

WHITSUN HOLIDAY SPORT

AUTOSPORT

JUNE 7, 1963

# AUTOSPORT

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EVERY FRIDAY  
Vol. 26 No. 23

BRITAIN'S MOTOR SPORTING WEEKLY

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



## IN THIS ISSUE

INDIANAPOLIS 500-MILE RACE—FULL REPORT AND PICTURES : BRUCE McLAREN—FROM THE COCKPIT  
JOHN BOLSTER TESTS THE A.C. COBRA : WHITSUN HOLIDAY SPORT—FULL REPORT AND PICTURES



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June 7, 1963 Volume 26 Number 23

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Published every Friday by **Autosport**  
159 Praed Street, London, W.2

Editorial and General Office Telephone Paddington 7673  
Advertising Department Telephone Paddington 7671-2  
Advertisement Director **Norman H. Bigsby**  
Business Manager **W. R. Blackmore, M.Inst.MSM**

Annual subscription **£5.15.0**  
U.S.A. and Canada **\$16.00**

Direct from the Publishers or all newsagents

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## EDITORIAL

### LOTUS AT INDIANAPOLIS

THE remarkable performance of Jim Clark in his oddly named "Lotus Powered by Ford" at Indianapolis has shaken American professional motor-racing to the core. True, an "Offy" did win—but only just; and many are convinced that Parnelli Jones should have been black-flagged immediately when his car was seen to be spewing oil on the track. Be that as it may, the "Flying Scotsman" achieved second place, the only non-American driver in the race. Also, his team-mate Dan Gurney, was placed ninth, so the Chapman-cum-Ford equipe was truly in the money. The publicity achieved by Ford has been tremendous, and one has to go back a long, long way to find a push-rod engine, far less a V8, finishing anywhere in the first dozen. It has also proved conclusively that U.S. race-car designers can learn a great deal from modern European Formula One constructors, for this epoch-making Lotus-Ford was based almost entirely on the 1½-litre Lotus-Climax monocoque. Although victory was snatched from Jim Clark virtually in the closing stages, his efforts are bound to have repercussions for future Hoosier races. Sheer professionalism won the day for the big "four", but already the "Indy" circus is thinking in terms of multi-cylinders and engines behind the driver. If that performance and reliability can be obtained from a Galaxie-based V8, the potential of specially constructed twin-o.h.c. units, fitted with fuel injection, could be tremendous. Another extremely satisfying feature is that, in direct contrast to the traditional Indianapolis cars, the Lotus-Fords were run on normal petrol. There is no denying the fact that the result of the 1963 Indianapolis 500 Miles Race is the dawn of a new era in American automobile racing. One wonders what General Motors must be thinking, in view of the truly sensational result of their rival's enterprise, in marrying a basically stock power unit to a European-designed chassis—an idea already in being in the shape of A.C. Cobra!

### LE MANS MONTH

JUNE is, by tradition, Le Mans month, and many enthusiasts will be flocking to the French circuit to see the 24-hour race for Grand Touring and Prototype cars in just over a week's time. A full preview of the race will appear in next week's issue. Unfortunately the American challenge has dwindled: Jim Hall withdrew his two Chaparrals some weeks ago, while two of the three Corvette Sting-Rays and Carroll Shelby's works A.C. Cobra have also been withdrawn. Nevertheless, the British challenge is strong this year, with Lola, Aston Martin and Jaguar cars competing for top honours against the remaining American entries and the might of Ferrari. Ferrari is well represented with both 4-litre and 3-litre Prototypes, while the GTOs will take a lot of beating in the Grand Touring category. The sole Maserati, which is entered by the French agents, will probably be very fast, though one wonders how long it will last.

### OUR COVER PICTURE

*AN EXCELLENT SECOND in the Indianapolis 500-mile Race last week was Jim Clark in a "Lotus Powered by Ford". Notice that the Lotus's body is extremely offset between the 15-in. Firestone tyres.*

Photo: Carter Allen





## AUTOSPORTSMAN by Gus No. 5: Bruce McLaren

JOSEPH SIFFERT has now left the Swiss Scuderia Filipinetti team for good and he will now race his Lotus-B.R.M. as an independent. Georges Filipinetti will purchase another Lotus-B.R.M. Formula 1 car for the Italian Lodovico Scarfiotti to drive, while the young Swiss Herbert Muller may get an occasional drive in minor events.



BOB HADDOW (E-type) leaves on the Scottish Rally, which started last weekend. A full report and pictures of this event will appear in next week's issue.

## THE SECOND ROUND

ALL the World Championship contenders will be at Spa-Francorchamps on 9th June for the Belgian Grand Prix. Race distance is 32 laps (280 miles), and the record average was put up in 1960, by Jack Brabham (2.5 Cooper-Climax) who achieved 215.049 k.p.h. Brabham, Ireland (Lotus-Climax) and Phil Hill (Ferrari) share the out-and-out lap record with 3 mins. 51.9 secs. (218.887 k.p.h.)—also achieved in 1960. Spa is therefore one of the few remaining circuits where the lap record still stands to the credit of a 2½-litre car.

Jim Clark (Lotus-Climax) holds the 1,500 c.c. record with 3 mins. 55.6 secs. (215.449 k.p.h.—133.88 m.p.h.) and his winning average in 1962 was 212.265 k.p.h. (131.91 m.p.h.).

It is not altogether clear how many starters will be accepted by the R.A.C.B., but it is virtually certain that works entries, and a few of the most notable of the independent will not have to qualify.

Latest news of the acceptances is:—

B.R.M.: Hill; Ginther. Ferrari: Surtees; Mairesse. Lotus-Climax: Clark; Taylor. A.T.S.: P. Hill; Baghetti. Cooper-Climax: McLaren; Maggs. Brabham-Climax: Brabham; Gurney. Cooper-Climax: Bonnier (Walker). Lola-Climax: Amon; Bianchi (Parnell). Lotus-B.R.M.: Ireland (B.R.P.); Siffert (Independent). Porsche '4': C. G. de Beaufort. Scirocco-B.R.M.: Burgess; Settember. B.R.M.: Bandini (Centro-Sud).

## MARITZBURG SIX-HOUR RACE

A LAP-SCORING dispute held up the results of the Six-Hour Endurance Race for sports and saloon cars at the Roy Hesketh Circuit, Pietermaritzburg, South Africa, on 18th May. When the dispute was finally settled, Le Roux and Coetzer, who drove a front-engined 1,100 c.c. Lola-Climax were declared the winners, with a distance of 396.23 miles.

This pair had taken an early lead in the race, run in perfect Natal winter weather and watched by about 10,000 spectators, but were then caught and passed by the local Niemann brothers, driving a rapid Lotus-Ford 7. But then the Lotus had to take to the bush to avoid two tangled cars, and lost a wheel in the process. The Niemann brother who was driving at the time ran to the pits and fetched a spare which he then rapidly replaced. This delay allowed the Le Roux/Coetzer Lola to make up their deficit and build up a substantial lead, but the delay also led to conflicting lap score sheets.

The sheets have finally been sorted out, leaving the Lola first, followed by the Lotus and Wingels and Markham in a Volvo 122S. The Index of Performance event was won by Williamson and Marais in a Volvo Sport, with Conchie and Adler second in a Fiat 1500 and Wingels and Markham in third spot.

ROGER HOUGHTON.

## RESULTS

1, Le Roux/Coetzer (Lola-Climax), 396.23 miles; 2, Niemann/Niemann (Lotus-Ford 7), 391.27 miles; 3, Wingels/Markham (Volvo 122S), 372.89 miles; 4, Truter/Emond (Austin-Healey 3000), 366.83 miles; 5, Conchie/Adler (Fiat 1500), 366.78 miles; 6, Fraser-Jones/Griffith (Jaguar 3.8), 373.96 miles. Index of Performance: 1, Marais/Williamson (Volvo Sport) 110.24 per cent; 2, Conchie/Adler, 109.97 per cent; 3, Wingels/Markham 102.43 per cent. Team Award: Sports Car Club—Rundel and Kelsey (Studebaker Lark) and Conchie and Adler.

FOR 1964, all stock car entries in NASCAR events will be limited to 6½ litres.

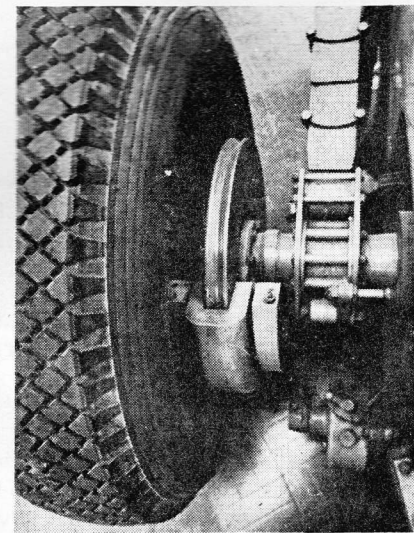
THE Seven-Fifty Motor Club are organizing a very large rally of pre-war Austin 7s at the Montagu Motor Museum on 7th July. The event is open to any Austin 7 owner whether he be a member or not. There is a "Pride of Ownership" competition with an entry fee of 6s. Full details and entry forms can be obtained from Michael Ware, Studio 750, 35 Commercial Road, Woking, Surrey.

## PIT and PADDOCK

### CONSUMA HILL-CLIMB

THE Consuma Hill-climb at Florence on 2nd June was the first of the three mountain races which the C.S.I. have appointed as qualifying events for all three divisions of the G.T. Marques Championship. Ferrari, needless to say, added a further nine points to their already impressive total in the over 2-litre class. Abarth-Simca 1300s took the honours in division 2, there being no quick Porsches present. Abarth had no opposition and walked the 1,000 c.c. division. In addition to six G.T. classes there were no fewer than ten others including Juniors, sports cars and Group 2 saloon cars of all sizes. B.T.D. went to Edoardo Lualdi in his 2-litre rear-engined V6 Ferrari. Odoardo Govoni (de Sanctis) and Bruno Deserti (Lotus 20) equalled first in the F.J. class. Hans Herrmann in the new 2-litre Abarth was second to Lualdi in the sports car class and fourth overall. A full report and pictures by Bill Gavin will appear in next week's issue.

UMBERTO MAGLIOLI will replace Nino Vaccarella, who broke his arm during the Nürburgring 1,000 kms., in the Ferrari team for Le Mans. Ferrari pairings are as follows: Surtees/Mairesse, Parkes/Maglioli and Scarfiotti/Bandini.



DISC BRAKE as seen on the ex-John Cobb Napier Railton, now owned by Hon. Patrick Lindsay, at the Midland Motor Museum.

### MIDLAND MOTOR MUSEUM

THE Midland Motor Museum at Measham was opened by Sir William Lyons on 29th May. Founded by Lord Montagu of Beaulieu, and David Wickens, the Measham chief, 50 cars are at present on view.

It is intended that an interchange of vehicles will regularly take place with Beaulieu and Brighton museums.

The museum is situated on A453 (Tamworth-Ashby de la Zouch), and is open from 10.30 a.m. to 6 p.m. in the summer months, and from 10 a.m. to 5 p.m. in winter. Prices of admission are 3s. for adults, and 1s. 6d. for children.

Altogether the exhibits form a most comprehensive selection. On opening day there were an 1899 "1,000 Miles Trial" Wolseley, a couple of 1899 Benz machines and some really splendid Edwardians.

Amongst more recent machinery were a front-drive Cord, a 38/250 Mercedes-Benz, an M.G. Sports, a 1928 A.C. "six" and the Napier-Railton Brooklands track car.





# WINS AGAIN!

CRYSTAL PALACE INTERNATIONAL MEETING • JUNE 3RD

## Crystal Palace Trophy Race

**1st Jim Clark** LOTUS-FORD  
(entered by Normand Ltd.)

**2nd Mike Beckwith** LOTUS-FORD  
(entered by Normand Ltd.)

## Anerley Trophy Race

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

*Subject to official confirmation*

**using ESSO GOLDEN, finest petrol you can buy**  
**ALWAYS LOOK TO ESSO FOR THE BEST**



## SPORTS NEWS

### T.V.R.s IN PRODUCTION

**G**RANTURA ENGINEERING, LTD., Fieldings Industrial Estate, Bispham Road, Layton, Blackpool, have taken over the production of the T.V.R. Grantura Mk. 3, tested by John Bolster in the 23rd November issue last year. A department has been set up to provide tuning and servicing facilities, while spares for all earlier models are available.

**FIFTY** laps of the Silverstone G.P. circuit open to sports, sports-racing and G.T. cars in six categories constitute the main race at the Aston Martin Owners' Club Martini Trophy Meeting on 6th July. There are other races for Vintage, saloon, F.J. and an unlimited racing car event.

**D**ISC brakes similar to those employed by Porsche are to replace the drum brakes on the VW and Karmann Ghia 1200 models; similar brakes are planned for the Peugeot 404. They are to be made by Rosanowski of Lindauer. The initial production capacity will be about 1,000 brakes per month and the price £10.

**T**o June and Philip Barak—northern enthusiasts—a new arrival, Garry Elliot Barak.

## B.R.P.'s NEW FORMULA 1 CAR

**T**HE British Racing Partnership must now be considered as a works team; their new Formula 1 car is scheduled to appear at the Belgian Grand Prix on Sunday. B.R.M.-powered, the car has a chassis constructed of four main bulkheads fabricated in sheet steel. These are: the front bulkhead, incorporating the suspension units, anti-roll bar, rack-and-pinion steering and radiator fixing; the centre bulkhead, incorporating the steering column and instruments; a further bulkhead behind the driving seat, which incorporates radius arm mounting points and also acts as a medium for connecting the power unit and its supporting frame (which is fabricated of steel and high tensile alloy) to the front section, and is easily repairable in the event of damage; and the rear bulkhead, which carries supports for the top transverse links, roll bar, suspension units, bottom wishbones and gearbox mounting points. These four main bulkheads are connected longitudinally by two main bottom chassis members in steel of U-type construction, which also act as channels for external water pipes, oil pipes, brake and clutch pipes and electrical wiring.

The main chassis frame is then fitted with an internal skin of high tensile aluminium alloy and two outer skins, which are riveted together to form an extremely rigid body-chassis structure. This incorporates flexible rubber fuel tanks.

Suspension front and rear is "conventional", the front featuring inboard coil springs. Dunlop magnesium alloy knock-on wheels are to be used.

A Borg and Beck 7½ in. diameter twin-plate diaphragm clutch is used, while either a Type 32 five-speed or a Type 34 six-speed gearbox will be used.

Dimensions are: wheelbase, 7 ft. 7 ins.; track, 4 ft. 5½ ins. (front), 4 ft. 7 ins. (rear); height (body), 2 ft. 1 in.; width (body)

### KEN RUDD MOVES

**R**UDDSPED, LTD., have moved premises from Worthing to Ford Aerodrome, near Arundel, Sussex, where the floor space now available for the production of tuning equipment, Ruddspeed right-hand drive conversions and precision engineering is 20,000 sq. ft. There is also a private road for experimental testing and development.

Production of the Alfa Romeo right-hand drive is now at the rate of five a week and experiments are being conducted with General Motors conversions, particularly Buick.

The precision engineering department is now large enough to be regarded as a separate company and is accordingly being established as Rudley Engineering, Ltd. Capacity exists for all types of precision work, particularly prototype production.

**T**HIS year's new Wankel-powered N.S.U. sports car, which will be at the Frankfurt Motor Show, is said to have a 500 c.c. rear-mounted engine producing 54 h.p. at 6,000 r.p.m. and a maximum speed of 100 m.p.h.

**W.** & A. GILBEY, LTD., are organizing a Gilbey Vintage Wine and Car Touring Rally to be held from 1st to 16th September. The route will include many famous wine and spirit houses in France, Spain and Portugal. Prizes will be in the form of liquid refreshment and a *concours d'elegance* is to be held.

**WHO'S FOR A RIDE?** Under a new insurance scheme anyone may drive a demonstration Elva Courier—everyone (apart from our model!) is fully covered.

### ELVA'S NEW INSURANCE SCHEME

**T**ROJAN, LTD., Purley Way, Croydon, have recently introduced a new scheme which will surely gladden the hearts of any potential Elva Courier owners. As a result of lengthy negotiations with a leading insurance company arrangements have been made which allow interested persons to drive a works demonstration Courier. All drivers are fully covered and the only conditions laid down are that one should be in possession of a fully valid British or International driving licence.

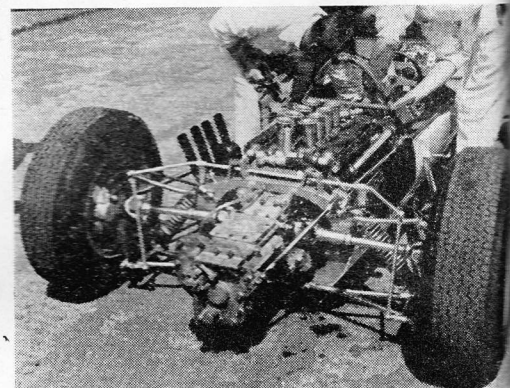
The cars used are the open two-seater sports model which are untuned and capable of a maximum of 105 m.p.h. The Mk. 4 is not available since it is not manufactured in kit form.

Last week I visited the works and was given the full "potential customer" treatment. David McMullan, Elva Sales Manager, explained instrumentation, specifications, etc., and then invited me to try the car out for myself. One has a full hour's driving, and not just a quick run round the block, which enables one to find out what driving an Elva Courier is all about and whether or not one is suited to the car. So far no accidents have been incurred, though Mr. McMullan did confess that he had been given a few nasty moments.

Cars are being demonstrated throughout the United Kingdom regardless of distance involved and it is true to say that virtually every demonstration arranged has resulted in an immediate sale.

The success of the scheme is such that production has had to be stepped up in the last four weeks to enable the Sales Division to meet increasing export orders and market sales.

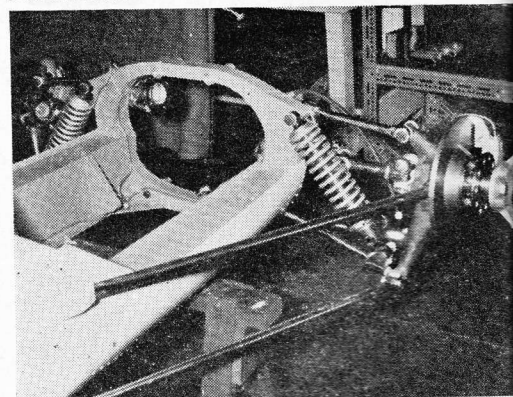
ROBERT GRANT.



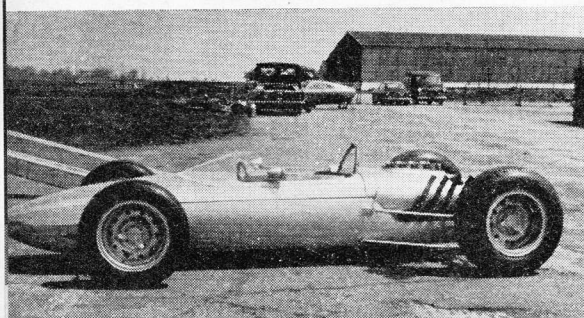
REAR-END of the B.R.P. Grand Prix car, showing the V8 B.R.M. engine and Colotti gearbox.

2 ft. 3 ins.; ground clearance, 3½ ins.; weight (with oil and water), 450 kg.

The new British Racing Partnership cars look like having a successful season in Innes Ireland's and Jim Hall's hands—providing no major teething troubles are encountered.



REAR BULKHEAD carries the supports for the top transverse links, roll bar, suspension units, bottom wishbones and gearbox mounting parts.



CLEAN LINES are a feature of the B.R.P.'s new Formula 1 car. Note the Dunlop wheels.





# WINS AGAIN!

CRYSTAL PALACE INTERNATIONAL MEETING • JUNE 3RD

## Crystal Palace Trophy Race

**1st Jim Clark** LOTUS-FORD  
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*Another  
win  
on*  
**Firestone**

**1st at INDIANAPOLIS**

**PARNELLI JONES**

at a new record speed of 143.137 m.p.h.

**2nd JIM CLARK**

at 142.752 m.p.h.

(Subject to official confirmation)



# New South Wales Racing Car Championships



CHARLIE SMITH'S Elfin is chased around one of Catalina Park's corners by Lionel Ayres' Lotus 20.

THREE major events were features of the race meeting run at Catalina Park, Katoomba, New South Wales, on 19th May. These were the N.S.W. Formula Junior Championship, the N.S.W. Racing Car Championship, and round 2 of the Neptune Oil £500 point score championship for Holdens. Charlie Smith, driving an Australian built Elfin, won the very exciting Formula Junior event, David McKay had an unchallenged run in his Inter-continental Brabham in the racing car event, and young Spencer Martin won all three over 1,600 c.c. Touring Car events, including the Neptune

Championship heat. The meeting also saw the Australian debut of the Turner, which went very well in the hands of Queenslander John French. The day was marred by the death of Thomas Rich, who received fatal head injuries when he rolled his Triumph TR3 in a Production Sports Car race.

Conditions for practice were about as miserable as it is possible to imagine, and several sessions were delayed by mist, which periodically reduced visibility to a few yards. Steady rain made the circuit tricky, and times were slow and inconsistent. Race day dawned much the same, but conditions improved tremendously and apart from the mud in the paddock, things were very pleasant. There were 12 events on the programme, starting with a six lapper for under 1,600 c.c. Touring Cars. This gave Ron Hodgson—"Australia's Largest Unauthorised Jaguar Dealer"—victory in his Downton Mini-Cooper. He moved up through the field from third on lap 1 to second on lap 2, and took the lead on these cond to last lap. Clarke's Morris 850 was second.

Event 7 was the Formula Junior Championship, and interest here lay in the clash between the Australian built Elfin and the imported Brabhams and Lotuses. Most previous Elfin successes had been in the hands of Frank Matich, but the very capable Matich had not entered, and his car was being driven by new owner Charlie Smith, who had converted it back to Formula Junior specifications following his third place in the Bathurst 100. Also Elfin mounted was Scuderia Veloce's Greg Cusack, who had cut short an overseas trip to take part in the event. Leo Geoghegan similarly had returned from England to drive his Lotus 22. Brabham opposition came from David Walker and Geoff. McLelland.

Smith was in pole position and he led off the grid, well clear of Wightley and Ayres (Lotus 20s), Walker's Brabham, and Geoghegan's Lotus 22. Geoghegan started to make up the lee-way, taking second place after 4 laps, and he and Ayres pressed Smith, the three keeping very close company. On the eighth lap Geoghegan went into the lead at Dunlop Bend, but at Craven "A" corner the Lotus ran wide, and went into the safety fence, doing slight damage to a Shell sign and to the nose of the car. Geoghegan continued in third place, but all was not well with the Lotus, and on lap 15 Cusack took his Elfin past into third. Smith and Ayres meanwhile were having a terrific battle, Ayres trying everything to get through, but never quite managing it. Craven "A" corner was very slippery, and on lap 10 Wightley's Lotus ran gently into the fence, brakes locked. Ayres was continually locking the front wheels, but Charlie Smith was driving a very determined race, and he held off the challenge to record his first major win in a single-seater. The Brabham challenge did not materialise, for Walker's engine was off-colour,

thanks mainly to the fact that a history sheet for the engine had not arrived from Holbay, and the car had been prepared very much by ear.

Cusack finished third, Geoghegan fourth, and, one lap behind, were the Brabhams of Walker and McLelland. Cusack and Ayres jointly set the fastest lap at 1 min. 2.6 secs. on lap 25, the final lap.

The Championship event for Racing Cars followed the event for Holdens, during which some rain fell. David McKay in his immaculate Brabham was favourite for this event, but on the tight circuit in the damp conditions title-holder Hall in his 2.2 litre Renmax-Climax, and Leo Geoghegan, this time Lotus 20B mounted, were expected to find their smaller engines less of an embarrassment. Hall led off the grid, but the Brabham swooped past going up the hill, and McKay tamed the 2.7 litres admirably, gradually drawing away. Geoghegan, in turn could not quite keep up with the Renmax, dropping back after a spin on lap 14. Hall had long since learnt the wisdom of sitting back and waiting, for he had won the title twice when leaders had dropped out. In 1962 McKay (Cooper) and Arnold Glass (B.R.M.) had collided, leaving Hall in first place, and the year before that he had won when Bib Stillwell's Cooper dropped out. This time it was not to be, however, and he finished 14.5 secs. behind McKay. Geoghegan was third, and 1,100 c.c. class winner Ken Milburn fourth. Every starter finished.

The three Holden races were won by Spencer Martin, who had no trouble winning the first two, and provided a thrilling finale in event 12, when he fought his way from fifth to first in 8 laps after a slow start in this Le Mans-start event. Two of these Holden benefits were open to other over-1,600 c.c. Touring Cars, but the only real opposition came from Slattery's multi-Webered Studebaker Lark, which finished second in event 5, but out of an outright place in event 12.

John French's Turner, entered by importer Alex Mildren, had an effortless win in the first Production Sports Car event, but in the second it was rammed from the rear by Newell's Buckle, the two cars retiring with damage to the glass-fibre bodies. There were also two events for Sports-Racing Cars, incorporating a separate class for Lotus Sevens and their Australian imitators, the Elfin Clubman and the Nota Sportsman. Geoghegan brothers Ian (Lotus 23) and Leo (Super 7) won their classes in both events. Greg Cusack's Elfin Mallala lost a wheel in the second of these races, the fourth time in four meetings that the car has failed to finish. The second Production Sports event was won by Fred Gibson's M.G.A from the Sprite of Brian Foley (no relation to AUTOSPORT's Eire correspondent!).

PETER BAKALOR.

## Sports News—continued

### GRAND PRIX DES FRONTIÈRES

Held as usual on Whit Sunday on the fast Chimay circuit in South Belgium, the 33rd Grand Prix des Frontières was again for Formula Junior cars. It was won at record speed by Frenchman Jacques Maglia who led throughout in his Lotus 22. Within striking distance from the start was John Ampt in his 1963 Alexis who finished 5.3 secs. behind, after putting up fastest practice lap. Third was the promising young Belgian Jean-Claude Franck in a 1963 Cooper who led Jo Schlesser's Brabham until the latter retired. (Schlesser had written off the Ford-France Lotus 27 in a big way in practice.) Robert Bouharde was an excellent fourth in an old Cooper-B.M.C. The race was run in superb conditions and Maglia broke the lap record in 3 min. 27.9 secs., an average of over 113 m.p.h. A full report will appear in next week's issue.

B.K.J.

### RESULTS

1, Jacques Maglia (Lotus-Ford 22), 15 laps in 52 m. 56.2 s., 177.665 k.p.h.; 2, John Ampt (Alexis-Ford), 53 m. 1.5 s.; 3, Jean-Claude Franck (Cooper-Ford), 53 m. 32.2 s.; 4, Robert Bouharde (Cooper-B.M.C.), 55 m. 42.8 s.; 5, Eric Offenstadt (Lola-Ford), 14 laps; 6, Picko Troberg (Lola-Ford), 13 laps. Fastest lap: Maglia, 3 m. 27.9 s., 180.952 k.p.h. (new lap record).

THIS Sunday's Shelsley Walsh hill-climb is the fifth qualifying round of this year's R.A.C. Hill-Climb Championship, which is at present led by Tony Marsh. Ranged against Tony, who has entered both his 2½-litre B.R.M. and his 2-litre Marsh-Chevrolet, are Chris Summers (Cooper-Chevrolet), George Keylock (Cooper-Buick), Reg Phillips (Austin "Bimotore"), Patsy Burt (Cooper-Climax), Phil Scragg (B.R.M.), Ray Fielding (Lotus-Climax), Peter Westbury (Felday-Daimler), Bryan Eccles (Cooper-Chevrolet), Gray Mickel (Cooper-Climax) and David Good (Cooper-Daimler). In all, there are quite a few potent devices and Tony Marsh's record of 34.41 secs. looks like being threatened. Meeting commences at 1 p.m.

### ZANDVOORT

THERE will be no qualifying laps for the Dutch Grand Prix on 23rd June. The following have been invited:—

B.R.M.: Graham Hill; Richie Ginther. Lotus-Climax: Jim Clark; Trevor Taylor. Cooper-Climax: Bruce McLaren; Tony Maggs. Brabham-Climax: Jack Brabham; Dan Gurney. Lotus-B.R.M.: Innes Ireland; Jim Hall (B.R.P.). Lola-Climax: Chris Amon (Parnell). Cooper-Climax: Jo Bonnier (Walker). Lotus-Climax: Maurice Trintignant (Walker). Ferrari: John Surtees; Willy Mairesse. A.T.S.: Phil Hill; Giancarlo Baghetti. Porsche: Carle Godin de Beaufort.





# INDIANAPOLIS 500

Ferodo congratulate Jim Clark, Lotus, and Ford on their wonderful performance in the Indianapolis 500, and are proud to have been associated with the 'Indy' Lotus team.

fit race proved

**FERODO**

**Anti-Fade Linings for  
Drum and Disc Brakes**





# MALLORY PARK NATIONAL

**Chris Amon (2.7 Lola)**

**Winner of Midlands**

**Trophy Race**

BY PATRICK McNALLY

PHOTOGRAPHY BY GEORGE PHILLIPS

CHRIS AMON, driving Reg Parnell's 2.7-litre four-cylinder Lola-Climax, won the Midlands Trophy Race, the main event of the B.R.S.C.C.'s National Whit Sunday meeting. Amon is definitely a man to watch, for he gave a very polished display on the tricky Midland circuit. Team-mate John Taylor, driving another Parnell Lola, was second. Taylor

Peter Arundell won the Junior race in his 1962 manner. Peter held second place to Richard Attwood for five laps, half distance, then slipped past on braking for the Esses. Once in front he stayed there, crossing the line 0.4 sec. ahead of Attwood who was driving one of the M.R.P. Lola-Fords. David Hobbs brought a second M.R.P. Lola into third place ahead of Paul Hawkins (Brabham). Bill Bradley was fifth in the third M.R.P. Lola and John Dunn (Brabham) sixth. The first six cars finished within 26 seconds of each other.

The Sports Car race sponsored by Carreras and qualifying for the Guards Trophy went to Frank Gardner in the Brabham. Initially he was challenged by Jack Pearce in a Lotus 23, who had led on the first lap, but Gardner demonstrated the Brabham's brakes and road holding by passing Pearce as he pleased in the Esses. Roy Pierpoint was third in the Attila, but the car was not going as quickly as it sometimes does.

The G.T. race for up to 1,600 c.c. cars was the most exciting of the day. Sidney Taylor, the eventual winner, had led in his white Lotus Elite in lap 1 with Jack Oliver's Marcos and Warwick Banks' Turner in close company. Warwick had, however, slipped smartly into the lead on lap 4 only to retire two laps later at Shaws with a broken half-shaft. This let John Miles (Turner) into the lead, but he spun four laps later and the lead went to Jack Oliver (Marcos) who then had the misfortune to go off at the Esses when his gear lever broke. Sidney Taylor who had no doubt been busy avoiding spinning cars, went on to win from Andrew Hedges. Andrew's patience had been rewarded for this gave him second place and first in his class.

The Saloon cars were a little disappointing. Mike Salmon's Jaguar 3.8 had led only to be passed on the Stebbe Straight by Chris Craft's

Anglia. Craft had a substantial lead at half-distance but went through two back markers rather quickly and collected one—surprise! surprise! This caused only minor damage to both cars, but put Craft out of the race for he burst a tyre. Salmon went on to win as he pleased with Alan Peer and Mike Pendleton in second and third positions, in Anglia and Jaguar respectively. A feature of this race was the battle between Doc Merfield (Lotus Cortina), John Young (Anglia) and John Sparrow (Jaguar), for although they finished in this order the Jaguar was ahead on several occasions and saloon car tactics were employed by all!

The big G.T. race was a bit of a disappointment, for the winner, Dick Protheroe (E-type), went extremely well, and after lap 1 no-one could challenge him. Ken Baker held a brief lead after the start but Protheroe's car was so much quicker that he passed him to pull out a substantial lead. Baker finished second ahead of John Dean's E-type. Alan Hutcheson's well-driven M.G.B won the up to 2,500 c.c. class from John Dangerfield's Morgan.

## RESULTS

**Grand Touring Cars up to 1,600 c.c. (10 laps).** Overall Winner: S. J. Taylor (Lotus Elite). 1,151 c.c. to 1,600 c.c. Class: 1, S. J. Taylor (Lotus Elite), 77.96 m.p.h.; 2, H. Stiller (Lotus Elite); 3, M. Garton (Sebring Sprite). Fastest lap: Taylor, 59.2 s., 82.95 m.p.h. Up to 1,150 c.c. Class: 1, A. Hedges (M.G. Midget), 77.09 m.p.h.; 2, J. E. Miles (Turner-B.M.C.); 3, J. F. Dickinson (Lotus Le Mans). Fastest lap: W. Banks (Turner-Climax), 58.6 s., 82.94 m.p.h. **Sports-Racing Cars over 1,000 c.c. (10 laps).** Overall Winner: F. Gardner (Brabham-Ford). Over 1,200 c.c. Class: 1, F. Gardner (Brabham-Ford), 86.87 m.p.h.; 2, J. R. Pearce (Lotus-Ford 23); 3, R. Pierpoint (Attila-Climax). Fastest lap: Gardner, 54.2 s., 89.67 m.p.h. 1,001 c.c. to 1,200 c.c. Class: 1, J. F. Morley (Lola-Climax), 82.65 m.p.h.; 2, B. Hart (Terrier-Ford); 3, T. Bone (Lotus-Ford 23). Fastest lap: Morley, 57.4 s., 84.67 m.p.h. **Saloon Cars over 1,200 c.c. (10 laps):** 1, M. Salmon (Jaguar 3.8), 79.54 m.p.h.; 2, A. Peer (Ford Anglia); 3, M. Pendleton (Jaguar 3.8). Fastest lap: C. Craft (Ford Anglia), 59.4 s., 81.82 m.p.h. **Grand Touring Cars over 1,600 c.c. (10 laps).** Overall Winner: D. Protheroe (Jaguar E-type). Over 2,500 c.c. Class: 1, E. R. Protheroe (Jaguar E-type), 82.32 m.p.h.; 2, K. Baker (Jaguar E-type); 3, J. W. Dean (Jaguar E-type). Fastest lap: Protheroe, 57.2 s., 84.97 m.p.h. 1,601 c.c. to 2,500 c.c. Class: 1, A. Hutcheson (M.G.B), 77.26 m.p.h.; 2, J. Dangerfield (Morgan Plus 4); 3, C. Dormand Stewart (Morgan Plus 4). Fastest lap: Hutcheson, 60.6 s., 80.12 m.p.h. **Formule Libre (20 laps):** 1, C. Amon (Lola-Climax), 88.13 m.p.h.; 2, J. Taylor (Lola-Climax); 3, J. R. Pearce (Alexis-Ford). Fastest lap: Amon, 53.4 s., 91.01 m.p.h. **Formula Junior (10 laps):** 1, P. Arundell (Lotus-Ford 27), 89.34 m.p.h.; 2, R. Attwood (Lola-Ford); 3, D. Hobbs (Lola-Ford). Fastest lap: Arundell and Hobbs, 53.4 s., 91.01 m.p.h. **Saloon Cars up to 1,200 c.c. (10 laps):** 1, M. A. Young (Ford Anglia), 74.58 m.p.h.; 2, M. G. Knight (Austin Mini-Cooper); 3, M. C. Davidson (Austin Mini-Cooper). Fastest lap: Young and Knight, 63.6 s., 76.42 m.p.h. **Grand Touring and Sports-Racing Cars Handicap (10 laps):** 1, M. Garton (Sebring Sprite), 75.2 m.p.h.; 2, R. Redgrave (Merlyn-Climax); 3, D. Morgan (Elva Courier). Fastest lap: J. R. Pearce (Lotus-Ford 23), 54.0 s., 90.0 m.p.h.

CHRIS AMON races along the main straight in Reg Parnell's Lola (above). At last year's Whitsun meeting John Surtees won in a Lola.

DICK PROTHEROE leads Ken Baker out of Shaws (right). Behind the two E-types are a lot of G.T. cars, both large and small.

usually drives for Bob Gerard and is one of Mallory's top line drivers.

Peter Arundell was back in winning form collecting the Formula Junior Award for Ron Harris's 1963 Lotus, and Frank Gardner took the Guards Trophy for Sports Cars in his Ian Walker Brabham.

The Midland Trophy Race was run over 20 laps as a *Formule Libre* race. Chris Amon won comfortably from John Taylor, both driving Parnell's Lolas. It had been Amon's race all along, but Taylor had initially to fight for second place with Jack Pearce (Alexis-Ford). The Alexis was going extremely well till lap 12 when a spin dropped it back to fourth place behind Ian Raby in the Gilby-B.R.M. In the latter stages Pearce passed Raby and closed up to finish only 5.8 secs. behind Taylor. Amon finished the race on two cylinders at a much reduced pace!





# JONES BEATS CLARK AT INDIANAPOLIS

**Parnelli Jones (Agajanian-Willard Battery Special) Wins Race of Drama — Excellent Showing of Lotus Powered by Ford**

BY SKIP LANGE

PHOTOGRAPHY BY CARTER ALLEN

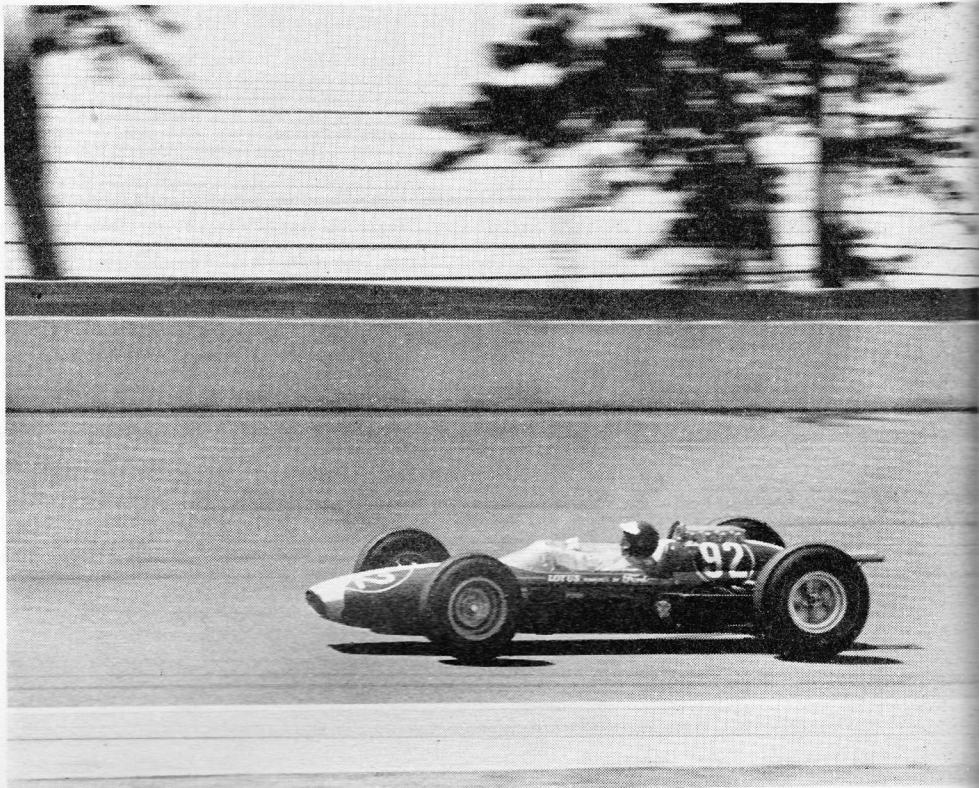
IT was Parnelli's Offy by just 34 seconds over Jim's Lotus-Ford. They found one Lotus eater at Indianapolis this year, but that's all.

Parnelli Jones drove a 500-mile sprint race, averaging 143.137 m.p.h. to break last year's 500 record by nearly 3 m.p.h. Scotland's Jim Clark kept the issue in doubt right up to the closing laps and made Speedway history by finishing second on his and his car's first time out on the famous brickyard. Jim's Lotus-Ford team mate, Dan Gurney, came through with a highly creditable seventh place finish after suffering a slightly mishandled pit stop.

A. J. Foyt, winner of the 500 in 1961, was running fourth behind Roger McCluskey as the winner was on his 199th (of 200) lap. As the lap ended, Foyt found himself in 3rd. McCluskey had spun out with just one lap left to go!

As usual, the Leader Card racing team was represented in the top five—Bob Wilkie's two cars finished fourth and fifth. Rodger Ward, last year's winner, piloted Car No. 1 to a fourth place finish. In the last five years Rodger has been successively first, second, third, first, and fourth. In fifth place, and just about four minutes behind the winner, came Rodger Ward's team mate Don Branson.

Parnelli Jones, in establishing his new 500 mile speed record of over 143, had to lap consistently at 150 miles an hour. He accomplished this without apparent strain. Nine times the yellow flag went out to slow the field and Parnelli raced under yellow flag conditions of 50 minutes of his total racing time of 3 hr. 29 min. and 35 secs. Despite nine yellow flag periods and a corresponding nine on track incidents, there were apparently no serious injuries. Parnelli's time was also cut by three pit stops for tyres and fuel, but



*JIM CLARK in the first turn early in the race. Jim drove a tremendous race in the "Lotus Powered by Ford" and was only 34 secs. behind Jones at the finish.*

## The Month of May

THE racers' month of May happened to start in March this year. The Lotus-Ford team and Mickey Thompson jumped the gun by bringing their cars to the Speedway in mid-March. Purpose—tests, of course. Mickey Thompson had Masten Gregory on hand to test a knee-high car that looked like a roller skate, or an overgrown Kart. Strangest feature aside from its pancake shape was its tyres. Mounted on tiny 12-in. magnesium disc wheels, these tyres measured 7½ in. wide across their flat front tread, and 8½ in. wide at the back. Although the Thompson cars didn't show any surprising speed in this early Spring test, Mickey seemed satisfied.

On hand to give things a try in the "Lotus powered by Ford" were Dan Gurney and Jim Clark, under the watchful eye of Colin Chapman. These boys did turn in surprising speed!

In a practice car, which he was later to treasure dearly, Dan Gurney got over 150 m.p.h., within a fraction of the lap record, with apparent ease. This set the boys mumbbling. Only consolation for the Offy contingent was that Dan had run fast on soft Dunlop rubber, and would most surely switch to the harder, more durable, less sticky Firestone tyres for qualification and the race.

With May-in-March out of the way, things slowed down again until 1st May. As the clan assembled and the boys took to the track, it became apparent that this was to be a year of variety. Mickey Thompson appeared with no fewer than five cars! All were powered by 4,179 c.c. modified Chevy V8s. Originally listed as drivers were Masten

Gregory, Billy Krause, and Graham Hill.

Of course Gurney and Clark were there in the Lotus-Fords. These were two new cars, not the one Gurney had tested in March, although the training car was brought along as a spare.

The Ford power that Colin Chapman stuffed into the rear end of his Lotus cars is a 4,187 c.c. version of the stock "289 inch" Ford Fairlane engine. The racing engine uses an aluminium block and cylinder heads, four dual-throat 58 mm. Weber carburetors and special intake and exhaust manifold. The twist and curves of the exhaust manifold are a sight that cannot be described in words.

The Fords ran on gasoline, not the methanol and "pop" used in the Offys.

Further variety was added to the list of possible qualifiers by the eight-cylinder, supercharged 2.7-litre Novis. These screamers, whose engines date back to the likes of Ralph Hepburn and Chet Miller, are always dubbed the "sentimental favourites". No one really expected them to qualify, although the presence of Jim Hurtubise as driver of one of the cars did make you stop and think. Why would Jim, the lap record holder until last year, climb into one of these dogs? Perhaps he knew something that the rest of us didn't.

Along with Fords, Chevys, Offys, and Novis there were even two six-cylinder cars entered. Most promising of these was the B.M.C.-Cooper-Aston Martin to be driven by Pedro Rodriguez. This car was the Cooper chassis as driven by Jack Brabham two years ago, lengthened to 8 ft., and powered by an Aston Martin engine.

The other six-cylinder car, entered by Joe Lencki, featured a traditional Indianapolis



*THE WINNER, Parnelli Jones, on his victory ride around the track. Left to right: J. C. Agajanian, Parnelli Jones, Jones's wife and Agajanian's wife.*

the three put together totalled just over 1 minute in actual pit stop time.

Aside from Parnelli's popular win, big news was the performance of the Lotus-Fords and their drivers. "Finest thing that's ever happened to racing," was the general comment voiced by the fans as the stands emptied. They were referring, of course, to the invasion of Indianapolis by Colin Chapman and his friends of the Ford Motor Co., and to the splendid drives of Jim Clark and Dan Gurney.



front engine chassis powered by an engine that Joe had designed and built himself. It never got up to speed.

Right off the bat Dan Gurney and Jim Clark began turning laps in the high 140 range. So did Jim Hurtubise in, of all things, the Novi! Soon getting into the act were A. J. Foyt, Rodger Ward, Bobby Marshman, and Don Branson, all in Offys. But always a bit ahead of all of them was the lap record holder, Mr. Parnelli Jones. Parnelli hit 149, 150, 151, and before qualifications started had been timed for a lap at over 153 m.p.h.! Parnelli's old lap record was 150.729, and he also held the four lap qualifying record of 150.370.

While things seemed to be going well for the Lotus-Fords, Mickey Thompson and crew found that trouble was their middle name. The cars weren't handling, and they weren't going. They were breaking. Graham Hill passed his driver's test under the watchful eye of Speedway veterans without incident. However, shortly before passing his test he had executed a spin of generous proportions. Of course a spin is just part of the game, but it does make you stop and think.

You begin to think even harder after you stuff your car into the wall. And this is what Graham Hill did on 4th May. Washed out a wheel and a bit of the front suspension, and added to the growing scepticism regarding the Mickey Thompson cars. Same day, Billy Krause bent another Thompson car in a separate accident.

Graham went home to run at Silverstone the week before qualifications began at Indianapolis. Bets were that he would not come back. He did. Still, during the few days left before qualifications began, Hill just could not get his car up to qualifying speed. On the day before Saturday's qualifications Graham bowed out. Commitments to B.R.M. at Monaco would make it impossible for him to do justice to the Thompson entry in the short time he had left, he said. Sure enough, Graham Hill did have an important role to play for B.R.M. at Monaco.

Some 220,000 fans decided that Saturday, 18th May, would be a nice day to watch race cars qualify. This crowd of near race day proportions caused one of the biggest traffic jams the Speedway has ever experienced. Driving into the course was almost impossible. Walking wasn't much better. Even the pits were crowded.

The day got off to a bad start for Dan Gurney. Dan, who had been hitting over 150 m.p.h. in practice, headed out for a last shakedown run in his Lotus-Ford. It got away from him, hit the wall, and was badly damaged. Dan was O.K., but scratch one Lotus powered by Ford. With the training car still available, however, Ford and Lotus mechanics set about immediately pulling the goodies off the wrecked car to convert the training car to the contender that Dan needed.

Here we saw what the title, Lotus powered by Ford, really meant. As the English and American mechanics worked, it was almost as if two unions were involved and each was bent on not infringing upon the other's territory. It was all very courteous and co-operative, but Lotus wasn't doing any work on the power plant, and Ford wasn't doing any work on the chassis.

While Dan's day was being built in the garage, some old timers were hard at it out on the track. Jim McElreath got things off to a good start with a four lap qualification of 149.744. Bobby Marshman did 149.458. Don Branson did 150.188, but the crowd was still waiting for Parnelli Jones. Despite high winds that were bothering all of the qualifiers, Parnelli came out and, sure enough, blazed to new official qualifying records. His four lap average was 151.153, and his fastest single lap was 151.847. Of course these speeds were below Parnelli's earlier practice times of 153, but surprisingly, neither Parnelli nor anyone else was able to get anywhere near their earlier practice speeds once qualification had started.

Jim Clark had suffered a bit by Gurney's accident. The plan had been for Jim to use the same wheels, and tyres, that Dan had been running on his car at the time he crashed. Without these, Jim had to mount new, unscuffed tyres. Despite this handicap he turned a beautiful 149.750 to place him, eventually on the middle of the second starting row.

With five drivers qualified on Saturday morning, and speeds running a bit lower than

expected, everyone took a long break and waited for the winds to subside.

Late in the afternoon, as the shadows of the stands covered the main straightaway, Jim Hurtubise wheeled the bright red Novi No. 56 to the starting line for a qualification attempt. It was one of those tries that brings a bit of a tear to every sentimental race fan. Never had the Novi shrieked louder. Never had little Jim Hurtubise tried harder. The result—second best time of the day and of the qualifying period at 150.357. After many a dry year, a Novi was finally back in the race.

Rodger Ward made it next at 149.800. And then, seconds before track closing time, Dan Gurney took to the track in the "new" Lotus-Ford.

It was a spectacular last minute come-back for Dan Gurney after a day of frustration. One lap at over 149, then another, then a third and Mr. Chapman was smiling from ear to ear. But then, on the fourth lap, Dan came around ever so slowly and pulled into the pits. What had happened? Seems that on the fourth lap Dan had got his foot tangled in the accelerator loop. Accelerator loop is a required gadget on Indianapolis cars, which enables the driver to pull up on the accelerator with his toes, as well as press down on it. Dan figured that he had lost too much time getting his feet sorted out and cancelled his qualification try rather than accept a slow time.

Sunday, the second day of qualifications, was less hectic. Dan finally got the job done at 149.019 which placed him in the outside of the fourth row.

Also notable on the second day of qualification were runs by Duane Carter and Masten Gregory in the Mickey Thompson cars. Duane qualified at 148.002, to become the oldest driver in the starting line-up. Duane celebrated his 50th birthday in the month of May. Masten qualified at 147.517, a questionable speed which, as it turned out, was not destined to be fast enough.

Pedro Rodriguez took a 146 speed, and became the slowest qualifier of the year. "I can't get around there any faster than the car," was Pedro's comment, and most observers agreed that Pedro was doing all that could be done with the B.M.C.-Cooper-Aston Martin.

With the first two qualifying days completed, the field was just about half full. The week of 20th May saw feverish activity as crews and drivers tried to squeeze that extra fraction out of cars that didn't really want to go that fast. Saturday, 25th May, saw the field filled. Pedro was bumped, and promptly got in one of the Mickey Thompson cars. As it worked out, Pedro was not to get a chance to qualify the Thompson car. Big news of the second Saturday was again made by the Novis. Rookie Bobby Unser qualified at 149.412, while Art Malone did it in the oldest Novi of them all, at 148.343. The Novis, now under the ownership of the Granatelli brothers, had made their come-back and underlined it.

With the field full on Saturday, Sunday was bound to see the ousting of a few more qualified cars as the average speed of the field was forced up. Unfortunately, Masten Gregory was one of the victims. His 147.517 didn't survive. Still, there was some joy in the Mickey Thompson camp. Rookie Al Miller took one of Thompson's cars to a qualification speed of 149.613.

As the track closed for qualifications on Sunday, 26th May, the starting field was made up of two Lotus-Fords, three Novis, two Thompsons powered by Chevrolet, and 26 Offys. Innovation is gaining, but progress is slow.

Of course this year's starting field had a record average speed. Its 149.028 average was about 1.7 m.p.h. faster than the previous record speed of the 1962 field, 147.330. Makes for some pretty fast traffic.

Two comments during the qualification period struck me as being particularly enlightening. Masten Gregory said that Indianapolis is difficult because it is so easy. He went on to elaborate on the theme that, because there were only four turns, and because each of these turns was virtually identical, it was not unreasonable to expect a fairly high percentage of the drivers to turn in nearly identical speeds. In other words, only a fraction of a second separated the best from the worst. Compare the worst lap speed in qualifications, Elmer George's 1 min. 01.47 secs. with Parnelli Jones's best lap speed of 59.39 secs.! On the other hand, Gregory went on to point out, the typical Grand Prix circuit was more difficult to drive, but offered the advantage of revealing a greater differential between driver abilities.

Veteran mechanic Chickie Harashima made a significant observation on the state of the car builders' art. Gazing admiringly at Jim Clark's Lotus-Ford, Chickie observed, "The trick is for us to build one that will go in *one year*." Do you take the plunge and start experimenting on a new design that may take several years to shake down? Or do you stick with an outmoded design which will, nevertheless, probably be good for several years to come. This is the problem that Indianapolis car builders will have to answer for themselves in the coming months.

#### Pre-Race

At 9 a.m. on race day, two hours before the start, Stirling Moss was taking photos in the garage area. When I saw him he was focused on an apparition hung outside the door of Johnny Rutherford's garage. The apparition consisted of an inflatable plastic alligator apparently munching a large sign and labelled "Lotus Eater". Stirling said, "I think it's really quite complimentary that they believe the Lotus needs eating." As it turned out, Parnelli Jones was the only man on race day who managed to get the job done.

Weather on 30th May could not have been

*ONLY PIT STOP for Jim Clark's Lotus was on the 95th lap. It took 32 secs., as compared with Gurney's 42.2 secs. Clark resumed racing in third position.*





finer; there was light breeze, bright sun, and a temperature in the low 70s. Race day crowd was terrific, but seemed to move well. Dan Gurney solved the problem of getting into the course through long lines of cars and pedestrians by mounting a Honda motorcycle, dashing into the throng, and arriving with a roar and a flourish right at his garage door.

With an hour to go before race time all the cars, and several thousand "officials", were in the pits. The pits themselves at Indianapolis are separated from the race track by, consecutively, a low concrete wall, then a 20 ft. wide grass plot, and then a concrete pit lane about 50 ft. wide. On the race track as the pits hummed with activity and nervousness was a selection of marching bands from all over the U.S. Great colour. Great pageant. Even the music sounded good.

As pre-race ceremonies clicked off on a perfectly kept schedule, the race cars were wheeled into position, 11 rows of three each, on the main straightaway. As Speedway President Tony Hulman intoned the magic words: "Gentlemen, Start Your Engines," 32 cars roared to life. In the middle of the last row, Car No. 32 to be driven by Ebb Rose would not start. Off came the hood, twist went a wrench, on went the hood, the engine screamed to life and Ebb Rose streaked off after the pack. Sam Hanks drove the pace car as Tony Hulman kept an eye on his boys.

On the first time past the stands at the completion of a parade lap the cars held their military position. Next time around the pit car accelerated out of the fourth turn and ducked into the pit lane. Parnelli Jones in pole position controlled the speed of the pack as they came down the main straight and started racing as they crossed the start line. Into the first turn it was Rodger Ward, Jim Hurtubise, and Parnelli Jones bunched tightly together.

With the crowd on its feet and all eyes looking up the course, two cars blasted out of turn 4 and down the main straight toward the completion of the first racing lap. The two were Parnelli Jones and Jim Hurtubise in the Novi. It was a real drag race and the Novi showed its power as Hurtubise leaped ahead of Jones just before the completion of lap 1.

As a Novi won lap 1, however, a portent of things to come was offered by Art Malone's Novi No. 75. It pulled into the pits after completing just one lap. There was some conversation between crew and driver and the car took off again to join the fray.

On lap 2 Parnelli eased ahead of Hurtubise who was followed by Bobby Marshman. Speed for the first lap was a new record of 143.312. Second lap, again a record, was 144.289.

Before a third lap had been completed, the yellow flag was out. Bobby Unser had suddenly found himself in a crowd with no place to go. For a fleeting instant he had the option of hitting another car or hitting the wall. He chose the wall. Bobby climbed out O.K., but his Novi was scratched. This left the Hurtubise Novi in contention, the Malone Novi already sick, and the Unser Novi wrecked.

With the cars now unable to change position the order was Jones, Hurtubise, Marshman, McElreath, Ward, Branson, Goldsmith, Eddie Sachs, Dan Gurney and Jim Clark.

The yellow flag was out for 9 min. 41 secs., and was replaced by the green on lap 10. With the completion of lap 10, because of the yellow flag slowdown, the average speed had fallen to 123.936. Jones was determined not to tarry. As the green came on he boosted his lap speeds to 150 m.p.h.

By the completion of 20 laps Jones had upped the average speed for the race to 135 plus, and was at that time running just about 14 secs. ahead of Gurney and Clark. These boys had moved up to 9th and 10th.

The hard driving at this point was apparently being done by Roger McCluskey. Between laps 20 and 30 he came from well back in the field up to third place. On lap 38 he had pushed his way up to second, ahead of Bobby Marshman and Jim Hurtubise who had dropped back to third and fourth.

On lap 40, with 100 miles completed, Gurney appeared to slow very slightly. Dan and Jim had been circulating in close order, going smoothly and holding about a 25 secs. gap on Jones. On lap 40, however, Jim passed Dan, and Dan's white Lotus fell back behind Paul Goldsmith.

Jones, working with the knowledge that the Lotus-Fords hoped for a one pit stop race, was trying to build all the lead that he could. He took the pace up to 151 m.p.h., but still gained very little over Clark and Gurney. On lap 47 car No. 54, driven by Bud Tingelstad, got loose and banged into the wall. At this time the report is that Tingelstad was not injured. Almost simultaneously, while the yellow flag was out for Tingelstad, Allen Crowe got into trouble on the main straight and crunched the wall in the first turn. Crowe was dazed, but walked away. Seat belts, shoulder straps, and improved helmets are doing a tremendously effective job of cutting down on injuries in these accidents that would have, in past years, been quite serious.

For the combined accidents of Tingelstad and Crowe the yellow flag was out for 9 min. and 32 secs. Under the yellow light the order was Jones, McCluskey, Marshman, Foyt, Sachs, Ruby, McElreath, Branson, Clark, Goldsmith, and Gurney. The green flag went out again at lap 56 and Jones again picked up the pace to about 150.

#### Clark Takes the Lead

On lap 62 Parnelli Jones made his first pit stop. He was in for tyres and fuel for a total of 22 secs. As the rest of the leaders made their pit stops, Jim and Dan moved forward automatically until, on lap 67, Jim Clark took over the lead!

Also on lap 67, Duane Carter spun the No. 83 Mickey Thompson special. This was one of the pancake models. Carter completed his loop and drove on into the pits unhurt. There was apparently damage to the right front suspension unit, however, and Thompson's crew went to work. As it developed, this was a major and unusual undertaking. Indianapolis pit crews seldom work on a car for more than a minute or two, figuring that the loss of any greater time will put them completely out of contention anyhow. In Duane Carter's case, however, his crew worked on the car for a full hour and then put Duane back into the race.

Despite the great interest generated by Mickey Thompson's cars this year, they never really showed great promise. Thompson showed some genius, oceans of originality, but no system. Preparation of the cars seemed a bit haphazard, the garages were scenes of confusion, and crews seemed willing but a bit aimless. Perhaps some organization is needed to cash in on the Thompson genius.

Duane Carter's spin had kept the yellow flag out for just two laps. Now Jim Clark was setting new speed records. At 70 laps, Jim's average was 141.793. Jim was followed closely by Dan who was followed, 17 seconds back, by Parnelli Jones. Of course Clark's crew knew where to look for the competition. On lap 78 Jim got the signal board reading "17—PARN."

With the completion of 200 miles, 80 laps, Jim Clark had upped the speed to 142.566. Again a new record. Jim was followed by Dan, Parnelli, A. J. Foyt, Eddie Sachs, Lloyd Ruby, Jim Hurtubise, Rodger Ward, Roger McCluskey and Jim McElreath.

On lap 92, eight laps short of halfway, Dan Gurney brought his white and blue Lotus-Ford into the pits and to a halt over the platform jack. Powered by compressed air, the platform jack lifted the whole car, all four wheels, clear of the ground with one throw of the switch. The driver aimed for the jack and drove right over it. Dan's Ford made a peculiar whooping sound as it perched there on its platform. The car took on fuel, and new tyres on all but the left front. The stop was not particularly fast at 42.2 secs. and allowed Parnelli Jones to move up to second place.

#### Pit-Stop for Clark

On lap 95 it was Clark's turn on the same platform jack. It took 32 secs. this time for the same service Dan's car had received, and Jones moved back into first place. Hurtubise had then moved back up to second, Clark held third, followed by Foyt and McElreath. End result of the pit stops was that Clark ended up 40 secs. behind Parnelli Jones.

On the 100th lap Jim Hurtubise in the sole surviving Novi pulled into the pits in a cloud of smoke. No work was done on the car—there was just a brief exchange of words with owner Andy Granatelli and Hurtubise was back on the track. There followed imme-

diately a consultation among officials at the start-finish line and the black flag was given to Hurtubise because his car was spilling oil.

With the race half over Jones looked strong. At 250 miles, 100 laps, the order was Jones, Clark, Hurtubise (about to be black-flagged), Foyt, McElreath, Sachs, McCluskey, Lloyd Ruby, Dan Gurney, and Rodger Ward. The new speed record at this point was 143.443 m.p.h. Clark, finding his way frequently blocked by slower cars, was having trouble holding his own and the gap had increased to about 47 secs.

On lap 116 the yellow light came on again as Eddie Johnson spun in turn 3 and hit the wall. Johnson was reported unhurt. Dirt kicked onto the track brought the yellow flag out again and Jones took advantage of this lull for a very quick pit stop. Aided by the slower pace, Parnelli was able to make his stop and get back into the race without losing his lead. The green light came on again at lap 128 only to go yellow almost immediately as Lloyd Ruby bounced off the wall and into the infield grass in the north-west turn. Again, Ruby was unhurt. The green light went on again at lap 130.

At 130 laps Parnelli's average race speed was 142.495. He was still running at 149 to 150 m.p.h., and Clark was running at just about the same speed. These two were followed by Jim McElreath, Eddie Sachs, and Dan Gurney who had moved up to fifth. In sixth was A. J. Foyt, then Ward, Marshman, Branson, and McElreath. As the laps ticked away, Parnelli was moving inevitably closer to a third pit stop. How about Jim? Was he going to need another tyre change to finish out the 500 miles? We didn't know. Try as he might, Parnelli couldn't open the gap on Clark, and Clark couldn't close the gap on Parnelli.

Dan moved up to fourth spot as Sachs made another pit stop. Then, on lap 160, Jones got his chance to make another pit stop. It happened when the Chevrolet engine on Duane Carter's Thompson-pancake blew on the main straight. Bits and pieces of engine were scattered all over the track. Carter had coasted to a stop inside the first turn. With the yellow flag out Parnelli Jones made his third pit stop on lap 162. Just 38 laps left, and Parnelli was in the pits for 21 secs. As Jones pulled out of the pits the green light came on and Jim Clark had not come around. On lap 164 Clark's crew gave the signal "11 PARN." Jim was 11 secs. behind Parnelli, and Dan had moved up to third.

And then Jim Clark put on the press. On lap 172 he had the gap down to 10 secs. Lap 173 brought it down to 7 secs. At lap 175 Clark was just 6 secs. behind Jones. Lap 177 and he was just 5 secs. out of first place.

On lap 178 Eddie Sachs spun on the south straightaway and the yellow flag went out for one lap. Sachs continued in the race without stopping and the green flag went out again on lap 179.

Parnelli's Agajanian-Willard Battery Special was beginning to show its first signs of weakening. Large puffs of blue smoke were seen as Parnelli backed off for the turns. Oil was reportedly seen on the left side of Jones's car. At this point, still running under the green, Clark began to drop back slightly. On lap 180 the gap was 5 secs. On 181 it was 7. Then 9, then 10 secs. On lap 182 Gurney came in for tyres and fuel. He was out quickly, took two laps, then was back in the pits again. Apparently wheels had not been properly tightened on the previous pit stop, and mechanics worked away at the wheel nuts for a time before Dan was again pushed off.

On lap 186 with Jones apparently throwing oil, his chief mechanic, Johnny Poulsen, came to the starting line for a frantic conference with Chief Steward Harlan Fengler. Clark's gap behind Jones increased to 14 secs.

Between laps 179 and 186 Clark had dropped from 5 secs. behind Jones to 14 secs. behind—a little better than one second per lap.

On lap 187 Eddie Sachs lost a wheel and bounced into the wall. Again, unhurt. The yellow light came on and Clark's gap behind Jones increased to 16 secs. Under the yellow flag Jim was being baulked by Don Branson and Bob Christie. Jones was still moving along at a fairly brisk pace, and Clark couldn't move around the two slower cars in front of him.

Now it was Colin Chapman's turn to discuss

(Continued on Page 808)



By the time the meeting started it had already clouded over, rain threatened and the smallish crowd began to look for whatever wet weather gear they had brought with them—and those without stand seats were in need it.

When the saloon cars appeared it was pretty obvious that there was no opposition to Mike Salmon's fast 3.8 Jaguar. Knowing Doc Merfield of old one might have supposed that this would be his chief role, but a brief conversation revealed that the Cortina is as yet by no means in its final state of tune and that there is also much to be done about the suspension. Therefore Salmon immediately established a lead which he merely proceeded to increase at will while a fierce three-cornered battle went on between Merfield, Allen Allard

led at the end of the first lap, Parkes was soon in front where he stayed for the next 20 laps. Chris Kerrison had his special-bodied Ferrari firmly glued in third place and this took care in large measure of the over 2,500 c.c. class.

Farther down the list, however, things were not by any means so easily settled. It was somewhat astonishing, for instance, to note the meteoric progress of Warwick Banks's little 1,098 c.c. Turner-Climax, up in fourth place overall for many a lap. He was steadily being overhauled by Graham Warner's Lotus Elan, who was going extremely quickly, so much so that during this effort he broke the class lap record for cars up to 2,000 c.c., and this in the wet. So on the tenth lap Banks had to concede his place, but still led his class by a handsome margin. Farther down the

that order, from the sixth lap to the end. In the smallest class, for up to 1,000 c.c., Chris Irwin got his Merlyn-Ford away from Clive Lacey's similar car by a small margin.

Soon after the start of the 10-lap Marque race the field split up into several groups of two cars, headed by Adrian Dence in the Morgan Plus 4 and Neil Dangerfield's TR4, but John Dangerfield soon detached himself from the company of the third Morgan of Don Jones and chased after the others. He was right on the limit at Madgwick, as he must have been everywhere else as he rapidly closed the gap, and on lap eight he got by Neil and caught and passed Dence the next time round, which is how they finished.

The last race was an extremely confusing handicap, not made any easier to follow by a commentary which was so palpably wrong that it was laughable. Admittedly there were a good many credit laps floating around, but having carefully explained to the public how to work these things and then do it all wrong yourself is quite something! However, it was evidently won by Peter Sutcliffe driving the Equipe Vertrouge DB3S, and a fine sight it was.

## PARKES WINS AT GOODWOOD

### Ferrari GTOs 1-2 in Whitsun Trophy Race

BY PATRICK BENJAFIELD

with the blown Allardette, and Mike Cave's A40. By the eighth lap it became increasingly apparent that John Lewis was intending that his Mini-Cooper S should be at least among them, and he began pressing the rear of this trio. Merfield by this time had decided that he must hold the others off, but on the last lap Lewis tried to take him at St. Mary's, having somehow got by the others, but he was not successful. On the run in from the chicane Lewis just got up into third place close behind Merfield, with Allard fourth and Cave next.

The rain began soon after all this and the "old uns" most regrettably had a wet run. Their cars are as much of a handful as anyone could wish on a dry track, let alone a very slippery wet one. Peter Waller put the E.R.A. into a good lead from the start, but by the end of the first lap the Hon. Patrick Lindsay had brought Remus, which he had not practised, up into second place from a position at the back of the grid. Tony Charnock handled the big Alvis as though he was on ice, and who shall blame him, and soon lost his third place to R. Smith in the old Talbot-Darracq, who, in turn, lost the whole thing at Madgwick on his fourth lap. On the sixth lap John Freeman got the Spa Aston Martin into third place after some good and steady driving. Next time round Patrick Lindsay managed to get past Waller; however, Waller was to have the best of it in the end as Lindsay went rather wide at Woodcote on the last lap and let him through.

We now had the big race of the day, the Whitsun Trophy for G.T. cars in three categories, and Mike MacDowel made a welcome return to racing to pilot the white GTO Ferrari whereas Mike Parkes had the other Maranello Concessionaires entry, a brand new red GTO, which only arrived in the country a few days ago.

The rain continued and although MacDowel

field there were several other good scraps going on, notably that between Tom Weber in the Ford-engined Marcos and Andrew Hedges with one of the Dick Jacobs M.G. Midgits. Hedges went faster and faster as the race went on and finally finished about one minute in front of the Marcos for second place in his class.

The rain stopped for the 15-lap Sports car race which followed, but the track was still very wet for a good time. This race, also run in three classes as was the last, turned out to be something of a gift for Bill de Selincourt in John Coundley's big Lotus 19.

On the running, however, Bill made a terrible start, and was several cars down the field as they went into Madgwick, at St. Mary's he was headed by Chris Williams's Lotus-Ford 23, who then had a lead of about 200 yards, Sid Fox's Lola-Climax, who had begun a battle with Steve Minoprio, which was to be all too short lived, and a number of other cars.

While Bill de Selincourt was making efforts to work his way through the field the last two named closed up on Williams, and on the third lap Minoprio went in front, only to drop a place next lap and then he lost most of his bearings. On lap two Chris Kerrison and David Porter touched each other on the pit straight and both had rather alarming spins just past the paddock exit, which caused a number of people such as firemen to take to their heels. Porter retired and Kerrison continued.

Bill de Selincourt stormed into the lead on the fifth tour and the result of the class for the largest cars was settled. This was also so as far as the class for cars of up to 1,200 c.c. as, although they had a running battle for the rest of the race the order did not change between Fox and Williams, in

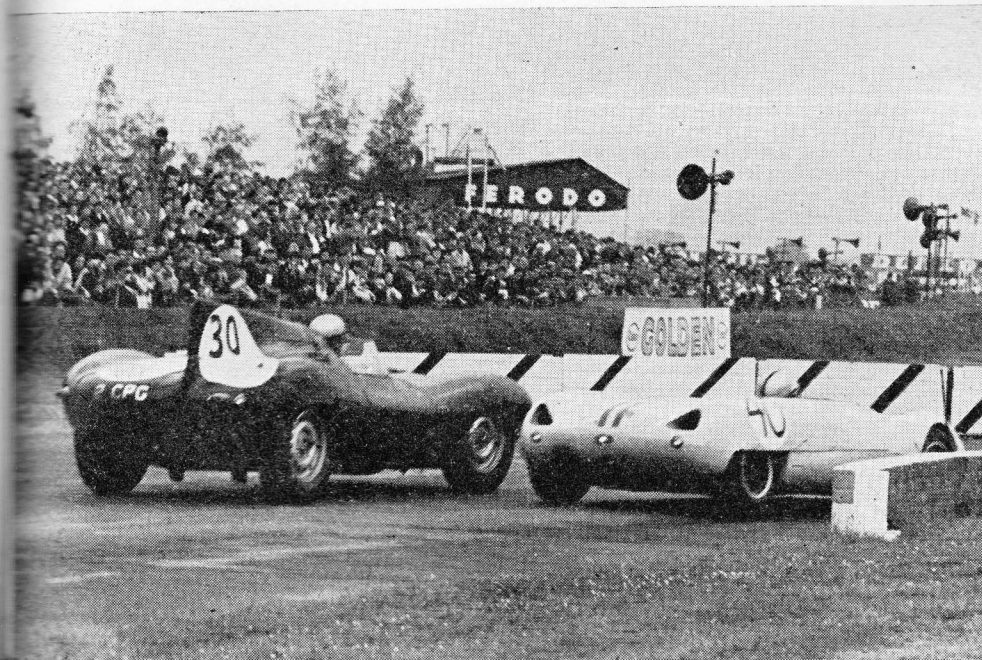


MIKE SALMON mounts the kerb at Woodcote as he goes on to win the saloon car race with ease.

#### RESULTS

**Saloon Cars (10 laps).** Overall Winner: M. Salmon (Jaguar 3.8). Over 1,200 c.c. Class: 1, M. Salmon (Jaguar 3.8), 85.77 m.p.h.; 2, D. P. Merfield (Lotus Cortina); 3, A. R. Allard (Ford Allardette s/c). Fastest lap: Salmon, 1 m. 39.2 s., 87.10 m.p.h. Up to 1,200 c.c. Class: 1, J. D. Lewis (Morris Cooper S), 79.01 m.p.h.; 2, M. H. Cave (Austin A40); 3, M. F. Cox (Austin A40). Fastest lap: Cave, 1 m. 46.6 s., 81.05 m.p.h. **Historic Racing Cars (10 laps):** 1, P. Waller (E.R.A.), 76.62 m.p.h.; 2, Hon. Patrick Lindsay (E.R.A.); 3, J. Freeman (Aston Martin). Fastest lap: Lindsay, 1 m. 50.0 s., 78.54 m.p.h. **Grand Touring Cars (21 laps).** Overall Winner: M. Parkes (Ferrari GTO). Over 2,500 c.c. Class: 1, M. Parkes (Ferrari GTO), 86.81 m.p.h.; 2, M. MacDowel (Ferrari GTO); 3, R. C. Kerrison (Ferrari GT Special). Fastest lap: Parkes, 1 m. 35.0 s., 90.38 m.p.h. **1,601-2,500 c.c. Class:** 1, N. H. Dangerfield (Triumph TR4), 82.92 m.p.h.; 2, J. Dangerfield (Morgan Plus 4); 3, T. Entwistle (T.V.R. Grantura). Fastest lap: J. Dangerfield, 1 m. 44.2 s., 82.92 m.p.h. **1,151-1,600 c.c. Class:** 1, G. Warner (Lotus Elan), 81.73 m.p.h.; 2, G. M. Jones (Marcos-Climax); 3, J. Derisley (Lotus Elite). Fastest lap: Warner, 1 m. 38.4 s., 87.80 m.p.h. Up to 1,150 c.c. Class: 1, W. Banks (Turner-Climax), 80.25 m.p.h.; 2, A. Hedges (M.G. Midget); 3, T. Weber (Marcos GT). Fastest lap: Banks, 1 m. 43.2 s., 83.72 m.p.h. **Sports Cars (15 laps).** Overall Winner: R. W. de Selincourt (Lotus-Climax 19). Over 1,200 c.c. Class: 1, R. W. de Selincourt (Lotus-Climax 19), 89.10 m.p.h.; 2, J. O. Coundley (Jaguar D); 3, P. Sutcliffe (Aston Martin DB3S). Fastest lap: de Selincourt, 1 m. 33.2 s., 92.70 m.p.h. Up to 1,200 c.c. Class: 1, S. Fox (Lola-Climax), 88.40 m.p.h.; 2, C. M. M. Williams (Lotus-Ford 23); 3, R. Benson (Elva-Climax Mk. 7). Fastest lap: Williams, 1 m. 34.4 s., 91.52 m.p.h. Up to 1,000 c.c. Class: 1, C. F. S. Irwin (Merlyn-Ford), 84.83 m.p.h.; 2, C. Lacey (Merlyn-Ford); 3, D. Eva (Lotus-Ford). Fastest lap: Irwin, 1 m. 38.4 s., 87.80 m.p.h. **Marque Race (10 laps):** 1, J. Dangerfield (Morgan Plus 4), 83.90 m.p.h.; 2, A. C. Dence (Morgan Plus 4); 3, N. H. Dangerfield (Triumph TR4). Fastest lap: Dangerfield, 1 m. 40.8 s., 85.71 m.p.h. **Whitsun Handicap (10 laps):** 1, P. Sutcliffe (Aston Martin DB3S), 86.07 m.p.h.; 2, C. B. L. Harding (Lotus-Climax 11); 3, K. D. Pateras (A.C.-Bristol). Fastest lap: R. W. de Selincourt (Lotus-Climax 19), 1 min. 30.4 s., 95.57 m.p.h.

**TIGHT SQUEEZE** as Alistair Welch tries the inside of Pat Coundley at the Chicane. Mrs. Coundley led the handicap race in her D-type in the early stages, but eventually retired with clutch trouble.





**B**EFORE one of the largest crowds that has ever attended a motor racing meeting in the London area, Jim Clark, in one of the Normand Team's Lotus-Fords, won the Crystal Palace Trophy for sports cars, at an average speed of 83.59 m.p.h. Roy Salvadori (Cooper-Climax), who seemed to be a certain winner till he retired with gearbox failure after 25 laps, set up a new sports car record of 58.2 secs. (85.96 m.p.h.). Into second place came Mike Beckwith, in another Normand Lotus-Ford 23, who now takes first place in the AUTOSPORT Championship.

Jack Sears, in the John Willment Ford Galaxie, won the saloon car event from Roy Salvadori (3.8 Jaguar) and Graham Hill (3.8 Jaguar). Sears set up a new saloon car record with 1 min. 5.4 secs. (76.51 m.p.h.), and in the 2-litre category Jim Blumer (Ford Cortina) established a class record of 1 min. 8 secs. (73.59 m.p.h.).

Once again the marque Brabham scored in Formula Junior, Denis Hulme winning the final at an average speed of 83.95 m.p.h. The *Small Car* Trophy race went



# RECORDS FALL AT THE PALACE

**Jim Clark (Lotus-Ford 23) Wins Sports Car Race : Another Junior Victory for Brabhams : Jack Sears (Ford Galaxie) Continues Winning Streak : Jimmy Blumer (Ford Cortina) 2-litre Winner**

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS



*JACK SEARS gave the Willment Equipe three wins in a row with the 7-litre Ford Galaxie by running away from Roy Salvadori. He leads Salvadori at South Tower during the early stages (above), watched by a television camera in the background.*

★

*WORKS MINI-COOPERS of Paddy Hopkirk and John Rhodes lead the Don Moore-entered car of Christabel Carlisle at North Tower (left). Throughout the race Christabel gradually closed on the works cars and during the very last lap she nipped by Rhodes, much to the delight of the spectators.*

★

*HANGING OUT the tail of his Normand-entered Lotus 23 at South Tower is Jim Clark (below). Although he tried extremely hard, Clark could not get to grips with Roy Salvadori's Cooper Monaco. After Salvadori's retirement, however, Clark was assured of victory ahead of his team-mate, Mike Beckwith.*

to Sir John Whitmore (Austin-Cooper), who won by the narrow margin of 1.2 secs. from Paddy Hopkirk (Morris-Cooper). Whitmore, Hopkirk and John Rhodes (Austin-Cooper) shared fastest lap in 1 min. 9.4 secs. (72.10 m.p.h.).

\* \* \*

**F**RANK GARDNER, in an Ian Walker Brabham-Ford, led for the first lap in Heat One of the Formula Junior race, but was taken by Denis Hulme in the works Repeo Brabham-Ford on the second lap. Hulme went on his merry way, chased by Gardner, Dickie Attwood (Lola-Ford) and Peter Arundell (Lotus-Ford). Eventually Hulme won by 3.2 secs. from Gardner, with Attwood almost dead-heating the Australian. Spence (Lotus-Ford) collided with Chris Amon

(Cooper-B.M.C.), the latter losing a wheel at Fisherman's Bend and abandoning Pike (Gemini-Ford) retired with a broken throttle and Spence called it a day after five laps with collapsed rear suspension.

In the second of the 10-lap heats, Alan Rees in the Roy Winkelmann Lola-Ford was unbeatable, winning from John Dunn's Brabham-Ford by 27.2 secs. at 82.57 m.p.h., with Rodney Banting's Brabham-Ford in third place. Rees clouted a marker at Ramp Bend but carried on to win as he pleased.

Whatever people may have thought about the big Ford Galaxies on the twisting Crystal Palace circuit was soon dispelled by Jack Sears, who took an early lead from Roy Salvadori (3.8 Jaguar) and Graham Hill, in a similar car. The Jaguar drivers tried all they knew, but Sears and





his seven litres of V8 Galaxie were absolutely uncatchable. Gawaine Baillie, making his debut with another Galaxie, was only 4.8 secs. behind the World Champion. In the 2-litre class, the man from the North, Jimmy Blumer, drove an immaculate race to win by 8.2 secs. from Richie Ginther and David Haynes. All three were driving GT Ford Cortinas. Albert Powell (Jaguar) had his bonnet come adrift, but carried on. Young (Ford Cortina) abandoned at Bottom Straight, whilst Alan Hutcheson packed up with his blue Riley, with no brakes, after five laps.

Sears was presented with a garland by Mrs. Sidney Melman, wife of the L.C.C. Parks Chairman.

Main race of this splendid Palace meeting was the sports car event, counting for the AUTOSPORT Championship. On the front row of the grid were Roy Salvadori in the superbly prepared Tommy Atkins Cooper Monaco, and the Lotus-Fords of Jim Clark and Trevor Taylor.

Salvadori immediately streaked into the lead, after Jim Clark had out-accelerated the bigger-engined car into North Tower Crescent. Trevor Taylor in his red Lotus-Ford 23 tacked on to Clark's Lotus, with Beckwith right in his slipstream. Salvadori, driving as only he can conduct the very swift Cooper, pulled well away from his rivals, and Beckwith began to push Taylor for all he was worth. Roy Pierpoint (Attila-Climax) packed up after three laps, and Bill Moss shot on to the grass with his Elva after some steering bothers. On lap 4, Trevor Taylor did a gilhooley coming out of Ramp

doned. Alan Rees (Lotus-Ford 23) came in to the pits with steam pouring from his radiator and retired, whilst Paul Hawkins found his Lotus-Ford was lacking some gears.

On and on went Salvadori, stretching his lead till he was quite on his own with the snarling light green car. The best that Clark and Co. could hope for was a 2-litre class victory, for "Salvo" was hurtling round in 58.2 secs. (85.96 m.p.h.). James Clark was certainly not loitering, for he turned in a tour at 58.6 secs. (85.37 m.p.h.), but this was not quite quick enough to catch the tremendously rapid Atkins car.

It all seemed to be in the bag. Salvadori was way out in front, having left the two Normand cars well behind. Then, at the start of lap 25, the normally dead-reliable Cooper Monaco faltered; Salvadori tweaked the gear lever in every possible position, but it was no go. The leader rolled in to his pit with the transmission gone for a Burton.

So Jim Clark was left in the lead, with Mike Beckwith firmly in second place. The two Normand cars had it all their own way, but near the end, the irrepressible Trevor Taylor came up again to have a go at Beckwith. Mike refused to be rattled, holding on to his second place behind the Indianapolis hero. Two laps from the end, Taylor did it all wrong at Fisherman's Bend, clouted the bank and stayed there, whilst Keith Greene sailed on to third spot, followed at some length by Chris Summers and Rodney Bloor.

It was disappointing for Roy Salvadori,

after a tremendous dice with the Ian Walker Brabham of Frank Gardner, who led for the first two laps. Arundel made a desperate bid for Lotus, held third place for three laps, but was overtaken by Rees and Hobbs in their Lolas.

Hine revolved with his Gemini at North Tower and abandoned, whilst Fenning shot off-course at South Tower. On the 20th and final lap, Paul Hawkins (Brabham) slid into the barrier at Ramp Bend and failed to reach the finish line.

Earlier, the scrutineers objected to the strengthening of the chassis on Jack Sears's Galaxie, and this was removed. Sir Gawaine Baillie refused to alter his Galaxie, and ran in the race, with the threat of eventual exclusion. However, his fourth place did not appear to be disputed in the provisional results.

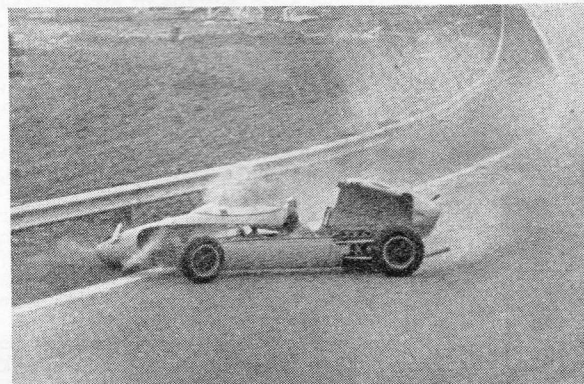


PHOTO (above) taken by a reader shows Paul Hawkins hitting the barrier at Ramp Bend on the last lap of the Formula Junior final. Sudden loss of brakes caused the accident. Both front and rear body panels have come off.

START of first of the Formula Junior races (left). Gardner (25) leads Hulme (24), Hawkins (26), Attwood (27) and Arundell (21).

#### RESULTS

##### Anerley Trophy—Formula Junior

Heat 1 (10 laps): 1, Denis Hulme (Repco Brabham-Ford), 9 m. 58.8 s., 83.50 m.p.h.; 2, Frank Gardner (Brabham-Ford), 10 m. 02 s.; 3, Dick Attwood (Lola-Ford), 10 m. 02.4 s.; 4, Peter Arundell (Lotus-Ford), 10 m. 05.6 s. Fastest lap: Hulme, 58.2 s., 85.96 m.p.h. (record).

Heat 2 (10 laps): 1, Alan Rees (Lola-Ford), 10 m. 06 s., 82.57 m.p.h.; 2, John Dunn (Brabham-Ford), 10 m. 33.2 s.; 3, Rodney Banting (Brabham-Ford), 10 m. 41.2 s.; 4, Jack Pearce (Alexis-Ford), 10 m. 41.4 s. Fastest lap: Rees, 59.4 s., 84.24 m.p.h.

Final (20 laps): 1, Hulme (Brabham-Ford), 19 m. 52.2 s., 83.95 m.p.h.; 2, Gardner (Brabham-Ford), 19 m. 53.4 s.; 3, Rees (Lola-Ford), 19 m. 59.8 s.; 4, David Hobbs (Lola-Ford), 20 m. 02.8 s. Fastest lap: Gardner, 58.8 s., 85.08 m.p.h.

##### Saloon Cars—15 laps

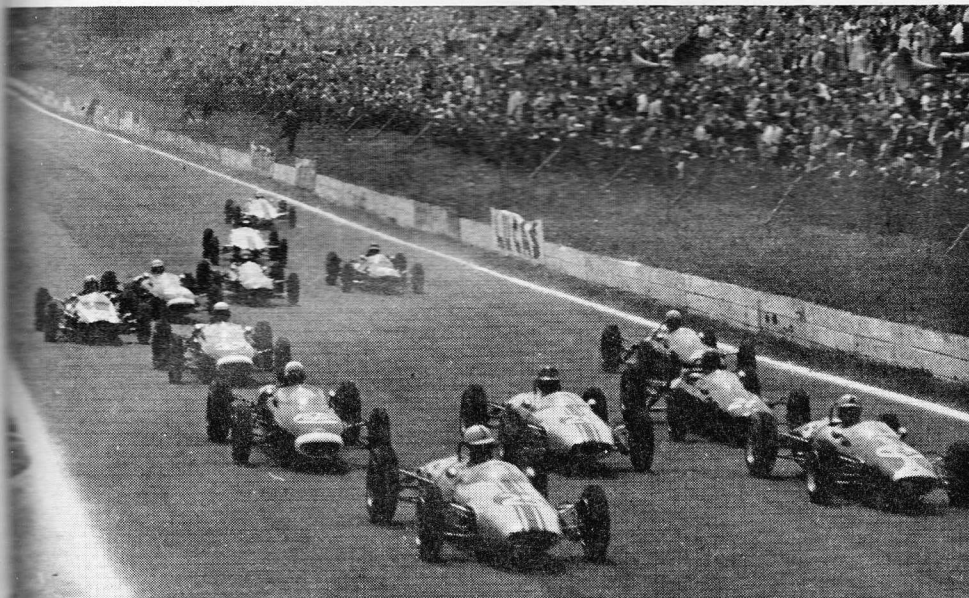
Over 2,000 c.c. Class: 1, Jack Sears (Ford Galaxie), 16 m. 35.8 s., 75.38 m.p.h.; 2, Roy Salvadori (3.8 Jaguar), 16 m. 42.6 s.; 3, Graham Hill (3.8 Jaguar), 16 m. 48.0 s.; 4, Sir Gawaine Baillie (Ford Galaxie), 16 m. 52.8s. Fastest lap: Sears, 1 m. 05.6 s., 76.51 m.p.h. (record). 1,301-2,000 c.c. Class: 1, Jimmy Blumer (Ford Cortina), 17 m. 18.6 s., 72.27 m.p.h.; 2, Richie Ginther (Ford Cortina), 17 m. 26.8 s.; 3, David Haynes (Ford Cortina), 17 m. 29.6 s.; 4, Jeff Uren (Ford Cortina), 17 m. 41.0 s. Fastest lap: Blumer, 1 m. 08 s., 73.59 m.p.h.

##### Crystal Palace Trophy—Sports Cars—36 laps

Over 2,000 c.c. Class: 1, Chris Summers (Cooper-Chevrolet), 36 m. 29.6 s., 79.99 m.p.h. (35 laps); 2, Alan Deacon (Lister-Jaguar), 34 laps; 3, Roy Salvadori (Cooper Monaco), 25 laps. Fastest lap: Salvadori, 58.2 s., 85.96 m.p.h. (record). 1,151-2,000 c.c. Class: Jim Clark (Lotus-Ford), 35 m. 55 s., 83.59 m.p.h.; 2, Mike Beckwith (Lotus-Ford), 36 m. 14.6 s.; 3, Keith Greene (Lotus-Ford), 36 m. 45.4 s.; 4, Rodney Bloor (Lotus-Ford), 35 laps. Fastest lap: Clark, 58.6 s., 85.37 m.p.h. (record).

##### "Small Car" Trophy—15 laps

1, John Whitmore (Austin-Cooper S), 17 m. 36.8 s., 71.03 m.p.h.; 2, Paddy Hopkirk (Morris-Cooper S), 17 m. 37.6 s.; 3, Christabel Carlisle (Morris-Cooper S), 17 m. 41.2 s.; 4, John Rhodes (Austin-Cooper S), 17 m. 41.4 s.; 5, John Fenning (Morris-Cooper S), 18 m. 06 s.; 6, Edward Lewis (Morris-Cooper S), 18 m. 09.6 s. Fastest lap: Whitmore, Rhodes and Hopkirk, 1 m. 09.4 s., 72.10 m.p.h.



Bend, after being taken by Beckwith, and dropped back to 10th place.

Mike Beckwith wasn't in the least worried about reputations and was harrying the "Flying Scotsman" all the way. Clark, cool, calm and collected, had his team-mate bang up the tail of his Lotus, and had to work hard to hold his second place behind the scorching "Vaseline". Chris Summers, in the Chev-powered Cooper fastened on to fourth spot, and became involved in a struggle with Keith Greene (Lotus-Ford 23). Greene, driving very skilfully, just sat behind the V8, and bided his time. Then Taylor, tramping on with the red car, came up behind to dispute the issue, and managed to take Summers just as Greene went up into fourth place.

Frank Gardner (Brabham-Ford) ran out of puff near North Tower, and aban-

but one cannot help but applaud the splendid driving of Jim Clark and Mike Beckwith. The former is, of course, an established Formula One driver, and a possible World Champion, but this man Beckwith is surely one of the finest pilots that has been turned up for many a year.

John Whitmore in his Austin-Cooper S, led from start to finish in the *Small Car* Trophy race, chased by Paddy Hopkirk (Morris-Cooper S) and John Rhodes (Austin-Cooper S). Christabel Carlisle (Morris-Cooper S) made a do-or-die effort to catch the third works Cooper on the last lap; she succeeded by just one-fifth of a second. The road-holding of these tiny saloons was something at which to marvel, and one must admit that Miss Carlisle possesses one of the heaviest feet that has ever been given to a mere female.

Hulme took the Formula Junior final,



THERE can be no place in the world to equal Monaco as a setting for a motor racing classic. Usually the G.P. of Monaco is the opening World Championship event and for this motor race the whole principality of Monte Carlo is *en fête*.

Most of the representatives from the associated motor trade competition departments make a point of getting to Monaco, and team managers bring their wives and friends. Thousands of people come just because it is Monaco, and popular bars around the town echo with English chatter.

You'll find a group of mechanics in Rosa's Bar by St. Devote corner on most evenings if there isn't much work to do, and at most other times a lot of trade reps meet in the Tip Top bar just before Mirabeau.

The whole town fills up with exotic and exciting automobiles. Not just the F1 racers, but G.T. Ferraris of every model and colour, immaculate Jaguars, Rolls-Royces, a few Maserati coupés. . . . But the motor car is not a status symbol in Monaco—you've got to have a boat. In the harbour there are some of the most beautiful yachts in the world. Ken Gregory, manager of B.R.P., was installed in a yacht moored right alongside the chicane, an ideal spot for parties.

B.P. held a grand cocktail party in their yacht in the middle of the harbour. The restaurants around town were full of tourists who witnessed what I think was one of the best motor races that we have had in a long time.

The first practice session through the winding streets was on Thursday at 2 o'clock

new racing car and it gave every indication that it will be a real threat. Only my Cooper and Jack's Brabham were in trouble, mine with fuel injection bothers and Jack's engine with a head dropped from an exhaust valve.

Monaco makes a habit of having an early morning training session at 7 o'clock. The reasons that it isn't hard to rise at this hour are that the sun is already shining brilliantly and the F.J. cars have already been practising for an hour virtually under your hotel window, making sleep impossible anyway.

The second practice session followed the pattern of the first with Jimmy Clark going even faster and Innes Ireland putting in some good laps.

In the meantime Brabham had flown back to England to pick up another Climax V8. For the final practice on Saturday afternoon, we had changed the engine on my car. The mechanics had found that the fuel injection system was hopelessly clogged with some foreign matter so they had fitted an engine which I had used at Aintree and Silverstone. It had already done over 600 racing miles, but it had been going well at Silverstone, and there was no reason to assume that it wouldn't perform well at Monaco.

That afternoon a piston collapsed on Gurney's new works Brabham, and I'm sure everyone sympathised with Dan and Jack, who was at that moment flying back from England with an engine for his car, as he thought, and here he would be greeted with the news that yet another of his £5,000 engines had destroyed itself.

the bags of cement surrounding it, but this spread cement all over the exit from the corner and it was like driving through a dust storm as we all tried to find a better line with more traction.

But the brand of pilots in the first group of five weren't the sort to make mistakes, and not a place was lost. Surtees was breathing down Ginther's neck. A blue flag waved at Ginther indicated that Surtees wanted to get by, and he sportingly pulled over giving the Ferrari room at Mirabeau.

Surtees shot through and I tried to follow but there wasn't enough room as the three of us raced down to the Station Hairpin. John went just a little wide, it was slippery, he had to slow right down and Richie was past him again. I thought to myself then that it would be the last chance Richie would give either of us.

On and on we raced and in an amazingly short space of time I saw Mike Barney holding out the 50-lap signal—we had already covered a hundred exhausting miles, a thousand corners, and even more gear-changes. I ate a couple of pieces of orange which revived me and I decided to set about establishing a good position, but apparently everyone else was thinking the same thing. As I tried harder, Richie put his foot down farther, and Surtees in front of him now turned the Ferrari wick up farther, opening a gap of about 5 secs. Just a couple of seconds in front of him was Graham with Jimmy out ahead in the lead. This was closer and more exciting racing than we'd seen in a long time!

Then Jimmy was out. His car had locked in two gears at the Gasometer Hairpin and was jammed hard against the wall. There was a yellow flag out, but we all slid around the outside avoiding the now-defunct monocoque. The world champion was now leading and the heat was really on.

We were motoring not far short of the record on every lap. Graham had about a 10 secs. lead on Surtees with Richie just in front of me. Richie managed to get past Surtees, then I was on the Ferrari tail and managed to slip by.

I thought perhaps John might have been having the same trouble as I was. My right foot was so sore from pushing on the brake pedal that I could hardly bear to stop for the sharp left-hander downhill into the Station. As it turned out, this was probably a good thing, for if I'd been able to press any harder on the pedal I would have worn the pads away completely. As it was, there was only about  $\frac{1}{32}$  in. of pad material left.

Ten laps to go. Sometimes I think it would be better not to see a 10-lap signal at Monaco. You know you've already done 90 hard laps and you have only another ten to do, but you think that's the end of the race and relax just that little bit. I tried really hard to catch Richie but he was flying and I gave up.

Suddenly Surtees was catching me again. I had to do something about this and with all the stops out Surtees and I flew around the circuit. With four laps to go Surtees broke Clark's record trying to catch me, and on the following lap I equalled it staying in front. On the last lap he set a new record, but failed to catch me by 1.3 secs.

It was the fastest race that there has ever been at Monaco, and certainly one of the closest.

Graham said he knew he'd been in a pretty hard motor race, Richie was highly delighted, my feet and hands ached, and John said the Ferrari was hard work.

So for another year we will give Monaco back to the tourists who see the other side—the Casino and the sparkling sea—and we will all move on to Spa for the fastest G.P. of the series.

## BRUCE McLAREN:

# From the Cockpit



PAT AND BRUCE McLAREN relax on a pedallo boat in Villafranchi harbour before the Grand Prix. During the race, however, he had to work very hard to hold off John Surtees.

in the balmy heat of the afternoon. There had already been a week of perfect weather and it kept up for the whole period of the race with never a cloud in the sky. Jimmy Clark with his Lotus immediately set the pace with fastest lap in practice, but the B.R.M.s of Hill and Ginther and the Ferraris of Surtees and Mairesse were well within striking distance.

The new Brabham driven by Dan Gurney was also going well for a brand

My car was running perfectly and I was able to get in some reasonable laps, not as fast as I would have liked, but at least it placed me about halfway up the grid and I felt that there would be just a little left for race day.

Sunday was a scorcher and trying to keep cool was going to be one of our main problems so we removed the sidescreens from the Coopers.

Louis Chiron, veteran racing driver and Citizen of Monaco, bustled about in his excited manner, blue flag in hand, and delivered a pre-race briefing.

"Always remember it is a sport," said Louis. "Good racing, good driving, good amusement, and God bless you." We knew how hot it was going to be and knew that it wasn't going to be very amusing, but it certainly turned out to be good racing.

The flag fell and we all roared off. Into the first corner it was Hill, Ginther, Clark, Surtees, Ireland, Mairesse and myself. Second gear in the Cooper whipped me past Ireland as we left St. Devote and the seven of us stormed around the circuit at near-record pace absolutely nose to tail, with noses nearly rubbing the rear wheels of the car in front on the sharp hairpins.

After 15 laps we were still motoring in close company. Clark was trying hard to get past Hill, and was occasionally getting by only to be re-passed again by Graham. Monaco isn't an ideal circuit for passing. Often you'll sneak through on the inside of a corner only to be stumped with a slow exit, and the car you have just passed re-passes you. Coming out of the Gasometer Hairpin Jimmy slid wide and struck a fire hydrant. The blow was softened by



# MANX TROPHY RALLY

## A Fine Start

BY GRAHAM ROBSON



REG McBRIDE, the winner, gives the "thumbs-up" sign after winning the first Manx Trophy Rally. His co-driver was Don Barrow.

THE Manx Trophy Rally is a new development in British rallying, and this highly successful first event was originally the brainchild of John Hopwood (of Regent Rally and Ecurie Cod Fillet fame). Last year he took part in a Veteran Car Rally on the island and was so impressed by the rallyable nature of the roads and tracks that he co-opted the Manx Automobile Club and the Ecurie Cod Fillet to lay on a highly entertaining event which included for the first time, eight special stages on public roads which had been closed for the occasion by an order from the Manx Government!

The night section of the rally, totalling about 120 miles, was combined with special stage markings to arrive at a general classification, and showed that hot favourites Reg McBride and Don Barrow were easy winners in their Cortina GT-engined Anglia. Second overall, also in a Cortina GT/Anglia were Phil Simister and 17-year-old Barry Potts who were, in fact, fastest over the special stages, thus winning a special award.

For the majority of competitors, the rally really began at 11 a.m. on Friday 24th May; when the Manx Car Ferry *Manx Maid* sailed from Liverpool with a full load of rally cars and crews—several more than were to return from Douglas on Sunday afternoon! Messrs. Hopwood, Fidler, Robson and Goodchild (as Clerks of the Course) established a rally office on board ship, where the main queries seemed to be concerning the new edition of the I.O.M. Ordnance Survey map, which had been published two weeks before the event. Much of the pre-rally organization had been eased by the printing facilities of the *Daily Mail*, and every card, control sign, banner, timing slip was suitably endorsed! The

running of this event would have been impossible without the help of both the *Daily Mail* and the I.O.M. Tourist Board, and it is to be hoped that these kind bodies will be able to help in subsequent events.

Scrutineering and documentation took place at the Douglas Pier Head, where the principal sensation was caused by the non-appearance of Mike Butler to navigate Vic Elford's works Vitesse—his car having broken down on the way to catch a plane at London Airport. Vic eventually obtained the services of local expert Ken Harding, who kept the Vitesse accurately on route until it broke its axle in the Currags at Control 16.

The start, from the pier head at 10 p.m. on Friday, was dramatic to say the least! A portable starting ramp had been erected in the middle of the road, and the Mayor of Douglas ceremonially flagged away the "seeds" to the accompaniment of a public address commentary for the enlightenment of the large crowd.

An easy section led north out of Douglas to the first control on the main road near Onchan Head, where the first 22 tight sections began.

A tight two-minuter past Ballameanagh Beg was roughish, and must have given many of the new-to-the-game Manx competitors a rude shock, but much worse was to come as the route wound up the hill through Boldrine and the Clype circuit towards Glen Roy. John Sprinzel was partnered by Willy Cave, making his first British appearance for years (welcome back), but they must have had an unpleasant night as their silencer was split before Glen Roy was reached. First casualty was Harry Jacoby, whose Spitfire shed its throttle linkage only 15 minutes after the start, but this was repaired in time for the car to be driven rather quickly on the daylight special stages.

Through Glen Roy, Laxey, Ballaglass Glen and Dreemskerry, the route led to Control 11 at the Gooseneck, where McBride finally lost his clean sheet, though everyone else was several minutes late by then! A brief belt up the T.T. course to the Bungalow, then down into Sulley Glen, and into the Currags, where three very tight sections were staged on roads which could hardly have been equalled for their slippiness in the length and breadth of the island! The whole area has shale-surfaced, wet three-ply as its only "roads" and not surprisingly, several cars came to grief here. Vic Elford's hot Vitesse broke its back axle comprehensively and had to be dragged bodily off the road, while the Manx Saab of J. R. Moore took to the undergrowth in a big way. Meantime Don Grimshaw's big Healey had disappeared from the column with a fan through the radiator, a repeat of its R.A.C. Rally troubles.

A long 32-min. section from Ravensdale, over Suirdale, Keppel Gate, Hillbury, and up to Honeywell Cottage at the top of Injebreck Hill was by no means as easy as it looked, and among those who spun in front of a large crowd of spectators at Creg-ny-baa were Bertorelli and Warren (Vitesse), who clouted the bank before carrying on unabashed. Even McBride had the car sideways at this well-known and tricky bend. Not so lucky on this section were John Oldham and Frank Davies in their Cooper-Mini. They smote a bridge hard, and completely stove-in the front of the car. This one—with several others—had to be manhandled onto the *Manx Maid* on Sunday afternoon! A few minutes rest at Honeywell allowed the thirsty Macclesfield Anglias to be refuelled (Simister was doing about 14 m.p.g.!) before the next group of tight stuff was tackled near the coast north of Peel. One "approach down footpath" near Laurel Bank caused a little trouble, but the next impossible section was to be found in Arrasy plantation, where the slate surfaces followed by a muddy descent to Glenmoye caused everyone to drop at least 3 minutes, while the subsequent climb back through Glen Rushen Mine was very gravelly but possible to all but the faint-hearted.

The last group of tight sections was in the Baldwin/Union Mills area, where muddy and extremely narrow roads caused further penalties before the route led along the newly surfaced "Marine Drive" (where the timing was subsequently scrubbed because of a misplaced control) and into the end of the night section at the Pier Head, Douglas, at about 2 a.m. Although well placed, John Hanson's Morris 1100 bore several signs of contact with

the hard edges, while the most breathless crew was undoubtedly the Fidler/Hopwood combination, who had just managed to stay in front of the rampaging McBride, while opening the course, and many gates, in their factory TR4. Everyone, except the results team, then retired to bed, and when the somewhat depleted field reassembled at the Pier Head, the first few places after the night section were announced as: 1, McBride (Anglia), 17; 2, Sprinzel (Allardette), 23; 3, R. Dixon (Anglia 1200), 23; 4, D. Sisson (TR4), 25; 5, P. Simister (Anglia), 27.

Now came the part of the event that all the "circus" had been waiting for—the daylight special stages. All were on public roads, closed and policed for the occasion, with set averages of 50 m.p.h. over streaming wet and foggy roads which had all been rallied over on the previous night. The route between sections was all neutralized, at a gentle average speed, which was probably a good thing as fog, sheep and marshalling troubles caused delays at several points.

Stage One was set at 2 mins. 45 secs. over the narrowest part of Glen Roy, and no one even approached the bogey, over the two-odd miles which included fords, farmyards, and a fair modicum of "yumping" in quick succession. Fastest here was Roger Clarke in his hard-working Cooper-Mini, with 3 mins. 46 secs., followed by Geoff Allen, who was really forcing his VX4/90 through the lanes, with 3 mins. 52.6 secs., and only the Macclesfield Anglias of McBride, Simister, and Grange were below the four-minute "barrier".

The second stage was the complete descent of Sulley Glen, from the Bungalow to the Sulley straight, and the set time of 6 mins. 30 secs. was possible for 15 brave crews, who were able to make up for a foggy start on the last, very fast, stretches in the Glen valley. Roger Clarke was trying very hard, and despite spinning and collecting a telegraph pole, damaging a wing and dislodging his auxiliary fuel tank, was over 20 secs. early!

Stage Three over 4 minutes of the Currags from east to west was absolutely impossible, and after the crippled Vitesse of Vic Elford had been dragged away from its resting place, everyone slipped and spun their precarious way to the Ballavolley level crossing. Many of the square rights and lefts had visitors before the day was out and the best times were: R. McBride (Anglia) 5 mins. 50 secs.; G. Allen (VX4/90) 5 mins. 52 secs.; P. Simister (Anglia), 5 mins. 57 secs.; H. Jacoby (Spitfire), 5 mins. 58 secs.; R. Clarke (Mini-Cooper), 5 mins. 59 secs.

A short trundle to Ravensdale led to Stage Four and the longest 50 m.p.h. thrash, set at 9 mins., to the Baldwin Reservoir with the top mile foggy and the descent through Injebreck Hill both wet and a little gravelly!

No-one beat the bogey, and the bravest crews with only single figure penalties were: T. Fisher (Mini 850), 10 mins. 33 secs.; P. Baldham (Cooper-Mini), 10 mins. 40 secs.; P. Simister (Anglia), 10 mins. 44 secs.; R. McBride (Anglia), 11 mins. 06 secs.

(Continued on page 804)



WHICH WAY? A Manx policeman directs John Oldham (Mini) in the heavy island mist.



**JOHN BOLSTER**  
tests the

# A.C. Cobra



THE A.C. Cobra is at present an export-only model. It is based very closely on the A.C. Ace, which normally carries a Bristol or Ford Zephyr engine. Suitably strengthened to withstand an American Ford V8 unit of 4½ litres capacity, the Cobra is manufactured at the A.C. factory at Thames Ditton and shipped to the States, where car and engine meet. About 10 Cobras per week are sent over to Shelby American, Inc., who are selling them like hot cakes.

The A.C. chassis was designed by John Tojeiro, and was in fact based on the very successful Bristol-engined "Toj" raced by Cliff Davis. It has a ladder-type tubular frame, with independent suspension at both ends by transverse springs and wishbones. The Cobra has tubes of heavier gauge and the shorter Vee-type engine has permitted the insertion of extra cross-bracing. Rack and pinion steering and anti-roll torsion bars front and rear are additions to the specification, and naturally the differential and universally jointed half-shafts are heavier. The differential is of the self-locking variety and the track has been slightly increased, both front and rear.

Panelled in aluminium, the open two-seater body has a lower grille and bonnet than that which the overall height of the Bristol engine demands. The Ford unit, with its own all-synchromesh four-speed gearbox, is in fact notably compact. With the over-square dimensions of 101.6 mm. x 72.9 mm. (4.727 c.c.), it probably develops around 275 b.h.p. in touring trim and over 350 b.h.p. when tuned for racing. All this in a car weighing some 18 cwt. can only result in a simply shattering performance.

I was thus more than delighted when, during some glass-lifting exercises at the Steering Wheel, Carroll Shelby suggested that I should borrow his personal Cobra for a day. To make the most of the occasion, that day started before 5 a.m.! Carroll had remarked that the car was "set up for the street", which means that it was neither geared for an ultimate maximum speed nor fitted with the greatest available number of carburetors. It was, in fact, far more flexible



on top gear than any luxury limousine and its traffic manners were impeccable.

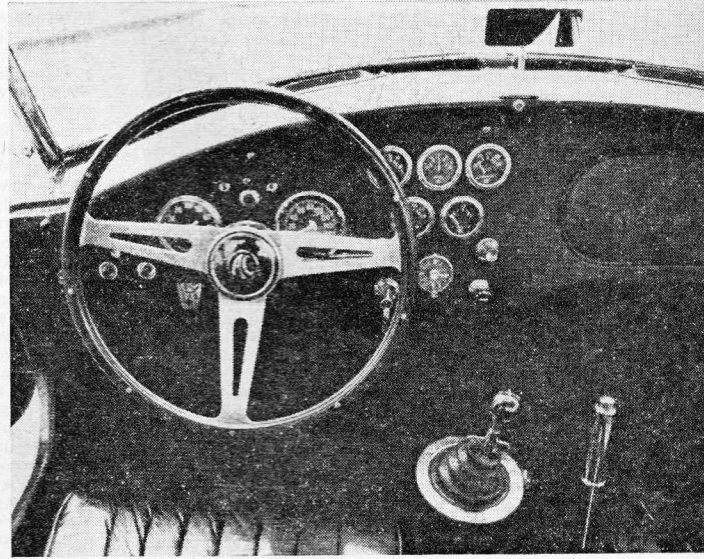
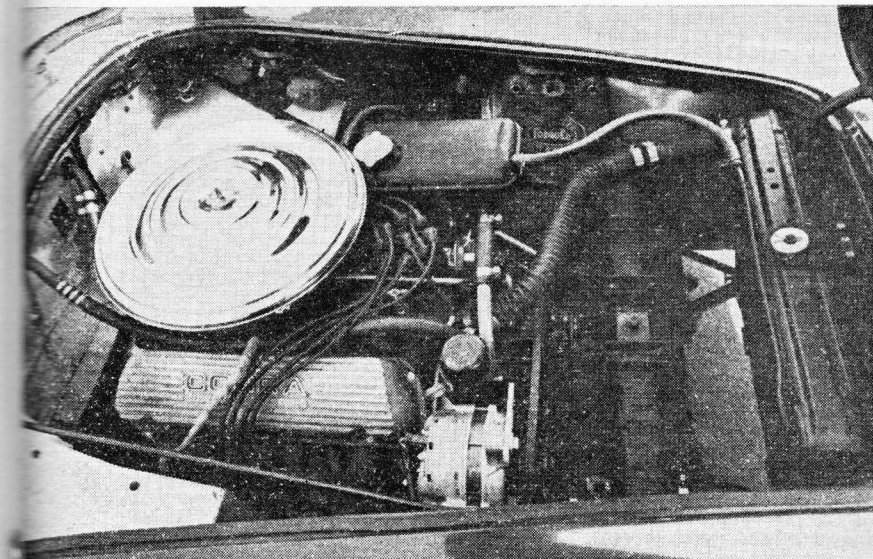
What can one do with a car which will out-accelerate 'practically anything on the road when top gear is engaged at 15 m.p.h., yet has about the best close-ratio gearbox that could be imagined? The desire to feel that "whoosh" of power from zero revs. on top is always competing with the excitement of rushing past 50 m.p.h. on bottom gear. With the final drive ratio fitted to the test car, 6,500 r.p.m. came up at once in top and I lifted my foot. This resulted in a timed speed of 136 m.p.h., but of course 150 m.p.h. could be exceeded with a suitable crown wheel and pinion in place.

The engine must be praised very highly indeed. A new lightweight Ford model, it is utterly smooth at all speeds up to 6,500 r.p.m., and would certainly go much higher if one turned a blind

eye to the dial. The clutch copes happily with the mammoth torque and the four synchronized gears may be selected with the greatest ease and rapidity. The roads were damp, though not wet, when I started my performance tests, and rain was actually falling at their completion. As a result, the figures which I recorded could be beaten on a dry road. Nevertheless, to accelerate from a standstill to 50 m.p.h. in 3.8 seconds or to 80 m.p.h. in 8.2 seconds is a somewhat dramatic performance.

Very quiet mechanically, the power unit has just a trace of exhaust "beat". This noise, so typical of big V8s, is rather objectionable to most hearers and could probably be eliminated by some cross connection of the two separate exhaust branches. It would appear that V8 noises are accepted in America, but in England they are no more popular than were the single-cylinder detonations





of the 500 c.c. racers. This is a minor point, however.

The A.C. chassis has been improved by the adoption of rack and pinion steering, which is both sensitive and precise in action. The angle of roll during fast cornering has also been greatly reduced by the front and rear torsion bars. At fast touring speeds, the Cobra is easy to handle and the sheer luxury of having all that power in reserve is one of motoring's greatest sensual pleasures.

Driven to the limit, the Cobra is not for the beginner. To start with, it is a foot shorter in the wheelbase than other cars of comparable potency, such as the Ferrari, so one tends to be rather busy when drifting fast curves on full throttle. I admit that my test was too short to allow me to get to know the car, and I am sure that I would have gained confi-

dence with experience. The machine is being improved with the rapidity which results from racing a new model, and I expect that it will become easier to handle in spite of its spectacular performance. In any case, it is only when driven at racing speeds that the Cobra demands considerable skill.

The traction afforded by the independent rear suspension, plus the self-locking differential, renders extremely rapid starts particularly easy to carry out. The disc brakes on all four wheels are immune from fading, but demand quite a lot of pedal pressure for emergency stops at fairly low speeds. Continuous use of the brakes from high speeds causes them no distress whatsoever, which is a comfort when so much performance is available.

Well-made and attractively finished, the aluminium body is of that excellence

for which A.C.s are renowned. The hood does not flap, though it naturally bulges a little at over 120 m.p.h. American instruments were fitted to the test car with proper round faces, but the speedometer was inoperative so I calibrated the rev. counter, which was notably steady. I found the seating position very comfortable and the ride was good over all but the worst bumps.

The A.C. Cobra is a high-quality sports car with a stupendous performance. It is outstandingly flexible and has perfect town manners, while it may be driven everywhere on top gear or run at high speeds on the close indirect ratios, according to the whim of the moment. It is by no means heavy on petrol and its great reserve of power, when sensibly used, must be regarded as an excellent safety feature on crowded roads.

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** A.C. Cobra sports two-seater, price (America only) \$5,995.

**Engine:** Eight cylinders 101.6 mm. x 72.9 mm. (4,727 c.c.). Pushrod-operated overhead valves. Compression ratio 9.2 to 1. 275 b.h.p. at 5,800 r.p.m. Four-choke downdraught carburettor. Two Ford ignition coils and Spalding distributor.

**Transmission:** Long single dry plate clutch. Borg-Warner four-speed all-synchromesh gearbox with short central lever, ratios 3.77, 5.29, 6.71 and 8.89 to 1. Hypoid final drive with self-locking differential.

**Chassis:** Ladder-type tubular frame. Independent front and rear suspension by transverse leaf springs and wishbones, with telescopic dampers and anti-roll torsion bars front and rear. Rack and pinion steering. Knock-on wire wheels fitted

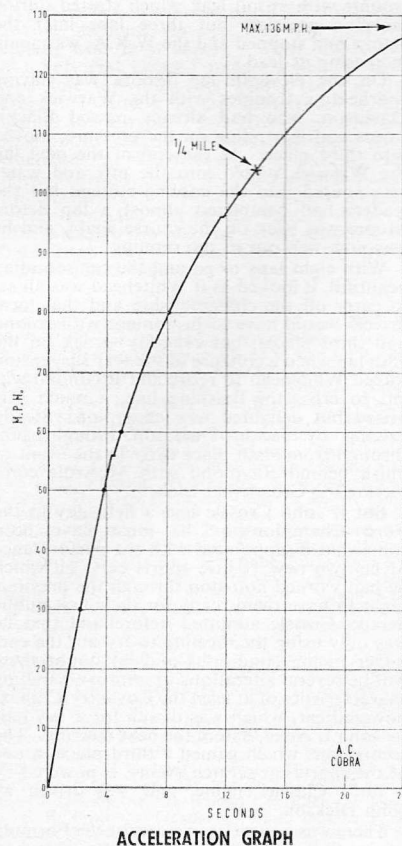
6.50/6.70 x 15 ins. tyres. Disc brakes all round.

**Equipment:** 12-volt lighting and starting. Speedometer, rev.-counter, oil and water thermometers, oil pressure and fuel gauges, ammeter, clock. Flashing direction indicators. Heating and demisting. Windscreen wipers and washers.

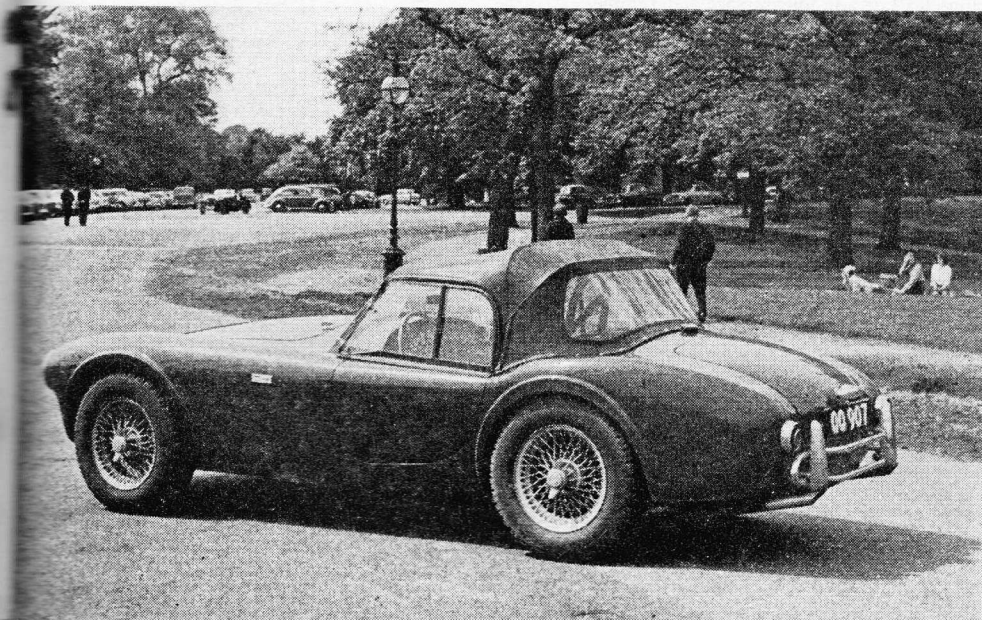
**Dimensions:** Wheelbase 7 ft. 6 ins. Track (front) 4 ft. 3½ ins., (rear) 4 ft. 4½ ins. Overall length 12 ft. 7½ ins. Width 5 ft. 1 in. Turning circle 34 ft. Weight 18 cwt.

**Performance:** Maximum speed 136 m.p.h. Speeds in gears: 3rd 96 m.p.h., 2nd 75 m.p.h., 1st 56 m.p.h. Standing quarter-mile (damp road) 13.8 secs. Acceleration: 0-30 m.p.h. 2.5 secs., 0-50 m.p.h. 3.8 secs., 0-60 m.p.h. 5.2 secs., 0-80 m.p.h. 8.2 secs., 0-100 m.p.h. 13 secs.

**Fuel Consumption:** 14 to 18 m.p.g. (approx.).



ACCELERATION GRAPH





DESPITE a strong challenge from visiting English competitors, Ulster cars and drivers had a sweeping victory in the 1,172 c.c. Ford Championship of Ireland organized by the 500 Motor Racing Club on the Kirkistown circuit. First three cars across the line came from the workshops of the young designer-constructors John Crossle, whose name is now synonymous with Ford racing in Ireland. Crossle himself won the championship last year at an average speed of 70.41 m.p.h. and his reputation was maintained in 1963 when Ross Raymond took the chequered flag in a three-year-old car at a slightly slower speed of 69.80 m.p.h. Two of the latest Crossles, in the hands of Jackie Davidson and John McArdle, filled second and third places, while test pilot "Jock" Eassie, a stalwart of Ford Special racing in Ireland, was rewarded with a very creditable fourth.

Spearhead of the English attack on the championship was George Whitehead, from the Cheshire Racing Team, in his 1,172 c.c. W.R.A., supported by John Moore in his Warwick, but 20 laps of the Kirkistown circuit proved to be too much for the visitors.

The race, which was again sponsored by the Regent Oil Company, attracted 22 entries but this was reduced to 14 when the cars reached the starting grid. Both McArdle and Davidson were quickly off the mark to lead the field into the Colonial section, but on the straight along the back of the circuit it was Whitehead who had pushed ahead, leading the rest of the cars by several yards. The pattern for the early part of the race was set as the cars completed the first lap with Whitehead in the lead followed by Moore with Raymond third. Fourth was Jimmy Sergeant in another Crossle with McArdle and Davidson close behind. By the third lap Whitehead was already building up a commendable lead, chased by Moore and Raymond. Sergeant was holding fourth place while Jackie Black, in his Lotus 18 fitted with 1,172 c.c. engine, was fifth. On the fourth lap, with the leaders still in the same positions, both Black and Davidson passed Sergeant, who dropped to sixth place.

The first major change on the leader board came in the sixth lap when Raymond pushed past Moore to take second place and set off in pursuit of the flying Whitehead who at this stage had now built up a 40-yard lead. There was excitement among the crowd when it was noticed that blue smoke was pouring from the manifold of the W.R.A. on the next lap, and it was thought that Whitehead was again in trouble with an oil leak which started during morning practice, but three laps later the smoke had stopped and the W.R.A. was again increasing its lead.

On the eleventh lap Moore was having overheating troubles with the Warwick and Davidson, who had already passed Black's Lotus and was piling on the pressure, moved into third place. At the end of the next lap the Warwick pulled into the pits and water was poured into the cooling system, but the leaders had completed almost a lap before Moore was back on the course again, and he was now well out of the running.

With eight laps to go and the car sounding beautiful, it looked as if Whitehead was all set to carry off the championship and that local drivers would have to be content with second and third places, but calamity struck on the 18th lap when a collapse of the rear suspension forced Whitehead to retire and Raymond was left to cross the finishing line, a much surprised but delighted new champion. Steady driving by Jackie Davidson brought him through from sixth place early in the event to finish behind Raymond with McArdle completing the Crossle hat-trick.

But if John Crossle had a field day in the Ford Championship, he must have been somewhat disappointed with the performance of his two new 1½-litre sports cars, on which he had worked non-stop through the previous night to have them ready for their first public debut. Crossle admitted beforehand that he was only using the meeting to try out the cars under racing conditions and no doubt there will be several alterations to improve handling characteristics of at least the Coventry Climax-powered car, which was driven for a few laps by John L'Amie, before the next meeting. The second car, which gained a third place in one of the sports car scratch events, is powered by a Ford Classic engine, and was driven by John Dickson.

There was a surprise in store for the Formula Junior "king" Malcolm Templeton, who had

to be content with second place behind Tommy Reid in the Junior scratch event. Highlight of the race was a terrific scrap between Reid's Lotus and the Cooper driven by Mervyn McKinney. For six of the ten laps the two drivers kept swapping the lead until, on the seventh lap, as McKinney chased Reid into the hairpin, a front wheel on the former's Cooper locked solid and McKinney treated the spectators to what was later described as a "monumental spin". The car luckily escaped any external damage, but it stuck in gear and he was forced to retire. Reid finished at an average of 81.31 m.p.h., followed by Templeton in his Lotus, with Charles Eyre-Maunsell in another Lotus, third.

It seemed that McKinney was all set for revenge in the *Formule Libre* scratch when he met Reid and Templeton again, this time in the company of big "uns like John Pringle in his 2½-litre Cooper-Climax. It was obvious, too, that Pringle was going to have his work cut out for him to hold off the Juniors in this race for in practice his fastest lap of 66.4 secs. had been equalled by Reid.

Quite a mess up on the starting grid—when it seemed that everyone except Pringle jumped the flag—caused Clerk of the Course Jack Dunlop to flag the cars off and order a re-start. The next time it was clean and as the cars roared down into Debtors Dip and towards

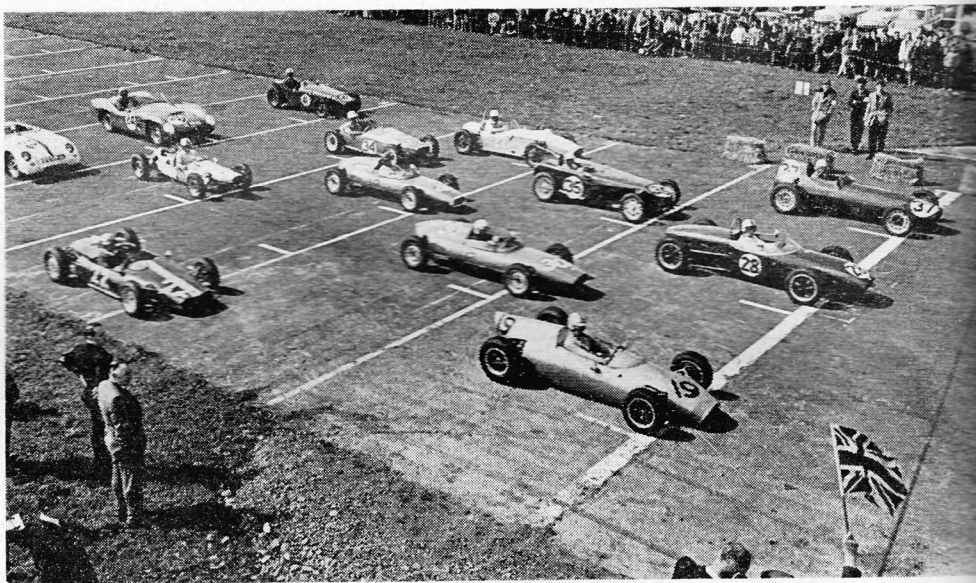
Hopkirk was committed to rally preparations and did not take part. Desano won the class comfortably, but was lucky to make the finishing line when the car developed serious clutch slip on the last lap.

What is now known at Kirkistown as the monthly "Mini Grand Prix" is becoming a popular part of the race programme and on this occasion attracted 13 starters. After his runaway victory in March, the Scots competitor Ron McCutcheon could only manage second place behind well-known rallyist Robert Woodside, who completed the seven lap race in his Alexander-Cooper at a speed of 64.62 m.p.h. Half way through the event McCutcheon dropped to third place when he spun in the Colonial section, but he caught second place man Harry Kirkpatrick (Morris-Cooper) on the last lap to finish behind Woodside with Kirkpatrick third.

The rest of the meeting was made up of a closed car handicap over 10 laps, won by Bertie McElhinney in a Ford Zodiac who was given a credit lap over scratch man Desmond Wylie in his 1,622 c.c. T.V.R. After four preliminary heats (which some people think should be run off during the morning to shorten the 4½ hour meeting) Denis Kingham won the open handicap in his Formula Junior Lotus with Charles Eyre-Maunsell second, this time in his Sunbeam Alpine.

## 1,172 c.c. FORD CHAMPIONSHIP OF IRELAND

BY BRIAN WADDELL



START of the 1,172 c.c. Ford Championship of Ireland race.

Colonial One, it was Reid who forged into the lead, followed closely by McKinney and Pringle. This was the order as the cars passed the starting area for the first time with Eyre-Maunsell's Lotus in fourth place and Templeton fifth. Reid held the lead for the first four laps but earlier punishment in the afternoon had been too much for the engine and by the end of the next lap he was down to fifth place with the motor sounding badly off form. This left McKinney with the mammoth job of holding off Pringle, whose Cooper was obviously much faster on the straight but was proving quite a handful through the twisty Colonial section. With only two laps to go and still in the lead, it looked as if McKinney was about to break the Pringle domination of *Formule Libre* races at Kirkistown, but overheating forced him to pull in just as he was entering the last lap and Pringle went on to score a comfortable win over Templeton with Eyre-Maunsell again third.

In contrast to the Formula Junior and Libre scratch races, the sports car scratch events provided little excitement and few surprising results, the winner in each case leading from start to finish. An interesting struggle between Ronnie Desano in his remarkably fast Austin-Healey Sprite, and Paddy Hopkirk in an M.G. Midget was expected in the small class, but

### RESULTS

**1,172 c.c. Ford Championship of Ireland:** 1, R. Raymond (Crossle), 69.80 m.p.h.; 2, J. Davidson (Crossle); 3, J. McArdle (Crossle); 4, W. J. D. Eassie (E.S.R.). **Formula Junior:** 1, T. D. Reid (Lotus), 81.31 m.p.h.; 2, M. Templeton (Lotus); 3, C. W. Eyre-Maunsell (Lotus). **Formule Libre:** 1, J. R. Pringle (2.5 Cooper-Climax), 80.74 m.p.h.; 2, M. Templeton (1.1 Lotus); 3, C. W. Eyre-Maunsell (1.1 Lotus). **Sports cars. Class A:** 1, R. Desano (A.-H. Sprite), 67.40 m.p.h.; 2, J. A. Nesbitt (Lotus); 3, A. J. P. Hobbs (Lotus). **Class B:** 1, R. W. Moore (Triumph), 67.38 m.p.h.; 2, W. J. Reid (Triumph); 3, W. J. O'Hara (Triumph). **Class C:** 1, R. McElhinney (Lotus), 71.99 m.p.h.; 2, B. Nelson (Turner); 3, D. Wylie (T.V.R.). **Class D:** 1, J. S. Slater (Lotus), 74.91 m.p.h.; 2, R. J. Duncan (Jaguar). **Minis:** 1, R. J. Woodside (1,122 c.c. Morris-Cooper), 64.62 m.p.h.; 2, R. D. McCutcheon (Austin-Cooper); 3, H. G. Kirkpatrick (1,098 c.c. Morris-Cooper). **Closed car handicap:** 1, R. McElhinney (Ford), 61.44 m.p.h.; 2, H. G. Kirkpatrick (Morris-Cooper); 3, R. Knox (Austin-Cooper). **Open handicap. Heat 1:** 1, D. G. Kingham (Lotus), 73.47 m.p.h.; 2, A. Romano (M.G.); 3, R. J. Robinson (Sunbeam Alpine). **Heat 2:** 1, J. McCormick (M.G.B.), 61.64 m.p.h.; 2, W. T. Todd (Brian Emerson) (Ford); 3, P. V. Wright (Morris-Cooper). **Heat 3:** 1, M. N. Wingfield (Triumph), 65.02 m.p.h.; 2, T. D. Megrath (T.D.M.); 3, J. S. Slater (Lotus). **Heat 4:** 1, R. McElhinney (Lotus), 71.85 m.p.h.; 2, W. M. Patterson (Wilmont-Ford); 3, R. J. Duncan (Jaguar). **Final:** 1, D. G. Kingham, 75.17 m.p.h.; 2, C. W. Eyre-Maunsell (Sunbeam Alpine); 3, J. D. Bradley (Turner).



# WHIT MONDAY SILVERSTONE

Excellent Racing on the

Full Circuit

BY DAVID PRITCHARD

WITH their well-known calm efficiency, the Nottingham Sports Car Club organized a splendid meeting on the Silverstone Grand Prix circuit on Whit Monday, and it attracted a flock of spectators who obviously enjoyed themselves immensely and took a real interest in the proceedings, never failing to cheer a worthy effort. The sun shone reasonably well, but there was a fierce wind which made people wrap up in the stands and must have been rather unpleasant for the drivers on parts of the course.

The first of the five races was for G.T. cars over 10 laps, and was a qualifying event for this year's AUTOSPORT Championship. Dick Protheroe's celebrated E-type was in pole position on the grid but, after its triumph at Mallory the previous day, it had mysteriously developed clutch trouble, and Dick was somewhat apprehensive as to what was likely to happen. The result at flag-fall was an agonizingly hesitant start, and it was the very rapid Austin-Healey 3000 of John Harris which led the field round the first half lap, soon to be swamped by the Earl of Denbigh's E-type. Bill Nicholson's M.G.B and the Elites of Sidney Taylor and Bob Duggan were going splendidly, followed by three very fast "babies", John Dickinson's Lotus-Climax, Mike Brandon's Marcos and Clive Baker's Sprite; Protheroe's Jaguar was ninth after one lap. By lap 4 it was second but a long way behind the Earl; Duggan was up to third, going great guns, and Nicholson was involved with the Healey. At half distance Dickinson did a nonsense and lost two places, and two A.C.s, a Daimler and a Courier enlivened the tail of the field with a furious scrap. Dick Protheroe closed relentlessly on the Earl of Denbigh and, on lap 7, shot through on the inside at Woodcote to take the lead which he was to hold, just, to

the flag; the snag was that he was stuck firmly in top gear and, on the slower corners, he was several times nearly overwhelmed. Bill Nicholson got ahead of the Harris Austin-Healey by the same manoeuvre while Sid Taylor worried at the Healey's heels. Brandon and Baker duelled merrily for supremacy in the small class right to the end, where the Marcos led over the line by a wheel, and Taylor got the Elite in front of Harris on the closing lap. Altogether a wonderful race.

The second race, also over 10 laps, was for sports-racers and again an AUTOSPORT Championship qualifier. In pole position was Julian Sutton's Lotus 23 which, during practice, had gone really well for the first time in its life. However, a magnificent start was virtually its only contribution to the race, although it did manage a few rapid laps after a quick pit stop, and the race was fought out by an assortment of other Lotuses with intervention from the Merlyn of Piers Courage and the B.B.K.-Climax of John Blades. Initially it was Mike Beard in the lead in his 17, with Robin McArthur's 23 next, then Roger Boote's 11, and Terry Bone's 23 fourth. At the end of four laps there were five cars out in front having a furious battle, and the order was Bone, Beard, Courage, Boote and McArthur, with David Prophet's 23 next up and the B.B.K. in close attendance. Courage gained another place and then spun the lot away at Chapel, and Boote got ahead of Beard. The B.B.K. then passed Prophet but could not touch McArthur, who was secure in fourth place but losing ground to the first three. In the last three laps Mike Beard stretched his Lotus 17 to the utmost and climbed back from third spot, a place a lap, to win a splendid race right on the line from Terry Bone and Roger Boote.

Saloons then took the field for 10 laps and Mike Pendleton's 3.8 Jaguar led first time round, with Alan Peer's Anglia of 1,650 c.c. next up. The Jaguar of G. F. Williams got out of hand at Woodcote, slid this way and that, and finished up stern first in the bank with virtually no damage to the car and none to the driver. The boot on the A40 of P. Banks shot open when he let in the clutch and he stopped somewhere on the first lap to secure it and thereafter went very quickly, but could not get into the hunt; his class was led by the bored-out A40 of M. R. B. Clarke, with Tony Rutt's Mini next up. After two laps Peer's Anglia took the lead and drew well clear while, behind him, Pendleton's Jaguar went off song and was passed by Sparrow's rather unstable 3.8 Jaguar. Then, with the race apparently as good as won, Peer's Anglia got very short of wind in the closing laps and he only just held his advantage to take the flag from Sparrow, with Pendleton, a long way behind, third.

Now came the principal race, 20 laps for cars to *Formule Libre*, and Julian Sutton's Lotus 23 went really well for half the race, leading for the first three laps while the



ALAN PEER'S 1.6-litre Ford Anglia won the saloon car race after Mike Pendleton's Jaguar went sick.

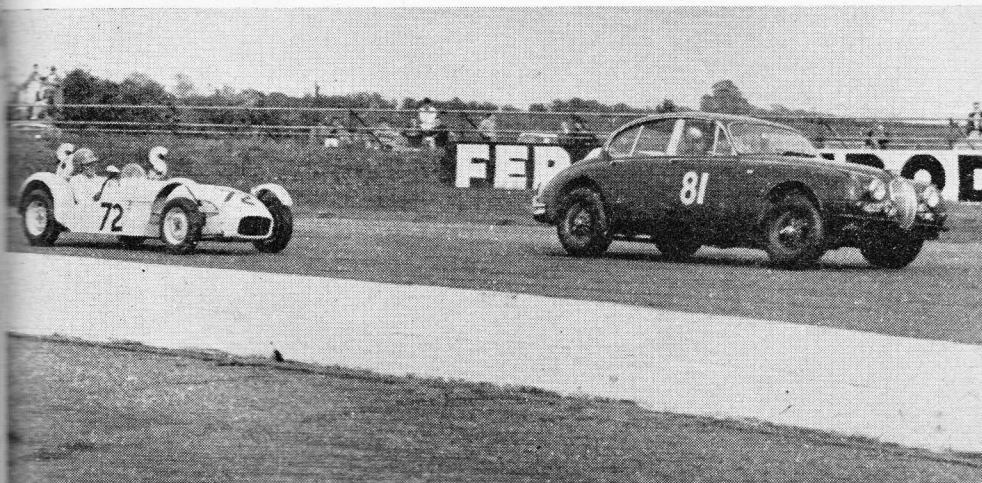
racing cars got rather hesitantly into their stride. Then John Taylor in Rob Gerard's Cooper-Ford went to the front but the sports Lotus still led Tim Parnell's 2.7 Lotus-Climax, Ian Raby's Gilby-B.R.M. and David Prophet's Brabham Junior. Meanwhile, John Blades bent the B.B.K. badly at Club without damaging himself. By half distance Julian Sutton was invisible in the clouds of smoke which poured from the cockpit and he dropped behind the Gilby and the Brabham, having already been passed by Tim Parnell who was by now going very quickly. On lap 13 Sutton made a pit stop which cost him no more than one place, so far ahead were the leading cars, and Parnell closed right up on Taylor whose car had shed nearly all its water. Prophet was also in trouble with the Brabham and he pitted, leaving Raby a secure third. In the closing laps Taylor, nursing his car for a finish, was passed first by Tim Parnell and then by Raby, and Sutton passed Ron Carter's F1 Lotus into a fine fourth place despite his stop. Only Parnell, Raby and Taylor completed the full distance.

Finally there was a 15-lapper for mixed G.T., sports and saloons, and Dick Protheroe, having mended the gearbox but not the clutch, won in a canter. Tony Lanfranchi in a very fast Lotus 7 hung on well for three laps but then lost his gears, leaving Bob Duggan's Elite a secure second but a mile behind the E-type. Bill Nicholson's M.G.B went magnificently but was eventually overwhelmed by Pendleton's 3.8 Jaguar, and Nick Wilson's Lotus 7, having been passed by Sparrow's 3.8 Jaguar, brought a great cheer from the crowd by fighting back to fifth place in the closing laps, although the big saloon was lurching all over the track; a brave effort indeed.

## RESULTS

Grand Touring Cars (10 laps). Overall Winner: E. R. Protheroe (Jaguar E). Over 2,500 c.c. Class: 1, E. R. Protheroe (Jaguar E), 87.85 m.p.h.; 2, Earl of Denbigh (Jaguar E); 3, J. Harris (Austin-Healey). 1,151 to 2,500 c.c. Class: 1, R. Duggan (Lotus Elite); 2, W. Nicholson (M.G.B.); 3, S. J. Taylor (Lotus Elite). Up to 1,150 c.c. Class: 1, M. Brandon (Marcos); 2, C. Baker (Austin-Healey Sprite); 3, J. Dickinson (Lotus Le Mans). Fastest lap: Protheroe, 1 m. 56.2 s., 90.68 m.p.h. Sports Cars (10 laps). Overall Winner: M. J. Beard (Lotus-Climax 17). Over 1,150 c.c. Class: 1, R. W. Boote (Lotus-Climax 11), 92.81 m.p.h.; 2, J. H. Blades (B.B.K.-Climax); 3, D. Prophet (Lotus-Ford 23). Up to 1,150 c.c. Class: 1, M. J. Beard (Lotus-Climax 17), 92.90 m.p.h.; 2, T. Bone (Lotus-Ford 23); 3, R. McArthur (Lotus-Ford 23). Fastest lap: Beard, 1 m. 50.8 s., 95.10 m.p.h. Saloon Cars (10 laps). Overall Winner: A. Peer (Ford Anglia). Over 2,500 c.c. Class: 1, J. Sparrow (Jaguar), 86.27 m.p.h.; 2, M. Pendleton (Jaguar); 3, F. C. Ward (Jaguar). 1,151-2,500 c.c.: 1, A. Peer (Ford Anglia), 86.70 m.p.h.; 2, J. M. Wheatley (Morris Mini-Cooper); 3, R. K. Sartain (Wolsley). Up to 1,150 c.c.: 1, M. R. B. Clarke (Austin A40), 79.67 m.p.h.; 2, A. D. Rutt (Austin Mini-Cooper); 3, J. Mitchell (Ford Anglia). *Formule Libre* (20 laps): 1, T. Parnell (Lotus-Climax), 97.91 m.p.h.; 2, I. Raby (Gilby-B.R.M.); 3, J. Taylor (Cooper-Ford). Fastest lap: J. Sutton (Lotus-Ford 23), 1 m. 45.2 s., 100.16 m.p.h. Grand Touring, Sports, Saloon Car Race (15 laps): 1, E. R. Protheroe (Jaguar E), 91.45 m.p.h.; 2, R. Duggan (Lotus Elite); 3, M. Pendleton (Jaguar 3.8). Fastest lap: Protheroe, 1 m. 51.2 s., 94.67 m.p.h.

A FANTASTIC DICE in the last race went on between Nick Wilson (Lotus 7) and John Sparrow (Jaguar 3.8). The pair eventually finished fifth and sixth in that order.





# CLUB NEWS

By MICHAEL DURNIN

THE North London E.C.C., in co-operation with the Cambridge C.C. and the Falcon M.C. are holding a closed autocross meeting at Colne Park, Colchester, on 30th June. Further details from M. E. Bolton, 93 Baker Street, Potters Bar, Middlesex. . . . No fewer than 33 clubs belonging to the Association of Midland Motor Clubs are invited to the Birmingham University M.C.'s restricted speed trials to be held at Church Lawford on 30th June. Entries close on 22nd June and applications should be made to A. N. Emery, Guild of Undergraduates Union, Edgbaston Park Road, Edgbaston, Birmingham 15. . . . The Sporting Owner D.C. are holding a closed driving tests meeting at the College of Aeronautics, Cranfield, on 9th June. Entries close on 7th June and Dr. G. E. Pinkerton, West Lawn, The Avenue, Dunstable, Beds, has the forms. . . . Entries close on the same date for the Hagley and D.L.C.C.'s evening driving tests which are to take place on 12th June in the Bromsgrove-Droitwich area starting at 6.45 p.m. This is a closed event and regs. are obtainable from G. I. Tucker, 115 Bewdley Hill, Kidderminster, Worcs. . . . The Dursley M.C. and L.C.C. are holding their fourth annual Castle Combe sprint on 17th August, with classes for saloon, sports, sports-racing and racing cars.

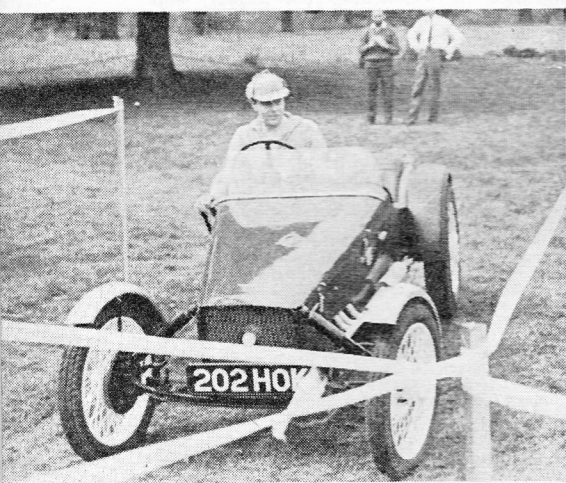
## COMING ATTRACTIONS

- MAJOR INTERNATIONAL EVENTS**
- 9th June. *BELGIAN GRAND PRIX, Spa-Francorchamps (F1).*  
*MAGNY-COURS, France (F.J.).*  
*ROSSFELD HILL-CLIMB, Germany (S., G.T., T., F.J.).*
- 11th-15th June. *RALLY OF THE MIDNIGHT SUN.*
- 15th-16th June. *LE MANS 24-HOUR RACE, France (P., G.T.).*
- 16th June. *COPENHAGEN CUP, Roskilde Ring, Denmark (F.J., S., G.T., T.).*  
*LA CHÂTRE, France (F.J.).*  
*NÜRBURGRING SIX-HOURS, Germany (T.).*
- 20th-26th June. *ALPINE RALLY.*
- NATIONAL AND CLUB EVENTS**
- 8th June. *B.A.R.C. Race Meeting, Aintree, near Liverpool, Lancs.*  
*Eight Clubs Race Meeting, Silverstone, near Towcester, Northants. Starts 11.30 a.m.*  
*Scottish S.C.C. Driving Tests. Starts B.M.C. Factory, near Bathgate, at 2.30 p.m.*

This is a restricted event and invited clubs are the Austin-Healey C. (S.W. Centre), B.R.S.C.C., Cheltenham M.C., M.G.C.C. (S.W. Centre), SUNBAC, Bristol M.C. and L.C.C., Burnham-on-Sea M.C., Dowry M.C., South Wales A.C. and the West Hants and Dorset C.C. Regulations are obtainable from G. Willis, 5 Stroud Gardens, Alveston, Glos. . . . The B.A.R.C. (N.W. Centre) are holding a restricted sprint on the Aintree Club Circuit on 29th June. There are no fewer than 12 different classes including one for *Formule Libre* cars. The invited clubs are the B.R.S.C.C. (N.W. Centre), Aintree Circuit C., Chester M.C., Hagley and District M.C., Knowldale M.C., Liverpool M.C., Lancs A.C., North Midland M.C., M.G.C.C. and North Staffs M.C. Entries close on 22nd June and A. J. Keane, 38 Lynnbank Road, Liverpool 18, has the forms. . . . The Burnham-on-Sea M.C. are to run a closed hill-climb at Longleat, Warminster, on 30th June. There are classes for saloons, sports cars, sports-racing cars and racing cars. Regs. can be obtained from R. D. Durk, The Farm, Nippors Way, Wiscombe. . . . The Sussex C.C. are holding a restricted driving tests meeting on 6th July at the Goodwood Circuit. The event is open only to members of clubs belonging to the Association of Central Southern Motor Clubs. The club will accept smoothish tyres in the interests of safety during hand-brake turns on the Goodwood surface! Regs. and entry forms available from The Secretary, 132 Southwick Square, Southwick, Brighton, Sussex.

- 8th-9th June. *North London E.C.C. Jacobean Rally. Starts near Berkhamsted, Herts, at 10 p.m.*
- 9th June. *Midland A.C. National Hill-Climb, Shelsley Walsh, near Worcester. Starts 1 p.m.*  
*B.A.R.C. (Yorkshire Centre) Hill-Climb, Harwood, near Leeds, Yorks. Starts 2 p.m.*  
*Thames Estuary A.C. Sprint, Brands Hatch, near Farnham, Kent. Starts 9 a.m.*  
*Peterborough M.C. Sprint, Spanhoe Airfield, near Laxton, Northants. Starts 1.30 p.m.*  
*Sporting Owner D.C. Driving Tests. Starts College of Aeronautics, Cranfield, Beds, at 2 p.m.*  
*Vickers (Weybridge M.C.) and Craven M.C. Production Car Sprint, Eelmore Plain, near Aldershot, Hants. Starts 2 p.m.*  
*Circle C.C. and London M.C. Star Driving Tests. Starts Fruit and Vegetable Market, Brentford, Middlesex, at 10.30 a.m.*  
*North Cornwall M.C. Cornish Capers Driving Tests. Starts Davidstow Aerodrome, Cornwall.*
- 12th June. *Hagley and D.L.C.C. Evening Driving Tests. Starts near Bromsgrove, Worcs, at 7 p.m.*

## Seven-Fifty M.C. INTER-CENTRE DRIVING TESTS



WINNER of the "Autosport" Championship eliminator was Ken Humphreys (Alexis-Ford)

THE annual battle between the various Centres of the Seven-Fifty M.C. took place this year in the grounds of Stanford Hall, near Rugby. The weather was glorious and the setting ideal. The meeting was divided into two sections, one being the in-

dividual qualifying tests for the AUTOSPORT 750 Driving Tests Championship, to be held later this year, and the other being the Inter-Centre team tests. The AUTOSPORT event has two classes, one for pre-war Austin 7 production cars of any type, and the other for 750 and 1172 specials; there is also a *Coupe des Dames* award for lady competitors. Four courses were laid out, each calling for skill and judgment, and as the entire event was run on grass the competitors had one or two interesting slides to control.

The Inter-Centre event which followed had attracted teams from the four corners of the country, each team consisted of three cars comprising one Austin 7 Saloon, one Austin 7 Special and one 1172 Special. The tests, with the exception of one, differed from the AUTOSPORT event and the times recorded were the overall efforts of each team running in relay. The meeting produced a battle between London and the Midlands, with the London boys getting the better by 2.4 seconds at the end of the afternoon.

TONY POOLE.

### RESULTS

Inter-Centre Trophy: South London Centre—A. Chew (A.7 Saloon); E. Minter (A.7 Special) and M. Street (Ruby 1172). "Autosport" Qualifying Tests: K. Humphreys (Alexis 1172), Midland Centre; A. Chew (A.7 Saloon), South London Centre; Long Haul Trophy (For distance travelled to compete): North-East Centre (Sunderland), Concours d'Elegance. Production: B. Cook (Austin Nippy), Western Centre. Special: E. Minter (750 Special), South London Centre. Visitor: J. Horton (Bugatti Type 37).

## BENTLEY D.C.

### DRIVING TESTS

THIS closed Inter-Regional Team Challenge Driving Tests meeting organized by the Bentley D.C. was held at Esso House, by kind permission of Esso, and had excellent weather. Everyone was delighted to see W. O. and Mrs. Bentley present. This year's tests, though no more difficult, were new and more involved than previously; so, before the meeting started, most drivers walked the course with test sheets and worried expressions. This attention to detail paid, as the driving standard was good.

On Test One, J. Barraclough was fast and effective while de Vine was very slow. These two members, with Ramsden, R. Barraclough and Nutter, had come from Yorkshire to represent the N.E. region. Ashton was neat—and Bickerton drove from Cheshire joining Blackham to form the N.W. "A", while Fletcher, Rhodes and Crossley all came from Lancashire for N.W. "B". H. P. Hine was very fast and won this test despite stalling; Capjon got a marker drum jammed under his crankcase and dragged it rapidly about the course, and Borup lost time by getting on the wrong line.

Hopcutt was most impressive in his "blower" 4½ and Brian Morgan neat and quick in his newly rebuilt Speed Six. These are both very handsome original cars. The winners, Mid-West "A", were nearly a committee team; during the tests Mountfort, the non-committee man, turned his 4½ through 180 deg. on the handbrake—very quick and neat.

"W.O." presented the prizes.

### RESULTS

Team Placings: 1. Mid-West "A", 876.0 s.; 2. Eastern "A", 963.4 s.; 3. North-East "A", 1,122.8 s.; 4. Midland "A", 1,123.0 s.; 5. Mid-West "B", 1,124.0 s.; 6. North-West "A", 1,132.6 s. Best in Each Test: 1. H. P. Hine, 71.0 s.; 2. R. D. Gregory, 48.4 s.; 3. H. P. Hine, 88.8 s.; 4. H. S. Pounds, 62 s.; 5. B. Mountfort, 52.4 s. No competitor being allowed to receive an award in more than one test. B. Mountfort and K. Cleave received the awards for Tests 3 and 5 respectively. Individual Placings: 1. R. D. Gregory, 284.2 s.; 2. B. Mountfort, 267.2 s.; 3. J. E. Barraclough, 320.0 s.; 4. G. H. G. Burton, 333.6 s.; 5. P. B. Corney, 337.6 s.; 6. W. F. J. Brogden and H. S. Pounds, 345.6 s.

## HIGH MOOR M.C.

### GLOSSOP & D.M.C.

### KNOWLDALE C.C.

## TRIPOLETTE RALLY

THE Triplette Rally, the first co-promotion organized by High Moor, Glossop, and Knowldale clubs, was run on 25th-26th May. It attracted about 60 entrants and the start was from Kennings Garage, Glossop.

Apart from one rough road and the rough ford between controls 8 and 9, the first half did not worry the more experienced entrants, there being 10 clean sheets at the half way halt. The second half was a duplicate of part of the first half in reverse, plus several selective sections. The first couple or so of these selective sections soon put paid to all the clean sheets, due to navigators being kept busy opening gates. Then followed a mad dash over Widdops, which is certainly chewed up in places, and the return trip through the aforementioned rough ford to the finish and a very poor breakfast at Glossop. At approximately 9.30 a.m. the provisional results were announced, and the winners, T. A. Hall/M. Cornforth, had only lost 4 mins.—a truly wonderful effort.

The general feeling after breakfast was that the rally, thanks to Don Grimshaw, Ted Rowland and the other organizers, had been a well-organized, tough rally, with about 45 of the 50 controls manned.

### RESULTS

1, Hall/Cornforth, 22 points; 2, Adam/Campbell, 45; 3, Kirk/Watson, 50; 4, Mellor/Bastona, 56; 5, Brayshaw/Wood, 79; 6, Figg/Lauder, 83. Team Award: Kirk/Watson and Brayshaw/Wood (High Moor Motor Club).

IN our report of the Plymouth M.C.'s autocross last week it was stated that B.T.D. was made by Mrs. J. Parkin—it was in fact set up by David Jackson-Smith (Mini-Cooper).



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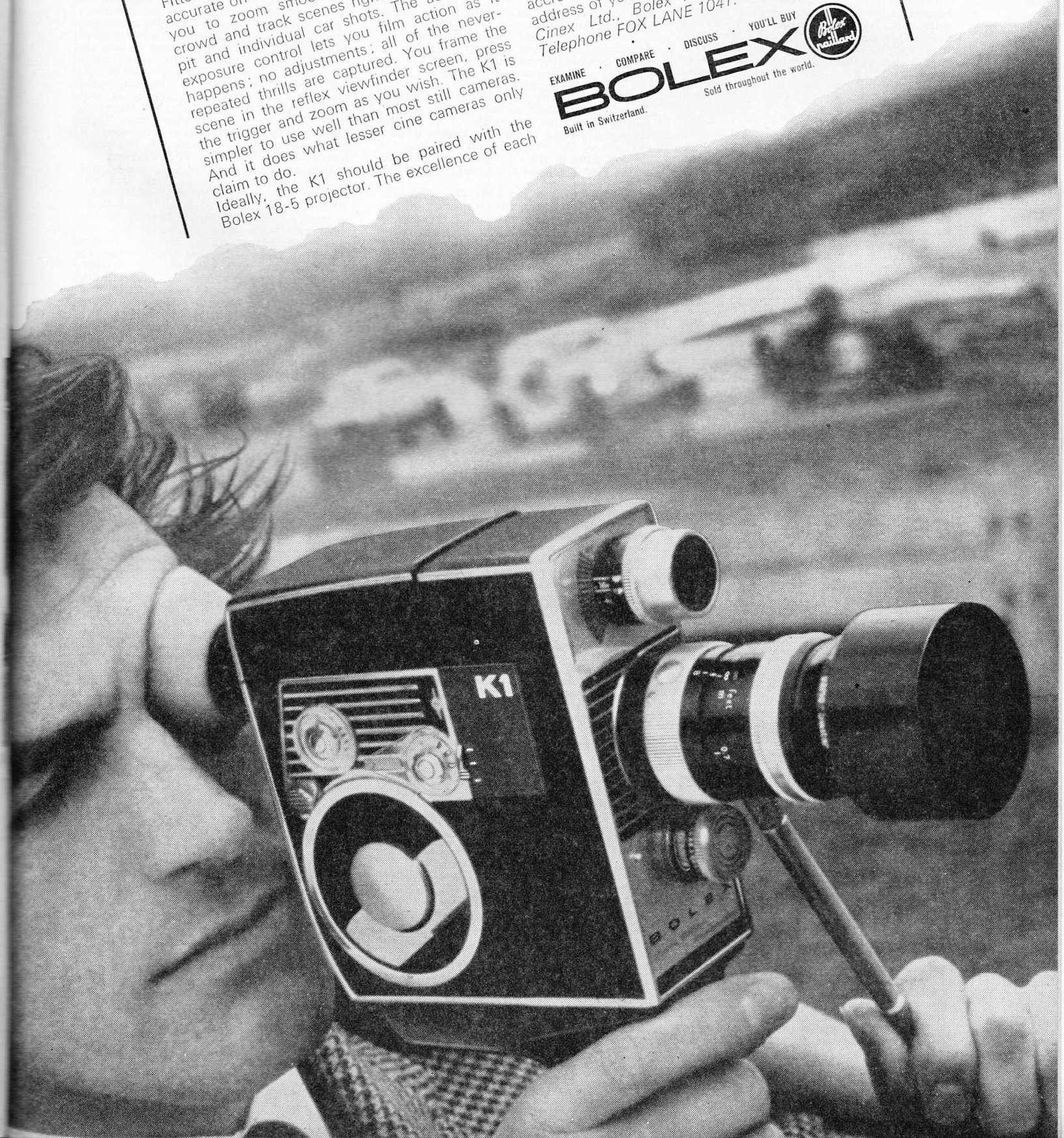
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## JAGUAR D.C. JAGUAR APPRENTICES M.C. WELLESBOURNE SPRINT

THE third Jaguar Drivers' Club sprint at Wellesbourne, a co-promoted event with the Jaguar Apprentices Motor Club, was run on 25th May in glorious sunshine over a straight half-mile stretch of runway with cars running in pairs.

Jaguar entries ranged from the 1938 SS100 of Alan Hyett to the brand new Mark 10 of Reg Lewis. Non-Jaguar classes consisted of Mini-Coopers, Sprites, a Renault Dauphine and a Lotus Elite.

Classes 1 and 2 for 2.4, Mark 9 and Mark 10 Jaguars had two late entries in G. E. Wakely and D. R. Williams who, having blown up their 3.4 the previous day, found a Mark 9 to enter and Williams was rewarded with best time in class of 28.3 secs, beating Les Fowler in a Mark 10 by 0.1 sec. Class 3 for 3.4 and 3.8 saloons was something of a walkover for Frank Ward in his beautifully turned-out bright red 3.8 with a time of 23.1 secs. P. A. Rohan was the only other driver to break 25 secs. with a run of 24.6 secs. and Wridgeway Horton managed 25 secs. dead. B.T.D. was produced in Class 4 for XK series cars. The ex-Le Mans 120 in the hands of Roddy Harvey-Bailey clocked 22.2 secs to beat Les Fowler's E-type by 0.4 sec. A battle developed for the fast lady title between Joan Harvey-Bailey in the XK 120 and René Lambert in an E-type, René just managing to take the title on her third run. Herbert Shepherd driving his son's car was fastest of the Minis and Roger Mac's Sebring Sprite took its class.

ALBERT SHAW.

### RESULTS

B.T.D.: R. Harvey-Bailey (XK 120), 22.2 s. Class Winners: D. R. Williams (Mark 9), 28.3 s.; F. C. Ward (3.8), 23.1 s.; R. Harvey-Bailey (XK 120), 22.2 s.; L. Fowler (E-type), 22.6 s.; H. S. Shepherd (Mini-Cooper), 29.4 s.; R. Mac (Sprite), 26.8 s.

## OXFORD M.C. SMITHS (WITNEY) M.C. DRIVING TESTS



R. HUTT (Mini) about to enter on test 3 after passing through the hairpin of pylons.

IN spite of the pleasant weather, a disappointing entry of only 23 competitors turned out for the Oxford Motor Club's and Smiths (Witney) Motor Club's co-promoted driving tests on Sunday, 26th May.

Five tests were arranged, with two runs at each, the aggregate of both being taken for scoring purposes. The first proved to be the hardest of the day, consisting of a straight-forward run into a "box", leaving the box in reverse by the opposite corner and going backwards through two pylons to the finish. Only the eventual winner, Gordon Channer (Mini), succeeded in handbraking it right round to go straight out. The antics of other cars in the box proved amusing for spectators, the large cars finding it especially interesting.

The second test involved going forwards and in reverse into two garages consecutively and

## WORKSOP & D.M.C. RETFORD & D.M.C. SOUTH YORKSHIRE E.C. TRENTSIDE RALLY

THE Trentside Rally, the second Workshop Club rally of the year, was held on Sunday, 19th May, and was open to entries from the organizing club and also from the co-promoting clubs, Retford and District Motor Club and the South Yorkshire Car Enthusiasts Club of Doncaster.

There was an entry of 35 starters for this 85-mile route through Nottinghamshire and Derbyshire. Starting from a Workshop car park, the route headed out west of town towards what proved to be the first of many short fast sections, and by the second check only nine competitors had clean sheets.

The first section of the rally consisted of 11 map reference-time of arrival checks, the first few along the boundary of the 103 and 112 maps, and then leading onto the 111 sheet.

The second section began by having a 30 m.p.h. regularity section using spot heights for navigation, which included the old trick of placing an unlisted spot height on the obvious route, and caused all but seven crews to miss out one of the secret checks. This was the turning point of the rally where all the clean sheets were destroyed and where the rally was won.

Finishing back in Worksop, where 26 of the 35 starters reached the control, most of the competitors gave the organizers full marks on an excellent event, although it was a little rough in some parts for a club rally.

W. I. MACHRAY.

### RESULTS

1, B. Dixon/M. Sykes (Morris 1000), 7 points; 2, J. Maden/R. Read (TR3), 37; 3, P. Smith/R. Stockdale (Morris 1000), 49. Best Workshop and D.M.C. crew: R. Clark/D. Wilkinson (Cooper Mini), 51. Best Retford and D.M.C. crew: E. Green/M. Green (Anglia), 54. Best S.Y.C.E.C. crew: B. Dixon/M. Sykes (Morris 1000), 7.

little difficulty was found. The third test entailed circling a pylon, passing through a narrowing hairpin of pylons, into a garage and backwards over the line. John Walker was observed spinning his front wheels madly round the pylon but on the whole better times were recorded by retaining more contact with the ground. Derek Witts (Anglia) gyrated steadily and Channer went round in a tight circle with judicious use of the handbrake. John Stephens was unfortunate enough to mistakenly enter the garage backwards in his Sprite. The last two tests were supposed to help the larger cars. The fourth test had, however, a sharp left turn to stop astride a line after passing down the left of a row of pylons. This proved too much, even for many of the Minis, as the real trouble arose when cars then tried to back to another line, clearing the end of the pylons. I. R. Crabbe, whose M.G. YB was going in wonderful form, swung too soon and struck the pylon marking the astride line. Blagrove caused three successive lengths of the central barrier to fall before accelerating through two pylons to the finish.

The final test proved to be quite a fast one. It meant going straight into a garage, hard left back out across a line, then away to loop round a pylon to the finish. This was trickier than it seemed, the finish line being set at an angle to the circular track round the pylon. Oliver Goodman (Mini-Cooper) was among those who came unstuck here when his front wheels locked on the final braking and he went off, on a tangent into a pylon. Throughout the tests Robin Foster (Sprite) had been becoming increasingly aware of brake trouble, and, after releasing one rear brake several times during the proceedings finally came to a halt with a wheel locked solid.

By using a card system the organizers were immediately able to announce the results which appear below. One more thing must be mentioned. The efficient organization and competent marshalling by the Smiths club deserves commendation.

ROBIN FOSTER.

### RESULTS

Minis, Sprites, etc.: 1, G. F. Channer (Mini), 200.0; 2, J. Walker (Mini-Cooper), 232.0; 3, D. J. Lewis (Mini), 239.0. Up to 1,300 c.c.: 1, D. C. Witts (Anglia), 228.0; 2, I. R. Crabbe (M.G. YB), 345.0; 3, R. E. Bishop (Minor), 363.0. Closed and open cars over 1,300 c.c.: 1, G. A. Smith (TR2), 251.0; 2, A. G. Dolby (Cob), 272.0; 3, J. H. Turner (Rapier), 297.0.

## Manx Trophy Rally—continued

The only stage which could reasonably be called rough was Stage Five at Glen Rushen Mine—from the mine to Glenmoye via Ballacottier. This was very reminiscent of several sections on the R.A.C. Rally, and apart from the shale and gravel surface there was plentiful fog and rain at the top of the hill too! In good weather this might have been "On" in 3 minutes, but only four cars were within half a minute of this: P. Simister, 3 mins. 27 secs.; R. McBride, 3 mins. 28 secs.; M. Thomas (VW), 3 mins. 30 secs.; M. Hinde (VW), 3 mins. 30 secs.

A 20-minute allowance for lunch was followed by the last three stages, which were the Currags, Sulley Glen and Dundale, all in the reverse direction from the morning's fun and games. At the Currags conditions were much as before except for a few ditched Minis, which had been shunted during the morning and the top seven times were all in the 5 mins. 50 secs. to 6 mins. bracket. At Sulley Glen, however, the fog had really clamped down, and with visibility at only 20 yards at the Bungalow, it is not surprising that no-one cleaned this easy stage. Those blessed with the best cat's eyes were: P. Baldham, 6 mins. 47 secs.; B. Culcheth, 6 mins. 48 secs.; G. Allen, 6 mins. 53 secs.

Dundale was again foggy at the summit and, though impossible to clean, was very "hairy" and enjoyed by all, especially by: P. Simister, 10 mins. 37 secs.; R. McBride, 10 mins. 45 secs.; J. Sprinzel, 10 mins. 56 secs.

So ended the road section of this very important Manx Rally, but on Sunday morning a series of Driving Tests (for separate awards) was won narrowly by Rodney Goodchild (brother of one Clerk of the Course—fiddled?), and the handsome Daily Mail cup was suitably christened with best Champagne there and then!

Many Manx residents were heard to remark that this event could become as important as the T.T. races if sufficient interest was shown in 1964, and there was a fervent chorus of "hear-hear" when this was mentioned by the Lord Mayor at the prizegiving. I hope so too!

### RESULTS

Outright Winner: R. McBride/D. Barrow (Anglia 1500), 57; 2, P. Simister/B. Potts (Anglia 1500), 65; 3, J. Sprinzel/W. Cave (Allardette), 70; 4, G. Allen/B. Hughes (VX4/90), 70; 5, F. Grange/J. Middleton (Anglia 1500), 74; 6, T. Fisher/J. Brown (850 Mini), 77; 7, R. Dixon/D. Ralphs (Anglia 1200), 78; 8, B. Culcheth/J. Davenport (Sebring Sprite), 86; 9, D. Sisson/R. Etheridge (TR4), 90; 10, R. Clarke/H. Patton (Cooper-Mini), 94. Team Prize: "Macclesfield Anglias", McBride/Simister/Grange, 196. Best Manx A.C.: D. Crennel/J. Dodsworth (Anglia 1200), 102. Manx Trophy Driving Tests. Outright Winner: Rod Goodchild (Cooper-Mini). Class Winners: P. Baldham (Cooper-Mini); D. Crennel (Anglia 1200); C. Offley (Sprite).

## MANX MURMURINGS

BEST time on every Special Stage was unofficially credited to Roy Fidler with his works TR4, when closing the course!... The Manx Maid resembled a breakers' yard on Sunday afternoon, with at least two cars having to be towed on board, and another two being manhandled by a crowd of competitors... Don Barrow's map 87 shows "deep ford" just North-East of Ramsey—local knowledge?... The Lord Mayor promised more and longer special stages next year... The next stage of modification for these rapid Macclesfield Anglias must surely be Lotus engines... Memo to intending competitors: in 1964 there will be a Casino in the Castle Mona Hotel; in fact, it should be open by now!

## VINTAGE S.C.C. DRIVING TESTS, 26th MAY

### RESULTS

Montagu Trophy: E. Riddle (1921 G.N.), Martini Trophy: G. W. Wrapson (1929 Austin). First Class: E. Riddle (1921 G.N.); C. P. Marsh (1926 Austin); P. J. E. Binns (1927 O.M.); D. H. Gahagan (1926 Bugatti); B. M. Clarke (1924/9 Austin). Second Class: P. A. M. Page (1921 Calthorpe); D. L. Franklin (1929 Rover); P. W. Still (1930 Frazer-Nash); C. R. Pack (1929 Riley). Third Class: R. Barker (1922 Peugeot); D. S. Bennett (1930 Alvis).

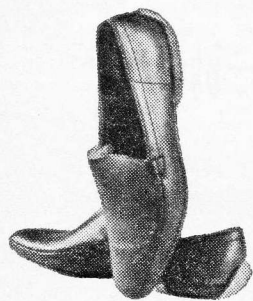
## HARROW C.C. C.L.J. RALLY 18th-19th MAY

### RESULTS

1, J. Wolchover/P. Valentine (Austin-Healey 3000), 0 marks lost; 2, A. E. Cowell/J. Shears (Triumph Herald), 70; 3, L. A. Spong/V. Tomkins (Hillman Minx), 290. Best Novice: D. Davis/A. W. Shirley (Morris 1100), 3,040.



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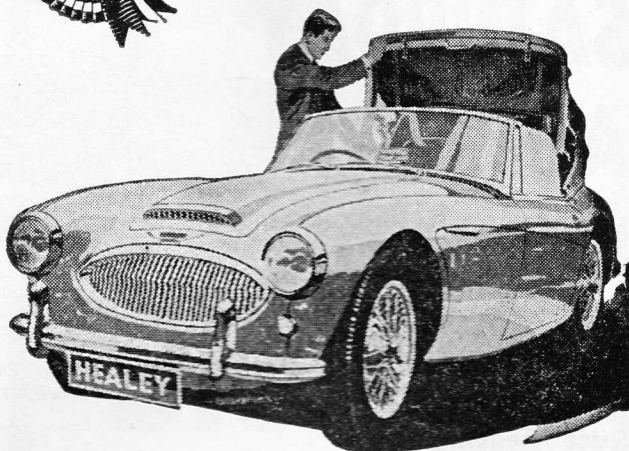
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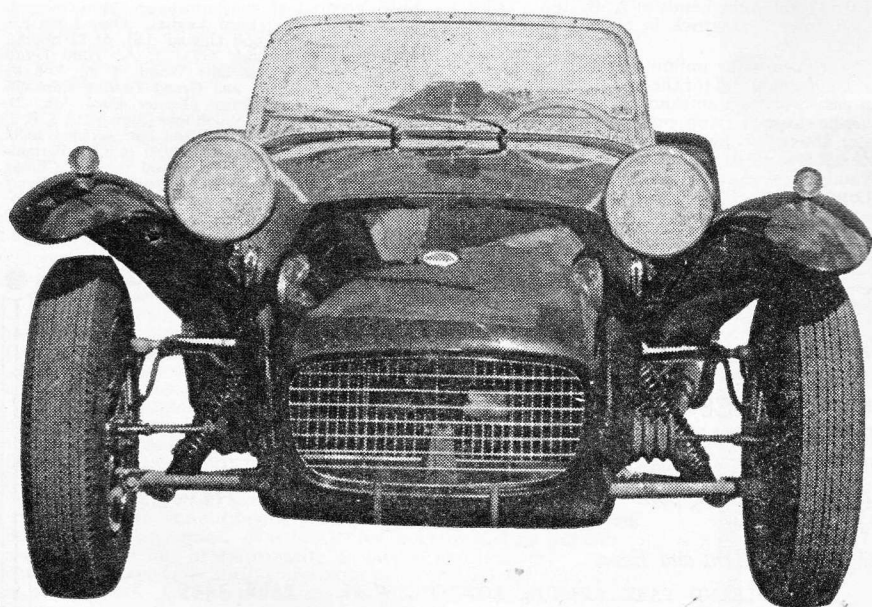
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# WHIT SATURDAY AT RUFFORTH

**Fine Weather for  
B.R.S.C.C. Northern  
Race Meeting**

BY FRANCIS PENN

FOR the first time in memory conditions at Rufforth last Saturday were perfect; the sun blazed down and the heat was intense. The B.R.S.C.C. organization, now streamlined, smiled, sat back and counted the "lolly" as the crowds, short-sleeved and even more shorter-skirted, streamed in.

Apparently all was well—but was it? For some reason nearly a dozen cars spun, rolled, crashed or otherwise deranged themselves on the short straight between Grange Curve and



*FLYING FORD ANGLIAS at the Esses are those of D. R. M. Kay and John Mitchell. However, both were beaten by a Morris 1000 and an 850 Mini in the saloon car race!*

Boundary Bend. Some of these incidents looked nasty, especially when a Lotus 7 demolished a steel crash barrier, slightly injuring a marshal in the process, but St. Christopher was obviously working overtime as no one was seriously injured! Commentator Johnny Higham said "it must be the dry track which no one is used to."

Now for the racing. The first race was over 10 laps for G.T. cars and Brian Waddilove's E-type Jaguar led all the way to win by 13 secs. from a similar car in the hands of J. W. Dean who, but for excursions at the trouble spot and again at Runway, might have made a closer finish. Third home was David Rees (Marcos).

The 16-lap race for Junior and sports-racing cars was a Lanfranchi benefit; Tony, in the Elva Mk. 7, led home Greg Wood's Cooper Monaco by 10 secs. Third, and first Junior home, was Edwin Dawson.

Sports cars over 10 laps was a right cut-and-thrust affair between A. P. Belcher (Terrier) and Lanfranchi, this time driving a Lotus 7, the former winning, and third home was J. Cardwell (Lotus 7).

G.T. cars up to 2,000 c.c. over 10 laps was a close "do", G. Durham (Porsche) just holding off a most determined challenge by Dave Rees (Marcos) who, in turn, was closely followed home by W. A. Bell (Lotus Elite). Production Saloons over a similar distance produced an easy win for Greg Wood (3.8 Jaguar). In second place, but never letting up, was a tatty but extremely fast and well driven Morris 1000 in the hands of A. Barton. Third came John Fitzpatrick in his incredible 850 Mini.

Sixteen laps for unlimited sports and G.T. cars came next and for the first 13 laps it looked an easy win for Lanfranchi (Lotus 7). However he slowed to stop, resuming too late, a lap later, thus allowing Belcher (Terrier), who had been 23 secs. down, a surprising win from Waddilove's now sick E-type and E. J. Brown (Lotus 7).

The last race, again over 10 laps, was for

sports and racing cars, which gave Greg Wood (Cooper Monaco) a 17 sec. win from Jock Russell's Formula 1 Lotus and Edwin Dawson's Junior Lotus.

## RESULTS

Grand Touring Cars up to 1,150 c.c. and over 2,000 c.c. (10 laps). Overall Winner: B. R. Waddilove (Jaguar E). Up to 1,150 c.c. Class: 1, D. A. T. Rees (Marcos); 2, J. Johnstone (Turner-B.M.C.); 3, M. Brandon (Marcos). Over 2,000 c.c. Class: 1, B. R. Waddilove (Jaguar E), 66.28 m.p.h.; 2, J. W. Dean (Jaguar E); 3, P. R. Jarvis (Austin-Healey 3000). Fastest lap: Dean, 1 m. 29.8 s., 68.15 m.p.h. Formula Junior and Sports Racing Cars (16 laps). Overall Winner: A. Lanfranchi (Elva-Ford Mk. 7). Formula Junior Class: 1, E. Dawson (Lotus-Ford 22); 2, D. E. Fletcher (Lotus-Ford 20); 3, D. O'Sullivan (Lotus-Ford 22). Sports-Racing Class: 1, A. Lanfranchi (Elva-Ford Mk. 7), 73.74 m.p.h.; 2, A. G. Wood (Cooper-Climax Monaco); 3, W. J. Stein (Lotus-Ford 23). Fastest lap: Lanfranchi, 1 m. 19 s., 77.47 m.p.h. Sports Cars up to 1,500 c.c. (10 laps). Overall Winner: A. P. Belcher (Terrier-Ford Mk. 2). Up to 1,200 c.c. Class: 1, A. P. Belcher (Terrier-Ford Mk. 2), 68.35 m.p.h.; 2, A. Lanfranchi (Lotus-Ford 7); 3, J. Cardwell (Lotus-Ford 7). 1,201-1,500 c.c. Class: 1, E. J. Brown (Lotus-Ford 7); 2, J. B. Fletcher (Lotus-Ford 7); 3, D. L. Webb (Lotus-Ford 7). Fastest lap: Cardwell and Belcher, 1 m. 27.4 s., 70.02 m.p.h. Grand Touring Cars up to 2,000 c.c. (10 laps): 1, G. Durham (Porsche Carrera), 63.49 m.p.h.; 2, D. A. T. Rees (Marcos); 3, W. A. Bell (Lotus Elite). Fastest lap: Bell, 1 m. 32.4 s., 66.23 m.p.h. Saloon Cars (10 laps). Overall Winner: A. G. Wood (Jaguar 3.8). Up to 850 c.c. Class: 1, J. Fitzpatrick (Mini); 2, D. Clayton (Mini); 3, W. H. Fergus (Mini). 851-1,600 c.c. Class: 1, A. Barton (Morris Minor 1000); 2, D. W. Barraclough (Mini-Cooper); 3, D. R. M. Kay (Ford Anglia). Over 1,600 c.c. Class: 1, A. G. Wood (Jaguar 3.8), 61.32 m.p.h.; 2, I. Banks (Warwick GT); 3, A. Todd (Ford Cortina s/c). Fastest lap: Wood, 1 m. 37.8 s., 62.70 m.p.h. Sports and Grand Touring Cars (16 laps): 1, A. P. Belcher (Terrier-Ford Mk. 2), 66.83 m.p.h.; 2, B. R. Waddilove (Jaguar E); 3, E. J. Brown (Lotus-Ford 7). Fastest lap: A. Lanfranchi (Lotus-Ford 7), 1 m. 27.8 s., 69.71 m.p.h. Formule Libre (10 laps): 1, A. G. Wood (Cooper-Climax Monaco), 72.29 m.p.h.; 2, J. Russell (Lotus-Climax 18); 3, E. Dawson (Lotus-Ford 22). Fastest lap: Russell, 1 m. 22.4 s., 74.27 m.p.h.



*DUELLING at Runway Bend are H. Pease (Austin-Healey 100) and C. J. Hirst (T.V.R. Grantura). These two drivers were unplaced in the Grand Touring car race.*

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# CORRESPONDENCE

## More Views on the Cost of Motor Racing

I was glad to see Kevin Keegan bringing up the perennial problem of the expense of motor racing in your pages. Every year this problem gets worse and worse, and now not only do the club entrants have to suffer large losses with the chance of little or no financial return in the way of starting money, but several well-known top-line entrants find themselves in the same position.

As someone who has been competitor, entrant and organizer in practically every sphere of this so-called sport (save organizing international race meetings), I probably feel justified in putting pen to paper on this, my favourite hobby-horse.

Do not blame the organizers, Mr. Keegan. They are tied by the R.A.C. to making no payments as starting money at club meetings, and, anyway, I doubt whether they really could afford to do so, for such a scheme, as things stand at the moment, may well snow-ball with disastrous results. I do think that some scheme of refunding a certain amount of expenses should be worked out, perhaps on a sliding scale taking into account distance to be travelled, but it would have to be irrespective of ability and quality of entry, for this would immediately lead to the rat-race which has developed in other higher spheres of the sport. I may say that two years of acting as entrant to a very promising young driver who was placed in practically every race in which he drove my cars (a Porsche 1600 Super and later a Lotus Elite), and who only once shunted either of them and never blew up either, still resulted in a true loss of over £2,000! I have a bit to do with organizing club meetings at a circuit which shall remain nameless, at which the attendance at a typical restricted meeting averages 8,000 to 10,000 (about that at Brands Hatch for a similar type of event), yet the organizers are up against a major battle to make ends meet, far less lay anything aside for track and amenity improvements.

The crowds keep coming to motor races; they pay and they grumble at the charges, but does it ever strike them just how much it costs the poor entrant (I emphasize, Entrant) to provide the means for the spectacle? They must buy or build the car, maintain it, re-build between each race, transport it, insure it at exorbitant expense or risk total loss and probably work all night between practice and race while the driver sleeps or lives it up, and then remember that only a few get starting money and only one in each race gets the winner's prize—and in Club racing that's probably only a pint pot!

Then where does all this money that we pay at the gates go? Not to the entrant, for he only gets a half share in the starting money, prize money and bonuses to build, prepare and transport the car. It goes almost exclusively to a handful of top-line international drivers (fewer than 20) whose five-figure incomes we are all subsidizing. I say this at the risk of losing a lot of very good friends, but it is all too true. Don't misunderstand me, for these star drivers obviously deserve to be well-paid, but not at the rate of £400 or more per race irrespective of whether they finish or not. It is not as if they are taking much greater risks than a club driver—and the club driver who is his own entrant is obviously risking everything.

The motor racing set-up is all topsy-turvy, and it's time someone began putting the house in order before the financial backing runs dry and the sport grinds to a halt. Who volunteers?  
GREENLAW, BERWICKSHIRE.

IAN SCOTT WATSON.

## Delage I and II

In offering John Bolster warm congratulations on his article dealing with Nigel Arnold-Forster's splendid Delage II, may I correct his statement that the larger Delage I had a single overhead camshaft engine?

In fact, it had a twin overhead camshaft power unit. This is illustrated in *The Autocar* (not *Autocar*!) dated 6th March, 1925, and was confirmed to me by the late S. C. Cull, who worked on both cars when they came to this country, at the time when I was revising Volume One of my Brooklands history.  
FLEET, HAMPSHIRE.

W. BODDY.

I am most grateful to Bill Boddy for this correction. I had assumed that the engine in Delage I was a direct development of the standard unit. I note that T. A. S. O. Mathieson has the correct details in his new book, which arrived just after my article was printed.—J.V.B.

## Stop the Japanese

THE Ford/Ferrari negotiations for a merger bring many startling thoughts. What has Colin Chapman done to upset them? If the merger comes about and Colin carries on with his Lotus/Ford connections he will virtually be working with the "enemy"!

As the Editor mentions in his editorial piece on this scare, the entry of Japan into motor racing could be the needle that has made Ford jump. This wouldn't surprise me after their nothing less than meteoric rise in the motor-cycle racing world. By getting an envied success list, and following, the overseas sales soared, which is not surprising because competition results are damn good advertising punches.

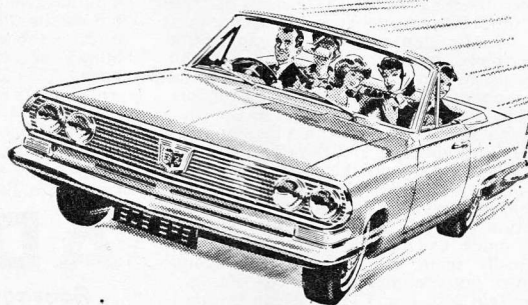
Before Japan makes an entry in motor racing, I would say another meteoric entry, our big manufacturers, B.M.C., Ford, etc., should start something and not allow the same thing to happen as our motor-cycle manufacturers experienced. I do not think, by the way, that Rallying is good enough. Track success is much deeper and more concentrated with would-be buyers in attendance.

I cannot close without saying goodbye to that greatest of all drivers, Stirling Moss, as a pilot. It is heartening to know that he will still be around the circuits in the capacity of entrant and manager. You've entertained thousands Stirling and your name will go down on record as our greatest. Oh! yes please, see Mr. Gillette—he keeps the shaves in town clean!

WOLLATON, NOTTINGHAM.

LANCE WILSON.

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



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ONCE again the Seven-Fifty Motor Club held one of their delightfully informal Debben race meetings on Whit Saturday. This was motor racing for the enthusiasts and those who are currently debating the rising costs of club racing should have attended: the racing was purely for the enjoyment of the competing drivers, there being no spectators, public address or anything else associated with the paying public. A duplicated list of runners sufficed as a programme.

Racing started at 2 p.m. with a five-lap heat for 1172 Formula cars, and Bryan Small took an immediate lead with his Milmor Mk. 5. Like some of its counterparts, i.e. Terrier, U2, Rejo and Pegasus, the Milmor is a semi-production 1172 (i.e. more than one has been made!) made by Howard Milborrow for a fantastically small sum of money. Second place was hotly contested between Bernard Parker (Rejo Mk. 3) and D. K. Mean (Milmor Mk. 4), the former winning the duel after Mean had a "moment" at the last corner.

A tightly packed bunch of 750 Formula cars made lap charting almost impossible during the first two laps of the first 750 heat, but R. Westcott, driving the ex-Bryan Small special, and D. Hollister (Special) soon drew away from the rest and finished in that order.

Jacque Cook (Wavendon Wombat) made a poor start in the second 1172 heat—but she was not the only one!—however nobody could have prevented Howard Milborrow (Milmor Mk. 3) from winning. D. J. Townshend (Terrier Mk. 2), Jacque Cook and M. R. Pilbeam (Virage Mk. 2) followed some distance behind. D. H. Abbott's Jerboa, the 750 which has the "square world" exhaust layout featured in AUTOSPORT recently, won the next 750 heat comfortably.

The third 1172 heat saw George Whitehead (W.R.A. Mk. 1) lead on the first lap after having disposed of Roy Wheeler, who was driving Small's Milmor Mk. 5, and Clive Garnham (Terrier Mk. 2). Wheeler and Garnham kept their second and third positions, while, similarly, John Heseltine (Vanford U2), A. R. Gould (Dingo) and Arthur Cook (Wavendon Wombat) held fourth, fifth and sixth positions respectively throughout the five laps.

Tony Youtlen (D.R.W.-Ford) made the best start in the Monoposto Formula race, chased by George Whitehead and Chris Featherstone (Bond Junior). Whitehead and Youtlen had a tremendous scrap for the lead, but on the third lap the 105E-engined D.R.W. took to the grass and was last seen trying to launch itself into space when it struck a hidden kerb. This left Whitehead with a secure lead over Featherstone's f.w.d. Bond. Stuart Godwin's Milmor Mk. 4 was third and E. T. Hardy's Project X, the first genuine Monoposto Register car, fourth. This car features a Ferrari-type "nostril" air intake. P. J. Newman's Peejay Mk. 2, which was clothed

wonders if he would have had such an easy win if Ian Tollady's Aquila and Arthur Mallock's new U2 had not suffered engine troubles in practice. Bryan Small caught and overtook Clive Garnham into second place, while fourth was Howard Milborrow.

Well, the well-run race meeting was now over, the excellent weather having made it very enjoyable. Both clerk of the course Mike Eyre and secretary of the meeting Peter Haddon are to be congratulated on running such a fine event—and I would like to thank Bill Mallett and Peter Ebdon for their help in producing the results so soon after the last race.

## A DELIGHTFUL DEBDEN

George Whitehead Invincible at Seven-Fifty M.C. Race Meeting

BY MICHAEL KETTLEWELL

### RESULTS

in a Lotus 20 body, retired along the start/finish straight after five laps.

The sports and saloon car race, like the Monoposto event over 10 laps, provided an excellent win for Stuart Godwin's Milmor. He vanquished the battling Rejos of J. Bond-Smith (Jacque Cook's fiancé) and Bernard Parker, while D. Edwards's 105E-engined Lotus 7, which had been gradually closing on the Rejos, was fourth, 0.2 sec. behind Parker. R. Lloyd drove an M.G. TC with tremendous verve to finish seventh—to beat a Lotus 7 and an Austin-Healey 3000 with a towing car for a 750 Formula car is quite something!

The seven-lap final for the 750s was an excellent close-fought race which featured a tremendous scrap for the lead between D. H. Abbott's Jerboa and R. Westcott's Special. Unfortunately, Abbott's car slowed and retired after six laps and so Westcott had an untroubled win from Adrian Wontner (A.R.W.) and R. Sadler (Septoe), who finished a quarter length (or 0.2 sec.) apart. Dennis Beale, J. F. Bishop and Cyril Lyford finished fourth, fifth and sixth in their Specials, the last having the delightful name of "Squeg".

The 1172 final gave George Whitehead's W.R.A. its third win of the day—though one

1172 Formula—Heat 1 (5 laps): 1. B. A. M. Small (Milmor Mk. 5), 75.80 m.p.h.; 2. B. J. Parker (Rejo Mk. 3); 3. D. K. Mean (Milmor Mk. 4). 750 Formula—Heat 1 (5 laps): 1. R. Westcott (Austin Spl.), 65.86 m.p.h.; 2. D. Hollister (Austin Spl.); 3. J. F. Bishop (Austin Spl.). 1172 Formula—Heat 2 (5 laps): 1. H. J. Milborrow (Milmor Mk. 3), 74.58 m.p.h.; 2. D. J. Townshend (Terrier Mk. 2); 3. Miss J. Cook (Wavendon Wombat). 750 Formula—Heat 2 (5 laps): 1. D. H. Abbott (Jerboa), 65.34 m.p.h.; 2. D. H. S. King (Delta); 3. D. H. Beale (Austin Spl.). 1172 Formula—Heat 3 (5 laps): 1. G. Whitehead (W.R.A. Mk. 1), 78.86 m.p.h.; 2. R. Wheeler (Milmor Mk. 5); 3. C. Garnham (Terrier Mk. 2). Monoposto Register Cars (10 laps): 1. G. Whitehead (W.R.A. Mk. 1), 77.72 m.p.h.; 2. C. Featherstone (Bond-Ford F.J.); 3. S. R. Godwin (Milmor Mk. 4). Fastest lap: Whitehead, 1 m. 5.8 s., 82.07 m.p.h. Sports and Saloon Cars (10 laps): 1. S. R. Godwin (Milmor Mk. 4), 74.13 m.p.h.; 2. J. Bond-Smith (Rejo Mk. 3); 3. B. J. Parker (Rejo Mk. 3). Fastest lap: Bond-Smith, 1 m. 10.8 s., 76.27 m.p.h. 750 Formula—Final (7 laps): 1. R. Westcott (Austin Spl.), 66.06 m.p.h.; 2. A. R. Wontner (A.R.W.); 3. R. R. Sadler (Septoe Mk. 2). Fastest lap: Westcott and D. H. Abbott (Jerboa), 1 m. 17.8 s., 69.40 m.p.h. 1172 Formula—Final (7 laps): 1. G. Whitehead (W.R.A. Mk. 1), 79.14 m.p.h.; 2. B. A. M. Small (Milmor Mk. 5); 3. C. Garnham (Terrier Mk. 2). Fastest lap: Whitehead, 1 m. 6.4 s., 81.32 m.p.h.

### Indianapolis—continued



A BIT of "home" for Jim Clark, as Stirling Moss looks on.

things with Harlan Fengler. Binoculars were fixed on Jones's car to determine whether oil was being lost. After observation for several laps, Jones was allowed to continue. Jones is the same driver who was allowed to drive over half of last year's race without brakes. His car owner both years is U.S.A.C. Director J. C. Agajanian.

While demands and counter demands were being made at the start-finish line, Clark continued to be baulked by Don Branson and Bob Christie. But then a very peculiar thing happened. Clark passed the two cars in front of him under the yellow flag. No noticeable cognizance of this manoeuvre was taken by the officials.

On lap 193, just seven left to go, the green flag went out again. When the yellow light

had come on at lap 187, Jim Clark was behind Parnelli Jones by 16 secs. When the green light came on that gap had increased to 22 secs.

Parnelli continued to drive hard and his car was now giving no indication of trouble. Clark continued to drop about two secs. per lap. Not until the last three or four laps, however, did it become apparent that Jim Clark would not be able to catch Parnelli Jones. It had been a terrific race to within minutes of the finish.

Parnelli Jones took the chequered flag after 3 hr. 29 min. 35 secs. and established his new speed of 143.137 m.p.h. for a new track record. The old record, set last year by Rodger Ward, was 140.293. Jim Clark's speed for the full 500 miles was 142.752. A. J. Foyt followed Clark by 48 secs. Rodger Ward, finishing fourth, was about two laps behind Foyt, and Branson in fifth spot was about a lap and a half behind Ward. Incidentally, Rodger Ward averaged 141.090, or considerably better than his own record run of last year.

The searing speed that Parnelli Jones had shown all through practice and qualification was the telling factor at the finish. He simply drove a faster race than anyone else.

### RESULTS

1. Parnelli Jones (Agajanian-Willard Battery), 143.137 m.p.h.
  2. Jim Clark (Lotus-Ford), 142.752 m.p.h.
  3. A. J. Foyt (Sheraton-Thompson), 142.210 m.p.h.
  4. Rodger Ward (Kaiser Aluminum), 141.090 m.p.h.
  5. Don Branson (Leader Card), 140.866 m.p.h.
  6. Jim McElreath (Forbes), 140.862 m.p.h.
  7. Dan Gurney (Lotus-Ford), 140.071 m.p.h.
  8. Chuck Hulse (Dean), 140.064 m.p.h.
  9. Art Miller (Thompson-Harvey Titanium), 139.524 m.p.h.
  10. Dick Rathman (Chapman), 138.845 m.p.h.
  11. Dempsey Wilson (Vita-Fresh), 138.547 m.p.h.
  12. Troy Ruttman (Robbins), 138.244 m.p.h.
  13. Bob Christie (Travelon), 136.104 m.p.h.
  14. Ebb Rose (Sheraton-Thompson), 132.347 m.p.h.
- Following cars failed to finish and are listed in unofficial order by distance covered: 15. Bobby Marshman (Enco-Car), went into infield on leader's last lap; 16. Roger McCluskey (Konstant Hot), spun out on leader's last lap; 17. Eddie Sachs (Bryant Heating), spun out, 445 miles; 18. Duane Carter (Thompson-Harvey Aluminum), blew engine, 397.5 miles; 19. Paul Goldsmith (Demier), mechanical failure, 380 miles; 20. Lloyd Ruby (Zink Track-burner), spun out, 317.5 miles; 21. Eddie Johnson

(Drewry's), spun out, 290 miles; 22. Chuck Stevenson (Bardahl), mechanical failure, 287.5 miles; 23. Jim Rathman (Coral Harbour), fuel trouble, 270 miles; 24. Jim Hurtubise (Tropicana Novi), oil leak, 252.5 miles; 25. Bobby Grim (Marcroft), oil leak, 207.5 miles; 26. Bob Veith (Racing Associates), mechanical failure, 165 miles; 27. Allen Crowe (Gabriel Snocker), hit wall, 117.5 miles; 28. Bud Tingelstad (Hoover), hit wall, 115 miles; 29. Johnny Rutherford (U.S. Equipment), transmission trouble, 110 miles; 30. Art Malone (STP Novi), clutch failure, 67.5 miles; 31. Elmer George (Sarkes Tarzian), mechanical failure, 55 miles; 32. Johnny Boyd (Bowes Seal Fast), oil leak, 30 miles; 33. Bobby Unser (Tropicana Novi), hit wall, 2.5 miles.

### Speedway Postscripts

THE big question on the day after the race: Should Parnelli Jones have been black-flagged?

There seems to be no doubt that Jones was spilling oil onto the track from a cracked oil tank. Eddie Sachs charges that he spun in oil from Jones's car while following close behind him.

Roger McCluskey said, "When we went into that turn and Parnelli shut off, I was about 100 ft. behind him but I slid clear on past him." McCluskey blames his spin on oil being thrown from Jones's car.

Jim Clark explained that he backed off when he saw that Jones's car was throwing oil. This was Jim's explanation for his drop-back after coming to within 5 secs. of the leader. Said Clark, "I could see the oil up ahead and I didn't want to take any chances of getting into it and spinning off."

Jim also paid tribute to Parnelli's driving ability. "He did a damn fine job," said Clark.

Chief Steward Harlan Fengler was definitely in a hot spot when he made his decision not to black-flag Parnelli Jones. Certainly, most race cars throw some oil during the course of a competition period. Fengler's decision, therefore, was one which called upon a judgment of degree. Whatever his decision he was bound to be the victim of great controversy.

Benson Ford, Vice-President of Ford Motor Company and a grandson of Henry, told Fengler, "We are delighted with the race outcome and I believe that is the finest decision you could have made."



LAST Monday's George Catt Memorial Trophy Meeting organized by the Snetterton Motor Racing Club was happily completely free of incidents. The meeting had its full share of the Whitsun sunshine and the seven 10-lap events were watched by a large crowd. The only hitch occurred when the P.A. system packed up for two of the events and much was left to the spectators' imagination.

The first two races were for G.T. cars and were the penultimate rounds of the Club Championship. Event one witnessed an unusual sight in that Jem Marsh, in the latest works Marcos, and Jack Oliver, in last year's Marcos, formed the back row of the grid. John Sutton (Marcos) followed by Nigel Messervy (Morgan Plus 4) led the field into Riches with Richard Seth-Smith (Lotus 7 GT) first in the smaller class. However, by the end of lap two Jack Oliver had carved through the field to take the lead closely followed by Seth-Smith who had moved up into second spot. Unfortunately the Lotus G.T. went slightly sick and gradually fell back to finish fourth. Doug Mockford in the little Diva G.T., by dint of some fine driving, decided to change positions with the Marcos on lap eight and managed to hold off the Marcos challenge just long enough before his engine spluttered over the finishing line. A very creditable third place was taken by B. Hart (Sprite). The new



MIKE SARGEANT (Riley 1.5) leads B. A. Morling (Mini) and two other Minis at the hairpin during the Saloon Car race.

## S.M.R.C. SNETTERTON

Double Win for Roy James (Brabham)

BY ROBERT GRANT

Falcon 515 came in sixth and won the vote as the prettiest car of the race.

In Event Two Ken Baker lengthened his lead in the championship by scoring a fine win over John Dean also in an E-type. Unfortunately Norman Surtees (Elite) was denied his front row grid position when the front brakes completely failed on his warming up lap. A. Chambers (Elite) won the smaller class and David Skailles roared home third in the larger class in another noisy Aston Martin Zagato.

Unfortunately Nick Abbott's commanding lead in his F.1 Anglia was cut short when he had to pull off at the hairpin with engine trouble in the saloon car race which followed. R. Allen, similarly mounted, took over first spot hotly pursued by Terry Page (Anglia). David Alexander, now driving a Mini-Cooper after his unscheduled excursion earlier in the year, was well up but his chances of a place were removed by a pit stop. Much excitement was provided by the Mini-Coopers of R. Martin, P. Wicks and Ian Alexander. The Wicks mount ran short of breath, leaving Alexander to take the honours in this private battle. In the larger class Dimitrios Hadoulis (Jaguar) led D. Plummer (Aston Martin) though he was only placed third overall.

In the F.J. Roy James (Brabham) took an immediate lead and was never headed. There followed a terrific scrap between T. Dawson, M. Davies, F. Osborne and D. O'Sullivan, all in Lotuses. M. Davies eventually came in second some way behind Roy James and he was followed by O'Sullivan and

Osborne, who was the first of the 11 Jim Russell Racing Drivers' School entrants.

Event Five decided the destiny of the George Catt Memorial Trophy and was for novices who had never previously been placed in a race or class. Terry Page's blue Anglia leapt into the lead followed by Alfred Betts (Jaguar). Betts was deposed by J. Dallas's very rapid Mini-Cooper with F. Pound's very smart red A40 following in fourth place. G. Plummer (Aston Martin), who had been well to the fore, retired at the hairpin with axle trouble. Page cantered home an easy winner and collected his pot from Barry Simons.

Next on the menu were the sports-racing cars and Bill Stein's late entry was proved to be worthwhile for after having overtaken Peter Gethin's similar Lotus 23 first time round he had the race to himself. Ray Parsons (Lotus 23) spun at Sear first time round, which dropped him nine places. Some really hefty motoring was achieved by the Australian G. Vanaria (Victoria Climax), who proceeded to take Pat Hovenden on the exit of the hairpin only to be retaken when his car went sick. Ray Parsons retook Peter Gethin last time round at the hairpin and finished a very respectable second.

The final race of the day was for the first four finishers of the previous races, the field being made up by invitation of the organizers and it provided Roy James with his second win. Ray Parsons (Lotus 23) got past Mike Keens (Lotus 23) on the second tour only to lose his second place to D. O'Sullivan (Lotus

22) at the exit of the hairpin on lap seven.

So ended a very enjoyable day's motor racing and I hope that the competition numbers which I noticed on many cars leaving the circuit did not make them go too fast!

### RESULTS

Grand Touring Cars up to 1,150 c.c. and 1,601-2,500 c.c. (10 laps). Overall Winner: D. Mockford (Diva GT). Up to 1,150 c.c. Class: 1, D. Mockford (Diva GT), 82.33 m.p.h.; 2, J. Oliver (Marcos); 3, B. W. R. Hart (Austin-Healey Sprite). 1,601-2,500 c.c. Class: 1, N. J. Messervy (Morgan Plus 4), 78.51 m.p.h.; 2, P. O. deRoock (Triumph TR4); 3, M. D. C. C. Campbell (Triumph TR4). Grand Touring Cars 1,151-1,600 c.c. and over 2,500 c.c. (10 laps). Overall Winner: K. Baker (Jaguar E-type). 1,151-1,600 c.c. Class: 1, A. P. Chambers (Lotus Elite), 83.50 m.p.h.; 2, R. D. Jennings (Lotus Elite); 3, L. C. Fryer (Lotus Elan). Over 2,500 c.c. Class: 1, K. Baker (Jaguar E-type), 88.52 m.p.h.; 2, J. W. Dean (Jaguar E-type); 3, D. D. S. Skailles (Aston Martin DB4GT Zagato). Touring Cars (10 laps). Overall Winner: R. Allen (Ford Anglia). Up to 1,300 c.c. Class: 1, T. P. Page (Ford Anglia), 79.02 m.p.h.; 2, B. M. Ross (Morris-Cooper); 3, F. V. Pound (Austin A40). 1,301-2,000 c.c. Class: 1, R. Allen (Ford Anglia), 79.37 m.p.h.; 2, D. R. M. Kay (Ford Anglia); 3, P. Graham (Tornado Talisman). Over 2,000 c.c. Class: 1, D. Hadoulis (Jaguar 3.4), 77.44 m.p.h.; 2, G. M. Plummer (Aston Martin DB4); 3, P. Levett (Jaguar 3.4). Formula Junior (10 laps): 1, R. J. James (Brabham), 93.04 m.p.h.; 2, M. Davies (Lotus 20); 3, D. O'Sullivan (Lotus 22). Novices Touring Car Race (10 laps). Overall Winner: T. P. Page (Ford Anglia). Up to 1,300 c.c. Class: 1, T. P. Page (Ford Anglia), 78.51 m.p.h.; 2, J. B. C. Dallas (Morris-Cooper); 3, F. V. Pound (Austin A40). 1,301-2,000 c.c. Class: 1, D. R. M. Kay (Ford Anglia), 75.16 m.p.h.; 2, T. P. Sargeant (Riley 1.5); 3, W. J. Camp (Ford Anglia). Over 2,000 c.c. Class: 1, A. W. Betts (Jaguar 3.4); 2, A. Towner (Ford Cortina s/c). Sports-Racing Cars (10 laps). Overall Winner: W. J. Stein (Lotus 23). Up to 1,150 c.c. Class: 1, W. J. Stein (Lotus 23), 88.61 m.p.h.; 2, R. K. Parsons (Lotus 23); 3, P. Gethin (Lotus 23). 1,151-2,000 c.c. Class: 1, P. L. Hovenden (Elva Mk. 6), 86.91 m.p.h.; 2, R. Stevens (Lotus 7); 3, J. V. Bedford (Lotus Super 7). Over 2,000 c.c. Class: 1, D. D. S. Skailles (Aston Martin DB4GT Zagato), 83.54 m.p.h.; 2, J. B. Alderslade (Aston Martin DB3S). Invitation Race (10 laps): 1, R. J. James (Brabham), 94.54 m.p.h.; 2, D. O'Sullivan (Lotus 22); 3, R. K. Parsons (Lotus 23).

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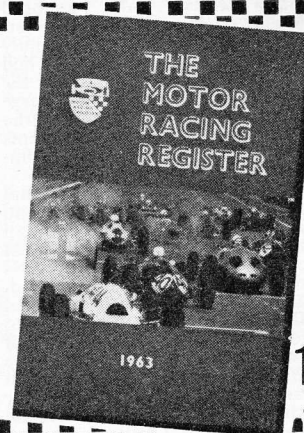
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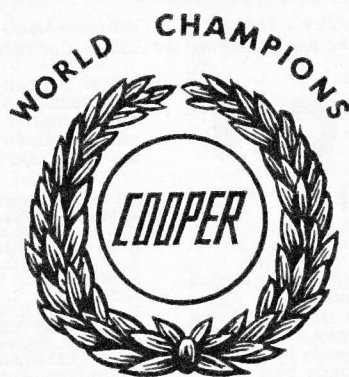
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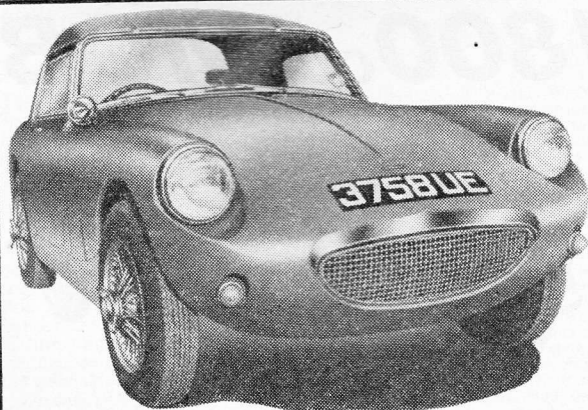
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(Continued overleaf)



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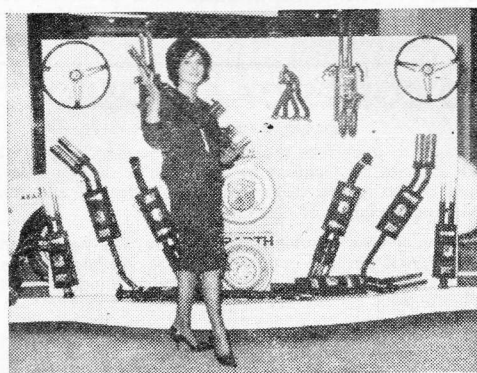
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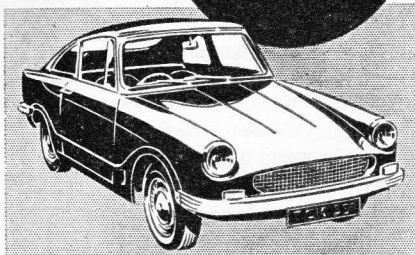
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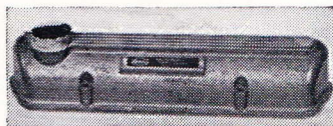
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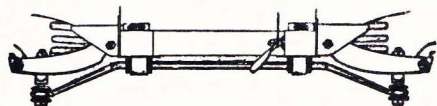
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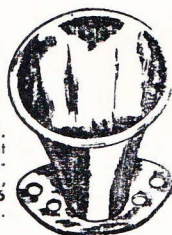




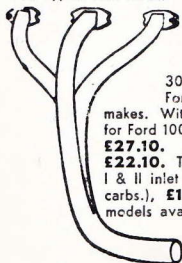
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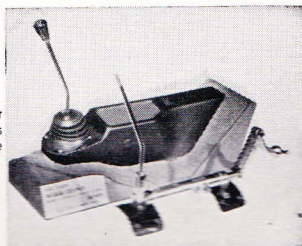
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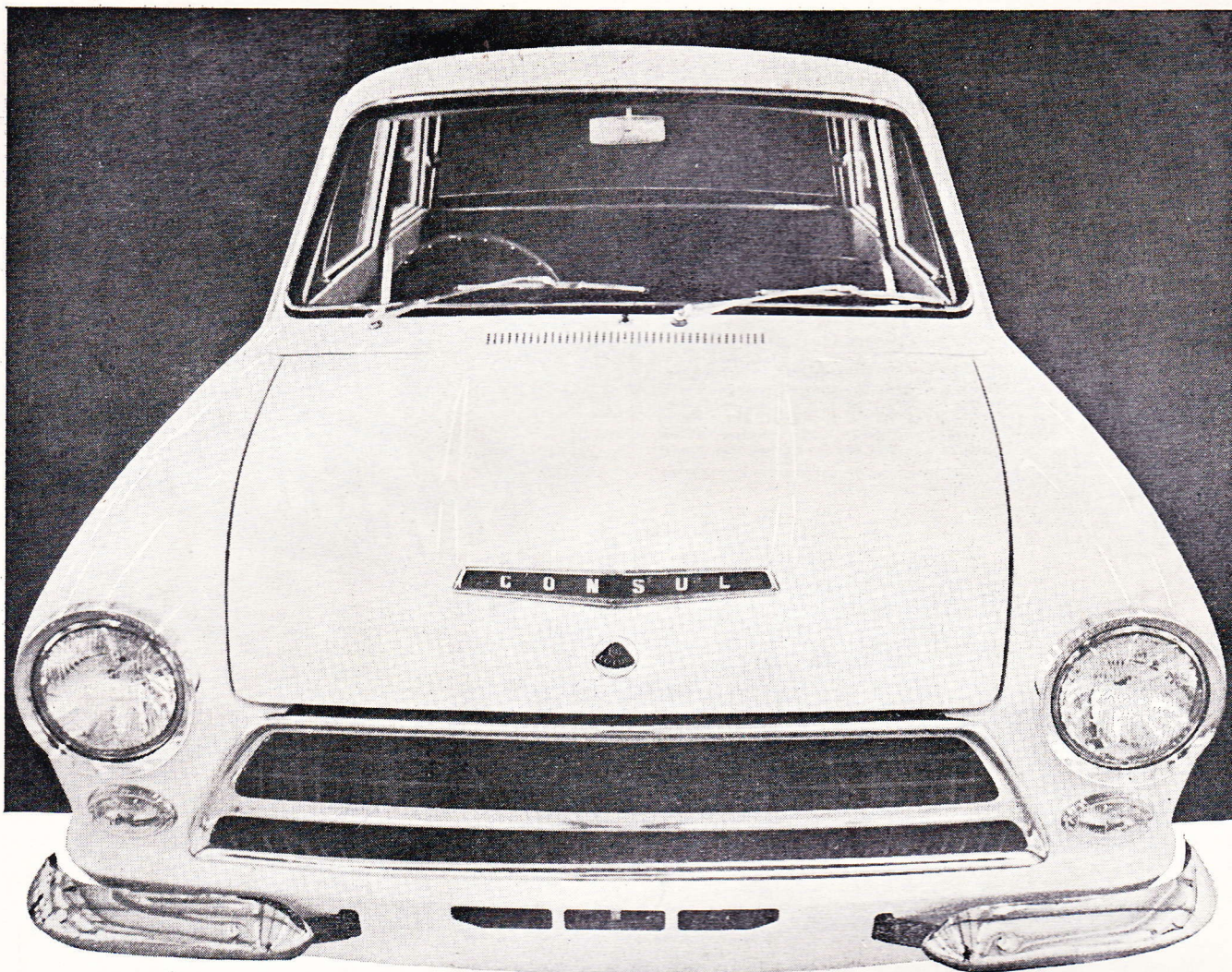
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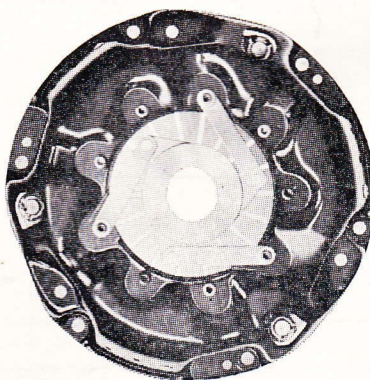
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