AUTOSPORT

EUROPEAN GRAND PRIX

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

MAY 31, 1963

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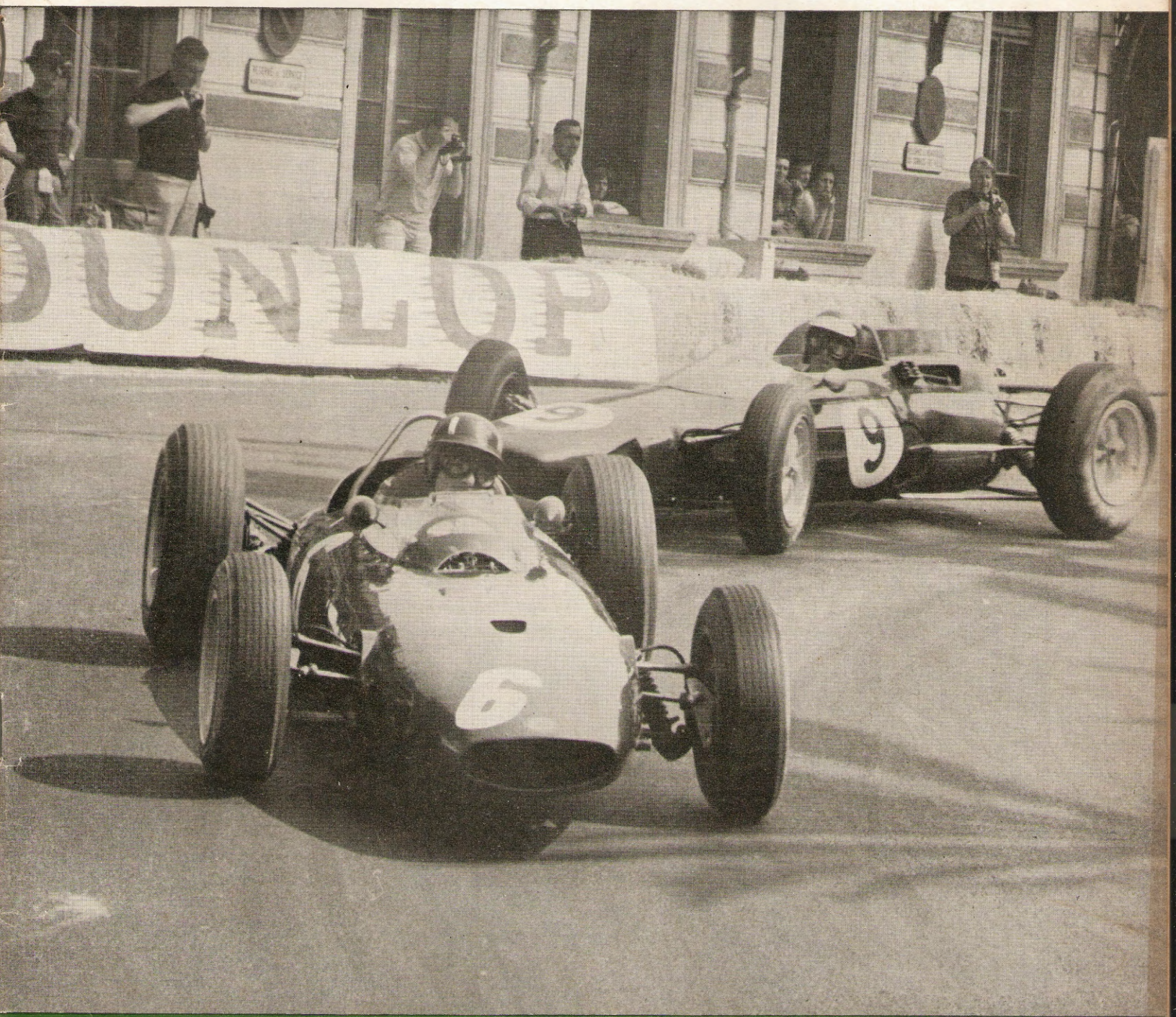

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EDITORIAL

A B.R.M. DOUBLE

IT was a great start to the Grand Prix season for B.R.M. at Monaco with Graham Hill and Richie Ginther taking first and second places ahead of Bruce McLaren (Cooper-Climax) and John Surtees (Ferrari). Once again the superb preparation of the Owen cars paid in full. Both Hill and Ginther drove a magnificent race, but their success would not have been possible without the dedicated work of as fine a team of mechanics and technicians as has been seen in modern motor racing. Jim Clark's misfortune with his Lotus-Climax was yet another example of the unexpected. To be over 16 secs. in the lead, with 22 laps to go, and then to be eliminated with gearbox failure, was certainly demoralizing to say the least. Although the Grand Prix of Europe was yet another triumph for British cars, it must be admitted that John Surtees in his Ferrari demonstrated that the "Prancing Horse" will be most difficult to defeat in the remaining *Grandes Epreuves.*

FORMULA I FUTURE

THE special meeting at Monte Carlo with the C.S.I., racing car constructors, trade representatives, national club delegates and members of the technical press produced many interesting suggestions. Object was to study the future of Formula 1, and biggest support came from those who wish to extend the present 1½-litres rating for at least another two years. The drivers would prefer a 2-litre limit, and the Italians proposed unlimited capacity, with minimum and maximum weight restriction of 550 kg. and 600 kg. respectively. Other suggestions included fuel consumption restrictions, a 3-litre limit, and a kilogram per ton mile formula. AUTOSPORT's view is that the present 1,500 c.c. formula is producing remarkably fine Grand Prix racing, and that even at the end of 1964 the cars will not have attained full development. An extension would lessen the rising cost of full scale formula racing, to the mutual benefit of all concerned.

THAT 50 M.P.H. LIMIT!

ONCE again we are faced with the Marples 50 m.p.h. plan on miles of main roads, an arbitrary regulation designed solely to increase congestion and to tax tempers to the limit. As for reducing accidents, so far the Ministry of Transport has carefully avoided issuing figures showing that the 50 m.p.h. business has led to any improvement whatsoever. Mr. Marples, of course, cannot be told anything; but the Tory party might consider the possibility of losing countless votes in the coming General Election. After all, road-users do vote, and if anything is calculated to change their politics, it is the Marples image!

OUR COVER PICTURE

TWO CONTENDERS for the 1963 World Championship: Graham Hill, last year's Champion, leads Jim Clark, the runner-up, at the Station Hairpin. While in the lead, Clark's Lotus broke down and Hill's B.R.M. went on to win.

Photo: George Phillips

AUTOSPORTSMAN by Gus

No. 4: John Surtees

AT the recent Moscow meeting of the C.S.I. the following dates for the 1964 World Championship series was fixed: Monaco Grand Prix, 10th May; Dutch Grand Prix, 31st May; Belgian Grand Prix, 14th June; French Grand Prix, 28th June; British Grand Prix, 11th July; German Grand Prix, 2nd August; Austrian Grand Prix, 23rd August; Italian Grand Prix, 6th or 13th September; United States Grand Prix, 4th October; Mexican Grand Prix, 25th October; and South African Grand Prix, 26th December.

The dates for G.T. Prototype events were also fixed and are: Sebring 12 hours, 20th-21st March; Nürburgring 1,000-km., 26th April; Le Mans 24 hours, 20th-21st June; Tourist Trophy, 29th August; and Paris 1,000-km., 11th or 18th October. What—no Targa Florio?

MARANELLO CONCESSIONAIRES, LTD., have entered a front-engined 4-litre Ferrari prototype for Le Mans. This car will be delivered from Modena to Le Mans and will be driven by David Piper and Mike Salmon.

MAURICE TRINTIGNANT is to drive a Simca 1000 in a French hill-climb on Whit Sunday.

G.T. CHAMPIONSHIP

HAVING had a couple of days to spare recently, we decided to try to calculate the positions in the Grand Touring Manufacturers' Championship after the Nürburgring 1,000 kms.—before the hill-climb and rally qualifying rounds start to *really* complicate matters.

Class 1—up to 1,000 c.c.

Fiat-Abarth	18
D.B.	4
Austin-Healey	3

Up to 700 c.c. division: 1, Fiat-Abarth, 9. **701-850 c.c.:** no scorer. **851-1,000 c.c.:** 1, Fiat-Abarth, 18; 2, D.B., 4; 3, Austin-Healey, 3.

Class 2—1,001-2,000 c.c.

Porsche	78
Lotus	21
Alfa Romeo	12
Abarth-Simca	9
M.G.	4
Volvo	3

1,001-1,300 c.c. division: 1, Alfa Romeo, 54; 2, Lotus, 40; 3, Abarth-Simca, 36; 4, M.G., 12. **1,301-1,600 c.c.:** 1 Porsche, 81; 2, Sunbeam, 12; 3, Osca, 6; 4, M.G., 3. **1,601-2,000 c.c.:** 1, Porsche, 81; 2, Volvo, 12; 3, Alfa Romeo, 8

Class 3—over 2,000 c.c.

Ferrari	91
Jaguar	14
A.C. Cobra	6
Lancia	6
Chevrolet	4
Morgan	1

2,001-2,500 c.c. division: 1, Morgan, 39; 2, Triumph, 36; 3, Lancia, 30.

2,501-3,000 c.c.: 1, Ferrari, 81. **Over 3,000 c.c.:** 1, Jaguar, 66; 2. Chevrolet and A.C. Cobra, 18.

CLUB INTERNATIONAL DES ANCIENS PILOTES

THE formation of the Club International des Anciens Pilotes de Grands Prix was agreed at the inaugural meeting, held in Monte Carlo during the Monaco Grand Prix week. Veteran Monagasque champion Louis Chiron was in the chair and members attending included Piero Taruffi, Nino Farina, Franco Cortese, Count "Johnny" Lurani, Luigi Villoresi, from Italy, Jean Lucas, Yves Giraud-Cabantous and Robert Manzon, from France, Rudi Fischer, Baron de Graffenreid, from Switzerland, Count de Villanadierna (Spain), Prince von Metternich (Germany), Paul Frère (Belgium), Raymond Mays, Rob Walker, Tommy Wisdom and Leslie Brooke (Great Britain). Among those unable to be present were Juan Manuel Fangio, Prince Birabongse, Tony Brooks, Reg Parnell, Hans Stuck, Phi-Phi Etancelia, René Dreyfus, Marquis Brivio and Albert Divo.

The Comite d'Honneur is to consist of Prince Paul de Metternich (Germany), Prince Albert de Liège (Belgium), Don Carlos Prince des Asturias (Spain), Prince Louis Napoleon (France), Duke of Gordon and Richmond (Great Britain), Prince Jean de Luxembourg (Luxembourg), the Prince Souverain de Monaco (Monaco), Prince Bernhard de Hollande (Holland), Prince Nicolas de Roumanie (Roumania), Prince Bertil (Sweden), M. Maurice Baumgartner, President Commission Internationale Sportive (Switzerland). Members of Honour, past champions, are Jules Goux and René Thomas (France), Captain George Eyston and the Earl Howe (Great Britain) and Count Conelli and Count Salamano. Officers were elected as follows: President d'Honneur, Juan Manuel Fangio; President en Charge, Louis Chiron; Secretaire General, Baron de Graffenreid; Secretaire Permanent, Paul Pettavel.

During the week, President Louis Chiron organized a quite fabulous dinner party for "les anciens," a Kart competition, cocktails with the Mayor of Monaco, on a yacht as the guests of B.P., then the old-timers did a lap of honour before the start of the Grand Prix, were presented to Prince Rainier and finally were guests of honour at the Grand Prix Ball. Welcome arrivals included that great German G.P. driver Hermann Lang and France's René Dreyfus, just arrived from New York.

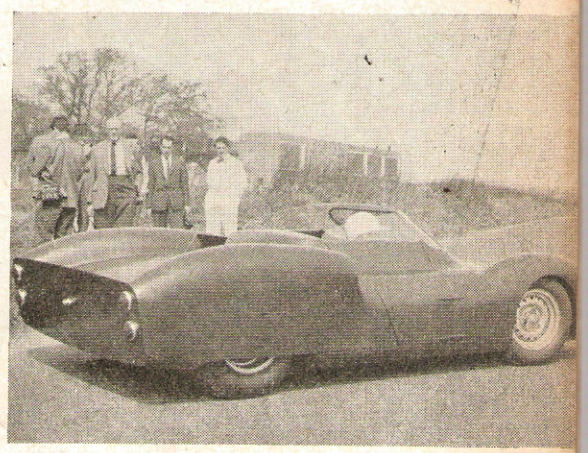
TOM WISDOM.

PIT and PADDOCK

GIACOMO RUSSO, perhaps better known as "Geki", won a recent Italian Formula Junior race at Monza, driving a de Sanctis-Ford. Odoardo Govoni was second in a similar car, while Bruno Deserti, yet another up-and-coming Italian driver, was third in his Lotus 22.

BRABHAM driver Denis Hulme now leads the *Express and Star* British Formula Junior Championship fairly comfortably from Frank Gardner. Hulme has 24 points, Gardner 15, and next in line are Peter Arundell, 13; David Hobbs, 12; Paul Hawkins, 11; Richard Attwood, 10; Bill Bradley, 7; Peter Procter, John Rhodes and Mike Spence, 2; Ross Greenville and John Fenning, 1.

THE Ian Walker racing team will be having a hectic June and Australian drivers Frank Gardner and Paul Hawkins look like having some more successes. The team's Brabham Juniors have been entered at Crystal Palace on Whit-Monday, at Magny-Cours, France, on 9th June, at the Roskilde Ring on 16th June, at Rouen on 23rd June and at Rheims on 30th June. The team's sports cars—a 1.6 Brabham for Gardner and a 1.1 Lotus 23 for Hawkins—will be at the Palace and at Rheims.



BODY MODIFICATIONS have been made to the Rover-B.R.M. since it appeared in the practice runs at Le Mans in April. A "spoiler" has been incorporated in the tail, and the front wings have been lowered to improve aerodynamics. The Triplex windscreen is now set in a wide perspex surround, which sweeps back slightly over the cockpit and with partially enveloping sides. It is understood that further tuning of the engine will be carried out at Rovers before the car leaves for Le Mans. If all the cars start when the flag drops at Le Mans it seems virtually certain that the Rover-B.R.M. will be the last away. The drivers have to wait a few seconds while the engine builds up to 40,000 r.p.m. before releasing the handbrake, and in this period the main mass of starters should be away.

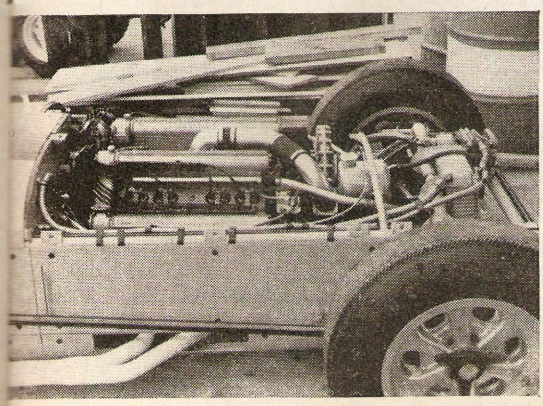
THE Lancing College Motor Club are holding a fête on 20th July to help complete the building of the college chapel. A competition car exhibition is hoped to be included and further details may be obtained from the secretary, Lancing College M.C., Seconds House, Lancing College, Lancing, Sussex.

ON show at the Rowan Gallery until the end of the month are some paintings by a young artist called Antony Donaldson, which are based on ideas derived from racing cars. The gallery is a semi-circular building immediately behind the Carlton Towers Hotel.

JACK SEARS now leads the B.R.S.C.C. Saloon Car Championship, having scored 35 points driving John Willment-entered Ford Cortina and Galaxie models. Graham Hill (Jaguar 3.8) and John Whitmore (Austin-Cooper) are next in line with 33 points, while Roy Salvadori (Jaguar 3.8) and Christabel Carlisle (Morris-Cooper) must be considered strong contenders with 27 and 20 points respectively.

THE Herts County Automobile and Aero Club have had to cancel the Westbrook Hay hill-climb, an R.A.C. Championship qualifier scheduled for 6th July, because the venue is no longer available. An alternative site is being sought for the future.

JOHN BOLSTER will give a demonstration run in his famous Shelsley Special "Bloody Mary" on 9th June. This car is being brought from the Montagu Motor Museum specially for the Shelsley Walsh hill-climb.



SEEN AT the qualification runs for yesterday's Indianapolis race was one of the never-say-die Novis. This year the supercharged 2.8-litre V8 engine was detuned to give only 734 b.h.p. in the interests of reliability!

CONTRARY to rumour, Les Leston will not be sharing an A.C. Cobra with Peter Jopp at Le Mans, and is, in fact, looking for a drive.

STIRLING MOSS has entered his secretary, Valerie Pirie, in the Alpine Rally. Her co-driver will be Susan Knight. The girls announced that they have not yet got competition licences, and the organizers have said that at the moment they cannot accept the entry until the F.I.A. licence qualification is fulfilled.

THE "AUTOSPORT" CHAMPIONSHIP

FOLLOWING his win at Aintree, Mike Beckwith moves to the top of the AUTOSPORT Championship. However, if Roy Salvadori wins at Crystal Palace on Whit Monday he will once more forge ahead as the Championship is based on a driver's five best performances, and so far Roy has had four wins with the car (one a class win). Leading positions before Whitsun's four qualifying rounds are as follows:

1.	Mike Beckwith (Lotus 23B)	F	39	5
2.	Roy Salvadori (Cooper Monaco)	G	36	4
3.	Alan Foster (M.G. Midget)	A	30	5
4.	Graham Hill (Jaguar E)	D	27	3
5.	Peter Arundell (Lotus 23)	E	22	3
6.	Andrew Hedges (M.G. Midget)	A	21	3
	Chris Williams (Lotus 23)	E	21	3
8.	Alan Hutcheson (M.G.B)	C	20	3
9.	Warwick Banks (Turner-Climax)	A	19	3
10.	Trevor Taylor (Lotus Elite)	B	18	2
	Adrian Dence (Morgan Plus 4)	C	18	2
	Tony Lanfranchi (Elva Mk. 7)	F	18	2
	Peter Skidmore (Jaguar D)	G	18	2
14.	Tony Hegbourne (Lotus 23B)	F	16	3
	Innes Ireland (Lotus 19)	G	16	3
16.	Chris McLaren (Marcos)	A	15	2
	Derek Alderson (Lotus Elite)	B	15	2
	Paul Hawkins (Brabham & Lotus 23)	E	15	2
19.	Sid Fox (Lola-Climax)	E	14	3
20.	Frank Gardner (Brabham)	F	13	3

SPORTS NEWS

DIPPED HEADLIGHTS

A NATIONAL dipped headlights campaign next year would show a substantial reduction in road deaths, in the opinion of Birmingham safety experts following the assessment there of figures from the 22-week experiment last winter. A long report has now been sent to the Minister of Transport and a full assessment is being made by the Road Research Laboratory. But on the basis of the report by the Birmingham Committee it is believed that some 850 lives and 15,000 injuries could be saved in Britain next winter if dipped headlights were used throughout the country.

"Tedious statistical explanations are virtually unnecessary," the Lord Mayor of Birmingham, Alderman Ernest W. Horton, said. "The facts are these—if every motorist switches on his headlights after dark, not only will he reduce his chances of running into somebody else, but he will vastly increase the chances of other people seeing him coming."

In the Birmingham experiment road deaths at night were cut by 49 per cent. and road accidents by 16.9 per cent. And a vital figure is that the deaths of elderly people were cut by 63.5 per cent. There was a significant change in the ratio of road deaths by night and by day. In the winter of 1961-62 this was 33.9 per cent. during the day and 66.1 per cent. at night. Last winter it was 51.3 per cent. by day and 48.7 per cent. at night.

Comparisons have also been made with Leeds, Liverpool, Glasgow, and Manchester. In Liverpool there was a drop of deaths at night by 21 per cent., in Glasgow by 16 per cent.; in Leeds deaths went up by 23 per cent., and in Manchester by 18.5 per cent. Compared with a drop of 55 per cent. in pedestrian deaths at night in Birmingham there was a rise of 54.5 per cent. in Leeds and 53 per cent. in Manchester; in Liverpool there was a drop of 16.6 per cent. and in Glasgow 11.1 per cent.

An independent survey at the end of the experiment in Birmingham indicated that 85 per cent. of the people agreed that everyone should use dipped headlights. Dazzle had been put forward as an argument against dipped headlights. But in only three out of 677 accidents in Birmingham was dazzle put forward as a cause.

The general standard of aim of headlights was reported to be poor, although free checks were given. Spot checks showed that 35 per cent. of headlights were right, 18.7 per cent. too high, and 40.2 per cent. too low.

Mr. Leonard Cleaver, M.P. for the Yardley Division of Birmingham, has said he will take up with Mr. Marples the possibility of a nation-wide experiment next autumn.

JACK HAY.

REGULATIONS are now to hand for the two big Irish meetings of the year—the Phoenix Park meeting on 27th July and Dunboyne on 20th July. They may be obtained from J. J. O'Neill, Irish M.R.C., 15 South William Street, Dublin, and J. M. Byrne, Leinster M.C., 82 Lower Camden Street, Dublin, 2, respectively.

THE 10th annual Bahamas Speed Week to be held from 1st-9th December will include a 100-mile International race for VWs.

THE 1964 British Grand Prix, which will be known as the Grand Prix d'Europe, will be held at Brands Hatch on 11th July.

THERE have been recent discussions between representatives of Skoda-Werke and a group of Austrians with the object of setting up a firm in Austria under the name of Auto-Werke-Danubia to produce a Skoda-designed and developed passenger car.

THREE Anglo-Russian Volga-Rover diesel cars have been entered for the Liège-Sofia-Liège Rally to be driven by "Vic"/Collart, Verhaegen/Perrier and Vandecasteel/Boucquez. A fourth may be entered.

PRINCE MOTORS, of Japan, have recently concluded an agreement with the former distributor of Borgward cars in Switzerland. The first of the Japanese cars to be imported will be the Gloria de Lux and the Super Clipper.

ALTHOUGH Ferry Porsche has announced that he will not be running a Formula 1 team " at the present," he has made it quite clear that all major international prototype, sports and G.T. races will be contested by a works team.

JOHN MEW is to bring his Lotus 20 Junior up to Formula 1 specification. At the recent Goodwood club meeting the modified rear suspension, which features a top link, was fitted, while a twin-cam FPF Coventry Climax engine is to be installed later.

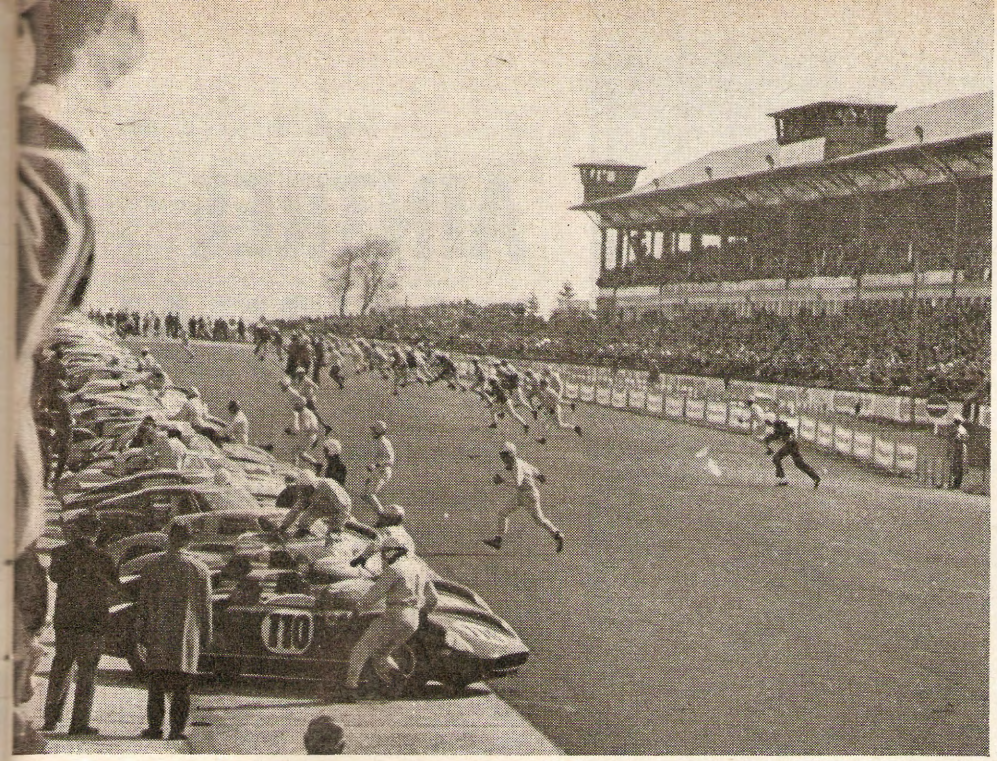
PORSCHE have taken over the body production of Reutter, but the family of Reutter will continue to produce automobile accessories under the name of Recaro and will remain the supplier of seats and seat-mountings for Porsche.

LEADING positions in the B.T.R.D.A. Gold Star Trials Championship after the Roderick Gray Trial are as follows: 1, Lol Hurt, 225 points; 2, Ivor Portlock, 191; 3, Rex Chappell, 190; 4, Charles Pollard, 169; 5, G. D. Hobson, 166; 6, Geoff Newman, 158; 7, Don Rawlings, 153; 8, Peter Highwood, 145; 9, Tony Marshall, 144; 10, Bernard Dees, 126.

DAVID DIXON now resides permanently in Holland, and has therefore resigned as secretary of the Chiltern Car Club. C.C.C. enquiries should be addressed to The Secretary, Chiltern C.C., 135 Heath Road, Holtspur, Beaconsfield, Bucks.

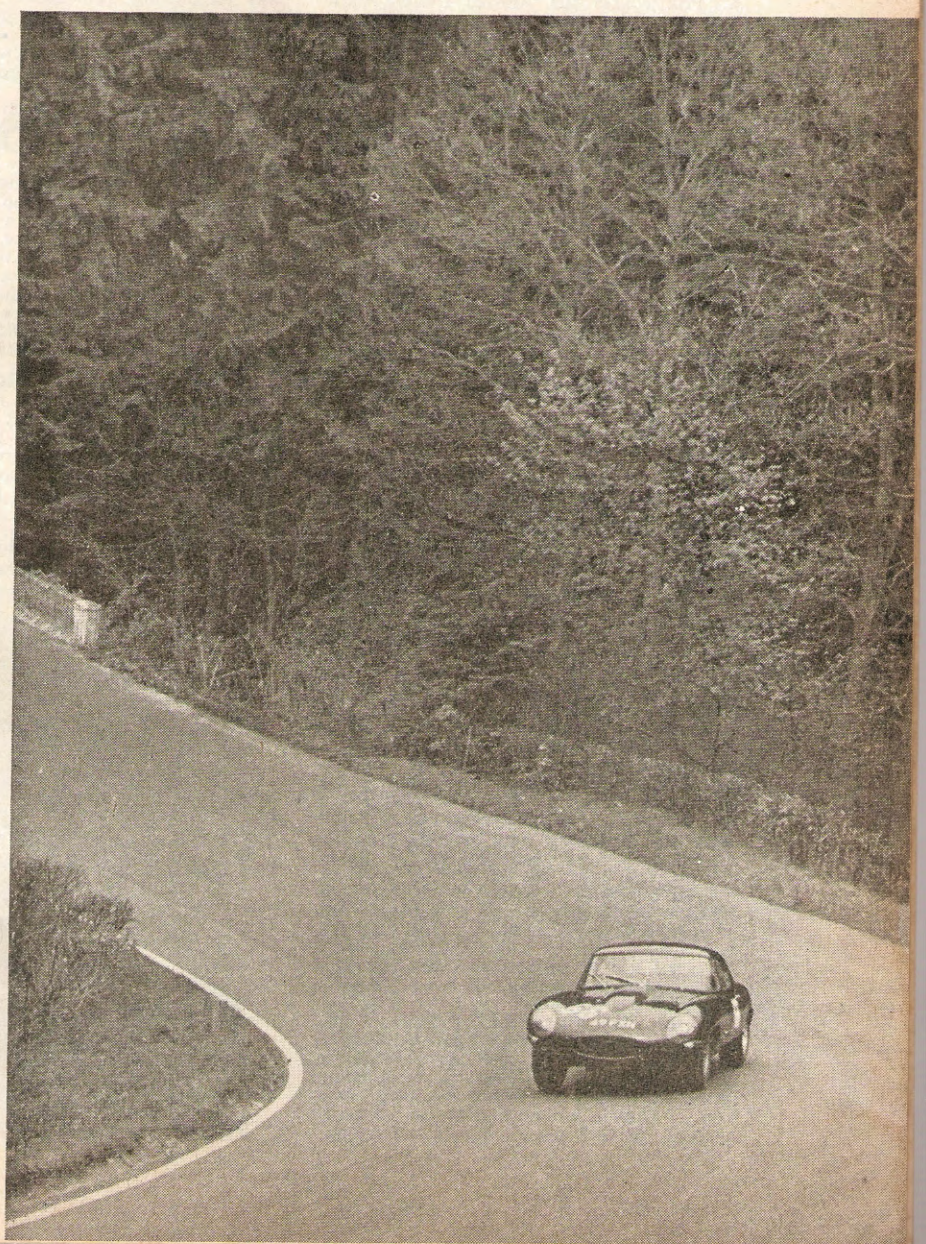
AROUND THE RING

Photography by FRANCIS PENN



THE START (above) was a bit of a shambles as half the drivers started running when the flag was raised, while others were good and waited until it was dropped! Peter Lindner was first away in his E-type Jaguar and Lodovico Scarfiotti and John Surtees followed in the 250P Ferraris. PERFORMANCE of the E-type Jaguars at the Nürburgring was wonderful to behold. The Peter Lumsden/Peter Sargent car (below), despite an early pit stop, was always well in the running and it was unfortunate that its run should end in a crash. The car is seen at Brünnchen.

THE TESTING 14.17-mile Nürburgring (above) had to be lapped no fewer than 44 times, this taking John Surtees and Willy Mairesse over seven and a half hours. INCREDIBLY RELIABLE were the Dick Jacobs-entered M.G. Midgets of Andrew Hedges/Chris Martyn and Alan Foster/Keith Greene, which finished second and third in the hotly contested 1,300 c.c. class (there was no 1,150 category). The Foster/Greene car is seen at the White Bridge, above Adenau (below).

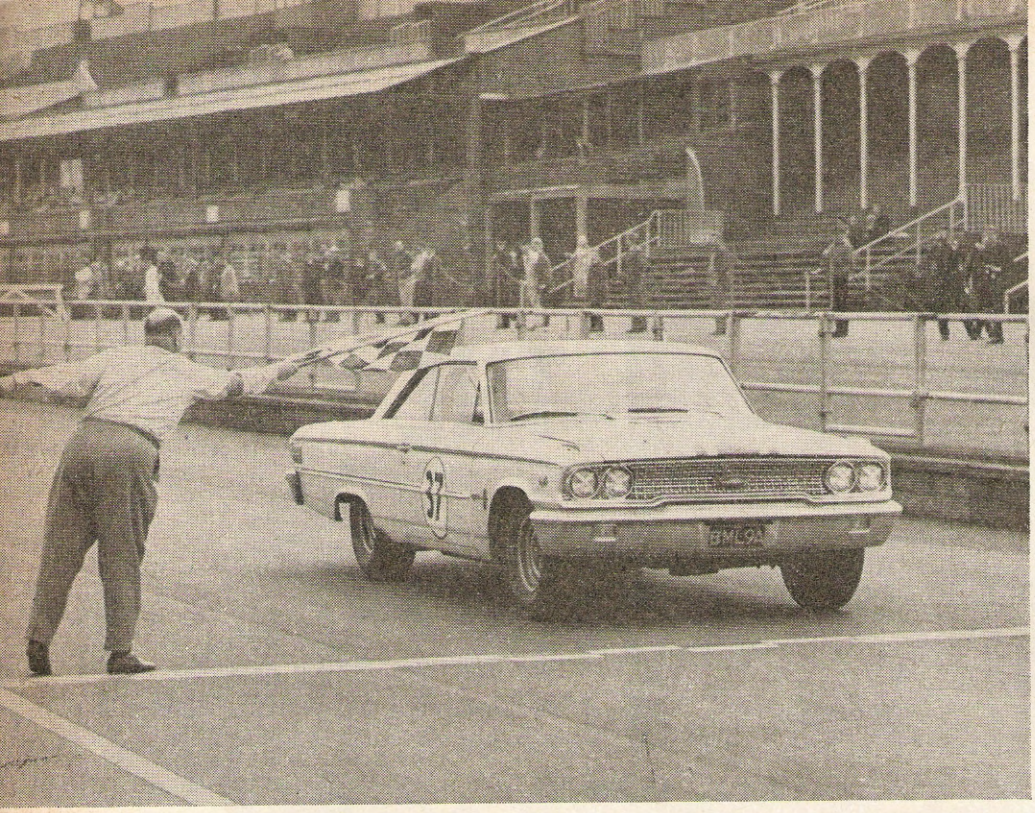


AINTREE NATIONAL

Another Victory for Jack Sears in the Galaxie—Relentless Pursuit of the Monster by Mike Salmon—Normand Racing Clean-up Sports Car Race—Brabham Juniors 1-2-3

BY DAVID PRITCHARD

PHOTOGRAPHY BY FRANCIS PENN



JACK SEARS gets the flag from Mike Wilson after the 100-mile saloon car race, the feature event of the Aintree Circuit Club's successful national race meeting, Jack went as fast as was necessary to keep ahead of Mike Salmon's Jaguar 3.8. which finished second.

FOR their first promotion on the full Grand Prix course the Aintree Circuit Club elected to make the main event a 100-mile race for saloons, supported by half-distance affairs for sports-racers and Formula Juniors. Whether the undoubted appeal of "family" cars doing battle made the meeting a financial success only the organizers can know but, from the sporting point of view, it was certainly a success; even the rather dubious weather co-operated. The only thing which marred the day's enjoyment was the serious accident to the young New Zealander Ross Greenville. During practice for the Formula Junior event his Gemini hit the wall at Waterways and caught fire, badly injuring the driver who was taken to hospital suffering from burns and damage to his left leg.

THE SPORTS CAR RACE

THE 50-miler for sports-racing cars which opened the programme was a qualifying event for the AUTOSPORT Championship, giving Mike Beckwith the opportunity to improve on his already formidable total of 34 points from five outings (two wins, two seconds and a third). This he proceeded to do in masterly fashion, leading the race from start to finish with a beautiful demonstration of unflurried speed, ably backed up by his team-mate Tony Hegbourne; their joint fastest lap constitutes a new Aintree record for the class.

When the cars formed up on the grid at the end of their warming-up lap Keith Greene's Lotus was seen to be in dire trouble with what had every appearance of being recalcitrant gear selectors. Frenzied work at the side of the track was to no avail and poor Keith, a strong contender for honours, was condemned to watch the field streak away towards the first corner without him, and to enter its fifth lap before he could get into the fray. Meanwhile, Greg Wood bent his Cooper Monaco at Anchor on the opening lap, at the end of which the two Normand cars of Beckwith and Hegbourne were followed by Tony Lanfranchi's Elva, the Lotuses of Julian Sutton and Jack Pearce, and a flock of smaller-engined cars headed by the Lotus of Chris Williams and the Lola of Sid Fox. Jim Diggory's huge Aston Martin DBR2 led the cars over 2-litres of which there were only three, soon to be reduced to two when John Ewer's Merlyn broke an oil pipe and retired out on the circuit.

By the time Keith Greene had done two laps, spins and mechanical trouble had reduced the field from 25 to 16, and the progress of Rodney Bloor and Sid Fox was commanding attention. Bloor must have met with some sort of trouble on the first lap as he came through in 16th place but, driving magnificently, he had climbed to 5th by lap 5 and was threatening Lanfranchi, who had run into throttle-linkage bothers and relinquished his place to Pearce. Fox had paid a rapid visit to his pit to secure a plug lead, and his recovery thereafter was literally record-breaking, the "old" Lola going gloriously.

Tony Lanfranchi was then forced to do some roadside repairs when the throttle linkage came apart altogether, which finally killed his chances, and Rodney Bloor set about Jack Pearce, passing him into third spot at Waterways on the 14th lap. Bill Stein's "little" Lotus then mounted a furious assault on Julian Sutton's "big" one, although this unlucky car was going better than at any previous outing, and as Mike Beckwith took the flag to win, Bill got through to sixth place overall to finish second in his class to Chris Williams, whose wonderful effort had kept his small car on the same lap as the winner.

THE FORMULA JUNIOR RACE

WITH the entry drastically reduced by the existence of a major event at Monaco, the Formula Junior race might well have been something of a fiasco but, fortunately for the organizers, the interest was kept alive throughout although only five of the 12 starters were running at the end.

At the fall of the flag it was David Prophet, the fastest man in practice, who led the field into Waterways but, by the time they reached Becher's, Denis Hulme of New Zealand with the works Brabham had taken the lead he was never to lose. First lap order was Hulme, Prophet and Mike Hailwood in Brabhams, then John Hine's Gemini, Dunn in another Brabham, Dawson's Lotus, and Jack Pearce in the Alexis, with the rest of the field trailing. On the third lap Edwin Dawson did a quick spot of grazing at Tatts, from which he recovered to join battle with the Lotus of Eddie Fletcher, a battle which went a long way to keep the race alive. Pearce then went out with a flat tyre, Hugh Dibley's Lola with fuel starvation, and Dunn's Brabham with a dead engine.

At half distance Hine's Gemini came past sounding very unwell, to retire a lap later with what was announced as a broken shock-absorber, and O'Brien got past Fletcher and immediately blew up in a huge cloud of smoke. From there on Hailwood tried extremely hard to displace Prophet, who had to work like a beaver to hang on to second spot, and the Dawson/Fletcher duel ended three laps before the flag when Dawson's engine gave up the ghost with a burnt-out valve. Meanwhile, Denis Hulme sailed serenely on to victory with yet another of his immaculate drives which have brought such favourable comment from his illustrious countryman Bruce McLaren.

WINNER of the "baby" class was R. G. Smith's much-modified Cooper-Mini, which leads David Oakenfold's ex-Jonathan Williams Team Black Austin A40 at Melling Crossing.

THE AINTREE "NATIONAL" FOR SALOONS

THE main event not only catered for the usual capacity classes for Group 2 and 3 vehicles, it also made provision for two sub-classes for cars having engines less than 2-litres capacity and a superficial resemblance to normal production family transport—a real "no holds barred" category. Despite this, the presence of Jack Sears with the enormous Ford Galaxie made the outcome almost a foregone conclusion except that, in this long-distance race, Jack had a very real problem in the shape of tyre wear. This being so, he had no thought of record breaking or showing the real paces of this monstrous vehicle, and was wisely content to nurse the brute through the corners and to turn the wick up on the straights only just far enough to keep the opposition at bay.

The race was, therefore, dictated by Michael Salmon in the 3.8 Jaguar, who led the first half-lap and thereafter sat in second place relentlessly keeping on the pressure every time Jack tried to ease up. That is a very brief description of a 100-mile race, but it contains the whole story of an enthralling tactical exercise from which both drivers emerged with the greatest possible credit. The fireworks were provided by John Whitmore at the wheel of one of the "hot-rods," the new Downton version of the Austin Cooper S, which unfortunately made repeated visits to the pits suffering from overheating but, in the intervals, went like a scalded cat. John said afterwards that he was getting seven-two in top down the Railway Straight, which is comfortably in excess of the ton, and he had the grace to admit that taking the Melling Crossing just about flat was not a little exciting. There's nothing "chicken" about this chap except the device on his helmet!

In the "hot-rod" classes the A40s of Rodney Bloor and Phil Middlehurst made the running until both suffered from oil problems, while the normal Cooper-Minis of Bill Borrowman, P. S. Kissner, Tony Rutt and John Aley contended strongly for honours among the babies. The Hillman Imp unfortunately failed to appear, apparently as a result of the strike at the factory. The baby class was actually won, after a wonderful run, by the Austin-Cooper of R. G. Smith who finished fifth overall, but this car was entered as a special. Alan Hutcheson was given the wheel of the second Alan Fraser Rapier and he went like a rocket until six laps from the end, when the engine blew up convincingly right in front of the pits. This gave Jimmy Blumer the class victory in the sister car after a steady drive, followed by Peter Pilsworth's remarkably stable VX4/90.

Being a long-distance affair, the race was soberly interesting, in contrast to the violent excitement of the more usual saloon sprints, and the results plus the foregoing notes suffice to tell the story of the survival of the fittest.

WORRIED LOOKS from onlookers during John Hine's pit stop with the luckless Gemini Mk. 4A.

RESULTS

Sports Cars (17 laps—51 miles): 1, M. G. Beckwith (Lotus-Ford 23B), 35 m. 13.4 s., 86.87 m.p.h.; 2, A. V. Hegbourne (Lotus-Ford 23B); 3, R. J. Bloor (Lotus-Ford 23B); 4, J. R. Pearce (Lotus-Ford 23B); 5, C. M. M. Williams (Lotus-Ford 23); 6, W. J. Stein (Lotus-Ford 23). **Fastest lap:** Beckwith and Hegbourne, 2 m. 1 s., 89.26 m.p.h. **Up to 1,150 c.c. Class:** 1, C. M. M. Williams (Lotus-Ford 23), 37 m. 23.2 s., 81.86 m.p.h.; 2, W. J. Stein (Lotus-Ford 23); 3, S. A. Fox (Lola-Climax). **Fastest lap:** Fox, 2 m. 3.4 s., 87.52 m.p.h. **1,151-2,000 c.c. Class:** 1, M. G. Beckwith (Lotus-Ford 23B), 35 m. 13.4 s., 86.87 m.p.h.; 2, A. V. Hegbourne (Lotus-Ford 23B); 3, R. J. Bloor (Lotus-Ford 23B). **Fastest lap:** Beckwith and Hegbourne, 2 m. 1 s., 89.26 m.p.h. **Over 2,000 c.c. Class:** 1, S. J. Diggory (Aston Martin DBR2), 15 laps, 73.93 m.p.h.; 2, P. T. Woolgar (Aston Martin DB3S). **Fastest lap:** J. A. G. Ewer (Merlyn-Climax Mk. 4), 2 m. 23.0 s., 75.52 m.p.h.

Formula Junior (17 laps—51 miles): 1, D. Hulme (Brabham-Ford), 35 m. 7.6 s., 87.11 m.p.h.; 2, D. M. D. Prophet (Brabham-Ford); 3, M. Hailwood (Brabham-Ford); 4, D. E. Fletcher (Lotus-Ford 20); 5, C. Crichton-Stuart (Cooper-Ford). **Fastest lap:** Hulme, 2 m. 2.6 s., 88.00 m.p.h.

Saloon Cars (34 laps—102 miles): 1, J. Sears (Ford Galaxie), 1 h. 17 m. 53.8 s., 78.57 m.p.h.; 2, M. Salmon (Jaguar 3.8); 3, B. G. Aston (Jaguar 3.8); 4, M. Pendleton (Jaguar 3.8); 5, R. G. Smith (Austin-Cooper); 6, J. Blumer (Sunbeam Rapier). **Fastest lap:** Sears, 2 m. 14.4 s., 80.36 m.p.h. **Up to 1,300 c.c.:** 1, R. G. Smith (Austin-Cooper), 31 laps, 69.96 m.p.h.; 2, P. T. Middlehurst (Austin A40); 3, W. Borrowman (Austin-Cooper); **Fastest lap:** Sir John Whitmore (Austin-Cooper "S"), 2 m. 19.0 s., 77.90 m.p.h. **1,301-2,000 c.c. Class:** 1, J. Blumer (Sunbeam Rapier), 31 laps, 69.82 m.p.h.; 2, P. Pilsworth (Vauxhall VX4/90); 3, R. J. Bloor (Austin A40). **Fastest lap:** Bloor, 2 m. 22.8 s., 75.63 m.p.h. **Over 2,000 c.c. Class:** 1, J. Sears (Ford Galaxie), 1 h. 17 m. 53.8 s., 78.57 m.p.h.; 2, M. Salmon (Jaguar 3.8); 3, B. G. Aston (Jaguar 3.8). **Fastest lap:** Sears, 2 m. 14.4 s., 80.36 m.p.h.

WHAT'S ON THIS WHITSUN

A Preview of the Bank Holiday Sport

BY MICHAEL KETTLEWELL

A BUSY Whitsun awaits motor sporting enthusiasts this year. There are no fewer than seven race meetings, not to mention hill-climbs, sprints, autocrosses, driving tests, etc., while the International Scottish Rally starts on Whit Monday.

On Saturday there are club race meetings at Rufforth, near York, and at Debden, near Saffron Waldon, Essex, organized by the B.R.S.C.C. and the Seven-Fifty M.C. respectively. The East Surrey M.C. also have their Driving Tests meeting at Blackbushe Airport, a popular venue these days.

Sunday sees a National B.R.S.C.C. race meeting at Mallory Park. Now, John Surtees's course lap record of 50.8 secs., 95.67 m.p.h., could be broken in the 20-lap Midlands Trophy Race for *Formule Libre* machines. Chris Amon is to conduct a 2.7-litre ex-Bowmaker Lola-Climax, while Reg Parnell has also entered Mallory favourite John Taylor in a V8 Grand Prix Lola. Chris Summers has his 5.3-litre Chevrolet-engined Cooper Monaco, while Ian Raby will drive his Formula 1 Gilby-B.R.M. Peter Arundell (Lotus 27), Paul Hawkins (Brabham) and David Hobbs, Richard Attwood and Bill Bradley (Lolas) are in the Junior race, and other stars at this meeting include Ken Baker, Brian Hetreed, Bob Olthoff, Alan Foster, Andrew Hedges, Norman Surtees, Roger Nathan, Mike Salmon, Jack Pearce and Tony Lanfranchi. John Young, Mike Young, Alan Peer, Chris Craft and Doc Merfield are due to fight out the saloon car race—this should be fun. Mallory starts at 2.15 p.m.

Hill-climbing enthusiasts should travel to Prescott on Sunday for the Bugatti O.C.'s event—which starts at 11 a.m.—that has attracted such entries as Tony Marsh (B.R.M.), David Good (Cooper-Daimler), Bryan Eccles (Cooper-Chevrolet), Peter Boshier-Jones (Lotus-Climax) and Phil Scragg (B.R.M.). Other speed events include a sprint at Snetterton, a hill-climb at Baitings Dam, Ripponden, a sprint at St. Athan, near Cardiff, and a hill-climb at Hemerdon, Plympton. Further details can be found in the " Coming Attractions" section.

The Seven-Fifty M.C. have their Driving Tests meeting at the Welsh Harp Recreation Ground, near Willesden, the Mid-Thames C.C. theirs at Wimbledon Stadium and, for West Country fans, there is also a Driving Tests meeting at Blandford Camp, Dorset.

Monday's big meeting is, of course, the Crystal Palace International. The main event is a 36-lap event for sports cars over 1,150 c.c. "King of the Palace" Roy Salvadori, the present leader of the AUTOSPORT Championship, must be considered the favourite in the Tommy Atkins Cooper Monaco. Ranged against him are Jimmy Blumer (Marina-Rolls-Royce), Chris Summers (Cooper-Chevrolet), Alan Rees, Jim Clark, Mike Beckwith, Trevor Taylor, Rodney Bloor, Keith Greene and Paul Hawkins (Lotus 23s), Roy Pierpoint (Attila), Frank Gardner (Brabham), Bill Moss (Elva) and others. The Formula Junior cars have been divided into two 10-lap heats and a 20-lap final, and even if the racing is only half as close as last year it will be enormous fun. Main contestants are Peter Arundell, Mike Spence, John Fenning, Denis Hulme, Frank Gardner, Paul Hawkins, David Hobbs, Richard Attwood, Bill Bradley, Peter Procter, John Rhodes, John Hine, Hugh Dibley, John Ampt, Jack Pearce and Alan Rees. American Peter Revson, Frenchmen Eric Offenstadt and Gabriele Aumont, German Philipp Meub and Belgian André Pilette are also entered.

Seven litres of Ford Galaxie, to be coaxed around the Palace by Jack Sears, might prove to be a bit of an embarrassment, but it should still provide enormous opposition to Graham Hill and Roy Salvadori (Jaguar 3.8s). Richie Ginther, Jimmy Blumer and Alan Hutcheson are also in the 15-lap over 1,300 c.c. saloon car event, while the 1,300 c.c. race, over a similar distance, sees John Whitmore, John Rhodes, Paddy Hopkirk, Christabel Carlisle, John Fenning, Elizabeth Jones and John Aley in Minis. First race is at 1.30 p.m.

The Nottingham S.C.C.'s National meeting at Silverstone on the Monday is also well worth visiting (it starts at 1.30 p.m.). The races are to be run on the 2.93-mile Grand Prix circuit and there are events for G.T., sports, saloon and *Formule Libre* cars, plus a combined race for the first three categories. Dick Protheroe, Bob Olthoff, Roger Nathan, Julian Sutton, Tony Lanfranchi, David Prophet, John Young, Alan Peer, Chris Craft, Ian Raby, John Taylor, Graham Eden, Tim Parnell, Bryan Eccles, Mike Eyre and Jock Russell are amongst the talented drivers present. The four really hairy American-engined racing cars entered could easily approach Innes Ireland's circuit record of 111.86 m.p.h.

Yet another National meeting, at Goodwood, has attracted the country's top G.T. entries for a sort of miniature T.T. Mike Parkes and Mike MacDowel head the list in Maranello Concessionaires-entered Ferrari GTOs. Chris Kerrison, Neil Dangerfield, Tommy Entwistle, Graham Warner, Mike Johnson, Bill Shaw, Tommy Weber, Alan Foster, Andrew Hedges, Warwick Banks and Brian Hetreed are also to be seen in this 50-mile race. The sports car race and the saloon car event have also attracted a good entry, while there are also races for marque cars and Historic racing cars, not to mention the annual Whitsun Handicap race—wattle fencing watch out! The B.A.R.C. Goodwood meeting starts at 1.30 p.m.

The day's meeting for club racing enthusiasts is at Snetterton. Organised by the Snetterton M.R.C., the racing starts at 2.30 p.m. and there are no fewer than seven races. Norman Surtees, Jem Marsh, Ken Baker and M.G.B driver Jennifer Tudor-Owen will be present.

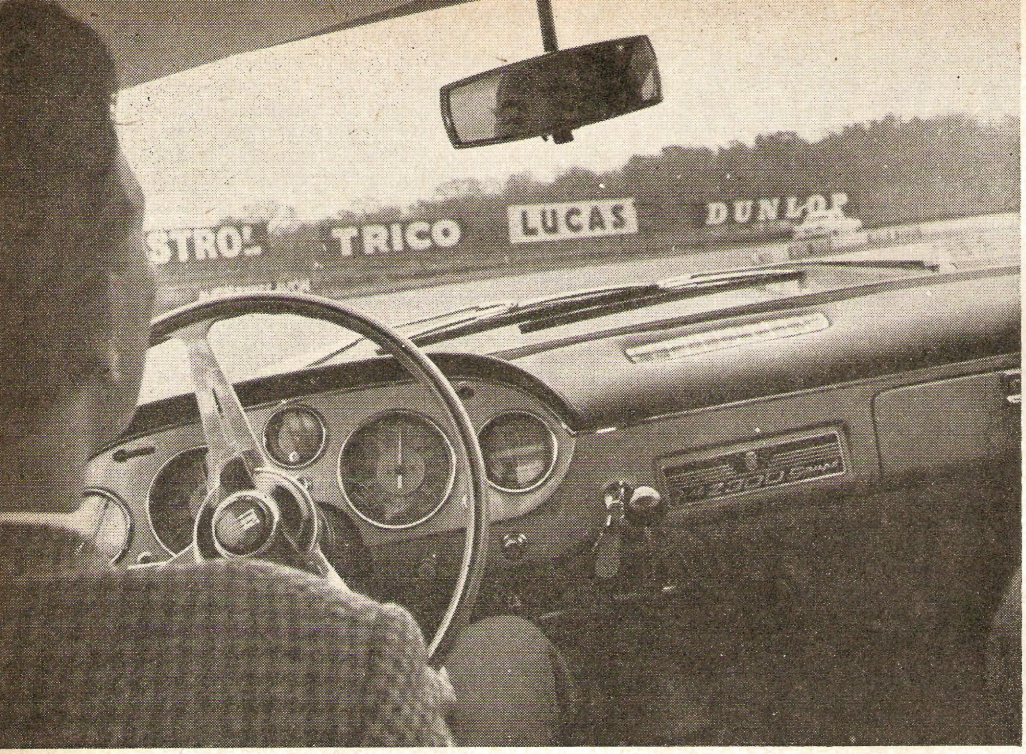
Also on Whit Monday is a Wiscombe Park hill-climb, a Castel Farm hill-climb and several other events, full details of which may be gleaned from the " Coming Attractions " feature.

Whilst on the subject of entries, it seems a little strange that quite a few racing drivers have entered at *two* meetings on the Monday. We thought that this was forbidden and that licences of the culprits could be withdrawn. However, we shall see.

Well, no enthusiast can possibly resist the temptation of venturing out this Whitsun weekend—where will *you* be going?

TOTAL'S SECOND FOREIGN CAR TEST DAY

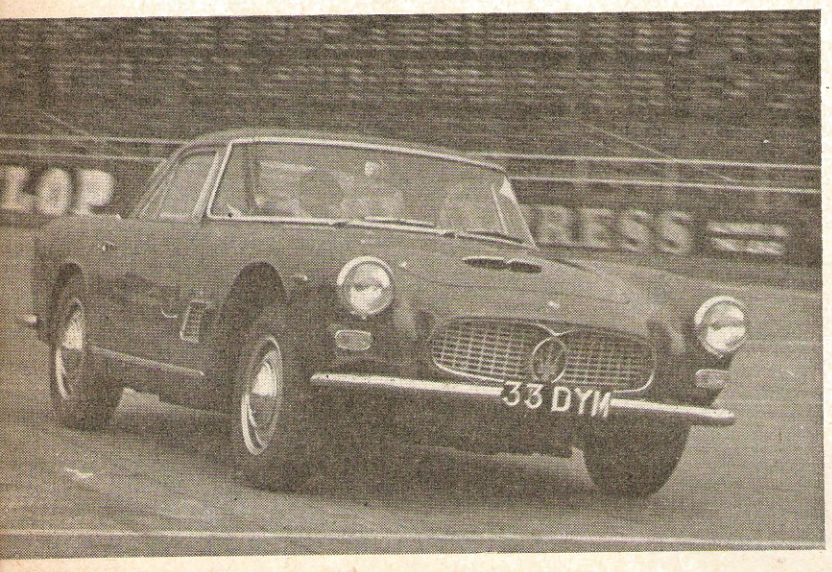
PATRICK McNALLY Samples Some Foreign Favourites



PATRICK McNALLY negotiates Copse Corner (above) in the pride of the Fiat range, the 2300 Coupé. This car had a tendency to roll and pitch under braking and its handling was rather disappointing when really pushed. Its saving graces were a sweet if noisy engine and a tolerable finish. THE 230SL Mercedes-Benz, the newest car there (left), was most impressive. Plenty of power was available and the roadholding was surprisingly good. The power steering, a feature of this car, was a little disconcerting to start with, but had no adverse effects on the handling qualities. The interior finish, however, was not as good as one expects from the Stuttgart firm.

Photography by Patrick Benjafield

ROY SALVADORI demonstrates the 3500GT Maserati to AUTOSPORT and Warwick Banks (below, left). Roy is used to Masers at Silverstone—remember his wonderful performance in the 1956 British Grand Prix in a 250F? A reasonably quick trip round the Grand Prix circuit convinced one of Roy's ability, whatever his mount, and the excellent characteristics of this very desirable machine. This was the actual car tested by Gregor Grant in the 24th August issue last year. MARANELLO CONCESSIONAIRES fielded a GTO, a Berlinetta and the delightful 2 plus 2—quite naturally they were not for general consumption! Nevertheless, they were greatly appreciated. Colonel Ronnie Hoare is seen here at Copse (below, right) while picking his way through the crowded circuit. The GTO proved to be just what Patrick McNally expected—the most desirable car produced today.



POLICE RALLY

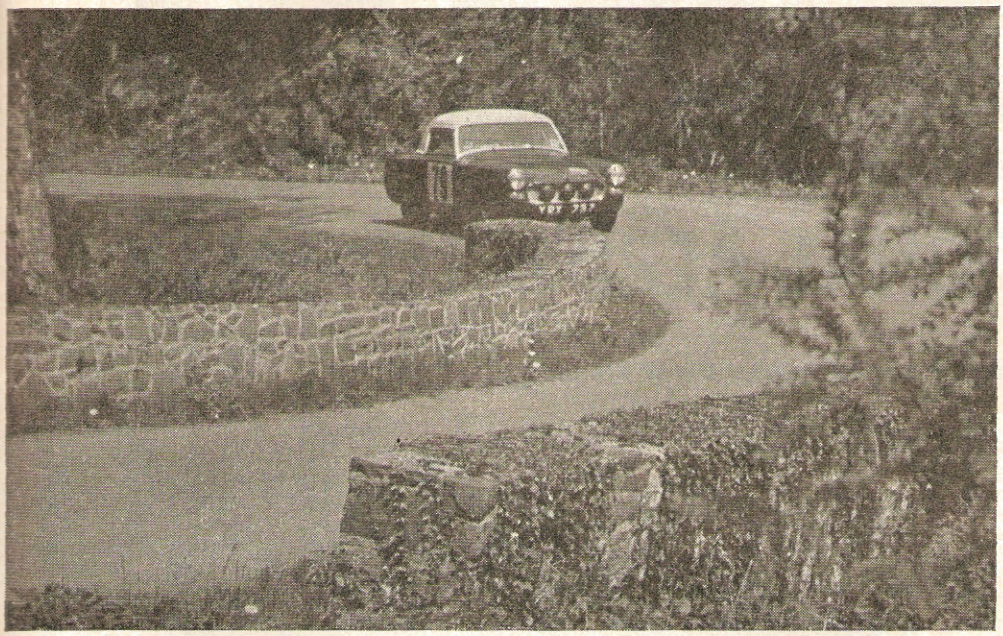
Bird/Sullivan (Sprite) the Outright Winners—Class Victories to Cortina, Sprite and Saab—Marque Team Prize Won by Mini-Coopers

BY JOHN GOTT

THE Eighth International Police Rally, jointly organized by the Royal Automobile Club of Liège and by the Auto-Moto Club de la Police, Liègeoise, on 18th/19th May, attracted a record entry of 105 cars (34 British-crewed) and 70 motor-cycles (13 British-ridden), crewed by police officers from nine nations. Yet further proof of the growing importance of the rally is the fact that British entrants were driving cars provided by B.M.C., Daimler, DKW, Fiat and Ford, whilst most of the leading continental factories were also represented by works cars, including the Volvo which had finished second in the 1962 Liège and a four-car team of Renaults, under the fatherly eye of M. Landon himself.

It is therefore all the more gratifying that the car category—for cars and motor-cycles flagged away by Miss Belgium on its 950-km./600-mile drive. Already, however, there had been one casualty, for the German crew of Pabl/Vogt (DKW), apparently paying more attention to the enormous crowds of spectators than to the car ahead, had been involved in an accident which resulted in their prompt retirement, before even starting on the rally proper.

Within 55 kilometres of the start came the first regularity test, 4.1 km. of main road to be covered in 4 mins. 55 secs. This ruined many hopes, including those of the favourites Gott/Nicholson on their ex-works Austin-Healey 3000, who were early through badly over-estimating the time lost behind a convoy of tourists, whom it was judged unsafe to pass in a succession of bends.



WINNING SPRITE of Bird/Sullivan tackles the hill-climb near Hamoir. This crew also won the 851 to 1,150 c.c. class.

cover much the same course, but compete in different categories—was won outright by the works Austin-Healey Sprite of Bird/Sullivan and that their classes were won respectively by the victorious Sprite, the works Ford Cortina of Collett/Millburn and the privately owned Saab of Wilson/Bennett, whilst Mini-Coopers carried off the Marque Team prize for cars.

Unfortunately, due to an unexpectedly fine night in the Ardennes, the organizers' hopes of another really tough event did not materialize, and the rally proved very much easier than last year, when only five crews retained "clean sheets". This year, on the contrary, over half of the car crews and no fewer than 17 of the motor-cyclists were unpenalized on the road section. Thus, the rally was won or lost, as far as the cars at least were concerned, by the times taken over two short regularity tests at respectively 50 k.p.h. and 60 k.p.h. where skill with a stop-watch was vastly more important than skill with a steering-wheel, and in one case the recorded distance is somewhat suspect.

If this was disappointing both to organizers and to drivers alike, that disappointment was to some extent offset by the mounting of the rally, particularly the start, which was incredibly impressive. After scrutineering at the Palais des Congrès, competitors moved off to the main Boulevard in Liège, which was closed to other traffic, and there formed into a long column for the 10-kilometre drive to the official start at Beyne-Heusay on the outskirts of Liège. Here, promptly at 11 a.m., the first car, the Ford Taunus of Wunder/Soter, was

In contrast, Friedel/Schmitzberger (BMW V8), Deronan/Havelange (Peugeot 403) and Davis/Beale (Mini-Cooper) crossed the line absolutely "spot-on", which gave them all a handy joint lead.

Shortly after the end of the regularity section came the first hill-climb at Neblon. Here the Healey crew atoned to some extent for their previous error by making B.T.D. in 1 min. 25.6 secs., as compared with 1 min. 32 secs. by the fastest motor-cycle.

By 6.30 p.m. the first cars were pulling into the supper-stop at Namur where competitors were met by attractive girl interpreters, who took them over to the excellent open-air buffet provided by the Bon Marché. Whilst crews ate and drank, their cars were checked over, the British Army Support teams and the B.M.C. mechanics, Brian Moylan and Ernie Giles in particular, doing trojan work with so many cars to keep an eye on.

At the supper-stop, most car crews had still kept their "clean sheets", but already 10 had retired and the night was to account for another 15. Those who had not done well in the first regularity test were hoping to make up with a better show in the two night tests, but their hopes were to be disappointed. The first, 7 km. in 7 mins. on the Fonds-de-Leffe hill near Dinant, was scrubbed. The second, on the very difficult stage, Monceau-Nafraiture, which only four cars had managed on time in last year's Tour de Belgique, was alleged to be 12 km. in 12 mins. This, however, was a little surprising, as the total length of the stage, according to the regulations, was only 11 km., but the finish of the regularity section was about 600 metres before the end of the stage!

Nevertheless, given the usual Ardennes mist instead of a clear starless night, the night section would again have proved very difficult, for the stages were well planned and, apart from the regularity section, well marshalled.

Inevitably, of course, many well-placed crews had bad luck. Rowan/Bonner in the works Anglia were forced into the ditch by a VW which they were overtaking and Wylie/Morris in the works Zodiac were undone by kindness, too swiftly given. Running short of petrol, a B.A.O.R. support driver gave them a jerrican, which, they did not discover until too late, was actually filled with—oil!

The B.A.O.R. team, incidentally, on their old Mark II Fords, put up an impressive show, for three of them were clean on the road and Hancock/Lambert finished fourth in their class.

At dawn came the final sting in the rally, a 120 km. secret section between Bastogne and Houffalize, the route-card being issued only as crews started on the section. The unfortunate Wylie and Morris got a little too much "secret" treatment, for they were mistakenly issued with a route referring to quite a different rally! This error naturally caused them much alarm and confusion until they got a "tow" from Wood/Wise in the works Riley 1.5.

The section also lost its class for the official Volvo crewed by the Swedes, Johansson/Ohlstrom, who got lost in company with four other cars which had been dogging them all through the night, whilst Rippingale/McKenzie overturned their Hillman Minx, fortunately without injury. Even more unlucky were Wilson/Chalk. A huge deer leapt out of the forest on to the bonnet of their VW, which promptly retired hurt; the local villagers, however, happily collected the dead deer as a most welcome addition to their rations.

The final test in the rally was a hill-climb at Spa, where B.T.D. was again made by the Gott/Nicholson Healey 3000. This climb, however, now had little bearing on the results as far as the cars were concerned, but it did provide a lot of satisfaction for some crews. Wylie, for instance, had his morning made when the Zodiac beat the works Daimler SP250, albeit by only 0.1 sec.

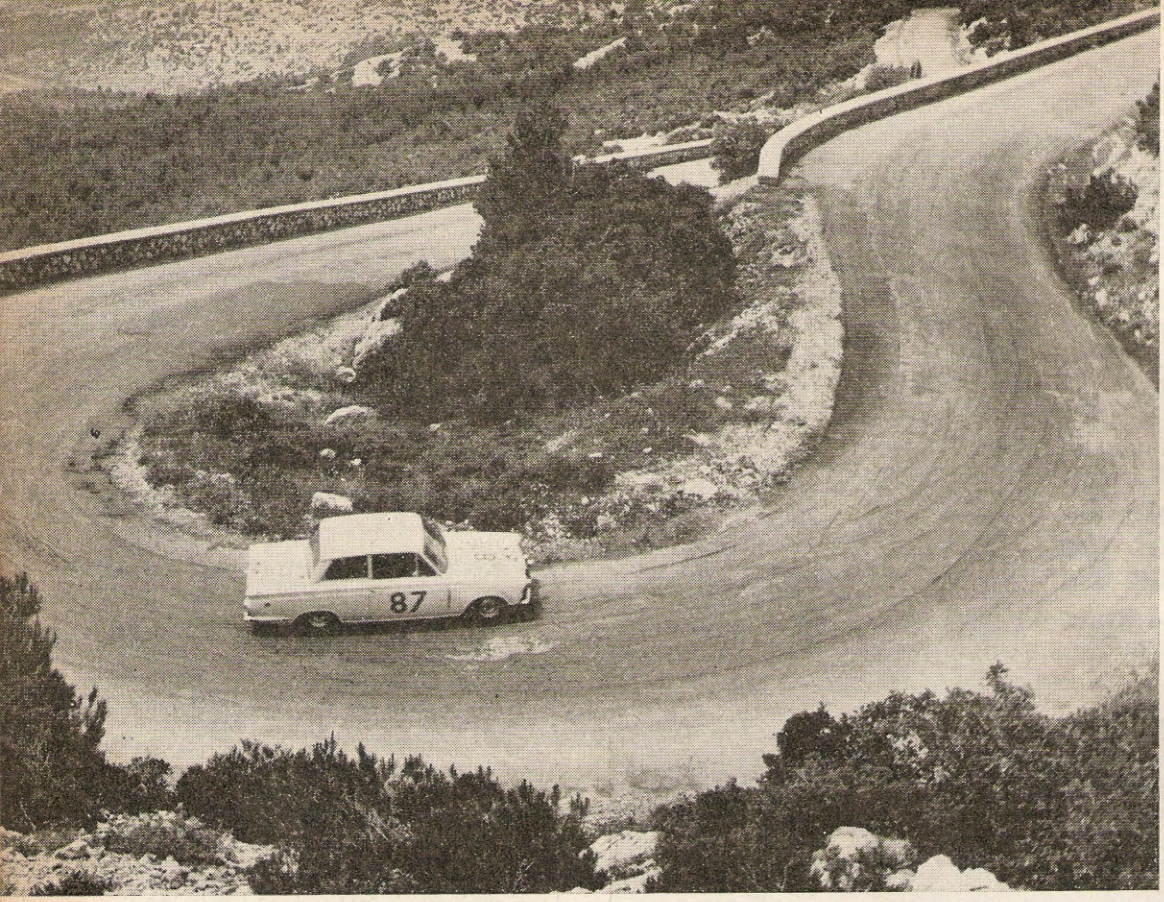
From Spa, it was now but a 50-kilometre drive back to the finish at the Palais des Congrès at Liège, where 85 of the cars duly clocked in.

If the Eighth International Police Rally had been neither so tough nor quite so well organized as the previous year's event, it had been most enjoyable and had certainly attained its premier object of providing a common meeting-ground for police officers from all over Europe.

Results

General Classification: 1, Bird/Sullivan (Austin-Healey Sprite); 2, Drion/Donkers (Peugeot 403); 3, Servais/Genot (Isard); 4, Wilson/Bennett (Saab 60); 5, Friedel/Schmitzberger (BMW V8); 6, Davis/Beale (Morris-Cooper); 7, Dam/Deloyer (Mercedes-Benz 220SE); 8, Deronan/Havelange (Peugeot 403); 9, Verbessem/Van Hees (Ford Cortina G.T.); 10, Vancauter-Jamoye (Volvo 122S). **Class Results: Over 1,600 c.c.:** 1, Friedel/Schmitzberger (BMW V8). **1,301 to 1,600 c.c.:** 1, Drion/Donkers (Peugeot 403). **1,151 to 1,300 c.c.:** 1, Collett/Millburn (Ford Cortina). **851 to 1,150 c.c.:** 1, Bird/Sullivan (Austin-Healey Sprite). **701 to 850 c.c.:** 1, Wilson/Bennett (Saab 60). **Up to 700 c.c.:** 1, Servais-Genot (Isard). **Inter-Nation Team Prize:** 1, Garde Republicaine de Paris (Vasseur-Menu-Sturny), France; 2, C.R.S., France; 3, Metropolitan Police, Great Britain. **Marque Team Prize:** Federation of British Police Motor Clubs (Morris Mini-Cooper), Great Britain.

GERMAN COPPERS pressing-on in a Renault at the Hamoir hill-climb.



FORD CORTINA of David Seigle-Morris/Barry Hercock (left) during the Portaria hill-climb. In error we said that David went off in a special stage in our report of the rally last week. In fact, he didn't and this mistake was caused by the Longines clock, which showed him as taking an hour more than he took! WINNING Mercedes-Benz 300SE of Eugen Böhringer, who is driving very fast at the Tatoi circuit (below, left). Böhringer was partnered by Rudolph Knoll. PRIVATELY-ENTERED Austin Seven of Peter Easter/D. Thompson won the 850 c.c. Touring class. It comes into the control at the end of the Volos-Volos loop (bottom, left). HIGH ABOVE the Aegean coast is Gunnar Andersson / Walter Karlsson, whose Volvo 122 was second overall in the tough Acropolis Rally (below, right). Third—only 0.4 sec. behind—was the similar car of Carl-Magnus Skogh / Lennart Berggren.

Photography by

MICHAEL DURNIN

11th INTERNATIONAL ACROPOLIS RALLY

or the ΙΑ. ΔΙΕΘΝΕΣ ΡΑΛΛΥ ΑΚΡΟΠΟΛΙΣ

Scenes from the Annual Greek Classic

ROME GRAND PRIX

A Win for Bob Anderson (Lola-Climax)

BY BILL GAVIN

BOB ANDERSON in his Lola-Climax V8 won the Rome Grand Prix at Vallelunga on Sunday, 19th May. Second was Carel Godin de Beaufort in his Porsche "4", while Ian Raby filled third place in the V8 Gilby-B.R.M. The entry was not a particularly strong one as the event coincided with the 1,000 km. race at the Nürburgring. The race was divided into two heats of 40 laps each, the first three places in both going to Anderson, de Beaufort and Raby.

THE full circuit at Vallelunga is 1.988 miles long; it was built for racing on the site of a former hippodrome and is cleverly arranged so that most spectators have full view of the cars for at least half the length of the course. The start/finish line is sited on a short straight below the high spectator terraces and as the cars flash by they are already slowing for the longed banked curve which turns them to the left through some 180 deg. The exit to this is fairly fast so the cars must be braked again for a fast left, that runs immediately into a fast right, which for most people involved a moment's pause before full power went back on for the short sprint to a very tight first gear hairpin to the right. This brings the cars back along the infield below the terraces and towards a long sweep turning through somewhat more than 180 deg. but nevertheless is taken fairly quickly. A couple of hundred metres later a nasty hump marks the run-off on to the banking of the short circuit, but the F1 cars run on towards a right curve which was very slippery with dust. Here the cars really get moving and the drivers shift quickly up through the gears, taking a fast left-hand curve which leads on to a downhill straight of some 500 or 600 metres. Then comes two near right-angle bends to the left which can almost be ironed out into one corner and this marks the commencement of the run back to the pits along a short uphill straight then through flat out turns to the right then left and right again.

The British entry was four strong with Tim Parnell in the ex-U.D.T. Lotus-Climax 4-cylinder, while the Parnell Lotus-B.R.M. 24 was entered for John Campbell-Jones. Bob Anderson had his V8 Lola-Climax and Ian Raby the Gilby-B.R.M. Kurt Kuhnke turned up with two Lotus 18s fitted with fuel-injected Borgward engines as raced by the B.R.P. in 1959. These engines had been entrusted to a German aeronautical college who have further developed them to give 172 b.h.p. at best. Unfortunately neither Kuhnke nor his teammate Ernst Maring were able to qualify these cars. Gunter Seifert ran the ex-Seidel Lotus-B.R.M. 24. The Swiss entry consisted of André Wicky, in the ex-Yeoman Credit Cooper-Climax streamliner, and Joseph Siffert in the Lotus-B.R.M. 24. This car now belongs to Siffert and Scuderia Filipinetti did not take kindly to his entering this event for he was supposed to drive one of their GTO Ferraris at the Nürburgring on the same day. Nevertheless one can hardly condone their insistence that the national automobile club refuse Siffert a visa to race at Rome. Siffert arrived hoping that Filipinetti would relent in time, but was ultimately unable to race. As always de Beaufort was the only Dutch contender, and was racing the car that he had used at Pau, Imola and Syracuse.

One of the two Argentinian representatives was Juan Manuel Bordeu in the ex-Serenissima Porsche "4", which some interested parties in the Argentine have purchased for him. Argentinian constructor Alessandro de Tomaso entered his countryman Estefano Nasif in the Tomaso 8-cylinder which first appeared at Monza last September. French privateers were Bernard Collomb with a Lotus-Climax 24 V8, and Clement Barrau in the ex-Filipinetti Lotus-Climax 21.

There was a host of Italian entries, including no fewer than five de Tomasos with diverse engines: Alfa Romeo, Maserati, Osca and Ford, the last-named being the only car of any real potency. It was a Junior fitted with a 1,450 c.c. Holbay engine partly modified by de Tomaso, and the characteristics of both car and engine seemed particularly suited to the tight (80 m.p.h. average) Vallelunga circuit. This car was entered by de Tomaso himself while the other four were the private entries of Zanarotti, Lippi, "Condor" and Campello. Prince Starrabba again raced his Lotus-Maserati 18 "4" and the two other Italian entries were the Scuderia Centro-Sud Cooper-Maseratis for Massimo Natili and Carlo Peroglio.

PRACTICE

ONLY one day's practice was held and, with 22 competitors competing for 16 places, the slower cars had to work fairly hard. For some comic reason the organizers chose to make a Targa start of each practice session and only six or eight cars were allowed out at a time.

De Beaufort really put in some hard work and was rewarded with best time in both morning and afternoon sessions, getting almost six seconds inside the old lap record held by "Geki" (Giacomo Russo) in a de Sanctis-Ford Junior. I haven't seen a Porsche "4" go quite so fast since Bonnier blew off all the British cars in the first heat of the Brussels Grand Prix in 1960. Bob Anderson was just over a second slower while young Franco Bernabei in the de Tomaso Junior also qualified for a position on the front row of the grid.

The Grid

C. G. de Beaufort (Porsche "4")	B. Anderson (Lola-Climax V8)	F. Bernabei (de Tomaso-Ford)
1 m. 29.4 s.	1 m. 30.5 s.	1 m. 30.9 s.
M. Natili (Cooper-Maserati "4")	I. Raby (Gilby-B.R.M. V8)	
1 m. 31.4 s.	1 m. 31.5 s.	
T. Parnell (Lotus-Climax 18 "4")	J. Campbell-Jones (Lotus-B.R.M. 24)	J.-M. Bordeu (Porsche "4")
1 m. 31.5 s.	1 m. 31.7 s.	1 m. 32.7 s.
E. Nasif (de Tomaso "8")	G. Starrabba (Lotus-Maserati "4")	
1 m. 34.1 s.	1 m. 34.1 s.	
R. Campello (de Tomaso-Osca "4")	B. Collomb (Lotus-Climax 24 V8)	R. Lippi (de Tomaso-Maserati "4")
1 m. 34.5 s.	1 m. 34.6 s.	1 m. 35.0 s.
A. Wicky (Cooper-Climax "4")	"Condor" (de Tomaso-Conrero Alfa)	
1 m. 36.8 s.	1 m. 39.6 s.	
C. Peroglio (Cooper-Maserati "4")	C. Barrau (Lotus-Climax 21 "4")	G. Seifert (Lotus-B.R.M. 24 V8)
1 m. 40.8 s.	1 m. 41.5 s.	1 m. 42.3 s.
G. Zanarotti (de Tomaso-Maserati "4")		
1 m. 44.7 s.		

FIRST HEAT

DESPITE a remarkable lack of publicity the crowd was indeed a large one, so one imagines that the Autodromo di Roma at Vallelunga has a large band of addicts who attend regularly, irrespective of the type of race or its relative importance. The weather was beautiful, a quick breeze making the hot sun quite bearable even for the pink-skinned gentlemen from higher latitudes. The start was conducted with an unusual amount of efficiency and Bob Anderson made a very clean start to lead the first lap ahead of Bernabei, Natili, Raby, Bordeu and de Beaufort, who had made a slow start from pole position. Anderson led over the first four laps but Bernabei in the de Tomaso Junior soon closed on him and went ahead to lead by 3.6 secs. on the fifth lap. De Beaufort had little difficulty in passing and getting away from Bordeu, Natili and Raby to lay third just 2.8 secs. behind Anderson at the end of the fifth lap. Raby was next, then Campbell-Jones and Bordeu. Natili's Centro-Sud Cooper-Maserati stopped at the pits and retired after four laps the fault being, almost predictably, a broken oil pipe!

Young Bernabei (21 years, two seasons F.J. racing) continued to throw the little de Tomaso Ford Holbay 1,450 c.c. Junior around in a most spirited manner which, although a trifle untidy for this sort of vehicle, was certainly effective, for by the tenth lap (quarter distance) his lead was already 9.8 secs. De Beaufort had moved into second place on lap 9 after being shockingly baulked by some back markers and, more understandably, by Bob himself. Ian Raby and Campbell-Jones were battling for fourth place and on the tenth lap it was the Gilby-B.R.M. which flashed beneath the packed terraces just ahead of the Lotus-B.R.M. Juan Bordeu's red Porsche was some distance behind now, and well clear of the next runners, Roberto Lippi, Prince Gaetano Starrabba and Bernard Collomb. "Condor", Barrau, Seifert and Zanarotti had all been lapped, while Tim Parnell, who was making regular pit stops in between some very forceful motoring, was already many laps in arrears.

De Beaufort's throttle stuck open on lap 14 but he just caught the ignition before the engine went "over the top". Anderson, who had lost very little ground to the Dutchman, went past and set off after Bernabei, who was now within striking distance. Bob took the lead after 20 laps, but the game little Italian fought back and, to the immense delight of the crowd, regained the lead two laps later. Every time Anderson closed on the little de Tomaso, Bernabei got away again in the twisty infield section where the Junior's later braking and better roadholding was paying off. The de Tomaso had been brought up to weight (453 kg. in fact) on the morning of the race (practice doesn't really matter!) by fitting it with one reclining seat, of neatly beaten lead sheet!

Alessandro de Tomaso had already announced that it couldn't last, for standard crank and rods weren't built for this sort of treatment, so the Argentinian showed no dismay and much enjoyment when the Bernabei came in and received a tremendous ovation at the end of 27 laps. This left Bob Anderson with a clear lead, for de Beaufort was being a little cautious in the knowledge that the throttle might stick once again, and at 30 laps the Lola was almost 20 secs. ahead of the old Porsche. Raby was nearly a minute behind, the only other driver on the same lap as the leader. John Campbell-Jones was in gearbox trouble with the Parnell Lotus, pit-stopped after 18 laps when he was leading Raby, and stayed out on the circuit after 26 laps when the drop gears failed. Juan Manuel Bordeu came in for adjustments to the Porsche's clutch, which had been slipping for some laps.

Anderson went on to win this first heat from de Beaufort by 20.9 secs. with Raby in third place over a minute behind.

HEAT TWO

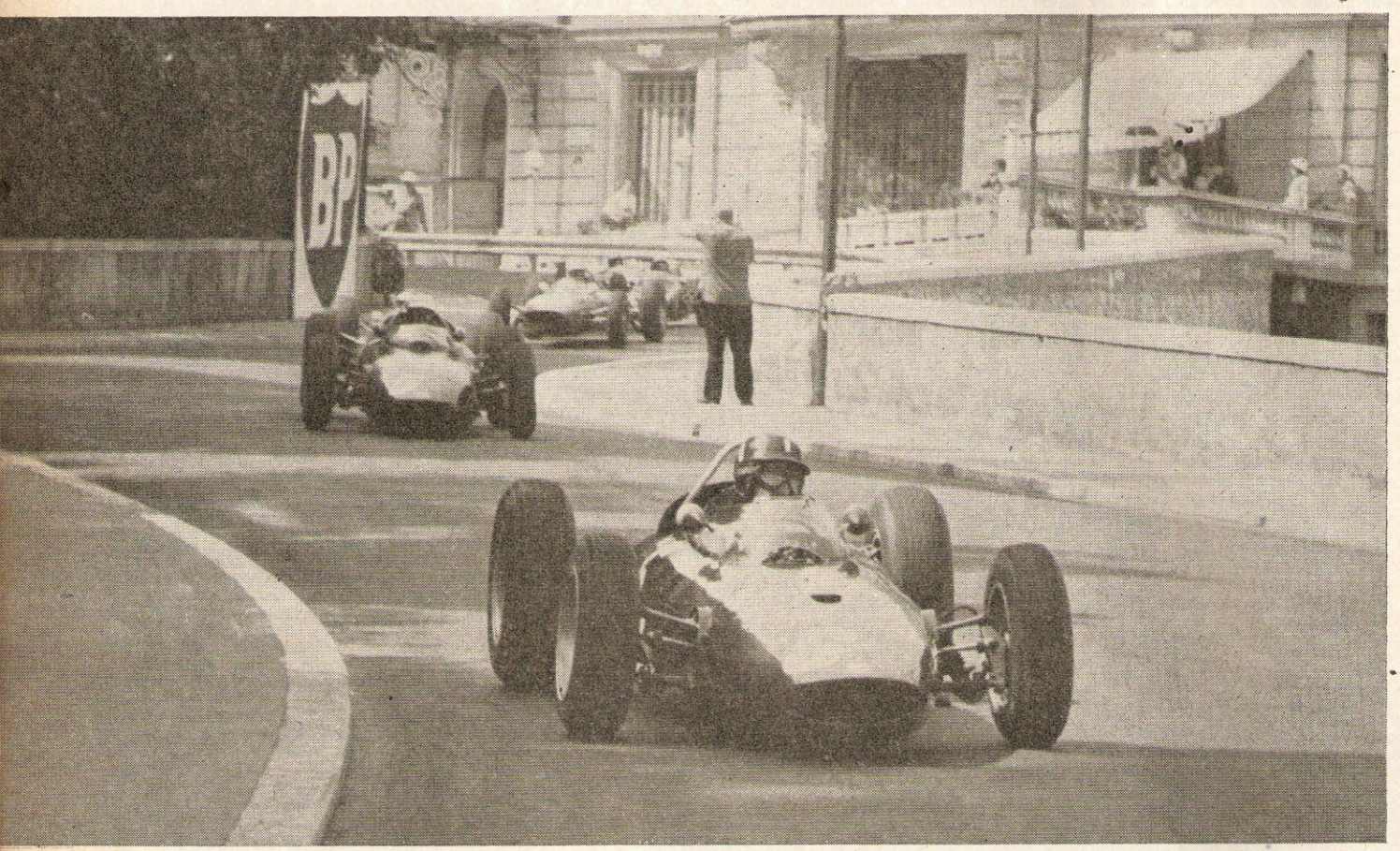
THE Rome Grand Prix was to be decided on the aggregate of the two heats, so, to beat Anderson, de Beaufort would have to win the heat by 21 seconds from the Englishman, which was a pretty tall order for the big Dutchman and his old Porsche. The grid was laid out in first heat finishing order with Anderson, de Beaufort and Raby on the front row. Bob made another beautiful start, while de Beaufort staggered away behind Lippi, Raby, and Natili, but this time managed to get through to second place on the first lap. But Bob was keen to put as much distance between himself and his only feasible rival and set the new circuit record of 1 min. 29.0 secs. on the third lap, so that by the fifth lap he had built up a lead of 9.5 secs. Natili had been sneaked in on the back of the grid and was now driving with some verve, and after a brief dice with Raby's Gilby-B.R.M. the old Cooper-Maserati went ahead into third place on the sixth lap. Then Campbell-Jones came up to challenge Raby and they swapped places for the first half of the race, a recurrence of Campbell-Jones gearbox trouble putting an end to this private duel, although John continued using what gears he could where he could. Anderson moved out to about 15 secs. ahead of de Beaufort and thereafter the interval remained static for the big Dutchman was still putting considerable effort into his driving in an attempt to at least narrow the gap. Natili got clear of Raby after a while and after

(*Continued on page* 772)

GRAND PRIX OF B.R.M.

Graham Hill and Richie Ginther Score a One-Two at Monaco — Ill Fortune of Jim Clark—Last Lap Record by Surtees in Vain Bid to Catch McLaren for Third Place

BY GREGOR GRANT PHOTOGRAPHY BY GEORGE PHILLIPS



DURING THE EARLY STAGES of the closely contested Grand Prix d'Europe Graham Hill (B.R.M.) leads Richie Ginther (B.R.M.), Jim Clark (Lotus-Climax)—who is hidden by Ginther, John Surtees (Ferrari) and Bruce McLaren (Cooper-Climax). The cars are coming from Mirabeau Corner and Hill is racing towards the Station Hairpin.

IT was a real joy day for B.R.M. at Monaco last Sunday. Graham Hill and Richie Ginther finished one-two in the Grand Prix of Europe, the former setting up a new race record at 116.555 k.p.h., to win by 4.6 secs. from his team-mate. Only 1.3 secs. separated third man Bruce McLaren (Cooper-Climax) from John Surtees (Ferrari), the last-named setting up a new lap record of 1 min. 34.5 secs. on the very last lap, in a desperate bid to wrench third place from McLaren.

Jim Clark (Lotus-Climax) had the wretched luck to have his gearbox seize solid, when leading the field on his 78th lap by nearly 16 secs. Trevor Taylor in the other Team Lotus car finished sixth behind Tony Maggs (Cooper-Climax)—both being two laps behind the leaders.

This was one of the most exciting races ever held on the Monaco circuit. At one time about 6 secs. separated nine cars, with Hill leading for the first 17 laps then relinquishing it to Clark who remained in front till the gearbox failed.

Of the 15 starters, nine were classified at the finish, including Bonnier (Cooper-Climax), Clark and Brabham, the former World Champion being in a spare Team Lotus machine. It was the first B.R.M. victory at Monaco—and the first for a fuel-injected machine.

* * *

FOR the 1963 race, a new method of entry-selection was adopted. Instead of factory entrants being guaranteed places, the only entrants not having to qualify were previous winners and world champions. This meant that Bruce McLaren, Maurice Trintignant, Jack Brabham, Graham Hill and Phil Hill were eligible, the remainder having to dispute the other 11 places during the three practice sessions.

As it so happened, several of the invited entrants withdrew, including Phil Hill and Baghetti (A.T.S.), the two Sciroccos of Burgess and Settember, Campbell-Jones (Lotus-B.R.M.), Nasif (de Tomaso), Bandini (B.R.M.) and de Beaufort (Porsche). The red Centro-Sud B.R.M., recently acquired by Signor Dei, was returned to the factory for unstated reasons. An additional acceptance was Collomb (Lotus-Climax), so, in point of fact, there were only 17 drivers for the 16 places on the starting grid.

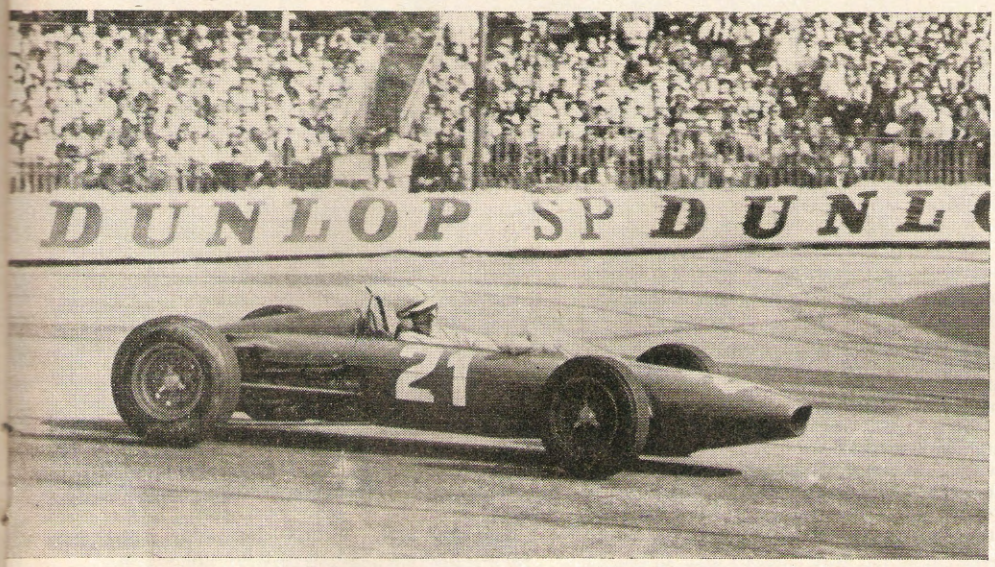
Jim Clark dominated the training, his 1 min. 34.3 secs. being 0.7 sec. faster than the next man, Graham Hill. Both Richie Ginther (B.R.M.), and John Surtees in the Silverstone-type Ferrari were under Clark's 1962 record, which was also equalled by Innes Ireland in the B.R.P. Lotus-B.R.M.

Jack Brabham dropped a valve in his engine, and had to fly back to England in his own aircraft to have the unit repaired. Whilst everyone was enjoying the brilliant sunshine of Monte Carlo, the unfortunate Brabham's return was delayed by heavy snowstorms in Northern France!

Meanwhile, Dan Gurney's engine had piston trouble, so, on the eve of the race, the newly-repaired motor was installed in the American's car, and Jack was left without a drive. However, Colin Chapman offered him the spare Team Lotus machine, so the Australian took his place at the back of the starting grid.

Reg Parnell had his share of misfortune when Trintignant's engine also dropped a valve. New Zealander Chris Amon relinquished the wheel of the second Lola-Climax. Coopers had to change the engine of Bruce McLaren's car, the original one having trouble with blocked-up fuel-injection lines. John Surtees had a slight off-course excursion at the chicane, and damaged his chassis.

With several withdrawals, the organizers

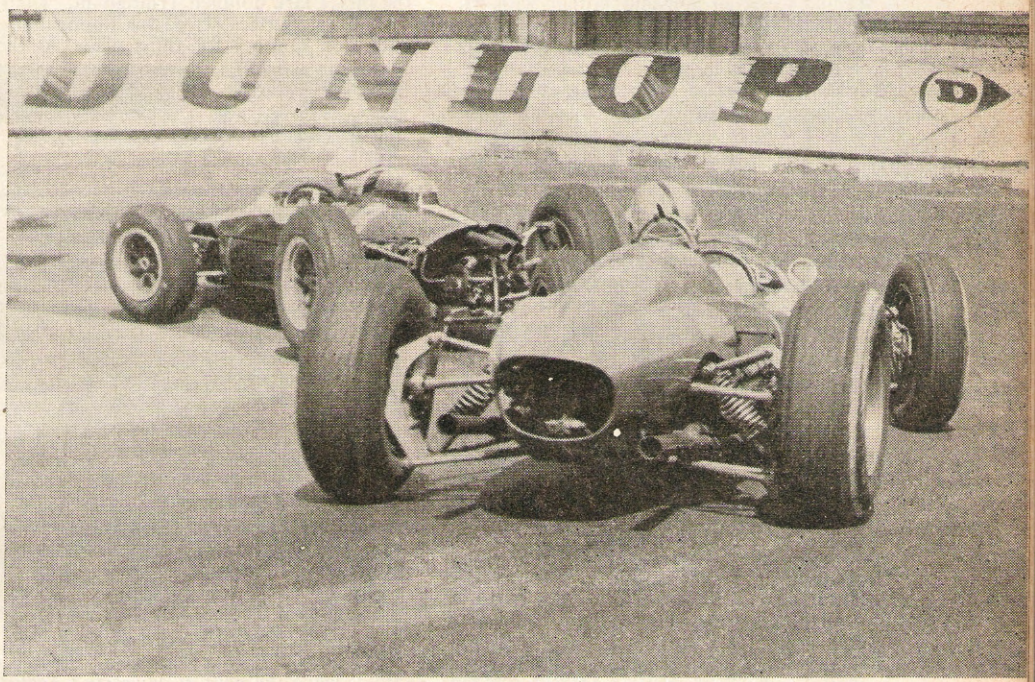


fantastic sight as the 15 cars streamed up Ste Devote towards the Casino, with Clark and Surtees already crowding the Owen cars. Down past the Tip Top screamed the cars, queuing up for Mirabeau and then the wicked turns at the Station.

Out on to the quayside, through the tunnel to the chicane swerve they came, the first dozen seemingly tied together with string. At the tobacconist's kiosk it was still the two B.R.M.s, with Clark closing right up as they negotiated the notorious Gasworks Hairpin. Past the pits and the Royal Box it was Hill, Ginther, Clark, Surtees, McLaren, Ireland, Gurney, Maggs,

NEW FERRARI, of the type which appeared at Silverstone, is cornering at the Gasworks Hairpin driven by John Surtees (left). The start of this year's race was moved beyond the hairpin because of last year's first lap shunt.

THE SECOND FERRARI, that of Willy Mairesse, chases Tony Maggs (Cooper-Climax) around the Station Hairpin (below). Mairesse retired with clutch trouble.



could muster only 15 of the 16 cars permitted, so the starting grid was as follows:

9 Clark (Lotus-Climax) 1 m. 34.3 s.		6 Hill (B.R.M.) 1 m. 35 s.
	21 Surtees (Ferrari) 1 m. 35.2 s.	5 Ginther (B.R.M.) 1 m. 35.2 s.
14 Ireland (Lotus-B.R.M.) 1 m. 35.5 s.		4 Gurney (Brabham-Climax) 1 m. 35.8 s.
	20 Mairesse (Ferrari) 1 m. 35.9 s.	7 McLaren (Cooper-Climax) 1 m. 36 s.
10 Taylor (Lotus-Climax) 1 m. 37.2 s.		8 Maggs (Cooper-Climax) 1 m. 37.9 s.
	11 Bonnier (Cooper-Climax) 1 m. 38.6 s.	25 Siffert (Lotus-B.R.M.) 1 m. 39.4 s.
12 Hall (Lotus-B.R.M.) 1 m. 41.0 s.		17 Trintignant (Lola-Climax) 1 m. 41.3 s.
	3 Brabham (Lotus-Climax) (———)	

THE sun continued to shine from a cloudless blue sky on race day. After the "anciens pilotes" had driven round the circuit in various B.M.C. cars, Prince Rainier arrived with his entourage. As zero hour approached, one could sense the anticipation of the great crowd for the coming battle. All round the unique circuit, every possible vantage point was crammed to capacity. In the harbour, gaily decorated craft gently bobbed in the glittering water, and decks were crowded with folk having a novel view of a motor-race.

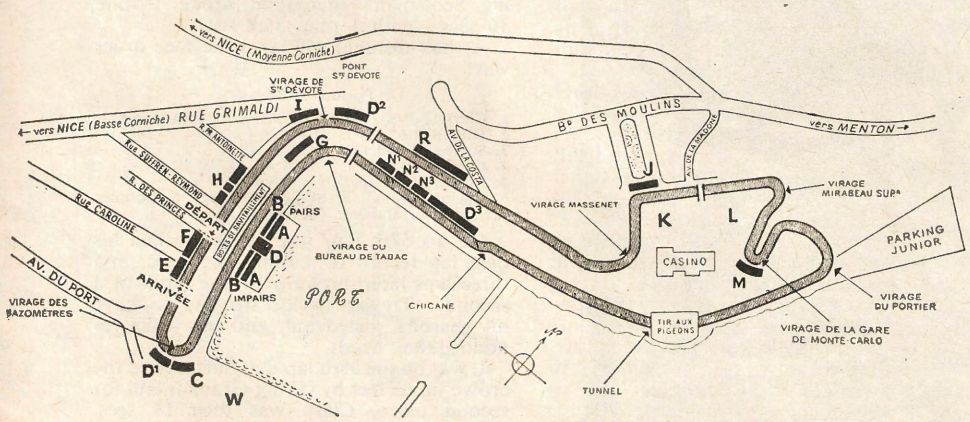
Down went the flag, and immediately the two B.R.M.s of Graham Hill and Richie Ginther stormed into the lead. It was a Mairesse, Bonnier, Taylor, Siffert, Trintignant and Hall in that order.

Jim Clark was determined to take Ginther, and the B.R.M. man was equally determined to hold his place. When the leaders hurtled down to Mirabeau again, Clark tried to nip past on the inside, but Ginther was just too quick for him, and held his advantage as they appeared for the second time, with Graham Hill leading his teammate by a couple of yards or so.

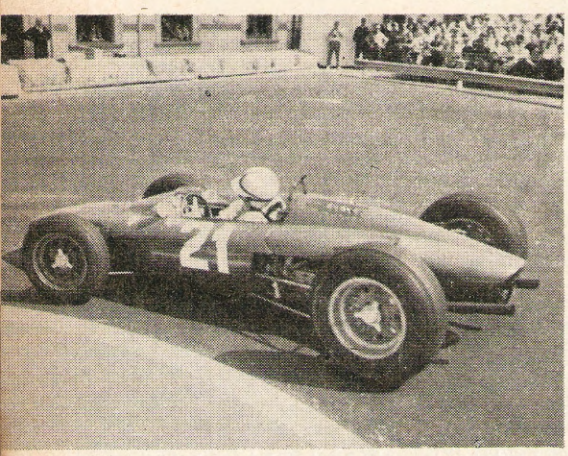
Meanwhile everyone had closed up on everyone else, and on the third lap, not more than 5 secs. separated the first nine cars. The unfortunate Siffert put a rod through the crankcase of his Lotus-B.R.M., and was the first to be pushed to the dead car park.

Jim Clark was not to be denied, and on lap five, he skilfully pipped Ginther at the Kiosk, and tacked the monocoque Lotus behind Hill's B.R.M. The crowd was delirious with excitement. It was a fast and furious fight amongst the leading nine, which increased to 10, as Trevor Taylor also joined in. Already Hill and Co. were lapping under 1 min. 39 secs. with full tanks.

In the rear, Brabham was obviously unhappy with the spare Lotus, and Jim Hall



MAP of the circuit, showing the new starting position.



JOHN SURTEES at the Station Hairpin, cornering fast in his Ferrari. Surtees put up a brilliant show and on his last lap set up a new lap record of 1 min. 34.5 secs., a speed of 74.4 m.p.h.

seemed to be in constant bother with his gearbox. Trintignant was taking things quietly, trundling behind Bonnier in the blue Walker Cooper.

This was Grand Prix racing at its very best. Hill, driving like a World Champion, looked calm and unhurried, not in the least perturbed by the fact that Clark was almost up his exhaust pipes. Ten laps gone, and the 10 leaders were still almost nose to tail.

Trevor Taylor, with gearbox difficulties, dropped back slightly from the "nine". On lap 13, Bonnier made a brief halt to report a clutch that wouldn't free properly. On the next lap, Mairesse produced a big "Oohh!" from the crowd, as he took Maggs on the outside at Ste Devote. Already Hill and Co. were about to double the unfortunate Hall, who was suddenly overwhelmed by the dog-fighting leaders on the run through from the chicane. Mairesse picked up another place by taking Dan Gurney, whilst Clark was pressing Hill all the way, looking for the slightest opportunity to take the lead.

Jim Hall stopped to report his gearbox bothers, and restarted with little hope of finishing the race. It was on the 18th lap that Clark saw his opportunity and grabbed it at the Gasworks Hairpin, so the crowds had a new race leader to cheer. Richie Ginther was driving superbly, holding off the eager Surtees who had McLaren in his mirror with Ireland, Mairesse, Gurney and Maggs nose to tail behind.

Lap 19, and Brabham pulled over at Ste Devote to let the leaders through. The former World Champion was also having gearbox bothers, and had to settle for merely keeping going. Jim Hall abandoned on lap 20 with stripped gears, and the race order now read:

Position at 20 laps

1. Clark (Lotus), 33 m. 3.5 s., 114.283 k.p.h.
2. Hill (B.R.M.), 33 m. 5 s.
3. Ginther (B.R.M.), 33 m. 5.8 s.
4. Surtees (Ferrari), 33 m. 6.9 s.
5. McLaren (Cooper), 33 m. 8.4 s.

6, Ireland (Lotus-B.R.M.); 7, Mairesse (Ferrari); 8, Gurney (Brabham); 9, Maggs (Cooper); 10, Taylor (Lotus); 11, Trintignant (Lola); 12, Bonnier (Cooper); 13, Brabham (Lotus).

Bonnier was doubled by Clark, who was now getting down to 1 min. 37 secs. He stretched his lead over Hill slightly, and held it around 3½ secs. for several laps.

On lap 24, Dan Gurney coasted to a standstill with no transmission—the crown wheel had gone! This was bad luck indeed, for the Californian had been motoring really well. This meant that Maggs moved up to 8th place, and 12 cars were still in the race.

As Gurney's Brabham was pushed into the pits, Clark doubled Trintignant. Then, on lap 25, Surtees seized his opportunity, and took Ginther for third place, to the great joy of the Italians. The Ferrari was about 9 secs. behind Clark's Lotus.

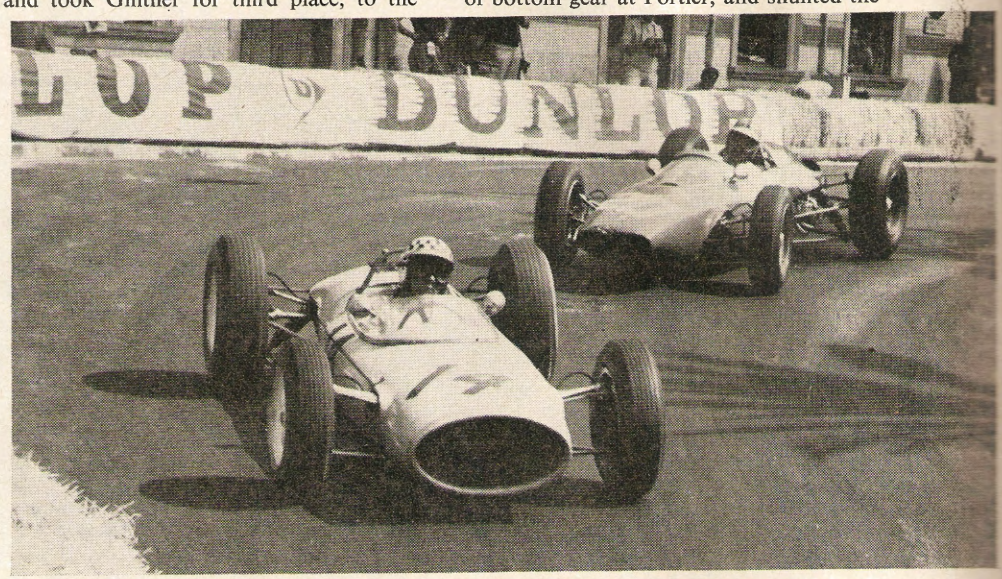
Gradually, Surtees began to gain on Graham Hill, and by 35 laps, there were only 2 secs. separating them. Clark led the B.R.M. by 6 secs., whilst Ginther never let the Ferrari out of his sights. Mairesse had overtaken Ireland for 6th place, and began to threaten McLaren. Farther back, Taylor was tangling with Maggs.

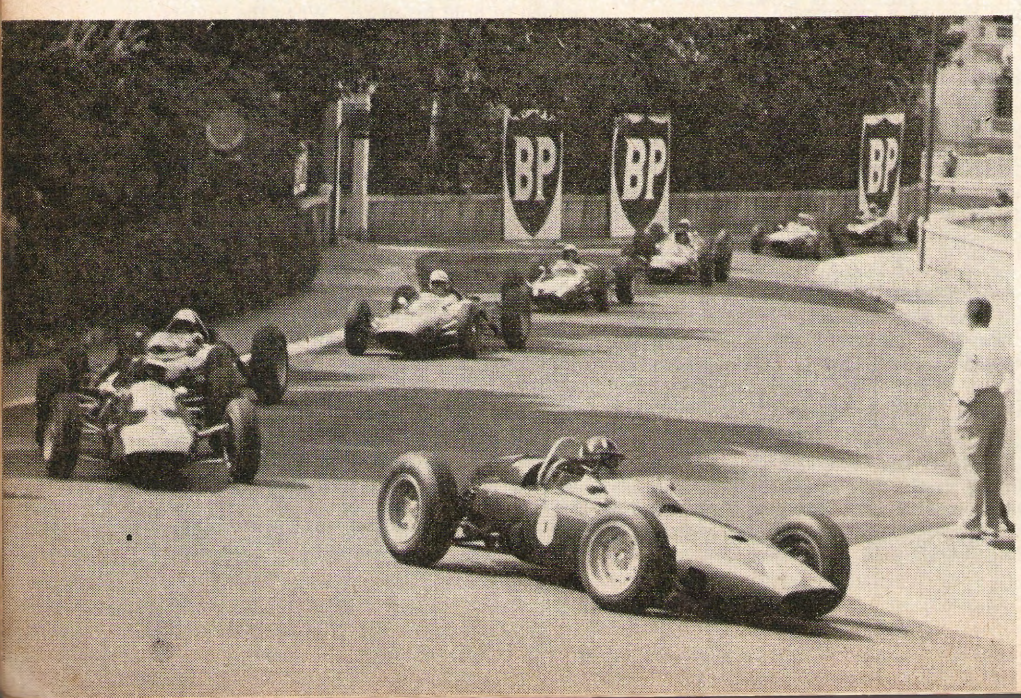
On the 36th lap, Trintignant retired at the pits with no oil pressure—presumably the crankshaft seal had gone. Bonnier stopped for advice on his clutch. These things were almost unnoticed, with the furious Hill v Surtees battle going on—only a second separating them.

Mairesse coasted in, and after mechanics examined the clutch mechanism, the Ferrari was abandoned at the pits, and Ireland moved up to 6th place.

Mairesse, Surtees and Clark had all turned laps in 1 min. 36.9 secs. Surtees came down to 1 min. 36.5 secs., then 1 min. 36.4 secs. With 40 laps gone, the race average was 115.182 k.p.h., and Clark led Hill by 4.9 secs. Only 0.8 sec. separated Ginther and McLaren.

Poor Innes Ireland had his car jump out of bottom gear at Portier, and shunted the wall. Brabham made a stop to find cylinders and gears.





INNES IRELAND leads Willy Mairesse at the Station Hairpin (above). Innes's British Racing Partnership Lotus-B.R.M. was fitted with a "Monaco-type" nose, while the nose of Mairesse's Ferrari, which is not cut-away, has a dent. JUST BEFORE the Station Hairpin (below) Graham Hill leads Jim Clark, Richie Ginther, John Surtees, Bruce McLaren and Dan Gurney. Ginther had held second place for the first five laps, and regained it on lap 78 when Clark abandoned.

Clark got down to 1 min. 36.2 secs., which was equalled by Surtees. The "Flying Scotsman" thereupon broke 1 min. 36 secs.—with 1 min. 35.8 secs.

At half-distance (50 laps) the race order was:

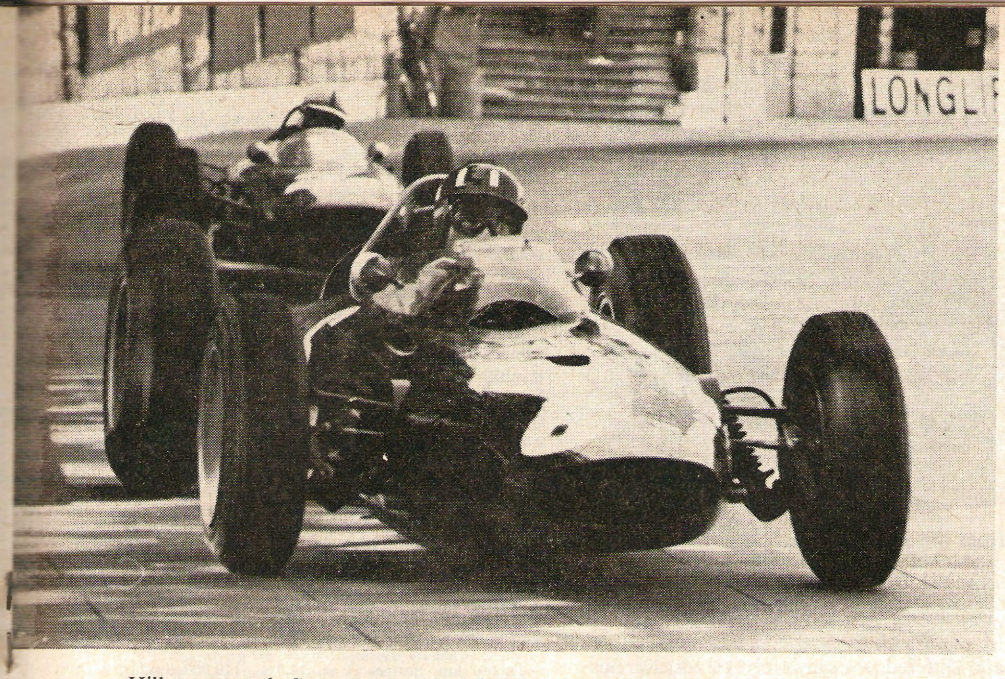
Position at 50 laps

1. Clark (Lotus), 1 h. 21 m. 31.1 s., 115.642 k.p.h.
2. Hill (B.R.M.), 1 h. 21 m. 39.4 s.
3. Surtees (Ferrari), 1 h. 21 m. 49 s.
4. Ginther (B.R.M.), 1 h. 21 m. 49.3 s.
5. McLaren (Cooper), 1 h. 21 m. 49.9 s.

6, Taylor (Lotus); 7, Maggs (Cooper); 8, Bonnier (Cooper); 9, Brabham (Lotus).

On his 57th lap, Jim Clark equalled his own lap record of 1 min. 35.5 secs., and three laps later, broke it by one tenth of a second. Trevor Taylor stopped to have his gearbox sorted out, and the wiseacres nodded their heads.

It was on the 58th lap that Surtees had the crowd on its feet by taking Graham Hill for second place, Clark was then 11 secs. ahead, going like a bomb. For four laps the Ferrari stayed in second spot, and then



Hill re-passed. Surtees was continually wiping oil from his goggles, and the B.R.M. widened the gap to 4 secs. in a couple of laps. Ginther was now on the tail of the red car, and Surtees was certainly looking a trifle fatigued.

Seventy laps came up, and the race average had gone up to 116.252 k.p.h. Position of the leaders was:-

Position at 70 laps

1. Clark (Lotus), 1 h. 53 m. 33.3 s., 116.252 k.p.h.
2. Hill (B.R.M.), 1 h. 53 m. 47.2 s.
3. Surtees (Ferrari), 1 h. 53 m. 56.9 s.
4. Ginther (B.R.M.), 1 h. 53 m. 57.4 s.
5. McLaren (Cooper), 1 h. 54 m. 1 s.
6. Maggs (Cooper); 7, Taylor (Lotus); 8, Bonnier (Cooper); 9, Brabham (Lotus).

Clark, ever widening his lead, set a new record of 1 min. 34.9 secs. (119.304 k.p.h.). On lap 75, Ginther stormed past Surtees in front of the Royal Box, and McLaren also threatened the Ferrari.

With 78 laps signalled, faces fell in the Team Lotus pit, for Clark had notified his intention to stop. As he rounded the Tobacconists' Kiosk, he was obviously in gearbox difficulties, and, as the car approached the Gasworks Hairpin, there was a crunch and a screeching of tyres as the box locked solid. Poor Clark, almost heartbroken, jumped out of the car, which was practically against the crash-barrier,

JUST BEFORE half distance John Surtees caught up with Graham Hill and on the 58th lap got past. However, Graham repassed and Surtees dropped back again. Here they dice at the Tobacconists' Corner on the harbour front (above).

DAMAGED WHEEL of Surtees's Ferrari after having clouted the chicane during Saturday's practising (right).

with its tail sticking up. As he sought to move it out of the way of the other cars, Louis Chiron waved a flag in all directions, and jumped around like a jack-in-the-box, flailing anyone within reach.

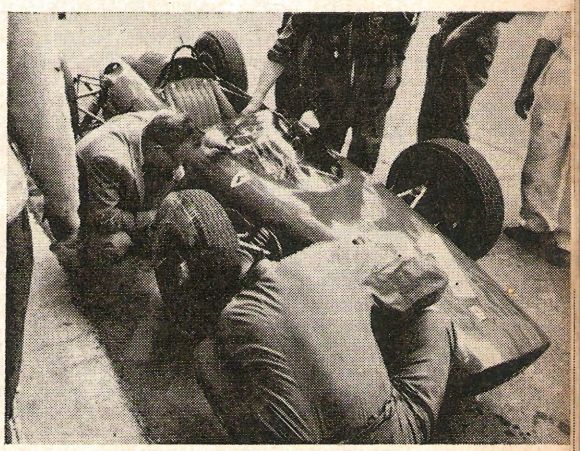
So, into the lead again went the reigning World Champion, with his team-mate secure in second place. Tony Maggs had been doubled, and only Hill, Ginther, Surtees and McLaren were on the same lap.

Brabham dropped even farther behind, following another pit stop. So with 20 laps to go, Hill led Ginther by 9.6 secs. at an average of 116.264 k.p.h., and only 1 sec. separated McLaren and Surtees. The latter appeared to have gained his second wind, for he was now trying all he knew to take the New Zealander; Bruce steadfastly refused to become rattled, driving as delightfully as ever.

As the end approached, interest centred on Surtees's efforts to snatch third place. Four laps from the end, he set a new record with 1 min. 34.6 secs.—but this was equalled by McLaren next time round.

Graham Hill duly received the flag, followed home by Richie Ginther. However, the excitement was on the Surtees-McLaren duel. Out of the tunnel the red car was a few feet behind. McLaren realized the danger, and pushed the Cooper

(*Continued overleaf*)



BINGO !

Vme. GRAND PRIX "MONACO-JUNIOR"

THE Junior race was divided into two 16-lap heats and a 24-lap final. In the first heat, Peter Arundell showed that the monocoque Lotus Junior is at last really right. Lack of rigidity was the cause of its previous disappointing showing, but the aluminium and glassfibre structure has now been replaced with an all-aluminium chassis-body. Peter took the lead on the first lap and held it all the way.

Mike Spence kept his Lotus in second place until the tenth lap, but he was being pressed so hard by Richard Attwood that he then collected some straw bales. Attwood did miracles with his Lola but Arundell kept ahead, breaking the lap record twice in the process, while Peter Procter came third with Ken Tyrrell's Cooper-Austin. Jochen Rindt, an Austrian, was fourth with an old Cooper. Hobbs and Fenning both suffered from mechanical troubles.

The second heat was an easy victory for Frank Gardner's Brabham, though Jo Schlesser was driving his Brabham with immense verve in second place. At first, Bill Bradley's Lola was third and Mike de Udy's Lotus fourth, but then a young Italian, who races under the name of "Geki", came on the scene. He drove a de Sanctis, a car built in Rome, which is a little like a Lotus 22 though the body is prettier. This Ford-engined machine, which was very well driven, gained third place. Unfortunately, Jonathan Williams had a bad accident at the Tabac, putting himself in hospital and writing off his Merlyn.

The Final was full of drama, and was run at a speed that would have won the Grand Prix only a short time ago. Gardner snatched the lead at the start but the favourite, Arundell, followed him and Jo Schlesser, using every inch of the road, was just behind. Arundell, with yet another win apparently in his grasp, suddenly lost his engine and coasted in to retire.

Then Richard Attwood showed that there was still more speed in his Lola. He pressed Frank Gardner strongly for four laps and then passed him for keeps. Jo Schlesser would not let them get away and took the Formula Junior record in 1 min. 41.1 secs. Attwood, determined to keep the lead, replied with 1 min. 40.7 secs. Finally, Frank Gardner broke the 1 min. 40 secs. barrier with a staggering 1 min. 39.5 secs.

So, at fantastic speeds, the leaders approached the finish. As the cars came down to the final corner on their last lap, "Geki", who had taken fourth place from Peter Procter, blew up his de Sanctis and lost two places while he staggered over the line. The de Sanctis and Wainer cars should be applauded because they have added to the international aspect of Formula Junior, which was becoming a British monopoly. Richard Attwood must now be regarded as future Grand Prix material, for he is both safe and very fast.

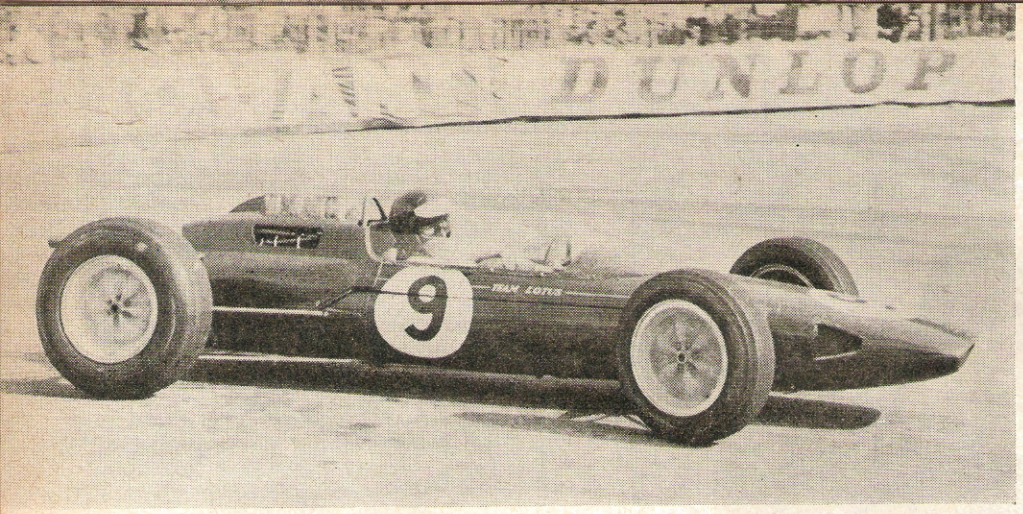
JOHN V. BOLSTER.

Results

Heat 1: 1, P. Arundell (Lotus), 108.793 k.p.h.; 2, R. Attwood (Lola); 3, P. Procter (Cooper); 4, J. Rindt (Cooper). **Fastest lap:** Arundell, 110.353 k.p.h.

Heat 2: 1, F. Gardner (Brabham), 109.016 k.p.h.; 2, J. Schlesser (Brabham); 3, "Geki" (de Sanctis); 4, W. Bradley (Lola). **Fastest lap:** Schlesser, 111 k.p.h.

Final: 1, R. Attwood (Lola), 111.501 k.p.h.; 2, F. Gardner (Brabham); 3, J. Schlesser (Brabham); 4, P. Procter (Cooper). **Fastest lap and record:** Gardner, 1 m. 39.5 s., 113.791 k.p.h.



JIMMY CLARK at the Gasworks Hairpin. Clark drove tremendously, cornering faster than everybody else. Unfortunately the Lotus 25's gearbox could not stand the strain and Jimmy was out after 78 laps.

Monaco Grand Prix—*continued*

for all it was worth. The cars took Gasworks nose to tail, but McLaren had the advantage and streaked past the timing box 1.3 secs. ahead of his rival.

During that last, desperate lap, Surtees set up a new circuit record with 1 min. 34.5 secs., 119.809 k.p.h. (74.4 m.p.h.).

For the second time in two days, the British National anthem was played, and then a delighted and garlanded Graham Hill drove his B.R.M. round on a lap of honour—cheered to the echo by the crowd, and saluted by a chorus of horns and sirens from the anchored boats in the harbour.

Hill had driven some distance with a foot scorched from the radiator. During the closing laps he was worried by falling oil pressure—with memories of 1962 ever in his mind. Surtees also had low oil pressure, and suffered not only from oil all over his face, but from cockpit heat.

Richie Ginther thoroughly enjoyed himself, and was absolutely thrilled to have completed the 100 laps. So was Bruce McLaren, who was equally pleased that his team-mate Tony Maggs had finished, and collected two championship points.

The following morning there were more than a few hoarse voices and throbbing heads in the B.R.M. camp—following a memorable celebration, with Graham Hill, Richie Ginther, Tony Rudd and the overjoyed mechanics making real whoopee. The same morning, Colin Chapman, Jim-Clark and Dan Gurney flew off to seek success at Indianapolis.

Results

1. **Graham Hill (B.R.M.)**, 2 h. 41 m. 49.7 s., 116.555 k.p.h. (72.42 m.p.h.). New race record (9).
2. Richie Ginther (B.R.M.), 2 h. 41 m. 54.3 s. (6).
3. **Bruce McLaren (Cooper-Climax)**, 2 h. 42 m. 02.5 s. (4).
4. **John Surtees** (Ferrari), 2 h. 42 m. 03.8 s. (3).
5. Tony Maggs **(Cooper-Climax)**, 98 laps. (2).
6. **Trevor Taylor (Lotus-Climax)**, 98. (1).
7. Joakim Bonnier **(Cooper-Climax)**, 94.
8. **Jim Clark (Lotus-Climax)**, 78.
9. **Jack Brabham (Lotus-Climax)**, 77.

Fastest lap: Surtees, 1 m. 34.5 s., 119.809 k.p.h. (74.4 m.p.h.).

World Championship Points in Parentheses.

Retirements

Siffert (Lotus-B.R.M.), engine, 3 laps.
Hall (Lotus-B.R.M.), stripped gears, 20.
Gurney (Brabham-Climax), crown wheel, 25.
Mairesse (Ferrari), clutch, 37.
Trintignant (Lola-Climax), engine, 36.
Ireland (Lotus-B.R.M.), crash, 40.

JOHN BOLSTER discusses

THE TECHNICAL ASPECTS OF MONACO

IN the regretted absence of the A.T.S., there were few technical novelties at Monaco, but during the practice period and the race, it was possible to assess the virtues of the different engines and chassis. Perhaps the most outstanding feature was the adoption of fuel injection for the majority of the cars and indeed for all those which figured prominently in the race.

Two types of injection were used, the direct injection into the cylinders of the Ferraris and the port injection of the other machines. I formed the opinion that the Ferrari engines were the most powerful in the race, both in the middle accelerating range of revolutions and at the top end. It is most interesting that this is achieved with six cylinders against the eight of the Coventry-Climax and B.R.M. power units. Certainly the Ferrari engine must be more highly stressed than the British V8s, but it seems to be notably reliable.

If the performance of the Ferraris was extremely satisfactory, the roadholding was open to criticism. The cars seemed to "twitch" when cornered hard or even when braking in a straight line. The undoubted engine power is used much more effectively than before, but although the lap record was taken by John Surtees, he had a somewhat exciting ride and the handling did not seem consistent, the front wheels sometimes losing adhesion unexpectedly.

The roadholding of the modern racing car depends on many small and accurate adjustments, and it is likely that the Ferrari's imperfections will be eliminated during this detailed work, for the new frame seems rigid and there is nothing unusual about the suspension geometry.

I was most interested to see the work that went into the B.R.M.s during the training period. For this tight little circuit, rather more oversteer is required than for faster courses. At the first practice session, Graham Hill was having to break away the rear end with power on the corners to avoid excessive understeering. After adjustments had been made, he no longer had to do this and a front row grid position resulted. Graham is a great believer in using the engine power to drive the car forward rather than sideways, and the results which he attained at Monaco proved that his theories were sound.

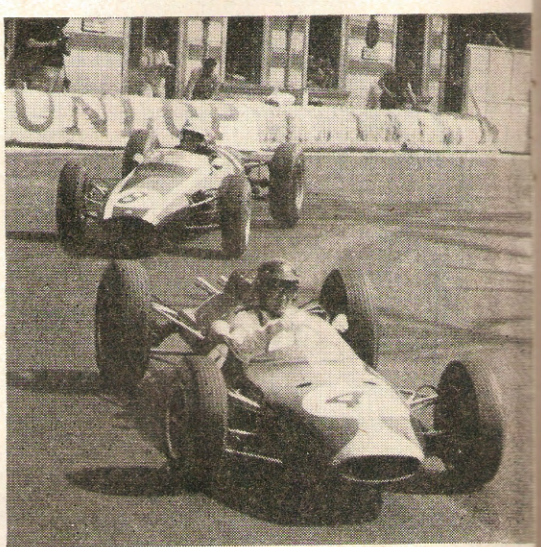
The combination of Jimmy Clark's phenomenal skill with the characteristics of the monocoque Lotus resulted in some extremely fast cornering. At Mirabeau, for example, Jimmy was visibly faster than anybody else. He not only entered the corner at very high speed, but he seemed able to kill an incipient skid with a mere flick of the wheel. The drivers of other cars tended to leave their line and lose speed under similar circumstances, but the Clark-Lotus combination was never off the chosen path. The car is very light and the driver is small, while the chassis is exceptionally rigid. It is understood that the Lotus has not yet been developed to its limit as far as roadholding is concerned, but it must already have a useful advantage in this department, though again I would stress the skill of Clark.

The Monaco circuit is a car-breaker, and all the drivers were unusually cautious in the early laps this year. Eight cars suffered from transmission trouble, while only two had engine defects during the race. In four cases gear selection trouble was experienced, Innes Ireland crashing as a result of the gear jumping out, and Jimmy Clark engaging second and fourth speeds simultaneously. Two clutches refused to free while two transmission breakages eliminated cars there and then. Although Monaco is a transmission destroyer, it does look as though the gearbox troubles of 1962 are still with us to some extent, particularly in the Lotus camp.

Brakes stood up magnificently to their work and no driver had to start shutting off early for the corners, a thing which most people had to do in years gone by. By pressing another driver you may encourage him to strain his engine or his transmission, but the old trick of making him run out of brakes can no longer be employed. The performance of racing tyres is also magnificent, for they not only contribute to the very fast lap speeds but they give 100 per cent. reliability.

A very great improvement is noticeable in the amount of oil which cars throw onto the circuit. The "no refilling" rule and the compulsory traps on breathers are things which have greatly improved motor racing as a spectacle. In the past, a circuit could become so slippery that the lap speeds dropped drastically towards the end of a long race. At Monaco John Surtees broke the record on the last lap, which emphasizes that the safety measures really do work.

Monaco proved that though the B.R.M. is not the fastest racing car, it can still win races decisively on roadholding and reliability. It also proved, however, that the Ferrari will be very hard to beat when it handles a little better and it may well be unbeatable already on less exacting circuits. Yet the Ferrari only has six cylinders. Could all this talk about the necessity to design 1½-litre 12-cylinder engines be perhaps just a little premature?



DAN GURNEY drove his first race for the Brabham works team, but retired after 25 laps with transmission failure. He leads Maggs at the Station Hairpin.

Barbon Manor

Tony Marsh Marches on and Breaks Hill Record at Westmorland M.C. Event

BY TONY BEX

ALTHOUGH hounded very closely by Peter Westbury, Tony Marsh again swept the championship board at Saturday's National Barbon Hill-Climb. The Felday was only .03 sec. behind, with Phil Scragg (B.R.M.) third. All three broke the 30-second barrier and with Westbury's last run of the day Jack Cordingley's old best time of 30.46 secs. had been beaten 17 times. Marsh finally swept the Marsh Special—now with 2-litre engine—up the narrow bumpy hill in 28.78 secs.

The event, set in glorious surroundings, was supported by most of the hill-climb circus, but few of the top boys had seen Barbon before and matters were not helped by a soaked surface throughout the practice runs. Further catastrophe struck when Murray's pre-war Spikins deposited the entire contents of its sump through the first left-hand bend, which follows the start, after the drain plug came adrift. The ensuing track doctoring by officials and inspections by the drivers put back the opening over an hour.

While Marsh had the advantage of twice as many runs, having entered both the B.R.M. and Marsh Special, Westbury was obviously in devastating form, for he led the practice runs with a very wet climb of 31.51 secs., while Marsh took 32.51 secs. in the special. Peter Boshier-Jones turned in 32.69 secs., McLaughlin 34.12 secs. with the yellow Cooper-J.A.P. despite being blinded by fountains of wheel spray. Josh Randles, who was later to have an alarming "moment", led the sports cars with a climb of 34.66 secs. in his Cooper Monaco. Less happy was Ray Fielding with his Lotus-Climax, the ex-Jim Clark car continuing to pop and bang throughout the day, while Phil Scragg was feeling his way along in the 36's with the B.R.M.

The latter's vehicle had been in the care of the works mechanics the previous day to cure plug wetting which ruined the car's performance at Wiscombe when seven sets of plugs were used; on Saturday the car was greatly improved although not perfect.

Marsh had made an interesting development with the hill-climb special. The 1½-litre blown unit having failed to attain anything like the 170 b.h.p. hoped for (Tony estimates that it was probably never higher than 140 b.h.p.), he decided to find the extra horses with a bigger engine and acquired a similar unit bored out to 2 litres. The car made its first appearance in this new form at Wiscombe. A final note on tyre pressures—a 28-25 lb. p.s.i. ratio was used for the B.R.M.'s wet runs with the Special's pressures a little lower. Had the surface not dried he was considering a further 3 lb. all round reduction.

The class for up to 1,300 c.c. open or closed sports cars saw Nick Porter and Mike Wheatley continue their practice battle in Mini-Coopers. For a change Porter lost (35.91 secs.), Wheatley's Group 3 car managing a second climb of 34.68 secs. (record 34.57 secs.). N. H. Coates' 1956 Ford-engined trials special raised a few eyebrows, but it saw off Sprites and Minis to take third place on 36.34 secs.

None of the 1,301-1,600 c.c. runners could hold a candle to the speed of Durham's Porsche Carrera, which improved to 34.91 secs. on its second climb, just outside Durham's 1962 class record with the same car. Arnold Burton's Lotus Elan was second in 37.05 secs. Lund ran his blown Mk. 2 Sprite wide at the final hairpin, one of several drivers to discover just how tight it was.

In the next higher capacity class—1,601-2,700c.c.—Walton (Walton-Bristol), Worswick (TR3) and Joell (LawrenceTune Morgan) featured in a keen battle, each in his turn taking initiative until Joell finally scraped off the vital fractions. Hogg's TR2 was equipped with 1¾ in. Jaguar carbs on a TR3 head. I. M. Hartley's class record of 35.60 secs. with an R.G.S.-Ford remained intact.

Likewise none of the unlimited open or closed sports cars could look at Alan Ensoll's XK120 class time of 32.63 secs. Fastest was Pycroft (E-type) in 35.33 secs. and two seconds in front of Sutcliffe's ex-Bloxam DB3S coupé Aston Martin. Interesting was J. Nicholson's E.R.A. Jaguar, the first half of the name having run at Indianapolis in 1939. Sowden spun his smart XK120C going into the hairpin, clouting the stone wall on the apex.

The under 1,500 c.c. sports-racing class brewed up into a hectic duel between Graeme Austin's Emeryson and Tom Clapham, defending his 31.36 secs. class record with his special Lotus-Climax. Tom took the initiative first time up, but could not touch a determined Austin with a second ascent of 31.38 secs.

Josh Randles provided a heap of excitement in the open sports-racing class. After negotiating the first left-hand bend following the start, he flew up the straight to a long left-hander, which in effect forms two separate corners, but departed from the course on full chat at the first apex. The Cooper flew 10 ft. over a hump before coming safely to rest; driver undamaged but perturbed. Phil Chapman, his well-known white car now Cadillac powered, made a great effort in recording 32.45 secs., although Randles had little difficulty in beating this on his second attempt.

In size the great Bentleys of Sowden (8-litre), Williamson and Barraclough (4½) dominated the open Vintage sports class, but not in times. First, despite a slight off-course detour, was the fierce A.C.-G.N. of Footitt in 37.66, although a clear second outside his class record. The magnificent grey 8-litre took a slice out of the hairpin bank but still improved on its first ascent for second place.

Although faster in practice, Austen May and his ex-M.R.P. Cooper had no answer to Geoff Gartside (Garford) in the Junior class. Gartside's winning second run of 30.86 secs. improved on the Junior record by half a second.

Racing cars up to 1,100 c.c. produced the indomitable Peter Wilson with the Triumph-engined Martini Special who qualified for the championship with a second run of 32.17 secs. and took second in the class. H. K. Drake had a Kart truthfully entitled Itzibitzi; some of the "bitzis" refused to work as the meeting progressed. Man to watch was McLaughlin who, in winning the class, qualified his yellow peril in a terrific 30.32 secs.

The historic racing car class lived up to its name and provided some awe-inspiring sights—Arnold-Forster hauling the huge Delage out of the hairpin shrouded in tyre smoke (36.013), Begley's special single-seater BMW (36.18 secs.), and Ken Neve, who managed a rousing 35.16 secs. in the well-known 2.3 blown Bugatti. Fastest on the first runs was the 3.5-litre Frazer-Nash-Alvis of Spence, with Basil Davenport, a brave sight in the wet with Spider, just behind. However, Hugh Clifford removed the twin rear wheels from his white ex-Abecassis blown Alta for the second runs and charged up in 35.08 secs. Spence pushed himself too far after this effort and mounted the bank at the hairpin. He lost his second place to an inspired Spider, up in but 35.12 secs.

As always the power and velocity of the open racing car competitors made the dominating impression. Barbon was no exception. Running first with the special, Marsh set off on the first of six record-breaking climbs, recording 30.10 secs. The "song" of the Felday heralded the fleeting appearance of Peter Westbury but he was fractionally slower in 30.29 secs. Fielding broke 33 secs., but clearly the Lotus 21's engine was not giving of its best. Scragg continued to make haste slowly and got the B.R.M. down to 33½ secs. Then Marsh really began to fly, for in the big B.R.M. he startled the hill with a faultless climb of 29.89 secs.

On the second runs the B.R.M. dropped to 30.32 secs. but the special delivered the goods—another new record in 29.59 secs. Yet the time was only worth second place, for Westbury left the championships wide open with a superb 29.252 secs. Scragg was down to 31.33 secs., but still behind Boshier-Jones who registered a polished 30.43 secs. Mickel turned in a neat 31.14 secs. with the ex-Owen Cooper-Climax.

Not surprisingly, large crowds remained for the championship runs and this event alone provided them with their money's worth. Despite its amazing passage through corners, Wilson's Martini did not have the speed to break 32 secs. Randles improved his previous best to 31.121 secs. and went still better second time up for eighth place in 30.806 secs. Graeme Austin made a mighty effort with the Emeryson, creditably earning ninth in 31.59 secs.

Phil Scragg pushed the B.R.M. into the picture with a first ascent of 30.03 secs. and then, despite a poorer start, became the third driver to break 30 secs. with a superb climb of 29.98 secs. for third place. Gray Mickel, who now has the maroon Cooper pretty well weighed up, won fourth spot after an unobtrusive effort in 30.04 secs. Fielding and Boshier-Jones waged a fierce battle for sixth place, the former clinching the issue by the narrowest of margins—30.42 secs. to Bosh's 30.44 secs. McLaughlin put in a spot of on the grass motoring during his first climb but then crackled home fifth fastest, clocking 30.07 secs.

Second last to go, Marsh released the special in a tremendous roar and down went the times again—29.17 secs. Try as he might Westbury was unable to get the Felday below this although only .49 of a second behind.

But Marsh was still not satisfied and this time he almost appeared to be concentrating and even had the tail out before charging up the finishing straight to clock 28.77 secs. It was just enough, for the bellowing Felday, immaculately driven as it was, could "only" manage 28.81 secs.

Results

B.T.D.: A. E. Marsh (Marsh-Climax), 28.779 s. **Sports Cars. Up to 1,300 c.c.:** 1, J. M. Wheatley (Mini-Cooper), 34.678 s.; 2, N. Porter (Mini-Cooper), 35.906 s.; 3, N. H. Coates (N.H.C. Special), 36.341 s. **1,301-1,600 c.c.:** 1, G. Durham (Porsche), 34.906 s.; 2, A. Burton (Lotus Elan), 37.046 s.; 3, M. A. Peel (Turner), 38.159 s. **1,601-2,700 c.c.:** 1, B. Joell (Morgan), 36.861 s.; 2, E. A. Worswick (Triumph TR3), 36.976 s.; 3, J. R. Walton (Walton-Bristol), 37.258 s. **Over 2,700 c.c.:** 1, P. de F. C. Pycroft (Jaguar E), 35.328 s.; 2, P. H. Sutcliffe (Aston Martin DB3S coupé), 37.530 s.; 3, J. Nicholson (E.R.A.-Jaguar), 38.428 s. **Sports-Racing Cars. Up to 1,500 c.c.:** 1, G. Austin (Emeryson-Climax), 31.384 s.; 2, T. Clapham (Lotus-Climax 7), 32.774 s.; 3, Miss J. Hutchinson (Terrier-Ford Mk. 2), 35.441 s. **Over 1,500 c.c.:** 1, J. Randles (Cooper-Climax Monaco), 31.425 s.; 2, J. P. Chapman (Chapman Mercury), 32.452 s.; 3, E. M. Gray (Jaguar C), 36.533 s. **Vintage Sports Cars. Up to 1,500 c.c.:** 1, M. Bromley-Johnson (G.N. Special), 37.047 s.; 2, H. Spence (Lea-Francis), 38.093 s.; 3, M. S. Geoghegan (Frazer-Nash), 40.008 s. **Over 1,500 c.c.:** 1, G. R. Footitt (A.C.-G.N.), 37.661 s.; 2, F. A. Sowden (Bentley), 38.956 s.; 3, J. E. Barraclough (Bentley), 39.143 s. **Formula Junior:** 1, G. Gartside (Garford-Ford), 30.864 s.; 2, C. A. N. May (Cooper-Ford Mk. 3), 32.657 s. **Racing Cars. Up to 1,100 c.c.:** 1, I. McLaughlin (Cooper-J.A.P.), 30.320 s.; 2, P. K. Wilson (Martini Special), 32.167 s.; 3, J. Barrowclough (Cooper-Norton), 34.452 s. **Over 1,100 c.c.:** 1, P. Westbury (Felday-Daimler), 29.252 s.; 2, A. E. Marsh (Marsh-Climax), 29.588 s.; 3, A. E. Marsh (B.R.M.), 29.889 s. **Historic Racing Cars:** 1, H. S. Clifford (Alta), 35.078 s.; 2, B. H. Davenport (G.N. Spider), 35.115 s.; 3, K. Neve (Bugatti), 35.162 s. **R.A.C. Hill-Climb Championship:** 1, A. E. Marsh (Marsh-Climax), 28.779 s.; 2, P. Westbury (Felday-Daimler), 28.805 s.; 3, P. Scragg (B.R.M.), 29.976 s. 4, R. G. Mickel (Cooper-Climax), 30.041 s.; 5, I. McLaughlin (Cooper-J.A.P.), 30.065 s.; 6, R. Fielding (Lotus-Climax 21), 30.422 s.; 7, P. Boshier-Jones (Lotus-Climax 22), 30.440 s.; 8, J. Randles (Cooper-Climax Monaco), 30.806 s.; 9, G. Austin (Emeryson-Climax), 31.588 s.; 10, P. K. Wilson (Martini Special), 32.423 s.

R.A.C. HILL-CLIMB CHAMPIONSHIP
Positions After Barbon Manor

1.	Tony Marsh (Marsh-Climax and B.R.M.)	41
2.	Peter Westbury (Felday-Daimler)	34
3.	Phil Scragg (B.R.M.)	32
4.	Ian McLaughlin (Cooper-J.A.P.)	25
5.	Peter Boshier-Jones (Lotus-Climax)	21
6.	David Good (Cooper-Climax and Cooper-Daimler)	12
7.	Bryan Eccles (Cooper-Chevrolet)	10
8.	Gray Mickel (Cooper-Climax)	8
9.	Ray Fielding (Lotus-Climax)	6

CLUB NEWS

By MICHAEL DURNIN

THE **Caernarvonshire and Anglesey M.C.** are holding a closed driving tests meeting at Sir Thomas Jones School, Amlwch, Anglesey, on 3rd June. There are classes for standard saloon cars, sports cars, modified saloons and vehicles of commercial type. Entries close on 31st May and are obtainable from W. G. Jones, Hilberry, Ffriddoedd Road, Bangor, Caernarvonshire. . . . The **Shenstone and D.C.C.** are promoting a closed sprint on 16th June at Curborough Farm, nr. Lichfield, Staffs. There are classes for most types of car including a *Formule Libre* class. S. W. Davis, 10 Wavenham Close, Four Oaks, Warwicks, has the entry forms and applications close on 10th June. . . . The same entry closing date applies to the **Ulster A.C's** Ulster Trophy Race Meeting to be held on 22nd June at Bishopscourt Airfield, Co. Down. It is a restricted event and is therefore open to all fully paid-up members of recognized motor clubs in Ireland and the B.A.R.C. Entries to secretary of the meeting, Ulster A.C., Ltd., 16 Bedford Street, Belfast 2. . . . The **West Essex C.C.** are holding a restricted Autocross meeting at Skinner's Farm, Abridge, Essex, on 16th June. This will be a qualifying event for the B.T.R.D.A. Autocross Championships and for the Association of Eastern Motor Clubs Special Events Championship. Invited clubs are B.T.R.D.A., Cambridge C.C., East Anglian M.C., Four Ways C.C., London M.C., Harlow and D.M.C., Romford E.C.C., B.R.S.C.C. and championship entrants of the Association of Eastern Motor Clubs. Here again entries close on 10th June and secretary of the meeting is R. L. Archer, 70 Stoneleigh Road, Ilford, Essex. . . . **SUNBAC** are holding a restricted sprint meeting at Church Lawford on 15th June with invitations open to the following clubs: B.R.S.C.C., B.A.R.C., Midland A.C., Bugatti O.C., Dudley and D.C.C., Hagley and D.L.C.C., Midlands M.E.C., Seven-Fifty M.C., 432 M.C. and Coventry and Warwickshire M.C. Entries must be sent to Miss R. Fletcher, 60 Victoria Road, Quarry Bank, Brierley Hill, Staffs, and they close on 3rd June. . . . The **Motor Cycling C.** are holding their high speed reliability trials and races at Silverstone on 29th June. This is a restricted event and is open to M.G.C.C., Herts and County A. and Ae.C., Triumph S.O.A., Nottingham S.C.C., West Hants and Dorset C.C., B.A.R.C., SUNBAC, Romford E.C.C., West Essex C.C., and, last but not least, the Midlands M.E.C. All entries should be sent without delay, since they close on 1st June, to: A. L. Bonwick, 59 Wavertree Road, London, S.W.2. . . . The **London M.C.** and the **Circle C.C.** are co-promoting a National British Driving Tests meeting on 9th June. It is to be known as the Star Driving Tests and will be held at Brentford Market, Middlesex. A closed event will be run concurrently, but entrants in this competition will have a minimum of five instead of eight tests to complete. Entries should be sent to Miss Anne Colvin, 74 Great Russell Street, London, W.C.1, to be received not later than Monday, 3rd June. National Benzole have presented a Challenge Trophy and have given assistance in many other ways for this meeting.

COMING ATTRACTIONS

MAJOR INTERNATIONAL EVENTS

1st June. *MOSPORT 200, Mosport Park, Canada (S.).*
2nd June. *LA CONSUMA HILL-CLIMB, Italy (S., G.T., T.).*
GRAND PRIX DES FRONTIERES, Chimay, Belgium (F.J.).
3rd June. *CRYSTAL PALACE, B.A.R.C. Race Meeting, Sydenham, London, S.E.19 (S., F.J., T.). Starts 1.30 p.m.*
3rd-7th June. *R.S.A.C. SCOTTISH RALLY. Starts Glasgow.*
9th June. *BELGIAN GRAND PRIX, Spa-Francorchamps (F1).*
MAGNY-COURS, France (F.J.).
ROSSFELD HILL-CLIMB, Germany (S., G.T., T.).
BUDAPEST GRAND PRIX, Hungary (F.J.).

NATIONAL AND CLUB EVENTS

1st June. *Seven-Fifty M.C. Race Meeting, Debden, near Saffron Walden, Essex.*
B.R.S.C.C. (Northern Centre) Race Meeting, Rufforth, near York. Starts 2 p.m.
East Surrey M.C. Driving Tests. Starts Blackbushe Aerodrome, near Camberley, Surrey.
2nd June. *B.R.S.C.C. National Race Meeting, Mallory Park, near Hinckley, Leics. Starts 2.15 p.m.*
Bugatti O.C. Hill-Climb, Prescott, near Cheltenham, Glos. Starts 11 a.m.
Airedale and Pennine M.C.C. Hill-Climb, Baitings Dam, Rochdale Road, Ripponden, Yorks. Starts 2 p.m.
Riley M.C. (Cornwall and Devon Centre) and Plymouth M.C. Hill-Climb, Hemerdon, Plymouth, Devon.
Lancashire A.C. Sprint, Woodvale R.A.F. Station, Southport, Lancs.
Romford E.C.C. Sprint, Snetterton, near Thetford, Norfolk. Starts 2.30 p.m.
B.A.R.C. (South Wales Centre) Sprint, St. Athan, near Cardiff, Glam.
Seven-Fifty M.C. Driving Tests. Starts Welsh Harp Recreation Ground, Willesden, London.
Vickers-Armstrongs (Hurn) C.C. Driving Tests. Starts Blandford Camp, Blandford, Dorset.
Mid-Thames C.C. Bonanza Driving Tests. Starts Wimbledon Stadium, London, S.W.19, at 11 a.m.
3rd June. *Nottingham S.C.C. National Race Meeting, Silverstone, near Towcester, Northants. Starts 1.30 p.m.*
B.A.R.C. National Race Meeting, Goodwood, near Chichester, Sussex. Starts 2 p.m.
Snetterton M.R.C. Race Meeting, Snetterton, near Thetford, Norfolk. Starts 2.30 p.m.
West of England M.C., Taunton M.C. and Plymouth M.C. Hill-Climb, Wiscombe Park, near Colyton, Devon.
South Wales A.C. Hill-Climb, Castel Farm, Llangynwydd, near Bridgend, Glam. Starts 2.30 p.m.
Hagley and D.L.C.C. Autocross. Starts Great Norbury Farm, near Inkberrow, Worcs.
Bristol M.C. and L.C.C. Autocross. Starts Horton, near Stroud, Glos, at 2.30 p.m.
Caernarvonshire and Anglesey M.C. Driving Tests. Starts Sir Thomas Jones School, Amlwch, Anglesey, at 2 p.m.

CAERNARVONSHIRE & ANGLESEY M.C.
NORTH WALES C.C.

MONA AIRFIELD SPRINT

THE Caernarvonshire and Anglesey M.C. and the North Wales C.C. broke fresh ground on 19th May, by holding a co-promoted sprint at Mona Airfield, Anglesey. With the exception of Rhydymwyn, near the English border, this is the first time a sprint has been run in North Wales, and Mona proved an ideal location (pronounceable, too!). Almost a mile of good smooth tarmac allowed a course of 1,224 yds. with plenty of braking room, and a fairly tight chicane soon after the start added to the interest. The full entry of 40 cars varied from an assortment of Minis in different degrees of tune to an Alfa Giulietta, a Volvo P1800, and the E-type Jaguar which made B T.D. A new Imp was entered, but unfortunately proved a non-starter.

Although this was a first event of its kind for both clubs, everything went like clockwork except the clocks in the timing apparatus—they had evidently suffered from the hard winter—and this delayed practice for a time. The only incidents were a spin by C. A. Foulkes in his Sebring Sprite, who continued his run undaunted, and a slide by the E-type coming out of the chicane which was soon corrected. Altogether a most successful event and we hope the forerunner of many more.

JOY EVANS.

Results

B.T.D.: P. de F. Pycroft (Jaguar E), 38.0 s. **2nd B.T.D.:** M. E. Thomas (Lotus 7), 42.6 s. **Saloon Cars up to 850 c.c.:** 1, B. Williams (Morris Mini), 49.9 s.; 2, D. Lloyd Jones (Austin Mini), 50.6 s.; 3, E. Poppleton (Morris Mini), 52.2 s. **Up to 1,100 c.c.:** 1, M. J. Day (Morris-Cooper), 47.9 s.; 2, P. Holden (Austin-Cooper), 48.9 s.; 3, L. Arundale (Morris-Cooper), 49.7 s. **Up to 1,600 c.c.:** 1, B. Wolstenholme (Ford Cortina), 47.7 s.; 2, J. Newton (Sunbeam Rapier), 48.4 s.; 3, R. Hare (Hillman), 50.2 s. **Modified Saloons, G.T. and Sports up to 850 c.c.:** 1, A. W. Clift (Morris-Cooper), 43.8 s.; 2, C. A. Foulkes (Sebring Sprite), 45.9 s.; 3, J. F. Phillips (Ford Anglia), 48.0 s. **Up to 2,000 c.c.:** 1, F. T. Parry (Austin-Cooper), 43.4 s.; 2, R. Roberts (TR3A), 46.0 s.; 3, A. Milburn (Volvo P1800), 47.4 s. **Over 2,000 c.c.:** 1, B. E. Foulkes (Jaguar XK150), 43.2 s.; 2, P. A. Gough (Jaguar 2.4), 51.8 s.; 3, H. Smith (Jaguar XK120), 52.0 s.

BURNHAM-ON-SEA M.C.
BRISTOL M.C. & L.C.C.
M.G.C.C.

CASTLE COMBE SPRINT

THE Three Clubs' Sprint, co-promoted annually at Castle Combe Circuit by Burnham-on-Sea M.C., Bristol M.C. and L.C.C., and the M.G.C.C., is run over a distance of 440 yards through Paddock bend towards the Quarry. Predictably, the 18th May event, with an entry not unaffected by practice for Wiscombe National on the same day, saw Ron Fry's Ferrari Berlinetta, which had been comfortably fastest in practice, establish a convincing B.T.D. in 14.27 secs. The unlimited racing car class produced something of a surprise when Mike Locke's interesting and recently acquired Vincent-powered Cooper, on its first excursion, ruined its clutch and was withdrawn; Colin Watts generously gave Locke a drive in his ex-Beckwith Lotus 11, which led to Locke taking the class in 14.60 secs. against Watts's 14.63 for second place.

In grey and chilly conditions, proceedings had opened with the class for small touring cars, John Grist finding that his Austin Mini, transferred from the G.T. class, with 19.82 secs. was just able to hold off Fred Ferris's DKW Junior, which achieved a private ambition by breaking 20 seconds at this meeting to the tune of 19.91 secs., while Miss Diane Harding's Mabbs-tuned Mini, in 20.74 secs., took third place by three hundredths of a second from the writer's similar but Broadspeed car. As usual in the West Country, the Cooper class was keenly contested, Roger Cook getting round in 17.08 secs. to Alec Kynock's 17.12 The next larger class for unlimited saloons presented something of a problem to such old hands as Amie Lefevre who, in returning 17.34 secs. with his Rapier, hardly expected to be able to get to reasonable grips with Crapnell's Jaguar 3.8, which took the class in 15.78 secs.

The small sports and G.T. class promised to be hotly contested; however, Roy Ashford's improbably fast M.G. Midget, in 15.81 secs., took the class from Arnold Cooke's equally well-known Sprite, which was unable to improve on 16.64 secs. Miss Christine Wells, who might normally have been expected to feature in the results, ran into mechanical troubles with her Sprite, which was withdrawn with suspect bearings, and although Andrew Parkes came to her rescue, her best run in his Sprite was 18.22 secs., Amie Lefevre eventually annexing third spot in his Midget with 16.84 secs. Although the next larger class saw the Elton family bring their M.G.A into first and second places with 18.46 and 19.41 secs. respectively, it also gave the older M.G.s an opportunity to show their paces, with P. Ross bringing his M.G. TC into third place in 19.98 secs.

Finally came the sports-racing groups, and the up to 1,150 c.c. class was not on this occasion entirely Lotus, though the 16.19 secs. returned by J. Hill's Lotus 7 took the major award. J. Morgan's Manx-tailed ex-Williams Cooper-Climax provided some relief, as well as gaining second place in 16.55 secs., while in the unlimited class Fred Ferris, feeling his way with Barry Reardon-Smith's Cosworth Lotus Super 7, and bothered with recalcitrant gear-selectors, could offer no real challenge to Colin Watts's Climax-powered 11 which, with a determined 14.51 secs., was in turn outpaced, but only just, by that Ferrari again.

HOWARD BILEY.

Results

B.T.D.: R. Fry (Ferrari Berlinetta), 14.27 s. **Saloon Cars. Up to 850 c.c.:** 1, R. Grist (Austin Mini), 19.82 s.; 2, F. Ferris (DKW Junior), 19.91 s. **851 to 1,150 c.c.:** 1, R. Cook (Mini-Cooper), 17.08 s.; 2, A. Kynock (Mini-Cooper), 17.12 s. **Over 1,150 c.c.:** 1, V. Crapnell (Jaguar 3.8), 15.78 s.; 2, R. Wilding (Mini-Cooper), 17.10 s. **Sports and G.T. Up to 1,150 c.c.:** 1, R. Ashford (M.G. Midget). 15.81 s.; 2, A. Cooke (A.-H. Sprite), 16.64 s. **1,151 to 1,600 c.c.:** 1, T. Elton (M.G.A), 18.46 s.; 2, S. Elton (M.G.A), 19.41 s. **1,601 to 2,500 c.c.:** 1, I. Swift (Morgan Plus 4), 15.67 s.; 2, C. Jacques (A. C.-Bristol), 16.83 s. **Over 2,500 c.c.:** 1, A. Parkes (Jaguar E), 15.60 s.; 2, I. Swift (Morgan Plus 4), 15.63 s. **Sports-racing. Up to 1,150 c.c.:** 1, J. Hill (Lotus 7), 16.19 s.; 2, J. Morgan (Cooper-Climax), 16.55 s. **Over 1,150 c.c.:** 1, R. Fry (Ferrari Berlinetta), 14.37 s.; 2, C. Watts (Lotus-Climax 11), 14.51 s. **Specials:** 1, G. Brown (Turner), 18.17 s.; 2, D. Weston (Ford Special), 18.54 s. **Racing Cars:** 1, M. Locke (Lotus-Climax 11) 14.60 s.; 2, C. Watts (Lotus-Climax 11), 14.63 s.

GUILD OF LADY DRIVERS

GOLD RALLY

THE Fourth Gold Rally (now a restricted event) proved to be bigger and better than the previous events. These events, promoted by the Guild of Lady Drivers for women drivers only, have a national flavour with entries from all parts of Britain, including Scotland, Durham, Kent and Sussex.

This two-day daylight event took full advantage of a tricky route from Bawtry (start) to Scarborough (night halt). On the Saturday it went over the moors away from the towns, in ideal rally territory.

This was a two speed event: 24 m.p.h. for beginners, and 30 m.p.h. for novices and experts. The rally was run with route cards, with a marked map section for the experts.

The results have proved that members of G.O.L.D. are more than a match for entrants from the more sporty clubs.

After a 60-mile route full of tight sections, the rally finished at Castle Howard for Sunday lunch and Driving Tests on grassland. Lady Cecilia Howard addressed the competitors and announced the provisional results.

CHARLES THOMPSON.

Results

Mary Handley Page Trophy: Miss F. Swann (Triumph Spitfire). **Irene Thompson Trophy for all Lady crew:** Miss M. Barrow (Hillman Minx). **Mr. Mercury Novice Award:** Mrs. D. Sinclair (M.G. TD). **Ann Wisdom Navigators Trophy:** Mrs. A. Newton. **Beginner's Trophy:** Miss P. B. Haigh (Ford Anglia). **Driving Test Trophy:** Miss P. V. Slaughter (Austin Mini). **Class Winners:** Miss L. Blayney (Morris Mini); Miss S. B. Martin (M.G. Midget); Miss P. A. J. Dowty (Hillman Minx); Mrs. D. M. Lister (Austin A105).

SEVEN-FIFTY M.C.
MIDLANDS M.E.C.
WOLVERHAMPTON &
SOUTH STAFFS C.C.

WELLESBOURNE SPRINT

A COURSE of just over one mile with three left-hand and two right-hand corners was laid out for the competitors at Wellesbourne Aerodrome, near Stratford-on-Avon, on Saturday, 18th May. The event was designed to cater for all classes and vehicles ranging from family hacks to G.P. cars were present. Needless to say, the focal point of interest centred around the racing machinery and this class seemed to suffer more than its fair share of troubles.

In practice the Cooper-J.A.P. of Macartney-Filgate pushed its push rods a little too far and the blown single-seater Austin, driven by Wally Watton, became inverted on one of the sharp left handers; happily he was able to return from hospital to watch the meeting. At the end of the first runs the best time was in the hands of Malcolm Eaves who was driving his ex-Ted Robins Lotus Junior and having had trouble in the gearbox department he wisely decided to forsake his second run. This should have left B.T.D. wide open for the other fast boys but it was not to be. Mike Hatton, who has often taken the prize at this course, failed to leave the line, also with gearbox trouble, and Tommy Norton, driving the ex-Marsh 1.5 twin-cam Lotus, spun to a halt with water in the cylinders! Mike Eyre was handling his Buick-powered G.P. Cooper, having forsaken the 1172 Pegasus on the principle that "if you're a big man use a big engine" and, having rectified the ignition trouble that bothered his first run, made second B.T.D.

The R.A.F. are due to leave Wellesbourne this year and future events at this venue look doubtful so on behalf of all the clubs that have competed there may I take this opportunity to thank the C.O., Group-Captain Earnshaw, O.B.E., and all the station personnel for the help they have given us in enjoying our sport.

TONY POOLE.

Results

B.T.D.: M. Eaves (Lotus 20), 1 m. 5.9 s. **Standard Saloon Cars up to 1,500 c.c.:** R. Embley (Morris 1100), 1 m. 29.3 s. **1,500-2,600 c.c. and Modified up to 1,500 c.c.:** I. Andrews (Austin-Cooper), 1 m. 21.3 s. **Unlimited:** J. Edmunds (T.V.R.-Climax 1500), 1 m. 15.6 s. **Standard Sports Cars up to 1,200 c.c.:** B. Smith (M.G. Midget), 1 m. 31 s. **Up to 2,700 c.c. and Modified up to 1,200 c.c.:** R. Stanger (T.V.R.-M.G. 1500), 1 m. 20.1 s. **Sports-racing:** D. Embley (Lotus 7), 1 m. 13.1 s. **Racing Cars:** M. R. G. Eyre (Cooper-Buick), 1 m. 7.9 s.

B.A.R.C. (S.E. Centre) FIRLE HILL-CLIMB

PATSY BURT, driving her new Cooper, set up B.T.D. at last Sunday's Firle Hill-Climb, which was organized by the South-Eastern Centre of the B.A.R.C. Challenged hard by David Good (Cooper-Daimler), who also preferred to run at Firle rather than the northern Barbon championship meeting, she performed two impeccable runs and recorded 24.45 secs., 0.38 sec. better than Arthur Owen's old record for the Sussex hill.

The meeting commenced 25 minutes late, but once underway ran quite smoothly, being spoilt only by occasional "dud runs" when the timing gear went on strike. As is customary at Firle, several competitors departed from the track around the finishing line—some of them doing the poor old timing equipment a bit of no good.

Touring Cars up to 1,300 c.c. set the ball rolling and all looked set for a win for G. Lawrence until the final runs when Terry Nicholls extracted his digit and improved to 29.33 secs., as compared to Lawrence's 30.20.

Modified Touring and G.T. cars were grouped together, but Group 3 Mini-Coopers were more than a match for a hot Sprite in the 1,300 c.c. class. V. F. Brown's Morgan 4/4 won the closely contested 1,600 c.c. class, but the surprise of the day came in the 2,000 c.c. class, which was won in 28.69 secs. by P. H. Giddings's 1928 Frazer-Nash. This fabulous piece of machinery, which is equipped with a 1926 2-litre A.C. engine, must have even surprised itself, for it discarded a chain while crossing the line after its second run.

J. A. Tiller's 4-litre Allard was too much for Zephyr-engined A.C. Aces in the over 2-litre class, although Betty Haig put in a couple of very neat and fast runs.

Despite Horace Appleby's best efforts with a B.M.C.-engined Lotus 7, David Porter's Ford-engined, Lotus 20-suspended 7 won the 1,100 c.c. sports-racing class by 0.51 sec. Wendy Hamblin was third in Porter's red car. The 1,600 c.c. class comprised Lotus Super 7s. P. H. Meldrum's, which was fitted with a strong-looking roll-bar—very sensible— eventually gained class honours from E. Crocker and R. J. Neville. D. A. Beckett's 3.8-litre Costin-bodied Lister-Jaguar really went sideways motoring in the over 2,000 c.c. class to record 25.42 secs. on its second run, 0.64 sec. better than Mike Anthony's record and 1.82 secs. better than second man Jim Boothby (Jaguar D-type).

The four 500 c.c. Coopers climbed throughout the afternoon, sometimes with the Touring Cars, sometimes with the G.T. cars and sometimes with the sports cars—but never as a class of their own! To make matters more complicated, three were shared by two drivers, but their pilots had enormous fun and the times were very close, R. W. Wickson recording 29.32 secs. to win. The two Karts entered in the 500 c.c. class were not allowed to participate because they were not officially racing cars, but A. W. Chamings eventually "demonstrated" his 125 c.c. G.K. Special to the tune of 32.21 secs.

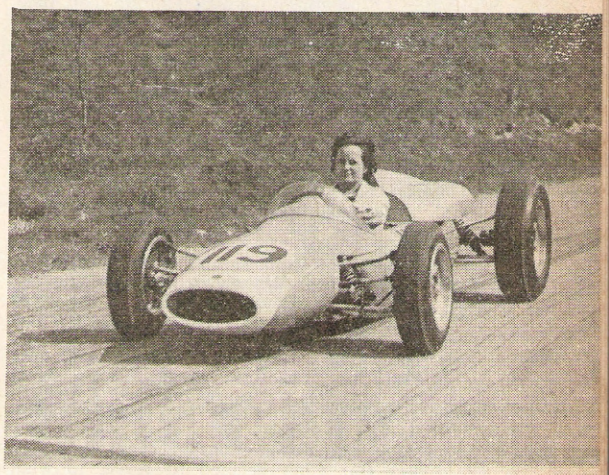
Punctuated by the never-say-die 500 c.c. brigade, as was every other class, the big racing cars provided the most entertainment. David Baker's 2-litre Cooper-Climax was first, but 27.29 secs. did not approach Arthur Owen's record of 24.83 secs. Bill Camp stormed away from the start in his 1,650 c.c. Cooper-Ford special, but he unaccountably slowed halfway up and recorded a miserable 31.02 secs. Then Patsy Burt gave her new hill-climb car its second outing (the first was at Wiscombe)—it is an immaculately-prepared Mk. 3 Cooper Junior fitted with a 2-litre Climax engine—and after a very neat climb it was announced that she had broken the record with a time of 24.79 secs.

David Good followed with his now Daimler-engined Cooper Mk. 2 Junior; obviously trying, he broke Patsy's two-minute old record with 24.62. Claude Rye completed the big class with his Jaguar-engined special—his climb took 27.50 secs.

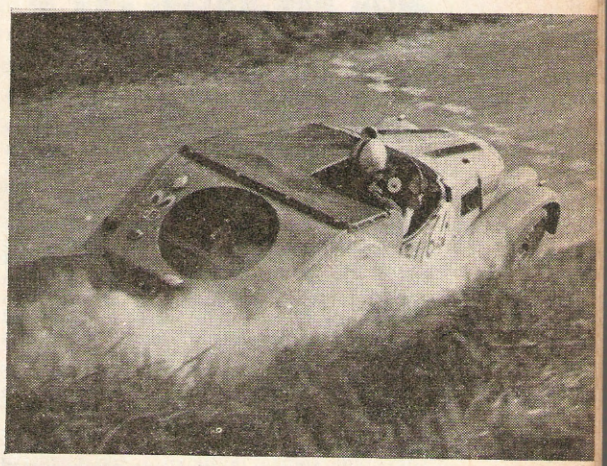
Immediately afterwards, while they were still warm, the big racers had their second runs. Baker was timed at 27.25 secs. Patsy Burt's Cooper misfired slightly and looked slower than before, but the fastest hill-climb cars always look slow and it came as no surprise when it was announced that she had retaken the lead with another new hill record, this time 24.45 secs. Good followed and looked very fast, but 24.54 secs. was too long! Camp's Cooper was now in good health and might have improved on 27.08 secs. but for a slide at the first corner. Rye concluded the "big bangers" with 28.33 secs.

A large crowd witnessed the excellent day's sport run at the picturesque Bo Peep Hill, the sun shone all day long and everybody enjoyed themselves.

MICHAEL KETTLEWELL.



PATSY BURT looks pleased as she descends the hill after a record-breaking climb.



CHRIS PICKARD'S Morgan Plus 4 kicks up the dust as it accelerates towards the finishing line.

Results

B.T.D.: Miss P. Burt (2.0 Cooper-Climax), 24.45 s. **Production Touring Cars up to 1,300 c.c.:** 1, T. N. Nicholls (Morris Mini-Cooper), 29.33 s.; 2, G. Lawrence (Austin Mini-Cooper), 30.20 s.; 3, J. Madgwick (Austin Mini-Cooper), 31.65 s. **Special Touring and G.T. Cars up to 1,300 c.c.:** 1, M. P. Bate (Austin Mini-Cooper), 28.77 s.; 2, G. J. Took (Morris Mini-Cooper), 28.87 s.; 3, C. N. Ramus (Austin-Healey Sprite), 29.49 s. **1,301-1,600 c.c.:** 1, V. F. Brown (Morgan 4/4), 30.00 s.; 2, L. H. Hall (M.G.A), 30.87 s.; 3, W. G. F. Swayne (Porsche Super 90), 30.95 s. **1,601-2,000 c.c.:** 1, P. H. Giddings (1928 Frazer-Nash), 28.69 s.; 2, E. Hardwicke (Morgan Plus 4), 29.61 s.; 3, D. G. E. Monro (A.C. Ace-Bristol), 29.86 s. **Over 2,000 c.c.:** 1, J. A. Tiller (Allard), 28.98 s.; 2, Miss B. Haig (A.C. Ace-Zephyr), 29.20 s.; 3, P. D. Stevenson (A.C. Ace-Zephyr), 29.42 s. **Sports-Racing Cars up to 1,100 c.c.:** 1, D. B. Porter (Lotus-Ford 7), 27.00 s.; 2, H. A. Appleby (Lotus-B.M.C. 7), 27.51 s.; 3, Mrs. W. Hamblin (Lotus-Ford 7), 28.53 s. **1,101-1,600 c.c.:** 1, P. H. Meldrum (Lotus-Ford 7), 26.47 s.; 2, E. Crocker (Lotus-Ford 7), 26.85 s.; 3, R. J. Neville (Lotus-Ford 7), 27.02 s. **Over 2,000 c.c.:** 1, D. A. Beckett (Lister-Jaguar), 25.42 s.; 2, J. R. M. Boothby (Jaguar D), 27.24 s.; 3, J. J. Wilks (Omega-Jaguar), 29.74 s. **Racing Cars up to 500 c.c.:** 1, R. W. Wickson (Cooper-J.A.P.), 29.32 s.; 2, M. P. Whitworth (Cooper-Matchless), 29.57 s.; 3, G. T. Theakston (Cooper-J.A.P.), 29.83 s. **Over 500 c.c.:** 1, Miss P. Burt (2.0 Cooper-Climax), 24.45 s.; 2, D. R. Good (Cooper-Daimler), 24.54 s.; 3, W. J. Camp (1.6 Cooper-Ford), 27.08 s.

COLTNESS C.C.

MAY 200 RALLY

A RATHER interesting situation arose when Coltness Car Club held their May 200 Rally on 11th-12th May. This was the fifth event counting in the Scottish Rally Championship and as such was organized by Hamish Wilson, who, until this event, was leading the Championship. Taking part in the rally were Tom Paton (Mini-Cooper) and Lindsay Kerr (Mini-Cooper)—the only competitors able to take over the lead in the Championship which Hamish had held since the Valentine Rally in February.

To do this Tom Paton had to finish first, second or third and Lindsay had to finish first. The provisional results showed a win for Lindsay and a third place for Tom, and the Championship now reads—1, L. Kerr (Mini-Cooper), 191 points; 2, T. Paton (Mini-Cooper and Rapier), 178; 3, H. Wilson (Rapier), 171. All three competitors have now competed in four events.

The rally itself attracted an entry of 35 with three non-starters, among them works driver Logan Morrison. The rally started at midnight from Smith's factory at Gowkthrapple, near Wishaw, where a driving test was held to decide the winner in the event of a tie. The best performance in the test was put up by Logan Morrison's brother Sandy in the very fast Mini-Cooper TWG 10. His time was 41.3 secs. Next best time was put up by the present Scottish Rally Champion Frank Inglis (M.G.B) who clocked 42.5 secs.

For their Championship event the Coltness Car Club decided to revert to what one might call the more traditional Scottish-type rally. The four previous events in the Championship have been made up of short, sharp sections, navigated entirely by map references and direction of approach, with some Tulip. In all cases the entire route or large parts of the route were given out in advance. In this rally long sections were used, in many cases over 20 minutes, and the navigation consisted of straight line diagrams, Tulip cards, farm names, etc. The only advance information given was the positions of the controls, which were on the route cards handed out at the start of each half of the rally. The instructions were handed out at the controls.

With this type of navigation and the very rough roads used, the clean sheet returned by Lindsay Kerr/Jim Bryden (Mini-Cooper) was very creditable. Another excellent performance was that of Ian Brown and Stuart Parker (M.G.A) who only dropped one minute. Tom Paton did very well in an unprepared Rapier, his Mini not having recovered from the Tulip Rally, to drop a total of 7 minutes.

The next event in the Championship is the International Scottish Rally which starts on 3rd June. The only Championship leader who has entered this event is Hamish Wilson (Rapier), who will then perhaps pull back his lost lead.

ROD MACADAM.

Results

Premier Award: L. A. F. Kerr/J. Bryden (Mini-Cooper), 0. **Class A:** 1, I. T. Brown/S. Parker (M.G.A), 10; 2, D. C. Black/A. R. Munn (Renault R8), 90. **Class B:** T. Paton/B. Coyle (Rapier), 70. **Novice Award:** B. Walton/R. McLean (Mini-Cooper), 790.

GLOSSOP & D.C.C.

HOB HEY RALLY

THE Hob Hey has for many years been recognized as a straightforward event, and yet it has never quite captured the interest of the regular Northern circus members.

From the start near Northwich an easy long run to the first control near Minera gave plenty of time to plot the 68 controls before a long and tight section onto Map 117 over World's End. From here some crews found it difficult to find the entrance to the white road through Hendry, and the white road from control 7 to 8 via 190334 was difficult for all as heavy rain the previous night had made the climb up to the junction at Cefn very bumpy and slippery, Frank Austin/Derek Bentley in their new M.G.A being especially careful. Then in the ford at 223291 the Anglia of Ronny Collier/John Neary came to an abrupt and unexpected stop, the water proving too much for the Anglia's anti-thief device—alarm bells and all!

Harold Watson/John Clegg nearly joined a disused muck-spreading device on a bad corner at Lluest (140176) when his navigator forgot to mention the route details as they headed for their next control at high speed. Between controls 15 and 16 many crews got lost on the white roads around Grave and Jerico Hills and still more at the cross roads in Bwlchyddar (171222), which are not as shown on the map.

Time was allowed between controls 26 and 27 for petrol at Llanfair Caereinion before another tight series of short sections with new white roads being used many times (for those interested, through the following references: 115099, 096100, 060123, and 050200). The one over to Blaen Dinam from the B4391 was rather rough.

The organizers decided to call a halt at control 59 due to dawn breaking into bright daylight at 5.15 a.m. rather than encourage daylight dicing. Following an easy run to the finish near Queensferry, and despite a rather poor breakfast, the event was generally held to have been an excellent trip which should attract an even larger entry next year.

TED ROWLAND.

Results

1, P. Shepherd/K. Leckie (Anglia), 12 marks lost; 2, Miss P. Spencer/T. Rowland (Mini-Cooper), 38; 3, H. Watson/J. Clegg (Herald), 1 fail, 42; 4, F. Austin/D. Bentley (M.G.A), 4, 46; 5, R. C. Collier/J. Neary (Anglia), 7, 57. **Army Prize:** Sgt. G. Jolley/Sgt. R. Evans (Land-Rover).

NORTH LONDON E.C.C.
LONDON M.C.
ALLARD O.C.

TYRONEAN RALLY

A FIRST-EVER all "novice" event was staged on 11th-12th May by the North London Enthusiasts' Car Club, which they co-promoted with the London Motor Club and the Allard Owners' Club.

Starting at Waters Garage, Hatfield, the first section consisted of a very clearly defined Tulip card route, which caught a few "raw novices" off their guard; nevertheless it was taken in its stride by the majority, and this section finished near Stotford Park. The next section was an Eight Clubs section, complete with "Unscrambling Board" which gave an extra control before the end of section; this was situated S.E. of Wing. Section 4 was a 7 map reference, any-order section, finishing between Simpson and Walton. The fifth consisted of Spot Heights.

Section six proved to be very popular; this was a straight line section which finished west of Hitchin. Section 7 consisted of map references "in the order given", and contained a number of one minuters or a shade longer, which made a very fitting sting in the tail of an eventful rally.

Competitors were then given a further route card instructing them to proceed to Jacks Hill Café, where crews and cars could be refuelled.

Out of 27 starters, 18 were classified as finishers; the organizer had hoped for more finishers, hence all route cards gave the end of section map references to enable competitors who ran short of time, or who had mechanical hold-ups, to keep in the rally. The organizers had taken every precaution against noise complaint and other inconveniences to the general public.

At T.C. 9, at 12.5 miles from the start, Peter Aley and his companion-marshal were beaten up by six drunks in a Ford Consul just before the due time of arrival of the first car at 11.25 p.m. Badly shaken up, they carried on with the marshalling, and even did their second point.

Results

Outright Winner: E. B. Marriott/R. H. Marriott (Mini-Cooper), 70; 2, C. Youle/K. Ward (Mini), 180; 3, D. H. Corderoy/—— (Spitfire), 190. **First Class Awards:** J. Holt/E. A. Little (Mini-Cooper). 240; P. D. Bailey/J. W. Kitson (Magnette), 250; G. S. Noble/P. J. Rush (Riley 1.5), 300.

ULSTER A.C.

DRIVING TESTS

THE Ulster A.C.'s Spring Driving Test meeting on Wednesday, 15th May, attracted 47 crews to the start, which was in the old Paddock area of the Dundrod Circuit, which in the past was a hive of activity in the days of the Tourist Trophy Race.

Two of the tests were laid out in this area and the remaining four were situated near Glenavy, Upper Ballinderry, Pond Park and in the shadow of Collin Mountain. The total road section was under ten miles and, apart from the driving tests penalties, marks could only be lost for wrong approach to a test site, as ample time was allowed for the road section.

W. J. KINNEAR.

Results

1, R. J. Woodside (Morris-Cooper), 1.6 marks lost; 2, F. A. Robinson (VW 1500), 2.4; 3, P. B. Hopkirk (M.G. Midget), 2.6. **Sports Cars up to 1,300 c.c.:** 1, P. B. Hopkirk (M.G. Midget), 2.6; 2, Ian Woodside (Sprite), 6.4; 3, D. T. Glass (Hayrake), 7.6. **Sports Cars over 1,300 c.c.:** 1, W. R. Caughey (Triumph), 23.0; 2, C. Molyneaux (Volvo), 47.2; 3, W. T. C. Mullen (Triumph), 64.0. **Saloons up to 1,000 c.c.:** 1, D. D. Boyd (Austin-Cooper), 3.0; 2, C. W. Andrew (Austin-Mini), 6.0; 3, V. Stanfield (Austin Mini), 9.2. **Saloons over 1,000 c.c. and up to 1,300 c.c.:** 1, R. J. Woodside (Morris-Cooper), 1.6; 2, R. D. G. McBurney (VW), 6.2; 3, W. A. Elliott (VW), 6.4. **Saloons over 1,300 c.c.:** 1, F. A. Robinson (VW 1500), 2.4; 2, J. R. McSpadden (VW 1500), 8.0; 3, J. K. McNinch (Sunbeam), 19.6. **Novice Award:** W. A. Elliott (VW).

R.A.F.A. M.C.

CONFERENCE RALLY

PRIMARILY a novice event intended to attract new members to the Association and its motor club, the R.A.F.A. M.C.'s Conference Rally on 11th-12th May had no entry fee, and there was the attractive bonus of an expenses-paid trip to the R.A.F. Association's Conference in Ostend for the winners of the major awards.

A field of 26 novices and four experts tried their hands at the 180-mile route in Derbyshire and North Staffordshire, the experts diverging upon longer and faster loops, well-stocked with symbol route-checks and rejoining the common route for the 22 time controls.

A card system of marking was employed, and this enabled the organizers to produce results very shortly after the finish, despite an error in official mileage which necessitated the "scrubbing" of two time controls.

I. A. H. WITTER.

Results

Best Overall Performance: F. Dove/J. Evans (A55), 330 points. **Best Expert:** M. V. Mackie/M. I. Kesterton (SAAB), 390. **Best Novice:** R. A. Rees/K. H. Phelps (A60), 540. **Second Novice:** D. G. Webb/J. R. Halfpenny (Prefect), 560. **Third Novice:** J. Dalzell/M. Wigley (Anglia), 580. **Team Award:** S. Fiske/J. Wilkinson (Herald) and R. Day/F. A. Jefferies (Wolseley 1500), 1,500.

SHEFFIELD & HALLAMSHIRE M.C.

DRIVING TESTS

HELD at Cuckney, near Sheffield, the Kenning Cup Flather Star Driving Tests event organized by the Sheffield and Hallamshire Motor Club took place on the afternoon of 11th May to avoid a clash with the Nottingham Sports Car Club's similar event the following day. Six tests were each attempted twice, the total times counting for the results, and provided close competition for the competitors. "Doc" Townsend collected a penalty early on in the proceedings and this somewhat put him out of the running, leaving Richard Squire and Eric Wood to battle for the lead in the Open Class, victory finally going to Squire by two seconds. In the closed class Derek Smith drove consistently well to win the Bisby Cup for the third year running, with Bill Meredith a close second.

J. B. STAVES.

Results

Class 1: 1, R. Squire (M.G. Midget), 392.4 s.; 2, E. Wood (Sprite), 394.5 s. **Class 2:** 1, D. B. Smith (Mini-Cooper), 400.5 s.; 2, W. T. Meredith (Austin-Mini), 404.7 s.; 3, T. S. Baker (M.G. 1100), 412.8 s.

M.G.s at Silverstone

BY HOWARD BILEY

EACH year M.G. Silverstone, traditionally a mecca for octagon addicts, takes on a rather more international aspect; 1963 saw a contingent some 20 strong present from the Dutch Centre of the Club, while Bryan Gaggs brought his Mini-Cooper from Long Beach, California, and charter aircraft carried practically 100 Swedes and Danes from the Malmö and Denmark Centres; for the dyed-in-the-wool enthusiast, the recently established "Triple M" Register race (for original Midgets, Magnas, and Magnettes) produced a magnificent entry of 25 historic M.G.s, and the programme also featured a similarly evocative event for M.G. versus H.R.G. cars of the post-war era.

In glorious weather, summer having apparently come at last, the day opened with a succession of high-speed trials, enlivened as usual by all sorts of antics; Ian Matheson took his M.G. TC onto the grass, Elvy's Twin-Cam had an elaborate but neatly caught moment, and Clewley's M.G.A hit the bank sideways at Woodcote, doing the car no good at all. John Elver's Sprite collected some barrels at Becketts, and the grid for the second trial was unexpectedly augmented by a chauffeur-driven limousine which was said to have taken a wrong turn; Mike Lewis, with his very pretty special-bodied Midget, went off the back of the grid like a rocket, passed the pack on the grass, was second into Copse, and then broadsided in front of the entire field at Becketts, while Margaret McKenzie spun her Mini in front of, and was tidily avoided by, Ken Pattullo's Midget at Woodcote. Gillett's M.G. TC mounted a barrel at Becketts and withdrew, and C. Jacques also explored the outfield with his A.C. Ace.

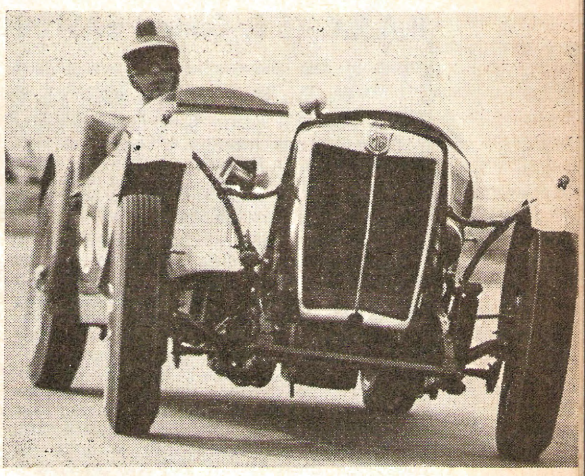
When the tumult had subsided, racing proper got under way with the first heat of the five-lap all-comers handicap, chiefly remarkable for the way in which Roy Ashford brought his extremely fast Midget through the field from the 10 second mark into second place behind John Sharp's M.G.B-engined M.G.A, which romped home a comfortable winner. The second heat brought out Tony Merrick's rare single-seater blown M.G. J3, which could not be induced to start and disappeared back into the paddock, Mike Potashnick's M.G. WA Special, and John Goodacre's unusual M.G. PA single-seater on limit; sadly, after circulating like a train for some laps, this car went off at Becketts with a rod through the side, dropping great quantities of oil in the process, while J. Allan's Fairthorpe, off scratch, eventually took first place from Button's Sprite.

The third heat was marred by an unfortunate accident, when Doug Brailey's M.G.A 1600 appeared to go straight on at Woodcote and rolled into the bank; doubtless the organizers have noted that their commentator found it necessary to ask for a medical officer on the P.A., and that the ambulance arrived after a delay of almost five minutes. Doug was removed to hospital, and the race continued, to be won by John Gott in his Healey 3000.

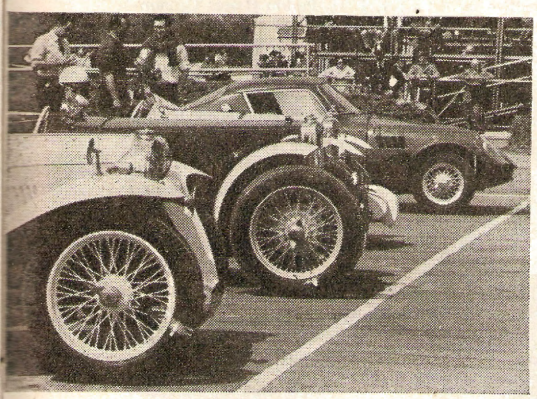
The scratch race which followed combined two events, for T-type M.G.s and M.G.As—Richard Budd, with his M.G.A took and held the lead from start to finish, challenged by Len Hall, who kept his M.G.A in second place for two laps before being overwhelmed by Mike Milne's M.G.A, but the surprise of the day was provided by Bill Weston who, with a flying start from the second row in his M.G. TC, fended off all manner of less elderly opposition with an inspired drive, finishing fourth overall from Colin Hazlem and Les White (M.G.As) and winning his category with ease. The next event was again a combined race, for Midgets, Twin-Cams, and M.G.Bs. John Sharp had another runaway win, Dick Pendred held second place with his bored-out Twin-Cam for three laps before retiring, letting Mike Lewis in with his remarkable special Midget.

Not surprisingly, the marque scratch race for M.G. TC and TD cars versus H.R.G. cars which followed was a further Weston benefit, with Ian Dussek's H.R.G. second and John Pielow's TC third throughout the slightly processional race. Then came the "Triple M" race, after some delay. Don Pitts brought out a short-chassis blown K3 single-seater, and Sid Beer's very rare pointed tail NE type also graced the grid; Bruce Beer's L2 non-started, and Komarony's blown F Type Magna completed only a couple of laps before running into mechanical trouble. Appropriately, the major honours eventually went to Michael Hawke's venerable M.G. J2, with Steve Dear's M.G. PB in second place ahead of Mike Allison's Monte M.G. NA. The 10-lap M.G. Championship handicap which followed went, equally appropriately, to Mel Jones with his immaculate J4 Replica, but the sight to see was John Sharp, lapping in 1 min. 15 in his M.G.A.

Finally came the all-comers final; over 10 laps, this was something of a triumph for the handicappers, the field bunching up in the last few laps. Allan's Fairthorpe, going well, retired, and J. Grafton, getting more and more enterprising each time round, let his Lotus Seven take control at Woodcote and spin immediately in front of the next man who, fortunately, happened to be John Gott in the Healey 3000, whose cool avoidance drew applause. Try as they might, however, nobody could catch the flying A40 of A. J. Keefe, which eventually came home a comfortable winner, bringing to a close a highly successful day.



INCREDIBLE TC of W. J. Weston at Copse —actually it is not displaying its usual amount of understeer. It finished inches ahead of the M.G.As in the third race.



LINE UP of M.G. bonnets with the pretty, though battered, coupé of M. J. Lewis in the distance.

RESULTS

All-comers Handicap (5 laps). Heat 1: 1, J. Sharp (M.G.A), 71.04 m.p.h.; 2, R. Ashford (M.G. Midget); 3, B. C. Douglas (M.G. TF). **Heat 2:** 1, J. H. Allan (Fairthorpe), 72.14 m.p.h.; 2, J. R. Button (A.-H. Sprite); 3, G. S. Barnes (Morris 1100). **Heat 3:** 1, J. Gott (A.-H. 3000), 75.10 m.p.h.; 2, M. Mears (Terrier); 3, S. P. Freeman (M.G. TC). **M.G. TC, TD, TF and M.G.A 1500 (5 laps):** 1, W. J. Weston (M.G. TC), 65.16 m.p.h.; 2, L. White (M.G.A); 3, G. Burton (M.G.A). **M.G.A 1600 and Mk. 2 (5 laps):** 1, R. H. Budd (M.G.A), 68.78 m.p.h.; 2, M. Milne (M.G.A.); 3, L. H. Hall (M.G.A). **M.G. Midgets (5 laps):** 1, M. J. Lewis (M.G. Midget), 69.88 m.p.h.; 2, E. Vero (M.G. Midget); 3, K. Jensen (M.G. Midget). **M.G.A Twin-Cams and M.G.B (5 laps):** 1, J. Sharp (M.G.A), 72.22 m.p.h.; 2, D. Ryland (M.G.A Twin-Cam); 3, M. Froggatt (M.G.A). **M.G. TC, TD, and H.R.G. Cars (5 laps):** 1, W. J. Weston (M.G. TC), 65.19 m.p.h.; 2, I. Dussek (H.R.G.); 3, J. Pielow (M.G. TC). **"Triple M" Register Cars Handicap (5 laps):** 1, M. B. Hawke (M.G. J2), 56.17 m.p.h.; 2, S. W. Dear (M.G. PB); 3, M. Allison (M.G. NA). **M.G. Championship Handicap (10 laps):** 1, M. Jones (M.G. 4), 67.78 m.p.h.; 2, J. Sharp (M.G.A); 3, M. Lewis (M.G. Midget). **Handicap Final (10 laps):** 1, A. J. Keefe (Austin A40), 68.28 m.p.h.; 2, J. Sharp (M.G.A); 3, J. D. Sullivan (M.G. Midget).

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B.A.R.C. (S.E. Centre) EASTBOURNE RALLY OF DRIVING TESTS

ONE of the old-established South Coast events is the well-known Eastbourne Rally, which even the organizers had to admit on the cover of the programme is really a Driving Tests meeting. The event was held this year on Saturday, 18th May, under the spirited guidance of Clerk of the Course Dr. Robert McGhie, the well-known and energetic Brighton G.P.

A cold and blustery wind greeted the 50 competitors when they signed-on at the Beachy Head Hotel between 11.30 a.m. and 1.30 p.m. "Doc" had promised some innovations this year and it was with some trepidation that competitors noticed Mrs. McGhie checking licences and arranging "signing-on" with a weighing machine by her side. Wheelbase was the deciding factor for saloons (other than ADO15s) and Paul Steiner was noticed fearful as to whether girth and weight might be taken into account for classifying the drivers! All was well however.

Test 1 was a single run only at a "box plus two garages test" on Beachy Head Car Park, with fast pattern set by Ian Mantle conducting his Cooper with great ability at No. 3 to record 38.0 secs. This test was interesting as it required the driver to handbrake the car in the box forwards followed by a similar manoeuvre in reverse later. The writer had hoped to watch the larger cars here, particularly Howlett's Bentley Continental, but the procession was due down on the Promenade following an R.A.C. signposted route, and a sharpish procession soon set off.

For those coming from a way it was rather a shame that no area set aside as a paddock for storing loose stores was available (B.A.R.C. please note). So to the double runs at the rest of the six tests. Test 2 was a stirring affair of two pairs of lines about 150 yards apart each to be crossed *in reverse*. Hand-brakes were being applied at peak revs in second with the Sprites and all seemed to enjoy this, Robin Lavender being very fast and a trifle lucky, too! The next was that Mini delight, four garages set at right-angles to the general line of the test, all side-by-side and to be entered in any order or direction. However, Horace Appleby was neatest here with the Lotus Seven in 23.1 secs.

Test 4 looked like a set of directions for a "do-it-yourself snake-charmer's kit" consisting as it did of a "wiggle-woggle" around four pylons there-and-back to enter a garage and off "there again". Mantle was a delight to watch, recording a very neat and tidy 27.5 secs. Moments were had here by No. 43, A. Haddrell driving an Anglia 105E in place of his programmed M.G.A, when he attempted to take to the footpath and collect the unfortunate Pat Roser who was timing this test. Several who should have known better (including the writer) spoilt this test, and Howlett's Continental looked here as though the wheelbase should have been measured in metres, not feet and inches! Brave fellow.

Test 5 was a simple affair of two pylons to be passed forwards and backwards in a specific order (the organizers ran out of description here and stated that it was easier to do than read about). This test suited Doug Worgan in the Sprite and tidy and calm as ever returned a fine 32.7. Doug led his class, which followed Class D that had the Bentley Continental as its last member. He was heard muttering imprecations all day about not being able to see the tests for all the heavy metal ahead!

The last test, the sixth, was an open "blind" through a chicane, round a fence, through a slot and reverse over a line and all the way back again repeating the performance on the way. Horace Appleby was in his element here and, with the Lotus well and truly opened out, returned a competent 35.0 secs. but Mantle did well to record 36.0 in the Cooper here.

Scores were to be seen on a giant blackboard although the locals have relented enough to allow some P.A. commentary this year, and competitors were noted checking on the Len Smith/John Mace calculations as the afternoon wore on.

Charlie Page was unlucky enough to do his back axle a fair amount of mischief and Trevor Mockridge's Daimler lost on points in a stand-up fight with a lamp-post. The title of best lady went to Mrs. J. M. Piper who drove her Alpine with great determination.

There was keen speculation as to what the four Imps entered in the capable hands of Bert Westwood, Paul Steiner, John Henley and D. J. Ward would do on these open tests, but although not classed in this event with the Minis they were no match for them on times, being anything from 5-20 per cent. slower than the fastest Mini. In their own class they were beaten by an M.G. 1100, and three of them were beaten by a Herald. Paul Steiner's even had to be re-assembled before Test 2, the coolant spread unevenly along the two miles from Beachy Head to the Promenade. John Church's Saab 96 buzzed busily around, the only two-stroke this year as DKWs seemed uninterested in this event this year.

The event ended with a pleasant cocktail party at the Cavendish Hotel at which provisional results were displayed, though not distributed, a friendly chat from the Mayor, and an interval before the commencement of the Midnight Concours, that particularly B.A.R.C. function at which mere driving test entrants like the writer have little or no place.

LEO CRUTTENDEN.

Results

Eastbourne Challenge Trophy and B.T.D.: I. Mantle (Morris-Cooper). **Ladies' Award:** Mrs. J. M. Piper (Alpine). **Best Novice:** A. Haddrell (Anglia 105E). **East Sussex Award:** P. J. Lavender (Sprite). **Minis:** 1, L. V. Cruttenden (Austin-Cooper); 2, T. W. Walton (Morris Mini-Minor). **Saloons with wheelbase up to 7 ft. 10 ins.:** 1, T. A. Crawford (M.G. 1100); 2, J. Henley (Hillman Imp); 3, J. H. Gillham (Herald Coupé). **Saloons with wheelbase 7 ft. 10 ins. to 8 ft. 6 ins.:** 1, J. Church (Saab 96). **Saloons with wheelbase over 8 ft. 6 ins.:** W. W. Paul (Zephyr). **Sports and G.T. cars up to 1,600 c.c.:** 1, D. H. Worgan (Sprite); 2, D. A. West (Sprite); 3, R. W. Gee (Sprite). **Sports and G.T. cars over 1,600 c.c.:** 1, R. Forster (TR4); 2, T. J. Mockridge (Daimler SP250). **Specials and supercharged cars:** 1, H. Appleby (Lotus Seven). **Team Award:** Eastbourne & D.M.C.—V. T. Manning (Austin Mini), R. E. Lavender (Sprite) and P. Jones (Sprite). **Best Test Times:** 1, I. Mantle, 38.0 s.; 2, R. Lavender, 54.0 s.; 3, H. Appleby, 23.1 s.; 4, I. Mantle, 27.5 s. 5. D. Worgan, 32.7 s.; 6, H. Appleby, 35.0 s.

PLYMOUTH M.C.

AUTOCROSS

A WOMAN showed West Country motor sport enthusiasts and her husband how to drive a fast car on thick mud on 12th May. Mrs. M. Parkin put up best time of day in the Plymouth Motor Club's Autocross at Cleve Meadows, Ivybridge.

She was driving her husband's four-wheel-drive fully automatic Lotus Cannonball which was built by J. H. Parkin at the start of last season. He came second to her in their class.

One of the more spectacular entries was the steel-blue E-type Jaguar of Bill Westlake, which might have produced the best time of day had he not incurred penalty points. The mud and bad weather produced some surprising results. A Volkswagen returned a better time than M.G. and Morgan sports cars and better, too, than the E-type.

Even top rally driver Geoff Mabbs who is used to driving in varying types of conditions found the going difficult. The autocross attracted an estimated crowd of over 2,000 who stood, at times in heavy rain, to watch the gyrating cars.

Normally the results are decided on the best of two timed runs but this year the second runs had to be cancelled. Some of the 71 competitors were taking up to eight minutes to complete four laps. The record time of 2 mins. 30.8 secs. compared with Sunday's best time of 4 mins. 6.2 secs. gives an indication of the conditions.

ALAN GRUNDY.

Results

B.T.D.: Mrs. M. Parkin (Lotus Cannonball), 4 m. 6.2 s. **Saloon Cars up to 850 c.c.:** 1, D. E. Rowe (Morris Mini), 4 m. 11.6 s.; 2, P. J. Crocker (Morris Mini); 3, M. Jones (Austin Mini). **851-1,000 c.c.:** 1, D. Jackson-Smith (Morris-Cooper), 4 m. 8.8 s.; 2, R. Long (Austin-Cooper); 3, W. Clements (Morris-Cooper). **1,001-1,600 c.c.** D. Tremayne (Volkswagen), 4 m. 29.4 s. **Sports Cars up to 1,300 c.c.:** 1, K. Ross (M.G. Midget), 4 m. 41.2 s.; 2, G. R. Bristow (M.G. Midget); 3, Mrs. P. Bristow (M G. Midget). **Over 1,300 c.c.:** 1, D. T. Vanhorn (Morgan), 4 m. 33 s.; 2, R. A. Knapman (Sunbeam Alpine); 3, W. J. Westlake (Jaguar E). **Non-Classified Cars over 1,200 c.c. and Lotuses:** 1, Mrs. M. Parkin (Lotus Cannonball), 4 m. 6.2 s.; 2, J. H. Parkin (Lotus Cannonball); 3, B. Sayers (Alberties). **Non-Classified Cars up to 1,200 c.c.:** 1, B. J. Drake (Ford Special), 4 m. 41.4 s.; 2, M. Burgess (Lilfo); 3, P. Grose (Ford). **Team Award:** J. H. Parkin, Mrs. M. Parkin and G. Snow (Triumph Vitesse).

B.A.R.C. (EAST MIDLANDS GROUP)

CHURCH LAWFORD SPRINT

THOUGH this was the first speed event that the group has held, the meeting went very smoothly, each of the 35 cars having three practice runs and three official runs.

Practice started at 10.45 a.m. and the saloons provided most of the incidents, B. E. Lawson in an Austin-Cooper tried to do some ploughing just before the chicane, and John Wales in his very fast Alexander-entered 1,098 c.c. Cooper-Mini demolished most of the chicane on his first run.

Some very speedy motoring was seen when the event proper started at 2.00 p.m., and though the course became progressively more slippery due to the rubber which was being deposited on the corners there were fewer incidents.

The saloon car class up to 1,100 c.c. though predominantly Cooper-Minis had a fanatical entry of Austin A35s which had much attention lavished on them through the day by their keen owners.

In the larger saloon class D. J. Butler disposed of the opposition with a very creditable 57.0 secs. in his "Ecurie Gazelle" Singer.

John Wales, who had been transferred to the sports cars up to 1260 c.c. class, turned in a time of 51.9 secs., winning the class and coming fifth overall, closely followed by Roger Mac with 52.7 secs. in his Sebring Sprite.

M. P. Froggatt won the 1,261-1.600 c.c. sports car class in his M.G.A Twin-Cam, and in the sports cars over 1,600 c.c. class Roger Mac, with 48.7 secs., narrowly beat Robin Sturgess by 0.1 sec. (both in E-types) and came third overall.

The sports-racing car class was the closest, Paul Ivey in his very fast black Lotus Seven turning in a B.T.D. of 47.0 secs. on the final run of the day, just edging the very nicely turned out blue and white Lola of R. Willoughby who, with a time of 47.1 secs., came second overall.

CHRIS MITCHELL.

Results

B.T.D.: P. D. Ivey (Lotus-Climax 7), 47.0 s. **Saloon cars up to 1,100 c.c.:** 1, B. L. Ryder (Cooper Mini), 56.0 s.; 2, B. E. Lawson (Cooper-Mini), 58.2 s.; 3, H. M. Hunt (Cooper-Mini), 58.3 s. **1,101-2,000 c.c.:** 1, D. J. Butler (Singer Gazelle), 57.0 s.; 2, G. C. Collins (Sunbeam Rapier), 59.7 s. **Sports cars up to 1,260 c.c.:** 1, J. Wales (Alexander Cooper), 51.9 s.; 2, R. S. Mac (Sebring Sprite), 52.7 s. **1,261-1,600 c.c.:** 1, M. P. Froggatt (M.G.A Twin-Cam), 54.4 s.; 2, D. K. Nelson (Porsche), 58.5 s. **Over 1,600 c.c.:** 1, R. S. Mac (Jaguar E-type), 48.7 s.; 2, R. P. G. Sturgess (Jaguar E-type), 48.8 s. **Sports Racing Cars:** 1, P. D. Ivey (Lotus 7), 47.0 s.; 2, R. Willoughby (Lola), 47.1 s.

SPORTING OWNER D. C. WOBURN PARK HILL-CLIMB, 12th MAY

Results

B.T.D.: P. S. de Banks (Lotus 7 GT), 19.15 s. **Touring Cars. Up to 850 c.c.:** 1, D. E. Buckett (Morris Mini), 22.80 s.; 2, D. M. Barrett (Minivan), 24.16 s. **851-1,000 c.c.:** 1, R. Russell (Austin-Cooper), 22.00 s.; 2, A. W. Blore (Mini-Cooper), 22.49 s. **1,001-1,700 c.c.:** 1, R. Bodle (Volvo 544), 22.00 s.; 2, Mrs. A. Bodle (Volvo 544), 22.37 s. **G.T. and Sports Cars. Up to 1,000 c.c.:** 1, C. F. S. Irwin (Merlyn-Ford Mk. 4), 19.79 s.; 2, D. Wilson-Spratt (W. S. M. Sprite), 21.84 s. **1,001-1,700 c.c.:** 1, P. S. de Banks (Lotus 7 GT), 19.15 s.; 2, E. Crocker (Lotus 7), 19.40 s.; 3, W. C. Holloway (Lotus 11), 20.89 s. **1,701-3,000 c.c.:** 1, N. H. Dangerfield (Triumph TR4), 20.34 s.; 2, D. Durear (A. C. Ace), 20.98 s. **Over 3,000 c.c.:** 1, F. G. Owen (Lister-Jaguar), 19.26 s.; J. R. M. Boothby (Jaguar D) 19.60 s. **Supercharged cars and Specials:** 1, B. V. White (M.G.-Climax), 19.96 s.; 2, A. H. Cook (Wavendon Wombat), 19.99 s.

EASTERN COUNTIES M.C.

FELIXSTOWE RALLY OF DRIVING TESTS

ON Sunday, 19th May, the Eastern Counties Motor Club held their Tenth Felixstowe Rally, this being part of the 1963 Flather Star Championship and the Area Association Championship. A first class entry of 65 performed the 11 driving tests at four different sites on Felixstowe seafront.

The previous day some 30 of the entrants had some fast open tests on Martlesham Airfield, outside Ipswich, where class wins were recorded by Ron Randall (M.G. Midget), Lindsey Paterson (T.V.R.), David Warren (Mini-Cooper) and Nigel Dickin (Cortina). That evening another well attended pre-rally dance was held in Felixstowe.

The Felixstowe tests used a fixed pylon layout at each site, the routes being changed each time round. At the Spa Pavilion the 120 yard road had a halfway chicane, and an island and garage at the far end. Convalescent Hill was a wiggle-woggle from different directions, whilst at the Pier Pavilion the square site incorporated two garages in corners and two centrally placed pylons for spin turns. One test started in reverse to make for variety. The Cavendish Hotel was a good tramp around five pylons placed in three corners of the park and although straightforward on Test 3 was performed incorrectly by 21 drivers.

The Mini class, of 10 basic and eight Cooper models, developed into a battle between Ian Mantle (Morris Cooper), Len Gibson (Austin Mini—borrowed from another entrant) and Peter Anton (Austin-Cooper); Mantle emerged the winner. Brian Pickering drove the shopping (VW) to win the up to 1,200 c.c. saloons class, although Howard Sargent's Morris 1100 was a good second. Laurence Coe kept the Triumph Vitesse in the lead after his class mates had incurred penalties.

As expected the other battle was in the small sports class with Don Harris, John Townsend, Dick Squire and Ron Randall after the salver. Ron Randall made it by 1.1 secs. on 11 tests over Don Harris. How the crowds loved it.

Morgan, Herald-Climax, M.G.A, T.V.R., TR3A and Lotus Elan comprised the up to 2-litre sports class, where Ken Kent's TR and experience gave him the lead. Bob Dunnett's M.G.A was second in its fifth Felixstowe outing. The Elan went quickly between the pylons and would have finished much higher had John Berry not had two incorrect tests. Trevor Mockridge was in the SP250 as usual, but had to give best time to Gordon Tibbenham's TR4. A shower before the Daimler climbed the 120-yard hill and there was enough wheelspin to clock the quarter mile in that distance! The Cannons could not hold Don Harris and his Mark 2 D.M.F., who claimed B.T.D. in eight tests and another in the Sprite. John Price was second in the Mark 1 D.M.F., followed by Mike Cannon.

The Felixstowe Trophy for the best team was won by the M.G. Car Club Midlands (Gibson, Squire and Townsend), and the Thurlow Shield based on points for class results went to the London Motor Club (Mantle, Mockridge and Cannon).

M. R. SHARP.

MANX TROPHY RALLY

THE Manx Automobile Club's Manx Trophy Rally held last week-end proved to be another victory for Reg McBride and Don Barrow (Anglia). Graham Robson's report will appear in next week's issue.

Rome Grand Prix—*continued*

15 laps was in fact only 3.5 secs. behind de Beaufort but the challenge soon petered out; Raby went past the ailing Cooper-Maserati on lap 29 and three laps later it retired with a very sick engine. All this time Tim Parnell had been pressing on in fifth place and with Natili's retirement he moved up to fourth, which place he held until the end of the race.

The race was in fact a bit processional but the crowd, if not the fastest drivers, derived terrific amusement from all the baulking that was going on. There were marshals parked at regular intervals around the circuit and all were equipped with a fine set of flags which unfortunately remained throughout the day in the neat scabbard kindly provided by the organizers.

So Bob Anderson went on to his first F1 victory, driving with more confidence and verve than hitherto, and hampered during the closing stages by a faulty gearbox (Colotti) which necessitated holding the lever almost continuously. De Beaufort crossed the line some 11.8 secs. behind, racing right until the end. The sturdy Gilby-B.R.M. of Ian Raby was a clear third, one lap ahead of Tim Parnell in the old, ex-U.D.T. Lotus 18.

Results

(2 heats of 40 laps, 159.04 miles)

1. Bob Anderson (Lola-Climax V8), 2 h. 2m. 32.2 s., 78.5 m.p.h.
2. Carel Godin de Beaufort (Porsche "4"), 2 h. 3 m. 4.9 s.
3. Ian Raby (Gilby-B.R.M. V8), 2 h. 4 m. 41.4 s.
4. Roberto Lippi (de Tomaso-Maserati "4"), 2 laps behind; 5, Gaetano Starrabba (Lotus-Maserati 18 "4"), 4; 6, Clement Barrau (Lotus-Climax 21 "4"), 8; 7, Rovero Campello (de Tomaso-Osca "4"), 9; 8, Gastone Zanarotti (de Tomaso-Maserati "4"), 12; 9, Tim Parnell (Lotus-Climax 18 "4"), 13; 10, Gunther Seifert (Lotus-B.R.M. 24 V8), 13.

Fastest Lap: Anderson, 1 m. 29 s., 80.43 m.p.h.

CORRESPONDENCE

The Cost of Motor Racing

KEVIN KEEGAN has a point about the cost of racing. In the few years I have been at it—racing that is—the whole nature of club meetings has altered; you used to be able to drive up in the shopping sports car, slap on a few numbers and go out on the circuit with a good chance of a place. Total cost, a few quids' worth of rubber. That is all dead.

In 1963, to win even a meagre club race or sprint, you need a car that has been worked on and has cost a bomb over and above its normal road price. Moss makes the point that, when he started, you only had about four cars to beat to be recognized as an up-and-coming. Nowadays there are a lot of good drivers with great potential to be seen and they stand as much chance of winning a big race, unless they can think big in factory terms of money, preparation, practice, etc., as Nick Syrett does of winning the Derby, either with or without his blinkers on.

Club racing is now a big spectator draw as can be seen by the crowds at Brands Hatch this year. More money coming into the organizing clubs, more money going out to get a car with a chance of winning—the only person whose lot hasn't improved is the bloke in the middle, the driver, poor chap. As the actress said to the bishop, "I am quite happy to do it for free, but that's no reason why you should stand at the bedroom door, selling tickets."

Whilst the idea of a higher entry fee to discourage non-starters has its points, it does not help the driver who blows up the day before and therefore couldn't give 24 hours' notice even if he wanted to. Nor do I see any reason why drivers in outclassed road cars, who get lapped every five minutes, should get any money, because they have not spent anything like the winner has. The reward should be appropriate to spectator appeal—the better the car, the faster it is driven, the higher up it finishes, etc., the more money it should get. I would far prefer to see the first six in each race getting the money, and the organizers would be pretty certain that most of it would be put back into making the car go faster for the next meeting. It seems a very short-sighted policy not to start paying the fast drivers who are the main attraction. B.R.S.C.C. and B.A.R.C., of course, already pay out to starters and winners in their bigger races, but there are still far too many races this year where you stand no chance of getting anything back.

BROMLEY, KENT. DAVID HOWARD.

AFTER reading Mr. Keegan's letter I can only assume that he does not understand the economics of club racing.

The average attendance at a club meeting is about 2,500. Many of the smaller meetings have many fewer spectators while a gate of 5,000 at a meeting organized by one of the major clubs is a very rare occurrence. At most circuits the spectators are only charged for car parking and stand seats; if admission is charged it is rarely more than 5s. From these figures one can see that the income from the "gate" is very small when one takes into account the expenses that the organizers must meet. These costs include the compulsory insurances for competitors, officials, and marshals, fees for timekeepers, scrutineers, doctors, first aid and ambulances, breakdown vehicles, commentators and the hire of the circuit. The club must also pay for the printing of the regulations, armbands and programmes as well as all the postage for these items, and, of course, the much maligned trophies.

The suggestion that entry fees be increased to £10 to deter non-starters would be extremely unfair on the persons who compete on an even smaller purse than Mr. Keegan, and his scheme to pay starting money to every competitor is not allowed under R.A.C. regulations. Club racing is an amateur sport and like other sports the participants must pay for their enjoyment, although certain competitors use these meetings as advertising media. International meetings are for the professional racing drivers and it must be fairer for them to receive the lion's share of the starting money as their names provide the glamour which attracts the public.

One final point on the question of expense. When I take a girl friend out to dinner we do not go to the Hilton but to the Steering Wheel. Why? Not because I wouldn't like to go to the Hilton, but because I cannot afford to.

LONDON, W.C.2. N. SYRETT.

Saloon Car Drivers' Committee

A MOST tragic accident last week has prompted me to suggest that perhaps we should look more closely at the safety protection and devices afforded for the driver in these very much lightened and fantastically fast Group 3 cars.

I know that some people will say that "accidents are bound to happen" and it is this very reason that prompts me to suggest that some responsible organization (such as AUTOSPORT) might be prepared to give support and backing to a Saloon Car Drivers' Committee, which might well compose of three or four saloon car drivers and representatives from the R.A.C., S.M.M.T., and organizing clubs, to discuss and advise on all matters appertaining to safety for both the driver and spectator, and perhaps ways and means of presenting in the best possible light the sport to the spectator and motoring public.

We did, some three years ago, endeavour to form such a saloon drivers' committee to no great avail, but I sincerely think that the time has now come to once again re-examine the justification which I think exists to make a combined effort with responsible people to get a Saloon Car Drivers' Committee into being.

WEYBRIDGE, SURREY. BILL ASTON.

When to Cheer and Clap

HOW glad many people must be to see that you published the letter criticising the commentary at the 11th May B.R.D.C. Silverstone Meeting. The Start Line commentator was undoubtedly the worst I have heard in 15 years of visiting Silverstone. He adopted the manner of a sergeant-major throughout—including giving instructions as to when to cheer and clap!

It was significant that the actual volume of applause for the winner of the Formula 1 event was much less than normal—simply because we ticket-buyers do not feel that we need to be told when to show our appreciation.

LONDON, S.W.3. PETER STEVENS.

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

Ferodo First

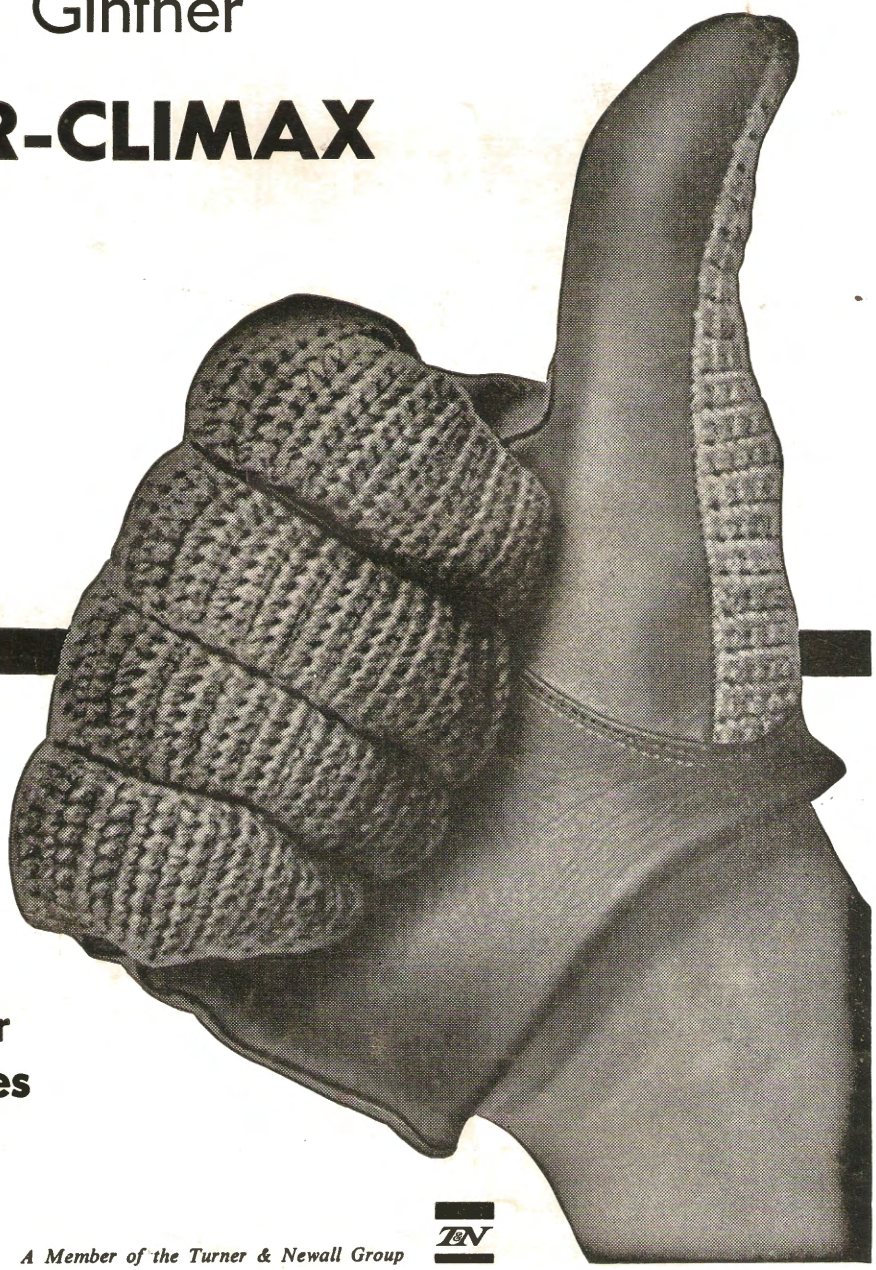
MONACO GRAND PRIX

1st B.R.M. G. Hill

2nd B.R.M. R. Ginther

3rd COOPER-CLIMAX
B. McLaren

(Results subject to official confirmation)



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