AUTOSPORT

BELGIAN GRAND PRIX

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BRITAIN'S MOTOR SPORTING WEEKLY

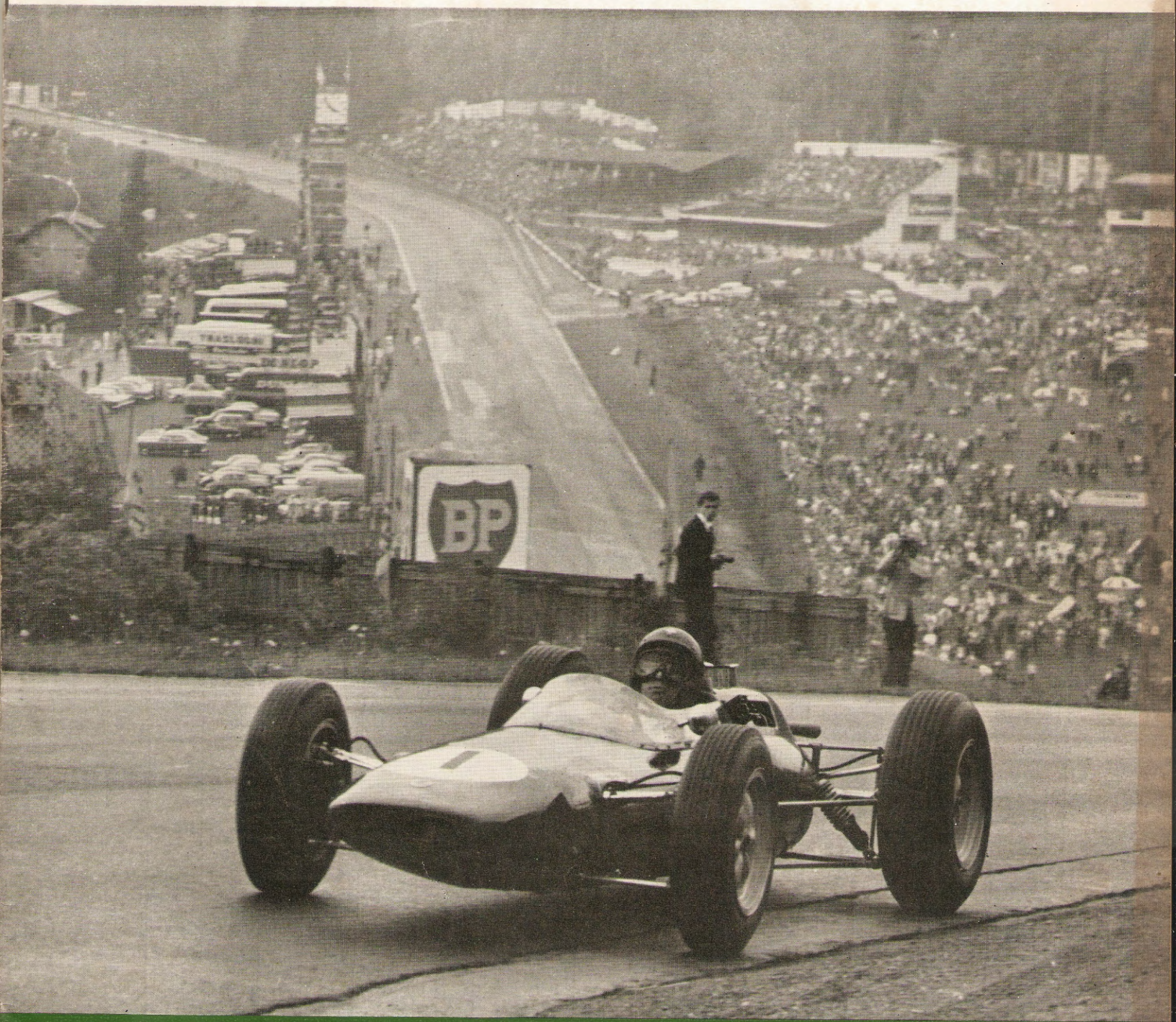
JUNE 14, 1963

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EVERY FRIDAY

Vol. 26 No. 24

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



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PREVIEW OF LE MANS 24 HOUR RACE : SCOTTISH RALLY—FULL REPORT AND PICTURES

CUTAWAY DRAWINGS OF LOLA G.T. AND ROVER-B.R.M. : A.T.S. AND SCIROCCO FORMULA 1 CARS

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EDITORIAL

SECOND ROUND TO CLARK

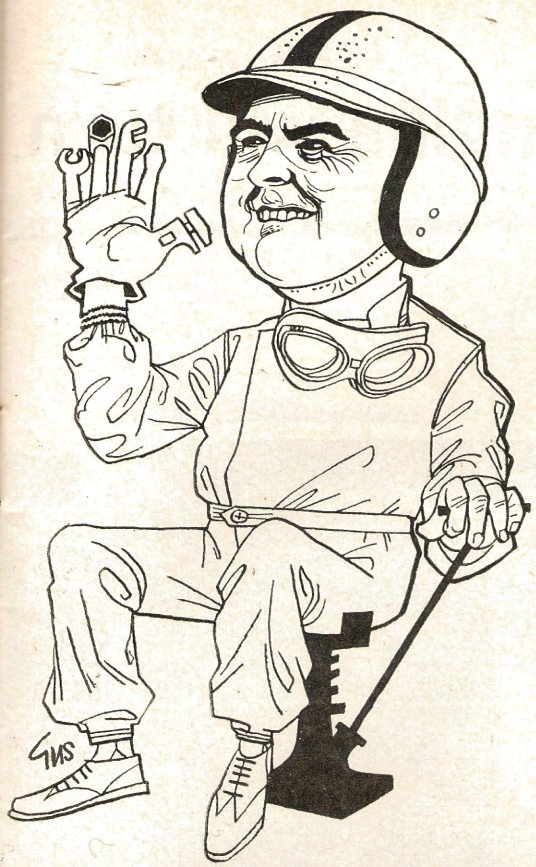
JIM CLARK'S splendid victory at Spa-Francorchamps must have been some compensation for his ill-luck at Monaco. However, neither Clark nor Graham Hill, winners both, at present head the World Championship of Drivers. In the lead, with 10 points to their 9, is Bruce McLaren who has scored second and third placings, whilst bracketed with Hill and Clark is Richie Ginther. The Belgian Grand Prix was a curious race, for after Graham Hill went out at half-distance, Jim Clark was about a third of a lap in front of his nearest rival, Dan Gurney, in the very fast Brabham-Climax. Both Ferraris had mechanical trouble, and the A.T.S. cars were obviously too new to offer any serious challenge to the British V8s. Gurney lost his chance of second place when the torrential rain fell, and the astute McLaren took the opportunity to pull back the seconds he had lost earlier to the Californian. To continue the race in conditions which were not only appalling but highly dangerous, was rather a vexing problem for the organizers. Colin Chapman and Tony Rudd made a direct plea to have the distance cut to 30 laps, and leave the order as it was. Their request was refused, and fortunately, although several drivers went off-course, no one was badly hurt. On the other hand, tragedy could quite well have intervened, and it would have been a fairly awkward position for the race organizers to have been in had anything serious occurred—particularly as the request was made in the interests of safety. So far as motor-racing was concerned, the sight of the unfortunate survivors touring round almost blinded by spray, and vanishing in the murky mists which descended on the Ardennes, was not AUTOSPORT'S idea of a sporting contest. However, Bruce McLaren was probably quite pleased that no decision was made to halt the race—otherwise he might not have achieved that second place, which may have an important bearing on the eventual outcome of the World Championship.

BRITISH VICTORY AT LE MANS?

IT is some years now since prospects for a British victory have looked so bright. Admittedly the Lola challenge is an unknown quantity, but it is known that Aston Martin are confident that Ferrari will not have all their own way in both categories. The sole works Aston Martin caused a surprise last year, and this year's fully developed car, now called the 215, will be much faster. The G.T. Aston Martins are also fast and reliable, as are Briggs Cunningham's E-type Jaguars. The Lister-Jaguar of those enthusiasts Peter Lumsden and Peter Sargent must not be discounted and, provide the car is reliable, it should finish well-placed. Unfortunately the American challenge has faded almost completely, but, in any case, the Italian Ferraris are the cars to beat.

OUR COVER PICTURE

JIM CLARK, our front cover man for the second week running, led last Sunday's Belgian Grand Prix at Spa-Francorchamps from start to finish. This was also the Scotsman's second win in succession at Spa with a Lotus 25 powered by Coventry Climax. Photo: George Phillips



AUTOSPORTSMAN by Gus
No. 6 : Jack Brabham

MAIN event at the B.R.S.C.C.'s International race meeting at Mallory Park on 13th July will be a 50-lap Formula 1 race for the *Daily Mirror* Trophy. There will also be a 25-lap sports car race and a 10-lap saloon car race for cars over 850 c.c.

IT is said that Alan Brown has acquired a Ford Galaxie and that it will be seen in the Production Car Race at Silverstone to be driven by Dan Gurney.

TO Tony and Sylvienne Shelly in New Zealand—another down-under citizen.

COOPER-B.M.C. WIN AT MAGNY-COURS

DRIVING his recently acquired Cooper-B.M.C., José Rosinski won the International Formula Junior race held in two 40-lap heats over the Magny-Cours circuit. Rosinski had it all his own way in the first heat, after Jo Schlesser had crashed his Brabham into a large stone. Schlesser set a new lap record of 53 secs.

Rosinski ran away with the second heat, winning the race on aggregate, followed by Mastin (Lotus-Ford), Pilette (Merlyn) and Bouharde (Cooper).

BRITISH CARS WIN IN FRANCE

IN last weekend's 4th International Rallye du Touquet, which attracted 87 entrants, 46 were classified in the most difficult event, so far, of the series. The touring class went to Barbier/Liagre (3.8 Jaguar) with 184.60 penalty points. The Bichat/Bourjade Jaguar was runner up, followed by the Staepelaere/Neuwissen Ford Cortina.

Savoye/Mardro (Morgan) took the G.T. category (194 pts.), with Austin-Cooper and Triumph in the next two places.

MANY motor sporting personalities were at the wedding of Peter Jopp and Judith Jackson on 8th June at the Royal Chapel, Chelsea Hospital, and afterwards at the Carlton Towers Hotel. Best man Les Leston was in uproarious form when he read out some of the numerous telegrams. Also present was Stirling Moss—still with beard!

TRICO anti-lift wiper blades will once more be fitted to many of the cars competing at Le Mans this weekend. Last year 80 per cent of the cars were equipped with experimental Trico Aermanic wiper blades and race proved for efficiency and reliability. This blade is now being fitted to a large number of production cars.

NINETY entries have been received for this Sunday's Nürburgring Six-Hour saloon car race, the first round of the European Cup. They include Mercedes-Benz, Fiat-Abarth, Alfa Romeo, Lancia, Jaguar, Saab and Volvo.

PIT and PADDOCK

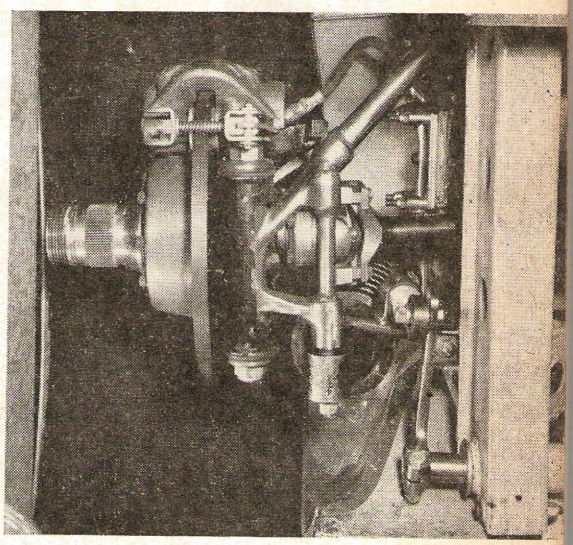
RALLY REGULATION

WE learn from the R.A.C. that the Minister of Transport has started to make a move in connection with regulations for the control of rallies on the road and is proceeding with the establishment of an Advisory Committee, which will consider how this might be done.

Invitations have been received by the R.A.C. and the A.C.U. to nominate representatives to sit on this Committee. The R.A.C. representatives will be John Gott and Dean Delamont.

THE winner of the Irish Experts' Trial will be invited to compete in the R.A.C. Trials Championship.

THE 1964 American Grand Prix will be held at the Indianapolis Raceway road circuit.



REAR SUSPENSION of the Aston Martin 215 entered for Le Mans is independent by means of wide-based upper and lower wishbones of unequal length.

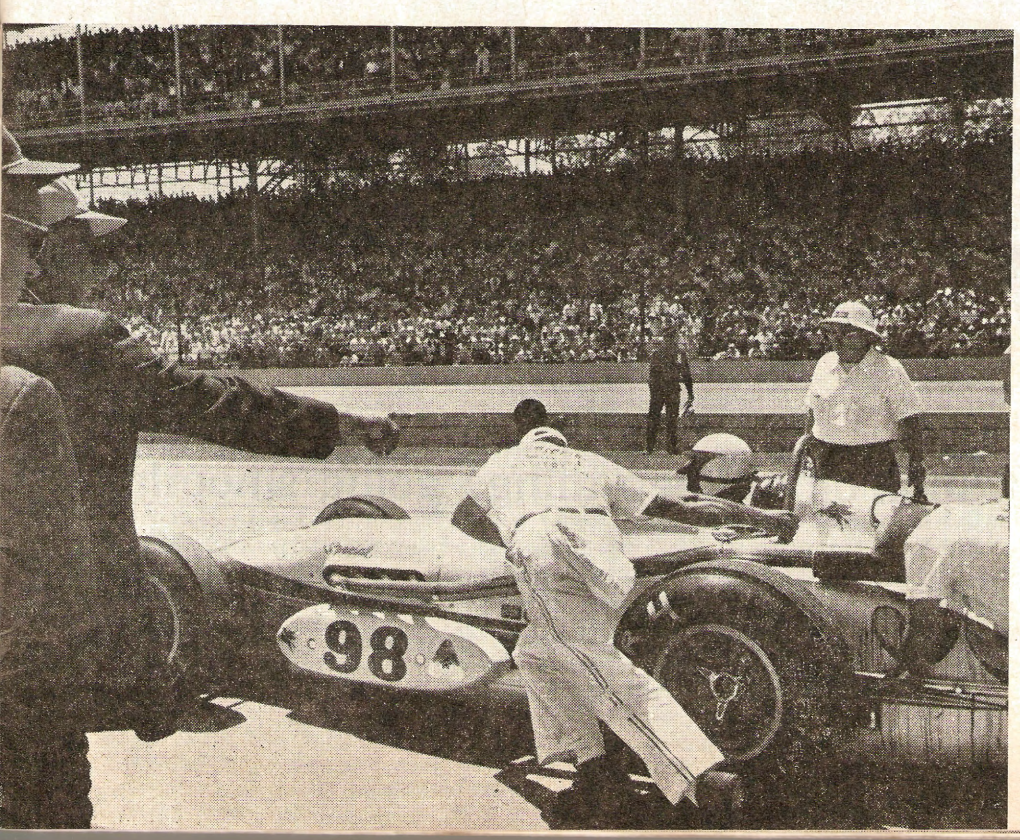
HILL-CLIMBING enthusiast J. F. Barnes has bought an Elva Mark 7 and will install the B.M.C. engine from his successful Lotus 7 into it.

ROBERT L. SCOTT, a nephew of Henry Ford and a friend of American sports car driver Chuck Hall, has bought an Elva Mark 7 with a twin-cam Ford engine. It was flown to New York on 8th June.

IT is now known that John Romanes fractured his spine when his Lotus 23 crashed during the Aintree meeting on 25th May. He is now on the mend and is getting daily treatment at his home in Edinburgh. He hopes to be back on the circuits in a few weeks.

TO Alan and Meryl Rippon—a new model, Veronica. Kerb weight (fairly dry): 7 lb. 5 oz.

JOHN SPRINZEL will be co-driving a Ford Galaxie with the American Merton Lucia in the forthcoming Brands Hatch Six Hours saloon car race.



MOMENT OF DRAMA at Indianapolis as a U.S.A.C. race official points to the oil on Parnelli Jones's winning car during its last pit stop.

SPORTS NEWS

BRIT-OVER, LTD., sole concessionaires for Sacred Cast alloy and rubber overriders, announce the following additions to the range: Ford Cortina, DKW Junior, Opel Kadett, NSU Prinz IV, Citroën D/S (1963 ID) rear and the DAF Daffodil.



LONG-AWAITED Mini conversion is now being marketed by the Crayford Engineering Co. in conjunction with the Mini-Se7en Club —it is a convertible soft top Mini. The strengthening of the chassis is said to be entirely satisfactory and the car should cope with the most severe rally conditions.

ARTEX ELECTRO-PNEUMATIC HORNS

LATEST range of horns to reach this country from Italy is the Artex series. Of most interest to potential users are the Sonik and the Astral, both of which comprise two tuned trumpets, the former using trumpets of 20 cm. and 16 cm. and the latter of 25 cm. and 20 cm. The Sonik costs £6 19*s*. and the Astral £7 10*s*. Other competitively priced types include the Royal, with three trumpets (£10 10*s*.) and the Sprint, with two curved trumpets (£9 9*s*.). For the more ambitious, there are also several examples of the Fanfara type, which does indeed blow a very strident fanfare. Costs for this series vary from £16 6*s*. to £19 19*s*. All models are manufactured to an extremely high standard and the specification includes a well-made compressor and relay.

The range includes 32-volt models for Continental lorries and, at the other end of the scale, bellows-operated horns for motor-scooters. There is even a model powered on the aerosol principle from a spray-bottle!

Sole distributors in the United Kingdom are Messrs. C. J. Ferguson and Sons, Ltd., 101 Bunhill Row, London, E.C.1.

R.A.C. HILL-CLIMB CHAMPIONSHIP

Positions After Shelsley Walsh

1.	Tony Marsh (Marsh-Climax and B.R.M.)	51
2.	Phil Scragg (B.R.M.)	40
3.	Peter Westbury (Felday-Daimler) ...	34
4.	Peter Boshier-Jones (Lotus-Climax) ...	30
5.	Ian McLaughlin (Cooper-J.A.P.)	25
6.	David Good (Cooper-Climax and Cooper-Daimler)	17
7.	Bryan Eccles (Cooper-Chevrolet)	16
8.	Ray Fielding Lotus-Climax)	14
9.	Gray Mickel (Cooper-Climax)	8

RALLYING AND YOUR INSURANCE

MOTORISTS who are rally enthusiasts must remember that their motor insurance policies do not necessarily afford them cover whilst they are participating in rallies. Though many a rally is mainly a social get-together, basically all motor rallies have elements of competition and often such as are set out in the General Competition Rules of the R.A.C.

Every private car insurance is subject to certain restrictions set out in the Description of Use in the policy and on the insurance certificate. Whether your policy covers use for pleasure only or is wide enough to allow use for commercial travelling, it will be subject to the exclusion of "use for racing pace-making speed testing" and if any of these elements forms part of the rally programme you will have no cover whatever under your policy whilst you are engaged in those items of the programme. Some insurers go further than this and exclude, for example, "use for reliability trials".

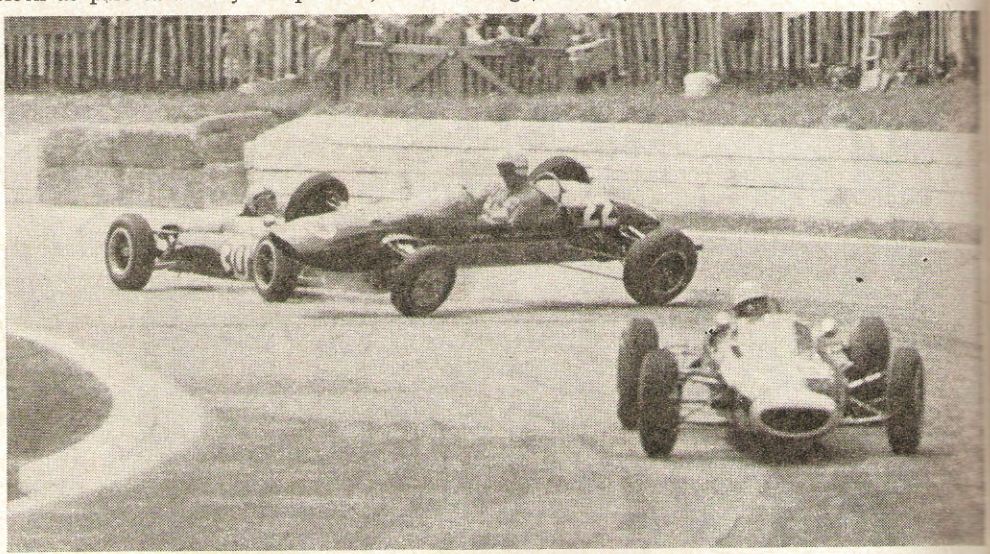
Nevertheless, most insurers will give you cover under your private car policy if you have to undertake manoeuvrability and associated tests against the clock as part of a rally competition, so long as the length of the test course does not exceed 200 yards.

Apart from this, if you have comprehensive cover with or without an excess on the damage section, your policy will exclude all loss or damage to the car whilst the car is being used in a National or International Rally.

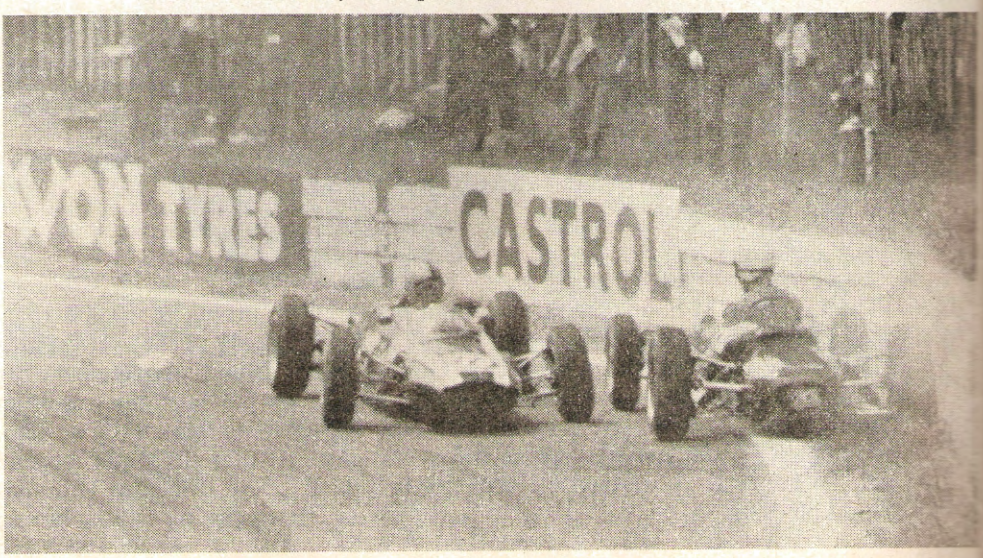
Your guiding rule should be—if in any doubt tell your insurance company all the facts and ask them for their advice. Otherwise, if you do not you may find that when an accident happens you are not covered and so have to face substantial claims without any insurance protection.

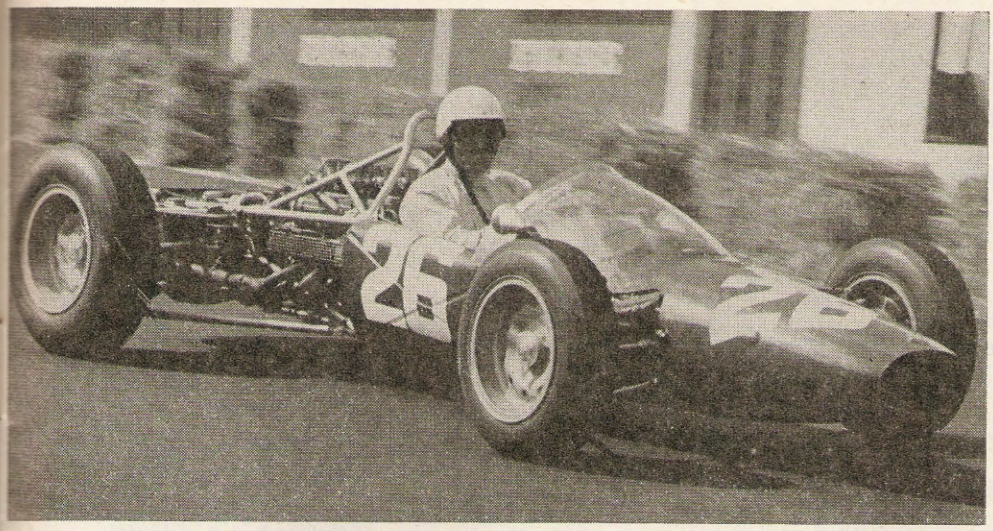
WALTHAM STOP-WATCHES

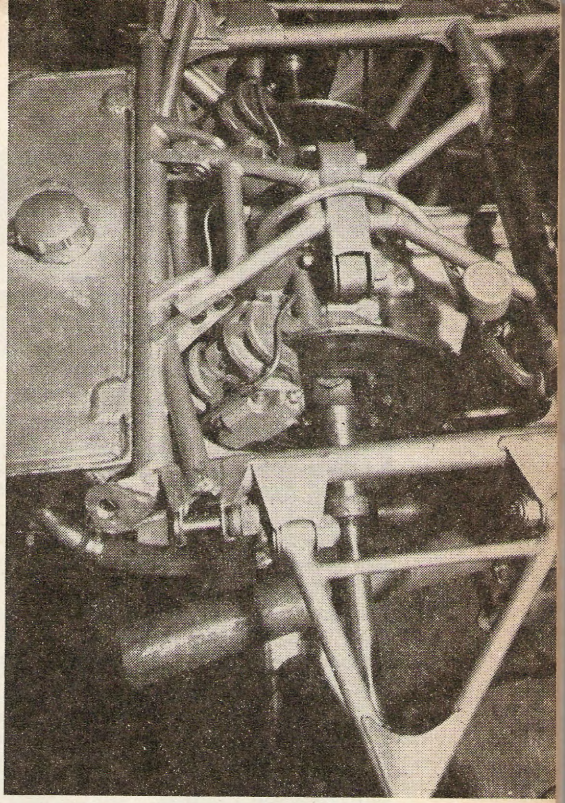
WE recently had the opportunity to try some new ex-Government Waltham stop-watches. As to be expected, these were superbly made to a very advanced specification. They came in three patterns: 1, 60 sec. dial, 30 minute recorder, $\frac{1}{5}$ sec. accuracy; 2, 60 sec. dial, 30 minute recorder, $\frac{1}{5}$ sec., with total elapsed time recorder; 6, $\frac{1}{50}$ sec. with 6 sec. face. This last watch is absolutely ideal for acceleration testing as it gives such accurate readings. Patterns 1 and 2 are priced at £2 19*s*. 6*d*. and Pattern 6 at £4. They are currently available from Western Warehouse (Dept. A), 37 Camden Passage, London, N.1.



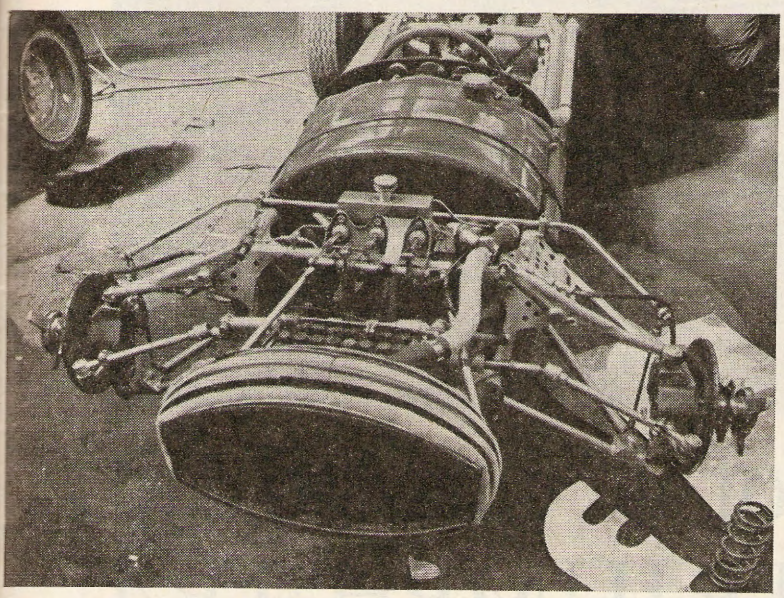
CRYSTAL PALACE SHUNT. Behind Bill Bradley (Lola-Ford), Chris Amon (Cooper-B.M.C.) has struck Mike Spence, whose Lotus-Ford has reared on to two wheels (above). When the dust had settled, Spence found himself on the edge of the track, facing the wrong way—and exchanging glares with Amon (below). Chris motored on, only to lose a wheel a little later, which put him out for good.





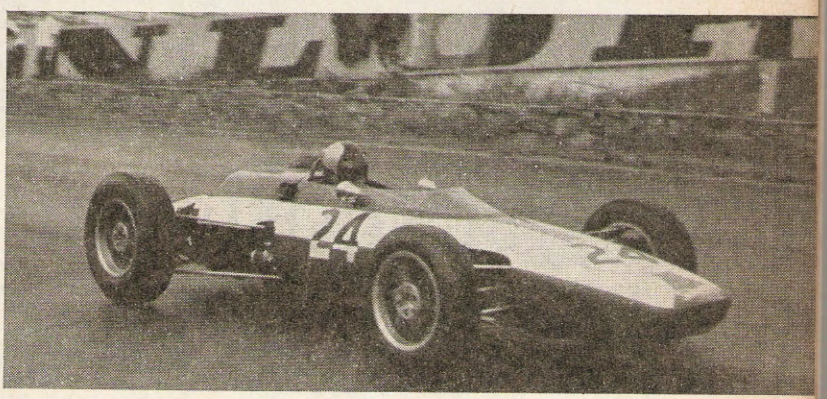


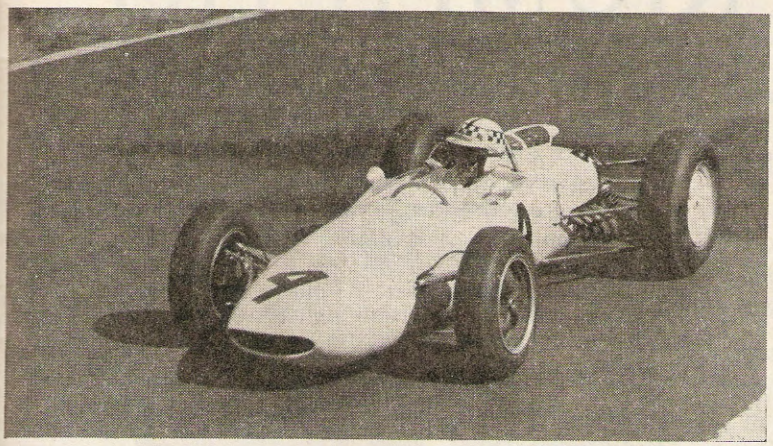
A.T.S. chose to make their début at Spa, but met with troubles and were never in the hunt. Phil Hill looks unhappy as he negotiates La Source (above). He retired before half distance with chronic transmission bothers. REAR SUSPENSION is seen clearly (right) and the A.T.S.-modified Dunlop disc brakes are mounted inboard. FRONT SUSPENSION is conventional by modern standards (below).

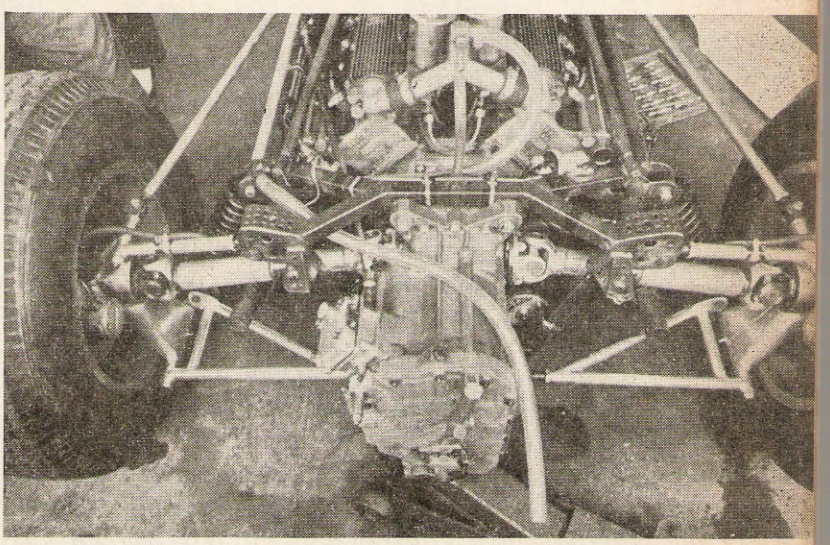


NEW FORMULA ONE CARS AT SPA

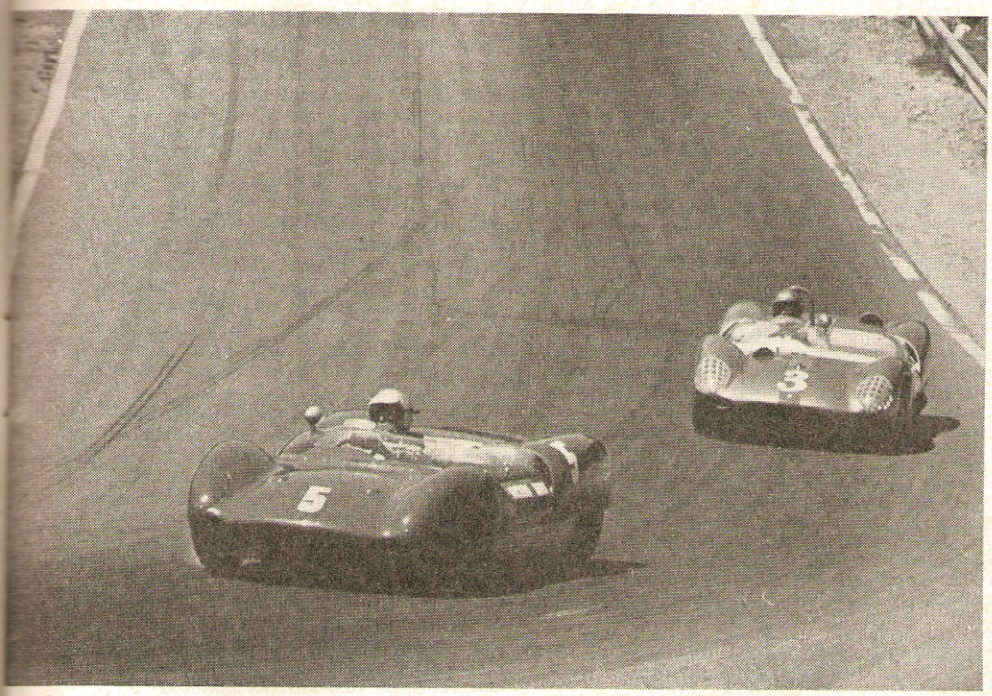
The A.T.S., Scirocco and B.R.P. Grand Prix Cars Photographed by GEORGE PHILLIPS







BRITISH RACING PARTNERSHIP's new Grand Prix car (above) had troubles with its Colotti gearbox and this gave Innes Ireland an uncomfortable time until he abandoned. SCIROCCO Formula 1 car, finished in America's blue and white, is, like the B.R.P., powered by a B.R.M. engine. Tony Settember drove the car (above, right). REAR SUSPENSION and Colotti gearbox of the car can be seen (right).



CHUCK DAIGH leads the Lotus 19 of Lloyd Ruby through a corner of Canada's picturesque Mosport Park. Both Lotuses were prepared by Jerry Eisart.

THE PLAYER'S "200"

Fifth Mosport Win for Lotus—Graham Hill has Piston Failure

BY BOB MacGREGOR

LOTUS cars continued their winning streak at Mosport Park near Toronto, Canada, on 1st June when Californian Chuck Daigh won the third annual Player's "200" race for sports-racing cars. Daigh drove the Lotus 19 owned by the Arciero Brothers who previously sponsored Dan Gurney. His time for the 80 laps around the 2½-mile circuit was 2 hrs. 9 mins. 38.6 secs., ten minutes better than Stirling Moss's time when he won in a Lotus 19 in 1961, and slightly less than a minute faster than Masten Gregory's figures in a Lotus 19 last year. The fastest lap turned in the race was by Lloyd Ruby, who won the first 100-mile heat, then led most of the second until a drive shaft broke. He turned several laps in 1 min. 34 secs. which is 2½ secs. slower than the track record set last year by Dan Gurney in a Lotus 19.

FERRARI was expected to provide some competition with Pedro Rodriguez listed as driving a 2-litre rear-engined car, but the North American Racing Team failed to arrive at the track. Parnelli Jones was set to drive a Lotus 19, but, following his win at Indianapolis, announced that he had television commitments in New York and could not appear in Canada.

The line up of cars and drivers, combined with sunny and very warm weather, brought out a crowd of more than 36,000 spectators, only 3,000 fewer than the largest crowd at any Canadian sports event.

In the first heat Lloyd Ruby and Chuck Daigh, both in Lotuses worked on by Jerry Eisart, Dan Gurney's former mechanic, jumped into the lead on the first lap and gradually pulled away from the Chaparral of Jim Hall, the Zerex Special of Roger Penske, and the Lotus 19s of Graham Hill and Jerry Grant. Hill holed a piston near the end of the heat and retired from the race. His British Racing Partnership teammate, Sir John Whitmore, also failed to finish when the differential bearings on his hastily prepared Lotus Elan melted. Whitmore amazed the crowd with his handling of the car, especially on Mosport's difficult downhill, reverse camber, left-hand bend. For much of the first heat, Whitmore stayed ahead of two well-driven A.C. Cobras.



STIRLING MOSS at work on the Lotus Elan of Sir John Whitmore in paddock area at Mosport Park.

The first heat ended with Ruby, then Daigh, well out in front of the pack with the Buick-powered Lotus of Jerry Grant 46 secs. behind, followed by Roger Penske's Zerex Special (a widened Formula 1 Cooper), Jim Hall's Chaparral, Dan Gurney's Cooper Monaco and the Canadian Ludwig Heimrath in a Porsche RS60 who managed to finish just ahead of the American Porsche drivers, Bob Holbert and Herb Swan. Jim Clark drove a Lotus 23 sponsored by a Toronto bargain basement operator named "Honest Ed" to 11th place in the first heat.

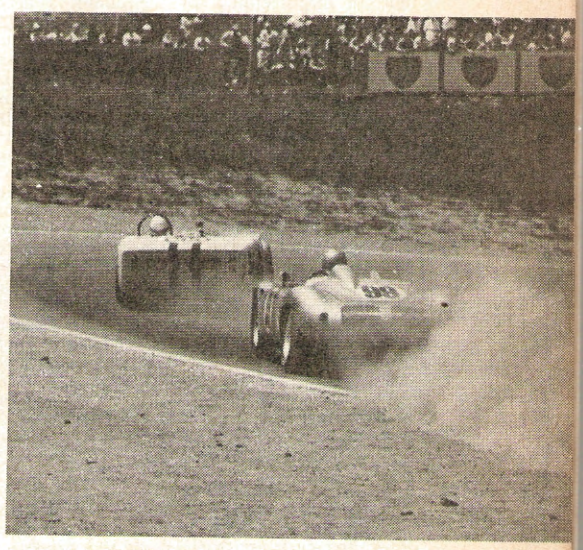
A saloon car race was held between the two heats and was won by Craig Fisher (Pontiac Catalina) with Mini-Coopers second and third and a Lotus Cortina fourth.

By winning the first heat, the Indianapolis driver Ruby was given the pole position for the second heat but on the start he was pipped into the first corner by Roger Penske. Ruby passed Penske on the second corner and moved into the lead with Daigh following closely behind. It looked as though the second heat was going to be another battle for first place between Daigh and Ruby, with Penske, Hall, Grant and Gurney battling for third. Grant's Lotus-Buick moved up close to the lead in the early part of the heat, but he left the course and finished well back in the pack. Jim Clark was having a good dice with Chuck Stoddard's Porsche until the American driver drove off the course in a great cloud of dust near the start/finish line. In the last part of the second heat three good races developed with Daigh and Ruby fighting for first, Hall, Gurney and Penske scrambling for third and the three Porsches of Holbert, Heimrath and Swan swapping the under 2-litre class lead back and forth as they did last year.

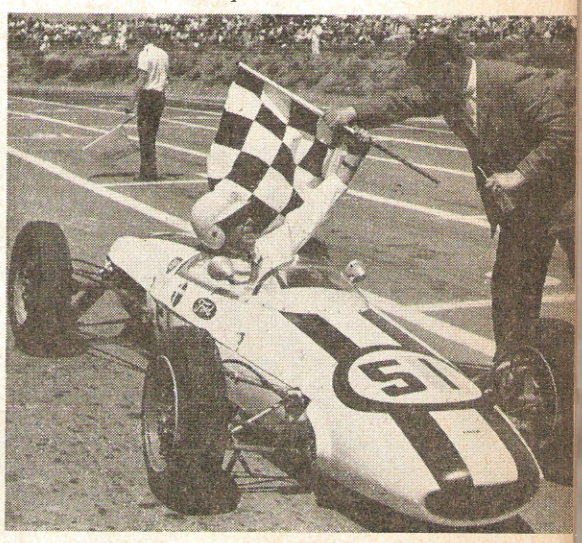
The lead was taken by Daigh when Ruby's shaft broke on the 30th lap and the unlucky Indianapolis driver pulled off the track. Jim Hall's huge V8 engine pulled his Chaparral ahead of Penske and Gurney as the Texan finished second only six secs. behind Daigh.

In the winners' circle after the race, Daigh said that he considered himself more of a mechanic than a driver and attributed his win to the many hours of work on the meticulously prepared car. Although it is the same machine that Dan Gurney used to set the track record, since last year it has

(*Continued overleaf*)



CANADIAN-BUILT Special, the Comstock Ford, is chased around Moss Turn by Porsche driver Herb Swan (above). JOHN CANNON (Lola) won the Formula Junior race. He receives the chequered flag from starter Wally Branston (below) after his slowing down lap.



CONSUMA HILL-CLIMB

BY BILL GAVIN

THE Consuma Hill-Climb at Florence on Sunday, 2nd June, was the first of the three mountain races which the C.S.I. has appointed as qualifying events for all three divisions of the G.T. Marques Championship. As expected Ferrari added nine points to their already impressive total in Division 3 (over two litres) while in the absence of any quick Porsches, the Abarth-Simca 1300s took the honours in Division 2. With absolutely no opposition whatsoever Abarth also walked the 1,000 c.c. division.

In addition to six G.T. classes there were no fewer than ten others for Juniors, sports cars and Group 2 saloons of all sizes.

Best time of the day went to Edoardo Lualdi in his 2-litre rear-engined V6 Ferrari, similar to the car in which Lodovico Scarfiotti won the 1962 European Mountain Championship. The Consuma climb was not a qualifying event for this year's Mountain Championship, the opening event of which was Rossfeld last Sunday.

The event scarcely warranted international status with only seven non-Italian entries among a total of over 200. The Consuma course is some 20 km. east of Florence and it climbs the Passo della Consuma. In just 13.5 km. it ascends 905 metres vertically, yet despite the steepness of the climb, a lack of any really tight corners and the consistent gradient assures a relatively high average speed of over 100 k.p.h. for the faster machinery. From the start the road is flanked by acres of vineyards for this is chianti country, the Ruffino cellars being only a few kilometres away at Pontassieve. As the road climbs upwards the rolling hills are replaced by a more mountainous landscape and the vineyards by thick pine forests. The course passes through the narrow streets of two villages, Diacetto and Borselli, and here the surface is dangerously smooth. Elsewhere the road has been much repaired following frost damage but on the whole the surface is quite good.

Saturday morning was devoted to practice and as there was a loop road the keener drivers were able to get in two or three runs at the hill, although most deemed it a comparatively simple one to learn. The weather was perfect for the Sunday's sport and a very large crowd was spread over the length of the climb, sitting and standing perilously close to the road even in obviously dangerous positions.

First class to be run was for Formula Junior cars and here two cars tied for best time, the de Sanctis of Odoardo Govoni and the Lotus 20 of Bruno Deserti. Among the other runners there was a Lotus, a Lola, a Cooper, a de Tomaso, a Stanguellini, and another de Sanctis. Govoni and Deserti also tied for second B.T.D. for their time of 7 mins. 10.7 secs. was bettered only by Lualdi in the Ferrari sports who went up in 7 mins. 0.9 sec. Hans Herrmann in the new 2-litre Abarth sports was second of the sports cars and fourth overall with a time of 7 mins. 13.7 secs. Herrmann will run this car in the Mountain Championship events, while Tommy Spychiger will have a sister machine for Rossfeld. For Consuma, however, the Swiss had to make do with the Abarth 1000 sports and was the fastest of the 1-litre cars at 7 mins. 17.1 secs., 5.6 secs. ahead of Toppetti in the Lotus-Giannini, which is a 23 fitted with an engine built up by the Roman tuning expert Giannini. Two Osca 1000s and a Bandini completed this class.

None of the Ferrari G.T.s was very fast and the winner of the big-car class, Paolo Colombo in a GTO, was placed 11th overall. Another GTO and two 250GTs completed the list and all three took over eight minutes for the climb.

Some keen intra-team rivalry resulted in some fast motoring by the works Abarth-Simca drivers and Mauro Bianchi recorded 7 mins. 13.7 secs., just 1.1 secs. faster than Giampiero Biscaldi. These were the best G.T. times and the Abarth drivers were respectively fourth and sixth overall! Abarths filled the first four places in Division 2, a Porsche Carrera driven by the German "Noris" was fifth at 7 mins. 48.3 secs. and sixth was an Italian-entered Porsche.

Fastest of the Division 1 cars was the Abarth of the Austrian Kurt Zuegg, who recorded 7 mins. 55.8 secs., his opposition being solely comprised of Abarth machinery.

Like so many of the C.S.I.'s decisions which are made in good faith, the establishment of hill-climbs as G.T. Championship events has met with little response. Abarth Corse was the only factory team present at Consuma, and it is doubtful if other manufacturers will take any interest in Rossfeld, Freiburg, or Ollon-Villars. The regulations state that to obtain the title of champion in any of the three divisions at least one car of the winning marque must have scored points in a certain number of races, two hill-climbs and one of the qualifying rallies (Wiesbaden, Tour de France). But victory in the championships will almost certainly go to Ferrari, Porsche and Abarth, and all three of these marques will have no difficulty in fulfilling the requirements. Somehow it all seems a bit pointless.

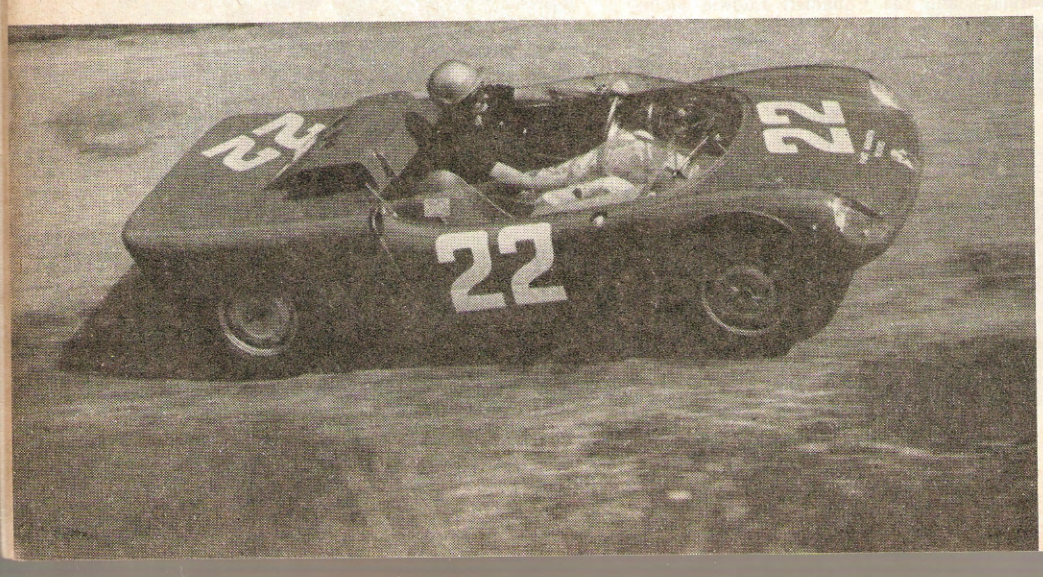
RESULTS

General Classification: 1, E. Lualdi (Ferrari 2-litre sports), 7 m. 00.9 s., 106.913 k.p.h. 2, O. Govoni (de Sanctis F.J.) and B. Deserti (Lotus 20 F.J.), 7 m. 10.7 s., 104.481 k.p.h.; 4, H. Herrmann (Abarth 2-litre sports) and M. Bianchi (Abarth-Simca 1300 G.T.), 7 m. 13.7 s., 103.758 k.p.h.; 6, G. Biscaldi (Abarth-Simca 1300 G.T.), 7 m. 14.8 s.; 7, T. Spychiger (Abarth 1-litre sports), 7 m. 17.1 s.; 8, C. Toppetti (Lotus-Giannini 23 sports), 7 m. 22.7 s.; 9, G. Stanga (Osca 2-litre sports), 7 m. 26.5 s.; 10, L. Terra (Maserati 2-litre sports), 7 m. 26.8 s.

G.T. Championship

Division 1 (up to 1,000 c.c.): 1, Abarth, 9 pts.
Division 2 (1,001-2,000 c.c.): 1, Abarth-Simca, 9 pts.; 5, Porsche, 2 pts.
Division 3: (over 2,000 c.c.): 1, Ferrari, 9 pts.

TOMMY SPYCHIGER at the wheel of the Abarth 1000 sports car. The Swiss driver was seventh overall and first in the 1-litre class.



PROTEA TRIAL

THE Muhl brothers, Pieter and Reinhard, practically clinched the South African Rally Championship for the third year in succession when they won the Protea Trial in their Auto Union 1000S on 30th-31st May. This was their third win in the five events run so far this year, and the only way they can be beaten is by someone winning the final three events, because the best four performances count in the championship. The only ones who have a chance of doing this are Ewold van Bergen and Rex Wakely-Smith, who took second place in the Protea in a Datsun. This is their third second place in the series thus far.

Two starting points, Johannesburg and Pietermaritzburg, were used for the 680-mile Trial, which drew 48 crews. The cars left their starting points on the Thursday night, and rallied to Piet Retief. From there they followed a common route through Zululand and finished near Durban on the Friday afternoon. In order to help competitors who could not afford expensive variable odometers and calculators and could not afford broken suspensions, the Trial was run on fairly good roads, with all distance recording instruments blanked off. Eleven cars were ruled out as finishers by mechanical troubles or late arrival.

ROGER HOUGHTON.

RESULTS

General Classification: 1, P. Muhl/R. Muhl (Auto Union 1000S), 8 m. 19 s. error; 2, E. van Bergen/R. Wakely-Smith (Datsun), 8 m. 52 s.; 3, F. Wingels/W. England (DKW), 9 m. 3 s.; 4, S. Tomson/J. Smith (Volkswagen), 10 m. 50 s.; 5, R. Cohen/A. du Toit (Fiat 1500), 14 m. 56 s. **Class Winners:** P. Muhl/R. Muhl (Auto Union 1000S); E. van Bergen/R. Wakely-Smith (Datsun); R. Cohen/A. du Toit (Fiat 1500). **Club Team Award:** Pretoria Motor Club.

Mosport—*continued*

been extensively rebuilt. Daigh, of course, was concerned with the Scarab cars that were financed by Lance Reventlow.

After computing the results officials announced Hall's Chaparral as second, Dan Gurney's Cooper Monaco third, Roger Penske's Zerex Special fourth, and Ludwig Heimrath fifth, first in the under 2-litre class and highest placed local driver.

The race meeting was marred by the death of Canadian Alastair Cameron-Smith who overturned his D-type Jaguar in practice while trying to pass the Lotus 23 of Bill Bradshaw of Ireland. Bradshaw said that he had signalled the Jaguar to pass and the car went off the road at about 40 m.p.h. and rolled over.

RESULTS

First Heat: 1, Lloyd Ruby (Lotus-Climax 19), 40 laps in 1 h. 4 m. 38 s.; 2, Chuck Daigh (Lotus-Climax 19), 1 h. 4 m. 40.8 s.; 3, Jerry Grant (Lotus-Buick 19), 1 h. 5 m. 26 s.; 4, Roger Penske (Zerex Special), 1 h. 5 m. 30.4 s.; 5, Jim Hall (Chaparral), 1 h. 5 m. 31.5 s.; 6, Dan Gurney (Cooper-Climax Monaco), 1 h. 5 m. 32.5 s. **Fastest lap:** Daigh, 1 m. 34.8 s.

Second Heat: 1, Chuck Daigh (Lotus-Climax 19), 40 laps in 1 h. 4 m. 57.8 s.; 2, Jim Hall (Chaparral), 1 h. 5 m. 3.8 s.; 3, Dan Gurney (Cooper-Climax Monaco), 1 h. 5 m. 4.3 s.; 4, Roger Penske (Zerex Special), 1 h. 5 m. 16.3 s.; 5, Augie Pabst (Lotus-Climax 19), 1 h. 05 m. 30 s.; 6, Bob Holbert (Porsche RS60), 1 h. 5 m. 37.3 s. **Fastest lap:** Ruby, 1 m. 34 s.

Overall Results: 1, Chuck Daigh (Lotus-Climax 19), 80 laps in 2 h. 9 m. 38.6 s., 91.05 m.p.h.; 2, Jim Hall (Chaparral), 2 h. 10 m. 35.3 s.; 3, Dan Gurney (Cooper-Climax Monaco), 2 h. 10 m. 36.8 s.; 4, Roger Penske (Zerex Special), 2 h. 10 m. 46.7 s.; 5, Ludwig Heimrath (Porsche RS60), 78 laps; 6, Bob Holbert (Porsche RS60), 78; 7, Jerry Grant (Lotus-Buick 19), 77; 8, Jim Clark (Lotus-Ford 23), 77; 9, Eppie Wietzes (A.C. Cobra), 76; 10, Bob Johnson (A.C. Cobra), 75; 11, Herb Swan (Porsche RS61), 75; 12, Chuck Stoddard (Porsche RS), 74; 13, Stan Burnett (Ferrari), 73; 14, Chuck Dietrich (Bobsy Mk. I), 73; 15, Ross de St. Croix (Lola-Climax), 72; 16, Wayne Burnett (Ferrari), 71; 17, Craig Hill (Jaguar E-type), 69; 18, Augie Pabst (Lotus-Climax 19), 65.

XXXIII GRAND PRIX DES FRONTIÈRES

Jacques Maglia Wins at Chimay

BY BRIAN JOSCELYNE

WINNER of this year's Frontières Grand Prix for Formula Junior cars on Whit Sunday, was the young Frenchman Jacques Maglia, driving a Lotus 22. Held on the fast Circuit de Chimay in South Belgium under perfect weather conditions, the race was run at record speed. Maglia broke the lap record repeatedly, finally leaving it at 3 mins. 27.9 secs., an average of 180.952 k.p.h. (113 m.p.h.). A close second throughout the 156 km. event was Australian John Ampt in a new Alexis. Coopers were third and fourth in the hands of Belgian Jean-Claude Franck and Frenchman Robert Bouharde.

The entry for this old-established race, first run by the Royal Auto Moto Club de Chimay in 1922, was representative of Continental Junior meetings and contained several new cars. Ecurie Ford France brought along a brand new, all-aluminium Lotus 27 for Jo Schlesser together with the 1963 Brabham as a spare car. Another new Lotus 27 appeared in the hands of Francis Francis. The latest Alexis, a much-improved car, was entered for John Ampt to drive and a very fast combination they proved to be. Other new cars included a 1963 Brabham for Philippe Martel, a 1963 Lola for Eric Offenstadt (another "coming man" from France), a 1963 Merlyn for André Pilette and 1963 Coopers for André Leikens, Jean-Claude Franck and Leon Dernier (better known as "Elde"). These last three were entered under the auspices of the Belgian Racing Drivers' School. Yet another new car was the Lola of the Swede Picko Troberg, which was painted in similar colours to the Ian Walker team cars, while Michel Dagorne got a last-minute entry in his Lotus 22.

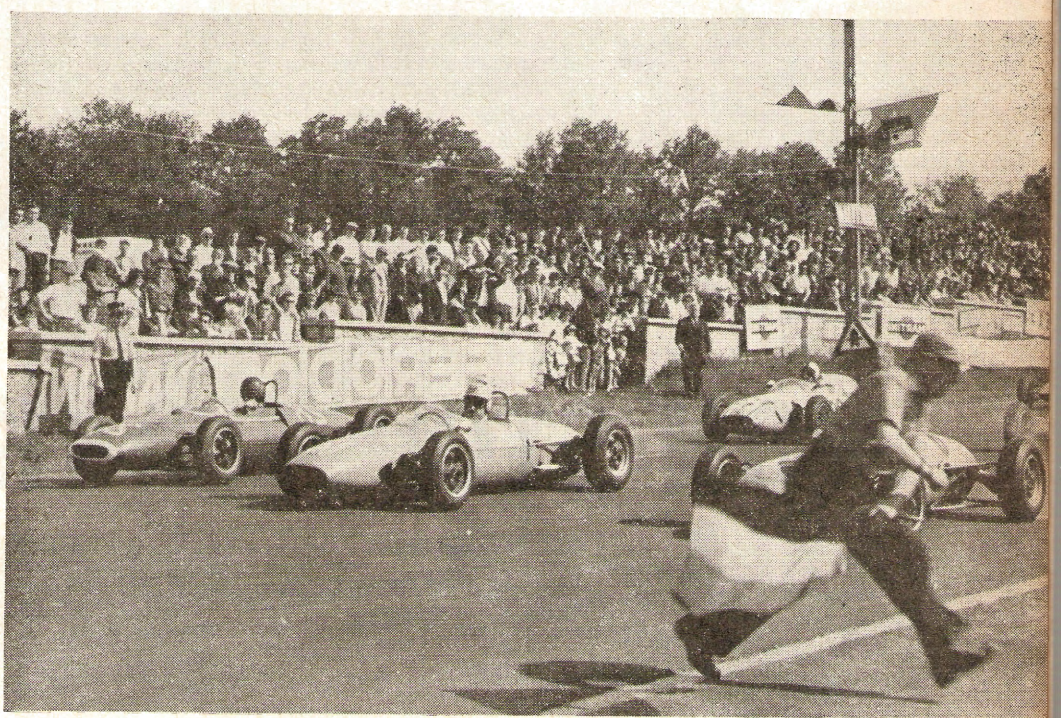
Of the older cars, fastest was probably the 1961 Cooper-B.M.C. of the fleet Frenchman Robert Bouharde, but this was due more to his driving than the car. 1962 Coopers were in the hands of the German Ernst Hiller and Rhodesian Dave Riley, while Lotus 20s were handled by Gabriel Aumont and Rolland Luzuy. Jean Timmery had an ex-M.R.P. Cooper-B.M.C. of 1961 vintage and Klaas Twisk the ex-Jean Moench Brabham.

PRACTICE on Saturday was held in brilliant sunshine, but there was a strong wind which made gear ratios a problem. Even on this ultra-fast circuit some drivers claimed they had to ease off to prevent over-revving in top. In the paddock there was much activity, with stripped gearboxes all over the place. Gabriel Aumont experimented with oversize rear tyres, although he reverted to normal ones for the race. The circuit itself lies in open countryside on the outskirts of Chimay and consists of long flat out sections with fast open bends, a combination of Rheims, Rouen and Spa circuits, in fact. Triangular in layout in typical Continental style, the only slow corner is the hairpin in Chimay itself. The circuit measures 6½ miles altogether but, with the previous lap record (held by Crevits) exceeding 110 m.p.h., each tour takes only about 3½ minutes. The road is wide and well surfaced, being quite capable of accommodating F1 or large G.T. cars.

Fastest in practice, to the surprise of many, was John Ampt's Alexis with a time of 3 mins. 30.1 secs., well inside the existing record. Schlesser's was very close in 3 mins. 30.5 secs., and Maglia completed the front row with a time of 3 mins. 30.9 secs. These three were regarded as favourites as the second-row men only did 3 mins. 36.4 secs. (Martel) and 3 mins. 38.2 secs. (Bouharde), although the latter's effort with an old B.M.C.-engined car was most praiseworthy. The sensation of practice, however, was Schlesser's crash. Taking the fast left-hander before the pits at well over 100 m.p.h., he lost the Lotus 27 completely, struck a concrete post, flew over a ditch, flattened a memorial stone to the late Victor Malateau and ripped up yards of stout fencing, finishing up 100 yards away in a field. All four wheel were virtually ripped off clean and Schlesser was left sitting in an aluminium "canoe", still, fortunately, the right way up and with only a few scratches to show for his escape! It was just as well his Brabham was available for the race. Others in slightly less trouble were Klaas Twisk, who blew up his clutch, and Dave Riley, who had fuel problems. However, "Elde" had the gearbox break completely on his yellow Cooper and was unable to start, so only 18 cars came to the grid.

Maglia (Lotus) 3 m. 30.9 s.	Schlesser (Brabham) 3 m. 30.5 s.	Ampt (Alexis) 3 m. 30.1 s.
Bouharde (Cooper) 3 m. 38.2 s.	Martel (Brabham) 3 m. 36.4 s.	
Pilette (Merlyn) 3 m. 43.1 s.	Franck (Cooper) 3 m. 42.1 s.	Francis (Lotus) 3 m. 39.3 s.
Twisk (Brabham) 3 m. 49.9 s.	Leikens (Cooper) 3 m. 43.8 s.	
Luzuy (Lotus) 3 m 52.1 s.	Hiller (Cooper) 3 m. 52.0 s.	Offenstadt (Lola) 3 m. 51.0 s.
Troberg (Lola) 3 m. 55.8 s.	Dagorne (Lotus) 3 m. 52.8 s.	
Aumont (Lotus) 4 m. 28.6 s.	Timmery (Cooper) 4 m. 17.0 s.	Riley (Cooper) 3 m. 57.9 s.

AT the fall of the Belgian flag the field got away to a clean start with Maglia taking an immediate lead, and Riley coming up from the back in front of the "pits". On the first lap it was Maglia leading from Ampt, Martel, Franck and Schlesser, the latter having made a slow start. After a little gap Francis led the rest in the order Pilette, Troberg, Bouharde, Riley, Dagorne, Offenstadt, Hiller, Timmery, Aumont and Luzuy, who went into the pits. Twisk was already in trouble and went by slowly while Leikens visited his pit to investigate gearbox difficulties. On lap two the leaders were in the same order and young Franck, far from being overtaken by Schlesser, was actually pressing Martel for third place. Unfortunately Dave Riley was quickly in trouble with overheating, being passed by Dagorne and Offenstadt, and he was shortly forced to abandon the Cooper on the circuit. Lap three saw six different makes in the first seven places, the order being Lotus, Alexis, Brabham, Cooper, Brabham, Merlyn and Lola. On the same lap, however, Martel's Brabham dropped a valve and Franck's Cooper moved up to third. The young Belgian was going very fast but was rather wild—in contrast to John Ampt whose smooth driving was keeping him within 5 secs. of Maglia. Lap four saw the disappearance of Hiller when his Cooper's clutch blew up, but Leikens and Luzuy resumed the race although three and two laps down respectively. Pilette was the next in trouble, to the dismay of the crowd, and he called at his pit to try to sort out his gearbox selectors. Although he resumed, he eventually had to abandon the race on lap 10. Meanwhile, Francis was also getting gearbox trouble on his Lotus 27 and he fell behind Troberg. On lap four his gearbox seized completely and he was out, while Dagorne also retired his Lotus on the same lap with a dropped valve. Bouharde meantime was going splendidly in fifth place but could do nothing about the leaders, Maglia and Ampt, who were still circulating about six seconds apart. Franck still had Schlesser pressing him for third but then the Frenchman had to give up on lap 10 when a piston went. Troberg also had engine trouble but managed to keep the Lola going though he lost fifth place to Offenstadt. In the final laps Ampt made a big effort to close on Maglia, but although he got within two seconds at one point, on the last lap he was baulked and eventually had to be content with second place some 5.3 secs. behind. The Coopers of Franck and Bouharde, third and fourth, were the only other cars to complete the full 15 laps.



LET'S GET out of here! The starter makes a quick exit after releasing the pack at Chimay.

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; 7, Jean Timmery (Cooper-B.M.C.), 12 laps; 8, Gabriel Aumont (Lotus-Ford 20), 12 laps; 9, Rolland Luzuy (Lotus-Ford 20), 11 laps; 10, André Leikens (Cooper-Ford), 10 laps. **Fastest lap:** Maglia, 3 m. 27.9 s., 180.952 k.p.h. (113 m.p.h.).

Retirements: Klaas Twisk (Brabham-Ford), engine; David Riley (Cooper-B.M.C.), overheating; Philippe Martel (Brabham-Ford), valve trouble; Ernst Hiller (Cooper-Ford), clutch failure; André Pilette (Merlyn-Ford), gear selectors; Francis Francis (Lotus-Ford 27), seized gearbox; Michel Dagorne (Lotus-Ford 22), valve trouble; Jo Schlesser (Brabham-Ford), engine failure.



NON-STOP CLARK AT SPA

Jim Clark (Lotus-Climax) Wins Belgian Grand Prix for Second Year—Bruce McLaren (Cooper-Climax) Pips Dan Gurney (Brabham-Climax) for Second Place—Race Concluded in Violent Storm

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS

LEADING from start to finish, Jim Clark (Lotus-Climax) won the 23rd Grand Prix of Belgium at Spa-Francorchamps last Sunday. This was his second successive victory in a race won three times by Juan Manuel Fangio, and twice by the late Alberto Ascari. It was also the fourth success for a British-built car.

Graham Hill (B.R.M.) held second place for 16 of the 32 laps, only to retire with gearbox failure. Into second place went Dan Gurney (Brabham-Climax), but two laps from the end he was overtaken by Bruce McLaren (Cooper-Climax), the only other driver except the winner to complete the full distance.

Richie Ginther (B.R.M.), Jo Bonnier (Cooper-Climax) and Carel Godin de Beaufort (Porsche) were the only other survivors of the 20 starters to be running at the end.

The closing seven laps were run in diabolical conditions, drivers being blinded by torrential rain and almost losing themselves in the heavy mists which blanketed the Ardennes during the height of a storm.

Neither Ferrari nor A.T.S. had a finisher, but Tony Settember was very unlucky to go off course during the worst of the storm, when his Scirocco-B.R.M. was in eighth place. However, he was classified as a finisher. Also unlucky was that promising newcomer Chris Amon, who succumbed to an oil leak when well placed.

McLaren's second place opens up the World Championship of Drivers, for he now leads with 10 points, against the nine collected each by Graham Hill, Jim Clark and Richie Ginther.

* * *

EVENING practice on Friday was held in glorious weather, best times being returned by Mairesse (Ferrari), 3 mins. 56.2 secs., Brabham (Brabham-Climax), 3 mins. 56.6 secs., Maggs (Cooper-Climax), 3 mins. 57.1 secs., Surtees (Fer-

STREAMING up l'Eau Rouge after the start of the 23rd Belgian Grand Prix are Jim Clark, Graham Hill, Dan Gurney, Tony Maggs, Jack Brabham, Bruce McLaren, Richie Ginther, Willy Mairesse, John Surtees, Trevor Taylor, Jo Siffert, Jo Bonnier, Chris Amon, Carel Godin de Beaufort, Phil Hill, Innes Ireland, Jim Hall, Tony Settember, Giancarlo Baghetti and Lucien Bianchi.

rari) 3 mins. 57.9 secs., and McLaren (Cooper-Climax), 3 mins. 58.3 secs.

Ireland (4 mins. 5.3 secs.) had difficulty finding gears on the beautifully made B.R.P.-B.R.M. Ginther (4 mins. 4.5 secs.) was trying a new six-speed gearbox on his B.R.M., but this did not seem to be *au fait*, and it was decided to replace it with the older five-speeder. A.T.S. arrived late, Phil Hill and Baghetti putting in a few slowish laps. The V8 engines sounded tremendous, but the chassis looked to be more crudely finished than one would expect. Colotti six-speed gears are enclosed in an "elektron" casing of A.T.S. manufacture. The Dunlop disc brakes had strictly non-Dunlop modifications, and during a visit to their H.Q., mechanics were busy welding and reshaping the seats-cum-fuel tanks. The 2-o.h.c. engine, with its finned cylinder head alloy castings, is a beautiful piece of work. Four d/c Webers were fitted, but it is intended to replace these with Lucas p.i. equipment for Silverstone—and possibly Zandvoort.

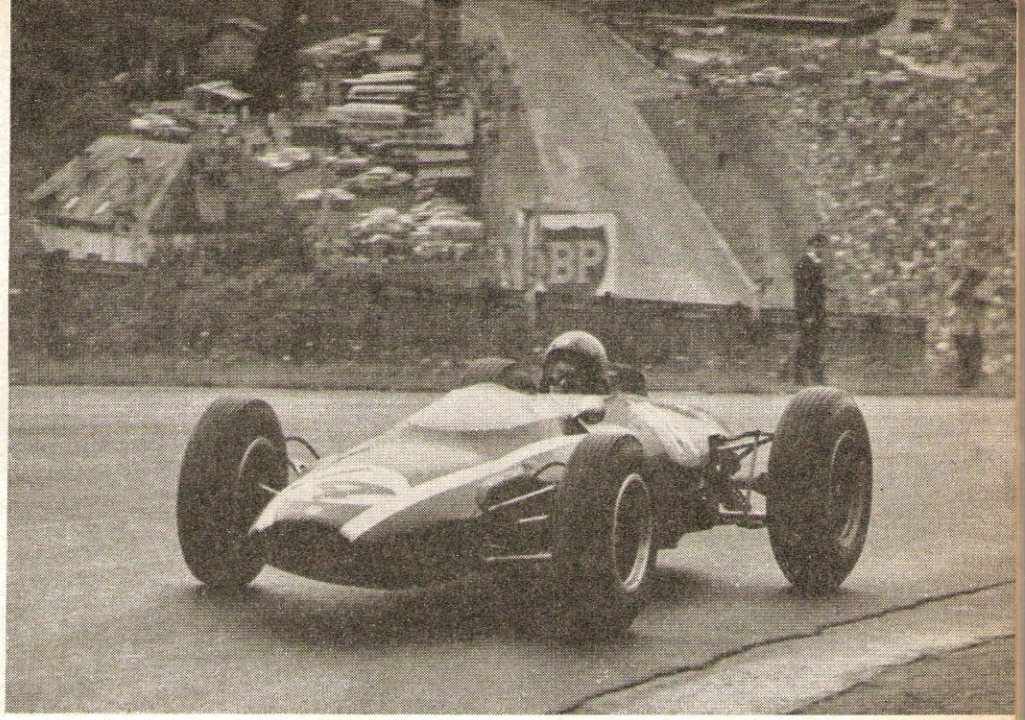
The Scirocco-B.R.M. is a workmanlike machine, with a tubular frame reinforced by a metal centre section, which also comprises the petrol tanks. A Colotti gearbox is used.

Dan Gurney's Brabham-Climax was not holding the road too well, so the Repco boys spent most of Friday night sorting this out. They must have worked to good purpose, for Dan's time of 3 mins. 55 secs. on Saturday afternoon was beaten only by Graham Hill (B.R.M.) who did 3 mins. 54.3 secs. Jim Clark's official 1,500 c.c. lap record of 3 mins. 55.6 secs. was also bettered by Mairesse (Ferrari), 3 mins. 55.3 secs. Other good times were achieved by Maggs, 3 mins. 56.0 secs., McLaren, 3 mins. 56.2 secs., Brabham, 3 mins. 56.6 secs., Ireland, 3 mins. 56.9 secs., Clark, 3 mins. 57.1 secs., Ginther 3 mins. 57.6 secs., and Surtees, 3 mins. 57.9 secs.

Trevor Taylor had a tremendous accident at Stavelot, when a wheel rim split and deflated the tyre at around 140 m.p.h. The monocoque Lotus nearly demolished the wooden observer's box, and was completely wrecked. Taylor cut his face and suffered bruises, but was soon back at the pits to take out the practice car to qualify it.

De Beaufort flew to Stuttgart to get another engine for his Porsche. Hill's B.R.M. engine had valve cap trouble, and had to be changed for an older unit. The gearbox also was not in such good nick as the Owen boys would have liked.

No one was clear as to how Hall (Lotus-B.R.M.), Siffert (Lotus-B.R.M.), de Beaufort (Porsche) and Settember



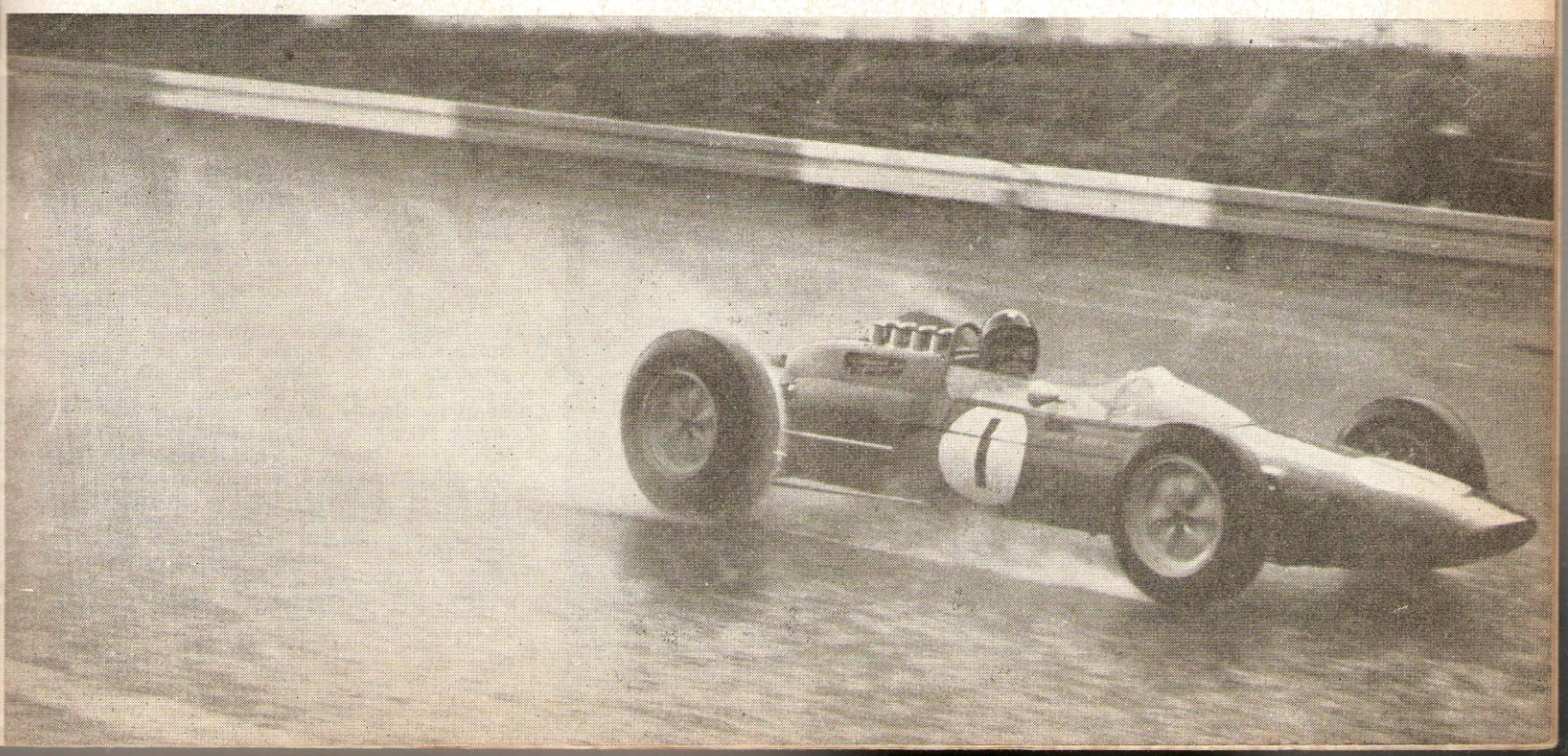
BRUCE McLAREN (above) drove a splendid race and once again finished in the money (the last World Championship race in which he failed to finish was this event last year!). His Cooper-Climax was the only car to finish on the same lap as the leader.

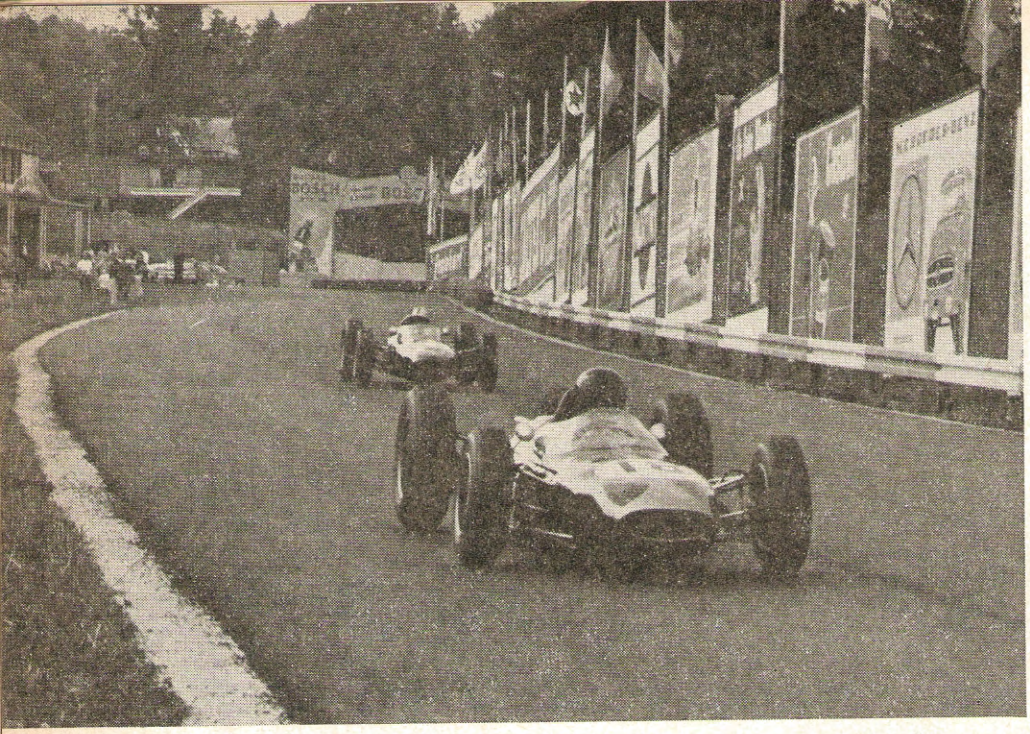


HORRIBLE STUFF! Judging by Jim Clark's expression as he pulls a face at George Phillips, he didn't like the rain which fell in torrents during the last seven laps.

★

GRAHAM HILL, a trifle soaked by the downpour, runs back to the pits after his B.R.M. had expired (left).





LOOKING in his mirrors, Dan Gurney finds that his Brabham-Climax is being pursued by Lucien Bianchi's Lola-Climax as he leaves La Source.

(Scirocco-B.R.M.) could ensure qualification, but all 20 arrivals were in the published starting grid, so the R.A.C.B. officials must have been satisfied. Anyway, Jim Hall's 4 mins. 0.1 sec. was a good effort, as was Siffert's 4 mins. 2.3 secs.

* * *

BIG, dirty black clouds and the threat of thunderstorms did not deter a huge crowd from making an early start to the circuit. Heavy rain scattered the good people, but the majority stayed put at their chosen vantage points.

After the usual parades and things had taken place, the 20 Grand Prix cars were pushed on to the starting grid. Shortly after 3.30 p.m. the flag was raised, and with a throaty roar from the 18 V8s and two V6s, the Belgian Grand Prix was on.

Jim Clark made one of those picture starts: from the third row, he was in first spot long before the end of the pits, and as the field streamed up Eau Rouge, the Lotus-Climax led from Graham Hill's B.R.M. and Tony Maggs's Cooper-Climax. Brabham, sitting on Maggs's tail, streaked through into third place just before Stavelot, and Gurney and Mairesse were also crowding the young South African.

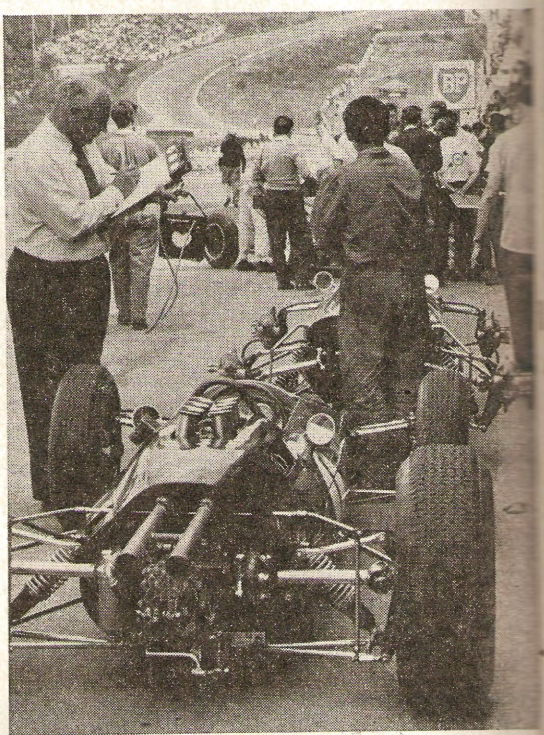
STARTING GRID

7 G. Hill (B.R.M.) 3 m. 54.1 s.	18 Gurney (Brabham-Climax) 3 m. 55 s.	10 Mairesse (Ferrari) 3 m. 55.3 s.
15 Maggs (Cooper-Climax) 3 m. 56 s.	14 McLaren (Cooper-Climax) 3 m. 56.2 s.	
17 Brabham (Brabham-Climax) 3 m. 56.6 s.	4 Ireland (B.R.P.-B.R.M.) 3 m. 56.9 s.	1 Clark (Lotus-Climax) 3 m. 57.1s.
8 Ginther (B.R.M.) 3 m. 57.6 s.	9 Surtees (Ferrari) 3 m. 57.9 s.	
2 Taylor (Lotus-Climax) 3 m. 58.1 s.	5 Hall (Lotus-B.R.M.) 4 m. 00.1 s.	12 Bonnier (Cooper-Climax) 4 m. 00.1 s.
28 Siffert (Lotus-B.R.M.) 4 m. 02.3 s.	21 Amon (Lola-Climax) 4 m. 04.9 s.	
22 Bianchi (Lola-Climax) 4 m. 06.5 s.	28 P. Hill (A.T.S.) 4 m. 06.7 s.	29 de Beaufort (Porsche) 4 m. 14.6 s.
24 Settember (Scirocco-B.R.M.) 4 m. 25.2 s.	27 Baghetti (A.T.S.) 4 m. 33.6 s.	

Clark pulled away from Hill on the Masta straight, but down towards the Source hairpin the B.R.M. was right up again on the Lotus. Past the pits, the true race order was Clark, G. Hill, Brabham, Gurney, Mairesse, McLaren, Surtees, Maggs, Ginther, Amon, Taylor, Ireland, Siffert, Bonnier, de Beaufort, Bianchi, P. Hill, Settember, Hall and Baghetti.

Mairesse bombed past Gurney at Malmedy, and at Stavelot pinched third place from Jack Brabham. As the news came through over the P.A. the stands cheered. However, at the start of lap two, Clark and Hill had pulled out a sizeable lead over the Ferrari, and McLaren had tacked his Cooper on to Brabham's Brabham. Jo Bonnier, in the blue Walker Cooper, was making rapid progress, and whistled past Taylor, Siffert and Ireland, to slipstream Tony Maggs. At the Source there was a peculiar mix-up when de Beaufort signalled Bianchi through, but the Lola somehow became tangled up with the orange Porsche, and both cars came to a halt. The Dutchman quickly reversed, and there appeared to be a bit of stock-car stuff as de Beaufort hurtled past the pits with a slight bump on the nose of his car, and Bianchi trundled into the pits with the front end looking more than somewhat second-hand.

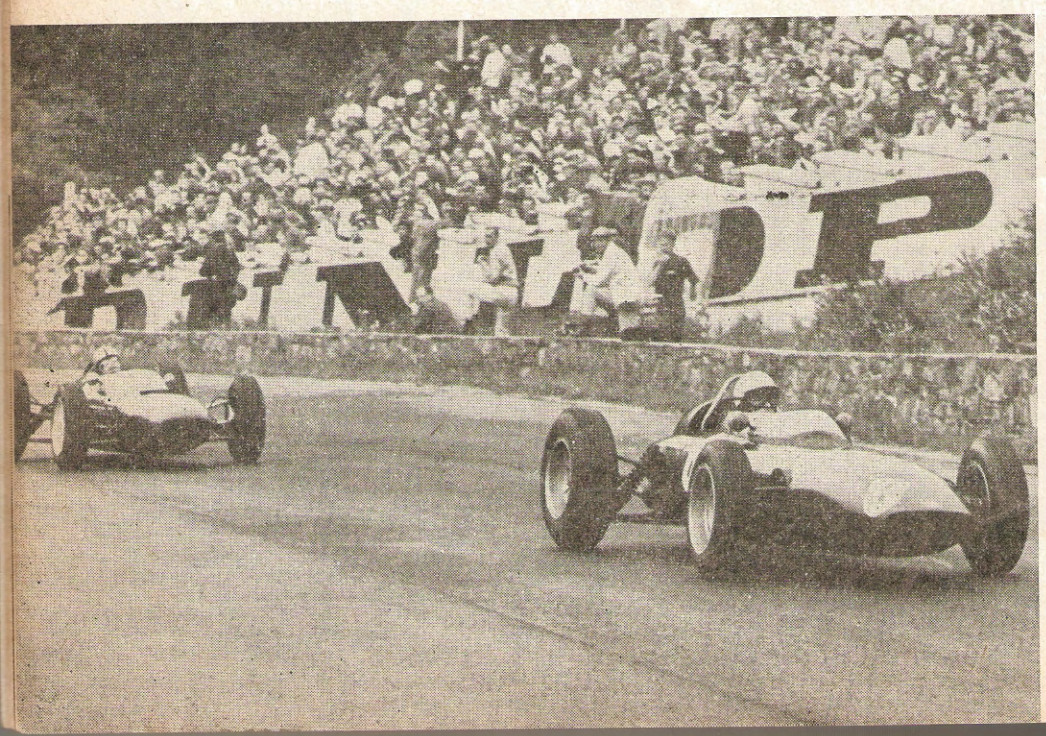
There were unexpected wet patches on



DUNLOP's Vic Barlow makes notes on Jim Clark's Lotus at the pits during a practice session (above).

★

AT THE TOP of the hill Richie Ginther (B.R.M.) holds a small lead over Chris Amon (Lola-Climax) (left). These two had a splendid battle until the young New Zealander retired with an oil leak.



the circuit, and times were far below the training figures. Clark's second lap took precisely 4 mins. 18.5 secs. As the rest of the starters screeched down the hill towards Eau Rouge, Parnell's mechanics worked madly to straighten up Bianchi's Lola. Reg was all for retiring the car, which had a bent torque rod as well as bodywork damage. However, Bianchi eventually rejoined the race, minus the nosepiece of the Lola. The other Parnell Lola, in the hands of 19-year-old Chris Amon, was being conducted extremely well, but smoke was coming out of the rear end. He had worked himself up into ninth place, close behind Ginther's B.R.M. Surtees had slipped ahead of Dan Gurney to take sixth place.

Jim Clark was steadily becoming faster and faster, and by four laps had made 5 secs. on the World Champion. Then Willy Mairesse ran completely out of brakes at the Source, and tried to demolish a billboard. He sorted himself out, but dropped back to fifth place behind Brabham and Surtees, with McLaren a few yards behind. Into the pits came Bianchi to have more damage rectified, and Phil Hill stopped to see what could be done about finding some gears on his A.T.S.

Jim Clark was having himself a ball, building up a formidable lead over the B.R.M. Mairesse came in to have his Ferrari seen to; Siffert also halted, to be followed by Baghetti, Trevor Taylor with oil pressure bothers, and finally Bianchi again to have things straightened out.

With five laps chalked up, the race order was:—

1. Clark (Lotus-Climax), 21 m. 41.5 s., 195.005 k.p.h.
2. G. Hill (B.R.M.), 21 m. 49.5 s.
3. Brabham (Brabham-Climax), 22 m. 25.6 s.
4. Surtees (Ferrari), 22 m. 26.3 s.
5. McLaren (Cooper-Climax), 22 m. 26.8 s.
6. Mairesse (Ferrari), 22 m. 35.2 s.

7, Gurney (Brabham); 8, Amon (Lola); 9, Ginther (B.R.M.); 10, Ireland (B.R.P.-B.R.M.); 11, Bonnier (Cooper); 12, Maggs (Cooper); 13, Siffert (Lotus-B.R.M.); 14, Hall (Lotus-B.R.M.); 15, de Beaufort (Porsche); 16, Settember (Scirocco-B.R.M.); 17, Baghetti (A.T.S.); 18, Bianchi (Lola); 19, P. Hill (A.T.S.).

Taylor's car was pushed into the dead car park, as mechanics worked on three red cars, *i.e.*, Mairesse's Ferrari, Baghetti's A.T.S. and Siffert's Lotus-B.R.M.

John Surtees shot up into third place at Stavelot, but Brabham and McLaren were giving him no peace. Behind, Gurney, Amon and Ginther were in line ahead, whilst Bonnier and Maggs were having a private battle. Clark steadily forged ahead of Hill's B.R.M., and Brabham's engine appeared to be firing on one bank, and he struggled to climb the hill after Eau Rouge, with teammate Gurney closing up fast on the driver-constructor. Maggs took Bonnier, but the pair were nose to tail as they streaked past the main tribunes.

By lap 8, James Clark had widened the gap over Graham Hill to 15 secs. Surtees was 10.5 secs. in front of McLaren, followed by Gurney, Amon, Ginther, Bonnier and Maggs. Into the pits went Jack Brabham to investigate serious petrol starvation. Later Phil Hill again stopped, to try to find out why the gears wouldn't engage properly. The A.T.S. sounded glorious, but it was obvious that there were a few problems still to be sorted out before the Bologna folk can offer stiffer opposition to their rivals.

At the end of lap 8, Clark was 17 secs. ahead of Graham Hill, and was about to double Settember's Scirocco, which was going far better than many of the more expensive pieces of Formula 1 machinery. Tony was not being foolish, and decided not to have a straight dice with the more experienced de Beaufort, and to concentrate on bringing the Goldhawk Road machine to the finish.

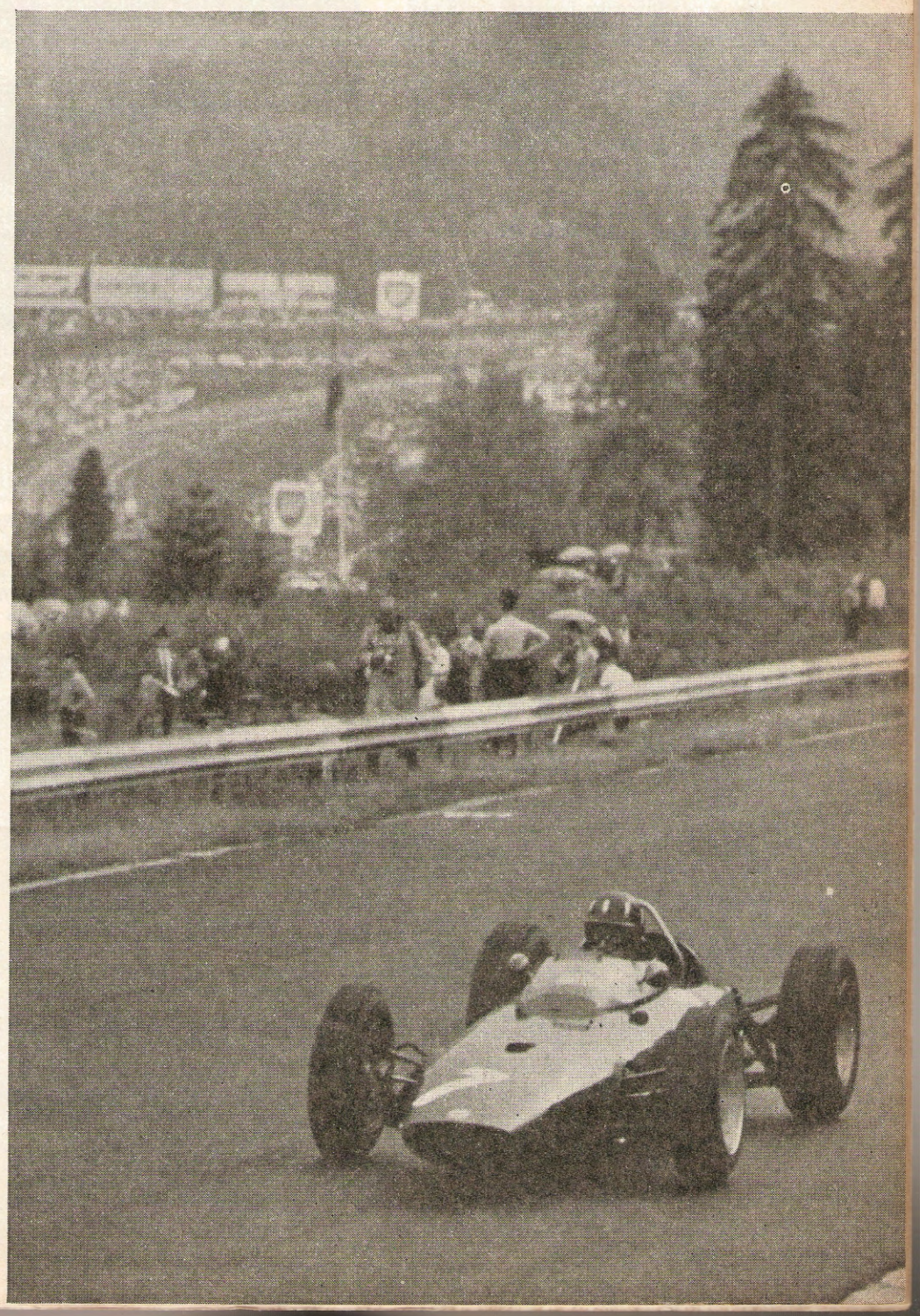
Lap 9 and Jim had stretched his lead over Graham. McLaren put up five fingers as he swept past the Cooper pits, so presumably one of his six speeds were missing. Anyway, he had dropped 9 secs. to Surtees in one lap, and was being threatened by Dan Gurney, who was motoring magnificently in his new Brabham. Jim Clark doubled the Scirocco, and began to close up rapidly on de Beaufort. The Dutchman was enjoying himself hugely, and had worked his orange Porsche up to 11th place. Mairesse rejoined the race, only to abandon two laps later with unspecified troubles, as well as a damaged gearbox.

Ten laps completed, and the order was:—

1. Clark (Lotus), 42 m. 35.8 s., 141.0 k.p.h.
2. G. Hill (B.R.M.), 42 m. 55.0 s.
3. Surtees (Ferrari), 43 m 21.4 s.
4. Gurney (Brabham), 43 m. 44.3 s.
5. McLaren (Cooper), 43 m. 57.1 s.
6. Ginther (B.R.M.); 7, Bonnier (Cooper); 8, Maggs (Cooper); 9, Amon (Lola); 10, Hall (Lotus-B.R.M.).

Chris Amon, putting up a brave show, had to call it a day with loss of oil from a mysterious leak. Baghetti, who had gone out again with his A.T.S., stopped for another transmission sort-out, did another lap, then vanished from the fray. Ireland was also in gearbox trouble, making two pit-stops, then a final one. Jack Brabham also came in on his 10th lap to try to cure injector pump troubles.

With Jim Hall doubled by Clark on lap 11, there were now only eight cars on the same lap. Maggs had pushed



GRAHAM HILL at full chat in his B.R.M. The reigning World Champion had a miserable day: after holding a safe second place, his car developed gearbox trouble at half distance and had to retire.

past Bonnier, Graham Hill began to cut down Jim Clark's lead slightly, but 12.4 secs. on lap 13 was the nearest he ever got to the Border Scot. It was on this lap that Surtees stopped to investigate apparent fuel starvation. Joseph Siffert's red Lotus-B.R.M. had front suspension bothers, and the Swiss halted a couple of times to check the car.

So far, Clark had turned fastest lap with 4 mins. 4.0 secs.—very quick when one realizes that many parts of the circuit were wet. The race was now nearing half-distance, and the 15-lap order was:—

1. Clark (Lotus), 1 h. 02 m. 34.8 s., 201.705 k.p.h.
2. G. Hill (B.R.M.), 1 h. 03 m. 10.5 s
3. Gurney (Brabham), 1 h. 04 m. 01.1 s.
4. Ginther (B.R.M.), 1 h. 05 m. 02.2 s.
5. McLaren (Cooper), 1 h. 05 m. 02.9 s.

6, Maggs (Cooper); 7, Bonnier (Porsche); 8, Hall (Lotus-B.R.M.); 9, de Beaufort (Porsche); 10, Settember (Scirocco-B.R.M.); 11, Surtees (Ferrari); 12, Bianchi (Lola); 13, Siffert (Lotus-B.R.M.); 14, Brabham (Brabham).

Ginther and McLaren were travelling in close company, and Maggs and Bonnier were still dicing for sixth place and a Championship point.

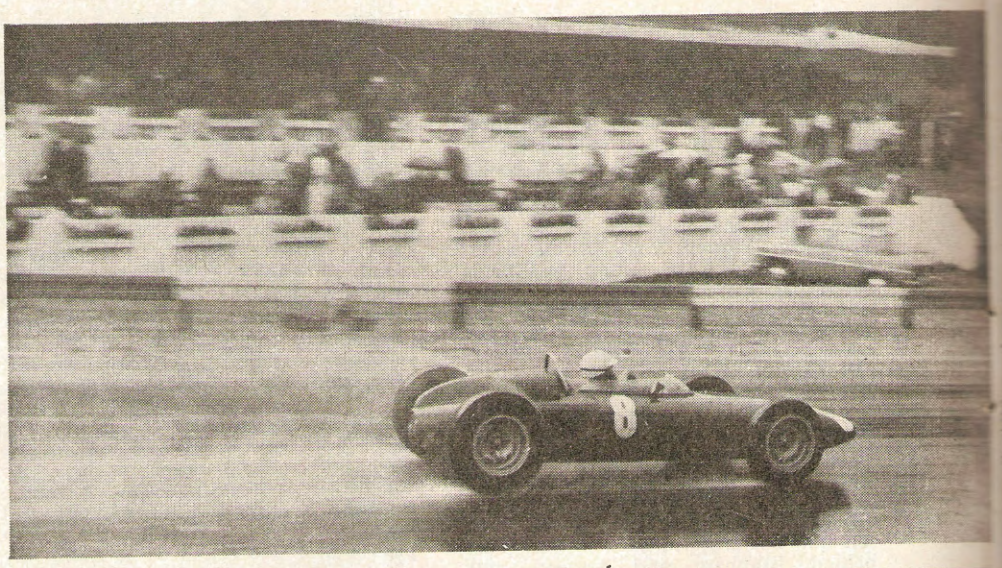
As Jim Clark was tearing up Eau Rouge on his 16th lap, Hill came through over 26 secs. behind, the B.R.M. not sounding too healthy. On the previous lap there had been a noticeable splutter. On lap 17 the World Champion had dropped to 38.5 secs. behind the Lotus, and the B.R.M. was seen no more. Gearbox trouble—rare for the Owen machines—had intervened, and Hill's race was run. Hill, Phil, suffering continual transmission troubles, finally abandoned the remaining A.T.S.

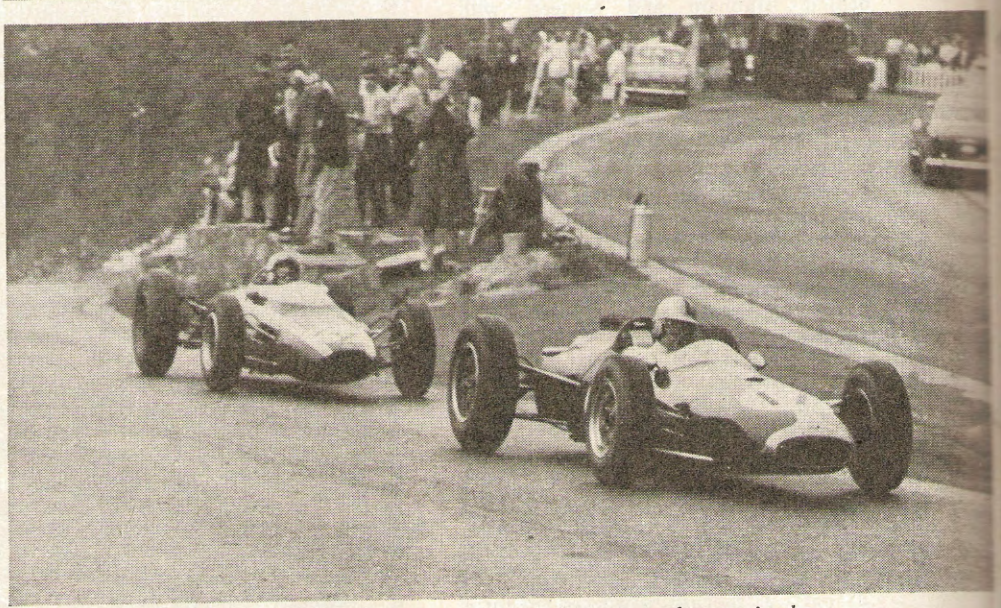
Graham Hill's exit left Dan Gurney in second place, 1 min. 31.5 secs. behind Clark. It was now raining pretty hard in the pits area, but just before it came on, Jim Clark got down to 3 mins. 58.1 secs. (213.187 k.p.h.): this was on his 16th lap.

Surtees had started off again five laps in arrears, and Baghetti walked in from Blanchimont where he had abandoned his A.T.S. with broken gears.

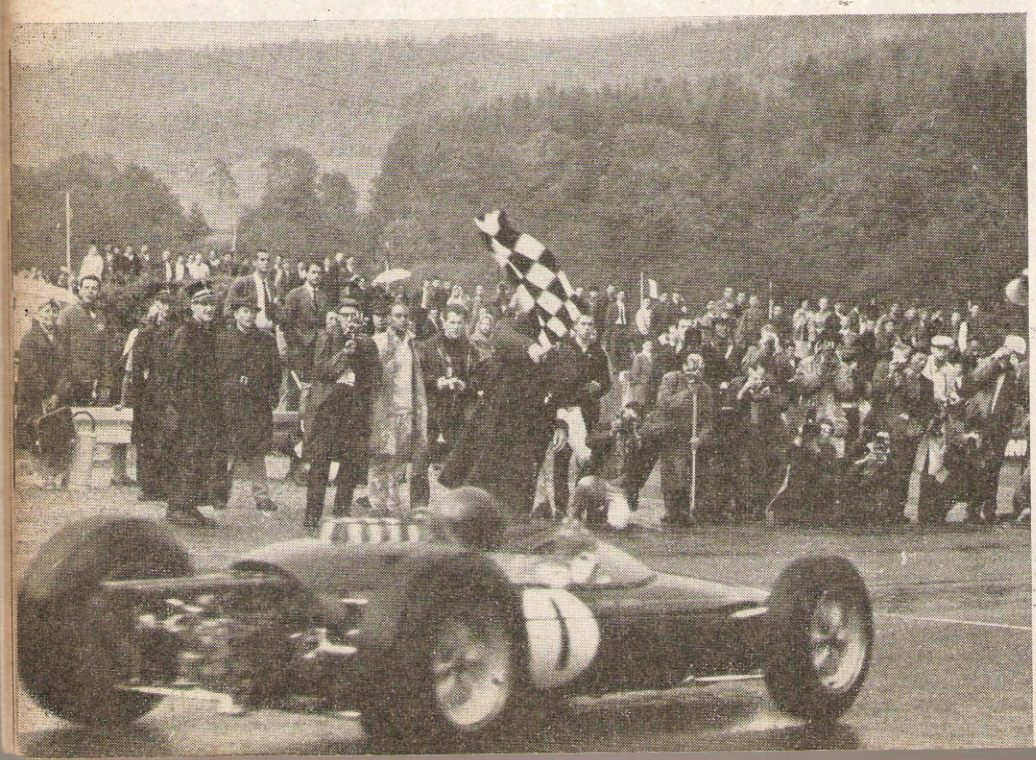
It was reported over the P.A. that Bianchi and Hall had touched, and that the Texan had gone off the road. He was unhurt, but the Lotus-B.R.M. was badly bent.

Clark was absolutely out on his own, and there was nothing that Gurney and Co. could do but hope. On lap 18, McLaren wrested third place from Ginther, whose engine was inclined to do a spot of popping and banging. Maggs gradually pulled away from Bonnier, who was doubled on lap 19 by Clark. Surtees was still circulating in ninth place, but the Ferrari engine sounded very sick.





GINTHER GETTING WET (top). Richie Ginther drove a steady race in the second and sole surviving B.R.M., and finished fourth, one lap in arrears. ONE-TIME TEAM-MATES Jack Brabham (Brabham-Climax) holds a slight lead from Bruce McLaren (Cooper-Climax) at the top of the hill (above). THE WINNER, Jim Clark, takes the flag after a gruelling 32 laps of the Spa-Francorchamps circuit (below).



At 20 laps—a dozen to go—the order was:—

1. Clark (Lotus), 1 h. 23 m. 43.8 s., 202.078 k.p.h.
2. Gurney (Brabham), 1 h. 25 m. 47.2 s.
3. McLaren (Cooper), 1 h. 26 m. 59.6 s.
4. Ginther (B.R.M.), 1 h. 27 m. 09.7 s.
5. Maggs (Cooper), 1 h. 27 m. 14.4 s.
6. Bonnier (Cooper), 19 laps.

7, de Beaufort (Porsche), 19; 8, Settember (Scirocco-B.R.M.), 18; 9, Surtees (Ferrari), 15; 10, Bianchi (Lola); 11, Siffert (Lotus-B.R.M.).

It was now largely processional, and Clark added Ginther to his score on lap 21—leaving only four cars on the same lap.

The sky had darkened and there were ominous flashes of lightning and rumblings of thunder. As Clark started his 24th lap after doubling Maggs, the heavens opened and it began to rain push-rods. It was an eerie setting to a



Grand Prix, with brilliant forked lightning accompanied by crashes of thunder which drowned the sound of exhausts.

Surtees finally packed it up, the Ferrari fuel injection system having developed a fractured pipe. Bianchi completed an adventurous day by leaving the road and hurling the Lola against the side of a house. September, still in 8th place, stopped to pick up a vizor.

Down came the lap times as the unfortunate drivers crouched behind their windscreens and peered through the ever-increasing mist and gloom. Clark came down from 4 m. to 6 m. 40 s. (126.900 k.p.h.)—or 52.5 m.p.h. slower. As the cars toured slowly past accompanied by bow-waves, Brabham optimistically dived into the fray, some 15 laps in arrears. Jack certainly chose the most diabolical conditions to see how his car handled in the wet! Sensibly, he soon returned to the pits.

Off course shot Tony September at Masta, whilst Siffert went into a fantastic slide on the descent from Blanchimont, and wrecked the red Lotus-B.R.M. Both drivers were unhurt.

Bonnier stopped for a vizor, and upped anchor just as de Beaufort came into the Source. Dan Gurney, never having driven a Brabham in the wet, became progressively slower as the roads ran like rivers, and thick mist cut visibility down to a few yards.

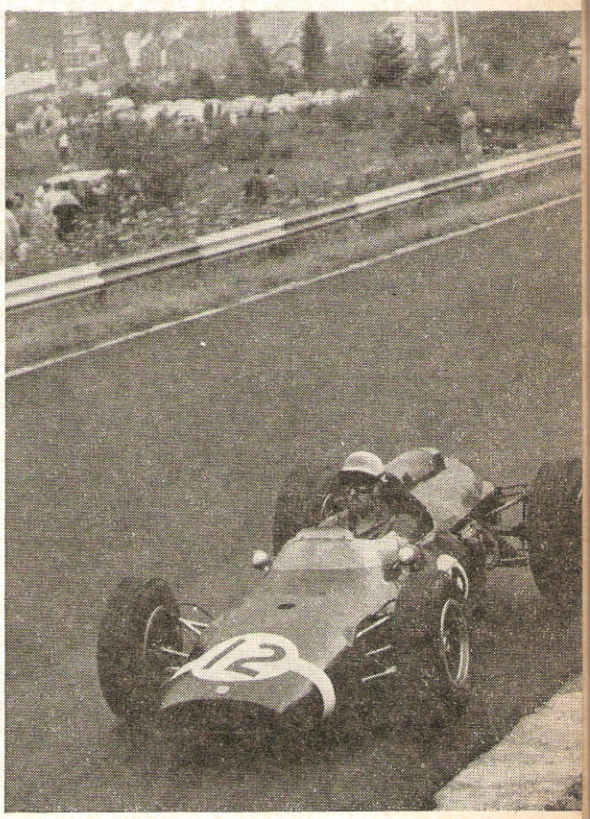
Maggs went missing, then turned up at the pits with the nose of his Cooper bashed in—a result of an excursion amongst some wood piles. He went to re-start, but mechanics spotted oil pouring out of the damaged oil cooler, and that was that! McLaren, on seven cylinders, stayed in front of Clark, but eventually the Lotus doubled the Cooper. Both came up on Gurney and, before the Californian fully realized what had happened, he had lost his second place, and had also been lapped by Jim Clark.

Conditions were so appalling that Colin Chapman and Tony Rudd tried to persuade the organizers to stop the race, but this was refused. Frogmen's equipment could quite well have been issued to the six survivors, who were completely hidden by spray. Graham Hill, looking as soaking wet as the photographers, had a big cheer as he walked back to his pit from the Source.

With one lap to go, McLaren managed to overtake Clark to get back on the same lap. Ginther, whose fuel injection equipment had played up to slow him when he was duelling with McLaren, was sailing safely in fourth place, followed by Jo Bonnier and the indefatigable Carel de Beaufort.

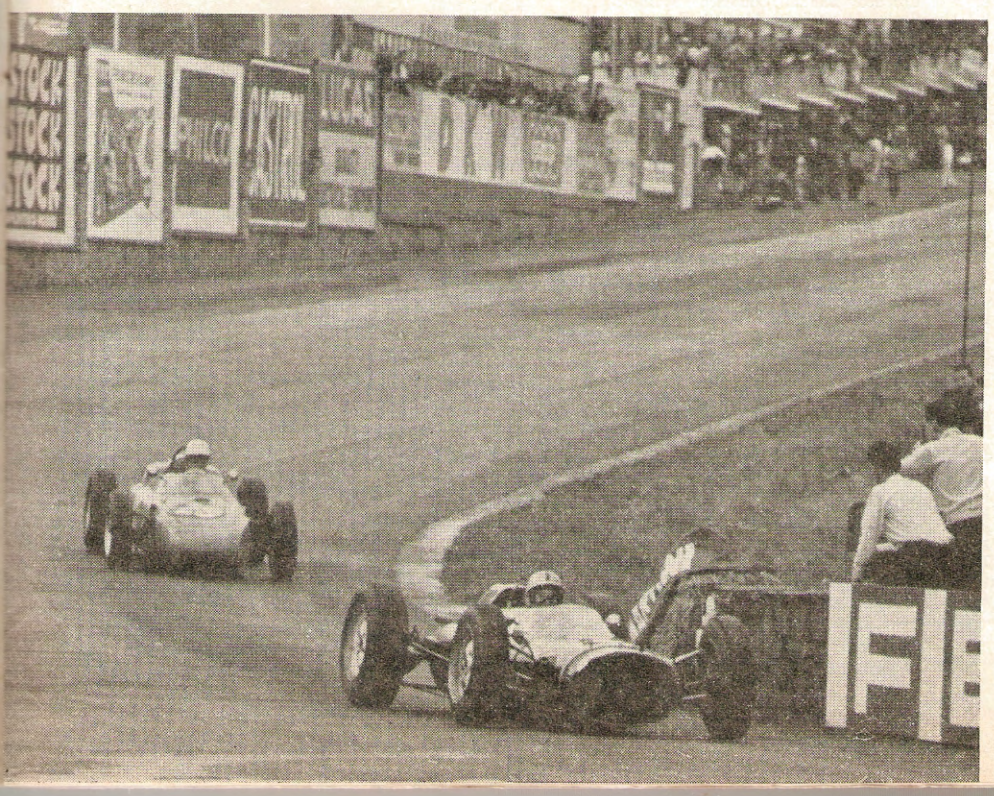
Then to the great relief of the stormbound pilots, the race was over with Team Lotus jumping for joy as Jim Clark received the chequered flag. McLaren had to do another lap, for he passed through a few moments before the winner. The pits area was thronged with well-wishers—none too safe, as sudden braking on the soaking road could quite easily have caused an incident!

Clark's average speed was 186.626 k.p.h., the slowest race to be run at Spa-Francorchamps since 1954.



JO BONNIER finished fifth in Rob Walker's Cooper-Climax, having battled with the second works Cooper-Climax of Tony Maggs in the early stages of the race. The Swedish driver was lapped twice by the winner.

LUCIEN BIANCHI (Lola-Climax) leads Carel Godin de Beaufort (Porsche) at the first corner after the pits. These two had a slight mix-up at La Source, the Lola having to stop to remove the nose piece and the Porsche racing on with a slightly dented front.



RESULTS

32 laps=451.200 kiloms.

1. **Jim Clark (Lotus-Climax),** 2 h. 27 m. 47 s., 186.626 k.p.h. (114.1 m.p.h.).
2. **Bruce McLaren (Cooper-Climax),** 2 h. 32 m. 41.6s.
3. Dan Gurney **(Brabham-Climax),** 31 laps.
4. Richie Ginther **(B.R.M.),** 31.
5. Jo Bonnier **(Cooper-Climax),** 30.
6. Carel Godin de Beaufort (Porsche), 30.
7. Tony Maggs* **(Cooper-Climax),** 25.
8. Tony Settember* **(Scirocco-B.R.M.),** 25.

* Did not finish but classified.

Fastest lap: Clark 3 m. 58.1 s., 213.187 k.p.h. (132.47 m.p.h.).

Retirements.

T. Taylor (Lotus-Climax). No oil pressure. 5 laps.
Mairesse (Ferrari). Gearbox. 7.
Baghetti (A.T.S.). Transmission. 8.
Ireland (B.R.P.-B.R.M.). Gearbox selectors. 10.
Amon (Lola-Climax). Loss of oil. 10.
Brabham (Brabham-Climax). Injector pump. 12.
P. Hill (A.T.S.). Gearbox. 13.
Siffert **(Lotus-B.R.M.).** Crash. 14.
Bianchi **(Lola-Climax).** Crash. 15.
Hall **(Lotus-B.R.M.).** Crash. 15.
G. Hill (B.R.M.). Gearbox. 16.
Surtees (Ferrari). Injector feed pipe. 18.

World Championship of Drivers

Monaco & Spa.

1.	Bruce McLaren.	10
2.	Graham Hill.	9
	Jim Clark.	9
	Richie Ginther.	9
5.	Dan Gurney.	4
6.	John Surtees.	3
7.	Tony Maggs.	2
	Jo Bonnier.	2
9.	Trevor Taylor.	1
	Carel Godin de Beaufort.	1

Constructors' Championship.

1.	B.R.M.	12
2.	Lotus-Climax.	10
	Cooper-Climax.	10
4.	Brabham-Climax.	4
5.	Ferrari.	3
6.	Porsche.	1

LES VINGT-QUATRE HEURES DU MANS

A Preview of Le Mans by GREGOR GRANT

ON Saturday, at precisely 4 p.m., 56 drivers will sprint towards 56 cars, and the 1963 Le Mans 24 Hours Race will be under way—the 31st Grand Prix of Endurance to be held at Sarthe.

Officially there are 55 starters, but the extra one, carrying the number 00, is the gas-turbine Rover-B.R.M., to be driven by Graham Hill and Richie Ginther. This will be the first vehicle of this type ever to take part in a road race. There is, of course, little hope of victory. The entry must be regarded as an exercise, the intention being to complete the 24 hours at the minimum average speed of 150 k.p.h. necessary to qualify for the special award of 25,000 NF, offered by the A.C.O.

The Le Mans-type start poses a problem for the driver of the Rover-B.R.M. Whilst the piston-engined people can tear away as soon as their engines fire, the gas-turbine pilot has to wait several seconds till the turbine revs. are high enough to take off.

In the list, there are no fewer than 25 cars of three litres and over, of which 13 are in the prototype category. Largest-engined machine is the 5.4-litre Corvette Sting-Ray of Don Campbell/Jerry Grant. There are several V8s this year, comprising the Corvette, two A.C. Cobras, two Lola-Fords and a 4.9-litre Maserati.

There are four 4-litre Ferrari prototypes, and one of the two 4.2-litre Aston Martins is also in that category. However, Sefac Ferrari itself is concentrating on four 3-litre machines, of the type which won at Sebring and Nürburgring. With one of these V12, rear-engined cars, John Surtees set up the astonishing time of 3 mins. 45.7 secs. (214.708 k.p.h.) in last April's test-day session. Official Le Mans circuit record stands to the credit of Phil Hill in the 1962, front-engined 4-litre prototype, who returned 3 mins. 57.3 secs. (204.202 k.p.h.).

Already forecasters are talking in terms of "Ferrariferrariferrari", for both prototype and G.T. classes. Nevertheless, there could be surprises, particularly from the David Brown Aston Martins, and the G.T. E-types of the Briggs Cunningham equipe.

The Maserati is expected to be the fastest car down the Mulsanne straight, but the history of "The Trident" at Le Mans is anything but impressive in the matter of reliability. The A.C. Cobras may not be quite quick enough as regards maximum speed, whilst Eric Broadley's Lolas remain something of an unknown quantity. One also expects that the Peter Lumsden/Peter Sargent Lister-Jaguar will still be running at the end—and could quite conceivably be highly placed.

Porsche also have ideas concerning an outright win—and G.T. victory. Their 8-cylinder, 2-litre cars are now fairly highly developed, and could quite well spring a major surprise should mechanical troubles beset the bigger-engined cars.

The withdrawal of the Simca-Abarths was not entirely unexpected, as these cars, although extremely rapid, do not appear to possess much in the way of stamina. The lone M.G.B will have a hard task to keep up with the 2-litre G.T. Porsches. Sunbeams may look for reliability rather than speed in the 1,600 c.c. section, for the 2-o.h.c. Alfa Romeo Giulias are very fast and powerful.

Team Elite will be all out to repeat their 1962 "Index of Performance" success, but there are a host of smaller-capacity machines, obviously produced with that aim in view, comprising René Bonnet, A.S.A., Alpine, Deep Sanderson, DKW-CD, and a singleton Fiat-Abarth of 701 c.c. The new 1.6-litre Osca should also make its début, and is said to be very fast indeed.

However, with no fewer than 11 Ferraris due to "take the depart", the force of the Maranello challenge cannot be overlooked. On paper, the red cars should win—but, as already mentioned, the Feltham entries could quite easily provide a serious threat.

Both A.C. Cobras have new "fastbacks" and four d/c Weber carburetters. The Peter Bolton/Ninian Sanderson one, painted in light green, is sponsored by the *Sunday Times;* the other is entered by Ed Hugus.

One wonders how many of the 56 will be running as 4 p.m. on Sunday approaches.

THE ENTRY LIST

No.	Car	c.c.	Class	Drivers
1	CHEVROLET CORVETTE	5,359	G.T.	Don Campbell/Jerry Grant
2	MASERATI 151	4,941	P.	André Simon/Lucky Casner
3	A.C. COBRA	4,728	G.T.	**Peter Bolton/Ninian Sanderson**
4	A.C. COBRA	4,728	G.T.	Ed Hugus/**Peter Jopp**
5	**LOLA G.T.**	4,728	P.	**Richard Attwood/David Hobbs**
6	**LOLA G.T.**	4,728	P.	X/X
7	**ASTON MARTIN 215**	4,164	P.	**Bruce McLaren/Innes Ireland***
8	**ASTON MARTIN DB4GT**	4,164	G.T.	Lucien Bianchi/Jo Schlesser*
9	FERRARI 330LM	3,967	P.	Pierre Noblet/Jean Guichet
10	FERRARI 330LM/TR	3,967	P.	Pedro Rodriguez/Roger Penske
11	FERRARI 330LM	3,967	P.	X/X
12	FERRARI 330LM	3,967	P.	**David Piper/Mike Salmon**
14	**JAGUAR E**	3,781	G.T.	Walt Hansgen/Augie Pabst
15	**JAGUAR E**	3,781	G.T.	X/X
16	**JAGUAR E**	3,781	G.T.	Briggs Cunningham/**Roy Salvadori**
17	**LISTER-JAGUAR**	3,781	P.	**Peter Sargent/Peter Lumsden**
18	**ASTON MARTIN DB4GT**	3,670	G.T.	Phil Hill/Bill Kimberly*
19	**ASTON MARTIN DB4GT**	3,670	G.T.	Jean Kerguen/"Franc"
20	FERRARI 250P	2,953	P.	**John Surtees**/Willy Mairesse
21	FERRARI 250P	2,953	P.	**Mike Parkes**/Umberto Maglioli
22	FERRARI 250P	2,953	P.	Lorenzo Bandini/Lodovico Scarfiotti
23	FERRARI	2,953	P.	Carlo Abate/Juan Manuel Bordeu
24	FERRARI GTO	2,953	G.T.	Jean Beurlys/X
25	FERRARI GTO	2,953	G.T.	Fernand Tavano/X
26	FERRARI GTO	2,953	G.T.	Bob Grossman/X
27	PORSCHE	1,981	P.	Heini Walter/X
28	PORSCHE	1,981	P.	Jo Bonnier/Tony Maggs
29	PORSCHE	1,967	G.T.	Edgar Barth/Heinz Schiller
30	PORSCHE	1,967	G.T.	Herbert Linge/Ben Pon
31	**M.G.B**	1,798	G.T.	**Alan Hutcheson/Paddy Hopkirk**
32	**SUNBEAM ALPINE**	1,592	G.T.	**Tiny Lewis/Keith Ballisat**
33	**SUNBEAM ALPINE**	1,592	G.T.	**Peter Harper/Chris Amon**
34	ALFA ROMEO GIULIA	1,567	G.T.	Giancarlo Rigamonti/Romolo Rossi
35	ALFA ROMEO GIULIA	1,567	G.T.	"Kim"/X
36	ALFA ROMEO GIULIA	1,567	G.T.	Karl Foitek/Armand Schaeffer
37	OSCA	1,568	P.	X/X
38	**LOTUS ELITE**	1,216	G.T.	**Frank Gardner**/Doc Wylie
39	**LOTUS ELITE**	1,216	G.T.	**Pat Fergusson/Gil Baird**
40	**LOTUS ELITE**	1,216	G.T.	Georges Harris/Claude Dubois
41	RENÉ BONNET	1,108	P.	Robert Masson/Pierre Monneret
42	RENÉ BONNET	1,108	P.	Jean-Pierre Beltoise/Claude Bobrowski
43	A.S.A.	1,032	P.	Herbert Muller/Jean-Jacques Thuner
44	**DEEP SANDERSON**	997	P.	**Chris Lawrence/Chris Spender**
45	**DEEP SANDERSON**	997	P.	(withdrawn)
46	A.S.A.	997	P.	Paul Condrillier/X
47	A.S.A.	996	P.	Giorgio Bassi/Carlo Facetti
48	ALPINE	996	P.	René Richard/Piero Frescobaldi
49	ALPINE	996	P.	José Rosinski/Bino Heinz
50	ALPINE	996	P.	Bernard Boyer/Guy Verrier
51	RENÉ BONNET	996	P.	Jean Rolland/Jean-Pierre Manzon
52	RENÉ BONNET	996	P.	Robert Bouharde/Bruno Basini
53	RENÉ BONNET	716	P.	X/X
54	RENÉ BONNET	716	P.	Gerard Laureau/Jean Vinatier
55	FIAT-ABARTH	701	P.	"Sarayac"/Lucien Barthe
56	DKW CD	701	P.	André Guilhaudin/Alain Bertant
00	**ROVER-B.R.M.**	—	T.	**Graham Hill**/Richie Ginther

(*Aston Martin driver pairings were not settled at the time of going to Press)

G.T. = Grand Touring P. = Prototype T. = Gas Turbine

Le Mans Records

Distance: Olivier Gendebien/Phil Hill (3.0 Ferrari), 4,476.180 kms., 186.527 k.p.h., 1961.

Lap: Phil Hill (4.0 Ferrari), 3 m. 57.3 s., 204.202 k.p.h., 1962.

Unofficial: John Surtees (3.0 Ferrari), 3 m. 45.7 s., 214.708 k.p.h. (Trials, 1963.)

Class Records

5,000 c.c.—Fitch/Grossmann (Chevrolet), 157.584 k.p.h., 1960.

4,000 c.c.—Hill/Gendebien (Ferrari), 185.469 k.p.h., 1962.

3,000 c.c.—Hill/Gendebien (Ferrari), 186.527 k.p.h., 1961.

2,000 c.c.—Gregory/Holbert (Porsche), 173.103 k.p.h., 1961.

1,600 c.c.—Behra/Herrmann (Porsche), 162.902 k.p.h., 1958.

1,300 c.c.—Hobbs/Gardner (Lotus), 160.295 k.p.h., 1962.

1,150 c.c.—Chamberlin/Mackay Fraser (Lotus), 159.458 k.p.h., 1957.

1,000 c.c.—Consten/Rosinski (René Bonnet), 142.565 k.p.h., 1962.

850 c.c.—Hulme/Hyslop (Fiat-Abarth), 147.166 k.p.h., 1961.

B.B.C. LE MANS BROADCASTS

RADIO—Light Programme.

3.55- 4.10 The Start.
5.40- 5.45 Progress Report.
8.40- 8.50 Progress Report.
10.31-10.35 Progress Report.
11.50-11.55 Progress Report.

Sunday

3.00-3.10 Progress Report.
3.55-4.10 The Finish.

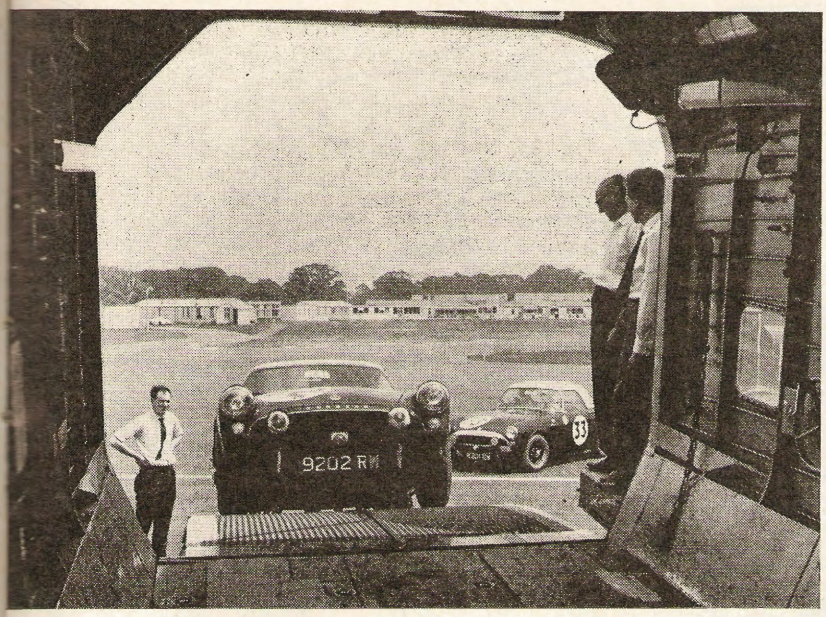
TELEVISION

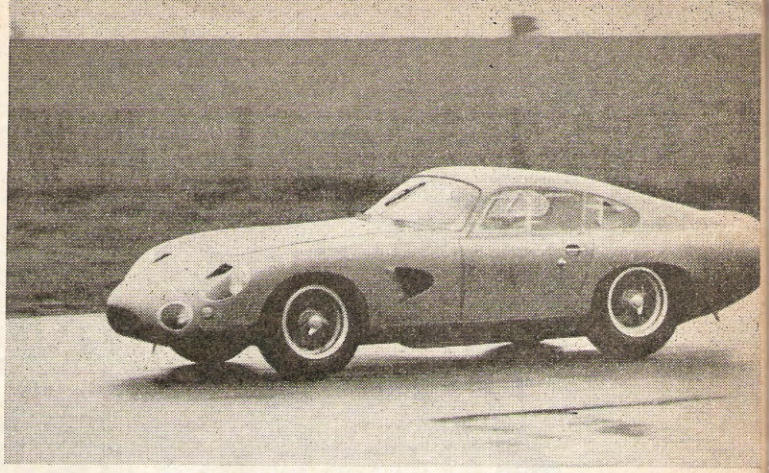
Saturday

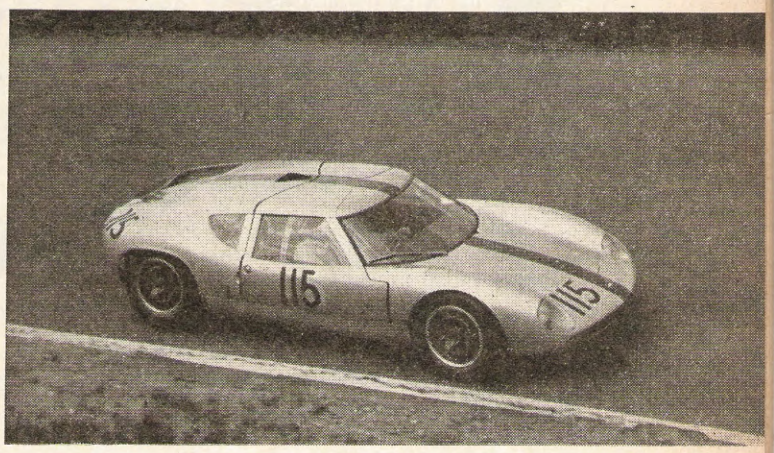
The Start will be featured in "Grandstand" between 1.30 and 5.0. 11.5-11.30 Progress Report.

Sunday

1.30-1.40
3.55-4.10 The Finish.



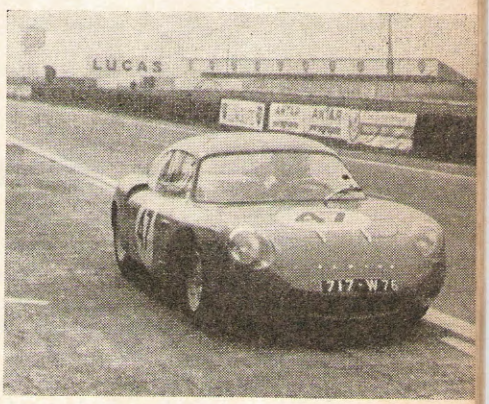


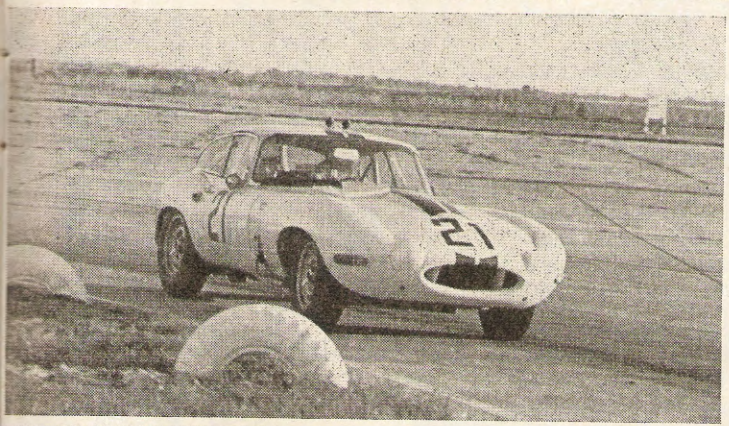


BOARDING THE PLANE for Le Mans are the two works Sunbeam Alpines (above). Sunbeams hope for a reliable run for their drivers Peter Harper/Chris Amon and Tiny Lewis/Keith Ballisat. TESTING at a British circuit prior to its journey to France is the Prototype Aston Martin 215 (top right). POTENTIAL WINNER also is the Lola GT (right) seen here at the Nürburgring. Drivers for the first car are Richard Attwood/David Hobbs, while those for the second are unknown at the time of going to press.



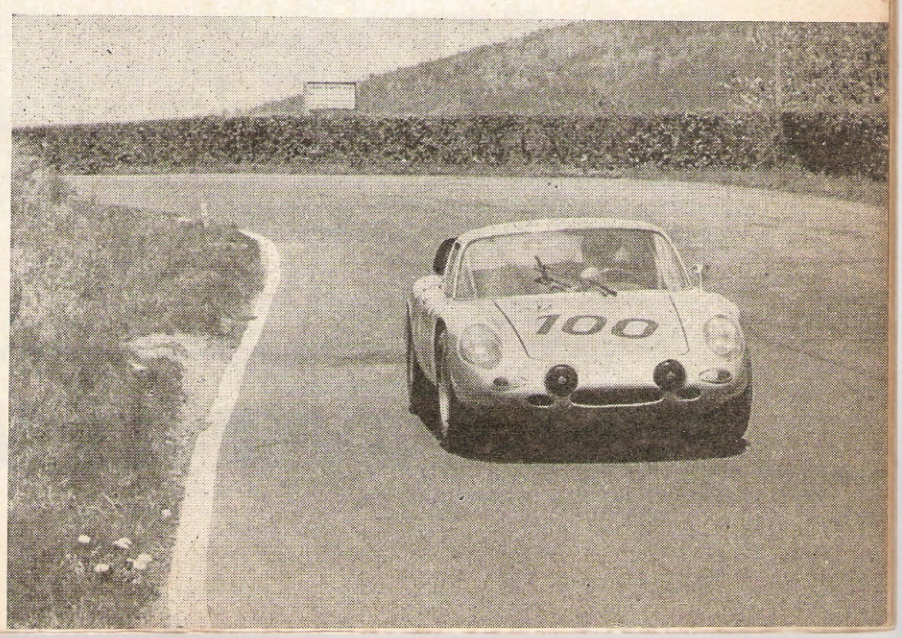


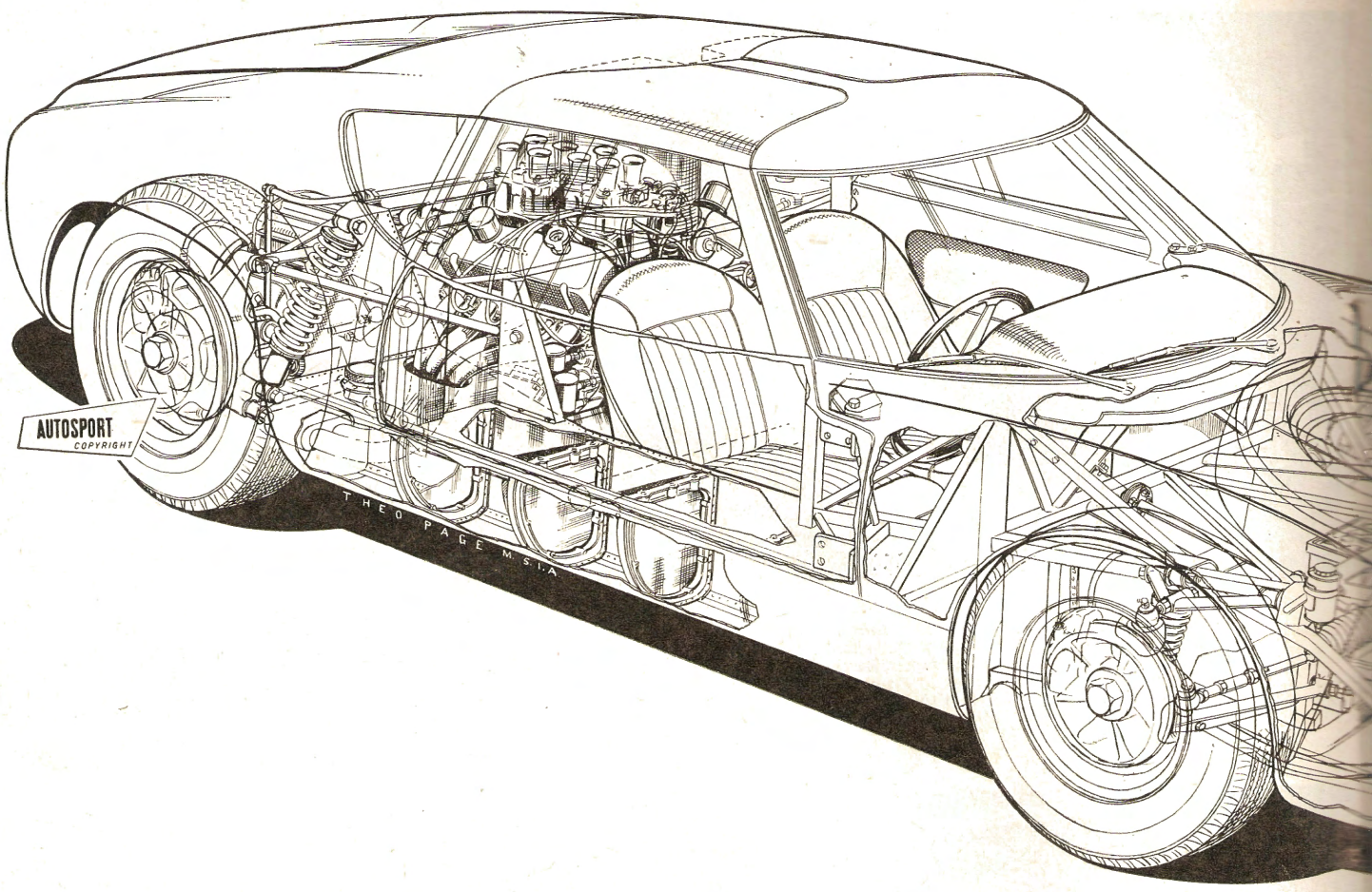




LISTER-JAGUAR of Peter Lumsden/Peter Sargent (above left) should show reliability. WORKS FERRARIS are 250P machines (above centre) and already the "experts" are tipping them for victory. VICTORY in the Index of Performance category could go to the Renault-engined Alpines (above right). JAGUARS form a part of Britain's challenge for top honours (left). FOUR-LITRE Prototype Ferraris, although not works cars, could easily win the race (below left). SITTING IN WAIT in case there is a high mortality rate of "big bangers" will be the works 2-litre Porsches. The coupé Prototype is seen at the Nürburgring (below).







Cutaway Drawings with Technical Descriptions by JOH

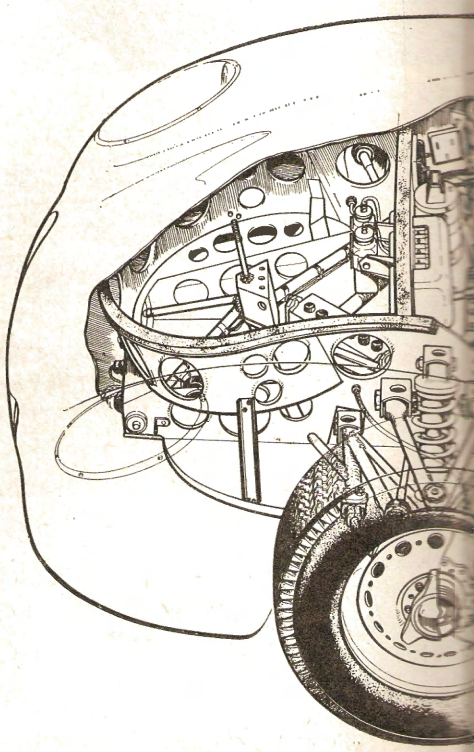
THE Rover-B.R.M. gas turbine car is of immense technical interest. The power unit is a Rover two-shaft, free-power turbine which is already in production for industrial purposes. It consists of a gasifier section, with turbine and compressor, and a power output section, which can operate from a standing start to maximum speed without the necessity of a clutch and change-speed gearbox. The unit drives through two pairs of helical reduction gears to the bevel gears of the B.R.M. final drive. The driving dogs are spring loaded into engagement, but a forward-reverse lever can withdraw the dogs and pick up an idler gear for reverse. The overall reduction in forward gear is 21.4 to 1.

On "full noise", the compressor turbine turns at 65,000 r.p.m. and the power turbine at 43,000 r.p.m., some 150 b.h.p. being produced. As the fuel consumption is heavier than that of an equivalent piston engine, the two light alloy side tanks carry a total of 48½ gallons of paraffin, which will suffice for 2½ to 3 hours of racing. The fuel is supplied from the tanks by Lucas "Jaguar-type" submerged rotary electric pumps.

The suspension parts have been adapted from the Grand Prix B.R.M. The brake discs are both larger in diameter and thicker because engine braking is somewhat feeble. Although the multi-tubular chassis is as stiff as that of the single-seater B.R.M., it is wider to include two seats and therefore a little heavier. The weight is nevertheless only 1,300-1,350 lb. (dry).

The knock-on light-alloy Dunlop disc wheels are fitted with 6.50 x 15 ins. rear tyres and 5.50 x 15 ins. front tyres. These are, of course, of the Dunlop low-profile type on wide rims. The body is of light alloy and the screen is now inclined at 30 deg., after the Le Mans practice day experiences. Most important in a 24-hours race, the alternator for battery charging is driven from the compressor turbine at armature speeds of 8,000 r.p.m. or so. The two air intakes are ahead of the rear wheels and the vertical outlet is in the tail.

JOHN V. BOLSTER.

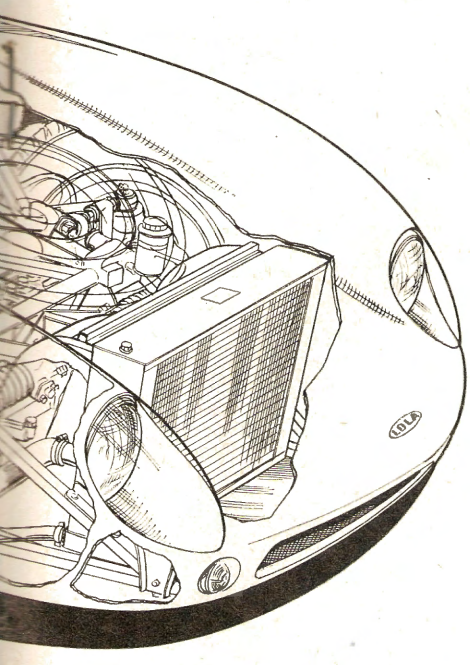


Cutaway Drawing by John H. Batchelor

THE ROVER-B.R.M.

THE LOLA G.T.

Cutaway Drawing by Theo Page



THE Lola G.T. is a very small coupé with a wheelbase and track of 7 ft. 8¼ ins. and 4 ft. 3½ ins. respectively. It is, therefore, about the size of an 1,100 c.c. or 1,500 c.c. car, but it is propelled by a Ford V8 engine of 4,727 c.c., developing around 400 b.h.p. at 7,000 r.p.m.

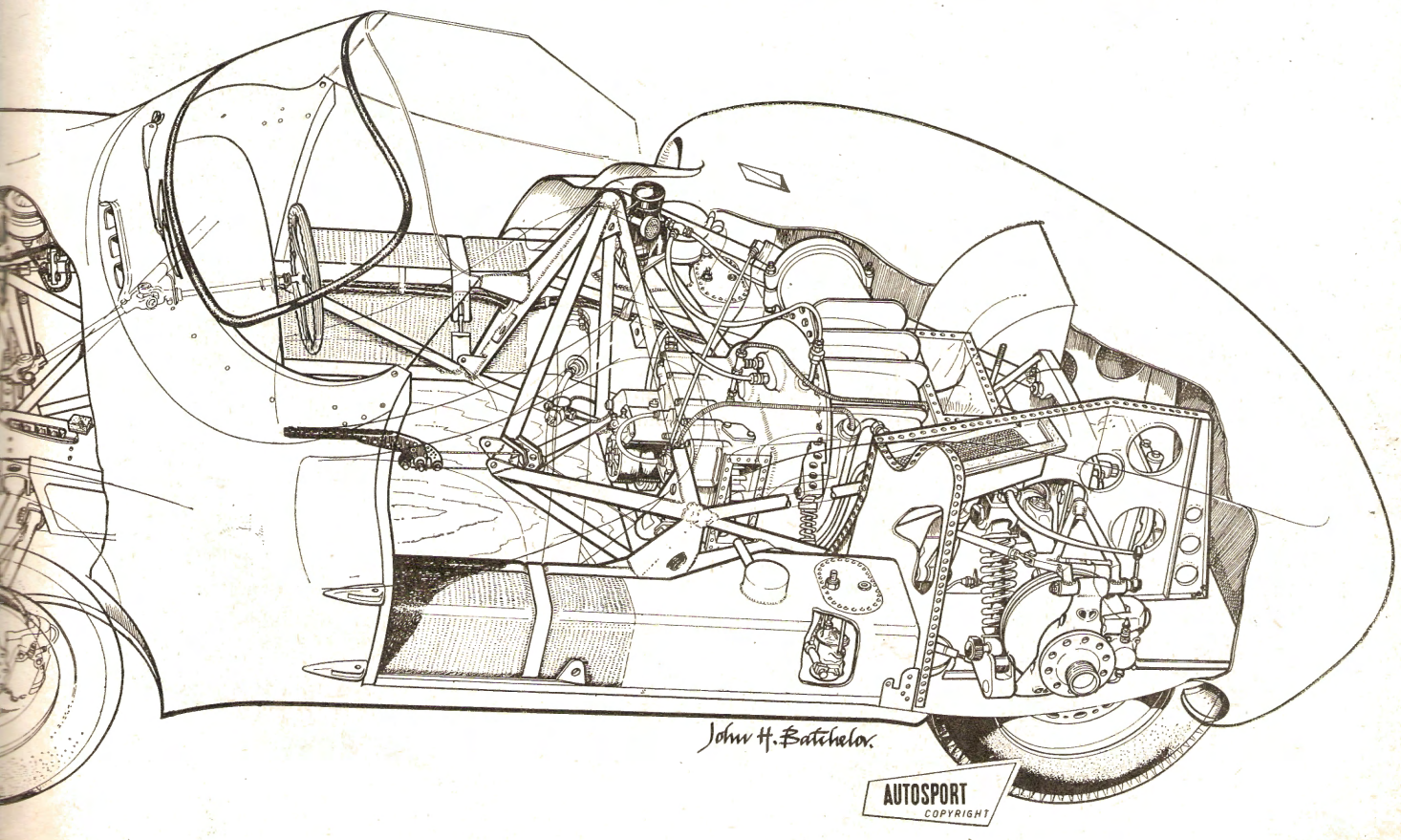
The basis of the car is a chassis consisting of twin booms. They are constructed of steel sheets of 20 and 22 s.w.g. and their size is sufficient to contain the two fuel tanks. These members extend from just behind the front wheels to the back wheels, where they bend inwards to carry the engine. The power unit is inside the body behind the seats, and it drives the rear wheels through a Colotti four-speed gearbox, which projects through the centre of the main rear cross member. This member carries the rear suspension.

The suspension is independent all round by inclined helical springs with Armstrong adjustable telescopic dampers. As the main chassis members start just behind the front wheels, there is a multi-tubular forward extension to carry the suspension and radiator, fabricated of square and round tubes. The front suspension is conventional with light alloy uprights, wishbones, and an anti-roll bar, while the fairly complex rear assembly is typically Lola, with bottom wishbones, top straight tubular members, and radius arms going forward to the bulkhead in front of the engine. The disc brakes are by Girling and the rack and pinion steering is ahead of the front wishbones.

The 15 ins. light alloy knock-on wheels carry 6.00 ins. Dunlop tyres in front and 6.50 ins. behind, on wide-base rims. The body is of glassfibre and is a very low coupé, with large air ducts beside the radiator to prevent suffocation of the driver. Unfortunately, the foolish minimum weight regulation of 875 kg. has made it necessary to ballast the car to the extent of about 2 cwt. What a retrograde step!

JOHN V. BOLSTER.

N BOLSTER of Two Interesting British Cars for Le Mans



A SUPERB SCOTTISH

Andrew Cowan (Rapier) Wins Second Successive Scottish Rally

REPORT AND PHOTOGRAPHY BY MICHAEL DURNIN



ANDREW COWAN corners his Rapier on some rough stuff at Glengarry, the twenty-first and last of the Scottish Rally's arduous stages. Cowan and co-driver David Thompson completed the course with a loss of 125 penalties.

AFTER last year's event, which was something of a compromise, it was obvious that the Scottish had reached a crossroads in its development. A hybrid event pleases no one and the organizers had either to make up their minds to perpetuate the old format of scenic sections linking driving tests or persevere with the special stages which they introduced for the first time in 1962. They decided on the latter course and the 1963 Scottish International Rally was a splendid, tough event which reflects the greatest credit on the R.S.A.C. and was well up to the high standard which is earning such a fine reputation for the R.A.C. Rally. The Scottish was a fast and severe rally by any standard and this reflects all the more credit on "Monarch of the Glens" Andrew Cowan who was able to cap his win in last year's hybrid event with victory over the 100 miles of forest sections which leavened the 1,326-mile rally. Other outstanding performances were put up by Roger Clark/Hal Patton (Mini Cooper), who finished 8 penalties behind the Andrew Cowan/David Thompson total of 125, Hamish Wilson and his brother Rusty (Rapier), 177, and Jim and Arlene McInnes (Vauxhall VX4/90) who finished fourth with 195. In all, 38 of the 54 starters completed the course.

FROM a Whit Monday morning start in Glasgow the route led straight to Rest-and-Be-Thankful where best times up the 2.3-mile hill were put up by Logan Morrison/Donald Brown (Mini-Cooper) and Bob Haddow/Stanley Hutcheson (E-type Jaguar) in 2 mins. 39 secs. and where altogether 18 crews were without penalty on a class improvement basis. J. E. Shaw, whose hot M.G. 1100 was being navigated by Ian Hall, looking unfamiliar out of a Rapier, had the first of many troubles when his clutch began to slip.

From the Rest via Hell's Glen and Inverary to the famous rough stage at Monument Hill (all the stages were rough, varying only in degree), where best times were put up by:—

Logan Morrison/Donald Brown (Mini-Cooper), 2 m. 52 s., 3 penalties; Derek Boyd/Beattie Crawford (Mini-Cooper), 3 m. 13 s., 5; Roger Clark/Hal Patton (Mini-Cooper), 3 m. 1 s., 4; Andrew Cowan/David Thompson (Rapier), 2 m. 58 s., 3; Hamish Wilson/Rusty Wilson (Rapier), 3 m. 12 s., 5; Jim McSpadden/Maurice Johnson (VW), 3 m. 12 s., 5; John la Trobe/Julian Chitty (Rapier), 3 m. 5 s., 4; Jim and Arlene McInnes (VX4/90), 3 m. 16 s., 5; W. N. A. Dryden/Graham Gauld (VX4/90), 3 m. 32 s., 7; Colin McRae (Spitfire), 3 m. 17 s., 5; J. A. Hall (Sprite), 3 m. 27 s., 6; Ian Woodside/Adrian Boyd (Sprite s/c), 3 m. 5 s., 4; Barry Burn/Sir Peter Moon (M.G.B), 2 m. 59 s., 3; Bobby Parkes/Brian Whitmarsh (Healey 3000), 3 m. 13 s., 5.

All stages were at a 50 m.p.h. average with 1 penalty per 10 secs. late. Then via Killin and Bridge of Balgie (where a hump in the road caused the lightweight battery of Bobby Parkes's Healey to jump out of its case and damage a cell) to the 6-mile stage at Drummond Hill near Fearnan. Here the E-type Jaguar of Bob Haddow/Stanley Hutcheson destroyed its exhaust system and had to retire; Hall's Sprite had a puncture and Agnes Mickel's Sprite and Roger Clark's Cooper-Mini both suffered electrical trouble. The M.G.B of Burn/Moon slid off and was slightly damaged while an off-course excursion so damaged the cooling system of the Rosemary Smith/Elma Lewsey Sunbeam Alpine that it was eventually retired. Some times recorded:—

Morrison, 9 m. 1 s., 12; Boyd, 9 m. 39 s., 16; Clark, 10 m. 44 s., 22; Cowan, 9 m. 22 s., 14; Wilson, 9 m. 47 s., 16; McSpadden, 10 m. 6 s., 18; la Trobe, 9 m. 40 s., 16; McInnes, 9 m. 57 s., 17; Dryden, 10 m. 43 s., 22; McRae, 12 m. 19 s., 30; Hall, 11 m. 14 s., 25; Woodside, 9 m. 20 s., 14; Burn, 37 m. 11 s., 30; Parkes, 10 m. 6 s., 18.

The road led via Weem, where the Ian Louden-Cox/Bill Syer TR4 hit a wall with slight damage to the nose, and Grandtully to a 7.2-mile section at Craigvinean near Dunkeld where the Shaw/Hall M.G. 1100 burnt its electrical wiring so badly that it





SLIDING a corner on the Culbin stage is Sir Peter Moon in his M.G.B (top). He finished second in his class. MORE ROUGH CORNERING by the M.G. Midget of W. H. Hagan on the Clashindarroch stage (above). COLIN McRAE nearly loses his Triumph Spitfire on the Culbin stage (below, right). However, he recovered to finish first in his class.

had to retire at the end of the day, and Margaret MacKenzie/Fiona Guinness put their Austin Mini off the road, resulting in slight body damage. Times:—

Morrison, 10 m. 46 s., 12; Boyd, 11 m., 14; Clark, 10 m. 46 s., 12; Cowan, 10 m. 42 s., 12; Wilson, 11 m. 11 s., 15; McSpadden, 11 m. 21 s., 16; la Trobe, 10 m. 45 s., 12; McInnes, 11 m., 14; Dryden, 12 m. 13 s., 21; McRae, 13 m. 18 s., 27; Hall, 12 m. 17 s., 21; Woodside, 11 m. 2 s., 14; Burn, 12 m. 27 s., 22; Parkes, 11 m. 35 s., 17.

A tight road section past the Loch of Lowes, Blairgowrie, Kirriemuir and Edzell led to the fast 4.7-mile stage of Drumtochty near Fettercairn (much of which was flanked by high piles of hewn logs). From the Fettercairn area by Clattering Brig and Cairn O'Mount to a 3.6-mile stage at Blackhall, the last of the day. The finish was notable because Stuart Parker/Johnson Syer slid their M.G.A yards before the finish, going sideways over the finishing line and into a field below. Although the car was relatively undamaged, they had to wait until the rest of the field was through before they were able to regain the road, a delay which cost them road marks. Times:—

Morrison, 5 m. 33 s., 7; Boyd, 5 m. 50 s., 9; Clark, 5 m. 48 s., 8; Cowan, 5 m. 28 s., 6; Wilson, 5 m. 48 s., 8; McSpadden, 5 m. 57 s., 9; la Trobe, 5 m. 38 s., 7; McInnes, 5 m. 56 s. 9; Dryden, 6 m. 22s., 12; McRae, 6 m. 31 s., 13; Hall, 6 m. 20 s., 12; Woodside, 5 m. 41 s., 8; Burn, 6 m. 27 s., 12; Parkes, 5 m. 59 s., 9.

Then via Aboyne, Ballater and Tomintoul to the *parc fermé* at Grantown.

Already, after but 308 miles, including 25.8 miles of special stages, the event was fulfilling its promise of being the most gruelling of the series. Overall calculations showed that the leaders of the event were: Morrison 44 penalties, Cowan 45, la Trobe and Woodside with 50 each, and Sandy Morrison and his wife Helen (Mini-Cooper) lying fifth with 53, slightly ahead of Derek Boyd and Hamish Wilson with 55 apiece and Roger Clark 56.

The weather was again clement the next day as competitors went via Carrbridge, Inverness and Dingwall to the first stage at Cnoc Navie near Evanton, which rose and fell sharply throughout its 2-mile length. Only drama seems to have been when Hamish Wilson slightly scraped his Rapier on a van parked too close to a slippery "3-ply" bend. Times:—

Morrison (not available); Boyd, 2 m. 57 s., 3; Clark, 2 m. 50 s., 2; Cowan, 2 m. 45 s., 2; Wilson, 2 m. 55 s., 3; McSpadden, 3 m. 4 s., 4; la Trobe, 2 m. 57 s., 3; McInnes, 2 m. 57 s., 3; Dryden, 3 m. 9 s., 4; McRae, 3 m. 13 s., 4; Hall, 3 m. 13 s., 4; Woodside, 2 m. 55 s., 3; Burn, 3 m., 3; Parkes, 3 m. 6 s., 3.

Then on to a one-mile sprint at the disused airfield at Tain, where the only person to better the minute on the U-shaped course was Bobby Parkes.

It was only 16 miles to the 3.6-mile special stage through the woods at Balblair, where Sandy Morrison stripped the gearbox of his Mini-Cooper and retired, as did Tom Sleigh/Gideon Scott who rolled their Vitesse.

The suspension of Mike White's Volvo began to break up and the car also lost its exhaust system, and Jim McInnes holed the fuel tank of his VX. Times:—

Morrison, 6 m. 29 s., 11; Boyd, 6 m. 45 s., 13; Clark, 7 m. 31 s., 17; Cowan, 6 m. 39 s., 12; Wilson, 7 m. 17 s., 16; McSpadden, 7 m. 1 s., 14; la Trobe, 6 m. 50 s., 13; McInnes, 9 m. 11 s., 20; Dryden, 7 m. 14 s., 16; McRae, 7 m. 41 s., 18; Hall, 7 m. 35 s., 18; Woodside, 6 m. 44 s., 13; Burn, 7 m. 7 s., 15; Parkes, 6 m. 59 s., 14.

A particularly lovely road section by Invershin and Ullapool led to a 3.8-mile stage at Lael forest, where the times recorded were:—

Morrison, 5 m. 37 s., 6; Boyd, 6 m. 16 s., 10; Clark, 5 m. 50 s., 7; Cowan, 5 m. 20 s., 4; Wilson, 6 m. 31 s., 11; McSpadden, 6 m. 8s., 9; la Trobe, 6 m. 8 s., 9; McInnes, 6 m. 41 s., 12; Dryden, 6 m. 49 s., 13; McRae, 7 m. 35 s., 18; Hall, 6 m. 47 s., 13; Woodside, 5 min. 54 s., 8; Burn, 6 m. 21 s., 10; Parkes, 10 m. 50 s., 20.

A route through Muir of Ord, Inverness and Nairn brought the field to a 7.7-mile stage in the famous Culbin Sands forest. Here a fine run came to an end when a suspension failure caused the driveshaft of Logan Morrison's Mini-Cooper to seize. The car rolled several times as it came out of a corner, scattering its windscreen and windows along the track in a horrific manner. Although they landed in the trees in a tall, thin Mini, Logan Morrison and Donald Brown were completely unharmed. Hamish Wilson had a narrow squeak when he met a van on the supposedly closed road, but was able to avoid it, while Andrew Cowan, going at full noise on the extremely loose and dusty road, just clipped a tree with the door handle of his Rapier, putting a groove in the timber but not damaging the car. Times:—

Boyd, 9 m., 8; Clark, 8 m. 59 s., 8; Cowan, 8 m. 33 s., 5; Wilson, 9 m. 10 s., 9; McSpadden, 9 m. 18 s., 10; la Trobe, 8 m. 57 s., 8; McInnes, 9 m. 29 s., 11; Dryden, 9 m. 43 s., 12; McRae, 9 m. 53 s., 13; Hall, 10 m. 12 s., 15; Woodside, 9 m. 6 s., 9; Burn, 9 m. 16 s., 10; Parkes, 9 m. 58 s., 14.

This put Andrew Cowan in the lead with 69 penalties, followed by la Trobe 83, Clark (who had recorded a mere 29 penalties during a very fast day) 85, Woodside 87, Boyd 92, Wilson 94 and McInnes 102.

The third day, Wednesday, was the shortest, covering only 224 miles. From Grantown-on-Spey by way of Tomintoul, Balmoral, Ballater and Ballogie to a 3.6-mile special stage at Blackhall, where the first misfortune of a couple of unhappy days struck Bobby Parkes and Brian Whitmarsh when a protruding rock ripped the



drain plug out of their Healey's gearbox. Times:—

Boyd, 5 m 37 s., 7; Clark, 5 m. 30 s., 7; Cowan, 5 m. 26 s., 6; Wilson, 5 m. 51 s., 9; McSpadden, 5 m. 49 s., 8; la Trobe, 5 m. 31 s., 7; McInnes, 5 m. 50 s., 9; Dryden, 6 m. 8 s., 10; McRae, 6 m. 13 s., 11; Hall, 7 m. 17 s., 17; Woodside, 5 m. 26 s., 6; Burn, 5 m. 56 s., 9; Parkes, 6 m. 20 s., 12.

By way of Clattering Brig to Drumtochty again for an 8-mile stage, where Cowan's Rapier had a puncture. He continued without stopping, and went sideways immediately after crossing the finishing line, striking an open gate and breaking off the poor, ill-treated door handle with which he had already grooved a tree on Culbin. Times:—

Boyd, 11 m. 4 s., 8; Clark, 10 m. 31 s., 5; Cowan, 10 m. 54 s., 7; Wilson, 11 m. 22 s., 10; McSpadden, 11 m. 45 s., 12; la Trobe, 10 m. 59 s., 8; McInnes, 11 m. 42 s., 12; Dryden, 11 m. 22 s., 10; McRae, 12 m. 18 s., 16; Hall, 14 m. 46 s., 31; Woodside, 10 m. 58 s., 8; Burn, 11 m. 31 s., 11; Parkes, 11 m. 57 s., 14.

Stonehaven, Peterculter and Alford were passed en route for a 9-mile stage at Clashindarroch near Gartly. Here the unfortunate McInnes had two punctures near the end of the stage, Roger Marriott/Bill Grainger lost the petrol tank drain plug and cracked the chassis of their DKW on a particularly ferocious rock and subsequently retired, Paul Steiner/Isobel Robinson had the distributor of their Hillman Imp pack up, while the Mercedes 220SE of Windsor Scott/Roger Parker, which had been going extremely well, broke a wheel and slightly bent a front wing after touching an outcrop of rock while passing Steiner's ailing Imp. Times:—

Boyd, 10 m. 28 s., 0; Clark, 10 m. 10 s., 0; Cowan, 10 m. 23 s., 0; Wilson, 11 m. 12 s., 2; McSpadden, 11 m. 10 s., 2; la Trobe, 10 m. 18 s., 0; McInnes, 11 m. 18 s., 3; Dryden, 11 m. 42 s., 5; McRae, 11 m. 55 s., 6; Hall, 12 m. 28 s., 10; Woodside, 10 m. 21 s., 0; Burn, 11 m. 7 s., 1; Parkes, 11 m. 36 s., 4.

Seven miles away lay the last stage of the day, The Bin, a 4.8-mile stage on which a stone cut off the slave cylinder of Bobby Parkes's clutch and Pat Melville retired his Vitesse with mechanical trouble. Times were:—

Boyd, 6 m. 49 s., 6; Clark, 6 m. 31 s., 4; Cowan, 6 m. 43 s., 5; Wilson, 7 m., 7; McSpadden, 7 m. 3 s., 7; la Trobe, 6 m. 38 s., 5; McInnes, 6 m. 52 s., 6; Dryden, 7 m. 39 s., 11; McRae, 7 m. 23 s., 9; Hall, 7 m. 34 s., 10; Woodside, 6 m. 33 s., 4; Burn, 7 m. 6 s., 8; Parkes, 7 m. 1 s., 7.

A 45-mile run brought the field back to the *parc fermé* at Grantown-on-Spey, and Alan Fraser limped back into town with the crank and gearbox of his Imp out of commission.



Quickly issued results showed that Cowan was still in the lead with 87 penalties, followed by Clark 101, la Trobe 103, Woodside 105, Wilson 112, Boyd 113 and McInnes 132. A surprise announcement came from Eddie Berry, who withdrew the 220SE Mercedes which Windsor Scott was driving so well for his Eddie Berry Rally Team.

It was obviously going to be a real battle for the lead the following day with so many crews lying so close and Thursday was the hardest day of the rally, with 26.6 miles of special stages in a 332-mile route. This started with a 25-mile run to a 2.3-mile stage at Glenlivet, where Louden-Cox again slightly bumped his TR4. Times:—

Boyd, 3 m. 55 s., 6; Clark, 3 m. 45 s., 5; Cowan, 3 m. 48 s., 6; Wilson, 4 m. 13 s., 8; McSpadden, 4 m. 8 s., 8; la Trobe, 3 m. 54 s., 6; McInnes, 4 m. 13 s., 8; Dryden, 4 m. 14 s., 8; McRae, 4 m. 38 s., 10; Hall, 4 m. 20 s., 9; Woodside, 4 m. 50 s., 10; Burn, 4 m. 33 s., 10; Parkes, 4 m. 24 s., 9.

Then via Dufftown back to a 4.7-mile stage at Clashindarroch, where Barry Burn lost his M.G.B's exhaust and, right at the end of the stage, the spokes of one of the wheels on Bobby Parkes's Healey parted company with the hub and the remains of the wheel travelled for nearly a quarter of a mile before coming to rest. Times:—

Boyd, 10 m. 28 s., 6; Clark, 10 m. 4 s., 4; Cowan, 10 m. 17 s., 5; Wilson, 10 m. 36 s., 7; McSpadden, 11 m., 9; la Trobe, 9 m. 59 s., 3; McInnes, 10 m. 45 s., 8; Dryden, 11 m. 6 s., 10; McRae, 11 m. 31 s., 12; Hall, 11 m. 25 s., 12; Woodside, 10 m. 7 s., 4; Burn, 11 m. 4s., 10; Parkes, 10 m. 47 s., 8.

The A93 led through Balmoral and Braemar to a 6-mile stage in the ground of Blair Castle, where Margaret Mackenzie went off the road and lost quite a bit of time. Times:—

Boyd, 8 m. 23 s., 7; Clark, 7 m. 49 s., 3; Cowan, 8 m. 8 s., 5; Wilson 8 m. 44 s., 9; McSpadden, 8 m. 51 s., 9; la Trobe, 7 m. 59 s., 4; McInnes, 8 m. 58 s., 10; Dryden, 8 m. 9 s., 5; McRae, 9 m. 33 s., 14; Hall, 9 m. 30 s., 30; Woodside, 8 m. 41 s., 8; Burn, 9 m. 1 s., 10; Parkes, 9 m. 5 s., 11.



THREE HILLMAN IMPS were entered for the Scottish Rally, but none featured prominently in the results. One attempts a water splash on the Clashindarroch stage (above). ON THE SAME STAGE Edinburgh driver J. A. Hall's Sprite kicks up the dust (left).

Just over 40 miles away lay the 6-mile special stage at Leanachan, where Paul Burch/Terry Burn broke a half-shaft on their Wolseley 1500 but got a lift into Fort William where some helpful post office officials let them have one from a van. Jim McInnes had another puncture, while Bobby Parkes again lost the gearbox drain plug from his Healey. Times:—

Boyd, 9 m. 53 s., 16; Clark, 8 m. 53 s., 10; Cowan, 8 m. 54 s., 10; Wilson, 9 m. 17 s., 12; McSpadden, 9 m. 25 s., 13; la Trobe, 12 m. 22 s., 30; McInnes, 10 m. 23 s., 19; Dryden, 9 m. 21 s., 12; McRae, 10 m. 17 s., 18; Hall, 10 m. 15 s., 18; Woodside, 8 m. 40 s., 8; Burn, 9 m. 40 s., 18; Parkes, 9 m. 35 s., 14.

A 15-mile run via Spean Bridge led to the 4-mile Clunes special stage where Mike White's Volvo again lost its exhaust and Parkes had a puncture and ran until the tyre disintegrated. Times:—

Boyd, 6 m. 9 s., 8; Clark, 8 m. 57 s., 6; Cowan, 6 m. 9 s., 8; Wilson, 6m. 36 s., 10; McSpadden, 6 m. 28 s., 10; la Trobe, 5 m. 56 s., 6; McInnes, 5 m. 32 s., 10; Dryden, 7 m. 41 s., 17; McRae, 7 m. 19 s., 15; Hall, 7 m. 24 s., 15; Woodside, 5 m. 56 s., 6; Burn, 6 m. 42 s., 11; Parkes, 7 m. 16 s., 14.

On to the last stage of the day, and indeed of the rally proper, a 5.6-mile blind through the woods at Glengarry. Here the cruellest possible luck struck John la Trobe and Julian Chitty when, just before they crossed the finishing line, a bump over an 18-inch pile of stones caused their Rapier to break its radiator and lost them 300 road marks in the time it took to repair. What terrible luck to be robbed of a high position so late in the day. Times:—

Boyd, 7 m. 58 s., 7; Clark, 7 m. 29 s., 4; Cowan, 7 m. 31 s., 4; Wilson, 8 m. 15 s., 9; McSpadden, 8 m. 6 s., 8; la Trobe, 9 m. 11 s., 14; McInnes, 8 m. 12 s., 8; Dryden, 9 m. 43 s., 18; McRae, 9 m. 5 s., 14; Hall 9 m. 45 s., 18; Woodside, 8 m. 7 s., 8; Burn, 8 m. 6 s., 8; Parkes, 8 m. 53 s., 13.

It seemed now that with but one unimportant stage and a road section, that it was all over bar the shouting, and points were as follows: Cowan 125, Clark 133, Woodside 145, Boyd 163, Wilson 167, McInnes 195 and la Trobe 466.

A 182-mile run by way of a stage counting towards a special award and a driving test led to the finish, but surprisingly on this ostensibly simple run, the Irish contingent (who were running in convoy) got off route and were delayed, losing road marks: Boyd lost 60, McSpadden 50 and Woodside 70. This, needless to say, caused a last-minute upset in the results. Andrew Cowan broke a fan belt but replaced it without delay, finishing with his back axle practically defunct.

At the prizegiving ball in the R.S.A.C., competitors agreed that the 1963 Scottish had been the best ever run and that in its present format of a day's hard rallying over forestry stages, followed by a free evening in which to carouse, the Scottish was ideal and that this very fine international rally was worthy of a commensurately distinguished entry in 1964.

RESULTS

General Classification: 1, A. Cowan/D. Thompson (Sunbeam Rapier), 125 points; 2, R. Clark/H. Patton (Mini-Cooper), 133; 3, H. Wilson/R. Wilson (Sunbeam Rapier), 177; 4, J. McInnes/Mrs. A. McInnes (VX4/90), 195; 5, I. Woodside/A. Boyd (Sprite), 215; 6, D. D. Boyd/B. Crawford (Mini-Cooper), 223. **Class 1:** 1, R. Clark/H. Patton (Mini-Cooper), 133; 2, D. D. Boyd/B. Crawford (Mini-Cooper), 223; 3, G. Garrey/X (Mini-Cooper), 289. **Class 2:** 1, A. W. Cowan/D. Thompson (Sunbeam Rapier), 125; 2, H. Wilson/R. Wilson (Sunbeam Rapier), 177; 3, J. R. McSpadden/M. Johnson (Volkswagen), 248. **Classes 3, 4 and 8:** 1, J. McInnes/Mrs. A. McInnes (VX4/90), 195; 2, W. N. A. Dryden/X (VX4/90), 299; 3, R. G. Mickel/T. Currie (Hillman Husky), 310. **Class 10:** 1, C. R. McRae/X (Triumph Spitfire), 277; 2, J. A. Hall/X (Sprite), 291; 3, Mrs. A. Mickel/Mrs. M. Currie (Sprite), 307. **Classes 11 and 12:** 1, I. Woodside/A Boyd (Sprite), 215; 2, Sir Peter Moon/B. Burn (M.G.B), 528; 3, G. Parkes/B. Whitmarsh (Austin-Healey), 579. **Restricted Class:** 1, H. J. Barrington/X (Mini-Cooper), 408; 2, J. Kelly/X (Sprite), 429; 3, Lady Malvina Murray/X (Triumph Herald), 823. **Service Class:** 1, Cpl. V. Whittaker/X (Land-Rover), 314; 2, Cpl. R. J. Connor/X (Land-Rover), 328.

CLUB NEWS

By MICHAEL DURNIN

THE **Advertising M.C., Cemian M.C., East Surrey M.C.** and the **Mid-Thames C.C.** are co-promoting a driving tests meeting of closed status at Brentford Market Car Park on 30th June. Entries close on 24th June and should be sent to Miss Jan Chillery, 10A Osten Mews, London, S.W.7. . . . The **B.A.R.C.** (Yorkshire Centre) in conjunction with the **Airedale and Pennine M.C.C.** and **Yorkshire S.C.C.** are promoting a driving tests meeting to be held on 7th July at Marston Moor Airfield, Tockwith. There are seven classes catering for most touring, sports, specials and saloon cars. Entries close on 3rd July and should be sent to E. V. Illingworth, 9 Southgate, Halifax. . . . The **B.A.R.C.** (Yorkshire Centre) are also promoting the 15th post-war Scarborough Rally on 29th-30th June. This is a restricted event and is open to the B.A.R.C., the Airedale and Pennine M.C.C., B.R.S.C.C., B.T.R.D.A., De Lacy M.C. of Pontefract, E. Yorkshire C.C., Huddersfield M.C., Knowldale C.C., Sheffield and Hallamshire M.C., York M.C. and the Yorkshire S.C.C. This is a qualifying event for the B.T.R.D.A. Silver Star competition and entries, which close on 22nd June, should be sent to P. H. Scott, The Turnings, Woodacre Crescent, Bardsey, Nr. Leeds. . . . The **B.A.R.C.'s** ninth race meeting at Oulton Park is being held on 13th July and has classes for F.J., sports cars, marque, G.T., *Formule Libre*, saloons and handicap races. This is a closed event and entry forms are obtainable from the B.A.R.C., 55 Park Lane, London, W.1. . . . The **Snetterton M.R.C.'s** race meeting for the Senior Service and Scott-Brown Memorial Trophies at Snetterton on 14th July is a National British. The programme includes events for saloons, racing cars up to 1,600 c.c., G.T., sports-racing and prototype and touring cars. Oliver Sear, Old Buckenham Hall, Attleborough, Norfolk, has the entry forms and application should be made by 1st July. . . . The **B.R.S.C.C.** are holding a restricted race meeting at Elvington Airfield, York, on 7th July. The invited clubs are the B.A.R.C., Darlington and D.M.C., Newcastle and D.M.C., M.G.C.C., Mid-Cheshire M.C.C., N.S.C.C. and Border M.R.C. All entries must be sent to Mrs. D. Johnson, 152 Birchwood Hill, Shadwell, Leeds. . . . Entries close on 24th June for the 20-lap scratch race for sports cars on the G.P. circuit on Brands Hatch on 6th July. This is a closed event promoted by the **B.R.S.C.C.** and is a Guards Sports Car Championship Race—it precedes the six-hour saloon car race. Entry forms from P. Doughty, B.R.S.C.C., 6 Buckingham Street, London, W.C.2. . . . The **Romford E.C.C.** and **R.A.F.M.S.A.** are co-promoting a closed sprint meeting at Debden on 7th July with no fewer than 15 classes. Entries, which close on 1st July, should be sent to Christopher Pelling, 25 Denbigh Close, Hornchurch, Essex. . . . The **Midland A.C.** are holding a hill-climb at Shelsley Walsh on 21st July. This is restricted to three cars, plus one reserve if desired, nominated from any R.A.C. Registered Motor Club. Only racing cars, sports cars or G.T. saloons will be accepted! Entries close on 1st July and Gerard Flewitt, 4 Vicarage Road, Edgbaston, Birmingham, 15, has the entry forms. . . . The address of the secretary for the **Burnham-on-Sea M.C.'s** hill-climb at Longleat on 30th June is The Farm, Nippors Way, Winscombe, Somerset —not Wiscombe, another well-known venue which was given by mistake in last week's issue.

COMING ATTRACTIONS

MAJOR INTERNATIONAL EVENTS

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. *ALPINE RALLY, France.*
23rd June. *DUTCH GRAND PRIX, Zandvoort (F1).*
ROUEN GRAND PRIX, France (F.J.).
ADRIATIC GRAND PRIX, Jugoslavia (F.J.).
CASERTA, Italy (F.J.).
MONT VENTOUX HILL-CLIMB, France.

NATIONAL AND CLUB EVENTS

15th June. *B.R.S.C.C. (N.W. Centre) Race Meeting, Oulton Park, near Tarporley, Cheshire.*
SUNBAC Sprint, Church Lawford, near Rugby.
Caernarvonshire and Anglesey M.C. Driving Tests. Starts Ty Croes Camp, Anglesey, North Wales.
15th-16th June. *Mid-Thames C.C. Midsummer Rally. Starts A5 Filling Station, Flamstead.*
16th June. *B.A.R.C. (S.W. Centre) Hill-Climb, Brunton, near Collingbourne Ducis, Wiltshire.*
Eastern Counties M.C., East Anglian M.C., Sporting C.C. of Norfolk and Snetterton M.R.C. Sprint, Snetterton, near Thetford, Norfolk.
Shenstone and D.C.C. Sprint, Curborough Farm, near Lichfield, Staffs. Starts 10 a.m.
Mid-Surrey A.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 1 p.m.
Liverpool M.C. Autocross. Starts Thurstaston, near Wirral, Cheshire, at 1.15 p.m.
Yorkshire S.C.C. and B.A.R.C. (Yorkshire Centre) E. A. Denny Trial. Starts Kings Head, Masham, Yorkshire, at 11 a.m.
Seven-Fifty M.C. (Tunbridge Wells Centre) Point-to-Point. Starts Isenhurst Manor, Cross-in-Hand, near Heathfield, Sussex.
Sheffield and Hallamshire M.C. Team Driving Tests. Starts Earle's Cement Works, Hope.
Lancia M.C. Lancia Challenge Trophy Driving Tests. Starts Upper Gun Park, Woolwich, London, S.E.18.
Mini-Se7en C. (London Centre) Driving Tests. Starts Orsett, Essex, at 11 a.m.
Craven M.C. Driving Tests. Starts Matta Barracks, Aldershot, Hants.
Harrow C.C., American D.C. and M.G.C.C. (S.E. Centre) Driving Tests. Starts Bicester Garrison at 11 a.m.
West Hants and Dorset C.C., Vickers-Armstrongs (Hurn) C.C. and M.G.C.C. Driving Tests. Starts Holmsley, Hants, at 2 p.m.
Morecambe C.C. Driving Tests. Starts, Morecambe Promenade, Morecambe, Lancs.
Dudley and D.C.C. and Quinton M.C. Driving Tests. Starts Hailstone Quarries, Rowley Regis.
Northumbrian M.C. Driving Tests. Woolsington Airport.

BRISTOL M.C. & L.C.C.

AUTOCROSS

IT was J. H. Parkin's day at the restricted *Bristol Evening Post* Trophy Autocross Meeting held by the Bristol M.C. and L.C.C. at Dunkirk, north of Bristol, on Whit-Monday. A crowd estimated at 8,000 turned up to watch the Rotherham driver in his four-wheel-drive Lotus Cannonball Special take B.T.D. and the Trophy donated by the local newspaper. On a dry but dusty track, Parkin circulated in 1 min. 45.4 secs.

In the small saloon class, Ted Williams literally threw his Mini-Cooper round in 1 min. 48.8 secs., narrowly beating well-known rally driver Geoff Mabbs in his new and barely run-in Mini-Cooper S, who clocked 1 min. 49.6 secs.

As expected the Specials class contained the closest-fought battles with Jim Burry, Bertie Sayers, Frank Pryor and Bob Ellice fighting it out tooth and nail. Bob Ellice, who broke a radius rod in his ex-Frank Pryor Iris Special in practice, was able to give a good account of himself.

TONY OLPIN.

RESULTS

B.T.D.: J. H. Parkin (Lotus Cannonball), 1 m. 45.4 s. **Saloon Cars up to 850 c.c.:** 1, D. S. George (Austin Mini), 1 m. 51.8 s.; 2, E. R. Crocker (Morris Mini), 1 m. 55.4 s.; 3, A. E. Thompson (B.M.W. 700S), 1 m. 58.1 s. **851-1,000 c.c.:** 1, E. Williams (Morris-Cooper), 1 m. 48.8 s.; 2, R. Wilding (Morris-Cooper), 1 m. 51.7 s.; 3, P. J. Vann (Morris-Cooper), 1 m. 52.2 s. **1,001-1,600 c.c.:** 1, G. J. Mabbs (Austin-Cooper S), 1 m. 49.6 s.; 2, G. Snow (Triumph Vitesse), 1 m. 52.5 s.; 3, D. Harris (Riley 1.5), 1 m. 56.1 s. **Sports and G.T. up to 1,000 c.c.:** 1, G. R. Brisrow (M.G. Midget), 1 m. 52.1 s.; 2, K. Ross (M.G. Midget), 1 m. 57.0 s.; 3, R. M. Hobbs (A.-H. Sprite), 1 m. 59.1 s. **Over 1,000 c.c.:** 1, A. F. Kynoch (Porsche), 1 m. 51.0 s.; 2, D. Bickell (M.G. Midget), 1 m. 51.2 s.; 3, B. Harding (M.G.B), 1 m. 55.8 s. **Specials:** 1, J. H. Parkin (Lotus Cannonball), 1 m. 45.4 s.; 2, J. R. Burry (Lilmo Special), 1 m. 46.5 s.; 3, R. Ellice (Iris 2), 1 m. 46.6 s.

MID-THAMES C.C.

DRIVING TESTS

"A SUCCESSFUL enterprise"—the English dictionary refers thus to the word "bonanza," and so far as the Mid-Thames Car Club's Bonanza Driving Test Meeting is concerned, the phrase is particularly apt, for the 36 drivers who assembled in the Wimbledon Stadium Car Park on a fine Whit-Sunday morning were provided with a fine day's sport, with 24 varied tests, well laid out and slickly marshalled.

There were five classes, cars being grouped more according to their known driving test potential than to any hard and fast capacity limits.

This system provides for the overall winner to be the competitor who most improves on his "calculated class average," this being the average score of the middle three or four cars (according to whether there is an odd number or an even number in the group) in his class.

The fairness of the method was proved by the results, for Doug Worgan, driving his Mark 1 Sprite brilliantly, so far ran away with the largest, and usually most closely contested, class that he returned an overall score of 970.2 seconds, this being an improvement of 140.8 per cent on the "calculated class average". It was also over 30 seconds faster than second place man Ron Gee in his smart Mark 2 Sprite.

R. Betts drove his M.G. TF consistently well to win class E/F by a large margin, his average being second only to that of Doug Worgan. The Mini class was more evenly matched, and although R. Kennedy ran away with this comfortably to the tune of over 60 seconds, the others in the class were all fairly consistent so that the average improvement was more modest in this group. A somewhat similar state existed in class C, which was well won by David Lockyear's spirited performance with his Morris 1100 from the Triumphs of Shirley, Ferringo, Carter and Rogers, these latter cars being evenly matched as might be expected.

Volkswagens are not usually reckoned when it comes to driving tests, but R. Rofe showed what his beetle could do and he won class D somewhat narrowly from J. Baker's Riley 1.5.

Results were announced and duplicated with commendable speed, what time an extra run at one of the tests, using the dual (or is it duel?) system was laid on to determine the destiny of the team award, the result of which was not available at the time of writing. In Wimbledon Stadium, Mid-Thames seem to have found a good driving test site, and subject to the necessary permission being given, the venue will surely be used again.

RON AMBROSE.

RESULTS

B.T.D.: D. H. Worgan (Sprite), 970.2 s. **Class winners:** R. Betts (M.G.), 1,278.9 s.; R. Kennedy (Mini), 1,027.3 s.; D. Lockyer (Morris 1100), 1,134.9 s.; R. B. Rofe (VW), 1,308.4 s.

AUSTIN-HEALEY CLUB

DURING Easter 1962, a party of Austin-Healey Club members visited Holland as guests of the members of the club's Dutch branch, and a pleasant and hilarious time was had by all concerned. So much so that a return visit was a "natural", and this took place on the week-end of 23rd-26th May when over 50 Dutch members arrived at Dover to form an International convoy to the Selsdon Park Hotel, headquarters of the visit.

Next day a visit was made to the B.M.C. works at Abingdon. A "Tramps Ball" rounded off the day, after which came sightseeing in London by coach on the Saturday morning, and a driving test was held at Crystal Palace the same afternoon. British and Dutch drivers took part and the winner was R. Clerk. Best Dutch performance was put up by van Gent. The awards were presented at a most convivial reception the same evening and the visitors returned via Dover on the Sunday morning.

It is hoped to make this exchange an annual event on the club's calendar.

MARSH SHATTERS SHELSLEY RECORD

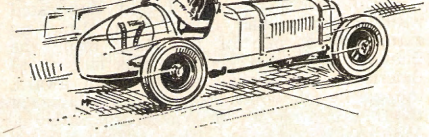
Agnes Mickel Sets New Ladies' Record

BY PAUL WATSON

UNDER brilliant blue skies and blazing hot sunshine Tony Marsh tore up Shelsley Walsh last Sunday to set a new outright course record of 33.54 secs., an improvement of .87 sec. on the previous record also held by Marsh with the 2.5 B.R.M. Marsh also took second place with his Special in 34.50 secs., while Peter Westbury came third, although a broken crown wheel and pinion allowed him only one official run. Several class records were broken including the ladies' record which went to Agnes Mickel (2.5 Cooper-Climax) in 36.30 secs., an improvement of 1.33 secs. on Patsy Burt's previous record, and the unlimited sports car record to Chris Summers (Cooper-Chevrolet) in 35.94 secs.

The meeting commenced at 1 p.m. with a heavily subscribed class for Touring, G.T. and production sports cars. This proved a benefit for Bob Rose who had no difficulty in winning the class and setting up a new class record of 39.45 secs. with his 1,500 c.c. Elite. Bob Jennings's more standard Elite was second, narrowly heading Tom Cunane's smart red A.C. Ace. Phil Scragg (Jaguar E-type) won the unlimited section with ease, but failed to break his own class record set up last year. Jack Lambert was second in a similar car, followed by Frank Wall who was having his first outing in a red E-type coupé.

The 1,600 c.c. sports-racing class was a four-cornered fight between Ray Terry's highly modified 1,500 c.c. Lotus-Climax 7, Betty Haig with a 1,600 c.c. Lotus 23, Tom Clapham's 1,216 c.c. Lotus-Climax and Graeme Austin's ex-Fielding/Tyack Emerson. Terry just maintained his lead throughout to come home first in 37.80 secs. from Clapham's well-driven Seven who on the last run reversed the tables on Austin and Miss Haig. In the big sports-racing



class Chris Summers completely shattered Phil Scragg's record, lowering it from 37.24 secs. to an incredible 35.94 secs. Josh Randles came in second with his ugly but effective Cooper Monaco Special heading off Phil Chapman's exciting sounding Chapman-Mercury.

John Macklin's Lotus 20 really got going in the Formula Junior class finally getting down to 37.11 secs., an improvement of .56 sec. on the previous record. A. B. Griffiths was an excellent second, his old Lotus 18 leading the more experienced Austen May with one of last year's Midland Racing Partnership Coopers. There followed a class for 500 c.c. racing cars, a type of motor car sorely neglected these days, even in club motor sport. Peter Hughes and Mike Ledbrook had a good scrap, the former finally coming out on top in 39.69 secs. W. D. Adams (Cooper-Norton) was third.

Class 7 for racing cars up to 1,500 c.c. brought out the first of the really fast cars. First car up was Tony Marsh's Climax-engined special, and straight away down came the class record to 34.93 secs. Three runs later Peter Boshier-Jones (Lotus-Climax) got down to 35.47 secs., but that was the closest anyone got, Marsh actually reducing his time later in the day to 34.50 secs. Bryani Eccles put up a good performance with his familiar maroon 998 c.c. supercharged Cooper-J.A.P., coming in third in 36.41 secs., while a trio of 1,100 c.c. Cooper-J.A.P.'s driven by Ian McLaughlin, Frank Livingstone and Mike Hatton fought it out for the remaining three places, McLaughlin finally succeeding with a time of 37 secs. dead. The vintage side of hill-climbing was represented by Alan Southon who climbed quietly in 52.97 secs. with the historic Becke Powerplus—a 1,261 c.c. Wolseley-engined device. Tommy Norton (1,500 c.c. Lotus-Climax) recorded 39.45 secs.; J. D. Macartney-Filgate (1100 Cooper-J.A.P.), 42.70 secs.; Wally Cuff (1,500 c.c. Cooper-Climax), 38.25 secs.; J. T. Payne (1100 Cooper-J.A.P.), 39.77 secs. and Keith Moore with the ex-Reg Phillips Fairley-Climax, 38.14 sec.

Tony Marsh repeated his 1,500 c.c. win in the unlimited racing class, this time shattering the course record on his first run leaving it at a fantastic 33.54 secs. Peter Westbury (Felday-Daimler) had the most rotten luck, breaking the crown wheel and pinion but still managing to come in second with a first run time of 34.80 secs. A great shame as he seemed the only driver at all likely to get to grips with Marsh's record-breaking B.R.M. Third was Bryan Eccles with his extremely hairy Cooper-Chevrolet in 35.16 secs., closely followed by David Good who now has a 2½-litre V8 Daimler engine installed in his basically F.J. Cooper. Good's time of 35.54 secs. was closely followed by Ray Fielding (2.2 Lotus-Climax) in 35.64 secs. and Phil Scragg who managed 35.93 with his recently purchased 2½-litre B.R.M. The Majors Chichester and Lambton shared the ex-Rivers Fletcher H.W.M.-Jaguar, Chichester coming out fastest in 43.37 secs. Mr. and Mrs. Mickel made a most welcome visit from Scotland, both driving extremely well, Agnes Mickel actually setting up a new ladies' record in the process of beating her husband. The class was completed by Ian Sievwright's magnificent Ferrari (39.59 secs.), Patsy Burt's new 2-litre Cooper-Climax (37.32 secs.), George Keylock's fierce if not so quick Cooper-Buick (37.46 secs.), M. C. Elwes's typically Shelsley G.N.-Ariel (42.80 secs.), and the evergreen Basil Davenport who, after over a quarter of a century of climbing Shelsley, managed to get down to a personal best of 41.08 secs.

The Championship class was not really very exciting. It started off well enough, but after a couple of runs Peter Boshier-Jones deposited most of the contents of his sump on the track causing long and aggravating delays and taking much of the interest out of the class. Tony Marsh finally came out on top with his 2.5 B.R.M. although his time of 34.62 secs. was somewhat delayed by the oil and a considerable amount of tar had melted owing to the blazing hot sun that graced Shelsley all day. Peter Boshier-Jones's oil-dripping time of 35.17 was good enough for second place ahead of Phil Scragg and Ray Fielding.

In general a good meeting but with rather too many annoying delays (oil and tar taken for granted). Once again Shelsley produced its usual crop of non-starters—over 20 in all, which would suggest that the Midland Automobile Club might do well to introduce a reserve list to prevent disappointing so many would-be entrants.

During the interval John Bolster made two electrifying "demonstration" runs with "Bloody Mary", getting well down into the forties with his splendid little car, and giving the large crowd a great thrill as the little special bobbed its way up Shelsley's historic slopes, reminding one of the great days of the "Shelsley Special", now, alas, almost gone.

RESULTS

B.T.D.: A. E. Marsh (B.R.M.), 33.54 s. **Touring, G.T. and Sports up to 2,600 c.c.:** 1, R. Rose (Lotus Elite 1.5), 39.45 s.*; 2, R. D. Jennings (Lotus Elite), 41.75 s.; 3, T. G. Cunane (A.C.-Ford Ace). 42.03 s. **Over 2,600 c.c.:** 1, P. Scragg (Jaguar E-type), 39.93 s.; 2, A. J. Lambert (Jaguar E-type), 40.33 s.; 3, F. E. Wall (Jaguar E-type), 40.98 s. **Sports-Racing up to 1,600 c.c.:** 1, R. M. Terry (1.5 Lotus-Climax 7), 37.80 s.; 2, T. R. Clapham (1.2 Lotus-Climax 7), 37.88 s.; 3, G. Austin (1.5 Emeryson-Climax), 38.04 s. **Over 1,600 c.c.:** 1, C. Summers (5.7 Cooper-Chevrolet Monaco), 35.94 s.*; 2, J. Randles (2.0 Cooper-Climax Monaco Spl.), 37.10 s.; 3, P. J. Chapman (5.4 Chapman-Mercury), 38.82 s. **Formula Junior:** 1, J. Macklin (Lotus-Ford 20), 37.11 s.*; 2, A. B. Griffiths (Lotus-Ford 18), 37.47 s.; 3, C. A. N. May (Cooper-Ford), 38.00 s. **Racing up to 500 c.c.:** 1, P. W. Hughes (Cooper-Norton), 39.69 s.; 2, M. J. Ledbrook (M.J.L.-Cooper-Norton), 40.23 s.; 3, W. D. Adams (Cooper-Norton), 40.79 s. **Up to 1,500 c.c.:** 1, A. E. Marsh (1.5 s/c Marsh-Climax), 34.50 s.*; 2, P. Boshier-Jones (1.2 s/c Lotus-Climax 22), 35.47 s.; 3, B. Eccles (998 s/c Cooper-J.A.P.), 36.41 s. **Over 1,500 c.c.:** 1, A. E. Marsh (2.5 B.R.M.), 33.54 s.*; 2, P. Westbury (2.5 s/c Felday-Daimler), 34.80 secs.; 3, B. Eccles (4.7 Cooper-Chevrolet), 35.16 s. **R.A.C. Hill-Climb Championship:** 1, A. E. Marsh (2.5 B.R.M.), 34.62 s.; 2, P. Boshier-Jones (1.2 s/c Lotus-Climax 22), 35.17 s.; 3, P. Scragg (2.5 B.R.M.) and R. Fielding (2.2 Lotus-Climax 21), 35.41 s.; 5, B. Eccles (4.7 Cooper-Chevrolet), 35.74 s.; 6, D. R. Good (2.5 s/c Cooper-Daimler), 35.91 s.; 7, I. McLaughlin (1100 Cooper-J.A.P.), 36.40 s.; 8, R. G. Mickel (2.5 Cooper-Climax), 36.51 s.; 9, J. Randles (2.0 Cooper-Climax Monaco spl.), 37.02 s.; 10, Mrs. A. Mickel (2.5 Cooper-Climax), 37.21 s. (new course record). **Fastest Lady:** Mrs. A. Mickel (2.5 Cooper-Climax) 36.30 s.*

(*Denotes new class record).

LANCASHIRE A.C.

WOODVALE SPRINT

AFTER monsoon conditions had turned the two previous meetings into something more like aquasport, the Lancashire Automobile Club's Whit-Sunday sprint meeting on Woodvale Aerodrome, Formby, near Southport, could not have been blessed with more perfect conditions.

Cars could be fed continuously from paddock to the start without crossing any part of the circuit, which now measures a full two miles, using runways and perimeter track.

Track marking and warning signs, so important on some of the wide expanses of tarmac, could and will be improved. Uncertainty of the route, as much as hairy motoring, was responsible for some unauthorized exploration of the countryside.

Sir J. Townley seemed to have the potentially fastest car in the ex-Ray Fielding 2½-litre B.R.M., and a practice time of 2 mins. 7 secs. held promise; but this was his maiden outing with the car and he was not inclined to press. A full spin marred one run, but his last effort looked like B.T.D. all the way until he overcooked the last hairpin, losing seconds in a well-held slide, to finish with 2 mins. 2.7 secs.

Meanwhile, P. de F. C. Pycroft was driving his E-type beautifully, getting down to 2 mins. 1.1 secs. and finally becoming first to break the barrier with 1 min. 59.9 secs. This record stood until F. B. Williams, in a 1,098 c.c. Lotus-Climax, surprised everybody by improving his 2 mins. 3.7 secs. to 1 min. 58.8 secs. (B.T.D.). Mrs. J. Hodgson, handling the big Connaught B-type very finely, failed by only one-fifth of a second to crack two minutes.

Among the big Jaguars, Chris Fuller and George Bradley continued their private scrap in identical 3.4s, but this was Bradley's day with an excellent 2 mins. 13.5 secs., while Fuller, unable to find a gear on the final corner, careered through in neutral and played skittles with the chicane. John Kennerley (Jaguar 3.8) turned in a final 2 mins. 0.6 sec., which was 3 seconds too fast for Jack Newman.

JOHN LAMBERT.

RESULTS

B.T.D.: F. B. Williams (Lotus-Climax 1098), 1 m. 58.8 s. **Touring B.M.C. Minis to 850 c.c.:** A. B. Shimell (Elf), 2 m. 27.3 s. **B.M.C. Minis over 850 c.c.:** J. Cordingley (Mini-Cooper), 2 m. 14.5 s. **Touring cars up to 1,300 c.c.:** S. A. Coulson (Anglia 1200), 2 m. 23.2 s. **1,301 to 2,000 c.c.:** John S. Smith (Bristol 403), 2 m. 23.4 s. **Over 2,000 c.c.:** John Kennerley (Jaguar 3.8), 2 m. 0.6 s.

Marque sports cars up to 1,650 c.c.: John Kennerley (Triumph Spitfire), 2 m. 18.5 s. **Up to 2,500 c.c.:** Barry Joel (Morgan Plus 4), 2 m. 5.1 s. **Sports cars 1,151 c.c. to 1,900 c.c.:** J. L. Charnock (Lotus Super 7) 2 m. 0 s. **Up to 3,000 c.c.:** Lord Cross (Daimler SP 250), 2 m. 6.5 s. **Over 3,000 c.c.:** P. de F. C. Pycroft (Jaguar E), 1 m. 59.9 s. **Sports racing to 1,000 c.c., o.h.v. and 1,200 c.c., s.v.:** D. S. Baldock (Lotus 7), 2 m. 9 s.

Sports racing to 1,300 c.c.: F. B. Williams (Lotus-Climax 1098), 1 m. 58.8 s. **Over 1,600 c.c.:** Barry Joel (Morgan Plus 4), 2 m. 2.9 s. **Racing cars up to 1,150 c.c.:** John Croft (Gemini F.J.), 2 m. 4.4 s. **Over 1,150 c.c.:** Mrs. J. Hodgson (Connaught B-type), 2 m. 0.2 s.

FOUR WAYS C.C.

DRIVING TESTS

THE Four Ways C.C. were hosts for this meeting held at Norton Mandeville airfield in co-promotion with Chelmsford, Gaynes and West Essex car clubs.

The venue was excellent, a vast expanse of concrete enabling three tests to be laid out simultaneously with plenty of room for competitor traffic between them. There were six tests in the complete programme and the second half simply entailed a different approach to the three basic layouts.

All the tests were quite simple, test one being the apparently simplest of all, as it entailed almost a complete circle with pylons placed to enforce a varied line to be taken. Not quite as simple as it seemed, however, and for a really quick time some high speed flicks were called for which resulted in some pretty entertaining motoring. Notable among the "quickies" were Robin Richards and Ian Terry, both travelling sideways for a considerable distance on full opposite lock.

Test four was over the same course but in the reverse direction and to most competitors it simply meant drifting the other way, with the result that, as times got quicker, some of the Stop Astride finishes were progressively more untidy, though just as exhilarating.

All the other tests were quite open and no particular class was favoured to any extent. An interesting point was the classifying of all Minis together regardless of model or state of tune; the results bore out the organizers' decision in that only one Cooper model reached the first four places in this class. Throughout the event the first four places changed considerably after each test and the battle between Stan Vanhinsbergh, Chris Cooper and B. Bishop was only resolved on the last run.

The open nature of the tests provided ample opportunity for a heavy right foot and one vehicle to feel the hot pace was the Allardette of Ian Terry and brother Keith. Their private struggle in Class C was so stern that the car often gasped to a halt on the finish line and boiled merrily; however, Keith failed to make up for a slowish run on test two and Ian prevailed by some seven seconds to take the class.

The extremely close-matched tussle between those two artists of the sport, Derek Harris and Robin Richards, was the highlight of Class D. An indication of their closeness was the fact that at no time was there more than one second between them on aggregate times, and one heart-stopping moment for Robin was his Midget's ejection of the core plug at the finish of test four, and a mighty escape of water from the radiator. This proved a temporary setback and he eventually took the class by 1.1 second and so reversed the earlier defeat by Derek at a previous meeting.

The class for Specials was only supported by two entries and Stan Vanhinsbergh could not prevent Harris from gaining the award in this section by a substantial margin and setting B.T.D. in the process.

All 30 entrants were of the same mind and rained compliments on the two principal organizers, George Woods and Alan McCrae, for a very enjoyable and first-rate event. It had a splendid set of tests and results were appearing on the masterboard "as they occurred."

The only sad note to end a fine day's sport was that this marked the end of motor sport at Norton Mandeville as the land is being returned to the plough—a great pity but a tremendous finale.

JOHN LEWSEY.

RESULTS

B.T.D.: D. Harris (D.M.F. Special), 158.6 s. **Class A:** 1, S. Vanhinbergh (Mini), 181.0 s.; 2, C. Cooper (Cooper-Mini), 182.0 s. **Class B.** 1, B. Faraway (VW), 205.1 s. **Class C:** 1, I. Terry (Allardette), 185.5 s. **Class D:** 1, R. Richards (M.G. Midget), 169.3 s. **Special Test Award:** J. Calton (M.G. Midget), 125.0 s. **Best F.W.C.C. member:** B. Storey. **Best Gaynes C.C. member:** B. Bishop. **Best Chelmsford M.C. member:** P. Fulcher.

CAERNARVONSHIRE & ANGLESEY M.C.

DRIVING TESTS

ON Whit Monday, the Caernarvonshire and Anglesey Motor Club held the first of their summer Driving Tests meetings at the New School, Amlwch, by kind permission of the Anglesey Education Committee. 18 cars attempted the four tests, the first two being fairly straightforward, though the last two were real memory teasers. There was plenty of reversing in all the tests, and the hand-brake turn Mini-bombs were kept busy, many lifting a wheel prettily at times.

B.T.D. was put up by Jon Whalley, who has gained much experience as a member of the Austin-Healey Club Team; second to him was Bill Meredith, the gearbox of his new Cooper S having yet to soften up, thus causing him to relinquish the winner's laurels on this occasion.

HELEN NICHOLSON.

RESULTS

B.T.D.: J. Whalley (Sprite). **2nd B.T.D.:** W. Meredith (Mini-Cooper S). **Best Opposite Class:** D. G. Jones (Mini-van). **Ladies' Award:** Helen Nicholson (Sprite). **Team Award:** Whalley and Meredith. **First Class Awards:** E. M. Evans (A40); R. Crommer (Sprite). **Novice Award:** M. Haighton (Sprite).

RILEY M.C. (CORNWALL & DEVON CENTRE)
PLYMOUTH M.C.

HEMERDON HILL-CLIMB

A SPEED hill-climb was held at Hemerdon Mine, Plympton, on Whit Sunday. The course, which is a very steep and winding one, and is of concrete practically throughout its whole length, attracted an entry of 43 competitors from as far away as Salisbury and Bristol, in spite of the close proximity of Wiscombe on the Monday.

The Alexander Duckham Trophy for the best time of the day went to Amie Lefevre in his M.G. Midget with a time of 25.34 secs., thus beating the course record of 26.46 secs. put up by Mike Lane in his Morris Mini-Minor at a previous meeting.

The Ladies' Award was won by Mrs. Macgregor in her Triumph, with a time of 27.96 secs., while the best time by a novice was 27.16 secs. in an Austin-Healey, by P. Ashley.

RESULTS

B.T.D.: A. Lefevre (M.G. Midget), 25.34 s. **Class Winners:** D. Clay (Morris Mini), 28.14 s.; G. Smerdon (Mini-Cooper S), 26.66 s.; A. Lefevre (Sunbeam), 27.12 s.; A. Lefevre (M.G. Midget), 25.34 s.; D. Van Horne (Morgan), 25.94 s.

Bugatti O.C.'s WHITSUN PRESCOTT HILL-CLIMB

ON Whit-Sunday the Bugatti Owners' Club ran another of their very successful hill-climbs at Prescott. They were graced with a very representative entry, and some good climbing was seen. The weather was very fine, but a trifle windy. Tony Marsh was unable to approach his outright hill record of 48.66 secs., though he made B.T.D. with the B.R.M. in 49.20 secs., closely followed by the time of 49.44 secs. which he did in the Marsh-Climax. Nearest other competitor to him was Phil Scragg with his B.R.M., which recorded 50.93 secs. on its first run. David Good is now getting the hang of the Daimler engine and, using all the road and some grass as well, made a time of 51.52 secs.

In the sports-racing class up to 1,600 c.c. dominated by various Lotus 7s, Graeme Austin had his class record taken away from him by Ray Terry in a time of 53.14 secs. John Ford won the 1, 2 and 3 cylinder unlimited class with a time of 53.14 secs., but was hard pressed by Harry Livingstone with 53.24 and J. A. White, who really has the Petty-J.A.P. sorted out now, with 53.75. The larger sports-racing class was a Josh Randles benefit. Up to 1,500 c.c. racing looked to be a Keith Moore benefit with the Fairley, but on his second run Gordon Parker got his Cooper-Climax back on to form and took the class in 53.35 secs. Nicholas Porter was beaten into second place with his Cooper-Mini in his class by a new record holder R. C. Hickman. J. C. Gregg, in a Renault Dauphine, made one of the slowest climbs of the day in 79.40 secs.

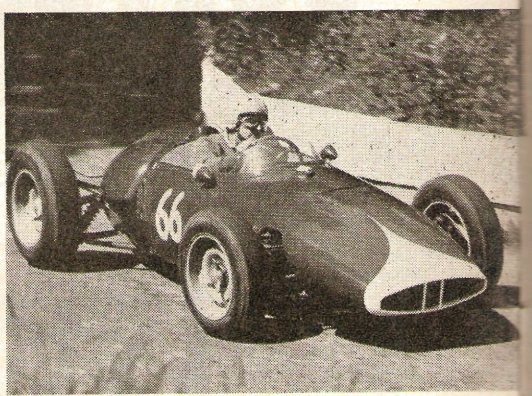
In the over 1,500 c.c. racing car class we saw the fireworks as recorded before.

A special mention must be made of J. R. Field driving his Clanger Special, which looks like a dragster with driver sitting behind rear wheels. It is V8 Ford-powered and made a very creditable final time of 58.13 secs. The Bugattis, as usual, had their own class and A. K. Hayworth's Type 35C made best time in 58.40, but this was not good enough to beat the handicap, which was won by T. R. Ling Smith in a Type 23.

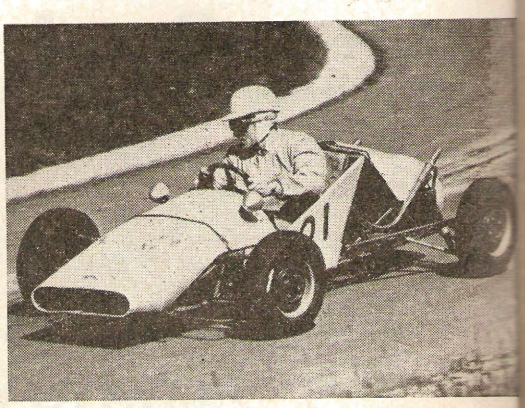
MICHAEL WARE.

RESULTS

B.T.D.: A. E. Marsh (B.R.M.), 49.20 s. **Sports, Saloon and G.T. Cars up to 1,000 c.c.:** 1, R. C. Hickman (Austin-Cooper), 59.59 s.; 2, N. Porter (Austin-Cooper), 60.04 s.; 3, R. D. Blacklidge (Morris-Cooper), 62.16 s. **1,001-1,600 c.c.:** 1, R. Rose (Lotus Elite), 56.76 s.; 2, M. G. Virr (Morgan 4/4), 59.45 s.; 3, J. F. Brown (Morgan 4/4), 59.69 s. **Over 1,600 c.c.:** 1, E. P. Scragg (Jaguar E), 55.93 s.; 2, I. Smith (Morgan Plus 4), 57.73 s.; 3, J. A. McEwen (Morgan Plus 4), 58.50 s. **Sports-Racing cars up to 1,600 c.c.:** 1, R. M. Terry (Lotus-Climax 7), 53.31 s.; 2, G. Austin (Emeryson-Climax), 53.72 s.; 3, A. H. van Moyland (Cooper-Climax), 55.56 s. **Over 1,600 c.c.:** 1, J. Randles (Cooper-Climax Monaco), 54.42 s.; 2, J. P. Chapman (Chapman Mercury), 56.63 s.; 3, P. Cottrell (Lotus-Climax 15), 56.96 s. **Racing Cars 1, 2 or 3 cylinders:** 1, J. Ford (Cooper-J.A.P.), 53.14 s.; 2, H. L. Livingston (Cooper-J.A.P.), 53.24 s.; 3, J. A. White (Petty-J.A.P.), 53.75 s. **Up to 1,500 c.c.:** 1, G. Parker (Cooper-Climax), 53.35 s.; 2, K. Moore (Fairley-Climax), 53.55 s.; 3, S. Neal (Arden-Ford), 57.43 s. **Over 1,500 c.c.:** 1, A. E. Marsh (B.R.M.), 49.20 s.; 2, A. E. Marsh (Marsh-Climax), 49.44 s.; 3, E. P. Scragg (B.R.M.), 50.93 s. **Formula Junior:** 1, C. A. N. May (Cooper-Ford), 53.25 s.; 2, A. Griffiths (Lotus-Ford), 54.63 s.; 3, C. J. S. Brewett (Lotus-Ford), 55.97 s. **Bugatti Handicap:** 1, T. R. Ling-Smith (Bugatti Type 23), 51.28 s. nett; 2, L. H. Boulton (Bugatti Type 49), 55.61 s. nett; 3, W. H. Bloomheld (Bugatti Type 46), 57.90 s. nett.



AS IS CUSTOMARY these days, Tony Marsh made B.T.D. at Prescott in his B.R.M. (above). He was also second in his special. RANDY VAUGHAN'S diminutive Elton is Triumph-propelled (below).



CAVENDISH C.C.

AUTOCROSS

ON 26th May the Cavendish Car Club held their Autocross at Adlington, Cheshire. The weather was ideal and the course dried as it became churned up to give some good times for the two runs which each competitor had at the three laps of the 1,300 yards per lap course. The 38 entries, including one lady, were divided into five classes: Class A, B.M.C. Minis; Class B, VW and B.M.W.; Class C, production cars up to 1,200 c.c., and Class D over 1,200 c.c.; and the fifth class, Class E, for the one special.

Following morning practice, the majority of awards were won on the first run, although Peter Crummack in his VW improved by 4 secs. on his second run by some fast cornering to gain first position in Class. In Class C, David Hulme (A35) had a very fast first run which gave him the class award and also fastest saloon of the day, which he tried to improve on his second run but collected marker penalties by some very spirited driving on the, by then, churned corners.

Malcolm Hague, Mini Class A, put in a very creditable first run as No. 1 off, but was eventually second in Class to M. R. Evans by 0.6 secs. Class D included some very hot 1,500 c.c. Anglias, but the Volvo of Keith Barlow, improving by 8 secs. over his first run, took the Class award practically going sideways through the finish 4 secs. ahead of John Daniels in his 1,500 c.c. standard Classic (plus ballast). In Class E the 1,500 c.c. Lotus of the Barlows took B.T.D., in the hands of Keith, by 4 secs.

The disappointing entry was made up for by some excellent drives and close competition in the classes, which gave the public, who turned up in force, an afternoon's entertainment.

A. J. METCALF.

RESULTS

B.T.D.: J. K. K. Barlow (Lotus 1500), 243.15 s. **Best Saloon:** D. Hulme (A35), 247.75 s. **Class A:** 1, M. R. Evans (Mini), 264.30 s.; 2, G. M. Hague (Mini), 264.91 s.; 3, J. Daniels (Mini), 272.58 s. **Class B:** 1, P. Crummack (VW), 273.28 s.; 2, A. Branthwaite (VW), 276.93 s.; 3, P. Gleave (B.M.W.), 281.08 s. **Class C:** 1, D. Hulme (A35), 247.75 s.; 2, J. S. Whalley (Sprite), 261.78 s.; 3, D. Lomas (Anglia 1198), 277.43 s. **Class D:** 1, J. K. K. Barlow (Volvo), 261.09 s.; 2, J. Daniels (Classic 1500), 265.85 s.; 3, G. K. Armstrong (Glassic 1500), 279.48 s. **Class E:** 1, Mrs. E. E. Barlow (Lotus 1500), 258.15s.

HAGLEY & D.L.C.C.

WELSH RALLY

UNDER fine weather conditions on the 25th-26th May, the Hagley and District Light Car Club fulfilled all expectations by producing a rally which demanded the utmost from both car and crew and which, as a result, was regarded favourably by the 63 competitors who took part in this restricted event, counting towards the B.T.R.D.A. Silver Star Championship.

The event, which covered some 170 miles, started at Hengoed, near Oswestry and incorporated no fewer than 61 controls, the majority of which were linked by difficult mountain tracks and which generally allowed time schedules in the region of 2-8 mins. between these points. So tough was this competition that the outright winner, Alan Taylor and his wife, Sheila, lost some 38 mins. Next home were other experienced crews, D. H. Ray/B. Hughes (Allardette) and David Friswell/R. Nelder (M.G.A), both losing 41 mins. The well-fancied entry of Brian Harper (Sprite) was some 7 mins. late by the 9th control but regained time to lie second at the petrol stop, where the Reeve/Jelphs Rapier retired with holed radiator and the similar car of Arthur Winzom caught fire.

The route, which took competitors on two sides of a valley between Oswestry and Welshpool, was devised by Messrs. Handley, Rollason and Fisher, themselves normally encountered as regular "circus" competitors. The opposite class to non-experts was taken by the Mini of R. A. Court/D. Harrison who lost 283 mins., with M. W. Turner/P. Lockston (Alpine) a further 98 mins. in arrears.

The finish was near Church Stretton where a driving test had been arranged in order to settle ties. This, however, was found to be unnecessary in view of the severity of the competition.

RESULTS

1, A. Taylor/Mrs. S. Taylor (Mini-Cooper), 350 marks; 2, D. H. Rays/B. F. Hughes (Allardette), 410; 3, D. Friswell/N. Nelder (M.G.A), 410; 4, J. Stentiford/J. Trott (Mini-Cooper), 450; 5, J. R. Gibbon/R. J. Harper (Volkswagen); 6, G. Bloom/R. Brindley (Mini-Cooper), 520. **Best Novice:** R. A. Court/D. Harrison (Mini), 2,830. **Team Award:** 432 M.C. "A", Taylor/Friswell/Bloom.

YORKSHIRE S.C.C.

WHITE ROSE TRIAL

ERIC JACKSON scored another win on home ground when he won the Yorkshire Sports Car Club's "White Rose" trial recently.

The event's date had been altered from earlier in the year, and, with more daylight available than the normal date in March, the organizers, Norman Coates and Charles Austin, planned the trial as an afternoon event, starting at two o'clock.

All the sections were at Howden Clough, near Birstall, and were in quite a compact area.

The entry of 13—quite good for a closed-to-club event—tackled seven sections which were then modified and stiffened up and done a second time. Then came the break which would normally have been "lunch" but was by then afternoon tea. During this the organizers found seven more sections which the newly refreshed drivers tackled. Later these were also stiffened up for a second run, making 28 sections in all.

PETER CRAVEN.

RESULTS

1, E. Jackson (Cannon), 35 marks lost; 2, L. Hurt (Ford), 46; 3, T. Marshall (Cannon), 78. **Best Novice:** R. N. Edwards (Special), 174. **Team Awards:** E. Jackson and G. D. Hobson (Cannon).

NORTHUMBRIAN M.C.

WALLSEND SPRINT

THE Northumbrian Motor Clubs held a sprint meeting on Sunday, 19th May. Over 70 entries, ranging from the ubiquitous Mini in its many forms to F. Gill's F.J. Lotus, enjoyed a day's sprinting over the ¼-mile course at Burn Close, Wallsend, near Newcastle.

The largest class was the up to 1,000 c.c. saloon cars and was won by Phil Walton in his well-known Mini-Cooper, GTY 7.

Walton also took Class B (1,001-1,300 c.c.) and Class C where he beat last year's handicap winner, Allan Barnes (Vitesse), Geoff Cook (Rapier) and other 1½-litre saloons.

GTY 7 had its last win in the 1,601-2,500 c.c. saloon class and rested after its three runs in each of the saloon classes, its best run being 19.78 secs.

The Sprites in Class F for sports cars were all beaten by Andy Barton's ugly-bodied Morris 1000 which has a very potent engine. D. J. Stanger (Buckley-Ford) won Class G and I. J. K. Lund, in his blown 1,098 c.c. Sprite, won the 1,601-2,500 c.c. class.

The good crowd was disappointed by the racing cars as the wet track didn't allow full power to be used, but were treated to some fantastic runs by the E-type Jaguar of Phil Walton with a time at 19.56 secs. This was beaten, however, and B.T.D. of 18.94 secs. was made by John Blades in his B.B.K.-Climax.

B.B.

RESULTS

B.T.D.: J. H. Blades (B.B.K.-Climax), 18.94 s. **Class Winners:** P. Walton (Mini-Cooper); P. Walton (Mini-Cooper); P. Walton (Mini-Cooper); P. Walton (Mini-Cooper); A. Barton (Morris 1000); J. H. Blades (B.B.K.-Climax).

LONDON M.C.

COVENTRY CUP TRIAL



MIKE WARE, who was third in his class in his Austin 7, found the sections lacked originality.

ON Sunday 26th May the London Motor Club ran another of their very popular Coventry Cup Trials. This year the event was thrown open to the production car trial circus and had an entry of 37 cars. The event was also being watched with a view to upgrading it to a B.T.R.D.A. event next year. Last year it poured with rain for the event but this year was the complete opposite with boiling sun all day—and dust! There were 13 sections in all, most of them within a mile of the start area at Louisberg Barracks, Bordon. Here I think a criticism can be levelled at the club as there appeared to be a complete lack of originality about the sections. They were virtually the same as last year, and this year they were tackled no fewer than four times each, with only slight changes—mainly to starting lines. If only the afternoon had seen some new hills, much more variety would have been brought into the trial.

A lot of very familiar faces were to be seen doing battle again; amongst the VWs Colin Hoile, Peter Noad, and G. Alcorn were seen going well. Last year's winner, Jim Taylor from Bournemouth, in his Ford Popular climbed well all day, even though he had some petrol trouble and was down on power. N. L. Dorien's Mini went very well, but in the sandy soil of the Bordon area found f.w.d. a distinct disadvantage. Sir Peter Moon blasted his Cortina GT at all the hills with great verve, showering everybody for yards with grit. The Hillman Super Minx of B. Burn was thrown about with much abandon. R. W. Slone had a full complement of four passengers in his Skoda, which seemed to bog him in a little. After his dice in the H.R.G. v. M.G. duel at Silverstone the previous day, Ted Dennis came down to Bordon with his H.R.G. and drove it beautifully, only getting into trouble on the tight taped sections (we didn't like them either!). It is rumoured that Ted is local trials champion in Cornwall, and we now see why.

A very warm and exhausting trial, and run with the efficiency always associated with a London Motor Club event.

MICHAEL WARE.

RESULTS

Coventry Cup: E. H. Dennis (H.R.G. 1500), 79 marks (68.21 per cent.). **Class 1:** 1, R. Ward Triumph Herald), 273 (93.22); 2, J. Bates (Triumph Herald), 293 (93.63); 3, Sir Peter Moon (Ford Cortina), 297 (98.25) **Classes 2 and 3:** 1, E. H. Dennis (H.R.G. 1500); 79 (68.21); 2, J. Taylor (Ford Popular), 80 (69.16); 3, M. E. Ware (1930 Austin 7), 188 (162.53). **Class 4:** 1, D. White Volkswagen), 135 (89.26); 2, T. Wood (Messerchmitt), 151 (99.83); 3, P. Noad (Volkswagen), 151 (99.83).

LLOYD'S M.C. BRANDS HATCH SPRINT, 26th MAY

RESULTS

B.T.D.: C. R. Miller (Goodwin-Ford), 3 m. 16.6 s. **Closed Cars up to 950 c.c.:** 1, D. E. Corben (Austin Mini), 3 m. 54.2 s.; 2, A. C. Pitt (Austin Mini), 3 m. 58.8 s.; 3, D. M. Golding (Austin Mini), 4 m. 0.2 s. **951-1,500 c.c.:** 1, P. R. G. Cole (Austin Mini-Cooper), 3 m. 45.4 s.; 2, H. R. Slater (Alfa Romeo Giulietta Sprint), 3 m. 52.4 s.; 3, G. F. Bracey (Austin Mini), 3 m. 56.4 s. **Sports Cars and Specials up to 1,500 c.c.:** 1, P. R. G. Cole (Austin-Healey Sprite), 3 m. 17.2 s.; 2, K. B. Shaw (Turner Special), 3 m. 22.6 s.; 3, G. Capel (Austin-Healey Sprite), 3 m. 34.2 s. **Saloon Cars up to 2,500 c.c.:** 1, R. Williams (Bristol), 3 m. 58.0 s.; 2, E. T. L. Aubrey (M.G. 1100), 4 m. 05.2 s.; 3, P. D Ells (Volvo), 4 m. 8.6 s. **Open Cars up to 2,500 c.c.:** 1, C. R. Miller (Goodwin-Ford), 3 m. 16.6 s. 2, G. Capel (Lotus-Climax 11), 3 m. 18.2 s.; 3, C. N. Leuw (Veritas-B.M.W.), 3 m. 57.2 s. **Closed Cars 2,500-4,000 c.c.:** 1, G. B. Whiteway (Jaguar 3.4), 3 m. 45.0 s.; 2, E. T. L. Aubrey (Jaguar 3.8), 3 m. 46.0 s. **Closed Cars Unlimited:** 1, G. F. Bracey (Austin Mini), 3 m. 54.8 s.; 2, D. de C. Crothall (Triumph Herald), 4 m. 24.8 s. **Open Cars Unlimited:** 1, G Capel (Lotus-Climax 11), 3 m. 21.8 s.; 2, K. B. Shaw (Turner Special), 3 m. 31.2 s.; 3, J. M. G. Michelsen (Veritas-B.M.W.), 3 m. 54.4 s.

London M.C. and Circle C.C. STAR DRIVING TESTS

WE do not often have the pleasure of watching Paddy Hopkirk in action in this country and the Star Driving Test Meeting, organized by the London Motor Club and the Circle Car Club at Brentford Market on 9th June was made memorable by this rare treat as well as by first-class administration of a high-quality entry. The event was a National, a B.T.R.D.A. Flather qualifier and a South-Eastern Association Championship meeting with cash as well as silver awards and over fifty of the best exponents in the country were entered. A regretted non-starter was Ian Woodside. An entirely separate competition, closed to club, and attracting a further 34 entries kept the organizers busy.

B.T.D. was recorded by Don Harris in D.M.F. 2, this new special being even more potent and manoeuvrable than D.M.F. 1, which latter, driven by John Price, was an early retirement through mechanical trouble. Don Harris's technique is quite superb, his economy of movement and ability to save space around pylons and in garages being phenomenal. Hopkirk brought a works Spridget into second place overall, despite a certain amount of trouble with a seat which refused to stay anchored. Paddy's spirited and forceful methods were most effective, his ability to negotiate chicanes in four-wheel drifts being especially noteworthy. Third place overall went to Ian Mantle with a Cooper S. A scalded cat could hardly have gone quicker off the mark, or indeed subsequently.

Fine performances were also put up by Peter Anton (Austin-Cooper), Norman Dunton (Midget) and Mike Cannon (Cannon) who respectively won Categories A, B, and C, the event naturally being run under Appendix J. Although he won his class, Ron Randall was less effective than usual, the fact that he was running immediately behind Paddy seeming to affect his usual relaxed approach to a test. Class 5—G.T. cars under 1,000 c.c.—went to Edward Clayton (Midget), a name well known in the West country, but less familiar, though none-the-less welcome, in the metropolis. Clayton enjoyed a day-long struggle with Doug Worgan and Ron Clark, just pipping Worgan, who looked unfamiliar in a perfectively standard Mark 1 Sprite, by 1.7 seconds overall.

Ken Pacey drove neatly and consistently to take the up to 850 c.c. class and there was a real ding-dong in class 2 between the Austin-Coopers of Derek Boyd and Brian Lawson, which was finally resolved in favour of the former by just half a second out of nearly eleven minutes of pylon-dicing! Alan Fraser had entered two Hillman Imps in this class, one for himself and one for John Henley, and a third was driven by Ian Grant. All three noticeably hung their tails out and are perhaps not yet quite ready to disturb Cooper supremacy in the category.

A fine effort by Doug Lockyear brought him a class win in his Morris 1100 and Morris Bishop was also successful in his category beating the similar car of Roy Forster in his TR4. The Specials class, running on a scratch rather than a handicap basis, fell to that great-hearted trier Colin Taylor, who always seems to enjoy his motoring more than most people. He was only in action for 645.4 seconds, which gave him overall seventh place as well as his class.

The tests themselves were well thought-out, giving great scope for skill, although test 2 was unpopular with those competitors who dislike 'any-order' garaging. Test one, which included a wiggle-woggle, was run on cobbles, later used for test 5, and this particular area became a veritable skating-rink when the rains came during the afternoon. The effect of Hopkirk's S.P. tyres was most noticeable in these conditions and he made the most of the advantage with some fine throttle-control.

Test three was long and open, using a minimum of pylons. Test four featured that beloved device, the spin in the box—a large box it was, large enough for most people to turn without using the handbrake. Don Harris used his, however, and turned almost on a sixpence, to the great advantage of his score.

Test five, on the cobbles, involved more reversing than the others, and it was here, on the slippery surface, that the skilful reverse-turners came into their own. Number six involved more garages, while test seven was another long, open dice across the arena. The last test, number eight, used the box again, with a sporty chicane thrown in for good measure.

A feature of the tests was that they were all linked by radio control with the master score-board operators, who therefore always had everything well under control throughout. This imaginative piece of organization was typical of the event as a whole—which provided a thoroughly good day's sport for all concerned, well worthy of its National status, and a credit to the London Motor Club and the Circle Car Club.

RON AMBROSE.

RESULTS

B.T.D.: Don Harris (D.M.F. 2), 585.9 s. **2nd Overall:** Paddy Hopkirk (Midget), 609.8 s. **3rd Overall:** Ian Mantle (Cooper S), 621.8 **Category A:** Peter Anton (Austin-Cooper), 651.1 s. **Category B:** Norman Dunton (Midget), 641.3 s. **Category C:** Michael Cannon (Cannon), 622.8 s. **Class 1:** Ken Pacey (Mini-Minor), 678.2 s. **Class 2:** 1, Derek Boyd (Austin-Cooper), 658.4 s.; 2, Brian Lawson (Austin-Cooper), 658.9 s. **Class 3:** Doug Lockyear (Morris 1100), 690.8 s. **Class 5:** 1, Edward Clayton (Midget), 650.5 s.; 2, Doug Worgan (Sprite), 652.2 s. **Class 6:** Ron Randall (Midget), 645.1 s. **Class 8:** Morris Bishop (TR4), 868.6 s. **Class 9:** Colin Taylor (Cannon), 645.4 s.

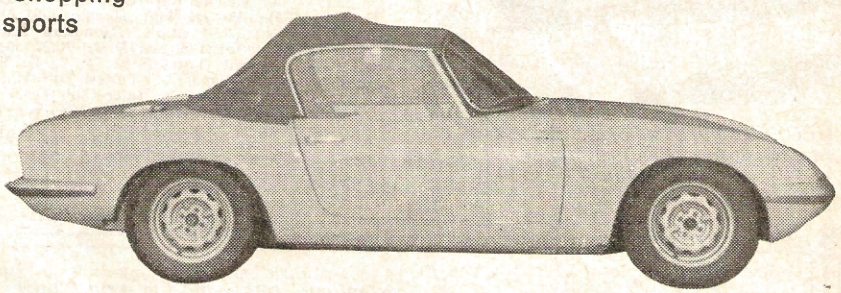
WE REGRET that owing to pressure upon our space, our reports of the recent Wiscombe Hill-Climb, Jacobean Rally, St. Athan Sprint, Snetterton Sprint and Castel Farm Hill-Climb events have had to be held over until next week.

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EIGHT CLUBS SILVERSTONE

BY ROBERT GRANT

LAST Saturday's Eight Clubs meeting at Silverstone had no fewer than 200 entries who were catered for by four half-hour "blinds" and 13 five-lap races of either the scratch or handicap variety. The meeting was run in perfect weather with no incidents of a serious nature.

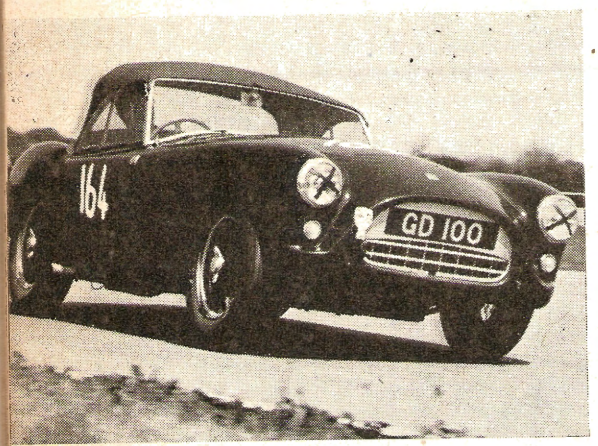
Three high-speed trials started the proceedings and the majority of competitors qualified for an award. However, two unfortunates were to run into bad luck, notably Mark Fielden, who had a rod travel in a horizontal direction, and P. Packington, who added further modifications to his Cooper when a water hose burst, the car promptly bashing a hole in the retaining wall at Copse Corner.

Racing proper started with a five-lap scratch race for 750 Formula cars. A. Wontner (Austin A.R.W.) took an immediate lead followed by D. Abbott (Jerboa) and E. Vallender (Austin). Unfortunately, on the third tour two cars became entwined in the middle of Becketts, luckily damage being only rendered to the cars. The Jerboa expired on its penultimate lap leaving S. Bishop (Austin) to take second place behind A. Wontner.

In the 1172 race Ian Tollady's Aquila, which was in pole position, was rammed on the line and consequently put out of the race before it had hardly started. Creeping starts unfortunately were rather in evidence in many of the events. Bryan Small (Milmor) gradually pulled away from Arthur Mallock's latest U.2 and John Heseltine (Vanford U.2). Fourth place went to John Lancaster (Ford) whose efforts to pip Heseltine just failed by 3 seconds.

After the fourth high speed trial the first of the handicap races took place and was the only time the handicappers slipped up. D. Brodie's twin Amaled A35 rocketed through the field and scored an easy win over M. Gates (Peerless) and A. Hennin driving Brian Culchett's Morris-Cooper.

Event eight saw Bill Aston (Jaguar) score a fine win over J. Harris (A.-H. 3000). A great scrap took place between John Gott (Austin-Healey), P. Cole (Sprite) and J. Bruce (Lotus Mk. 6) with the honours going to John Gott. Mike Donegan (Lotus G.T.) went very quickly to take third place.



GEOFFREY DEMPSEY, director of the Motor Racing Register, takes his A.C. Ace-Bristol through Becketts.

RESULTS

750 Formula (5 laps): 1, A. R. Wontner (A.R.W.), 66.02 m.p.h.; 2, S. F. Bishop (Austin Spl.); 3, J. H. Jones (Emgreen). **Fastest lap:** Wontner 1 m. 25.2 s., 67.94 m.p.h. **1172 Formula (5 laps):** 1, B. A. M. Small (Milmor Mk. 5), 76.21 m.p.h.; 2, A. M. R. Mallock (U.2); 3, J. R. D. Heseltine (Vanford U.2). **Fastest lap:** Small, 1 m. 14.6 s., 77.60 m.p.h. **Handicap Race (5 laps):** 1, D. Brodie (Austin A35), 64.98 m.p.h.; 2, M. M. Gates (Peerless); 3, J. R. Gray (Morris Mini). **Fastest lap:** Gates, 1 m. 21.2 s., 71.29 m.p.h. **Scratch Race (5 laps):** 1, B. G. Aston (Jaguar 3.8), 77.30 m.p.h.; 2, J. Harris (A.-H. 3000); 3, M. Donegan (Lotus-B.M.C. 7 G.T.). **Fastest lap:** C. J. Clark (Lotus-B.M.C. 7) and J. Gott (A.-H. 3000), 1 m. 13.2 s., 79.08 m.p.h. **Scratch Race (5 laps):** 1, A. Scott (Elva Courier), 68.14 m.p.h.; 2, M. M. Gates (Peerless); 3, J. Cornfield (D.C.M.). **Fastest lap:** Gates, 1 m. 21.0 s., 71.46 m.p.h. **Handicap Race (5 laps):** 1, A. H. Ithell (Tornado Tempest), 63.64 m.p.h.; 2, R. Pimm (A.-H. 100); 3, D. B. Gordon (A.-H. 3000). **Fastest lap:** The Hon. B. Feilding (Daimler SP 250), 1 m. 19.2 s., 73.09 m.p.h. **Handicap Race (5 laps):** 1, J. Bruce (Lotus-Ford Mk. 6), 75.37 m.p.h.; 2, P. R. Cole (Sprite); 3, C. J. Clark (Lotus-B.M.C. 7). **Fastest lap:** J. Harris (A.-H. 3000) 1 m. 13.0 s., 79.30 m.p.h. **Scratch Race (5 laps):** 1, The Hon. B. Feilding (Daimler SP 250), 72.22 m.p.h.; 2, J. Holford (Turner-B.M.C.); 3, S. Hands (Ford Anglia). **Fastest lap:** Feilding and Holford 1 m. 18.2 s., 74.03 m.p.h. **Handicap Race (5 laps):** 1, A. Scott (Elva Courier), 70.84 m.p.h.; 2, D. E. Darby (Austin-Cooper); 3, G. Davis (Lotus-Ford 7). **Fastest lap:** H. Digby (Austin A40), 1 m. 18.0 s., 74.22 m.p.h. **Scratch Race (5 laps):** 1, M. J. Beard (Lotus-Climax 17), 79.39 m.p.h.; 2, D. Howard (Jaguar E); 3, C. B. L. Harding (Lotus-Climax 7). **Fastest lap:** Beard, 1 m. 11.4 s., 81.08 m.p.h. **Scratch Race (5 laps):** 1, R. Pimm (A.-H. 100) 67.28 m.p.h.; 2, A. Hennin (Morris-Cooper); 3, D. A. Brodie (A35). **Fastest lap:** Hennin and Pimm, 1 m. 24.0 s., 68.91 m.p.h. **Handicap Race (5 laps):** 1, M. Sharp (Jaguar 3.4), 70.22 m.p.h.; 2, R. S. Deverell (Lotus-Ford 7); 3, C. B. L. Harding (Lotus-Climax 7). **Fastest lap:** Harding, 1 m. 11.8 s., 80.63 m.p.h. **Inter-Club Team Race (5 laps):** 1, J. Adams (Vauxhall VX4/90), 69.95 m.p.h.; 2, P. de Banks (Lotus 7 G.T.); 3, R. Fitch (Sunbeam Rapier). **Fastest lap:** B. G. Aston (Jaguar 3.8), 1 m. 13.2 s., 79.08 m.p.h. **Team Contest:** Hants & Berks M.C.



TRYING HARD with his Rapier at Copse is R. A. Fitch, who leads a TR4.

J. Cornfield's lead in event nine was taken by A. Scott's very quick Elva Courier and M. Gates (Peerless) later displaced his D.C.M. from second spot.

Event eleven saw scratch man Mike Beard (Lotus 17) start to carve his way through in fine style only to ruin everything with a spin at Becketts and eventual retirement with clutch maladies at Copse. J. Bruce won the race in a Lotus Mk. 6 powered by a Ford Consul 6 engine and caused a few red faces in the handicappers' department.

Event twelve was a scratch race and saw a tremendous tussle between Hon. Basil Feilding (Daimler SP 250) and J. Holford (Turner) with the Daimler just winning by a length. Jacquie Cook (Wavendon Wombat) was not quite able to get past J. Adams (Vauxhall VX4/90) though it was not through lack of trying.

Event fourteen had rather a depleted field, but nevertheless some very swift motoring was witnessed. The interest was centred on Mike Beard's tussle with the Earl of Denbigh (E-type). The final event was a five lap inter-club team race run on the handicap basis. J. Adams (VX 4/90) won from P. de Banks (Lotus G.T.) and R. Fitch's Sunbeam Rapier. The Hants and Berks M.C. won the team award thanks to the efforts of the winner, J. Derisley (Lotus Elite) and Bill Aston (Jaguar).

I would advise anyone who is finding motor racing too expensive to make a note of the Eight Clubs event since all awards were of a nominal character and it was the intention of the organizers, if the meeting showed a profit, to return entry fees either whole or in part.

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CORRESPONDENCE

The Last Straw

I HAVE been reading with great interest the correspondence in AUTOSPORT about the cost of motor racing. Last week I entered £6,000 worth of Formula Junior cars—all three 1962 or 1963 models—in two races at the B.A.R.C. Goodwood members' meeting on 22nd of this month.

Although realizing that the organizers have several expenses to meet, e.g. providing lunches for the officials, I would like to point out that the expenses for the entrant, particularly the entrant of current specialized racing machinery, is out of all proportion to the awards offered. Apart from the capital outlay, in this case £7,000 for three cars, trailers and tow cars, which is risked in a very real sense, we also have the far from small expense of tyres, fuel, transportation, accommodation, mechanics' fees and expenses, etc.

Over and above all this the organizers require the additional sum of £18 19s. 6d. in entry fees, which I feel is the big straw which breaks this poor camel's back.

HARROW, MIDDLESEX. CHARLES CRICHTON-STUART.

Prize Money for Club Racing

ALTHOUGH I have never been a racing driver, much to my eternal regret, having been so closely connected with the sport for most of my life, particularly since the war, I cannot have failed to notice the change that has overtaken club racing during the last few years. I must say that my sympathies lie very much with your correspondents Messrs. Keegan and Howard.

Many years ago it was the custom at Brooklands to award only trophies for winning club events. A short time later, still during the early 'thirties, my father, who was a very regular competitor, made the suggestion to the then B.A.R.C. that a sum of money should be offered as an alternative award to the trophy. This was adopted, with prizes of the order of £10 for first, £5 for second and £2 10*s.* for third. Our sideboard would hardly hold any more silverware anyway. But if you convert the said currency to present day values, you will readily see that, although these prizes hardly swelled the coffers, they at least offset some of the expenses of racing the car.

Nick Syrett makes much play of the expenses of running a meeting, but if all these things are examined a bit more closely it seems to me that some of his arguments do not hold all that amount of water. It should be perfectly possible for at least the major clubs to provide prize money of a reasonable nature, by modern standards, if it was possible to do it all those years ago.

To examine Nick Syrett's exposition of the expenses of running a meeting, one would have to agree with most of what he says so far as the two larger clubs are concerned, but not all of it, and by no means as far as the cost incurred by some of the smaller clubs are concerned. In very many cases doctors give their services free, and sometimes timekeepers fall into the same category. It is true that clubs have to pay for a good deal of printing, but most programmes bear some advertising.

Nick's opinions must be respected, but not to the extent of swallowing them whole. After all, while most of the motor clubs in this country exist purely for the benefit of their members, it would seem that in one or two cases the clubs in question are quite reasonably successful businesses, and I think it is about time they began to think along the lines of the old Brooklands club.

GUILDFORD, SURREY. PATRICK BENJAFIELD.

Bouquet for Bill Gavin

THE addition of Bill Gavin to your list of regular contributors was a real "scoop" for AUTOSPORT. No other magazine has had such detailed reports of those interesting races at Pau, Imola, Syracuse and Spa—let alone photographs. And in the 31st May issue the Rome G.P., almost totally ignored by contemporaries, is fully reported, and by all accounts had a fascinating and unusual entry—not the least of which was the de Tomaso "flat 8" making its first race appearance. I, for one, sincerely hope Mr. Gavin keeps up the good work.

On a slightly different topic—the Monaco Prix Junior and several other French and Italian F.J. races this season have shown that Jo Schlesser, "Geki" and Kurt Bardi-Barry are probably the most successful Continental F.J. drivers. At Monaco they showed up more than well against the British opposition. Could not the B.R.D.C. persuade them to come over for the F.J. curtain-raiser to the British G.P. at Silverstone? This would give the race a real International flavour, not only from the driver point of view, but also because "Geki" drives an Italian car, the de Sanctis.

LONDON, E.C.3. MICHAEL S. LINDSAY.

Cost of Motor Racing

KEVIN KEEGAN brings forward a subject which is a burning problem with most private entry competitors.

He puts forward excellent suggestions to ease the financial burden *the* sport imposes upon the amateur competitor and I feel that the clubs who cater for racing members could well give this matter some thought —along the lines suggested by Mr. Keegan—and perhaps come up with some useful recommendations which should be adopted by race promoters.

Personally, I am all in favour of cash awards instead of "ironmongery" (which has its own maintenance problems!).

ISLEWORTH, MIDDLESEX. LOUISA SQUIRES.

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

WE'VE NO ROOM THIS WEEK

for our usual advertisement but our stock is more interesting and comprehensive than ever before.

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

Lotus Elite Super 95 (late 1962). A very special car finished in polychromatic dark blue with tan interior trim. Very low mileage indeed. Specification similar to above. **£1,325**

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

M.G. Midget, 1962. One doctor owner from new (again). This example is absolutely unmarked. Finished in iris blue with contrasting interior trim. Fitted heater, tonneau, etc. **£495**

Lotus Elite, 1961. Standard car fitted with heater/demister unit and windscreen washers. One doctor owner from new (yet again). Finished in cirrus white with black interior trim. The whole car has just been carefully checked over in our works and offers extremely good value at **£895**

Morris Mini-Cooper, November 1962. Finished in almond green and white. Fitted Motorola radio, seat belts, silent travel, twin horns, spot lamps, reversing light, bulk ring gearbox, etc., etc. **£485**

Aston Martin DB Mark III Sports Saloon. Finished in gunmetal grey with contrasting interior trim. This car is in exceptional condition and would even withstand the onslaught of a Concours d'Elegance! **£1,265**

Citroen DS.19, 1959. An exceptional example finished in duck-egg blue with maroon top. Extras include real leather interior trim and genuine highly polished walnut dashboard, twin-speaker push-button radio, etc., etc., etc. Exceptional value at **£565**

Aston Martin Zagato. This car has recently had an extensive overhaul and is now in first-class condition both bodily and mechanically. Finished in polychromatic pale green, it is indeed a most striking car. **£2,250**

Daimler SP.250, 1960. Finished in tartan rep with matching interior trim. This car has had one fastidious owner from new and is fitted with hard and soft tops, heater and demister unit, windscreen washers, fog and spot lamps. It is in original and virtually unmarked condition. **£775**

Ferrari 250 GT. Left-hand drive. Borrani wire wheels and Servo disc brakes, four-speed all synchromesh gearbox, V.12, 3-litre power unit, Reutter reclining seats—in fact, the usual fabulous Ferrari specification. Finished in royal blue with white leather interior trim. **£1,995**

Austin-Healey Sebring Sprite. This car has so many extras that it is impossible to name them all but they include wire wheels, disc brakes (front), oil cooler and red crank, special head, hard and soft tops roof light, spot and fog lamps, close ratio gearbox, Koni dampers, map reading light, special horns, etc., etc. It is finished in cherry red with white top, and it is in excellent all-round condition. **£595**

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