section of the event and many crews lost road marks here on the steep, muddy track. There was little respite as the route led from Makrakomi over 70 miles of similar roads to Agrinion across mountainous similar roads to Agrinion across mountainous country.

From Agrinion the pace eased on the way to Delphi via Messalonghi and Nafpaktos. Just before Delphi there were two stages in the Amphissa area. The first was very fast, over a fine surface but was complicated by a long a line surface but was committed by a long series of acute rising hairpin bends along its 20 kms. Times were 14 mins. 45 secs. to 15 mins. 45 secs. and Tom Trana/Mario Pavori, who had been going extremely well, retired here after going off the road.

Bohringer/Kroll, 12 m. 51 s.; Andersson/Karlsson, 13 m. 15 s.; Skogh/Berggern, 13 m. 14 s.; Taylor/Melia, 13 m. 55 s.; Glemser/Kaiser, 13 m. 27 s.; Moss/Riley, 13 m. 36 s.; Toivonen/Nurmima. 13 m. 57 s.; Trautmann/Ogier, 13 m. 35 s.; Verrier/Badoche, 14 m.; Osterberg/Edenring, 13 m. 54 s.

The second stage was over similar roads but all downhill this time and perhaps a shade twistier, although on perfect tarmac. Here a promising run came to an end when the M.G. 1100 of Consten/Hebert locked its gearbox in first. The section covered nine steeply dropping kilometres and had to be covered in 7 mins. 52 secs. to 8 mins. 20 secs.

Bohringer/Kroll, 6 m. 58 s.; Andersson/Karlsson, 7 m. 7 s.; Skogh/Berggren, 7 m. 8 s.; Taylor/Melia, 7 m. 21 s.; Gelmser/Kaiser, 8 m. 17 s.; Moss/Riley, 7 m. 19 s.; Toivonen/Nurmimaa, 7 m. 19 s.; Trautmann/Ogier, 7 m. 12 s.; Verrier/Badoche, 7 m. 22 s.; Osterberg/Edenring, 7 m. 18 s.

The long drag up to Delphi on a road section provided an opportunity for a breather before the shorter hill climb at Delphi which makes up for its shortness (just over 2 kms.) by its extreme twistiness.

DELPHI HILL-CLIMB

Bohringer/Kroll, 2 m. 45.4 s.; Andersson/Karlsson, 2 m. 51.7 s.; Skogh/Berggren, 2 m. 54.6 s.; Taylor/Melia, 3 m. 1.2 s.; Glemser/Kaiser, 2 m. 56.7 s.; Moss/Riley, 2 m. 56.9 s.; Toivonen/Nurmimaa, 3 m. 3.6 s.; Trautmann/Ogier, 2 m. 59.3 s.; Verrier/Badoche, 3 m. 3.1 s.; Osterberg/Edenring, 3 m. 2.4 s.

This brought the rally proper to a close and an easy road section led via Levidia back to Athens, a manoeuvrability test and the finish. On the Sunday there was a half-hour race at Tatoi military airfield for the 42 finishers, where the fast and well-placed Alfa G.T.1 of Michos broke its gearbox; Zalmas BMW finally blew up its engine which had been going sick since Levadia the previous day and the Wartburg of Rallidis hit a straw bale very hard but continued immediately, leaving the hard but continued immediately, leaving the bale in the middle of the track where it caused bale in the middle of the track where it caused some dramatic manoeuvres until it was removed. The race was, as usual, remarkable for the fantastic "hairiness" of some of the drivers and for the simply appalling driving of the Russians who behaved as though there was no one else on the track, carving merciessly across the bows of the few slower cars and baulking quicker ones shamelessly. The Russian drivers' Volgas and Moskvitches were far from impressive on the rally but their far from impressive on the rally but their crews' discipline in adhering to their orders not to fraternise with other crews was. They made a strange and severe debut in rallying and their approach is, to say the least, more businesslike than their performance.

AVERAGE SPEEDS FOR HALF-HOUR RACE AT TATOI

Bohringer/Kroll, 113.55 k.p.h.; Andersson/Karlsson, 110.13; Skogh/Berggren, 106.15; Taylor/Melia, 105.74; Glemser/Kaiser, 108.47; Moss/Riley, 105.71; Toivonen/Nurmimaa, 103.41; Trautmann/Ogier, 104.08; Verrier/Badoche, 103.18; Osterberg/Edenring, 104.08.

The long hill-climb up the side of Mount Parnes was wonderfully impressive and saw its share of drama when class-leader Raptopoulos had to stop to repair a broken throttle linkage on his DKW F12, a 10 minutes' delay which nearly cost him a class award. Georges Harris bent the Equipe Nationale Belge Citroen quite badly on a wall and Levy blew up his BMW 50 yards from the finish, coasting over the line. 50 yards from the finish, coasting over the line.

MOUNT PARNES HILL-CLIMB

Bohringer/Kroll, 7 m. 29.4 s.; Andersson/Karlsson, 7 m. 25.8 s.; Skogh/Berggren, 7 m. 36 s.; Taylor/Melia, 7 m. 59.4 s.; Glemser/Kaiser, 7 m. 38.2 s.; Moss/Riley, 7m. 44.8s.; Toivonen/Nurmimas, 7m. 55.3 s.; Trautmann/Ogier, 8 m. 2.2 s.; Verrier/Badoche, 8 m. 10 s.; Osterberg/Edenring, 7 m. 48 s.

The Acropolis is undoubtedly a great rally and has a reservedly fine reputation. It was therefore very sad to see errors in timekeeping and results appearing. These were soon

corrected after they had been pointed out but liaison between timekeepers and the results team was so lacking that team managers and journalists went practically grey with worry in their attempts to extract some sort of order from the published figures which kept being changed almost hourly

Unfortunately, it has only been possible to discover the special stage times for the first 10 finishers in general classification and many 10 finishers in general classification and many outstanding performances put up by non-inishers must go unrecorded due to the lack of this information. Of the award winners, Bohringer's superb driving aroused universal admiration and the Mercedes' team's performance in carrying off the important manufacturers' team prize was impressive. The Volvos were very fast indeed as were the Cortinas, the least expensive cars to appear high in the results. This attracted great attention and the toughness of the Fords will stand them in good stead in the Greek market, which is, after all, the object of the exercise as which is, after all, the object of the exercise as far as manufacturers are concerned.

Results

Results

1, E. Bohringer/R. Kroll (Mercedes-Benz 300SE),
92.8 penalties; 2, G. Andersson/Karlsson (Volvo
122-2d), 125.33; 3, C. M. Skogh/Berggren (Volvo
122-2d), 125.73; 4, H. Taylor/B. Melia (Ford
Cortina), 181.75; 5, D. Glemser/K. Kaiser (MercedesBenz 220SE), 198.41; 6, Pat Moss/Ann Riley (Ford
Cortina), 213.75; 7, P. Toivonen/V. Nurmimaa
(Citroen DS19), 216.45; 8, R. Frautmann/J.-P.
Ogier (Citroen DS19), 228.18; 9, G. Verrier/J.
Badoche (Citroen DS19), 233.92; 10, Sylvia
Osterberg/Miss I. Edenring (Volvo 122-2d), 261.51;
11, P. Riley/T. Nash (Ford Cortina), 320.17; 12, Ew
Rosqvist/Miss Krause (Mercedes-Benz 220SE)
355.40; 13, G. Harris/G. Hacquin (Citroen DS19),
555.41; 14, G. Raptopoulos/X (DKW F12), 609.46,
15, K. Chambers/P. Marshall (Ford Anglia) 701. 55;
16, A. Michos/N. Tsouhlaris (Alfa Romeo G. TI GT),
806.64; 17, D. Seigle-Morris/B. Hercock (Ford
Cortina), 858.08; 18, J. E. Virgin/J. Hallenborg
(Volvo Amazon 2d Sport), 1,033.40; 19, E. Kotsonis/
"Thor" (Auto Union 1000S), 1,297.48; 20, S.
Zalmas/P. Kosmetatos (BMW 700S), 1,330.21.

Class Winners

Class Winners

Grand Touring. Up to 1,000 c.c.: T. Tserkakis/X
(Saab 850GT), 2,514.50. Over 1,000 c.c.: A. Michos/
N. Tsouhlaris (Alfa Romeo G. TI GT), 806.64.
Touring Cars. Up to 700 c.c.: S. Zalmas/P. Kosmetatos (BMW 700S), 1,330.21. 701-850 c.c.:
P. Easter/D. Thompson (Austin 7), 2,107.47.
851-1,000 c.c.: G. Raptopoulos/X (DKW F12),
609.46. 1,001-1,300 c.c.: M. Vourdoubakis (Skoda
Super TS), 2,132.89. 1,301-1,600 c.c.: H. Taylor/
B. Melia (Ford Cortina), 181.75. 1,601-2,000 c.c.
G. Andersson/Karlsson (Volvo 122-2d), 125.33.
Over 2,000 c.c.: E. Bohringer/R. Kroll (MercedesBenz 300SE), 92.8. Manufacturers' Team Prize:
Mercedes-Benz (D. Glemser/K. Kaiser, E. Bohringer/
R. Kroll and Ewy Rosqvist/Miss Krause). National
Club Trophy: Greece (A. Michos/N, Tsouhlaris, E.
Kotsonis, "Thor" and S. Zalmas/P. Kosmetatos).
Ladies' Cup: Pat Moss/Ann Riley.

FIAT-ABARTHS AT LAKE GARDA

"Pam" Wins G.T. Constructors Championship Event

This year's Lake Garda race, held on 12th This year's Lake Garda race, field on 12th May, was in many ways a repeat of the 1962 race. Once again Fiat-Abarths were completely dominant, comprising 19 of the 20 starters. After an extremely exciting race, in which the lead changed no fewer than six times in 19 laps, the Italian driver "Pam" won the race in 2 hrs. 32 mins. 42.4 secs. at an average speed of 122 430 k n h 122.430 k.p.h.

The only non-Abarth entry, a works-entered Marcos driven by Tommy Weber, completed seven laps before a tricky left-hander leading into the pit straight caused him to lose it and finish up in the straw bales. The car was only slightly damaged and Weber was reluctantly forced to retire. The Marcos driver was by no means the only driver to explore the countryside during this race.

The race was started at 9.45 a.m. when The race was started at 9.45 a.m. when Renzo Castegno, famous starter of many Mille Miglias, dropped the flag and unleashed the 20 contestants. Rovetta immediately jumped into the lead, hotly pursued by local boy Lo Coco, the Austrian Zuegg, Zucchi, Calderari and Spoerri.

Rovetta's lead lasted just one lap, Lo Coco taking the lead before the completion of the second. Farther back Tommy Weber was in 10th place, while Ricci led the 700 c.c. class. Two laps later Calderari moved

up, passing first Zucchi and then, on lap up, passing first Zucchi and then, on lap three, Zuegg. Zuegg only lasted another lap, however, collecting two straw bales and retiring immediately. Meanwhile, "Pam", who had made a poor start, was quickly catching up and after being ninth on his first lap passed Calderari and by the sixth lap was third. Two laps later Rovetta, determined to regain his initial lead, slipped past Lo Coco before the tribunes, while farther back Calderari gave up the struggle farther back Calderari gave up the struggle

with a sick motor.

Soon it became evident that in a very short while "Pam" would catch the two battling leaders. Sure enough, by the completion of the 11th lap, "Pam" was in the lead. Rovetta did not like this much and the next lap saw him temporarily in the lead. But "Pam's" constant pressure told and by the 13th lap he was back ahead and and by the 13th lap he was back ahead and consolidating his position. Farther back in the field Ricci had completely outclassed the other 700s, the second car in the class being driven by Pinchetti, who was trailing nearly half a lap behind.

The race then settled down with "Pam" pulling out several seconds a lap on Rovetta until the latter's car suddenly burst a rear tyre and halted. In a moment the car was descended upon by a horde of mechanics, marshals, police photographers and expense. marshals, police, photographers and spectators. As it was not allowed to change a

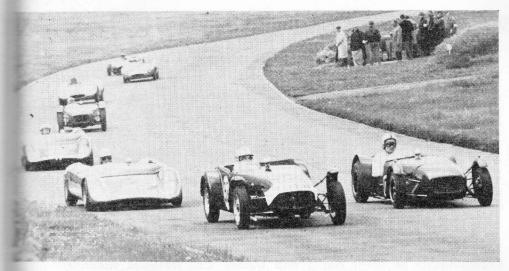
wheel on the circuit, the mechanics were shooed away and Rovetta reversed 200 yards shooed away and Rovetta reversed 200 yards back to his pit where the wheel was changed. He rejoined the race, now back in third place, well behind Lo Coco. And so the race ran out with "Pam" a comfortable winner, Lo Coco second, Rovetta third and Perdoni fourth. For the last lap "Pam's" car was taken over by its owner Guarini, who completed a slow final circuit.

There was also a Formula Junior event divided into two six-lap heats and an eightlap final. In the first the Swiss driver Rolland Boddi (Cooper-B.M.C.) made a poor start, but soon went into the lead to win

Rolland Boddi (Cooper-B.M.C.) made a poor start, but soon went into the lead to win from De Adamich's Lola Mk. 5 and Paddy Driver's Lotus 20. In the second heat "Geki" led for the first three laps in a de Sanctis, but after he was overtaken by Jo Schlesser's Brabham he retired. Schlesser won, and Jacques Maglia (Lotus 22) should have been second, but for a spin on the last lap. The only British driver, Joe Sharps (Gwyniad) retired on the second lap, while Twisk's Brabham was not allowed to start. In the final Jo Schlesser drove a brilliant race after making a poor start. He caught no fewer than seven cars on his first lap

In the final Jo Schlesser drove a brilliant race after making a poor start. He caught no fewer than seven cars on his first lap and by the fourth was leading Maglia comfortably. Lap after lap he reduced the course record, finally leaving it at nearly 140 k.p.h. Maglia was second, Bruno Deserti (Lotus 22) third, the South African Driver commendable fourth, de Adamich fifth and le Guellec (Lotus 22) sixth. Forty cars actually started, there being surprisingly few retirements. few retirements.

PAUL WATSON.



850 MINI STARS AT BRANDS

Fatal Accident Mars B.R.S.C.C. Members' Meeting

BY MICHAEL KETTLEWELL

So fast did the little 850 Mini of John Fitzpatrick travel in one of the several saloon car events at Brands Hatch last Sunday that it was protested, this being after it had beaten a very hot A40 and a shoal of Mini-Coopers! After being stripped by the scrutineers and found to be of 848 c.c., the incredible Broadspeed Austin, this time in the capable hands of Paul Layzell, won worker selection and protection an

another saloon car event.

Unfortunately the B.R.S.C.C. Members'
Meeting was tragically marred when Austin A40 driver Chris Airey was fatally injured in another saloon car race. While in fourth place behind the Anglias of John Young and Chris Craft and the Jaguar of Bill Aston, Airey went on to the grass at Bottom Bend, came back on to the track, but then went sideways across the track and rolled over

came back on to the track, but then went sideways across the track and rolled over four times. It appears that the unfortunate driver was half thrown out of the car and received severe injuries from which he died on the way to hospital.

Bill Shaw led the opening G.T. race from the end of the first lap onwards, his white Elite easily winning when Norman Surtees spun and lost time. However, Doug Mockford drove very well to take second place in his Diva. The next race was for 997 c.c. Mini-Coopers and, as was to be expected. Mini-Coopers and, as was to be expected, the spectators were treated to a splendid dice that only Minis can provide, Martin

Davidson emerging victorious.

The third race was also close fought, this being for 1-litre sports cars, and Clive Lacey's Merlyn kept David Porter's i.r.s. Lotus 7 at bay until the very end, winning by 0.6 sec. Mike Brandon provided a contrast in the next G.T. race by simply running away and hiding from his opposition.

The next race for saloon cars up to 1,200 c.c. saw John Fitzpatrick's 850 Mini score a remarkable win. It finished 18.4 secs. ahead of the noisy "F.J." 1,098 c.c. Austin A40 of Francis Pound and broke its own lap

ahead of the noisy "F.J." 1,098 c.c. Austin A40 of Francis Pound and broke its own lap record by 0.2 sec. in the process. Immediately afterwards Fitzpatrick was protested and, after the scrutineers had examined his car, it was indeed found to be of 848 c.c.—the Mini did not have a bored-out Cooper engine as was being rumoured!

The ladies' handicap was a bit of a farce and, with credit laps being involved, difficult to follow—even for the chap with the chequered flag who thought that Michaelle Burns-Grieg had won in her Mini. The Scots lass was even presented with the trophy by the Editor of Small Car before someone pointed out that Jocelyn Freeman had won in the Aston Martin Spa Special. Wendy Hamblin drove well to finish third, having set up fastest lap of 63 secs., 70.86 m.p.h., in David Porter's Lotus 7. An unfortunate incident occurred when Jean Dorken had the clutch of her Lotus 7 burst at Paddock on the fifth lap. This sent her Paddock on the fifth lap. This sent her

into the fence, and Anita Taylor ran over the bits, which caused a burst tyre that, in turn, resulted in her Anglia rolling twice. Both girls were unhurt.

Both girls were unhurt.

The single-seater event saw the début of motor-cyclist Mike Hailwood, who drove his new yellow Brabham Junior. From a third row starting position he worked his way up gradually and, after a calm race, finished fifth, 34.2 secs. behind the winner. Roy James's blue Brabham proved the winner, narrowly beating Bryan Berrow-Johnson's Lola and Lionel Brooke's Lotus 20. Next on turn were the big G.T. cars and, surprisingly, Ken Baker's E-type was not able to get far away from the well-driven Elva Courier of Dennis Morgan. Roy Pierpoint led all the way in the big sports car race, but, as it had received a push-start, his Attila-Climax was disqualified. Bill Bradley would have been first in Jack Pearce's Lotus 23, but, trying to catch Pierpoint at Clearways on the last

FIGHTING it out along the Bottom Straight in the 1-litre sports car race are Bob Deverell (Lotus 7), David Porter (Lotus 7), Chris Irwin (Merlyn) and Clive Lacey (Merlyn), who eventually won.

lap, he spun off, thereby giving John Turner (Lotus-Buick 15) an unexpected victory.

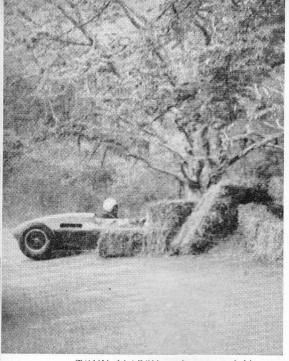
(Lotus-Buick 15) an unexpected victory. The ill-fated saloon car race which followed was eagerly awaited, especially as the Jaguar 3.8 of Bill Aston was taking on the Ford Anglias of Chris Craft, John Young, Mike Young, Albert Powell and Alan Peer as well as Chris Airey's A40. Mike Young, however, started off late and was blackflagged on his second lap, but brother John leapt into the lead and kept Aston, Airey and Craft at bay. Airey dropped to fourth on the second lap and it was two laps later that the fatal accident occurred. Young managed to keep Aston and Craft behind managed to keep Aston and Craft behind him until the end after a tough fight

It was John Miles all the way in the next small-capacity G.T. race, which started a little late because of the accident. Something must have been amiss with Jack Oliver's Marcos because, despite reaching and place it random improvious or the Oliver's Marcos because, despite reaching second place, it made no impression on the Turner-B.M.C. and appeared to lack speed; Oliver finally spun off at Paddock on the last lap. Strip-tease artiste Kim Stevens was sixth in her Sprite! The 1,200 c.c. sports car race saw Jim Morley once again hold off the Lotus 23s with his ex-Tony Hegbourne Lola. Terry Bone tried all he could but was half a length behind at the finish.

The last race saw the reappearance of the Broadspeed Mini, this time driven by Paul Layzell, who had been given a drive as his own car was hors de combat. It was quite a sight to see the 850 Mini surge past Mike Merrick's Jaguar 3.4, but even more unusual was the sight of Gordon Council's 1947 J-type Vauxhall trying to mix it with the Jaguar as well as its more modern descendant, J. Sharp's VX 4/90! On the seventh lap Merrick led Sharp and Council up into Druids, but after a slight kerfuffle which resulted in Merrick spinning off, the J-type—which, incidentally, includes among its many extras a Triumph TR engine—led out! Sharp finally won this comical battle for third place. Meanwhile, John Ralph (Mini-Cooper) had caught Layzell at Paddock on the ninth lap. However, Ralph underestimated the capabilities of the little 850 and spun off; he recovered to finish second. The last race saw the reappearance of the

Grand Touring Cars I,001-1,600 c.c. (10 laps).
Overall Winner: W. J. Shaw (Lotus Elite). I,001-1,150 c.c. Class: 1, D. Mockford (Diva-Ford), 70.23 m.p.h.; 2, B. W. R. Hart (Austin-Healey Sprite); 3, R. Bunting (Speedwell). Fastest lap: Bunting, 61.6 s., 72.47 m.p.h. 1,151-1,600 c.c. Class: 1, W. J. Shaw (Lotus Elite); 3, N. Surtes (Lotus Elite). Fastest lap: Bunting, 61.6 s., 72.47 m.p.h. 1,151-1,600 c.c. Class: 1, W. J. Shaw (Lotus Elite); 3, N. Surtes (Lotus Elite). Fastest lap: Shaw, 61.2 s., 72.94 m.p.h. B.M.C.-Mini-Coopers (10 laps): 1, M. C. Davidson (Austin Mini-Cooper), 65.41 m.p.h.; 2, A. D. Rutt (Austin Mini-Cooper), 65.41 m.p.h.; 2, A. D. Rutt (Austin Mini-Cooper), 3, T. J. Farr (Morris Mini-Cooper). Fastest lap: Rutt and Davidson, 66.8 s., 66.83 m.p.h. Sports Cars up to 1,000 c.c. (10 laps): 1, C. L. Lacey (Merlyn-Ford Mk. 4), 72.96 m.p.h.; 2, D. B. Porter (Lotus-Ford 7); 3, C. F. S. Irwin (Merlyn-Ford Mk. 4). Fastest lap: Lacey, 59.4 s., 75.15 m.p.h. Grand Touring Cars up to 1,150 c.c. (and 1,601-2,500 c.c. (10 laps): Overall Winner: M. Brandon (Marcos-Ford). Up to 1,150 c.c. (2ass: 1, M. Brandon (Marcos-Ford), 68.93 m.p.h.; 2, L. G. Arnold (Austin-Healey Sebring Sprite); 3, H. Ganley (Falcon-Climax 515R). Fastest lap: Brandon, 63.4 s., 70.41 m.p.h. 1,601-2,500 c.c. (10 laps). Overall Winner: J. Fitzpatrick (Austin Mini). Up to 850 c.c. Class: 1, F. Rendle (Morgan Plus 4), 66.75 m.p.h.; 2, J. F. Rider (M.G.A s/c); 3, J. Brick (Triumph TR3A). Fastest lap: Rendle, 65.4 s., 68.26 m.p.h. Saloon Cars up to 1,200 c.c. (10 laps). Overall Winner: J. Fitzpatrick (Austin Mini), 65.94 m.p.h.; 2, K. Costello (Morris Mini); 3, J. R. Barrett (Austin Mini). Fastest lap: Fitzpatrick, 66.4 s., 67.23 m.p.h. 851-1,200 c.c. Class: 1, F. V. Pound (Austin' A40), 64.19 m.p.h.; 2, M. J. Gee-Turner (Morris Mini-Cooper); 3, G. Ketchell (Ford Anglia). Fastest lap: Fitzpatrick, 66.4 s., 67.23 m.p.h. 851-1,200 m.p.h.; 2, M. J. Gee-Turner (Morris Mini-Cooper); 3, G. Ketchell (Ford Anglia). Fastest lap: Particles (Austin Mini).

(Lotus-Ford 22), 56 s., 79.71 m.p.h. Grand Touring Cars over 1,600 c.c. (10 laps). Overall Winner: K. Baker (Jaguar E). 1,601-2,500 c.c. Class: 1, D. Morgan (Elva Courier), 69.28 m.p.h.; 2, G. G. Spice (Morgan Plus 4); 3, W. G. White (Morgan Plus 4). Fastest lap: Morgan, 62.8 s., 71,08 m.p.h. Over 2,500 c.c. Class: 1, K. Baker (Jaguar E), 69,38 m.p.h.; 2, W. Pearce (Jaguar XK 150); 3, W. Davies (Jaguar XK 120). Fastest lap: Baker, 63.2 s., 70.63 m.p.h. Sports-Racing Cars over 1,200 c.c. (10 laps): 1, J. Turner (Lotus-Buick 15), 76.10 m.p.h.; 2, R. W. Boote (Lotus-Climax). Fastest lap: R. F. Pierpoint (Attila-Climax 11): 3, C. L. Andrews (A.D. Sportive-Climax). Fastest lap: R. F. Pierpoint (Attila-Climax Mk. 2), 57 s., 78.32 m.p.h. Saloon Cars (10 laps). Overall Winner: J. M. Young (Ford Anglia). Up to 1,200 c.c. Class: 1, S. W. Hands (Ford Anglia), 63.39 m.p.h.; 2, M. Knight (Austin Mini-Cooper). Fastest lap: C. J. Airey (Austin A40), 62.4 s., 71.54 m.p.h. Over 1,200 c.c. Class: 1, J. M. Young (Ford Anglia), 70.74 m.p.h.; 2, B. G. Aston (Jaguar 3.8); 3, C. Craft (Ford Anglia), Fastest lap: Aston, Craft and Young, 61.6 s., 72.47 m.p.h. Grand Touring Cars up to 1,150 c.c. (10 laps): 1, J. E. Miles (Turner-Ba.M.C.), 69.17 m.p.h.; 2, C. N. Ramus (Austin-Healey Sprite). Fastest lap: Miles, 63.2 s., 70.63 m.p.h.: Sports-Racing Cars up to 1,200 c.c. (10 laps): 1, J. F. Morley (Lola-Climax), 75.08 m.p.h.; 2, T. Bone (Lotus-Ford 23); 3, R. McArthur (Lotus-Ford 23). Fastest lap: Bone, 57.8 s., 77.23 m.p.h. Saloon Cars (10 laps). Overall Winner: P. A. Layzell (Austin Mini): 3, L. A. Goodwin (NSU Prinz). Fastest lap: Bone, 75.8 s., 77.23 m.p.h. \$1000 c.c. Class: 1, J. E. Ralph (Morris Mini-Cooper), 64.12 m.p.h.; 2, A. Brodie (Austin M



TONY MARSH makes one of his rare mistakes at the Gateway in his Marsh Special (above). With his B.R.M. he made B.T.D. of 44.23 secs., a new hill record.

BRYAN ECCLES, who went so well at Prescott recently, caused some excite-ment during the meeting and found his Cooper-Chevrolet a bit of a handful (right).

The National Hill-Climb at Wiscombe Park, Devon, organized by the West Hants and Dorset Car Club last Sunday, must surely have been the best-ever to be held on that excellent course. A really first-class entry, fine, though cold, weather and impeccable organization all contributed towards a meeting which held the large crowd right to the end, and provided the

first-class entry, fine, though cold, weather and impeccable organization all contributed towards a meeting which held the large crowd right to the end, and provided the proverbial "thrills and spills" so often advertised in the lay press.

The paddock had some interesting machinery arrayed for all to see, and included some delightful vintage cars. Promptly at 12.30 p.m. the first class came to the line, going eventually to Nick Porter's Austin Mini-Cooper. The red Mini of David Gill did some hearty bank clouting at the Esses. The other sports classes did their first runs without any undue incident, though Tony Van Moyland's Cooper-Climax and Sid Broad's Lotus were obviously going to make a fight of it through the day. Josh Randles left the line like a rocket, but was troubled with a gearbox malady that was to dog him throughout the day. Ron Fry's scarlet Berlinetta burnt rubber on the short sprint to the first bend, and got under 50 secs. Phil Scragg did one run only with a very potent E-type in 51.19 secs.

Doc Taylor's beautiful Bugatti had tremendous wheelspin up to Bunny's Leap, the car making that characteristic "Bug" howl. G. Hampton's very hairy XK 140 left clouds of burning Dunlop after the first bend.

First runs in the racing class started with the fantastic little Martini of Peter Wilson. Employing real Kart technique, he literally hurled the tiny machine broadside all the way up, including the fastest wriggle before the Gateway, and raised an appreciative cheer from the crowd. Austen May went off like a bomb, and had the engine cowling rise up, à la Mercedes air brake, just before the gateway, continuing throughout the Esses in this position before coming adrift. Despite this, he took only 47.52 secs. Ian McLaughlin did not appear fast with the yellow Cooper, but his time of 44.75 secs. was the best yet. Bryan Eccles and Phil Scragg used every inch of the road on the way up to Bunny's Leap, and Patsy Burt's Cooper sounded a trifle hesitant, in 50.38 secs. Tony Marsh started his afternoon by getting

By now it was obvious that this was going to be quite a day, and the crowd was on its toes for the second runs. The racing cars-came up straight away, and there were fireworks at once. Marsh got down to 44.24 secs., a new record, followed straight away by Peter Westbury, in 44.38 secs. Bryan Eccles was now in the hunt, with a scorching climb of 45.03. John Macklin tried conclusions with the bank on the first bend, without losing undue time, and Ian McLaughlin fairly bounced off in a cloud of dust at Saw Bench, and improved on his first run! Peter Boshier-Jones missed a gear for those vital fractions on the approach, and Woolett's Arnaus spun smartly on the apex of the corner. To the surprise of everyone, Tony Marsh made a rare mistake at the gateway, going straight into the bales at "Price's Tree" and denting the front of his Special. By now it was obvious that this was going

to the gateway broadside, bounding up the inside bank and missing the very solid gatepost by inches.

Peter Westbury was fantastically fast through "Bunny's", in 45.66 secs., and then lan McLaughlin got down to 45.28! Just as the dust from this was settling, up came Tony Marsh in 44.92 secs.

Wally Cuff started off the second runs, and lost a chain at Saw Bench. Phil Scragg got the better of Boshier-Jones by doing 45.47 secs. Ian McLaughlin made his final effort, approaching the gateway at tremendous speed, and just getting through, and got down to 45.00 secs. All eyes were on Peter Westbury as he thundered away from the line. Well over the ton through the airborne twist at Bunny's Leap, and a tremendous drift through the Esses, a short pause, then the time—44.37. Now it was Tony Marsh's turn and, though steadier

WONDERFUL WISCOMBE

Tony Marsh Consolidates his Lead in the R.A.C. Hill-Climb Championship at West Hants and Dorset C.C. National Meeting

BY TONY HOLLISTER



Of the Vintagents, Arnold-Forster's 5-litre Delage was a sight to behold as it skated through the Esses, while Waller's E.R.A. was quite magnificent, reminding one of prewar Prescott and Shelsley. Gibson's blown single-seater "Nash" was once owned by the late Peter Aitken, and was impressive. The various sports and saloon classes were then run, in reverse order, and contained plenty of incident.

Josh Randles got as far as Saw Bench before the gearbox finally packed up. Bill Holland's Volvo cut into the inside bank at the Esses, and had quite a moment, while Tom Elton fairly threw a red M.G.A round the bend. John Grafton's Lotus was particularly fast through the gateway, as his 50.43 showed. Nick Porter locked a rear wheel just before the bend, and left a lot of S.P. on the road, but improved on his first run. Ashley Cleave's venerable Morris got down to 53.35 secs., and was only beaten by two very potent Lotuses. Jill Bowles drove hard with her red Midget, and raised an enthusiastic cheer from the crowd when she held a really hot one in the Esses.

Despite the chill wind, the large crowd

Despite the chill wind, the large crowd had stayed on, tempted by the thought of the Championship runs for the first 10 cars. Wally Cuff led off with the famous "Hells Hammers", in 47.43 sees., while Gray Mickel brought the ex-Owen Cooper all the way from Glasgow and did 47.24 sees. David Good was trying really hard, and adjusted the contours of the bank just after the gateway. Result: 46.10.

Phil Scragg's getaway on the B.R.M. was tremendous, resulting in 46.63 sees., while Peter Boshier-Jones streaked up in 46.98.

By now it was noticed that Bunny's Leap was causing a few directional problems to the faster boys, and Bryan Eccles caused considerable concern by getting a rear wheel over the edge, and coming up Despite the chill wind, the large crowd

up the lower slopes than Westbury, it was obvious that something pretty good was cooking. And, sure enough, commentator Doug Chalmers announced a time of 44.23 secs., a new hill record, and Tony Marsh's final comment on the day. Last of all was Bryan Eccles, who was very fast indeed, but treated the gateway with a little more respect. However, he tried too hard at Martini, and spun, giving the Westward Television cameraman the shock of his life, and what will probably be some of the best film footage seen for a long time! Clerk of the Course Francis Scott had been following the cars up the hill in a Porsche, very little slower, and his final trip also ended in a shock, suddenly meeting Mr. Eccles, who was returning to the paddock after his spin!

Results

Results

B.T.D.: A. E. Marsh (B.R.M.), 44.23 s. Touring Cars. Front-wheel Drive: 1, N. Porter (Austin Mini-Cooper), 52.48 s.; 2, A. Kynoch (Austin Mini-Cooper), 52.48 s.; 2, A. Kynoch Touring Cars, Sports Cars and Specials. Up to 1,000 c.c.: 1, P. C. Hickman (Austin Mini-Cooper), 53.33 s. Grand Touring Cars, Sports Cars and Specials. Up to 1,000 c.c.: 1, P. C. Hickman (Austin Mini-Cooper), 53.33 s. 1,001-1,300 c.c.: 1, A. H. van Moyland (Cooper-Climax), 49.73 s.; 2, S. J. Broad (Lotus-Climax 7), 51.10 s. 1,301-1,600 c.c.: 1, G. Austin (Emeryson-Climax), 48.56 s.; 2, P. H. Meldrum (Lotus-Ford 7), 49.92 s.; 3, B. Field (Lotus-Ford 7), 50.11 s. 1,601-2,500 c.c.: 1, J. Randles (Cooper-Climax Monaco), 47.33 s.; 2, R. E. Meredith (Morgan Plus 4), 50.05 s. Over 2,500 c.c.: 1, R. Fry (Ferrari 250GT), 49.59 s.; 2, P. Scragg (Jaguar E), 51.19 s. Vintage and P.V.T. Handicap: 1, A. J. Gibson (Frazer-Nash), 52.95 s.; 2, Sir Nicholas Williamson (G.N. Ariel), 52.62 s.; 3, P. H. Giddings (Frazer-Nash), 52.47 s. Racing Cars. Up to 1,500 c.c.: 1, I. McLaughlin (Cooper-J.A.P.), 44.75 s.; 2, P. Boshier-Jones (Lotus-Climax 22), 45.46 s. Over 1,500 c.c.: 1, A. E. Marsh (B.R.M.), 44.24 s.; 2. P. Westbury (Felday-Daimler), 44.38 s. R.A.C. Hill-Climb Championship: 1, A. E. Marsh (B.R.M.), 44.23 s.; 2, P. Westbury (Felday-Daimler), 44.37 s.; 3, I. McLaughlin (Cooper-J.A.P.), 45.00 s.

CLUB NEWS

By MICHAEL DURNIN

The Bristol M.C. and L.C.C. are holding a restricted autocross meeting at Dunkirk, near Bath, on 3rd June. The event is open to clubs in the S.W. Association of Motor Clubs and is a qualifying event for the B.T.R.D.A. Championship. Applications should be made to Mrs. T. C. Grist, 216 Bloomfield Road, Brislington, Bristol 4. The Furness and D.M.C., Westmorland M.C. and Morecambe C.C. will co-promote the New Festival Rally to be held on 8th-9th June—this is a closed event. The entry will be divided into Experts and Novices and regs. are obtainable from Harry Sharpe, 14 Ellerthwaite Road, Windermere, Westmorland. The Plymouth M.C. are promoting the "Plymouth National British Rally" on 28th-29th June. This is a qualifying event for the R.A.C. Rally Championship of Great Britain, the B.T.R.D.A. Gold Star Rally Championship and the Ladies' Silver Garter. The rally is being organized by the same team as last year and there are only three starting con-THE Bristol M.C. and L.C.C. are holding is being organized by the same team as last year and there are only three starting con-trols, Plymouth (Guildhall), London (near) year and there are only three starting controls, Plymouth (Guildhall), London (near) and Birmingham (near). All entries should be sent to R. D. Clay, 41 Market Road, Plmpton, Plymouth. . . On Whit Sunday the Mid-Thames C.C. are holding their Bonanza Driving Tests meeting at Wimbledon Stadium. Regs. and full details of this event may be obtained from L. B. Albaus, 51 Nelson Gardens, Hounslow, Middlesex. Several motor clubs have been invited to take part. take part.

COMING ATTRACTIONS

MAJOR INTERNATIONAL EVENTS

MAJOR INTERNATIONAL EVENTS
24th-26th May. AUSTRIAN ALPS RALLY
25th May. MONACO JUNIOR GRAND
PRIX, Monte Carlo (F J.).
26th May. EUROPEAN GRAND FRIX
Monte Carlo (F J.).
30th May. INDIANAPOLIS SUMIES
RACE, U.S.A. (Special Formula).
1st June. MOSPORT 200, Mosport Park,
Canada (S.).
2nd June. CONSUMA HILL-CLIMB, Italy
(S., G.T., T., F.J.).
GRAND PRIX DES FRONTIERES,
Chimay, Belgium (F J.).
3rd June. CRYSTAL PALACE, B.A.R.C.
Race Meeting, Sydenkum, London, S.E.19
(S., F.J., T.). Starts 1.30 p.m.
3rd-7th June. R. S.A.C. SCOTTISH RALLY.
Starts Glasgow.

NATIONAL AND CLUB EVENTS

NATIONAL AND CLUB EVENTS
24th-26th May, Manx A.C. National Manx
Trophy Rally. Starts Douglas Promenade,
Isle of Man, at 10 p.m.
25th May, Aintree Circuit C. National Race
Meeting, Aintree, near Liverpool, Lancs.
Starts 2 p.m.
M.G.C.C. Race Meeting, Silverstone, near
Towcester, Northants. Starts 1 p.m.
Westmorland M.C. National Hill-Climb,
Barbon Manor, near Kirkby Lonsdale,
Westmorland.

Westmorland M.C. National Hill-Climb, Barbon Manor, near Kirkby Lonsdale, Westmorland.

Jaguar D.C. Sprint, Wellesbourne, near Stratford-upon-Avon, Warwickshire.

Austin-Healey C. Driving Tests. Starts Crystal Palace, Sydenham, London, S.E.19.

25th-26th May. Hagley and D.L.C.C. Welsh Rally. Starts Last Inn, Hengoed, near Oswestry, Salop, at 11 p.m.

Peterborough M.C. Summer Evening Rally. Starts Stangsound Filling Station, Peterborough, Northants, at 10 p.m.

26th May. B.A.R.C. (S.E. Centre) Hill-Climb, Firle, near Lewes, Sussex. Starts 1.30 p.m. Morecambe C.C. Hill-Climb, Leighton Hall, near Morecambe, Lancs.

Falcon M.C. Autocross. Starts near Walkern, Herts, at 11.30 a.m.

Leicestershire C.C. and Midlands M.E.C. Bacon Trophy Autocross. Starts Elms Farm, Huncote, Leicester, at 2.15 p.m.

London M.C. Coventry Cup Production Car Trial. Starts Louisberg Barracks Square, Army M.T. School, Bordon, Hants, at 10 s.m.

Seven-Fifty M.C. (Midland Centre) Driving

Army M.T. School, Bordon, Hans, a.m.
a.m.
Seven-Fifty M.C. (Midland Centre) Driving
Tests. Starts Standford Hall, near Rugby,
Warwickshire, at 10 a.m.
Bentley D.C. Inter-Regional Team Challenge
Driving Tests. Starts Esso House, Milton
Hill, Abingdon, Berks, at 11.30 a.m.
Vintage S.C.C. Driving Tests and concours
d'elegance. Starts Beaulieu, Hants.

Guildford Motor Club's RALLYE PRINTEMPS

FROM the experience gained in running the From the experience gained in running the 1962 Rallye Printemps, Guildford Motor Club decided to offer their premier restricted rally for A.C.S.M.C. Championship status this year and 60 satisfied crews enjoyed a good night's sport arranged for them on O.S. 167, 168, 169 and 181 by Peter Still. The 200-mile route itself was excellent—it avoided most habitation and the organizers were unlucky in that the one dissentient was were unlucky in that the one dissentient was a remotely-situated landowner. The sections affected by his obstructing lorry were scrubbed from the results.

The route, however, was not screwed down sufficiently, tightly, and four clean charts.

The route, however, was not screwed down sufficiently tightly and four clean sheets resulted. Had more marshals been available or even had those already employed been deployed in more concentrated doses on some of the many white roads used, there might have been a more satisfactory outcome for all concerned. There was also a certain amount of tolerance at controls, which tended to take the sting out of otherwise tight sections. The regs. permitted which tended to take the sting out of otherwise tight sections. The regs. permitted competitors to wait at controls for their time, provided that there was no baulking. This is an excellent arrangement but its success depends essentially upon the marshal retaining possession of the watch until the competitors' due time out. This was not always done on the Printemps, and as a result, the "seeded" crews in particular, whose navigators have acquired that inresult, the "seeded" crews in particular, whose navigators have acquired that ingenuous charm so necessary to ultra-slick watch handling at controls, were often to be observed maintaining their observed maintaining their customary intervals of one minute between cars, but one and even two minutes ahead of scheduled

Of the four crews to clean the road section, Denis Thorne, driving his new Cos-worth-tuned Cortina, put up what would have been B.T.D. on the tie-deciding driving test had he not incurred a line penalty, and test had he not incurred a line penalty, and Ron Ambrose made the mistake of not taking his navigator with him, and, like several other competitors, could not locate one of the "garages", which was most obscurely placed. This left John Robertson, who had hastily repaired his Austin-Cooper following a minor overnight indiscretion, and

who had hastily repaired his Austin-Cooper following a minor overnight indiscretion, and Tony Maslem, driving his "temporary" SAAB, to take the principal honours. "The meat of the rally will start at midnight", said the regs. and Guildford kept their word in this very wise decision. There was, therefore, a long run-in from the start at Tiltham's Garage at Ash, via the driving test venue at Rushmoor Arena to supper, taken about 8 miles east of Salisbury, on the A30. A further main road run led to T.C.4, near Andoyer, where rallying started T.C.4, near Andover, where rallying started in earnest, with the issue of route card 2, giving 28 references for time controls and seven for route checks. The original intention to issue this route card during the run-in was abandoned when a marshal omitted to was abandoned when a marshal omitted to hand out copies as instructed and plotting on the move became necessary. This still did not make the first half of the "meat" sufficiently difficult for the seven crews who were clean at petrol, 70 miles on, but it worked out about right for the majority, who found the pace sufficiently hot to be interesting. A loop north-west of Andover included several two-minute sections as well included several two-minute sections as well as three consecutive "ones". Bill Fritschy, over from Kenya and navigated by Peter Sandeman, was an early retirement, when he parked his 3.8 Jaguar neatly in a ditch. Too much time had been lost to continue when the undemand or was a continue. when the undamaged car was eventually retrieved.

Control 25 had an eventful night. During Control 25 had an eventful night. During the time it took to clear one car from the right direction, three came in wrongly. There were also two identical casualties at this control, the Morris 1100s of Edwards/Holmes and Marriott/Granville, both of which were delayed by punctures to the nearside front tyre. Quite a coincidence. The slot round the church in 5447 is a tricky one, but most people seemed to locate Control 31 there without difficulty. This was to prove to be the last problem for crews before the petrol halt on the Basingstoke by-pass.

Immediately after this, to the relief of the organizers, three clean sheets, those of

Church/Mace (SAAB), Mead/Kingsland (Mini) and Lovell/Hedley (Anglia), were surrendered at the tricky junction at 671501\frac{1}{2}, named Polecat Corner on the map and something thing even less complimentary by the navigators concerned, for Control 35 was just around the corner at the end of a tight three-minuter. A long main road section followed and enabled most people to accumulate enough time at the end of it for the remainder of the route to be placed which remainder of the route to be plotted outside the control. Things tightened up again in the East Tisted, West Meon, Petersfield triangle, and 54 to 55, although of 15 minutes' duration, was particularly interesting with perhaps the trickiest pavigational probwith perhaps the trickiest navigational prob-lems encountered all night. The ford at with perhaps the trickiest navigational prob-lems encountered all night. The ford at 743311 has been filled in considerably and is no longer quite such a chassis-breaker. At the end of this route card, at the Royal Huts Hotel at Hindhead, none were more looking forward to Section 4 than the four remaining unpenalized crews, for this

four remaining unpenalized crews, for this little pièce de résistance was to be a timed-to-the-second thrash around Warren Mere, in to-the-second thrash around Warren Mere, in daylight, but on white roads which would surely be free from other traffic. Unfortunately, this delectable offering had had to be cancelled at the last moment on the advice of the Surrey police, who reckoned that the (admittedly very small) risk of disturbing the local aristocracy was not worth taking. So the Printemps ended prematurely at 5 a.m. on a cold misty and drizzling morning. Results were announced over breakfast. breakfast.

breakfast.

Taken all round, the Printemps was an event worthy of its Championship status and would have been a really first-class rally had the marshals been more numerous and somewhat tougher than they were in the matter of holding competitors until their due time away. The route itself was good and made the best use of the available territory.

RON AMBROSE.

RON AMBROSE.

Results

Results

1, M. J. Robertson/M. H. Addington (Austin-Cooper), 0 pens.; 2, A. Maslem/B. Vice (SAAB), 0; 3, D. Thorne/I. Cameron (Cortina), 0; 4, R. H. Ambrose/A. J. Straker (Allardette), 0; 5, J. Church/J. Mace (SAAB), 1; 6, R. E. Mead/M. W. Kingsland (Austin-Cooper), 1; 7, C. Lovell/R. Hedley (Anglia), 1; 8, L. Roberts/E. Clarke (Riley 1.5), 3; 9, N. Thorne/Mrs. Thorne (Zodiac), 4; 10, J. A. Durban/C. E. White (Rapier), 6. Team Award: Ecurie Filthee (Robertson/Addington and Ambrose/Straker). Novices' Award: C. A. Thomas/L. Greenfield (SAAB).

CIRCLE C.C. **DRIVING TESTS**

As the driving sites at Hendon and Croy-A don were unavailable this year, the Circle Car Club broke new ground and went

to the fruit and vegetable market at Brentford for their annual closed driving tests.

The weather was very overcast as the 23 drivers did battle with the two classes, this resulting in the customary "Mini versus the Rest" battle Rest" battle.

The six tests were cleverly thought up and were not made with the Mini in mind, but when Jeremy Martin and Tony Lorkin really

when Jeterny Martin and Tony Lorkin really got going there was not much to stop them!

With combined times to count competitors could not afford to make a mistake. Clark was one person who started quite slowly in his bored-out Mini, but by the end of the day he was motoring very fast and took a first-class award. Cumping had the head day he was motoring very fast and took a first-class award. Cummins had the bad luck to lose all the oil out of his Sprite just as he approached the entrance to the market. He mended his car during the lunch period and afterwards showed everyone just how fast he can go. Stephen Leitch took the novices' award with a spirited although a little hairy drive in his Wolseley Hornet. The feature of the day was that of the results team who kept a running total all day and had the results completed ten seconds after the last car finished. seconds after the last car finished.

Results

STUART VAUX.

B.T.D.: J. Martin, 438.4 s. Class A: 1, E. A. Clark, 454.9 s.; 2, A. C. Lorkin, 456.1 s. Best in Opposite Class: L. R. Innes, 495.9 s. Novice Award: S. G. Leitch, 490 s. Ladies' Award: Mrs. J. Costin, 539.4 s.

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

SUMMERTIME RALLY

For the organizer who is bold enough to put on a straight-forward rally in South-East England, devoid of all trickery, and with the route handed out half an hour before the start, there exists the probability of multi-clean sheets and with it the necessity of devising the least unsatisfactory type. of minitarian sheets and with it the fleces sity of devising the least unsatisfactory type of tie-decider. If the same organizer declines to prune and then uses E and S time cards, handed out by highly efficient marshals, the probability of several unpenalized runs becomes a certainty, but in the process the probability of several unpenalized runs becomes a certainty, but in the process the crews concerned will have had an enjoyable run, while the important majority comprising the rest of the field will have found sufficient to occupy them and to give them their money's worth. So reasoned Messrs. Page and Cornell in their preparation of the Summertime Rally, and if as a result there were six clean sheets, so, at the same time, there were 61 finishers out of 63 starters, with no audible grumbles at breakfast. In pursuance of this policy, there was, quite deliberately, no tie-deciding test, the organizers feeling that nobody wanted to drive 130 miles to perform in a driving test to decide the destiny of a rally, and so the six unpenalized crews emerge as joint-winners, with awards for defeating the organizers rather

penalized crews emerge as joint-winners, with awards for defeating the organizers rather than each other.

The route was entirely on 183 and from a sensibly late start from Wych Cross, ran gently south towards Lewes before turning up-map to an interesting series of 1,2,1,1,1, between Crowborough and Mark Cross. Two long easy sections then led to Pevensey Marsh, where Horse Eye, although broken down into sections of 2,2,1,1,1,2,1,1 and 2 proved to be easily "on". An interesting variation to the white roads flanking the A259 had almost every expert crew wrong-slotting into a lay-by, although strangely, most novice crews found control 37 first time. The victims are still trying to puzzle out the implications of this!

More liaison sections followed. A tight

More liaison sections followed. A tight series east of Battle and another shortly afterwards between Brightling and Etching-

afterwards between Brightling and Etchingham gave the leading crews no trouble although those already penalized added to their score at the last control of both series. There remained three successive "twos" to complete the rally, but control 54 at 676308 was found to be completely blocked by militant locals—this before even the first competitor had arrived! Investigations in the immediate vicinity showed that the obstruction was one of several set up as a matter of course every Saturday night. Equipment even includes an official-looking "Road Closed" sign. The people concerned told a rally official that they were quite prepared to sit in their vehicles for four hours or more during the night to block a hours or more during the night to block a possible rally, rather than lose a night's sleep. Incredible! But incredible or not, organizers are urgently recommended to avoid the area between Ticehurst and Wadhurst.

At the finish at the nearby Post Boys Cafe, At the finish at the nearby Post Boys Cafe, the organizers lost no time in declaring the sections affected as "scrubbed" and they followed up by exploiting the E and S cards to the full by declaring provisional results shortly after the last car had finished.

The Summertime had provided an entertaining half-nighter, run in the hours of darkness, in the modern manner, and strictly according to the book. The use of

an elastic opisometer at the planning stage would certainly have provided a classified result, but it would also have put the letters "O.T.L." against the names of a number of novice crews who, as it was, were enabled to complete the route with an encouragingly to complete the route main modest score of penalities.

Ron Ambrose.

Results

Results
Joint winners (all unpenalized): N. F. Manning/
R. W. Edwards (Mini), P. W. Ward/F. S.
Herwin (Vitesse), B. C. Russell/Miss A. Scott
(Healey 3000), J. Addison/W. Gunn (M.G.B.),
G. King/G. Marlow (Allardette) and R. H.
Ambrose/A. J. Straker (Allardette). Joint 7th (all
10 penalties): N. Leather/M. V. Holmes
(M.G.A), V. J. Souster/K. Bell (Vitesse), D.
Crothall/D. V. Smith (Herald) and A. Allard/T.
Fisk (Allardette).

SEVEN-FIFTY M.C. BLANDFORD HILL-CLIMB

THE Blandford Hill-Climb, promoted by could be considered a triumph over adversity. Considerable pre-meeting difficulties were raised by the Lord's Day Observance Society, through the War Office, but much careful negotiation by Secretary Phyllis Hood enabled the event to take place, though the agreed break in practice made things a bit late in starting. More credit, therefore, to the Paddock marshalling for the fact that the meeting finished on time. Added to these legal difficulties were a bitter wind, drizzling rain, and a course like a skating rink.

Not many people had sampled a wet

course like a skating rink.

Not many people had sampled a wet Blandford before, and at least half the entry went off course during practice. J. Bailey's B.J.R. rolled just after the first bend, without personal damage to the driver. The top corner was like ice, and waltzing, with variations, was the order of the day. Things were still pretty slippery when the meeting proper commenced at about 2.30 p.m. The Minis were faster than anything through the top bend, on full left lock with the spinning front wheels drifting right out and the rear end staying glued to the road. road.

road.

Amie Lefevre's well-travelled Sunbeam carried off its class, holding a good course on the slippery surface. V. J. Crapnell's Jaguar was a real handful, providing the timekeepers with 37.68 secs. on its first run, and 34.69 secs. on the second.

J. R. Gibb's Fairthorpe spun on its first rip, but got down to 38.79 secs. later on, when the course was drying out somewhat. A. W. Mansbridge's Sprite had a tremendous tail slide, held it, then lost the front end in a

tail slide, held it, then lost the front end in a big way, and collected a pile of marker drums, while Amie Lefevre, despite stating that the course scared him, did a sparkling 38.09 secs. in the wet!

Major Mclellan was exceptionally fast

Major Mclellan was exceptionally fast through the top corner with his Lotus Elite, and Ashley Cleave's remarkable Morris went round as if on rails. Some real motoring took place among the big sports cars, Ron Fry's red Ferrari going like a bomb in the wet, with 35.52 secs., finishing off with a really hairy 32.41 secs. on his second tour. Peter Farquharson's fearsome "Butch" was also pretty near the limit, while John Tiller used the grass for most of the finishing straight, getting back to the straight and narrow just in time to avoid the timing gear. The 750 and 1172 Formula classes were not too well supported, and that stalwart Vic Hood (who was reported to have entered "to make up the number") had a comfortable class win, in the most respectable time of 41.55 secs. R. E. West's orange Ford Special, recently built, took orange Ford Special, recently built, took the 1172s with 40.20 secs., making, incidentally, an almost identical time on a very slippery first run.

NOTTINGHAM S.C.C.

DRIVING TESTS

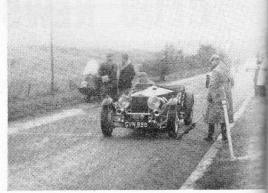
The rain was kept away by a strong wind The rain was kept away by a strong wind at Hawton Camp, Newark, when the Nottingham Sports Car Club held their Flather Star Driving Tests on 12th May. A firm surface of good tarmac, with a little grit here and there, provided a good surface which demanded a sensitive throttle foot to get the best results.

Derek Smith (Austin-Cooper) established an early lead in the "ADO 15" class, and led from Bill Meredith (Morris) and Harry Livingston in a similar car.

led from Bill Meredith (Morris) and Harry Livingston in a similar car.

In the "larger" saloon class (for other than "ADO 15s"). J. G. Lamb flung his N.S.U. Prinz around to take the class, followed steadily by R. Judge (Standard 8). Alf Butcher (Rapier) was the best saloon in the "long wheelbase" class.

The open class saw a terrific battle between Richard Squire (M.G. Midget), last year's winner of the Flather Star, and Frank Livingston, Richard went into the lead, but was overtaken by Frank after Test 4. The interest then became between these two, and Derek Smith (Austin-Cooper)



THE IMMACULATE Invicta of R. C. Woods delighted the vintage enthusiasts at Blandford.

The sports-racing class brought forth some very rapid motoring especially on the drier second runs. It was a close thing between M. J. Crabtree's Lotus, and Brian Croote's Jaguar-engined Allard, the latter really trying on his final run. R. J. Neville's green Lotus tried the top corner at an impossible speed, and lost everything in a big way, covering a record distance in reverse!

The racing class was well supported, despite several non-starters, and there was a

tremendous scrap between John Macklin's Formula Junior Lotus and Howard Bennett's Merlyn, B.T.D. finally going to the latter after some really determined motoring, W. J. Camp's highly potent 1,643 c.c. Cooper annexed third, mere fractions behind, while Wells Corper Climary, provided while Wally Cuff's Cooper-Climax provided the frozen spectators with some heart warming motoring. The tiny Rudeani, B.M.C. powered, and on 10 ins. C.41s, showed an astonishing turn of speed in the hands of D. R. Dean, and should be interesting to watch at future events. watch at future events.

TONY HOLLISTER.

Results

Results

B.T.D.: H. M. Bennett (Merlyn-Ford), 32.04 s. Class 1: 1, M. P. Bate (Austin-Cooper), 36.40 s.; 2, R. J. Gibbings (Austin-Cooper), 38.19 s.; 3, H. Digby (Austin-Cooper), 38.43 s. Class 2: A. F. Lefevre (Sunbeam Rapier), 37.84 s. Class 3: V. J. Crapnell (Jaguar 3.8), 34.69 s. Class 4: 1, A. F. Lefevre (M.G. Midget), 36.08 s.; 2, J. R. Gibbs (Fairthorpe), 38.79 s.; 3, F. Tiedeman (Sprite), 38.83 s. Class 5: Major Mclellan (Lotus Elite), 36.09 s. Class 6: M. Morris (Frazer-Nash), 34.50 s. Class 7: 1, R. Fry (Ferrari 250GT), 32.41 s.; 2, P. Farquharson (Allard), 33.35 s. Class 8: P. Giddings (Frazer-Nash), 36.96 s. Class 9: V. N. Hood (Austin Spl.), 41.55 s. Class 10: R. E. West (Ford Spl.), 40.20 s. Class 11: 1, M. J. Crabtree (Lotus-Climax 7), 33.13 s.; 2, W. B. Croote (Allard), 33.65 s.; 3, J. J. R. Lord (Lotus-Ford 7), 33.84 s. Class 12: A. I. Roberts (J.B.S.) and A. Douglas (C.R.M.), 39.20 s. Class 14: 1, H. M. Bennett (Merlyn-Ford), 32.04 s.; 2, J. J. Macklin (Lotus-Ford 20), 32.24 s.; 3, W. J. Camp (Cooper-Ford Spl.), 32.75 s.

in a three-cornered fight to establish best time of the day. For the last three tests Derek Smith and Frank Livingston were only separated by one-fifth of a second. A final tie deciding "Grand Prix de Hawton" produced much fast and interest-

produced much ast and interesting motoring on a Monte-type test. Richard Parr (M.G.B) recorded 45.2 secs. and held the lead for the special award for this test. He was about to pocket it when Derek Smith turned in a crisp 44.4 secs. to take the honours.

E. J. S. TOWNSEND.

Results

Results

Mini Class: 1, D, B, Smith (Austin-Cooper), 390.6 s.; 2, W, T, Meredith (Morris Mini), 406.4 s.; 3, H, Livingstone (Morris Mini), 411.2 s. Other Saloon Cars: 1, J. G, Lamb (N.S.U. Prinz), 472.4 s.; 2, R, Judge (Standard 8), 495.8 s., Best Long-Wheelbase Car: A, W, Butcher (Sunbeam Rapier), 574.8 s, Open Class: 1, J. F, Livingston (M.G. Midget), 390.8 s.; 2, R. Squire (M.G. Midget), 393.6 s.; 3, M. Hazelwood (M.H.S.), 406.0 s. inc. 5 per cent. Best Test 11: 1, D, B, Smith (Austin-Cooper), 44.4 s.; 2, R. H. Patr (M.G.B.), 45.2 s. East Midlands Team Championship: 1, Nottingham S.C.C. (Squire, Lawson and Parr), 1,249 s.; 2, Retford and D.C.C. (Merrills, Stockdale and Heath), 1,335.2 s.; 3, Doncaster and D.A.C. (Wood Briggs and Lewis), 1,384.8 s.

BEWDLEY A.C. DUDLEY & D.C.C. WALSALL C.C.

DRIVING TESTS

THE name of this event, the Live and Let Live Driving Tests, should not be taken as indicating any unusually charitable spirit on the part of the organizers, but is merely the name of the public house in the spacious car park of which the tests were carried out on 12th May.

on 12th May.

The entry of 35 was divided into four classes, of which the Mini class was perhaps the one with the stiffest competition. M. Evans and G. Cooper fought for the class lead, but both eventually made mistakes, leaving the way clear for P. Blankstone to take the award by fast and consistent driv-

ing.

The small sports class provided a successful return to the sport for M. Barber, driving his new Midget,

There was a great variety of machinery

competing in the saloon class, from the Fiat 500 of B. Stanton to the A55 of J. A. Dunn. Excitement was provided by P. Darbyshire, who very nearly rolled his Goggomobil, and amusement by R. Heatherly, who also drove the Fiat, with his head poking out of the sunshine roof! The class was, however, won by B. Pickering, driving his wife's VW, as his own Midget was out of action.

Surprisingly, in view of the rather tight nature of the tests, B.T.D. was put up by R. Wilkinson in his TR—a tribute to his ability to make this heavy car do just what he wants. The large sports award, therefore, went to D. Ward, piloting a similar machine.

A. R. PARKIN.

Results Results
B.T.D.: R. Wilkinson (TR3A), 184.4 s. Class 1:
1, P. Blankstone (Cooper), 186.8 s.; 2, B. Vawer (Mini), 193.7 s. Class 2: 1, M. Barber (Midget), 189.6 s.; 2, R. Heatherly (Midget), 201.2 s. Classes 3 and 4: 1, B. Pickering (VW), 212.8 s.; 2, P. Stanton (Herald), 218.7 s. Class 5: 1, D. Ward (TR3A), 212.1 s.; 2, J. Weston (Morgan), 273.9 s. Team Award: G. Cooper, P. Darbyshire and R. Wilkinson.

CATTERICK HILL-CLIMB Darlington and D.M.C.

A L'THOUGH the meeting suffered badly from several of the big names in hill-climbing not turning up, the Darlington and District Motor Club's National British Hill-Climb at Catterick on 12th May still saw a new hill record and several new class records—this time with new names taking the honours.

honours.

From a list of competitors much smaller than other Catterick hill-climbs for some time, young Geoffrey Gartside took prime honours and the £50 award for B.T.D. with a run of 38.56 secs. in his home-built Garford Junior, powered by a Cosworth 997 c.c. engine—a time well inside the former record set by Josh Randles with his Cooper Monaco last April at 40.95 secs. It was the first time Gooff Gartside had had he car out for about 12 months, having had gearbox trouble for some time, but this time the family—father Gordon has control of tuning—had the rather heavy car going really well. really well.

really well.

Their success might be a pointer to future successes. They have just completed another hill-climb car, this time powered by a V8 Daimler SP250 engine, but the car was not quite ready for competition.

The class for racing cars over 1,100 c.c. looked as though it contained a number of cars capable of beating the hill record, but unfortunately Phil Scragg (B.R.M.) and Jack Cordingly (J.B.W.-Maserati) were absent and Josh Randles—also fancied for a new record—was a non-starter in the large caparecord-was a non-starter in the large capa-

record—was a non-starter in the anglicity sports-racing class.

This left Keith Schellenberg strongly fancied for B.T.D., but after his first run, when he clocked a creditable 38.81 secs., he lost control of his Lister-Jaguar just after crossing the line and went off the road, damaging the steering and underside of the car, and putting paid to any hopes of improving on a second run. He still had improving on a second run. He still had second B.T.D.

T. J. Adair in his 1,098 c.c. Cooper-J.A.P.

took the class award for racing cars, up to 1,100 c.c., after Gartside's B.T.D.

The other classes also suffered by the lack



ARNOLD BURTON takes his Lotus Elan through the top hairpin at speed.

of quality entries, but nevertheless most of the class records were broken by those stalthe class records were broken by those stal-warts who did support the meeting. In the smallest capacity touring car class D. R. M. Kay's Anglia took first place by four clear seconds from J. N. Davison's rapid little well-tuned Renault 4CV, both of whom were trying really hard.

were trying really hard.

The special class for Cooper-Minis was won by Mike Wheatley's much-modified Team Speedwell Yorkshire car by three and a half seconds from Alan Staniforth's Austin with John Wadsworth third.

F. W. Smith's Lotus 7 had the legs of all the rest of a class of assorted Sprites, Spridgets and others in the class for sports and G.T. cars, up to 1,150 c.c., winning by nearly eight seconds from C. R. Maddick's Terrier. G. Durham's rapid Porsche Carrera sounded beautiful as it took the class for sports and G.T. cars, up to 1,600 c.c. W. A. Bell's Lotus Elite was second and lady driver Miss Jill Hutchinson was third in her Terrier.

lady driver MISS 311 Alexander in her Terrier.

Brian Waddilove got his E-type Jaguar—now going well after its modifications and lightening—really motoring to win the class for unlimited sports and G.T. cars in 39.91 secs., beating Alan Ensoll's rapid XK 120

Tommy Clapham and his Climax-engined Lotus 7 took the class for sports-racing cars up to 1,600 c.c. with a very good run in 39.79 secs. J. R. Brown's Lotus was second, and third was Campbell Dawson in a return to the propert of the sport of the sport of the second.

and third was Campbell Dawson in a return to the sport after some absence.

Keith Schellenberg took the class for the larger sports-racing cars in spite of his off-course excursion, with Phil Chapman (Chapman Mercury) second. The only remaining entrant in the class after the non-starters. Keith Moore, took his Fairley up in 39.04 sees, to clinch the award for racing cars, over 1,100 c.c.

So in spite of all the absences and the

So in spite of all the absences and the threatening weather, records were broken and the large crowd still had excitement and the large clowd and value for their money.

Peter Craven.

vou

Results

Results

B.T.D.: G. Gartside (Garford-Ford), 38.56 s.

Touring Cars. Up to 1,600 c.c.: 1, D. R. M. Kay (Ford Anglia), 47.34 s.; 2, J. N. Davison (Renault), 51.36 s.; 3, R. C. Little (Austin A40), 51.86 s. Mini-Cooper Class: 1, J. M. Wheatley (Morris), 44.90 s.; 2, A. Staniforth (Austin), 49.72 s. Sports and G.T. Cars. Up to 1,150 c.c.: 1, F. W. Sports and G.T. Cars. Up to 1,150 c.c.: 1, F. W. Smith (Lotus 7), 40.95 s.; 2, C. R. Maddick (Terrier), 48.62 s.; 3, J. S. H. Ross (Lotus 7), 50.40 s. 1,151-1,600 c.c.: 1, G. Durham (Porsche Carrera), 42.96 s.; 2, W. A. Bell (Lotus Elite), 43.39 s.; 3. Miss J. Hutchinson (Terrier), 44.37 s. Sports and G.T. Cars. Over 1,600 c.c.: 1, B. R. Waddilove (Jaguar E-type), 39.91 s.; 2, A. Ensoll (Jaguar XK 120), 40.77 s.; 3, C. G. Gray (Austin-Healey 3000), 41.86 s. Sports-racing cars. Up to 1,600 c.c.: 1, T. R. Clapham (Lotus 7), 38.79 s.; 2, I. R. Brown (Lotus), 40.37 s.; 3, C. B. Dawson (Lotus 11), 41.91 s. Over 1,600 c.c.: 1, C. K. W. Schellenberg (Lister-Jaguar), 38.81 s.; 2, J. B. Chapman (Chapman Mercury Spl.), 40.37 s.; 3, E. M. Gray (H.W.M.-Jaguary), 42.85 s. Racing Cars. Up to 1,100 c.c.: 1, T. J. Adair (Cooper-J.A.P.), 42.37 s.; 2, R. J. Prest (Kieft-Vincent), 42.43 s.; 3, J. McLachlan (Elva), 43.63 s. Over 1,100 c.c.: 1, K. J. Moore (Fairley), 39.04 s.

OXFORD M.C. WALTER RALLY

THE Oxford Motor Club had the temerity THE Oxford Motor Club had the temerity to compete with the Daily Express by holding their 8th Walter Rally on 11th/12th May. Despite the earlier attraction, 11 crews from Oxford and eight from the Craven Motor Club, with whom it was co-promoted, started from the Rowstock Crossroads Garage at 9.30 p.m. After a 7-mile "run in", the route went into a 4 minuter on the white over Brightwalton Common, which caught out nearly all the novices, plus one of two expert crews. or two expert crews.

That little surprise over, competitors were

taken east and then south, mainly by route taken east and then south, mainly by route checks, onto 168 near Thatham.

At control 16, the end of section 1, trouble set in. No marshal being apparent, the Clerk of the Course, Chris Hawgood, was compelled to leave his brother to cope while he continued round the course paying

was compelled to leave his brother to cope while he continued round the course, navigating himself, to put out boards, etc. He now fully understands SSR. D.17. because before long he found himself perched on a bank through a gap in a fence!

At control 16, competitors were given an undistanced Tulip card to follow on the A.B.C. section. On this system there are, at unspecified points, pairs of controls (A and B) with a half-mile between them. Cars are held at A until nearly the end of the minute of arrival, and must arrive at B before the end of the next minute. There are no penalties at A controls, and Bs are only considered in relation to the previous A. Only at the end of section C control is the scheduled time and location specified. The A.B.C. section seemed to meet with is the scheduled time and location specified. The A.B.C. section seemed to meet with everyone's approval, although one or two cars were slowed by the photographer at the Sydmonton Common ford (3 inches). The interesting AB pair at Sydmonton Hill was unfortunately scrubbed due to lack of a marshal, but the green road up Bradley Hill, and the white through Stubbs Copse caught a few people. The beauty of this system is that although there are no route checks, the navigator must still be sure exactly where he is when he happens on a control. It was on this section that Martin Coombe/Kelvin Lucy were lost, never to be seen again, John Edwards/Jim Maycock missed the slot to Control 26 and thereby dropped 13 minutes, and the Pattisons were unlucky enough to miss the slot at Bradley Hill, and such was the route that they were forced to wrong approach at 25, and could not visit 26 without turning round—tricky!

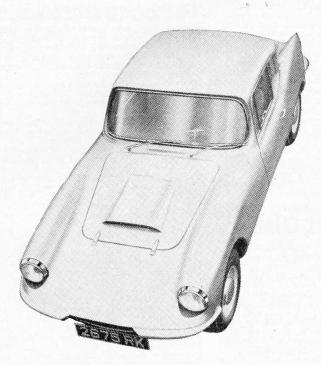
forced to wrong approach at 25, and could not visit 26 without turning round—tricky! Section 3 was frankly boring, enabling most crews to wait at least 15 minutes at control 44. Designed by Chris Hawgood as an Eight Clubs to give marshals time to move, his regrettable incident earlier led to the fact that even the code boards and scramble hoard were missing.

to the fact that even the code boards and scramble board were missing. However, he was forgiven immediately competitors booked in at 44, where they were given 2½ inch maps of Savernake Forest with the locations of all controls and nogoers marked. After 14 minutes on the A roads to avoid Great Bedwyn (Chris has got anti-black spotitis) there were 14 time controls in 13 miles (1,3,3,5,3,1,2,1,1,2,2,2 and 1 minuters) in an area 2½ miles square. This was called the Scorpion Section, because if you didn't step on it, it was sure to get you didn't step on it, it was sure to get

The maze of roads in Savernake caused The maze of roads in Savernake caused much wrong slotting; even Ken Coombes lapsed momentarily, until he saw Mary Goodman backing out. Mary later lost her brakes on the final 1 minuter, and went straight on at T, luckily at one of the few places with no trees. The marshal at the final control was able to mark the Scorpion time cards before the next car arrived in every instance. These cards have all possible times of arrival at each control in vertical columns, so that scheduled time is the top time in each column. A car cleaning the columns, so that scheduled time is the top time in each column. A car cleaning the section will have circles marked by the marshals in a horizontal straight line, so it is possible to see at a glance if time is lost.

C.H.

Results
1, David Street/Ken Coombes (Vitesse), 0
penalties: 2, Murray Rippon/K. Ballard (Anglia),
10; 3, Morris Bishop/David Lockyear (TR4), 10;
4, Mary Goodman/Bryn Harvey (Austin-Cooper),
50. Novices Award: Hugh Wilmott-Griffiths/
Rodney Spokes (Turner), 160.



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CORRESPONDENCE

May I give vent to some feelings on the financial aspect of motor racing in general and club racing in particular?

I am a competitor in my fourth season of motor racing, I own my own car and race it myself. It has cost me a great deal of money and time which I can ill afford. It is a respectable G.T. car and quite an attractive one, being the first of its kind to race in this country. It is a fully tweaked Lotus Elan.

It is a fully tweaked Lotus Elan.

In order to race this expensive piece of machinery—if the organizers can fit me in—I have to pay £2 or £3 per event I wish to enter, haul the car on to the trailer and crawl many expensive miles to the circuit, provide accommodation for a night stop, burn up fuel and tyres at an indecent rate during practice and in the race, to say nothing of the distinct possibility of stepping out of a worthless heap of glass fibre and steel if it is "shunted". If I survive these pitfalls to pocket and person, and manage to get in the first three equally expensive cars across the line, I am presented with a tankard or some such token of esteem.

I have competed at club events where the public attendance is as

I have competed at club events where the public attendance is as high as 40,000, so work out the revenue for yourself.

Last season in your splendid magazine spectators were complaining about admission prices. This season let's have a "Competitors complaining about cost of motor racing entries".

I am told by a certain club secretary that "it has been agreed that no starting money be paid at club events". I think this is a pernicious and unfair system. Before there is a general outcry from organizers, let me make some constructive suggestions instead of just complaining.

Increase the entry fees to, say, £10 per meeting, but make this sum refundable on appearance at practice. This would discourage the large number of "non-appearers" at events where perhaps others have been turned down due to over-subscription, and would recompense those who have made the effort to get to the circuit. Then I would suggest a standard starting sum of, say, £5 for each car to compete at the meeting. Surely this wouldn't break the club organizes who have a revenue of up to 40,000 people paying an average of maybe 10s. each or more to get in and spend at the goodie stalls on the track, who have a revenue of up to 40,000 people paying an average of maybe 10s, each or more to get in and spend at the goodie stalls on the track, not to mention the concession revenues from hot dogs, ice-cream, shops, etc., and any TV rights. Please let's have some prize money at these club events, for whilst it's very pleasant to drink beer out of a trophy tankard, one of mine has cost about £400, which is a bit steep! As for national and international events, these are big business and politics, where the private entrants have to scrabble for what little starting money is left after the big boys have had their whack. I would suggest the previously mentioned entry fees be applied, and though the prize money is rather feeble, the teams do deserve the lion's share of the starting money, but please leave a bit for us private entrants.

entrants.

I would be genuinely interested to hear the comments of any organizer, and any counter suggestions he may have, or anyone who has strong feelings on the subject. I race because I like racing, but it would help if one's efforts were financially appreciated. I suppose now I will have considerable difficulty in getting entries, but I had to get this off my chest.
Panshanger Aerodrome, Hertford.

WHILST it was very pleasant to see my name mentioned as the winner of the 750 Formula Race at Oulton Park on 4th May, I must correct Francis Penn.

The honour of winning must go to my 19-year-old son David who drove the car in the 750 Formula event.

Colwyn Bay, North Wales.

Colin Berry.

Silverstone Commentary

We are keen racing enthusiasts and have attended many meetings over the years. On 11th May we were at the Silverstone International and whilst the racing was excellent, some of the other services were far below the standard expected for such a meeting. In our view, the commentary as we heard it from Copse left a great deal to be desired. The commentator on the start line seemed to be acting as a policeman before every event, ordering people off the grid even before the five-minute warning klaxon had sounded. Whilst we appreciate the safety measures necessary, surely the paying spectators do not have to be subjected to such prolonged officialdom. Before a race starts is the time to issue information regarding non-starters, cars, the drivers and practice times, but for the International Trophy no pre-race build-up was provided, no non-starters were announced and only some very general facts (already printed on the programme) were given.

An instance which we found most irritating was as the three-minute klaxon sounded, the commentator announced that two children were waiting for their parents under the Motor Bridge. This trivial information at such a tense, exciting moment prior can important race is intolerable, and as the commentator concerned could not provide any interesting or correct information (such as

an important race is intolerable, and as the commentator concerned could not provide any interesting or correct information (such as details of the new Ferrari) he should have remained off the air.

We would suggest that the B.R.D.C. seriously consider the deficiencies of the commentary before the Grand Prix in July, because the effort was far below that expected of an International.

R. J. Rennie, I. S. Camber, J. W. Smith Fetcham, Leatherhead, Surrey.

and W. J. Armstrong.

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

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TH OVERALL:

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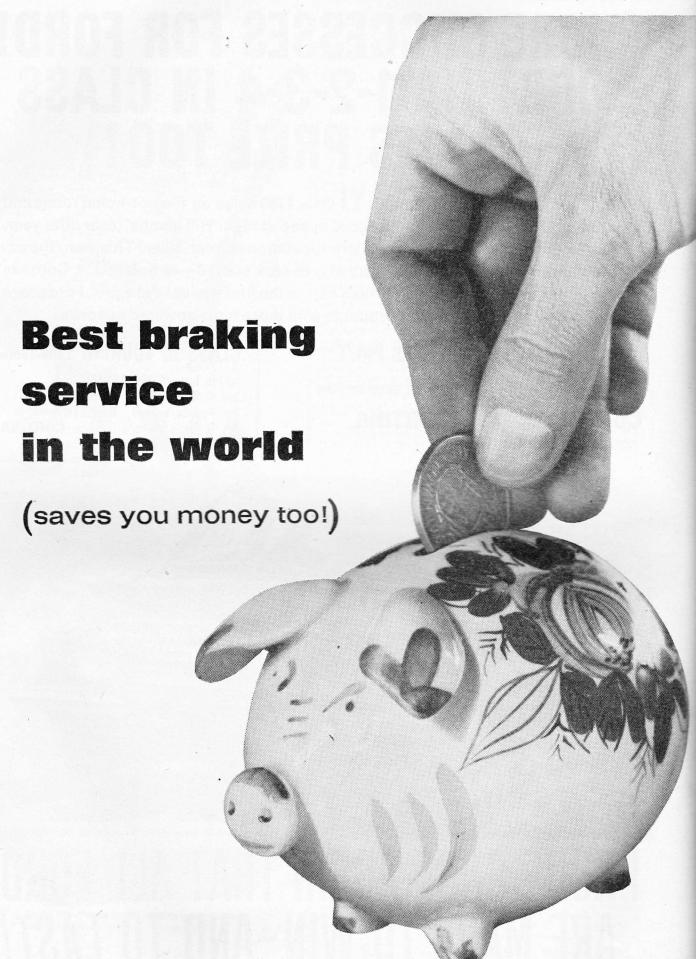
1st H. Taylor/B. Melia CORTINA

2nd P. Moss/A. Riley CORTINA 3rd P. Riley/T. Nash CORTINA

4th D. Seigle Morris/B. Hercock CORTINA

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COVENTRY & WARWICKSHIRE M.C.

CHURCH LAWFORD SPRINT

THOUGH the memorable days of Mancetter Hill-Climb have become a thing of the past, the Coventry and Warwickshire Motor Club, never one to rest on its laurels, looks set fair to continue its tradition of fast and furious speed events with sprinting at Church Lawford. The meeting on 12th May over the 1.6 mile roughly triangular course, was over-subscribed, and although a very high wind and chilly conditions did nothing to help the day along the sport was nothing to help the day along, the sport was outstanding, producing a remarkably inter-esting battle for the major honours of the

day.

Ray Terry (who, it will be recalled, was not among the favoured at Prescott!), running his very special Arden-tuned all-independent Lotus-Climax 7 in the unlimited independent Lotus-Climax 7 in the unlimited racing class, made an unflurried and tidy B.T.D. in 44.59 secs., confounding all manner of worthy opposition, including Ian Mc-Laughlin who, trying with the yellow Cooper Twin as only Ian can, was unable to improve on 45.00 secs. Hargraves, with his ex-Peter Westbury Cooper-Daimler, was not seast as had been articipated and even as fast as had been anticipated, and even Josh Randles's semi-nude Cooper Monaco, with 45.99 secs., was unable to come to grips with the little red Lotus. The second runs saw Randles withdraw with transmission bothers; McLaughlin was fractionally slower and Terry, despite having B.T.D. safely sewn up, decided to have a real go but succeeded only in getting in amongst the bales, to the detriment of the car's sharp

end.
As usual, the small racing class provided a good deal of interest. Mike Ledbrook's M.J.L. Cooper (originally a Mk. 8 Cooper Norton, but nowadays rather more Ledbrook than Cooper) had a difficult day with a fractured rear wishbone in practice. Subsequently the car shed chains indiscriminately, and came to a halt once with carburation trouble, but these embarrassments did nothing to prevent it from returning a very brisk ing to prevent it from returning a very brisk 47.86 secs, for a conclusive class win under Mike's guidance, while Miss Sue Ledbrook

also took it round in a very determined fashion indeed. Colin Priddey's Mk, 8 Cooper-J.A.P. came into second place with 50.26 secs., while George Smyllie, with 53.63 secs. took third place in the ex-Gordon March Mezzolitre, which makes a welcome re-appearance. The Junior class was not, on this occasion, dominated by Austen May who is clearly not yet completely May, who is clearly not yet completely happy with his ex-M.R.P. Cooper. Tom Jones's Envoy dropped its coolant in pracand was withdrawn.

tice and was withdrawn.

The amalgamated sports-racing classes were another Terry benefit, the Lotus getting down to 44.96 secs. Richard Neal's one-and-a-half-litre Super Seven was experiencing gearbox gremlins, Josh Randles's Cooper coasted to a standstill and then retired, and it was left to Paul Ivey's Speedsport Lotus Seven, the smallest capacity car in the class to return a stirring 47 64 secs. in the class, to return a stirring 47.64 secs.

for second place.

In the G.T. classes Roger Mac had a In the G.T. classes Roger Mac had a good day by any standards, taking the small class in 53.63 secs. with his attractive silvergrey Sebring Sprite and then going out again in his E-type to clock 48.69 secs. in the unlimited class to take the award from Bob Rose, who got his very rapid Lotus Elite round in 49.07 secs. on his first run and then did an unmentionable on his second.

HOWARD BILEY. Results

Results

B.T.D.: R. Terry (Lotus-Climax 7), 44.59 s.
B.T.D. by C. & W.M.C. Member: I. McLaughlin (Cooper-J.A.P.), 45.00 s. Production Touring up to 1,600 c.c.; 1, B. Ryder (Mini-Cooper), 56.54 s.; 2, A. May (Austin Mini), 58.04 s. Unlimited and modified Production Touring: 1, J. Wales (Alexander Mini), 51,34 s.; 2, R. Hickman (Mini-Cooper), 52.71 s. Sports and G.T. under 1,200 c.c.: 1, R. Mac (Sebring Sprite), 53.63 s.; 2, P. Bryne (M.G. Midget), 57.33 s. Unlimited Sports and G.T.: 1, R. Mac (Jaguar E-type), 48.48 s.; 2, R. Rose (Lotus Elite), 49.07s. Sports-racing under 1,200 c.c. and Unlimited: 1, R. Terry (Lotus-Climax 7), 44.96 s.; 2, P. Ivey (Lotus-Climax 7), 44.96 s.

1er RALLYE DE LA ROUTE DE LA MER



ON THE FRONT at Dieppe is the Etype Jaguar of Ken and Peggy Barrow which made B.T.D. at the hill-climb.

An unusual event for the British rally calendar took place on 11th-12th May. Organized by the Automobile Club de l'Ouest—yes, the Le Mans organizers—the ler Rallye de la Route de la Mer took place in France, being centered on Dieppe. Half the entry of 45 consisted of members of the London Motor Club.

of the London Motor Club.

For the rally, which was intended to be primarily a social and friendly family event—no protests were allowed—the English contingent left Newhaven on Friday, in the charge of Rene Boucher, to be greeted by Raymond Rousseau, the clerk of the course. After a reception by the Mayor of Dieppe, a film show was seen which included the 1962 24-hour race and a short history of the London Motor Club.

Motoring started on Saturday mid-day, with the first of six driving tests being on the front. For the road sections, by route card with road numbers, no average speed was set, but the closure times of the controls were given. The route extended to the outskirts of Paris on Sunday.

Next followed a hill-climb of 1 km. approximately (with a manoguring test!) and

Next followed a hill-climb of 1 km. approximately (with a manoeuvring test!) and best time was set by Ken and Peggy Barrow (E-type) in 45 secs. On Saturday night, before the cocktail party, the leader was M. Herouard. Secret checks were set up to ensure the route was followed—a surprising number of people were caught, including John and Joan Preddy—lady navigators vous connaissez!

By Sunday the Hillman Imp of Ian Grant/ Charles Lewis had more miles on the clock and fewer marks on the tests and Ann Davis, who had never driven on the Continent before Friday, and Ann Colvin (Mini-Cooper) were on the way to the Ladies' Prize and fourth place in general classifica-

However, the old firm of Sokel/Harmer (Mini-Cooper) was not to be denied and they were the eventual winners, the Sunday

they were the eventual winners, the Sunday tests favouring the smaller cars, although Ken and Peggy Witheman (TR4) were equal best at Gournay.

Second was the Alpine Le Mans of Lefebvre/Cheinisse and on Monday the author had the opportunity of seeing several Alpines being prepared for Le Mans at the establishment of the above in Dieppe

Alphies being prepared for Le Mails at the establishment of the above in Dieppe.

Next year it is hoped to repeat the enjoyment with a similar but larger event. Everyone received an award—or more,

JOHN PREDDY.

Results

1, Sokel/Harmer (Mini-Cooper); 2, Lefebvre/Cheinesse (Alpine); 3, Grant/Lewis (Hillman Imp); 4, Ann Davis/Ann Colvin (Mini-Cooper). Ladies' Prize: Davis/Colvin (Mini-Cooper).

SPORTING VW C.

DRIVING TESTS

FOLLOWING a successful programme of Following a successful programme of production-car trials during the winter months, the Sporting VW Club ran a driving tests meeting on Sunday. 12th May. The venue was Woolwich Gun Park, which has a very interesting loose "ball bearing" surface, enabling the winner, Mike Hayward, to perform some spectacular and effective handbrake turns, his Beetle displaying the addition of "lightness" since its trials appearances.

On the first test, however, which had

On the first test, however, which had provision for five such turns alternately left and right around pylons, best time went to David Land with 36 secs., followed by Eric Smith's 1500 in 36.2 secs. Test two involved putting rear wheels only across each of three lines and several competitors failed due to lines, and several competitors failed due to crossing with front wheels (or no wheels!). Hayward was quickest on this, and on the next test, which was a variation on the ever-decreasing-circle manoeuvre. Peter Noad wrong-slotted, which must prove something about navigators who start driving! The remaining four tests were most popu-lar with competitors, being the fast slalom

type with widely spaced chicanes, which were just on in second without lifting for the brave drivers. Best times were shared by Peter Noad, David Land and assistant clerk of the course Mike Bryant, who demonstrated the tests in his Mini. The gravelly surface resulted in some exciting drifts through the chicanes.

PETER NOAD,

Res^{*}lts

1, M. Hayward (VW 1200), 223.8 s.; 2, E. Smith
(VW 1500), 232.6 s.; 3, D. Land (VW 1200),
238.2 s.; 4, P. Noad (VW 1200), 243.4 s. Best
Novice: B. Ashworth.

WARRINGTON & D.M.C. DAFFODIL RALLY

THE Warrington and District Motor Club's Ninth Daffodil Rally, run on 11th/12th May, enjoyed an unexpectedly high-class entry, including, though regrettably a non-starter, Sir Peter Moon and John Brown in a Cortina G.T. The Clerks of the Course, Stuart Gray and Allen Marshall, had promised a free drink to any crew cleaning the first five sections, so it was to be expected that these would be tight, tough as well. In fact only be expected that these would be tight, tough and possibly rough as well. In fact, only Bob Lamb/Tony Mason (Humber Sceptre). David Pollard/Tony Baines (Rapier) and Ron Wilson/Barry Potts (Anglia 1200) qualified for the free beer! After this initial dash of 2-3-4-3-2, the pressure eased somewhat until T.C.15, where the organizers had discovered a track, hitherto unknown even to such local navigators as Yvonne Hilton, driven by Geoff Hutchinson (SAAB). This track, which ran through 110/780478, was used to fine advantage in a 1-3-1 sequence, where the "yumping" competitors were watched by an enthusiastic

110/780478, was used to fine advantage in a 1-3-1 sequence, where the "yumping" competitors were watched by an enthusiastic farmer and his children.

The second half of 90 miles with 26 controls in the Leek/Macclesfield area proved to be cleanable only by Reg. McBride, the eventual winner. One section included an "impassable" ford in its shortest route, most crews dropping two or three route, most crews dropping two or three minutes, while Roy Dixon/Dave Ralphs ignored the warning and cleaned it. Bob Lamb and Tony Mason deserve special mention for their third place, outside their usual territory, while Gordon Lightfoot/Clift Jones, the novice class winners, dropped only 19 minutes at the half-way, and were then up with the experts! Mary Baines.

Results
1, R. McBride/D. Barrow, 4; 2, R. Wilson/B. Potts, 7; 3, R. Lamb/A. Mason, 7; 4, D. Pollard/A. Baines, 8; 5, M. Thomas/T. Williams, 13; 6, J. Robertson/Robertson 28.

MIDDLESBROUGH & D.M.C. SPRING RALLY, 5th MAY

Results

1. K. Spence/J. W. Strong, 104 points lost; 2, C. E. Ashby/A. L. Myers, 135; 3, B. G. Potter/J. D. Heap, 145; 4, P. J. Mallon/W. Kendrick, 175; 5, C. Thompson/K. N. Winn, 175; 6, J. Liddle/G. Brown, 190.

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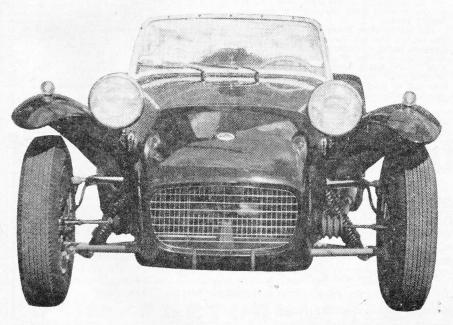
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GOODWOOD MEMBERS' MEETING

BY PATRICK BENJAFIELD

IT was a windy and rather cold day at Goodwood on Saturday, but it stayed dry and quite a good crowd watched some interesting racing which began with a ten-lap sports car race for three categories—unlimited, up to 1,200 c.c. and up to 1,000 c.c. On paper it looked as though John Coundley would walk this race if everything was right, as they were admittedly trying things out after the car's first proper run at Silverstone a week ago. However, John's hand went up at the start, and he was eventually pushed off only to be disqualified, but not before he had run through the entire field and finished a clear "winner". Excluding the above Sid Fox led with his Lola initially only to run into gearbox bothers, and on lap two Chris Williams got his Lotus-Ford in front, where he stayed bar Coundley. He was chased hard by Mike Warner (Lotus 23B). There were a good many incidents of one sort or another during this race, which included Peter Dodd considerably modifying the rear of a rather new E-type against the bank at Woodcote, and also the most alarming-looking accident which befell John Haynes at Madgwick when he appeared to go almost straight on when approaching the bend to end up striking the bank very hard indeed. Although taken to hospital Haynes was later reported to be comfortable, though suffering from minor shock and concussion. reported to be comfortable, though suffering

Although taken to hospital rayries was later reported to be comfortable, though suffering from minor shock and concussion.

Three classes of G.T. cars appeared next and Kevin Keegan's little Lotus Elan scuttled away from the start to establish an immediate lead. Bob Duggan tried very hard in his Elite and, indeed, he set fastest lap.

A five-lap qualifier for the Spring Grove saloon car championship followed and the small-car class consisted of a mass of Mini-Coopers, one "ordinaire" Mini and some A40s. The big-car class looked a cinch for Mike Pendleton's fast 3.8 Jaguar who established an immediate and completely unassailable lead. But he was very hotly chased by John Fenning in W. D. Sawyer's Morris-Cooper. Terry Nicholls and John Lewis, both in Mini-Coopers, had a tremendous scrap right through the race and were never separated by more than a few yards.

A ten-lap race for Formule Libre and Formula Juniors produced a very interesting scrap between Bill de Selincourt in John Coundley's Lotus 19, which this time answered the button, and David Prophet in his Brabham Junior. At first Prophet took quite a good lead and it did not look as though de Selincourt was going to be able to do much about it, but at half-distance he closed right up. On lap six he tried to get by on the approach to St. Mary's, pushing Prophet to the limit. Anyway, Prophet spun at Lavant corner, though it is probably doubtful if he could have held off the Lotus 19 much longer, as although he tried to come back and made fastest lap he was not making a great deal of impression. Chris Williams (Lotus 23) and John Mew (Lotus 20) had a very good scrap for third and Williams (Lotus 23) and John Mew (Lotus 20) had a very good scrap for third and fourth places until Mew's car went sick with fuel pump bothers on the ninth lap. The unfortunate Prophet was penalized for his excursion on to the grass at Lavant to the tune of one minute, which let Williams up into second place with Alistair Welch's Lotus-Ford third some way behind. Prophet still managed fourth place

into second place with Alistair Welch's Lotus-Ford third some way behind. Prophet still managed fourth place.

At the outset of the marque scratch race, Ray Meredith led for the first of the five laps with his well-known Morgan, but developed some minor trouble. Jonathan Harris took his Austin-Healey 3000 into a lead he was not to lose with Neil Dangerfield's TR4 close behind in second place. There was, however, an odd start-line incident. John Dangerfield (Morgan) developed immediate trouble as the flag fell, and instead of raising his hand and staying where he was, on the front of the grid, attempted to pull off the course to the right. He was, of course, shunted from the rear by someone farther back.

The first of three handicaps followed. By the second lap Ian Campbell-Grant (Mini-Cooper) began to establish a good lead and it seemed doubtful if anyone would catch him. Alan Allard began to make a lot of progress with his Allardette, but the issue was still in doubt until very near the end, the Allardette winning by a mere 1.8 secs.

A NASTY SIGHT greets T. J. Lalonde (Marcos) as he enters the chicane. Simon Scrimgeour has spun his G.S.M. Delta midway. Both Lalonde and Buchanan-Michaelson (Fiat-Abarth) had to take avoiding action.

Mike Beard had much too much to do in the next one, Bobby Buchanan-Michaelson having it all his own way in his Fiat-Abarth although Kevin Keegan was driving his Lotus Elan like the wind and towards the fourth lap began to come well through the field. However, perhaps his foot was a little too heavy as on the last lap disaster struck and a rod went through the side.

Mark Fielden, off the limit, had the last race well buttoned up in spite of removing some of the wattle during his progress.

Results

Results

Sports Cars (10 laps). Overall Winner: C. M. M. Williams (Lotus-Ford 23). Up to 1,000 c.c. Class: 1, E. N. Grace (Ginetta-Ford C4), 83.40 m.p.h.; 2, R. P. Hogarth (Lotus-Ford 7); 3, B. D. L. R. Smith (Lotus-B.M.C. 7). Fastest lap: Grace, 1 m. 38 s., 88.16 m.p.h. 1,001-1,200 c.c. Class: 1, C. M. M. Williams (Lotus-Ford 23), 90.42 m.p.h.; 2, R. K. Parsons (Lotus-Ford 23), 3, A. J. Welch (Lotus-Ford 23). Fastest lap: Williams, 1 m. 33.4 s., 92.50 m.p.h. Over 1,200 c.c. Class: 1, M. Warner (Lotus-Ford 23B), 89.96 m.p.h.; 2, T. Fletcher (Lister-Jaguar),; 3, R. Peel (Elva-Alfa Romeo Mk. 6). Fastest lap: J. O. Coundley (Lotus-Climax 19), 1 m. 30.4 s., 95.57 m.p.h. Grand Touring Cars (10 laps). Overall Winner: K. Keegan (Lotus Elan). Up to 1,150 c.c. Class: 1, B. L. Bennett (Turner-Climax), 80.73 m.p.h.; 2, M. J. Donegan (Lotus-B.M.C. 7 GT); 3, R. Buchanan-Michaelson (Fiat-Abarth 1000). Fastest lap: Bennett, 1 m. 45 s., 82.29 m.p.h. 1,151-1,600 c.c. Class: 1, K. Keegan (Lotus Elam), 85.27 m.p.h; 2. E. R. Duggan (Lotus Elam), 85.27 m.p.h; 2. E. R. Duggan (Lotus Elie); 3, H. Stiller (Lotus Elite). Fastest lap: Duggan, 1 m. 39.6 s., 86.75 m.p.h. Over 1,600 c.c. Class: 1, J. Dangerfield (Morgan Plus 4); 3, M. D. C. C. Campbell (Triumph TR4), Fastest lap: Benedit, 1 m. 43 s., 83.88 m.p.h. Saloon Cars (5 laps) Overall Winner: M. Pendleton (Jaguar 3.8). Up to 1,200 c.c. Class: 1, J. E. Fenning (Morris-Cooper), 78.86 m.p.h.; 2, T. N. Nicholls (Morris-Cooper), 78.86 m.p.h.; 2, T. N. Ratest lap: Pendleton, 1 m. 46 s., 81.51 m.p.h. Formula Junior Class; 1, D. M. D. Prophet (Brabham-Ford), 1 m. 31.4 s., 94.53 m.p.h. Marque Scrutch Race (

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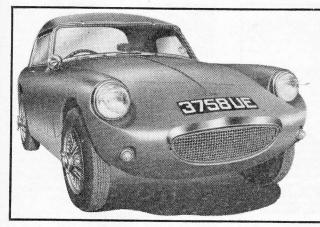
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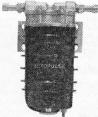
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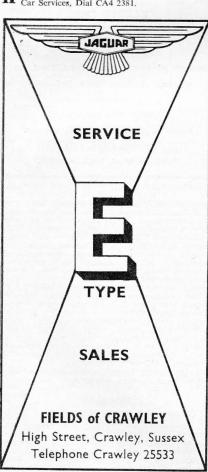
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Classified Advertisements-continued LOTUS-continued

LOTUS—continued

1959 LOTUS Elite. Stage III Climax. 24,500 miles, dark blue. £745.—Douglas Hull Ltd., Finmere, Nr. Buckingham. Finmere 261.

1956 MARK VI, 1172 engine. £125.—Fletcher, 27 Handley Road, Bramhall, Cheshire.

239 can buy you an Ex Le Mans Elite complete with all racing modifications together with all original trimmings. This car has gained four awards this season and now requires a new body which can be supplied for an extra £450.—Contact Don Marriott, 35 Sussex Street, E.13. (Clocktower 1393 or East 4811.)

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M INI BODY—See under Wanted.

MORRIS Cooper, 1962, blue, modified engine and suspension for competition. £525 o.n.o. Preston 57933. Wheels and racing covers also available.—Box 8943.

SEPTEMBER, 1961. Morris Mini van, 20,000 miles. Mangoletsi head twin 11 ST7

Smiles, Mangoletsi head, twin 1½ SU carbs., complete straight-through exhaust system, Speedwell 3-branch manifold, S.P. tyres. Many other extras. Beige. £250 o.n.o.—Wilmslow 5824 (even-

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Gravesend, Kent.

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Moore tuned. Spares include Arnott
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—Croydon 1786.

Croydon 1786.

1960 SUNBEAM Alpine, 22,000, red, black hard top, overdrive, heater, seat belts.—
Presson, Thorpe, Ashbourne, Derbys (Thorpe Cloud

SUNBEAM Series IIIA convertible. 1955 SUNBEAM Series IIIA convertible. Finished opalescent grey. Bills for over £100 recently spent on this car making it mechanically perfect. £255.—"Autoport", 201 Romsey Road, Southampton. Tel.: Southampton 75386.

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HERALD 1200 high lift camshaft, twin SUs, inlet exhaust manifolds, special valves, etc., new water, oil, ammeter gauges. Offers.—Girvan, Old Rectory, Ashtead 3057, Metropolitan 9061.

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TR2 1955, front n/s damage, £85 or will break.—Byron 1530 after 7 p.m.

TR2 1955, B.R.G., red trim, twin spots, radio, heater, tonneau, Michelin X tyres, immaculate. £295.—Phone: Colchester 4815.

TR3 Gearbox, £30. Disc wheels, 30s. each. TR2 SU carbs and manifold, £7 10s. New front shock absorbers, £3 pair. Wire wheels, £4 each. 5.00-5.25 15 ins. D9s, £2 each. Adjustable woodrim steering wheel, as new, £5.—Staines 52006.

TURNER

TURNER

TURNER-CLIMAX, 1,098 c.c., hard top, soft top, tonneau cover, wire wheels, discs, close ratio box, 15,000 miles, excellent condition, £600 o.n.o.—Laverton, Monkey Lodge, Freston, Ipswich (Woolverstone 303).

1962 TURNER-CLIMAX 1100 sports and G.T. saloon. Stage III F.W.A., SUs., discs, wire wheels, oil cooler, hardtop, D9s, "A" type c/r gearbox. Fully lightened and modified to team Turner spees. Sister car to "Tatty Turner." £750. Also available with Webers, "B" type c/r gearbox, or less engine.—Contact Team Turner, Derby 42083.

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1962 TURNER-CLIMAX 1220 sports. Ermine
white, black hood and upholstery,
Microcell seats, tonneau, rev. counter, sliding side
screens, 9,000 miles only. One owner. Perfect.
650.—Motorway Sales (Derby) Ltd., Friargate,
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1961 TURNER-CLIMAX 1100 sports. Ermine
white, black hood, red upholstery. Red
hardtop. Discs, wire wheels, rev. counter, 13,000
miles, One owner, £565.—Motorway Sales (Derby)
Ltd., Friargate, Derby. Tel.: Derby 42083.

1961 TURNER-CLIMAX, 13,000 miles, perfect.—A. Hockenhull, Steele Grange,
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(Continued overleaf)



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AUSTIN-HEALEY 3000. Choice of six carefully chosen 1959-61 models, various colours and various extras, five with hard tops, from

with hard tops, from £585

AUSTIN-HEALEY 100/6, 1958. Choice of three cars in red, white or yellow, all with every extra, from £465

JAGUAR XK140, late 1955. In eggshell blue with matching upholstery, fitted with overdrive, heater, spot lamps and other extras. £425

lamps and other extras.

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M.G.A 1600 F.H.C., 1950, in exceptional order throughout, finished in beige with red interior trim, every fitted \$555.

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TR3A, 1961. A one owner car in white with red trim, fitted overdrive, heater, discs, etc. Choice of two. £595

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JAGUAR XK150 F.H.C. 1959. Mist grey with red interior, extras include heater, overdrive, triple spots, etc. £595

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M.G.A 1600, 1959. A very well kept example, finished in red with X tyres, tonneau, adjustable steering, etc. £495 LOTUS ELITE. Finished in distinctive almond green with white top. This car has been completely renovated and is indistinguishable from new.

and is indistinguishable from new.

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M.G.A 1600 ROADSTER in spotless pale blue with black interior trim. A 1960 car with various extras. £565

PORSCHE, 1955, blue with red interior, fitted extras include radio, Reutter seats, spots, etc.

£845

SUNBEAM ALPINE. In moonstone gray with rad trim. SUNBEAM ALPINE. In moonstone grey with red trim,

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1500 c.c., 4-wheel independent suspension, superb roadholding, including three spare engines and gearboxes, etc. £350

Most Formula Junior cars less engine and gearbox considered in part exchange, BOX 8954 suitable cash adjustment.

Classified Advertisements-continued T.V.R.

T.V.R.

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upholstery, wire wheels, belts, heater, fan, windscreen washers, one owner, 10,000 miles. £700
o.n.o.—Mill, 151 Portland Road, W.11. Tel.:
Park 2908 (evenings).

1962 T.V.R., Mk. IIA, M.G.A engine; finished
in crimson with tan interior, 10,000
miles, extras include heater, screenwashers,
laminated screen, seat-belts, racing wing mirrors.
Supplied and maintained by us, £695.—Tony
Brooks Ltd., Brooklands Road, Weybridge, Surrey.
(Tel.: Byfleet 43291).

1960 T.V.R., red with black interior, M.G.A
engine, many extras, superb condition.
£495.—J. Ellis, 120 Sheen Road, Richmond,
Surrey. RICHMOND DASS PRINCESS.

VANDEN PLAS PRINCESS

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RUDDS offer used and new Volvos from stock. Specialized tuning and accessories for Volvo.—High Street, Worthing 7773.

GOLD SEAL-CAR CO. LTD.

253 NEW CROSS ROAD, S.E.14

Telephone New Cross 7433 and 3980 South London's Leading Sports Car Specialists

£675 1961 TR3A, fitted with wire wheels, overdrive, Lawrence head, four branch manifold, high lift camshaft, bodywork in old English white with black trim. One owner from new, mileage recorded 13,000.

£865 T.V.R. Grantura, 1962. 1600 M.G.A unit. This car is the actual car shown at the 1962 Racing Car Show and is beautifully finished in B.R.G. with white leather interior.

£595 1960 Mk. II Sunbeam Alpine, moonstone with black interior. Extras include wire wheels, hard top soft top, overdrive, radio, heater, etc.

£585 1961 M.G.A Roadster, old English white with red interior. A low mileage car in excellent condition throughout,

£545 Dec. 1960 T.V.R. Grantura, Ford 105E engine, finished in pale blue with black interior, faultless condition throughout, various extras.

£495 Peerless, late 1959, finished in B.R.G. with black interior. Host of extras which include Webasto sunroof, overdrive, radio, twin spots, Michelin 'X' tyres.

£465 1960 Elva Courier, finished in apple green. M.G.A 1600 engine. Wood rimmed wheel, heater, Michelin 'X' tyres. Low mileage.

£395 1957 M.G.A Roadster, finished in red with black upholstery. Wire wheels, heater, etc. Excellent

£395 1959 Austin-Healey Sprite. B.R.G. with black hard top. Rear seat conversion. Modified engine. Michelin 'X' tyres, heater, Ashley bonnet. Excellent

£245 M.G. TD. A much above average example in maroon with beige interior. Choice of another at £195. £235 Lotus Six in Concours condition throughout. Modified Ford engine, close ratio gears. Full weather equipment, etc.

£145 Lea Francis, 2/4-str. tourer. Beige with natural hide interior. Twin spots, safety harness. Excellent condition throughout.

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1962 VOLVO 122S B18 (large engine) 8,000 miles from new. Finished blue. All usual extras fitted. This beautiful car is offered at £750.—"Autoport", 201 Romsey Road, Southampton. Tel.: Southampton 75386.

1961 VOLVO 122S. One owner. Usual Volvo extras, plus towing attachment, fog lamp, Cintura tyres, etc. £775.—Douglas Hull Ltd., Finmere, Nr. Buckingham. Finmere 261.

WOLSELEY

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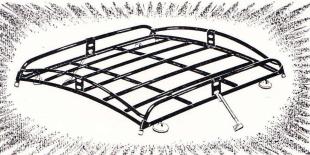
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