

LE MANS 24-HOUR RACE

AUTOSPORT

JUNE 21, 1963

AUTOSPORT

2/-

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BRITAIN'S MOTOR SPORTING WEEKLY

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



IN THIS ISSUE

LE MANS 24-HOUR RACE—FULL REPORT AND PICTURES : NURBURGRING 6-HOUR SALOON CAR RACE
BRUCE McLAREN—FROM THE COCKPIT : CLUB RACING AT AINTREE AND OULTON PARK

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EDITORIAL

THE REMARKABLE ROVER-B.R.M.

ALTHOUGH Le Mans was a sweeping victory for Ferrari, it was the gas turbine Rover-B.R.M. of Graham Hill and Richie Ginther which captured the imagination of the crowd. It was undoubtedly the most outstanding example of high-speed reliability that has ever been demonstrated in the 24-hour race. Only two brake pads were changed (precautionary), no tyres were replaced, and apart from the routine refuelling, a small quantity of oil was added to the transmission. With 3½ hours of racing still to be completed, the vehicle had already exceeded its target figure of 3,600 kilometres. When the run was over, it had actually covered 4,172.910 kilometres, averaging 173.546 k.p.h. (107.8 m.p.h.). The entrants admit that the machine could have gone much faster, but as it could not figure in the classification, there was little point in so doing. In point of fact, had it been admitted to the race proper, it would easily have been the first all-British car to finish, and would have been seventh overall. Apart from this revolutionary vehicle, British cars had a very disappointing Le Mans. None of the four Aston Martins completed the course, and the surviving Jaguar was ninth. In seventh place was the Anglo-American A.C. Cobra of Peter Bolton and Ninian Sanderson: tenth was the John Wagstaff/Pat Fergusson Lotus Elite and 12th, the M.G.B of Alan Hutcheson/Paddy Hopkirk. To René Bonnet went the Index of Energy, and one Porsche struggled to the end. Otherwise it was all Ferraris in the first six places with Scarfiotti/Bandini setting up a new distance record, and John Surtees a new outright lap record. It is to be hoped that the disasters which overtook the Feltham cars will not discourage David Brown. These Aston Martins are very fine machines, and someone has to do something about the menace of Maranello. These successive Ferrari festivals are certainly raising the prestige of Italian automobile engineering, and it is a good thing that Great Britain is still dominant in Formula 1 Grand Prix racing!

ZANDVOORT ON SUNDAY

THE Dutch Grand Prix at Zandvoort this Sunday is the third qualifying round of the World Championship. The flag drops at 3.15, but one cannot be quite so sure about who will cross the finishing line first, 80 laps and approximately 140 minutes later. Italian challenge comprises the two works Ferraris for Surtees and a substitute driver for the injured Mairesse (Bandini or Scarfiotti?) and the A.T.S. cars of Phil Hill and Baghetti. B.R.M.'s Zandvoort record is very good (similarly, Ferrari's is not) and Graham Hill and Ginther must be optimistic about their chances.

OUR COVER PICTURE

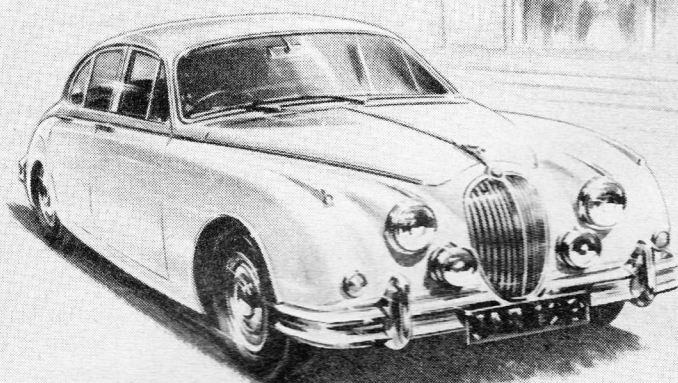
FIRST WAVE of cars at the Dunlop Bridge soon after the start of this year's 24-hour race last Saturday. Unlike previous years the cars were lined up in the order of practice times. Already through are Phil Hill, Pedro Rodriguez, Bruce McLaren and John Surtees and the eventual winning car, Lorenzo Bandini at the wheel, leads Dan Gurney, Bill Kimberley, Masten Gregory, Walt Hansgen, Mike Parkes and Ninian Sanderson.

Photo: George Phillips



JAGUAR

Grace... Space... Pace



*A special kind of motoring
which no other car in the
world can offer*



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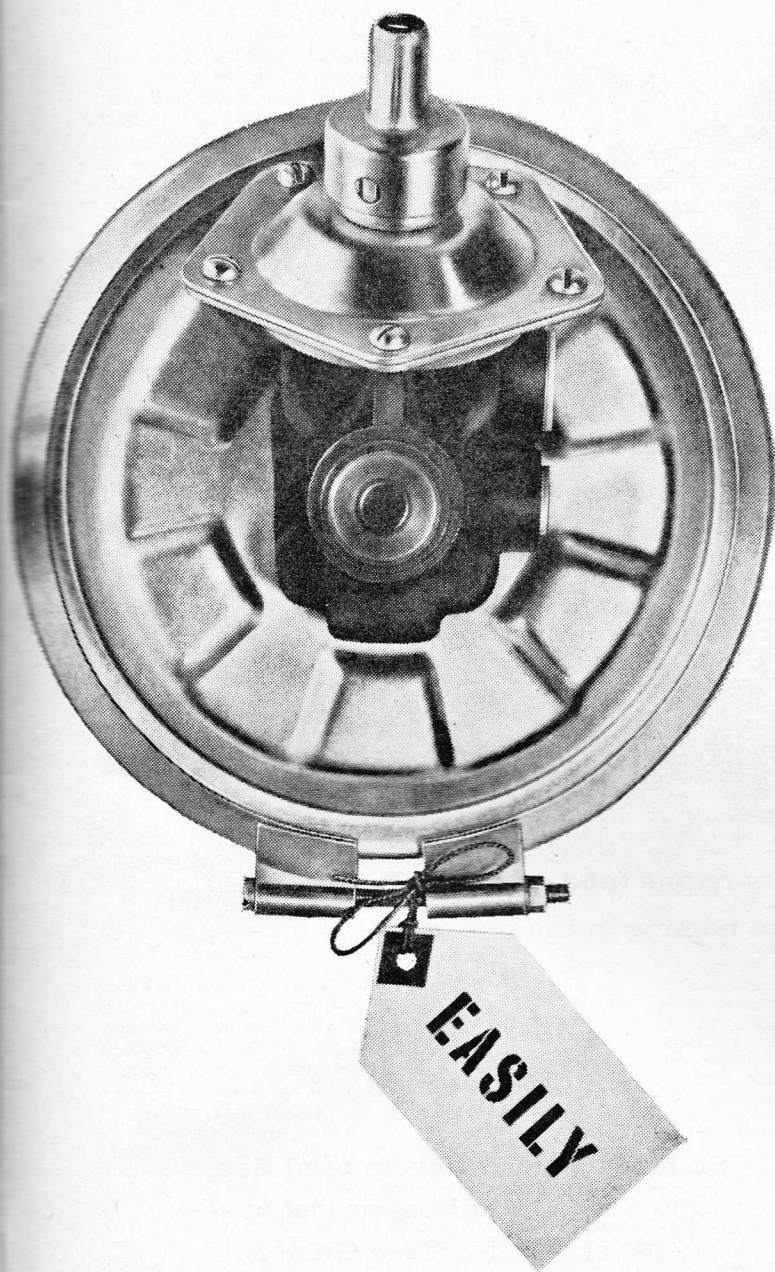
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you can ever buy
for your car**

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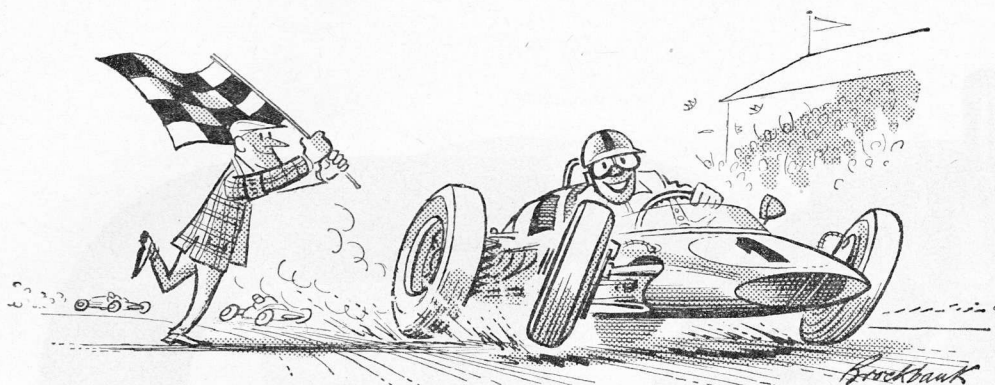
Ask one of the thousands of motorists already using Lockheed power braking. Your nearest approved fitting agent or your local garage has full details.



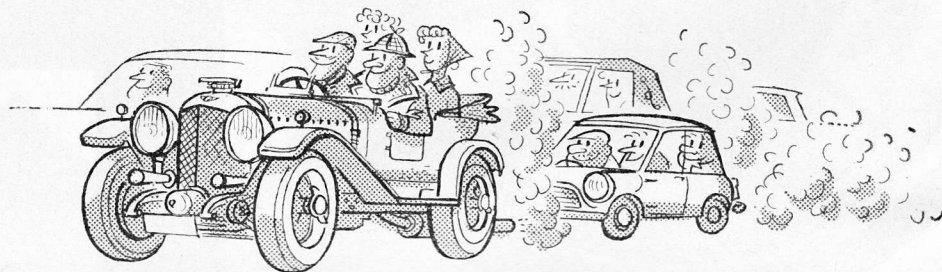
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He roars full-throated round the track, a happy man to see;
His Esso Golden is so Grand, he's bound to gain the Prix;



And fans who come to Silverstone (and come on Golden, too)
Will idle, oh, so sweetly when they're homing in the queue.



So nose-to-tail, or chequered flag,
full out or just at rest.
It's cheers for Esso Golden

ALWAYS
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SPORTS NEWS

VINTAGE OULTON PARK

ONE hundred and fifty-seven entries have been accepted for Saturday's Dick Seaman Trophies meeting at Oulton Park, run by the Vintage S.C.C. This year the Seaman Vintage and Seaman Historic Trophy races are to be run separately, which allows more entries in each category. Entries for the Vintage Trophy include Bob Ashley (Frazer-Nash), John Rowley (Delage), Geoffrey St. John, Richard Bergel, Hamish Moffat and Bernard Kain (Bugattis) and Nigel Arnold-Forster (Delage). The historic race sees Morin Scott's 4½-litre Osca in action against the E.R.A.s of Pat Lindsay, Sid Day, Peter Waller, Gordon Chapman, Bertie Brown, Alan Cottam and David Kergon and the Connaughts of John Horton and Bob Salvage. Many other interesting cars will also be seen, including Lindsay's 24-litre Napier-Railton. The first event is at 1 p.m.

GORDON HORN would like to point out that he no longer has any connection with the Historica Martini team.

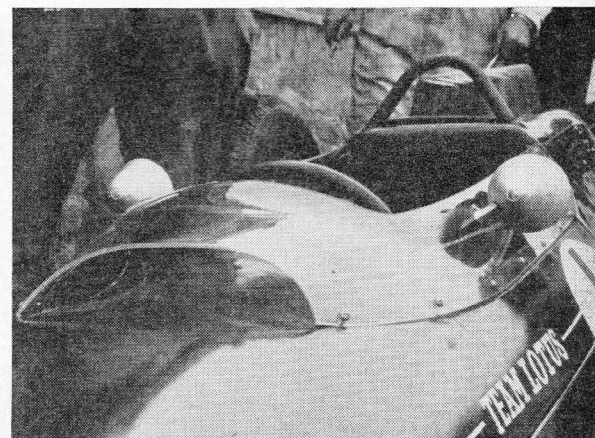
FOLLOWING his win at Crystal Palace, Denis Hulme (Brabham) now leads the *Express and Star* Formula Junior Championship with 33 points. Next up are Frank Gardner (Brabham), 21; Peter Arundell (Lotus) and David Hobbs (Lola), 15; and Paul Hawkins (Brabham), 11.

PEGGY SANDBERG, who has looked after members of the Steering Wheel Club for the past seven years, has relinquished her post. Her duties have been taken over by C. S. Watkinson.

LATEST information is that Mike Parkes will drive a GTO Ferrari at the Aston Martin O.C.'s national Silverstone meeting on 6th July. Also entered are Frank Gardner, David Prophet, Norman Surtees and Roger Nathan.

THERE will be eight 8-lap races at the B.R.S.C.C.'s race meeting at Cadwell Park, Lincolnshire, this Sunday for Formula Junior, sports-racing, G.T., saloon and *Formule Libre* cars.

RUMOUR has it that Count Giovanni Volpi di Misurata has not entirely forsaken motor racing. Apparently he can't use the name *Serenissima* again until next year, when you can expect to see his stable in operation again.



TRIED in practice for the Belgian Grand Prix on Jim Clark's car was a new nose section featuring a low wind-screen with a slot to deflect the air through the curved scuttle section over Jim's head.

SECOND in the Formula Junior event at Rufforth on Whit Saturday was D. K. Fletcher (Lola-Ford), who has just arrived from Australia, and not Eddie Fletcher, as given in the results.

R.A.C. of Australia Trophy Meeting at Warwick Farm

the field, eventually finishing third behind the Austin Seven of McLean, which had led on lap 4, and winner Monty South, in a Singer Special. Fastest lap was set by a 1934 Maserati 4C, which had expired at the Causeway on lap 3, at 2 min. 04.8 secs.

Racing cars under 1,500 c.c., with a separate section for Formula Junior cars, were featured in event 4, a 10 lapper. Greg Cusack, in Scuderia Veloce's immaculate 1,500 c.c. Elfin-Ford, held pole position on the grid, with the Lotus 20B of Ian Geoghegan, and Charlie Smith's similar Elfin, sharing the front row. Cusack led off the grid, closely followed by the Lotus 20B and Smith's Elfin. At the back of the grid, without any official practice, David Walker's Brabham F.J. got off to a slow start. During lap 2 Smith spun off at the Causeway and was unable to restart, and Walker, pressing on in the Brabham, dropped back when he spun the Brabham on the same lap. On his fourth lap Cusack recorded 1 min. 40.6 secs., to break the class lap record, but Geoghegan brothers Ian in the Lotus 20B, and Leo in a 22, the leading Formula Junior, hung on grimly, the 22 dropping back a little each lap. A tremendous battle was going on between American Ken Milburn, in his Lotus 20, and Barry Collerson's Jolus-Minx, for fifth place, which became fourth place on lap 7, when Leo Geoghegan's Lotus 22 expired on Hume straight. A broken low tension lead was at fault. This left Scott's Lotus 20 first in the F.J. section. Cusack led all the way to the finish, leaving the lap record at 1 min. 40.1 secs., and notching up yet another win for Australia's Elfin.

The feature event was next on the programme. Obvious favourite was Ian Geoghegan's Lotus 23 and indeed he had no trouble in leading all the way. Behind Geoghegan a number of battles raged, providing the major interest. For the first three laps John Martin's Lola, and Greg Cusack's rear-engined Elfin Mallala, both of 1,100 c.c. capacity, contested second place, but on lap 4 the Elfin moved ahead, gradually drawing away from the Lola. They were followed by Howard's Lotus 11 and then a closely bunched group consisting of Bob Jane's E-type Jaguar, Bill March's Lotus Seven, the Nota-Minx of John Schroder, John French in Alex Mildren's Turner, and Graham White's Lotus 11. These last five engaged in a tremendous battle, White's Lotus moving through into fifth position at Homestead corner on lap 8, and Jane fighting valiantly to keep the Jaguar ahead

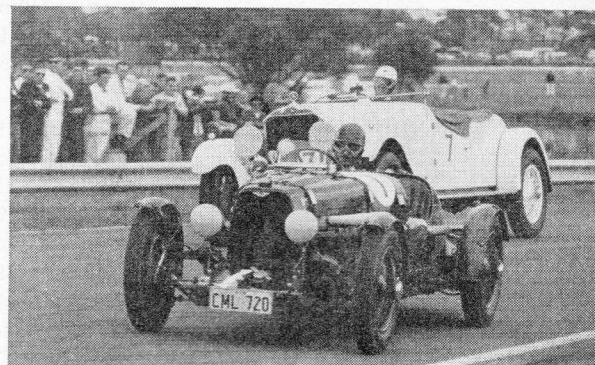
of the Nota. On lap 13 Bob Jane ran out of brakes before the Northern Crossing and the resulting collision with the horse race-track railings didn't do the Jaguar any good. By now Geoghegan had lapped the scrapping four, and on lap 16 was some 30 seconds ahead of Cusack. White brought his Lotus into the pits on lap 14, and retired 4 laps later with clutch trouble. French, in the Turner, began pressing March's Lotus and there was only 0.5 secs. between the Nota, the Lotus and the Turner as they received the flag. Cusack finished 31.3 secs. behind the Lotus 23, won his class, and set a new class lap record at 1 min. 46.4 seconds.

Bob Jane climbed out of his bent E-type and into his 3.8 saloon for the event, for Touring cars over 1,600 c.c. He started from the middle of the grid full of Holdens, and worked his way through to lead on the final lap.

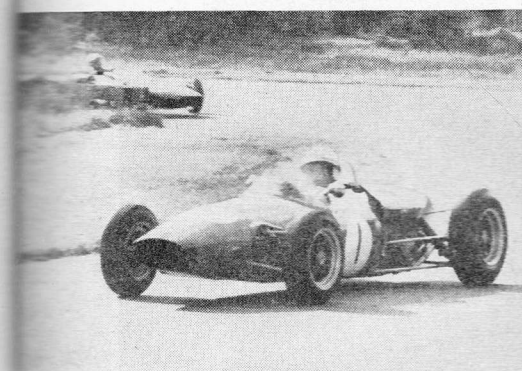
Leo Geoghegan, driving a Lotus Super Seven, led all the way in event 8, for sports cars which had not entered the R.A.C. Trophy race. The Buckle of Newell took second from Howard's Nota Sportsman, and held it to the end.

The next meeting at Warwick Farm, on 8th September, will include the Hordern Trophy race for *Formule Libre* cars and the Australian Formula Junior Championship, which should be keenly contested.

PETER BAKALOR.



SPLENDID STUFF. Alan Puckett slips through on the inside of the 1928 Mercedes in his 1934 Aston Martin Ulster.

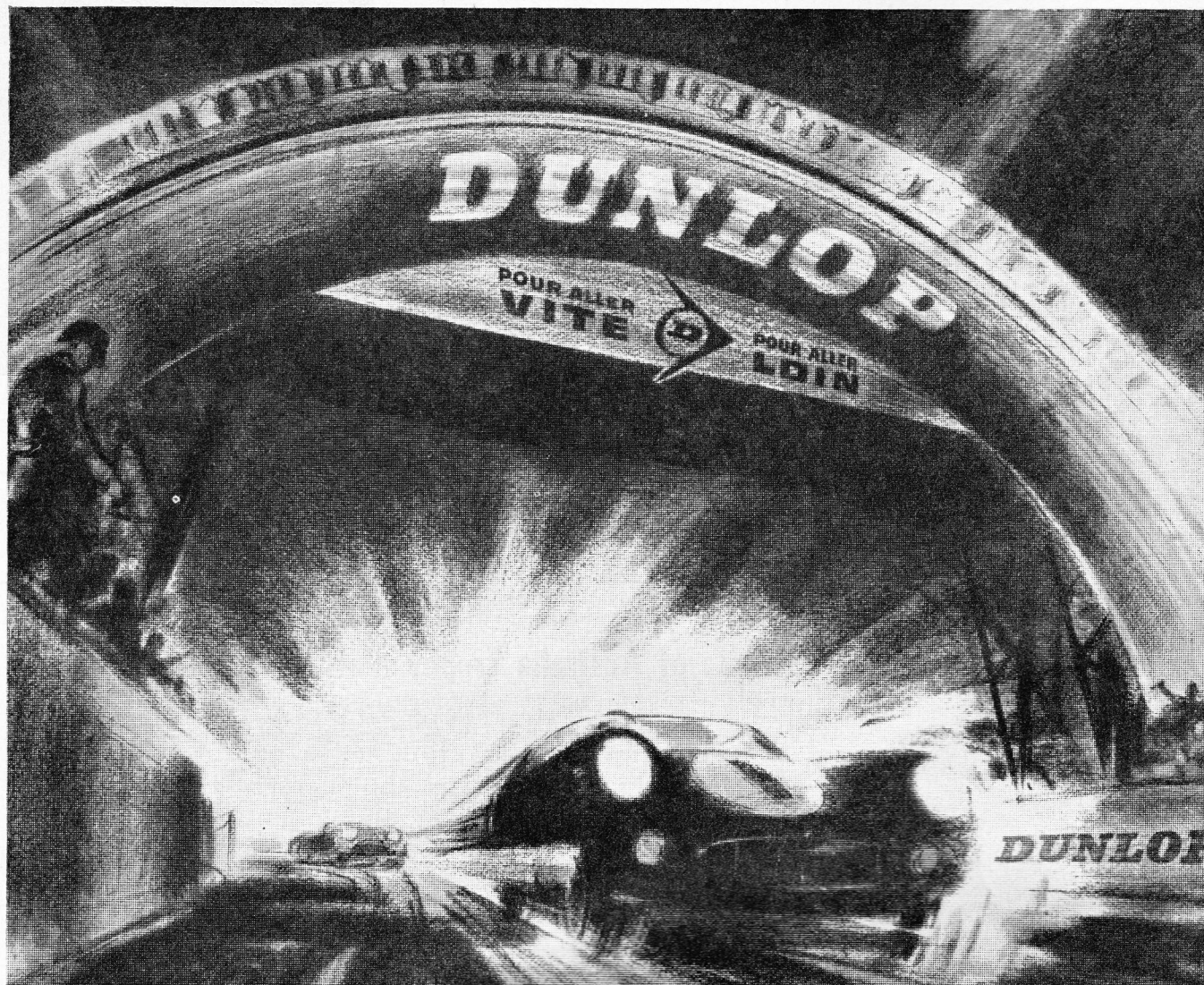


ELFINS are having a lot of success in Australia and these "down-under" machines are defeating all the imported machinery. Greg Cusack leads the single-seater event, which he won.

THE first race meeting of importance at Warwick Farm since the Australian Grand Prix in February took place on Sunday, 2nd June. The feature event was a 23-lap, 52-mile race for sports cars for the magnificent trophy recently presented to the Australian Automobile Racing Company by the R.A.C. of Australia. The trophy was won at a canter by Ian Geoghegan, driving a 1,500 c.c. pushrod Lotus-Ford 23, and the race was enlivened by some very close battles for the minor placings.

The day began overcast, but only the slightest trace of rain fell, and generally conditions were perfect for motor-racing. The first event was for Marque sports cars (group B), and the solitary Porsche entry led all the way.

The 5-lap event for Vintage sports and racing cars was, as always, a crowd-pleaser. Sad to report, preparation of many of the cars was not what it might have been, and no fewer than four cars retired at the start with oil leakages. Leader for the first three laps was Edward Du Cros's huge 1928 Mercedes-Benz 460, with the driver nonchalantly clicking his stopwatch as he completed each lap. This car had misbehaved itself in the paddock on practice day, when it had run over the back of Geoff McLeland's Brabham, to the detriment of the bodywork and gearchange linkage. Alan Puckett's magnificently prepared 1935 Aston Martin Ulster was working its way through



LE MANS WON ON DUNLOP

FOR THE 22ND TIME

TOUGHEST EVENT IN THE MOTOR RACING CALENDAR
 APTLY described as the 'Grand Prix d'Endurance', the Le Mans '24-hour' is one of the most gruelling tests ever for cars, for drivers, for tyres. Only the toughest win through. And this year Dunlop tyres have again carried the car and the driver to victory... for the 22nd time!

What this means to you—Tough as it is, Le Mans is but one of the endurance tests which DUNLOP tyres continuously undergo—in the racing world, in attempts on world's records, in international rallies, in trials of every kind. It is from such experience and the knowledge gained that Dunlop are able to design and produce tyres like the C41—the tyre that has made motoring safer, more confident, more economical—for the everyday driver.

1st
2nd
3rd

L. SCARFIOTTI/L. BANDINI FERRARI
 (ALSO 'INDEX OF PERFORMANCE')

G. LANGLOIS/BEURLYS FERRARI

M. PARKES/U. MAGLIOLI FERRARI

**PLUS ALL CLASS AWARDS AND
 INDEX OF THERMAL EFFICIENCY**

Particular congratulations to the Rover/B.R.M. gas turbine car on its outstanding success, achieved on Dunlop tyres, wheels and disc brakes.

*ALSO DUNLOP DISC BRAKES

(subject to official confirmation)

DUNLOP FOR TOP SAFETY — TOP MILEAGE

WHEN Gerard Flewitt, the secretary of the Midland Automobile Club, invited me to give a demonstration run at Shelsley Walsh, I almost laughed. My car, Bloody Mary, had for long been an exhibit at Lord Montagu's museum, and I had given up hill-climbs many years ago. Yet, the thought of going to Shelsley, which I had not seen for more than 15 years, suddenly appealed enormously. In a moment of madness I agreed, and so it all started.

To convert a static museum exhibit into an active racing car entailed a week of working far into the night, sometimes almost overwhelmed with fatigue. The petrol tank had to be unsoldered, cleaned out, and reassembled, while the fuel lines had to be replaced and the carburettors rebuilt. How I wished that I had left no trace of methanol in the system, many years ago! New chains were fitted, the 3.8 to 1 gear was removed in favour of a 5.5 to 1 hill-climb ratio. Even the steering had stiffened up and had to receive attention.

There was no time to do anything to the two Vee-twin J.A.P. engines, but

FIFTEEN YEARS LATER . . .

JOHN BOLSTER demonstrates "Bloody Mary" at Shelsley Walsh

they seemed to have plenty of compression. Suddenly the time had run out and James Tilling and I set off for Worcester, with "B.M." on a trailer behind a Mini.

With methanol and benzole in her fuel tank and Castrol "R" in the oil tank, it was certain that the old queen would at least smell wonderful. She started immediately and sounded magnificent, which was the moment when the weekend suddenly became sheer enchantment. I had nourished secret fears that I would have forgotten how to drive her, but to sit in that narrow seat and feel the vibration of those big cylinders brought it all back, and I knew that the car and I would become one as soon as that narrow, bumpy hill was flying under the wheels.

So it proved. Bloody Mary had ceased to be a winner and she would never

again fill my room with silver cups. Yet, the thrill of handling her was as great as ever and the sensation of speed was fantastic. Compared with a modern, all-independent racer she has no road-holding at all, yet one can recover from skids that would spell disaster to the cars of today. Quite why one can be so "hairy" in this crude little car I cannot say, but with a wooden chassis, grasshopper springs, and a total weight of 7 cwt., one seems to be able to return from the very brink of disaster.

Of course, I motored on lots of bits of Shelsley that I had no intention of visiting. Although my two runs were only a tenth of a second apart, they were by no means "clean" and I would have done better if I had been more fully under control. Who cared! It was gloriously wild motoring with plenty of deliberate risks. Best of all, the old car went magnificently on both ascents. She was not quite as fast up the final straight as she used to be, but in those days the engines were stripped down and polished before every event, while the strength of the valve springs was frequently checked. As it was, she got within 2½ seconds of her best-ever climb, and I was more than content.

It was amazing to watch the immense speed of the modern racing cars and the fabulous skill of their drivers. Yet none of them had more fun than I did at Shelsley that day. It was most enjoyable, too, to meet so many old rivals, such as Rupert Instone, Ronnie Hughes and Sammy Newsome. Above all, there was Basil Davenport, who first drove at Shelsley in 1924 and seems to get "hairier" as he gets older. What a man!

I thought that hill-climbs were a thing of the past for me, but I would love to equal or beat my old car's personal record. After all, I could polish the heads, fit new valve springs, even go into training and lose a bit of weight. Why shouldn't I grow old disgracefully?

NEW ZEALAND NOTES

BY PETER GREENSLADE

NEW ZEALAND'S 1964 international series is now virtually sorted out and the one fact that does emerge is that drivers contesting the final round in the world series, the South African Grand Prix, will not have to race to get to Auckland for our Grand Prix as has been the case in the past.

The N.Z.G.P. traditionally is held on the first Saturday in January, but next year it will be held on the second Saturday—11th January. This means that the overseas men will have a clear fortnight to make the journey instead of the six days as has been the case in the past.

The Levin Motor Racing Club, which traditionally has staged the Vic Hudson Memorial meeting on the second Saturday in the month, takes over the first Saturday for 1964 and although Ron Frost, top man in the club and president of the Association of New Zealand Car Clubs, might not be too happy about the switch, there is no doubt that some of the overseas men might well welcome the new arrangement. The Levin circuit is not everyone's cup of tea. Jack Brabham, if he intends tackling the South Pacific series, might side with Ron as he seems to revel in the rough, tough, tight and twisty 1.1 miler.

More than a little concerned about the fall-off in patronage at international meetings this year, promoters have done some deep thinking and straight talking here in recent months. The result is likely to be officially announced within the next few weeks. But already it can safely be said that the Grand Prix at Pukekohe will be reduced in length by 50 miles to 100 miles and the Christchurch Motor Racing Club will run the International Lady Wigram Trophy over the same distance.

Whether there will be a couple of 25-mile qualifying heats for grid positions at Pukekohe remains to be seen. But that will certainly be the story at Wigram. The shorter races should make for keener competition and should prove to be crowd-pleasers. In this part of the world the cash customer is getting a little tired of a succession of retirements and high speed processions.

It can also be taken for gospel that there will be a 2½-litre engine capacity

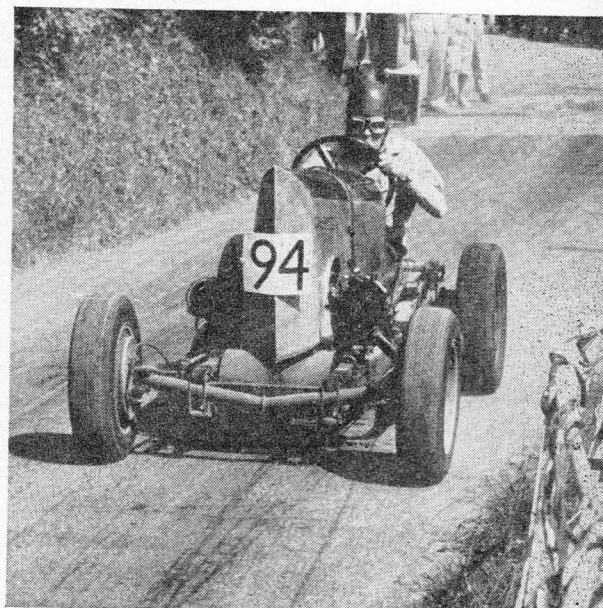
limit and pump fuel requirement for all international events and this will apply to the local boys as well as the visitors. As a matter of fact, there has been a certain amount of "weeping and wailing and gnashing of teeth" about this, what with James Clark getting in amongst them at the Hoosier Bowl and a growing awareness of the potentialities of the Yankee V8—a means of propulsion which was highly regarded by Kiwi conductors when motor racing was in its swaddling clothes, so to speak, a decade or so ago out this way.

Local saloon and sports car drivers have competed for the love of it in recent years, but for next season those who scored points in the New Zealand Racing Drivers' Club Champion series in each category will get at least a little lolly for their trouble. There will not be a great deal of the hard stuff, but it will be distributed on the basis of points scored.

Saloon car racing, incidentally, looks as though it will get a good shot in the arm before the year is out. The New Zealand International Grand Prix Organization has announced that it is toying with the possibility of conducting a 500-mile race for stock (they mean stock) saloons in the New Zealand spring at Pukekohe. This, if it comes off, will be something far too good to miss. Rumours are current at the moment that the New Zealand Government (it is General Election year) is about to provide the means for another £1,500,000 for the importation of cars.

All of a sudden the distributors have become rather publicity conscious and it would be rather surprising if they did not take a fatherly interest in this proposed Pukekohe meeting.

FOOTNOTE for intending visitors: the 1964 international calendar looks like this—Vic Hudson Memorial Trophy at Levin, 4th January; New Zealand Grand Prix at Pukekohe, 11th January; International Lady Wigram Trophy at Christchurch, 18th January; Teretonga International at Invercargill, 25th January. Engine capacity: not more than 2,500 c.c. Fuel requirement: out of the pump, which means, I'm sorry to report, 93 octane.



SHELSEY ENTHUSIAST Basil Davenport first competed at this venue in 1924. During the recent hill-climb Basil recorded 41.08 secs. in his 2-litre G.N. Spider—his best-ever time.

Ferodo First

at Le Mans

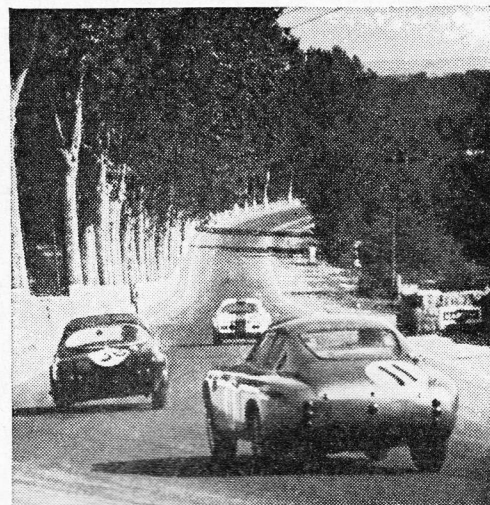
1st FERRARI

L. Scarfiotti/L. Bandini

Another Ferodo First!

The Rover-BRM Turbine car was fitted with Ferodo brake linings

Results subject to official confirmation



'First' thoughts

Formula for success at Le Mans—the power to move faster and brake later for the whole 24 hours.

The braking factor is vital. Brakes affect lap times as much as engines.

Or perhaps even more? Consider this: the cars brake faster than they accelerate, thus the brakes handle more horse-power than the engine develops!

Thoughts into facts

Take it, then, that deceleration at least equals acceleration as a race-winning factor . . . and take a closer look at the facts behind the Ferodo First.

The winning car's brakes were applied, at the very least, 2,500 times during the epic 24 hours. For example, braking from 170 m.p.h. plus along the Mulsanne straight to 40 m.p.h. at the corner dissipated over 450 b.h.p. *each time*.

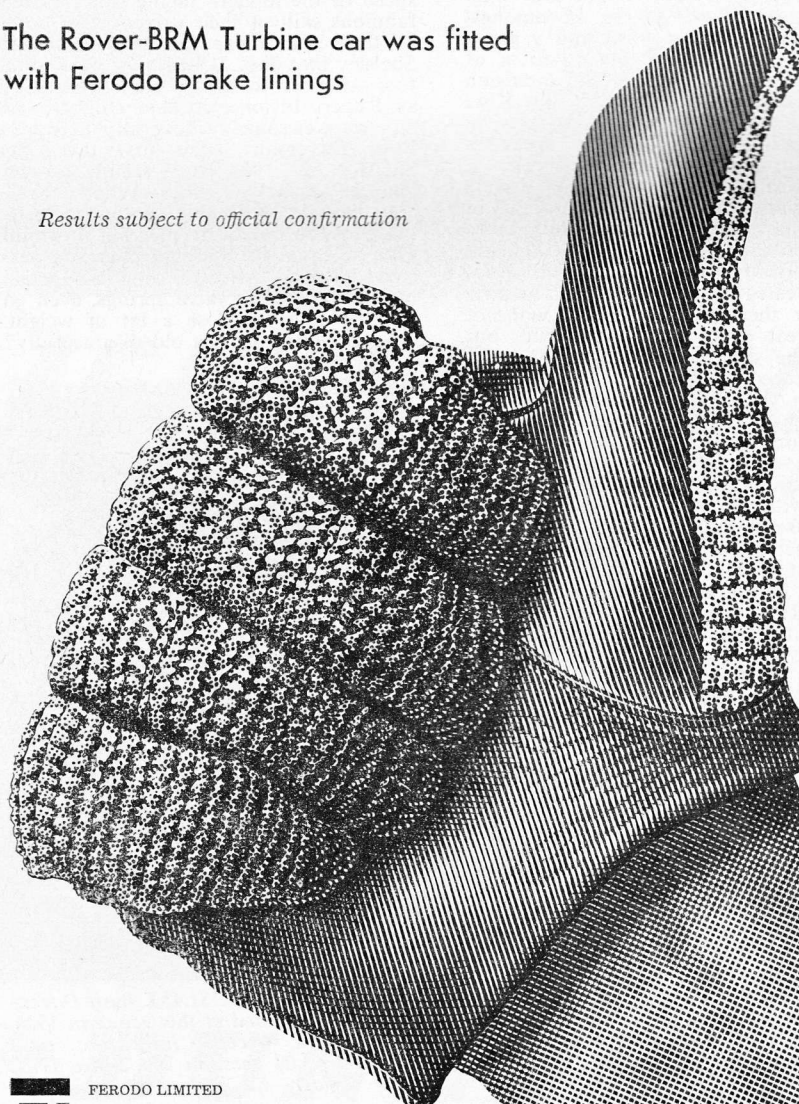
The vast majority of British cars start life (and races) with Ferodo linings: the Le Mans result indicates one of the reasons why.

Fit race-proved

FERODO

ANTI-FADE LININGS FOR

DRUM AND DISC BRAKES



V COPPA MONZA—Second Trophy B.P.

David Melville-Ross (Maserati) Second in Italian Event

THE Coppa Monza, now in its fifth year and supported for the second time by B.P. Italiana, took place this year in the very un-Italian conditions of torrential rain and grey skies, which prevailed throughout at Monza on 8th-9th June, with only a brief respite on Sunday morning.

Altogether there were 72 Italian entries, seven British, three Swiss and one American, rather fewer than last year. Certainly the entrants from far afield were reduced due to the absence of information forthcoming from the organizers up until the last moment. One British team saw their first copy of the regulations on arrival at Monza! However, on the credit side the notorious Monza police were conspicuous by their absence and all the officials were most helpful and friendly in the very trying weather.

Saturday afternoon was set aside for arrival, unloading and practice, while on Sunday at 9.30 all the cars attempted to make a lap of the circuit at an exact predetermined speed. These were quite low to allow all to compete equally and a point was lost for every fifth of a second early or late (one could also lose 1,000 points for unauthorized stops or opening of doors in order to damage another entrant!).

Results were as follows:—

Overall Winner: Giovanni Lurani (Alfa Romeo 1500SS). **Class A (cars constructed before 1905):** 1, Mario Longoni (de Dion Bouton), speed 17.2 k.p.h., time 20 m.; 2, Alfredo Gallo (de Dion Bouton). **Class B (cars constructed before 1915):** 1, Fred Haller (Chalmers Detroit), 25.5 k.p.h., 13 m. 30 s.; 2, Old Timers (Standard Victor), 3, Tom Lightfoot (Rolls-Royce Silver Ghost). **Class D (Production Cars constructed before 1930):** 1, Cesare Radaelli (Fiat 501 Torpedo), 43.1 k.p.h., 8 m. 0 s.; 2, Cristina Nicosia (Fiat 509 Weymann); 3, Vittorio Pizzolotto (Alfa Romeo 1750GT). **Class E (Sports Cars constructed before 1930):** 1, Renato Verzier (Fiat 501S), 62.7 k.p.h., 5 m. 30 s.; 2, Alberto Procovio (Alfa Romeo 1750GS); 3, Cyril Wadsworth (Bentley 3-litre). **Class F (cars constructed after 1930):** 1, Theodoli (Alfa Romeo 1750GS), 62.7 k.p.h., 5 m. 30 s.; 2, Guido Pini (Fiat Siata); 3, Tenconi (Fiat 508 spider).

The next item on the programme, apart from lunch, was the speed event at 3.30 p.m., and this gave one time to look at the competitors.

There was a very beautiful de Dion Bouton vis-à-vis with a gay orange-fringed canopy of 1897, a fine 1908 Thornycroft and those two magnificently restored cars—Fred Haller's Chalmers-Detroit and Tom Lightfoot's Silver Ghost—both of 1912. The Rolls-Royce had been driven from England

whereas the American car had been touring Europe, covering several thousand miles with little trouble and certainly none that Fred Haller could not put right himself as long as he could find a lathe and the suitable metal.

Among the other competitors it is rather invidious to single out some for special mention but certainly the two Bentleys of Cyril Wadsworth and Howarth and the magnificent Isotta-Fraschini 8A of Maestrelli stood out among the smaller Alfa Romeos, Fiats and Bugattis.

Jean Pitet, from Switzerland, had brought a beautifully kept 1928 Rosengart two-seater. This car, like the BMW Dixie of Count Castelbarco, is, I believe, an Austin 7 made under licence.

Due to an unfortunate accident only an hour before leaving England, the Historica Martini Invicta was not able to drive out from England.

However, the V12 Osca and the 1½ supercharged Maserati were both well turned out and running perfectly. The regulations for the meeting, which were not received until arrival at Monza, did not include a class for Historic cars (i.e. over 12 years old) so the Osca's running was confined to a high speed demonstration.

Carlo Leto di Priolo, who drove his 2.3 Alfa to tie with Morin Scott in the Invicta in 1962, had fielded some 15 cars including the 2.3 Alfa, of which five ran in the speed event, finishing 1st, 6th, 7th, 9th and 14th. With the Invicta out and the Osca not eligible the British team's hopes rested with David Melville-Ross in the 1½-litre 6C Maserati. The weather was vile and the rain torrential, the circuit was bumpy and slippery as ever and in these conditions Carlo Leto di Priolo drove hard to take the Coppa Monza from the Maserati by 1.2 seconds. Next year, perhaps, the honours will go to England and, if not, it will not be for want of trying.

The programme at Monza concluded with a demonstration (so called) by the Osca, a 250F Maserati driven by Carlo Leto di Priolo and a Ferrari two-seater accompanied at times by Morin Scott in the 1½-litre Maserati, and then all returned to the Hotel de Ville at Monza for a first-rate dinner and prize-giving, enlivened with brilliant speeches in three languages by Count Lurani, who had himself driven his own Alfa Romeo into fifth place.

MORIN SCOTT.

DAVID MELVILLE-ROSS in the 1½-litre supercharged Maserati in the paddock at Monza, warming the old car up. He is surrounded by Historica Martini mechanics.



UTTERING a word of warning to Peter Brewer in the Osca at the start line at Monza is David Melville-Ross. The old Osca, not being eligible for an award, took part in a "demonstration".

RESULTS

Speed Event Results: 1, 134—Carlo Leto di Priolo (Alfa Romeo 8C), 2 m. 48.5 s., 122.848 k.p.h.; 2, 180—David Melville-Ross (Maserati 6C), 2 m. 49.7 s.; 3, 112—Alberto Procovio (Alfa Romeo 1750SS), 2 m. 54.3 s.; 4, 210—Arnaldo Cappa (Jaguar SS100), 3 m. 11 s.; 5, 94—Giovanni Lurani (Alfa Romeo 1500SS), 3 m. 15.5 s.; 6, 158—Ottavio Prandoni (Mercedes-Benz), 3 m. 20.1 s.; 7, 136—Dore Leto di Priolo (Maserati ACM2000), 3 m. 27.6 s.; 8, 78—Luigi Castelbarco (Amilcar 6C), 3 m. 27.9 s.; 9, 154—Scud. Ambrosiana (Bugatti 46/8C), 3 m. 30.8 s.; 10, 118—Marina Saccardo (Alfa Romeo 1750GS), 3 m. 31 s.; 11, 166—Guido Pini (Fiat Siata 508), 3 m. 33.9 s.; 12, 176—Guido Bartolomeo (Fiat 508CS), 3 m. 38 s. **Best Lady:** Marina Saccardo. **Best Alfa Romeo:** Alberto Procovio.

AUSTRALIAN TOURIST TROPHY

SYDNEY racing driver Ian Geoghegan continued his run of important wins when he won the Australian Tourist Trophy, at Lowood in Queensland, on Sunday, 9th June. In the absence of Australia's Big Banger sports cars, Bib Stillwell's 2.7 Cooper Monaco, and Frank Match's 2.6 Lotus 19, Geoghegan had little really modern opposition, but he drove the Lotus 23 in his usual competent manner to keep John Martin's Lola and Les Howard (Lotus 11) at bay. A strong headwind on the straight made conditions not a little unpleasant for the 30 drivers. Geoghegan also won a four-lap sports car event in the same car.

David McKay's Scuderia Veloce 2.7 Brabham-Climax won two events, a four-lapper and a six-lapper, with Noel Hall (Renmax-Climax) and Greg Cusack (Scuderia Veloce Elfin-Ford) second and third respectively in each race.

The Australian Tourist Trophy, won by Stirling Moss (300S Maserati) at Albert Park in Melbourne in 1956, has had a short, but generally exciting history, and has been held for the past two years by Bib Stillwell's Cooper Monaco. In October 1961, he won from Frank Match's hard-topped D-type Jaguar, after Match's (then) usual mount, a 2.5-litre Lotus 15, had been put out of commission when the diff. packed up during a mid-week practice session at Warwick Farm. Six months ago Stillwell had an opposition-free run at Mallala in South Australia, when Match did not enter. This year it looked as though Match would take the title in his invincible Lotus 19, but the chassis was written off when a mechanic crashed the car into the pit counter at Warwick Farm, again during a mid-week practice session, in May. Match is patiently waiting for delivery of a new chassis.

PETER BAKALOR.



DESPITE an all-out effort by works-entered Mercedes-Benz 300 SEs, Peter Lindner (Jaguar 3.8) walked away with the Six-Hour Grosser Preis der Tourenwagen at the Nürburgring last Sunday. Lindner won at an average speed of 124.6 k.p.h., but despite his apparently easy win, it is doubtful whether his car would have lasted even another lap, for a complete front disc detached itself the lap before he took the chequered flag.

Christabel Carlisle, driving Don Moore's Cooper S, won her class quite easily after the Rob Slotemaker/Dickie Stoop Downton-prepared and entered S had lost much time when the seat had come adrift shortly after the first change-over. Generally speaking other English drivers didn't have too successful a day. This was the fourth six-hour race run at the Ring and was the first event counting towards the European Saloon Car Challenge, consequently there were several works entries and the majority of other cars were works-supported.

Not surprisingly an N.S.U. Sport Prinz won the up to 600 c.c. class, whilst Gottlieb Koch won the 700 c.c. class in his B.M.W. Going extremely quickly, Gösta Karlson (Saab) won the 850 c.c. class from Ingemar Johansson similarly mounted. These cars were going remarkably quickly and returned a fastest lap of 11 min. 51.2 secs. (Karlson's best time). John Aley driving JRA 85 was credited with third place in the 1000 c.c. cars, but this result was subject to protest and Aley may well be credited with second place behind Karl Herd (Glas 1004) if the DKW of Gustave Bontemps is indeed disqualified.

Alfa Giulias took the first two places in the 1,600 c.c. class, while Böhlinger, driving the No. 1 works-entered Mercedes-Benz, finished second to Lindner in the big car class after an early off-circuit excursion and at least two unscheduled pit stops.

hand corners on the course. This wouldn't have been so bad, save for the fact that his line through the corners had been extremely good, and this added hazard made fast lap times impossible. Just before the end of practice, the more experienced drivers took advantage of a nearly dry road, to put up the best practice times recorded. Lindner made best practice time, an incredible 10 mins. 39.6 secs.—considerably quicker than the works Mercedes whose best time was Böhlinger's 10 mins. 41.8 secs.

RACE Day dawned slightly damp with a lot of cloud cover, but by 10 o'clock all cloud had vanished and the circuit was really dry and in excellent condition, with very little wind. The organizers had decided to divide the 94 starters up into 4 groups so as to avoid a pile-up on the first lap. These groups were made up in classes and although some of the smaller cars were much quicker than those in the classes above them, they still started later.

Despite all these precautions, there was the inevitable first lap shunt. Horst Floth (Volvo 122S) hit the protective fencing on the way down to the south turn and damaged the car more than slightly, causing many competitors to slow down to crawling pace in order to get past. Ten and a half minutes after the cars had disappeared, Lindner's Jaguar came streaking past the pits already in the lead from Böhlinger's Mercedes. Then came Erich Waxenberger in the second works-entered 300SE. He was followed by the Alfa Romeo 2600s of Ferlino Corrado and Hanns Bohlmeier. John Sparrow (Jaguar 3.8) was very unfortunate to break a half-shaft on the way down to Adenau, but he managed to control the car and bring it to rest without other damage on this very fast point of the circuit.

First to call at the pits was our own Christabel Carlisle who was complaining of

efforts to keep up, spun and lost much time. This left the other Mercedes in second place, but a long way behind the German Jaguar. The Alfa Romeo 2600 had been displaced by Mahle's 220SE and was now in fourth place just ahead of a second Lindner car driven Klaus Vehling and Erich Bitter. On the fourth lap Böhlinger emerged and returned to the fray almost a lap in arrears and the Corrado Alfa Romeo 2600 went off at the Pflanzgarten, rolling many times and demolishing 15 yards of fencing—the car was a complete write-off.

After an hour's racing the field had settled down. Lindner was still in the lead, but Waxenberger had dropped back after two unscheduled stops and the 220SE of Mahle was in second place ahead of the Lancia Flavia of Cello/Bulgari. The second German Jaguar of Klaus Behling held third position ahead of the two Squadra Corse Lancias.

After 8 laps routine pit stops started. Christabel came in to fuel and two front tyres and to hand over to Chris McLaren.



CHRISTABEL CARLISLE'S first pit stop for fuel and tyres (above). The Mini-Cooper she shared with Chris McLaren went very well indeed.

AT SPEED is the NSU Prinz of Hans Joachim Raulf/Franz Zapfe (left). Although the little car was very fast, it retired.

Three laps later the Downton Mini came in for the same services and for Dickie Stoop to take over. These two cars were very equally matched, both running with close-ratio gears. The Don Moore car was fitted with a 4.1 final drive, which meant that it had an advantage on the uphill sections between Adenau and the Pflanzgarten, whilst the Downton car was fitted with a 3.7:1 final drive which gave it an

RESULTS

General classification: 1, Lindner / Nöcker (Jaguar 3.8), 124.6 k.p.h.; 2, Böhlinger/Glemser (Mercedes-Benz 300SE); 3, Waxenberger/Lang (Mercedes-Benz 300SE).

Class Results. Under 600 c.c.: 1, Hamberger/Geith (NSU Sport Prinz), 102.59 k.p.h.; 2, Menzel/Bohm (NSU Sport Prinz); 3, Weber/Zerbe (NSU Sport Prinz). **Fastest lap:** Menzel/Bohm (Sport Prinz), 111.7 k.p.h. **601-700 c.c.:** 1, Koch/Hahne (BMW 700S), 109.2 k.p.h.; 2, Bongart/Edelhoff (BMW 700S); 3, Grasser/Therapen (BMW 700S). **Fastest lap:** Koch/Hahne, 115.8 k.p.h. **701-850 c.c.:** 1, Karlson/Rothstein (Saab 96), 111.3 k.p.h.; 2, Johansson/Johansson (Saab 96); 3, Hartung/Gilges (Fiat Abarth). **Fastest lap:** Karlson/Rothstein, 115.4 k.p.h. **851-1,000 c.c.:** 1, Bontemps (DKW F12), 109.9 k.p.h.; 2, Hard/Lux (Glas 1004); 3, Aley/Galliford (Morris-Cooper). **Fastest lap:** Schreiber/Pfrier (DKW F12), 117.2 k.p.h. **1,001-1,300 c.c.:** 1, Carlisle/McLaren (Morris-Cooper), 108.6 k.p.h.; 2, Slotemaker/Stoop (Austin-Cooper); 3, Badmer (Glas 1204). **Fastest lap:** Carlisle/McLaren, 122.5 k.p.h. **1,301-1,600 c.c.:** 1, Bergmann/Rader (Alfa Giulia), 117.6 k.p.h.; 2, Furtmayr (Alfa Giulia); 3, Therapen/Backer (Volvo B16). **Fastest lap:** Calla/Bulgari (Lancia Flavia), 123.2 k.p.h. **1,601-2,000 c.c.:** 1, Neerpasch/Skagh (Volvo B18), 116.2 k.p.h.; 2, Herrmuth/Deutsch (Volvo PV544); 3, Weissgerber/Grab (Volvo 122S). **Fastest lap:** Neerpasch/Skagh, 119.7 k.p.h. **2,001-2,500 c.c.:** 1, Rosqvist/Wirth/Mahle (Mercedes-Benz 220SE), 117.4 k.p.h.; 2, Cabella/Pianta (Lancia Flaminia). **Fastest lap:** Rosqvist/Wirth/Mahle, 123.9 k.p.h. **Over 2,500 c.c.:** 1, Lindner/Nöcker (Jaguar 3.8), 124.6 k.p.h.; 2, Böhlinger/Glemser (Mercedes-Benz 300SE); 3, Waxenberger / Lang (Mercedes-Benz 300SE). **Fastest lap:** Böhlinger/Glemser, 130.1 k.p.h.

JAGUAR WINS NURBURGRING 6-HOURS

Peter Lindner First Yet Again — Class Wins to Christabel Carlisle

BY PATRICK McNALLY



TRAINING had taken place on Saturday in the most difficult conditions imaginable. Initially the circuit had been shrouded in fog, the only clear patches being between Adenau crossing and Brunnchen. The surface of the circuit was really treacherous, being wet and extremely slippery. After lunch on Saturday the mist and fog cleared, but the circuit was still extremely wet. Just when it was drying out a little DKW was kind enough to drop the contents of its sump round all the left

oil fumes in the cockpit. These were caused by the oil breather pipe, and after a very short stop she continued, having dropped from first to third place in the class.

Up in the lead the pace was extremely hot: Lindner was still in front but was being challenged by Böhlinger, the latter using every trick in the rally book in his efforts to catch the Coventry car. Lindner's knowledge of the circuit is exceptional, however, and proved too much for even the Mercedes works driver who, in his

advantage down the straight before the pits. Christabel had been using 7,000 r.p.m., which meant she had to lift off on the straight, whilst Rob Slotemaker was pulling 6,900.

The English cars were all going strong, the only retirement being John Anstead in the Radbourne racing Cooper, which had thrown a rod at Hohe-Acht early on. With 15 laps completed Lindner once more came into the pits, but still held his lead. Böhlinger had been going great guns having climbed back up to second place. Mahle held third place ahead of Leo Cella. At this stage the pits were getting extremely crowded and the list of retirements had grown to 15. A Volvo had hit the bridge at Aremberg. A Lancia had spun in the Wippermann and sundry B.M.W.s had inverted themselves round the circuit.

The leaders at this stage were Lindner/Nöcker, Böhlinger/Glemser, in the over 2,500 c.c. class; Mahle/Ott (Mercedes 220SEb), Ewy Rosqvist/Wirth (Mercedes 220SEb), in the 2-litre class; Slotemaker and Stoop lead the 1,300 c.c. class from Christabel and McLaren; whilst 1,000 c.c. cars were led by Schreiber/Pfner (DKW F12) from John Aley and Peter Galliford in a Morris-Cooper. Shortly after this van Lennep went off at Schrage and Theisson

(Volvo 544) also retired. Dick Stoop brought the Downton Cooper into the pits with a broken seat, and after quite a long pit stop Rob Slotemaker went out, but by this time the car was in second place, four minutes behind Christabel.

Blydenstein was unfortunate enough to suffer fuel starvation with the Vauxhall, which dropped it down in the class, and Aley had trouble, finishing the race with no clutch at all. John Thurston (Cooper S) was going round very steadily, hoping for retirements in his class. The field had now settled down with Lindner well ahead and uncatchable. Böhlinger was trying extremely hard, however, but was having difficulty with the German back markers who are always reluctant to move over. Consequently one or two of them found themselves in inextricable positions as Böhlinger went past! Waxenberger had worked his way up to third place and was leading the Squadra Corse Flavia, which in turn was keeping its distance from the Alfa Romeo of Hans Bergmann.

At the end of six hours Lindner came triumphantly, if slowly over the line, the car finishing with one of the discs missing from the front brakes. He admitted afterwards that he had heard something fall off on the last lap, so just crawled round—a

very close thing! Christabel easily won her class and also set up fastest lap of 11 mins. 10.6 secs. This car seemed to be boiling as it crossed the line so perhaps Christabel was trying very hard in the closing stages. If she had been it was unnecessary, for Slotemaker had resigned himself to second place.

Böhlinger established fastest lap overall, with a time of 10 mins. 31.3 secs. and also finished second. Third in general classification came Waxenberger and Lang. John Aley's pit stop had cost him second place in his class, but, as mentioned previously, the results were under protest. The Saab's efforts were incredible and their 1-2 was accomplished without apparent haste. There were many accidents during the day without any really serious injuries being done. The worst of these was when the Vehling/Bitter Jaguar went off shortly before the end at Metzgesfeld. The car was travelling at over 100 m.p.h. and took a lot of the fence and several trees with it. It was completely wrecked, but the driver not too seriously injured.

Peter Lindner's victory was truly well deserved and was all the more appreciated as Stuttgart had made a real effort in bringing three cars (a spare for training) in their efforts to win this important race.

South African Scene

Is Motor Racing Dying in the Cape?

BY DALE GORDON

FOLLOWING on the recent decision of the Natal Motor Cycle and Car Club not to renew their lease at Westmead, but rather to concentrate all efforts in Natal on the Roy Hesketh circuit, the time has come for a critical appraisal of the sport in South Africa.

The only bright spots at present are in the Transvaal where Kyalami has proved a success and, of course, at East London. The success of East London is due largely to the backing given by various sponsors in order to meet the ever-increasing starting money which the top teams and drivers demand. Motor racing in the Transvaal does, however, appear to be on a firm financial foundation.

The Roy Hesketh circuit at Pietermaritzburg is an excellent one which is the scene of very many successful meetings and, because of this, Natal should continue to attract the drivers. The Orange Free State, home of Neville Lederle, is a write-off as far as the sport is concerned and we are now left with the Cape where there are two circuits.

Killarney, short and narrow, is possessed of permanent pits, control tower and a clubhouse which is now taking shape—whilst Fisantkraal is an aerodrome circuit with dubious advantages; in fact the main advantage seems to be a change of scenery from Killarney! Killarney is owned by the Metropolitan Motor Cycle and Car Club whilst the meetings at Fisantkraal are staged by the Amateur Automobile Racing Club, the two leading promoting clubs in the Cape. (Apologies to the others but facts are facts!)

Both are reasonably sound financially, but neither has the backing to develop their circuit into something outstanding so that we will continue to jog along as before with average meetings which will inevitably mean a falling off of attendance, eventually leading to an early and premature burial of the sport.

There is only one possible solution and that is an amalgamation or association of clubs with the sole purpose of channelling all available resources, financial and otherwise, towards improving the Killarney circuit by extending, widening and resurfacing parts of the track. Another big drawback would be an Interprovincial meeting whereby, instead of three production car races merely featuring up-country entrants, a

points-scoring system were to be worked out with suitable prize money.

Another angle which does not help the public relations side is the attitude of dictatorial marshals ordering Press men away from many parts of the circuit. When will these petty bureaucrats learn that it is the Press that publicizes meetings and without this publicity the organizers would be even worse off. The marshals are now working independently of the promoting clubs, but I feel they are overstepping the mark—I even heard of some marshals not wanting to sweep the track!

Saturday, 1st June, saw a highly successful meeting at Fisantkraal staged by the Amateur Automobile Racing Club, featuring five drivers specially brought down from the Transvaal. (A sixth withdrew.) Included were Basil van Rooyen (Cortina 1500) and Peter Markham (Volvo 1,780 c.c.), whose cars are reputed to be among the fastest production cars in the country, but were still unable to cope with Emmot Barwell (Cape Town) and his 1,290 c.c. Alfa TI. The first event went to van Rooyen with Markham second. The next place was shared by M. Lupini (Transvaal) and Barwell, who spun off on the first lap and, from the back of the field, made third place, only to be penalized 15 secs. for jumping the start.

Event number two for production cars went to Barwell after a ding-dong battle with van Rooyen who took second place, third spot being filled by Lupini. In the third race Emmot walked first place, Markham and van Rooyen scrapping behind him and eventually finishing in that order. Koos Swanepoel and his potent Anglia started out

in practice but after a lap his cylinder head collapsed. A new one was fitted and he screamed off with the others at the start, retiring after half a lap from a lack of oil pressure. Barwell's car looked so potent that following a description in the Press, and other rumours, of a 1,500 c.c. motor, it was R.A.C. examined at his own request on the Sunday and found to be 1,290 c.c. after all. It's not surprising that a larger motor was suspected as he was reaching 120 m.p.h. and almost 9,000 r.p.m. on the straight!

The circuit has been redesigned and is now 1.8-miles long, but the surface, in parts, is shocking and this drew much adverse comment from the drivers particularly those in sports cars.

Bob van Niekerk and Denis Joubert in Darts swapped places in a fast dice during the sports and G.T. races, the 1,500 c.c. 1963 model finally setting fastest lap of the day and winning both events from Joubert's potent 1,100 c.c. older machine.

The larger than average attendance at this meeting was certainly due to the presence of the five Transvaal drivers and economically the meeting covered costs, but breaking even is not enough—organizers must devise ways and means of bolstering coffers if motor racing is not to stagnate and possibly die in the Cape.

One of the clubs has, in fact, on four occasions suggested an association or amalgamation but this has been scoffed at with cries of "financial difficulties" which is not the case. Thus, a stalemate has been reached in that they feel that all future advances should come from the other clubs and not from themselves.



BOB VAN NIEKERK in the new 1963 1.5-litre Dart leads the older 1.1-litre example of Denis Joubert. These two were always at the head of the field and Bob also put up a new record. Note the front end changes on Bob's car—new grille and air intake, moulded bonnet and different bumpers.

CORRESPONDENCE

Accident at Silverstone

HOWARD BILEY's excellent and accurate account of the M.G.C.C. Silverstone meeting did include one remark which was, perhaps, less than fair to the organizers. He said that the commentator "found it necessary to ask for a medical officer on the P.A., and . . . the ambulance arrived after a delay of almost five minutes."

As the commentator concerned, may I say that in appealing for a doctor I was, in fact, exceeding my duties. We were faced with an extremely nasty-looking accident, from the commentary box we were not absolutely certain that a doctor was in attendance, and I was anxious to make quite sure that poor Doug Brailey should have expert attention as soon as possible. Later I realized that one of the first to reach him was, in fact, a doctor, though I could not see his arm-band from my position.

As for the ambulance, I would have said that it arrived on the spot very quickly indeed, but for some minutes no attempt was made to load the injured driver into it. Presumably this was because it seemed certain that he would have several ribs broken in such an accident (though miraculously he did not), and in such cases it is vitally necessary that the patient should be moved as little as possible, and only with the greatest care.

ABINGDON-ON-THAMES, BERKS.

F. WILSON McComb.

A new Motor Club

I AM writing on behalf of my friends and myself who are forming a motor club in the Redditch, Worcestershire, area.

The club, which is to be called the Redditch and District Car Club, will, as soon as it has the required membership, apply to the R.A.C. for affiliation. Needless to say, to acquire this membership we will need as much publicity as possible.

The club intends to promote, or be invited to, all forms of motor sport. It is intended that it will have a full social programme and that a monthly bulletin will be published. A most attractive club badge has been designed, of which the first 50 will denote Founder Membership.

We feel that there is a great need for such a club in this area, and would like all interested parties to contact me at the address below, or telephone number: Kings Norton 5393, as soon as possible, whereupon details will be forwarded.

J. M. BERRY,
Membership Secretary.

3 WINGATE CLOSE, MIDDLETON HALL ROAD,
COTTERIDGE, BIRMINGHAM, 20.

WALT HANSEN, driving a Cooper Monaco fitted with a Buick engine, dominated the feature event of S.C.C.A.'s National Championship fixture at Bridgehampton

recently. Strong competition came from a trio of Chevrolet-powered cars: Harry Heuer's Chaparral, Don Devine's Scarab and Dick Thompson's special lightweight Corvette. Twelve other sports cars, with smaller engines, completed the field in this one-hour race on the well-developed road circuit looping over the sandy hills of Long Island.

The two-day meeting attracted over 200 entries with six races provided to include every type of sports car from open-wheeled Formula 3 cars to big-bore production "hardware". Only 90 miles from New York City, the Bridgehampton race circuit has long been a favourite of metropolitan fans.

The opening 10 lapper for Grand Tourers was picked up by Dick Thompson in a standard hardtop Corvette, which covered the 28.5 miles distance in under 20 minutes. About 19 seconds later Alex Dearborn brought his Porsche Super 90 home behind several other Corvettes and a GT Ferrari to top first place in his class.

The 45-minute contest for smaller-engined production cars brought 25 cars to the grid. Art Riley in the comfortable-looking Volvo P1800 just ran away from two Lotus 7As, an M.G., an Alfa and a Turner. Riley, in the same coupé which did so well at Sebring, averaged 76.6 m.p.h.

Attention now centred on the hour-long contest between the big production sports cars. Two well-powered Cobras (Ford V8) lined up to do battle with a host of Corvettes, two Porsche Carreras and two Ferraris. Chief antagonists were Dr. Richard Thompson in a white Sting-Ray and Bob Johnson in a black Cobra. In this season's National points scramble Thompson had two victories and Johnson a recent one at Cumberland.

After a fast pace lap Johnson surged past the other Cobra driven by Bob Brown, while Thompson closed in tight behind him to drive down the hill into the number one turn. Walt Luftman in his Ferrari GT crowded up among the leaders to make it a tight struggle between the seven largest-engined cars. Absolutely faultless driving by both Cobra and Corvette exponents saw positions remain almost unchanged and

Ford Galaxies at Crystal Palace

I READ with interest your report on the Crystal Palace Race Meeting (last Whit-Monday) and would refer particularly to your paragraph referring to the scrutineers objection to the Ford Galaxy.

You state that the objection was to the "strengthening of the chassis" whereas in fact this was not the case at all. The criticism made by Mr. Proctor, the Homologation Scrutineer, was that the very strong roll cage interfered with the number and comfort of the passenger seats. Both Sir Gawaine Baillie and I, on behalf of the John Willment Racing Team, appealed against the refusal to pass the car and after considerable discussion with the Stewards of the Meeting, Mr. Dean Delamont and Mr. Gordon England, it was ruled that the objection should be upheld by applying Appendix J rules very literally.

The roll cage is fitted solely and wholly as a driver safety measure but the stewards found it necessary to rule that by the present wording of the regulations, safety does not have any precedence. There have been, quite unofficially, some suggestions that this roll cage does strengthen the chassis and thereby improve the road-holding of this vehicle. If this were in any way true it would be the longitudinal and triangulated bars which would give this reinforcement and it was these bars that we were in fact asked to remove. I think the result of the race proves conclusively that the roll cage plays no part in the ability of the motor car to win a race or "hold the road" and both Sir Gawaine Baillie and ourselves are appealing to the stewards of the R.A.C. about the objection to the fitting of the complete roll cage.

We are taking the view that nothing should be allowed to interfere with something which is done for the drivers safety, providing always, of course, that it does not have any effect upon the mechanical performance of the engine, transmission, road-holding or braking. The only safe way of fitting and using a driving harness is to anchor the shoulder straps behind the squab and this is becoming fairly common practice in racing today. This arrangement also of course interferes with the number and comfort of the passenger seats originally intended by the manufacturer, but surely the regulations should not be permitted to interfere with such a safety precaution.

For your information, Sir Gawaine Baillie was permitted to run in the race under cover of an appeal lodged with the R.A.C. and if his appeal is turned down, then he stands to be disqualified.

JEFF UREN,
JOHN WILLMENT AUTOMOBILES, LTD., TWICKENHAM, MIDDLESEX.

(More Correspondence on page 879)

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

BRIDGEHAMPTON U.S.A.

there were no untoward incidents. The Thompson Sting-Ray held station between the two Cobras and finished the tour 10 seconds behind the winner. Bob Johnson's Ford-engined Cobra took the flag with an average of 86.3 m.p.h.

When the big modified cars took positions on the grid for the main event commentator Art Peck described some of their features. Hansen's Cooper was assembled in the Alfred Momo shop and contained an aluminium V8 Buick engine generating 340 b.h.p. nestled in the rear of the Monaco-type chassis with a total weight of 1,480 lbs. Thompson's Sting-Ray with its hand-made metal coupé body weighed 2,080 lbs. and housed a 6.5-litre Chevrolet V8 engine at the front. The two Meister Brauser entries were similarly powered with Chevrolet engines said to produce 400 lbs. The Chaparral driven by Heuer weighed just 2,000 lbs. and the brute handled by Don Devine was the ex-Reventlow Scarab. In contrast Bob Grossman was driving a Ferrari Dino with an engine capacity of 2.6 litres.

After a brisk pace lap the 17 contestants settled down to really strenuous motoring. Hansen was first round followed by Heuer, Devine and Thompson. One hour later that was exactly the order in which they crossed the finish line. It was by no means a parade. By lap 21 Hansen had lapped all but the top six cars and by lap 26 he had overtaken two more. On lap 27 he was timed at 1 min. 49.3 secs., within one-tenth second of the all-time course record set last year by Pedro Rodriguez in a 4-litre Ferrari. It was a demonstration of an utterly reliable car in the hands of an experienced and skilful driver. When Walt Hansen flashed under the chequered flag he added yet another victory to a seven-year history of success at Bridgehampton.

OZZIE LYONS.



BOB BROWN's Cobra is chased out of Thunder Valley by Dick Thompson's Sting-Ray.



JOHN STEVENS who had just abandoned his A.H. 100 on the verge to avoid John Dennis broad-sliding his Elva Courier into the same spot.

BRIAN FOLEY'S

Report from Eire

ROAD RACING AT RATHDRUM

MOTOR ENTHUSIASTS' CLUB have done it again! Their road race meeting at Rathdrum last September was an unqualified success, despite the fact that the circuit was only four-fifths of a mile long. M.E.C. returned to Rathdrum on Saturday, 18th May, and again staged a most enjoyable and very successful race meeting on what must surely be the world's shortest circuit!

Last year John Pringle set the lap record at 55.38 m.p.h., with his 2½-litre Cooper-Climax. This year the races were run in the opposite direction, clockwise instead of anti-clockwise. The change of direction probably makes the circuit a little faster, for although no one lapped as quickly as Pringle, Dan McAlister was only a second slower at 54.44 m.p.h. McAlister was driving the same car as used by Pringle, but powered by only 1½ litres of Coventry Climax motor.

Winner of the up to 1,100 c.c. saloon class was Cecil Vard (1,050 c.c. Austin-Cooper), from Michael Ivis (1,010 c.c. Austin-Cooper), and John Hayes (997 c.c. Austin-Cooper). Dickie Barrett was unplaced in his 848 c.c. Austin Seven, a very unusual occurrence! Johnny duMoulin, as usual, won the large saloon class and the L.S.E. Trophy for the best time by a saloon. The 1,652 c.c. Ford Anglia of duMoulin recorded a higher average than the very hot M.G. Midget of Jack Fildes, which won the up to 1,300 c.c. sports car class. Third in this class was David Gray who bombed around in great style in his Lotus Seven-like 1,172 c.c. Ford Special. In fact Gray was only two seconds slower than Bob Heeley, who finished second in this class in his M.G. Midget. Bertie McElhinney was unchallenged in the over 1,300 c.c. sports car class, winning as he pleased in his 1,500 c.c. Lotus Super Seven. John Killen was second in his 1,340 c.c. Super Seven, and third was Brendan Dempsey who piloted his M.G.A. very forcefully to finish ahead of two similar M.G.As, a Twin-Cam, a Gordini, an elderly Morgan and a Climax-engined Turner.

Cars started at five-second intervals in order to minimize passing on the rather narrow roads. In the two Racing Car events, Dan McAlister was first off and he returned the best time for his five laps at 4 mins. 34 secs. Luke Duffy was three seconds faster than Frank Keane. They finished second and third driving Formula Junior Cooper Mk. 2, and Lotus 18 respectively. Henry Elliott was out of the picture with first gear inoperative on his Lotus 20.

The General Handicap went to that great trier, Captain John Burke in the "historic" 1½-litre sports-racing Gordini. Henry O'Cleary, who has just returned from America, drove his M.G. Twin-Cam into second place, ahead of John Hayes in an Austin-Cooper.

All drivers had two races each, the first counting for the handicap and the second counting for the scratch classes. Rain fell for some of the earlier events, which rather spoiled the chances of several drivers for the General Handicap. Had the best runs only been taken into account the General Handicap would have been won by David Gray from John Hayes, Brendan Dempsey,

Henry O'Cleary, John Burke and Bob Heeley.

The tight nature of this interesting little circuit, with its three slow hairpins, may be gauged from close study of the speeds of the fastest drivers, as follows: McAlister, 54.44 m.p.h.; Duffy, 53.33 m.p.h.; Elliott, 52.36 m.p.h.; Keane, 53.15 m.p.h.; McElhinney, 51.42 m.p.h.; Killen, 49.65 m.p.h.; and Burke, 48.58 m.p.h. Fildes, duMoulin and Brian Lambe (1,216 c.c. Turner-Climax) did a lap each at 47.22 m.p.h.

M.E.C. intend holding a similar meeting at The Curragh, Co. Kildare, in September this year.

RESULTS

Up to 1,100 c.c. Saloons: 1, Cecil Vard (Austin-Cooper), 5 m. 21.8 s.; 2, Michael Ivis (Austin-Cooper), 5 m. 22.0 s.; 3, John Hayes (Austin-Cooper), 5 m. 26.6 s. **Over 1,100 c.c. Saloons:** 1, Johnny duMoulin (1.6 Ford Anglia), 5 m. 11.2 s.; 2, Michael Dolan (Volkswagen), 5 m. 52.4 s.; 3, Pat Naismith (Ford Cortina), 5 m. 56.6 s. **Up to 1,300 c.c. Sports Cars:** 1, Jack Fildes (M.G. Midget), 5 m. 15.4 s.; 2, Bob Heeley (M.G. Midget), 5 m. 33.0 s.; 3, David Gray (Ford Spl.), 5 m. 35.0 s. **Over 1,300 c.c.**



WICKLOW MOUNTAINS form a picturesque background to this scene at Rathdrum, as two Formula Junior cars race along the narrow road from the Aughrim Hairpin to the Paddock Bend. In front is Frank Keane (Lotus 18) and he is hotly pursued by Luke Duffy (Cooper).

Sports Cars: 1, Bertie McElhinney (Lotus Super 7), 4 m. 48.2 s.; 2, John Killen (Lotus Super 7), 5 m. 0.2 s.; 3, B. Dempsey (M.G.A.), 5 m. 22.8 s.

Racing Cars: 1, Dan McAlister (Cooper-Climax), 4 m. 34.0 s.; 2, Luke Duffy (Cooper-Ford), 4 m. 42.0 s.; 3, Frank Keane (Lotus-Ford), 4 m. 45 s.

General Handicap: 1, Capt. John Burke (Gordini), 4 m. 20.4 s.; 2, Henry O'Cleary (M.G. Twin-Cam), 4 m. 21.8 s.; 3, John Hayes (Austin-Cooper), 4 m. 22.8 s. **Fastest lap:** Dan McAlister, 53.0 s., 54.44 m.p.h. **Novice Award:** David Gray. **L.S.E. Trophy—Best Saloon:** Johnny duMoulin.

CALARY HILL-CLIMB

THE M.G. Car Club's Calary Hill-Climb on Saturday, 25th May, was one of the best-run events of the season to date. All drivers had one practice run and three timed runs each. During the evening some slight delays were encountered, due to allowing buses to use the road, and yet the entire event was over in about three and a half hours. Times and other information were in constant supply through the P.A., and within seconds of the last run, the times and results were handed out on printed sheets.

The first runs saw Frank Keane returning the best time at 55.63 secs. in his Lotus 18 Junior. Dan McAlister did not make a practice run and his first run was 58.37 secs. in his 1½-litre Cooper-Climax; sharp ears detected a rather hard note from the exhaust, indicating that this car is now supercharged. On the second run, Keane clocked 54.34 secs., but was slower at 54.62 secs. on his

last climb. Frank is driving this car in exemplary fashion this season, none of his old "hairyness" being visible. He was well rewarded at Calary, winning the All-Comers Handicap, a handicap class, and finishing second to McAlister in a scratch class. McAlister was really motoring on his second and third runs, recording times of 50.50 and 50.46 secs. The latter is a new record and represents an average speed of around 71 m.p.h. The old record of 58.8 secs. was set up last year, in unfavourable conditions, by McAlister in his older 1½-litre Cooper-Climax. Third best was Johnny duMoulin who recorded 58.95 secs. in his Ford Anglia. This was his last appearance in this car, which he has sold to Dean McQuaid. At Calary it was not officially known what duMoulin's new machine is, but rumours of a Continental car, possibly an Alfa Romeo, were widespread. Captain John Burke was the only other driver to climb this fast hill in under a minute. His best run in the 1½-litre sports-racing Gordini was 59.91 secs. Jack Fildes had another fast and unspectacular run in his

M.G. Midget at 60.90 secs. Dr. Gar O'Brien took his blown Austin-Cooper to the top in 63.37 secs., to head all the other "Mini-Men". Ronnie Noble was very fast in his unblown Austin-Cooper at 63.60 secs. Noble had an expensive afternoon; he went home on the end of a tow-rope with all the bearings gone! John Keane, a cousin of Frank Keane, competed in his first-ever hill-climb in the ex-Brian Bleakley 1,098 c.c. Kieft. Bleakley set up several records with this potent, V-twin J.A.P.-powered "capsule" in 1960 and 1961. Keane's best run was a very respectable 65.55 secs., in view of his lack of experience and the potency of this car.

RESULTS

B.T.D.: Dan McAlister (Cooper-Climax s/c), 50.46 s. (Record). **Open Cars, up to 1,000 c.c. Handicap:** 1, Frank Keane (Lotus 18), 50.34 s. (H'cap 4 s.); 2, Richard Heeley (M.G. Midget), 51.56 s. (13 s.); 3, C. J. W. Holohan (Sprite Mk. D), 61.44 s. (19 s.). **Open Cars, over 1,000 c.c. Handicap:** 1, Dan McAlister (Cooper-Climax s/c), 50.46 s. (Scratch); 2, Capt. John Burke (Gordini), 50.91 s. (9 s.); 3, Brendan Dempsey (M.G.A.), 51.50 s. (12 s.). **Open Cars, over 250 c.c. Scratch:** 1, Dan McAlister, 50.46 s.; 2, Frank Keane, 54.34 s.; 3, Capt. John Burke, 59.91 s. **Saloon Cars, Handicap:** 1, Johnny duMoulin (1.6 Ford Anglia), 50.96 s. (8 s.); 2, Ronnie Noble (Austin-Cooper), 51.60 s. (12 s.); 3, Dr. Gar O'Brien (Austin-Cooper s/c), 52.37 s. (11 s.). **Saloon Cars, Scratch:** 1, Johnny duMoulin, 58.96 s.; 2, Dr. Gar O'Brien, 65.37 s.; 3, Ronnie Noble, 63.60 s. **All-Comers' Handicap:** 1, Frank Keane, 50.34 s.; 2, Dan McAlister, 50.46 s.; 3, Capt. John Burke, 50.91 s.



FRENCH AMATEUR André Simon, whose Maserati 151 dived with no fewer than three Ferraris for more than one hour, is hotly pursued by Carlo Abate (Ferrari GTO), Pierre Noblet (Ferrari 330LM), Ninian Sanderson (A.C. Cobra) and "Beurlys" (Ferrari GTO) soon after the start.

FIRST ALL-ITALIAN WIN AT LE MANS

Scarfiotti/Bandini Head Five Other Ferraris and Set Up new Distance Record — Only 13 out of 49 Starters Finish the Course — Incredible Run by Graham Hill and Richie Ginther in Rover B.R.M. Gas Turbine — Class Win for Lotus Elite — Lap Record by Surtees

BY GREGOR GRANT

PHOTOGRAPHY BY GEORGE PHILLIPS AND THEO PAGE

VICTORY at Le Mans went to those pleasant Italians. Lodovico Scarfiotti and Lorenzo Bandini, who set up a new distance record of 4,561.710 kilometres. To John Surtees went a new circuit record of 3 mins. 53.3 secs. (207.714 k.p.h.). Surtees and Mairesse led the race for many hours, but with just over five to go, Mairesse had the car burst into flames, for no apparent reason.

André Simon offered an early challenge to the all-conquering Ferraris, but his 5-litre Maserati broke its axle before the end of the usual three hours Le Mans G.P. Aston Martins had an unhappy Le Mans, not one of the three factory cars managing to reach the finish. The much-fancied 215, driven by Phil Hill, was eliminated early, probably due to damage received when the car became mixed up with the wreckage of a small French machine.

The McLaren/Ireland G.T. machine broke its engine, and the oil deposited was responsible for a multi-car accident, resulting in the loss of one driver.

Apart from the high-speed efficiency of the marque Ferrari, the 1963 event will go down in history as the year of the Rover-B.R.M. This novel gas-turbine car, driven by Graham Hill and Richie Ginther, although not officially in the race, averaged 173.546 k.p.h.—or over 23 k.p.h. faster than it had to go to qualify for the £2,000 prize offered by the A.C.O.

It was a race of heavy casualties, for out of the 49 hopefuls who took the *départ*, only 13 were running at the end—and the Rover.

Two new class distance records were also established, by the Bolton/Sanderson A.C. Cobra, and by the Beltoise/Bobrowski René Bonnet

There was the expected wrangle with the A.C.O., when the Lola was turned down by the scrutineers for having insufficient visibility to the rear. After a great deal of arguments, and many modifications, the car was eventually allowed to start.

Practising was interesting, but no one got under the figures achieved by John Surtees during the test days last April. Quickest was Pedro Rodriguez in the 4-litre N.A.R.T. prototype, who did 3 mins. 50.9 secs. (209.873 k.p.h.). Other good times were done by Scarfiotti (3-litre Ferrari) with 3 mins. 51.3 secs., Maglioli, 3 mins. 51.6 secs., Parkes, 3 mins. 52.4 secs. and then came Simon (Maserati), 3 mins. 56.5 secs., and Phil Hill (215 Aston Martin), 3 mins. 57.2 secs.

Space does not allow a description of the practice periods, and John Bolster will be dealing with the technical aspects of the



race in next week's issue. However, the following speeds achieved on the timed kilometre on the Mulsanne straight and best lap times may prove interesting:—

	k.p.h.
Maserati No. 2	291 (3 m. 57.2 s.)
Aston Martin No. 7	290 (4 m. 04.7 s.)
Ferrari No. 10	290 (3 m. 50.9 s.)
Aston Martin No. 8	289 (4 m. 01.3 s.)
Ferrari No. 22	285 (3 m. 52.4 s.)
Aston Martin 215 No.	18 283 (3 m. 57.2 s.)
Jaguar No. 15	260 (4 m. 06.9 s.)
A.C. Cobra No. 3	255 (4 m. 15.3 s.)
Rover-B.R.M. No. 00	250 (4 m. 24 s.)
Porsche No. 28	250 (4 m. 18 s.)
Alfa Romeo No. 36	220 (4 m. 35.8 s.)
Alpine "1000" No. 49	220 (4 m. 55.2 s.)
Sunbeam-Alpine No. 32	200 (5 m. 05.3 s.)

The change in the weather certainly brought the crowds—estimated at around 300,000 by 3 p.m. With the brilliant sun beating down on the famed circuit, Le Mans was looking its colourful best.

Although the field of 49 cars (including the turbine) was the lowest for years, it is doubtful whether or not so many really fast cars have been in the line-up. Twenty-five were of 3 litres and over, biggest being the 4.9-litre Maserati of Simon/Casner. One or two of the machines, including the Aston Martin 215, were reported to have exceeded 186 m.p.h. on the Mulsanne straight.

The Rover-B.R.M. was in a 24-hours race all of its own, starting 30 seconds after the piston-engined entries. For the sake of the record, the numbers of the cars were:—

2, Simon/Casner (4.9 Maserati); 3, Bolton/Sanderson (4.7 A.C. Cobra); 4, Jopp/Hugus (4.7 A.C. Cobra); 6, Attwood/Hobbs (4.6 Lola); 7, Kimberly/Schlesler (3.7 Aston Martin); 8, Ireland/McLaren (3.7 Aston Martin); 9, Guichet/Noblet (4.0 Ferrari); 10, Rodriguez/Penske (4.0 Ferrari); 11, Gurney/Hall (4.0 Ferrari); 12, Sears/Salmon (4.0 Ferrari); 14, Hansgen/Pabst (3.8 Jaguar); 15, Richards/Grossman (3.8 Jaguar); 16, Cunningham/Salvadori (3.8 Jaguar); 17, Sargent/Lumsden (3.8 Lister-Jaguar); 18, P. Hill/Bianchi (4.0 Aston Martin); 19, Kerguen/Dewez (3.7 Aston Martin); 20, Abate/Tavano (3.0 Ferrari); 21, Scarfiotti/Bandini (3.0 Ferrari); 22, Parkes/Maglioli (3.0 Ferrari); 23, Surtees/Maieresse (3.0 Ferrari); 24, "Beurlys"/Langlois van Ophem (3.0 Ferrari); 25, "Elde"/Dumay (3.0 Ferrari); 26, Gregory/Piper (3.0 Ferrari); 27, Bonnier/Maggs (2.0 Porsche); 28, Barth/Linge (2.0 Porsche); 29, Koch/de Beaufort (2.0 Porsche); 30, Pon/Schiller (2.0 Porsche); 31, Hutcheson/Hopkirk (1.8 M.G.B.); 32, Lewis/Ballisat (1.6 Sunbeam); 33, Harper/Procter (1.6 Sunbeam); 34, Sala/Rossi (1.3 Alfa Romeo); 35, Biscaldi/Kim (1.3 Alfa Romeo); 36, Foitek/Schaeffer (1.3 Alfa Romeo); 38, Gardner/Coundley (1.2 Lotus); 39, Wagstaff/Fergusson (1.2 Lotus); 41, Basini/Bouharde (1.0 René Bonnet); 42, Whitmore/Olthoff (1.1 Austin-Healey); 44, Lawrence/Spender (1.0 Deep Sanderson); 48, Rosinski/Heinz (1.0 Alpine); 49, Richard/Frescobaldi (1.0 Alpine); 50, Boyer/Verrier (1.0 Alpine); 51, Masson/Monneret (1.0 René Bonnet); 52, Manzon/Rolland (1.0 René Bonnet); 53, Beltoise/Bobrowski (1.0 René Bonnet); 54, Laureau/Vinatier (1.0 René Bonnet); 55, "Sarayac"/Barthe (1.0 Fiat-Abarth); 56, Guilhaudin/Bertaut (0.7 DKW-CD); 58, Branche/Dubois (0.8 Fiat-Abarth). 00, Ginther/G. Hill (Rover-B.R.M.).

BEFORE the race there was the usual pageantry. Up and down in front of the pits marched the military brass band, playing that peculiar "pam-pam" tune which always reminds me of a circus. Behind came the standard bearers, but proceedings were rather interrupted when a series of national anthems blared out through the P.A. Occasionally someone would rev up an engine, and mechanics gave the big Maserati a full-throttle burst right in the middle of a certain country's anthem. The pits and balconies were a solid mass of humanity, and there were the traditional scuffles with the cops by photographers wearing the wrong passes (passes are always the wrong ones at Le Mans!). Already pit-scorers were settling down with their charts and stop-watches, and the *Sunday Times* folk were testing walkie-talkie equipment for the A.C. Cobra organization. In charge of the pits was Stirling Moss, unceremoniously bundling out anyone who was not wearing the special pits pass.

Over an hour to go, and one could sense the excitement. When a couple of rather special popsies appeared, the TV camera-

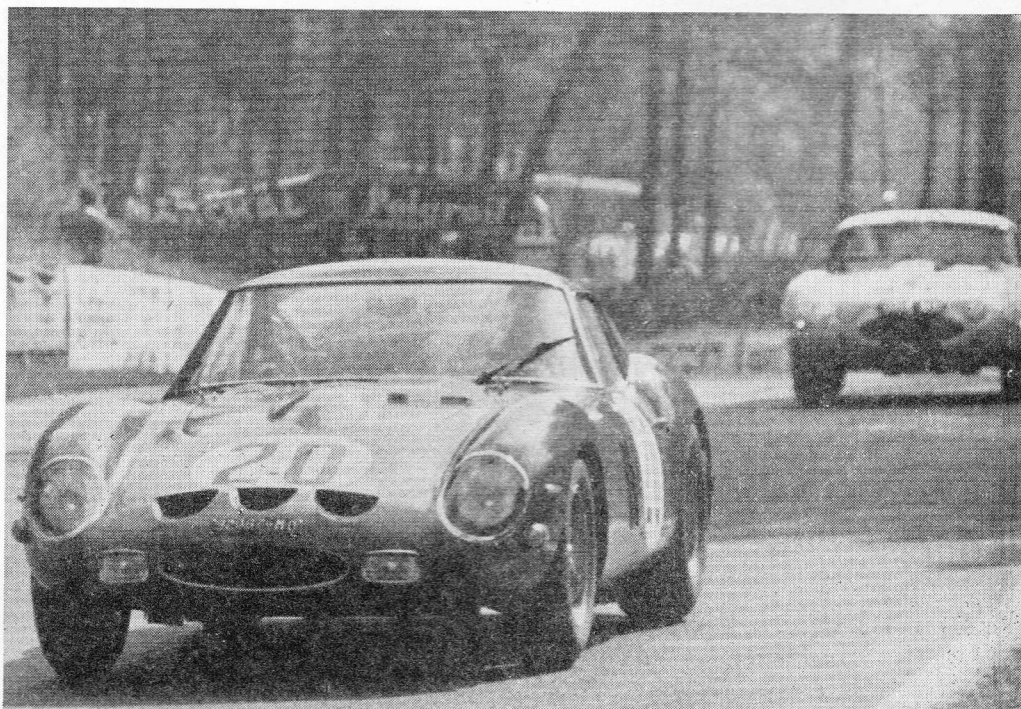
"SUNDAY TIMES" A.C. Cobra has come in for a change of drivers (above, right). STIRLING MOSS managed the team. He checks the number of laps of his car (above, left), while Peter Bolton seems more interested in refreshment than the race, which Peter Jopp appears to be watching most anxiously.

men nearly fell over themselves, particularly when someone in the K.L.G. Club Soixante Douze suggested that one was Christine Keeler.

Eventually the cars were wheeled to their allotted places, and there seemed to be an awful lot of gleaming red machines. The Maserati was very jazzy, with red, white and blue stripes painted on the bonnet-top.

In solitary state sat the squat Rover-B.R.M., probably the most technically interesting vehicle ever to appear at Le Mans. It was decided that Graham Hill would have the first stint, and the brake lining experts were forecasting that the car might go right through the 24 hours without changing a pad. Anyway, Dunlops were confident that no tyres would need to be changed.

FERRARI GTO of Carlo Abate/Fernand Tavano leads the Walt Hansgen/Augie Pabst E-type Jaguar through the Esses during the early part of the race.





Came a few minutes to 4 p.m., and the drivers were called over the P.A. to take up their positions opposite their cars. Suddenly everything quietened down, and that curious hush of expectancy settled over the vast crowd. You could have heard a pin drop as Comte de Liedekerke-Beaufort raised the tri-colour, but as the flag fell, the pent-up excitement burst forth. It was Pedro Rodriguez who got going first, but before his 4-litre Ferrari had reached the A.C.O. Welcome Clubhouse, Phil Hill had rocketed past with the 215 Aston Martin, followed by Bruce McLaren in the G.T. Aston Martin, John Surtees (Ferrari), Lorenzo Bandini (Ferrari) and Dan Gurney (Ferrari).

The noise of exhausts was shattering, as the field roared under the Dunlop Bridge and towards the Esses. Briggs Cunningham was slow in getting his Jaguar on the move, and Frescobaldi's Alpine was still stationary when Graham Hill was sent off on his private motor-race with the strangely quiet Rover-B.R.M.

Down the Mulsanne straight screamed the leaders, and André Simon used the immense speed of the 5-litre Maserati, to take the lead past the Hunaudieres. At the White House, he had a definite advantage over his pursuers, and as glasses were trained up the home straight, there were gleeful shouts of "Simon-Simon". Sure enough, at the end of the first lap, the big French-entered car led from Surtees, Phil Hill, Rodriguez, Parkes, Gurney, McLaren, Bandini and Walt Hansgen, in that order. Leading the 2-litre class was Bonnier's Porsche, and the smaller cars were headed by Rosinski's extraordinarily rapid o.h.c. Alpine. The Rover-B.R.M. had a cheer to itself, as it whistled past the tribunes, having already overtaken nine cars, despite its 30 seconds penalty, and alleged "wait till the fire lights", starting procedure. Straight into the pits after leaving the road went the experimental D.K.W.-CD, to be pushed away to the dead park.

Rodriguez scooted past "Pheel 'eel", and Gurney closed right up on the green car. By the end of the second lap, Simon had already "doubled" Lawrence's Deep Sanderson, and Graham Hill had added another seven cars to his score.

Incidents had been reported within a



minute or so of the start. Kimberly's Aston Martin, Wagstaff's Elite and Bobrowski's René Bonnet had brushed one another, and the Aston trundled into the pits for the mechanics to have a looksee. Boyer's Alpine was also another pits visitor.

Four laps registered, and Simon was still showing the Ferraris the way round, but Rodriguez had insinuated the N.A.R.T. car into second place, chased by Surtees, Phil Hill, Gurney, Bandini and McLaren. The Rover-B.R.M. was actually the 28th car to go through, gaining on Rosinski's Alpine and Foitek's Alfa Romeo, which had swapped places.

On the 5th lap, something happened which was to change the course of the race eventually. As Masson's René Bonnet was about to be overwhelmed by the Maserati and the Ferraris, the driver completely lost it past the Dunlop Bridge, and had himself a most spectacular accident. Pieces of motor-car flew in all directions, and sundry bits of metal were collected by Phil Hill as the car disintegrated after turning over. The American had to tramp hard on his anchors, and do some swift down-changing to avoid a collision, which did not do the gearbox any good.

PAT FERGUSON takes the very slow Fiat-Abarth of Branché/Dubois at the exit of the Esses in his Team Elite car (left). Fergusson and Wagstaff scored a fine class win.

ASTON MARTIN ZAGATO of Jean Kerguen was given another airing this year (right). Behind him, however, snarls Richard Attwood's Lola, Roy Salvadori's Jaguar and Pierre Noblet's Ferrari.

KARL FOITEK (Alfa Romeo Giulia) leads the two works Porsches of Koch and Bonnier and the Lumsden/Sargent Lister through the Esses (opposite page, bottom right).

WORLD CHAMPION in the "Whistling Wonder" (below). The Rover-B.R.M. completed its required average at precisely 12.45 p.m. on the Sunday afternoon, but went on to average a speed of 109.7 m.p.h.

Into the pits went the fast Aston Martin to be checked over, and Peter Sargent also took in his Lister-Jaguar. Dickie Attwood was getting the Lola round very briskly, pulling away from Sears's Ferrari 4-litre, and Sanderson's A.C. Cobra, and having a go at Richards's Jaguar. The pits were becoming quite busy hereabouts, visitors being Foitek's Alfa Romeo, "Sarayac's" Fiat-Abarth, Bobrowski's René Bonnet, Hansgen's Jaguar, Wagstaff's Lotus and Boyer's Alpine. The yellow flag had slowed down the field while officials were scraping up bits of René Bonnet, whilst down at Mulsanne, TV viewers could watch the unhappy Alan Hutcheson trying to scoop out his M.G.B from the sandbanks, with his bare hands.

Surtees repassed Rodriguez and had another bash at taking Simon, but just couldn't hold the big V8 on the straight. The Mexican now had a fine view of Mike Parkes in his rear mirror; the four leaders had detached themselves from the next batch, which was conducted by Bandini and Noblet. With Phil Hill tearing round to make up for his unscheduled stop, nearest British challenger was McLaren's Aston in seventh place—which went down one, when Gurney overtook him.



André Simon was certainly making the Ferrari boys work hard—but there were a heck of a lot of them snarling behind. Hansgen's Jaguar was withdrawn with transmission trouble, so what had been the highest-placed Coventry machine was no more.

As the assault mounted on the lone Maserati, the lap record began to take a beating. Rodriguez clocked 3 mins. 57.1 secs., Surtees replied with 3 mins. 56.7 secs. but back came the Mexican with 3 mins. 56.2 secs. Behind, several dog-fights had developed, notably featuring Dewez (Aston Martin), the A.C. Cobras of Hugus and Sanderson and Dumay's Ferrari.

Surtees and Rodriguez continually swapped places. The Bonnier/Maggs Porsche was now only the 2-litre car in the top 20. Up came the first hour, and the race order with 14 laps each completed was:—2. 10. 22. 23. 21. 9. 11. 8. 20. 18. 26. 27. 6. 12. 16.

The usual *Grand Prix du Mans* was on with a vengeance, for Simon was giving the Ferraris quite a go. However, one wondered how long the big V8 was going to last, keeping in mind the reputation of "The Trident" at Le Mans for falling by the wayside. Phil Hill's Aston Martin was fairly scorching round, and it would have been highly interesting if it hadn't had that unfortunate delay.

On the 15th lap, Surtees howled past the Maserati, and Rodriguez also got through. Three laps later, and Simon was again back in the lead. Bowling unobtrusively round in the gas-turbine, Graham Hill was lapping at around 178 k.p.h. Attwood's Lola was getting faster and faster, but there was a worrying haze of blue smoke following the low-set green car.

Pedro Rodriguez took over the lead on his 20th lap, but next time round he stopped to refuel and hand over to Roger Penske. The car had been running only for 1 hr. 25 mins., a rather earlier pit-stop than had been anticipated. However, for once, someone had worked things out for Ferrari, and Scuderia and N.A.R.T. cars were not arriving together. Sanderson handed the green coupé A.C. Cobra over to Peter Bolton, Guichet replaced Noblet in their 4-litre Ferrari, and Gurney handed over to Jim Hall.

Now it was time for the works Ferraris to make their pit-stops. Parkes changed with Maglioli on lap 24, and on the next lap, Surtees stopped but went out again for a second stint. Then it was Bandini's turn, and out went Scarfiotti. Meanwhile Simon was still thundering round, and he had

1 min. 42 secs. on Maglioli. Phil Hill had worked his way up to sixth place, but the Aston appeared to be in dire trouble.

Hutcheson, working desperately against the clock, managed to extricate the red M.G.B.; only ten minutes stood between him and the dreaded "hors course".

Simon stopped on lap 28, and handed over to Lucky Casner. The Maserati was still in front of Maglioli when Casner restarted, but next time round, the Ferrari passed into the lead in front of the tribunes. Surtees was driving even faster than ever, closing up rapidly on the big Maserati. Sure enough, at the end of 32 laps, Surtees

was in second place behind Maglioli, with a new record lap of 3 mins. 53.3 secs (207.714 k.p.h.), 4 secs. under Phil Hill's figures. The last-named was not having a good day, for just after 6 p.m., he started off slowly in the 215 Aston, and finally abandoned with a broken gearbox. The leaders had covered 29 laps by the second hour, and the race order read:—2. 22. 23. 10. 21. 9. 11. 20. 8. 28. 3. 18. 27. 16. 26. Only the first four were on the same lap. The Lola had dropped back and the Lister-Jaguar was also in trouble.

At about 6.25 p.m., Hill hissed into the pits with the Rover-B.R.M. Kerosene was poured in the big tanks, but beyond a quick look-round, nothing was done, and off went Ginther. Out went the Lumsden-Sargent Lister with transmission difficulties. Casner was slowing down with the Maserati, and it seemed that the Grand Prix was coming to an end. Sure enough, there was that familiar crunch and clatter, and one 5-litre Maserati found its way behind the pits. So the nearest challenger to the flock of Ferraris, was the McLaren/Ireland Aston Martin in seventh place, a lap behind the leaders.

Penske handed back to Pedro after a two-minute pit-stop, but the Briggs Cunningham E-type was there for 20 minutes, whilst mechanics did mysterious things under the car in the region of the gearbox. The Laureau-Vinatier René Bonnet was abandoned with fuel pump failure.

To the delight of the French, Rosinski's fleet Alpine moved into the lead in the "Index". The McLaren/Ireland Aston Martin was leading the G.T. category from the Tavano/Abate GTO.

Four hours of racing came and went, with 23. 22. 10. and 21. in that order, having





120 m.p.h., and burst into flames. Unfortunately, the young Brazilian was trapped inside, and could not be extricated.

Salvadori and Manzon were removed to hospital, but Roy was released the following morning, suffering from severe bruises on his legs. Dewez managed to retrieve his Aston Martin, and drive it back to the pits, but the transmission had been damaged in the crash and the car was withdrawn. Before the yellow warning flag could be shown, several other cars spun, but none was travelling fast as it was obvious that there had been an accident, with columns of black smoke rising from the wrecked Alpine. It was some time before the roadway was cleared.

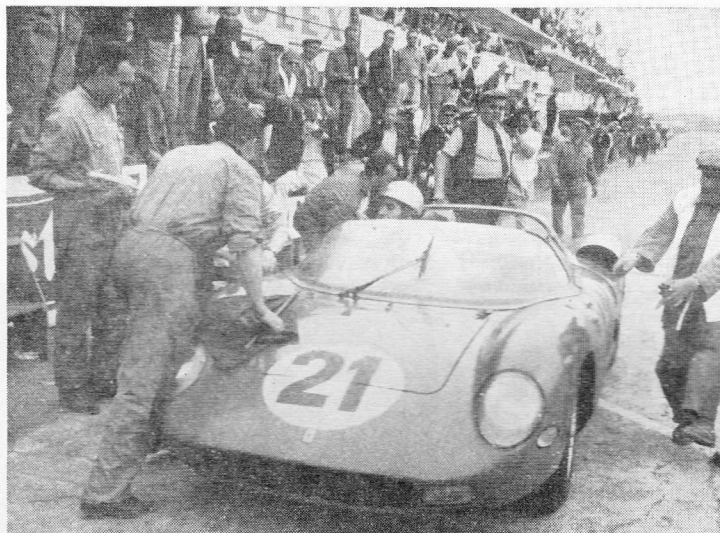
The Ferraris held their positions, then Mairesse, who had taken over from Surtees, went into the lead when the others made their routine stops. The Rodriguez/Penske car had lost some time, and had dropped behind Guichet/Noblet, and the GTO of Abate/Tavano. The Aston Martin of Kimberly/Schlesser had made a considerable advance, and now lay in ninth place, just behind Gregory and Piper. Attwood handed over to David Hobbs, after the Lola had some dynamo bothers rectified,

and a pulley changed. Jack Sears took over from Mike Salmon, after having some plugs changed. In came the turbine for the usual kerosene-filling operation, and out went Graham Hill.

With the arrival of darkness, the whole scene changed. Lights came on all over the circuit, and the various sideshows increased their activities. Crowds still followed the progress of the cars as they roared past, their headlamps cutting a brilliant path. As was normal, the giant scoreboard was a trifle out of date, and the ingenious B.P. race-indicator seemed to be permanently stuck with FERRARI. At least, no one had much difficulty in realizing that this was the make that was leading the race.

So with quarter-distance realized, the full scoreboard was:—

1. Surtees/Mairesse (Ferrari 23), 88 laps (197.773 k.p.h.);
2. Scarfiotti/Bandini (Ferrari 21), 87;
3. Parkes/Maglioli (Ferrari 22), 86;
4. Guichet/Noblet (Ferrari 20), 85;
5. Gurney/Hall (Ferrari 11), 85;
6. Rodriguez/Penske (Ferrari 10), 84;
7. Kimberly/Schlesser (Aston Martin 7), 83;
8. Gregory/Piper (Ferrari 26), 83;
9. Bonnier/Maggs (Porsche 27), 82;
10. "Elde"/Dumay (Ferrari 25), 81;
11. Barth/Linge (Porsche 28), 81;
12. "Beurlys"/Langlois van Ophem (Ferrari 24), 80;



covered 58 tours. On 57 laps were 9, 6, 11, and 20, whilst 7, 28, 26, 27 and 4, had achieved 55. The Hobbs/Attwood Lola was next up with 54 laps. There were 39 cars still running, and zero-zero had done 52 laps.

Then at about 8.20 p.m. came tragedy. Hurtling down past the Humaudiers at about three miles per minute, McLaren's Aston Martin suddenly burst its engine, and chucked out about 25 litres of oil on one of the fastest bits of the course. As Bruce struggled to keep his engineless car on the road, he saw to his horror that cars were skating in all directions after hitting the oil. Ninian Sanderson did a mighty slide with his A.C. Cobra, and kept on the road by sheer luck. The same could be said of Mike Salmon, who did a complete *tête-à-queue* without hitting anything. Bob Grossman's Jaguar windscreen was splattered with oil, but he also got through unscathed. Jacques Dewez (also known as "Franc") in Aston Martin No. 19 spun round violently, and ended up in the ditch facing the opposite direction. Then Roy Salvadori's Jaguar crashed, and seemed to be on fire. Dewez, still dazed, pulled out Roy on to the road, just as Jean-Pierre Manzon's René Bonnet crashed into it, and the young Frenchman was badly hurt. Worse was yet to come, for Bino Heinz in the fast Alpine No. 48 was unable to avoid the scattered wreckage, and his car went end over end at over

WINNING FERRARI'S PIT STOP. Lodovico Scarfiotti prepares for the final stint (top, left). Lorenzo Bandini brings in the winning Ferrari and the mechanics rush up to it (above, left). "Doucement, Doucement" Bandini advises Scarfiotti as he relinquishes the wheel for the final time (above, right). Forghieri watches anxiously. "Hurry up, you're meant to be driving this car," say mechanics waiting for Scarfiotti to start off for his final laps (below).





(Lotus), 130; 18, Hutcheson/Hopkirk (M.G.B.), 125; 19, Basini/Bouharde (René Bonnet), 115; 20, Harper/Procter (Sunbeam), 93. 00, Hill/Ginther (Rover-B.R.M.), 156.

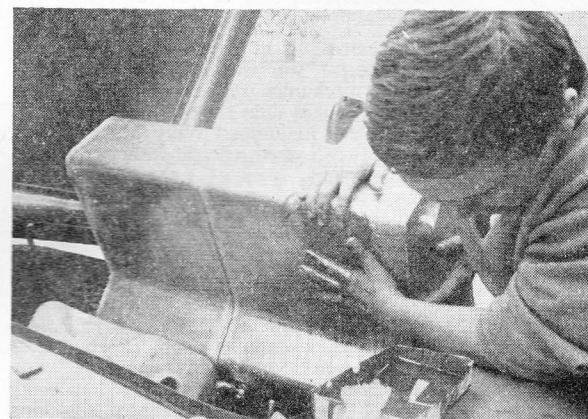
It was a sobering thought that the super-consistent gas turbine would have been 9th, if it had been allowed to be in the race.

At last Hobbs restarted with the Lola, but the gearbox was still suspect. Nevertheless he was soon motoring to some purpose. The Harper/Procter Sunbeam was abandoned with transmission problems. Its Lewis/Ballisat team-mate had been driven for dozens of laps with no overdrive. Hutcheson must have been kicking himself for being so long in the Mulsanne sandbanks, for the M.G.B. was running like a train.

As the sun rose in the sky the 19 survi-

THE PRANCING HORSE wins its fourth successive Le Mans (left), although it is the first time that an Italian crewed example had won.

MECHANIC hard at work on the split fuel tank of one of the little Renault-engined French Alpines (below). Another mechanic worked on the engine at the same time!



vors still circulated, with the two leading Ferraris ever building up a formidable lead. With ten hours still to go, Surtees and Mairesse had averaged over 196 k.p.h., and put in 203 laps. There were six Ferraris topping the table, followed by the sole surviving Porsche of Barth/Linge, and the Cunningham/Grossman Jaguar, then the Sears/Salmon Ferrari and the A.C. Cobra. The amazing Rover-B.R.M. had completed 182 laps, to average over 175 k.p.h.

Breakfasts were cooked and eaten, religious services held in the open, and slowly the crowds began to gather again. The unfortunate Hobbs had the Lola jump out of gear at 5.30 a.m., going into Tertre Rouge. The car left the road and crashed. Fortunately Hobbs was unhurt, but it was a sad ending to a splendid effort.

An hour later, Sala's Alfa Romeo broke its gearbox, whilst Sears and Salmon were worried about the water temperature of their Ferrari. Back of the A.C. Cobra pit, maestro Joe Waldron was conjuring up untold quantities of breakfast, and nearby an empty space told where the once-optimistic Aston Martin equipe had held court.

Next thing to happen was that the Gardner/Coundley Lotus Elite broke its gearbox, and was pushed away. Branché's Fiat-Abarth had simply disappeared, but was announced as being "hors course".

The sun rose higher and higher, and still the red cars crackled round, and the Rover-B.R.M. kept piling up the mileage. Only two brake pads had been changed, and there was no intention of doing any more to the car, other than topping up with oil in the gearbox.

13. Sears/Salmon (Ferrari 12), 79;
14. Bolton/Sanderson (A.C. Cobra 3), 79;
15. Attwood/Hobbs (Lola 6), 79;
16. Cunningham/Grossman (Jaguar 15), 78;
17. Hugus/Jopp (A.C. Cobra 4), 78;
18. Koch/de Beaufort (Porsche 29), 76;
19. Pon/Schiller (Porsche 30), 75;
20. Guichet/Noblet (Ferrari 9), 75;
21. Sala/Rossi (Alfa Romeo 34), 71;
22. Olthoff/Whitmore (Austin-Healey 42), 70;
23. Boyer/Verrier (Alpine 50), 69;
24. Basini/Bouharde (René Bonnet 41), 69;
25. Lewis/Ballisat (Sunbeam 32), 69;
26. Kerguen/Dewez (Aston Martin 19), 69;
27. Harper/Procter (Sunbeam 33), 68;
28. Biscaldi/Kim (Alfa Romeo 35), 65;
29. Beltoise/Bobrowski (René Bonnet 53), 63;
30. Gardner/Coundley (Lotus), 63;
31. Fergusson/Wagstaff (Lotus 39), 62;
32. McLaren/Ireland (Aston Martin 8), 55;
33. Lawrence/Spender (Deep Sanderson 44), 55;
34. Hutcheson/Hopkirk (M.G.B. 31), 55;
35. Richard/Frescobaldi (Alpine 49), 49;
36. Branché/Dubois (Fiat-Abarth 58), 48.

The Biscaldi/Kim Alfa Romeo was disqualified for topping up with oil outside the permitted hour. The Gardner/Coundley Lotus had to have its dynamo repaired, and its chances of the Index became less and less. Guichet and Noblet had to abandon their 4-litre Ferrari with insoluble lubrication problems.

Things brightened up a bit when the Kimberly/Schlesser Aston Martin split the Ferrari bloc, by moving into fifth place—five laps behind the leading Surtees/Mairesse machine. The Lola was now on the same lap, and closing fast, on the Sears/Salmon Ferrari. The "Index" was a Ferrari stranglehold, but one noted the advance of Porsche and Austin-Healey.

Around 11 p.m. Frescobaldi abandoned his Alpine with clutch failure. Abate shunted his Ferrari at White House, so the leading G.T. car was out. This now became the Kimberly/Schlesser Aston Martin.

Roger Penske complained of pungent fumes in the Ferrari which made him feel ill. Nevertheless, out he went again near midnight, in fifth place behind the Aston Martin.

Came the witching hour and the Surtees/Mairesse car had covered 117 laps and had averaged 197.654 k.p.h. One lap behind was the Scarfiotti/Bandini machine. The Gurney/Hall Ferrari was misfiring badly and was overtaken by Penske. Hobbs and Attwood had brought their Lola up into twelfth place, a lap in front of the Cunningham/Grossman Jaguar. The pair lost ten minutes fiddling with a non-charging dynamo.

Meanwhile, Ginther and Graham Hill had been conducting the Rover-B.R.M. without a single spot of drama. At midnight they had covered 103 laps, and the

machine gave every indication that it would still be circulating in 1964 if they decided to keep it running.

At 1 a.m., the Aston Martin was less than a minute behind the Gurney/Hall Ferrari, and this was in real trouble, although the engine had regained its healthy note. Out it went with a broken half-shaft, so the Aston moved up to third place. In came Schlesser to have all his brake pads changed, and he was away by 1.53 a.m.

The field was now shrinking rapidly. The Rodriguez/Penske car caught fire from loose petrol swilling around in the under-tray, and was abandoned. Penske's nose for fumes was pretty accurate it would seem! The Koch/de Beaufort Porsche broke its crankshaft.

At White House, Bob Olthoff left the road with the little Sprite, and the car was wrecked. The popular South African was taken to hospital with a broken collar bone and bruises.

Bonnier's Porsche was reported to have left the road and mowed down a few saplings, and Pon's Carrera went out with burnt-out valves.

Drivers found fog in patches on the Mulsanne straight, but this did not last long. Whilst the decimation of the entry continued, the Surtees/Mairesse and Scarfiotti/Bandini Ferraris piled on the laps. Then came the final disaster to Aston Martin. Shortly after 2 a.m., the Kimberly/Schlesser car was out with engine trouble. The Lola was in gearbox difficulties, being in the pits for something like two hours, after having climbed to a respectable place.

With dawn approaching, and still no sign of rain, 21 cars were still officially in the race. The Hugus/Jopp A.C. Cobra, which had been delayed earlier with a broken bolt in the exhaust manifold, came to rest out on the circuit, and had presumably been abandoned. However the *Sunday Times* entry was steadily forging up the table, and at 4 a.m. was in 9th place. The Deep Sanderson was notified as being "hors course", not having done the necessary distance at half-distance. So, with 12 hours still to go, the position was:

1. Surtees/Maglioli (Ferrari), 174; 2. Scarfiotti/Bandini (Ferrari), 173; 3. Gregory/Piper (Ferrari), 164; 4. "Elde"/Dumay (Ferrari), 163; 5. "Beurlys"/Langlois van Ophem (Ferrari), 162; 6. Barth/Linge (Porsche), 158; 7. Sears/Salmon (Ferrari), 158; 8. Cunningham/Grossman (Jaguar), 157; 9. Bolton/Sanderson (A.C. Cobra), 155; 10. Parkes/Maglioli (Ferrari), 154; 11. Boyer/Verrier (Alpine), 138; 12. Attwood/Hobbs (Lola), 136; 13. Lewis/Ballisat (Sunbeam), 136; 14. Sala/Rossi (Alfa Romeo), 135; 15. Beltoise/Bobrowski (Alpine), 132; 16. Gardner/Coundley Lotus, 130; 17. Wagstaff/Fergusson



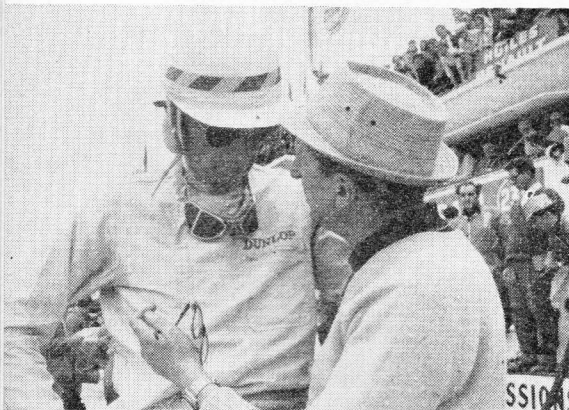
MASERATI CHASERS. The Ferraris of John Surtees, Pedro Rodriguez and Mike Parkes negotiate the Esses early in the race hot on the heels of André Simon's 5-litre Maserati.

Sunbeam's last hope went when the Lewis/Ballisat Alpine, which had been the leading 2-litre G.T. car, broke its crankshaft, so at 10 a.m., with six hours still remaining, 16 cars were still in the race, plus the inevitable Rover-B.R.M.

In came Surtees with the leading Ferrari, and petrol was sloshed into the tank, whilst mechanics waggled the clutch pedal about. There didn't seem to be any problems, for in jumped Willy Mairesse and the red car roared off, still with a couple of laps in hand over its stable-mate. Then came the unexpected. As Mairesse swept under the Dunlop Bridge at 10.45 a.m. on his 369th lap, there was a flash of flame, and by the time he came out of the Esses, the car was a mass of flames. He drove the blazing Ferrari into the straw bales, and jumped out with his clothing alight. The tank had apparently exploded, but fire-fighters were soon on the scene to deal with the conflagration. Willy received medical aid for painful burns on his face, shoulder and right arm.

This was a frightful thing to have happen, and one wonders whether or not the fire bore any relation to that experienced by Penske on his N.A.R.T. machine.

This incident, of course, put Scarfiotti and Bandini in the lead, with a full 16 laps in hand over the second car, the GTO of "Elde"/Dumay, which had been circulating for hours without any drama what so ever. Then, whilst all this excitement was going on, Barth lost a wheel on his Porsche about a kilometre from the pits. The axle-shaft had broken, and the plucky German pushed the car on three wheels to the pits, where he arrived exhausted.



MIKE PARKES listens attentively to words of wisdom from Dragoni. Mike's car was plagued with fuel pump trouble, but still finished third.

Then there was exceeding activity in the Briggs Cunningham pits. Coming down towards Mulsanne, Bob Grossman found that he had no brakes whatsoever on the Jaguar, and went straight on through the hay bales. He extricated one very second-hand-looking E-type, got it back to the pit with everything hanging off, where Briggs decided to have a shot at rebuilding it. As the regulations precluded fitting complete components, the Hansgen car was cut about and cannibalized to make good No. 15. This was a splendid effort, and the crowd showed its appreciation when Cunningham finally re-entered the race. Linge also had a great cheer, when the repaired Porsche returned to the fray, having been overtaken by the consistent A.C. Cobra.

The Sears/Salmon Ferrari was a long time in the pits, but Salmon set off hopefully, realizing that the A.C. Cobra, then in 6th place, constituted a real threat. Now the green Anglo-American car had the Gregory/Piper Ferrari with which to contend; with four hours to go, it was two laps adrift, but two hours later, it was in front.

At 12.45 p.m., the Rover-B.R.M. folk found that their wonderful machine had already exceeded the minimum target, and it still looked as if it would go on for ever and a day.

There was little more to do now except to sit and wait. There had been a shuffle amongst the GTOs and the Parkes/Maglioli car, and at 2 p.m., "Beurlys"/Langlois van Ophem were in second place, a couple of laps in front of the Scuderia entry, which, in turn, was only 4.8 secs. in front of the silver "Elde" car. The prototype was in second spot with one hour left, but during the closing stages, "Beurlys" went ahead, and took the runner-up position, by a few yards from the prototype car, as well as being first G.T. car.

Scarfiotti and Bandini had a wonderful reception, but the greatest reception was accorded the Rover-B.R.M. of Hill and Ginther, which had averaged over 173 k.p.h. on the same set of Dunlops, and with only two brake pads fitted, and some oil added to the transmission.

The young Italians set a new distance record of 4,561.710 kiloms. and also lifted the Index of Performance. To the René Bonnet of Beltoise/Bobrowski went the Indice Energetique. Whether or not the A.C. Cobra can be described as an all-British car is a difficult one to answer, but it had a good race, and Ninian Sanderson/Peter Bolton covered 4,171.160 kiloms.

Admittedly not one of the better Le Mans races, but made memorable for everyone present by the fantastic display of the gas-turbine Rover-B.R.M.

RESULTS

1. Lodovico Scarfiotti/Lorenzo Bandini (3.0 Ferrari 250P), 4,561.710 kiloms., 190.071 k.p.h. Race record.
 2. "Beurlys"/Gerald Langlois van Ophem (3.0 Ferrari GTO), 4,346.320 kiloms.
 3. Mike Parkes/Umberto Maglioli (3.0 Ferrari 250P), 4,346.200.
 4. "Elde"/Pierre Dumay (3.0 Ferrari GTO), 4,332.780.
 5. Jack Sears/Mike Salmon (4.0 Ferrari 330LM P), 4,319.590.
 6. Masten Gregory/David Piper (3.0 Ferrari 330LM P), 4,198.340.
 7. Peter Bolton/Ninian Sanderson (4.7 A.C. Cobra G.T.), 4,171.160 kiloms.*
 8. Edgar Barth/Herbert Linge (2.0 Porsche 8-cyl. P.), 4,050.250.
 9. Briggs Cunningham/Bob Grossman (3.8 Jaguar E-type G.T.), 3,818.090.
 10. John Wagstaff/Pat Fergusson (1.2 Lotus Elite G.T.), 3,621.190.
 11. Jean-Pierre Beltoise/Claude Bobrowski (1.0 René Bonnet P.), 3,628.900.*
 12. Alan Hutcheson/Paddy Hopkirk (1.8 M.G.B.G.T.) G. Hill/Richie Ginther (Rover-B.R.M. Gas Turbine), 4,172.910 kiloms. (Not included in general classification as in special category).
- Fastest Lap:** Surtees (3.0 Ferrari P.), 3 m. 53.3 s., 207.714 k.p.h.

Index of Performance

1. Scarfiotti/Bandini, 1.236.
2. "Beurlys"/Langlois van Ophem, 1.178.
3. Parkes/Maglioli, 1.178.
4. "Elde"/Dumay, 1.174.

Index of Energy

1. Beltoise/Bobrowski (René Bonnet), 1.25.
 2. Scarfiotti/Bandini (Ferrari), 1.18.
 3. Wagstaff/Fergusson (Lotus), 1.17.
 4. Parkes/Maglioli (Ferrari), 0.95
- * Class records.



MASTEN GREGORY was very fast in the Ferrari he shared with David Piper and during the last hour was the only driver still "racing". Masten drove a 330LM prototype fitted with a 3-litre engine.

P.M.

RETIREMENTS

- 4.06 Guilhaudin/Bertaut (DKW 56). Accident.
- 4.34 "Sarayac"/Barthe (Fiat-Abarth 55). Broken valve.
- 4.35 Masson/Monneret (René Bonnet 51). Accident.
- 4.36 Foitek/Schaeffer (Alfa Romeo 36). Cylinder head gasket.
- 4.42 Hansgen/Pabst (Jaguar 14). Gearbox.
- 6.01 P. Hill/Bianchi (Aston Martin 18). Gearbox.
- 6.16 Lumsden/Sargent (Lister-Jaguar 17). Gearbox.
- 6.48 Laureau/Vinatier (René Bonnet 54). Petrol pump.
- 6.50 Simon/Casner (Maserati 2). Rear axle.
- 8.20 McLaren/Ireland (Aston Martin 8). Engine.
- 8.20 Rosinski/Heinz (Alpine 48). Accident.
- 8.20 Salvadori/Richards (Jaguar 16). Accident.
- 8.20 Manzoni/Rolland (René Bonnet 52). Accident.
- 9.14 Kerguen/Dewez (Aston Martin 19). Rear axle.
- 10.00 Harper/Procter (Sunbeam 33). Cylinder head gasket.
- 10.30 Biscaldi/Kim (Alfa Romeo 35). Disqualified.
- 10.37 Guichet/Noblet (Ferrari 9). Oil pump.
- 11.15 Richard/Frescobaldi (Alpine 49). Clutch.
- 11.17 Abate/Tavano (Ferrari 20). Accident.
- 11.38 Koch/de Beaufort (Porsche 29). Crankshaft.
- A.M.
- 12.10 Rodriguez/Penske (Ferrari 10). Fire.
- 1.2 Whitmore/Olthoff (Austin-Healey 42). Accident.
- 1.5 Bonnier/Maggs (Porsche 27). Accident.
- 1.20 Hugus/Jopp (A.C. Cobra 40). Disqualified.
- 1.30 Pon/Schiller (Porsche 30). Broken valve.
- 1.48 Gurney/Hall (Ferrari 11). Axle shaft.
- 2.10 Kimberly/Schlesser (Aston Martin 7). Engine.
- 3.7 Branché/Dubois (Fiat-Abarth 58). Disqualified.
- 4.0 Lawrence/Spender (Deep Sanderson 44). Below distance at midnight.
- 5.30 Attwood/Hobbs (Loia 6). Accident.
- 6.30 Sala/Rossi (Alfa Romeo 34). Gearbox.
- 7.45 Gardner/Coundley (Lotus 38). Gearbox.
- 10.22 Lewis/Ballisat (Sunbeam 32). Engine.
- 10.44 Surtees/Moigore (Rover 22). Engine.

Rally to the Midnight Sun

Monte Conditions as Rally Finishes in a Snowstorm

SWEDEN, the land of nightless days, pine forests, lakes and "Carlsson Pa-tacket" was the venue for the 14th Rally to the Midnight Sun and although Jansson driving a 2-litre Porsche won the rally, it was Eric Carlsson who once again illustrated that as far as rally driving goes, he is in a class on his own. He drove a Group 2 Saab Sport into second place only 40 penalty marks behind Bengt Jansson.

The rally with its 19 special tests was run over 2,000 kilometres of dirt road and afterwards there was an 880-mile dash from the finish at Kiruna (in the Arctic Circle) to Stockholm Airport. The rally was divided into two parts: Stockholm to Ostersund (nine special tests) and Ostersund to Kiruna (10 special tests).

Two hundred and forty-six cars were at the Oden Garage, Stockholm, for the scrutineering on 11th June—the largest entry of any rally apart from the Monte Carlo, whose weather conditions were to be experienced before the end of the event. Although a never-ending stream of 54 Volvos, 49 Saabs and approximately 40 Volkswagens plus 40 or so Coopers passed by it was interesting to see the appearance of a lone works Healey 3000 driven by Timo Makinen and Tony Ambrose who, along

with Pat Moss and Jennifer Nadin in the works Cortina, had come to do battle with one of the favourites, Bengt Jansson (Porsche), in the G.T. class. There were teams from Volvo, Saab, B.M.C. Sweden plus two American Ford Falcons who were without the services of Bo Ljungfeldt, whose impressive performance in the Monte Carlo Rally now made him a favourite in a Group 2 Ford Cortina.

Two Vauxhall VX4/90s were in attendance—one driven by John la Trobe and Julian Chitty and the other by Canadian S. Nordell. An unusual entry, a Chrysler Valiant, was driven by Rauno Aaltonen. Many side bets were taken as to the eventual winner but the general impression was that the laurels of victory were for either Andersson and Trana in a Volvo, Carlsson and Palm in a Saab, Jansson and Petersson in a Porsche, Makinen and Ambrose in a Healey 3000, Andersson and Wimen (B.M.C. Cooper) or Toivenen and Lindholm in a Citroën DS 19. A wide selection maybe, but all drivers have an enviable record.

The first car left Karlberg Castle at 1500 hours, each successive car leaving at two-minute intervals, which meant a ten-hour gap between the first and last car. On the first nine special tests the roads were typical

of the country, dirt with loose stones and chippings and flying dust and where rain fell this turned the dust into mud and the stones into ball bearings, giving an immediate comparison with a skating rink. At Ostersund it was announced that Jansson's Porsche was leading the irrepressible Carlsson by only 7 seconds with Ove Andersson (Cooper-Mini) only 5 seconds behind Eric.

From Ostersund the rally proceeded north and at the test at the Tasgo Hill-Climb spectators turned up in their hundreds at 5 a.m.—all were waiting for their hero, Eric Carlsson.

As the long procession went towards Kiruna, the last objective, there was a terrific snowstorm of Monte proportions.

A fully illustrated report of the Rally to the Midnight Sun by Oliver Speight will appear in next week's issue.

Results

General Classification: 1, B. Jansson/E. Petersson (Porsche Carrera), 180 penalty points; 2, E. Carlsson/G. Palm (Saab), 220; 3, B. Ljungfeldt/B. Rehnfeldt (Ford Cortina G.T.), 228. **Ladies' Prize:** Sylvia Osterberg (Volvo), 520. **Team Prize:** 1, Saab; 2, Mini-Cooper. **Class Winners:** O. Bromark/K. Lyxell (Saab 96); P. Ahnstrom/H. Lindberg (Mini-Cooper); O. Andersson/G. Wimen (Mini-Cooper); B. Soderstrom/B. Ohlsson (Volvo 544); O. Lindstrom/K. Ekman (Volvo 544); R. Aaltonen/R. Skogh (Chrysler Valiant); C. Arp/T. Arp (BMW 700); E. Carlsson/G. Palm (Saab Sport); C. Orrenius/R. Dahlgren (Mini-Cooper); B. Ljungfeldt/B. Rehnfeldt (Ford Cortina G.T.); C. M. Skogh/L. Berggren (Volvo Amazon); A. Andersson/G. Linden (Saab 96); B. Jansson/E. Petersson (Porsche Carrera).

Correspondence—continued

A National Racing Drivers' School?

How marvellous it would be to have a genuine racing drivers' school. I'm a young man of 20 and an ardent fan of the sport. There are quite a number of racing schools in this country and I recently made enquiries into some of them. My conclusions forced me to believe that they only do half a job, at great expense to the student.

For example, a recently opened school offers three courses, the most expensive costing £60. The course consists of two days' practice and theory, ending with 15 consecutive laps in a racing car. It must be realized by any reasonably intelligent person that it is impossible to be competent in the art of handling a full-blooded racing car in such a short period.

It is understandable that the people who take these courses find themselves so desperate in their plight that they spend hard-earned money in the vain hope of being discovered.

Motor racing is increasingly a rich man's sport and, in my opinion, £60 for two days' training doesn't make the prospect financially more attractive. I suppose the reader has by now realized I have a burning ambition, but being fairly thrifty, I'm not willing to spend £60 on a course lasting only two days and leaving me with no more chance of entering into racing than previously. This is not an unreasonable attitude.

Surely the answer is to have an officially run training school, financed by official funds, with an official "talent spotter". Regular trials could be held at which one could receive honest comment on one's potential as a driver.

I think honesty can only be present if there is no financial gain to the teacher. If one were to be lacking in ability it could be taken to be a truthful comment. However, if one showed promise, training could be given with no financial outlay from oneself and latent talent fully realized.

As the prospect of an official training school seems exceedingly dear, there is one more possibility for the determined person—to try very hard to acquire a position in one of the racing car works, with the hope of driving (testing, etc.) in the not too distant future. But the chance is so remote as to make optimism difficult!

The situation for young men such as myself, who lack in finance but not in keenness, is indeed despairing. Motor racing today is a big business and tomorrow it will be even bigger—a nation's motor industry is judged mainly on its racing and competition success.

Therefore it is not unreasonable to approach the problem with some seriousness and conviction. I'm told Italian motor racing encourages and nurses its future fast men with the utmost concern and loving care.

BECKENHAM HILL, KENT.

BRUCE MORRIS.

Unauthorized Persons at Race Meetings

MAY I, through your columns, draw the attention of race organizers to the number of unauthorized persons who clutter not only the pits, but also the starting grid at certain race meetings. I would certainly agree that officialdom should be kept to a minimum, but the situation certainly requires examination.

With regard to people in the pits, not only do they get in the way of serious pit staff, but they make it difficult for the driver to distinguish his pit, and to see his signal. I would recommend that only the bearers of "competitor's assistant" tickets be admitted to the pits. Friends and relations have ample facilities to view the race from elsewhere.

The hordes of people who clutter the starting grid, notably at the larger meetings, are particularly annoying to spectators who are trying to identify cars through the commentator.

BROXBORNE, HERTS.

DICK BUTTERFIELD.

Mileage Allowance for Competitors

As an ex-Formula 3 competitor, I've been most interested in the recent remarks in your correspondence column regarding the high cost of racing.

When Formula 3 was a going concern The Aberdeen Motor Club paid a mileage allowance for attendance at their Crimond meetings. The Scottish Motor Racing Club did likewise at the Beveridge Park, Kirkcaldy, races and the B.R.S.C.C. (The Half Litre Club) paid Scottish members £15 when we competed at Crystal Palace, etc., to meet travelling expenses. In not one of these cases did ability count in any way. This was purely a grant towards expenses based on mileage.

No doubt this will interest Mr. Ian Scott Watson.

THORNHILL, DUMFRIESSHIRE.

C. L. GRAHAM.

Worth Every Penny

FURTHER to my letter on the cost of motor racing and the fact that I feel that the top-line drivers don't really deserve £400 starting money, I take all back after Jim Clark's drive at Spa. To lap the whole field while holding the gear lever in top, on this circuit of all places, during a thunderstorm that apparently even put last year's Nürburgring to shame, and then to finish 5 minutes ahead of second man, is worth every penny and a lot more!

GREENLAW, BERWICKSHIRE.

IAN SCOTT WATSON.

BOOK REVIEW

A Pictorial Survey of

RACING CARS Between the years 1919 and 1939

By T. A. S. O. Mathieson. Motor Racing Publications, Ltd. 63s.

"TASO" MATHIESON drove in many important races before the second war, and was particularly renowned for his handling of a Bugatti. He also raced immediately after hostilities had ceased, notably in a Maserati which he owned. He has for long maintained a superb collection of motor racing photographs and has a very comprehensive library. Passionately interested in motor racing history, he is certainly well qualified to write the present volume.

The book contains photographs and descriptive matter about virtually all the racing cars which were produced in the inter-war years. Whether one wishes to refresh the memory about some famous machine, or to ferret out the details of some long-forgotten marque, the details can be found between these covers.

Can you remember the bore and stroke of the K3 Magnette and what did the fabulous eight-cylinder 1,100 c.c. Salmson look like? Did you know that the British Warwick in the 1923 200 Miles Race had a French Janvier engine with a stroke/bore ratio of 2.16 to 1 or that the Wolseley Viper had an Hispano Suiza aero engine in a Napier chassis? What car had a name consisting of a single letter? It was the Czechoslovakian Z, a six-cylinder 1,100 c.c. two-stroke.

This book is a mine of information and there are 300 excellent photographs, many of which have never been published before. Probably nobody will ever write a book, or even an article, in which some trivial error does not occur concerning the cars of the past. Nevertheless, Mathieson has checked and double-checked all his information and inaccuracies are few indeed. This is a most valuable work of reference as well as a very attractive picture book.

JOHN V. BOLSTER.

RELAXING on one of those after-race mornings with a cup of coffee on the patio of our hotel at Stavelot, with the sun shining brilliantly, and the birds feeling like Jimmy Clark and consequently singing, paints a fairly comfortable picture of the delightful mountain atmosphere around Spa-Francorchamps in Belgium. But during the Grand Prix the day before, the weather was diabolical, and we drove through some of the worst thunderstorms I've ever seen, let alone raced in!

The 8½-mile Spa circuit is remarkable in that although there are 15 substantial corners, it is possible to lap in record time touching the brakes only three times. On a fast lap the throttle is lifted only six times, and then very briefly, so it is little wonder that the race average is around 130 m.p.h.

Although thunder and lightning warned of storms during practice we escaped a drenching until the Saturday afternoon session. The drivers caught out on the circuit by the storm told spine-chilling tales of the slippery surface. These stories didn't make us feel any better as we set off in spitting rain on race day for a tour of the circuit in open cars so that the public could get a better look at what was enclosed in those nearly all-enveloping Formula I shells.

I think we were all suffering a little from "parade-lap tummy", for the rain had already made the surface shiny in places, and there were several fair-sized pools of water. It was definitely going to be dodgy on that first lap.

Half an hour later, the starting procedure was explained to us in French, even though nearly all of us are English-speaking, but we had a pretty good idea of what was going to happen. We knew that they would show a signal board showing that there were three minutes before blast-off, then a two-minute board, one minute, some sort of signal for 30 secs., and when the flag dropped we would be well ready to leave. At least that's how it should have been.

I felt fairly relaxed. After all, I've done quite a bit of Grand Prix racing now. I casually scanned the instruments, carefully wiped the mirrors clean, selected a gear, chose just the right number of revs, and when the flag dropped I was away—with my goggles still high up on my helmet! With a six-speed gearbox the modern Formula I car builds up speed in each gear so quickly that there isn't much time to use that gear-change hand for shifting goggles.

Jimmy Clark made a terrific start from the third row and Graham made a good one from the front. The two of them led the pack up the hill and down the first 140 m.p.h.-plus straight into the tricky Burneville corner, a narrow right-hander nearly half a mile in length.

Everyone exercised a little care on that first lap to find out just where the wet spots were. This was going to be an interesting dice. Jimmy and Graham had already opened a big gap to our group—Surtees, Mairesse, Brabham, Gurney and myself—which was soon to start swapping places. Mairesse, always very fast on Spa, disappeared into the middle distance with the Ferrari, only to rejoin us again when he lost time at La Source, having, presumably, either spun or had trouble stopping on the wet road.

Surtees squeezed past Brabham and so did I, only to realize within a couple of laps that there was something amiss with my engine. I could only coax out a little over 150 m.p.h. instead of the normal near-160 m.p.h. on the straights. Passing the pits I made signals which I thought would have the mechanics readying spark plugs, spanners and pliers for an emergency pit stop. But Spa is notoriously hard on racing cars. Even after Dan, and then Richie came by, I was still fourth, and this was half-way through the race! It certainly wouldn't have been very wise to make a pit stop just then, so I stayed as close to Richie's B.R.M. as I dared, the slipstreaming helping me back to a good lap time.

Not too far behind me was my teammate Tony Maggs. For several laps on the fast downhill approach to Burneville we had the dubious pleasure of a mammoth lightning display. With a combination of our ear plugs and the scream of the V8 engines, we couldn't hear the thunder, but in a few minutes the rain we had been dreading started to come down in bucketfuls. A couple of laps later this section of the circuit was completely flooded and next time round the yellow caution flags were out. Lucien Bianchi's Lola V8 had spun at speed and was on the right-hand grass verge with dirt and grass covering the track for two or three hundred yards. A little farther on Jim Hall's Lotus was half-way up a bank on the left. Later in the race Tony Maggs spun the Cooper in the flying spray near this spot and had to retire with a leaking oil tank. Unquestionably the track was slippery. What had previously been a 160 m.p.h. straight now felt dangerous at 60 m.p.h.!

My Cooper was fitted with a new bodysell which had a very streamlined windscreen partly enclosing the cockpit, and I found this was keeping the elements out rather well. Richie was obviously having trouble with rain in the B.R.M. cockpit, and taking advantage of this, I nipped by. By this stage it wouldn't have mattered how the engine was running, for there were only a couple of places on the circuit where it was safe to use full throttle, and in a few laps even these had disappeared.

On the uphill straight behind the pits there was a fullscale cloudburst with rain bouncing two or three feet off the road, and our 4 mins. practice laps had now become 6 mins. crawls in the flying spray. It was pouring just as hard around the pits, making the crews realize how bad it had been on the rest of the circuit. The mechanics were sheltering under the signal boards, but with two laps to go, I saw them suddenly come to life, pointing excitedly down the road in a fashion that meant "you're catching someone. Get with it!"

BRUCE McLAREN:



From the Cockpit

So I got with it, and in another half lap I could make out two huge palls of spray—two racing cars ploughing along in front of me. There was so much spray that it was hard to tell how far they were ahead, but I knew that one would be Jimmy who had lapped me earlier, and I guessed the other would be second-placeman Dan in the Brabham. As I got alongside the first conglomeration of steam and spray I saw that it was Dan. I passed Jimmy farther up the hill, just in case it had been him that my pit was referring to, but by now he had backed off considerably, so I guessed that it wasn't. By passing Jimmy I'd given myself an extra lap to do and he received the chequered flag behind me as I went on to complete the lap and take second place.

Three new cars had their debut at Spa—the Scirocco-B.R.M., a nicely turned-out car in American colours, the neat monocoque B.R.P.-B.R.M., and the A.T.S., which people in the know kept a close eye on. Ing. Chiti, at one time Ferrari's chief engineer, knows the score on building racing cars, and there is every possibility that his cars will be real performers. I wouldn't call them good-looking cars, but as Dan Gurney said when he first saw them, "If they go fast, they look good!" When Phil Hill was asked what he thought of his chances with the A.T.S. at Spa he quipped, "I think I know how it'll go, but I wouldn't want you to embarrass me by asking."

So, with the help of third place at Monaco, second at Spa, and a good deal of assistance from "Lady Luck", Coopers are leading the manufacturers' championship, and I am leading the drivers' championship. But only by one point.



CLUB NEWS

By MICHAEL DURNIN

THE Falcon M.C. are holding a restricted driving tests meeting at Podington Airfield, Wellingborough, on 7th July. Invited clubs are the London Counties Association of Motor Clubs and also their registered entrants for the driving tests championship, Rugby M.C., B.A.R.C., Wellingborough M.C. and registered entrants in the B.T.R.D.A. Flather Star driving test championship. Entries to be sent to Mr. B. E. Butler, 9 Roebuck Court, Turpins Rise, Stevenage, Herts, to arrive not later than the first post on 1st July. . . . The **Bugatti O.C.** are holding their third "July Special" hill-climb at Prescott on 14th July and it is a closed event. Entry forms are obtainable from T. Coote, 10 Newton Road, Cheltenham, Gloucestershire, and close on 29th June. . . . The **B.A.R.C.** (S.E. Centre) are holding a restricted autocross at Priesthaws, Polegate, on 30th July. Invitation is open to the Circle C.C., Brighton and Hove M.C., Eastbourne and D.M.C. and the B.T.R.D.A. R. W. Huggett, 24A Seaside Road, East-

bourne, Sussex, has the entry forms and the last date of acceptance is 24th June. . . . The **Seven-Fifty M.C.** (Cumberland Centre) will promote their John Peel Rally on 6th/7th July. This is a restricted rally open to members of the Morecambe C.C., Newcastle and D.M.C., Kilmarnock C.C., South of Scotland C.C., Hadrian M.C., Furness and D.M.C., Cumberland Sporting C.C., W. Cumberland M.C., Westmorland M.C. and association rally championship entrants. Entries to be sent to Stella Blair, Arthuret House, Longtown, Cumberland, by 30th June. . . . The **432 M.C.** will run a restricted event on 29th June to be known as the Slalom driving tests. Invitation is extended to the Austin-Healey C. (Midlands), B.A.R.C. (W. Midlands), Bewdley A.C., Godiva C.C., Hagley and D.L.C.C., M.M.E.C., Porsche C.G.B., SUNBAC and Wolverhampton and S. Staffs C.C. The tests will be held at Shennington Airfield, Banbury. Entry forms, which close on 22nd June, should be applied for from C. R. Gorton, Woodcote, Browns Lane, Bentley Heath, Solihull. . . . The **Mini-Se7en C.** will hold a closed sprint meeting at Staverton Aerodrome on 7th July. There are 12 classes for all kinds of vehicles excluding specials and racing cars. Entries close on 30th June and D. Hokey, 24 College Road, Fishponds, Bristol, is secretary of the meeting.

VICKERS ARMSTRONGS (HURN) C.C. AUTOCROSS



SAAB DUEL between R. Hescroff and R. Boot, the latter seen very near the limit.

IDEAL weather conditions, an excellent course and a large entry all helped towards making a first class day's sport for the Vickers Armstrongs Car Club at their Autocross, held between Shaftesbury and Warminster recently.

The course was fast enough to encourage the hairy types, and, running in pairs, competitors gave the spectators plenty to keep them interested throughout the day. As the majority of the entry were personal friends, as well as fellow club members, no quarter was given and the dicing was of the most ferocious kind.

Particularly violent were the battles among the Minis, of which more than 25 were entered. Dave Jackson-Smith and John Nichols both aviated inside wheels to a startling degree, and, towards the later stages, quite a number of folk had rather developed unorthodox ideas about the official width of the course.

A fierce duel went on between Ron Boot and R. Hescroff, both in Saabs, the result finally going to the latter driver, in 2 mins, 55.0 secs. Frank Burton (VW) and Ted Crocker (Morris 1100) had an equally ferocious dice, made all the more desperate for the fact that they are almost next door neighbours. The VW came off best by 0.01 sec.! The Mini-Cooper class was a clean-up for Ralph Wilding and Angela Wilding, the latter also taking the Ladies' Award. Tony Taylor's M.G.A. had some good scraps with Keith Ross's black Midget.

Out and out fastest of all, by a goodly margin, was Jim Burry, whose Classic-engined Lilmo Special fairly tore round in 2 mins, 26.4 secs., some four seconds ahead of Syd Davy's red Lotus, which had an outsize in exhaust pipes appearing in a most unexpected place high up in the tail, and blasting mightily at anyone who got too close. Could it be that rocket fuel is to be used in the Plymouth area?

The meeting ended with a couple of excellent relay races, the challenging clubs being Plymouth M.C., and West Hants and Dorset C.C., both of which were defeated by the resident side, namely, Vickers. Dicing was of the highest order, but drivers were spared the extra ordeal of running with the sash, as a couple of highly enthusiastic sprinters were employed for this purpose.

Landowner Mr. Mitchell sampled the course as passenger in a Cooper-Mini, and obviously approved of the whole thing in a big way, which, we hope, promises well for future meetings on this excellent venue. If the writer's personal enjoyment was any indication of the feelings of competitors, officials and spectators, the event was a great success.

TONY HOLLISTER.

COMING ATTRACTIONS

MAJOR INTERNATIONAL EVENTS

- 23rd June.** DUTCH GRAND PRIX, Zandvoort (F1).
ROUEN GRAND PRIX, France (F.J.).
ADRIATIC GRAND PRIX, Yugoslavia (F.J.).
CASERTA, Italy (F.J.).
MONT VENTOUX HILL-CLIMB, France (F1, S., G.T., T., F.J.).
30th June. FRENCH GRAND PRIX, Rheims-Gueux (F1, S., F.J.).
MONZA LOTTERY GRAND PRIX, Italy (F.J., G.T.1-2).

NATIONAL AND CLUB EVENTS

- 22nd June.** B.A.R.C. Race Meeting, Goodwood, near Chichester, Sussex. Starts 2 p.m.
Vintage S.C.C. Race Meeting, Oulton Park, near Tarporley, Cheshire. Starts 1 p.m.
Midlands M.E.C. Race Meeting, Silverstone, near Towcester, Northants. Starts 1 p.m.
Ulster A.C. Race Meeting, Bishopscourt Airfield, near Ballyhorman Bay, Co. Down, N. Ireland. Starts 2 p.m.
B.R.S.C.C. Sprint, Castle Combe, near Chippenham, Wilts. Starts 2 p.m.
Lothian C.C. National Hill-Climb, Bo'ness, Kinneil Estate, near Edinburgh. Starts 2 p.m.
B.A.R.C. (East Midlands Group) Sprint, Church Lawford, near Rugby, Warwickshire.

- 22nd-23rd June.** Chelmsford M.C., Four Ways C.C., Gaynes C.C. and West Essex C.C. Pristley Trophy Rally. Starts Chelmsford, Essex, at 9 p.m.
2300 C. Mullard Trophy Rally. Starts Freddie Smith's Whitefriars Service Station, Settle, Yorks, at 11 p.m.
23rd June. Nottingham S.C.C. Race Meeting, Mallory Park, near Hinckley, Leics. Starts 1.30 p.m.
B.R.S.C.C. (Northern Centre) Race Meeting, Cadwell Park, near Horncastle, Lincs. Starts 2 p.m.
Newcastle and D.M.C. Race Meeting, Oulton, near Newcastle-upon-Tyne. Starts 1 p.m.
Evesham A.C. National Sprint, Long Marston, near Stratford-upon-Avon, Warwickshire. Starts 2 p.m.
Seven-Fifty M.C. (Yorkshire Centre) Sprint, Ricall Aerodrome, near Selby, Yorks.
Lagonda C. and A.C.O.C. Sprint, Brands Hatch, near Farnham, Kent.
East Yorkshire C.C. Sprint, Hutton Cranswick, near Driffield, Yorks.
B.A.R.C. (N.W. Centre) and West Lancashire M.C. Autocross. Starts Ince Bludell Hall, near Southport, Lancs.
Singer O.C. Driving Tests. Starts Longmoor Camp, Liphook, Hants, at 10 a.m.
Volkswagen O.C. Driving Tests. Starts North Weald, near Epping, Essex, at 10 a.m.

VICKERS (WEYBRIDGE) M.C. CRAVEN M.C.

EELMOOR PLAIN SPRINT



PETER LAWRENCE (Cooper-Mini) overcooks it on his second run.

ON Sunday, 9th June, Vickers (Weybridge) Motor Club co-promoted their first-ever sprint meeting with the Craven Motor Club. Held at Eelmoor Plain, near Aldershot, the

event was blessed with good weather, although a cloudburst flooded the venue less than half an hour after the final run.

Clerk of the Course, Jim Smith, and his assistants had their work cut out when both sets of electronic timing equipment failed to function, but the afternoon session started on time and went through without a hitch.

Each club competed for its own awards throughout the afternoon. Mike Green, in a highly tuned TR3, got down to 31 secs. on his first run, giving him Best Time of Day for the Craven M.C. However, a big battle raged for the equivalent Vickers award; George Lawrence (Cooper-Mini) opened the battle with 37.8 secs. only to have his son, Peter, return 35.0 secs. in the same car. This was not beaten until the big sports cars appeared, when Dave Picking (Jaguar XK 150S) got down to 33.1 secs. On the second runs, George Lawrence knocked 0.9 sec. off his time, but Peter tried just a little too hard and lost it at the hairpin. However, Dave Picking was still to come and pulled out all the stops to make B.T.D. with 32.0 secs.

J. R. SMITH.

RESULTS

B.T.D. (Craven): M. Green (Triumph TR3).
B.T.D. (Vickers): D. Picking (Jaguar XK 150S).
Class awards (Craven): D. Minchin (Cooper-Mini); M. Sowden (Ford Cortina).
Class awards (Vickers): E. J. Searle (Austin Seven); G. Lawrence (Cooper-Mini); W. S. Verrall (Sprite).
Coupe des Dames: Miss A. Leaney (Sprite); Miss E. Yeomans (A35).
Best 10-year-old vehicle (Vickers): D. Wilkinson (Singer 9).

RESULTS

B.T.D.: J. Burry (Special), 2 m. 26.4 s. **Class Winners:** E. Crocker (Mini), 2 m. 38.4 s.; R. Wilding (Mini-Cooper), 2 m. 31.2 s.; F. Burton (Volkswagen), 2 m. 44.9 s.; G. Snow (Vitesse), 2 m. 38.0 s.; T. Taylor (M.G.A.), 2 m. 37.0 s.; J. Burry (Special), 2 m. 26.4 s. **Best Lady:** Mrs. A. Wilding (Mini-Cooper), 2 m. 35.7 s. **Novice Award:** J. Johns (M.G.A.), 2 m. 43.2 s. **Team Award:** "Engine Blowers"—J. Grist, R. Wilding and J. Burry.

Mid-Thames C.C. MID-SUMMER RALLY

WITH fewer than six hours of darkness available to him, the organizer who is bold enough to plan a rally in the month of June must concentrate his plot into a maximum distance of 140 miles or so, and while this can be done, and a satisfactory result achieved in traditional territory, it is no longer possible to avoid multi-clean sheets on such easy maps as 146 and 147 without resort to tricky or blatant pruning. In presenting their Mid-Summer Rally on 15th-16th June, Mid-Thames refrained from both practices and, as a result, the rally will probably go on record as returning the highest proportion of clean sheets ever. Of the 21 Experts 12 were unpunished and from among the 16 Novices three were clean at supper and two at the finish.

This unprecedented situation, although aided by the conditions mentioned above, was primarily brought about by the unfortunate defection of several marshals who either failed to turn up at all, or, presumably through inexperience or incorrect briefing, were not on hand to man the after-supper controls. Some inkling of the difficulty could be gleaned from the final instructions, but few, least of all the Clerk of the Course, could have foreseen the mortal damage the missing marshals were to wreak upon his

second-half plot-and-bash sections, and thereby upon the rally as a whole. Let it be stated firmly that those marshals who did turn out were most courteous and efficient (the temptation to write this as "both courteous and efficient" has had to be resisted for fear of it being taken too literally!).

The first half of the Mid-Summer was absolutely straightforward, with 27 references to be visited in order, the run-in of 14 miles being ample for all plotting to be done comfortably while cruising up the A5 at a steady 50. A series of 2, 1, 1, 2, 3 and 3 looked interesting on the route card, but was less so on the map, and even less so on the road. Unfortunately the second "2" was unmanned—this might well have caught one or two of the clean sheets. The next section was 25 minutes for a stated 12.5 miles, but the last-minute inclusion of a "via" reference added spice and made this the most interesting section of the whole rally.

During supper, the marshalling problem came to a head—officials had failed to return from their earlier controls in time to be posted for the second half, and since this was to be "plot-and-bash", with route cards handed out *en route*, the whole rally ground to a halt for an additional 30 mins. making a total supper stop of 1½ hours.

Priddey's Mk. 8 Cooper-J.A.P. came into second place with 30.08 secs.

A very strong tailwind blowing up the long straight no doubt contributed to these remarkable times, which were reflected in every class. The touring cars were subject to a slightly odd form of handicap which added 10 per cent. to the recorded times of modified cars, thus ensuring that the slowest cars carried the heaviest penalty, and Nick Porter, handicapped by virtue of the Group 2 improvements incorporated in his Cooper, clocked an actual time of 31.20 secs., which became 34.32 secs. on handicap, still quite fast enough to take the f.w.d. class from Norman Harvey's unpunished Austin-Cooper, which could not better 34.65 secs. Jeff Churchill's Hartwell Rapier, with 34.75 secs., dispensed summarily with all the opposition in the 1½-litre class, and the small touring class saw the first local appearance of a Hillman Imp which, if appearances are anything to go by, was quite a handful on the bends, but which annexed the class in D. Batstone's hands with a disappointing 39.33 secs., some three seconds slower than Tim Bassett's 848 c.c. Mini had been in the f.w.d. class, this being the only standard Mini present for comparison purposes.

Finally came the unlimited class, and the big Jaguars which are always such a feature at Castel Farm. The visitors were again very prominent, with Tom Norton getting up in 33.25 secs., but finding himself handicapped out of sight, and George Ward doing 32.66 secs.; Arthur Bassett, who knows this hill very well indeed, did 31.37 secs. on his first run to take second place from Micky Owen who, after one rather untidy run, rocketed up in 31.69 secs. Bassett's second run proved to be slightly slower, and it came as no surprise, therefore, to find that Herbert Shepherd's very well-known car had made one extremely fast run, for a comparative newcomer to the hill, to equal 31.37 secs. which, on aggregate, was sufficient to give him the class award.

HOWARD BILEY.

RESULTS

B.T.D.: G. H. Keylock (Cooper-Buick), 26.00 s. **F.W.D. Touring Cars:** 1, N. Porter (Austin-Cooper), 34.32 s.; 2, N. Harvey (Austin-Cooper), 34.65 s. **Touring Cars up to 1,100 c.c.:** 1, D. Batstone (Hillman Imp), 39.33 s.; 2, W. Fiveash (Hillman Imp), 39.64 s. **1,101 to 1,600 c.c.:** 1, J. Churchill (Sunbeam Rapier), 34.75 s.; 2, J. Jenkins (Ford Cortina), 35.51 s. **Over 1,600 c.c.:** 1, H. Shepherd (Jaguar 3.8), 31.37 s.; 2, A. Bassett (Jaguar 3.8), 31.37 s. **G.T. Cars up to 1,500 c.c.:** 1, R. David (A.-H. Sprite), 31.88 s.; 2, T. Pascoe (Porsche), 31.90 s. **Over 1,500 c.c.:** 1, K. Wilson (Jaguar E), 29.79 s.; 2, G. Dodd (T.V.R.), 31.04 s. **Sports-Racing up to 1,500 c.c.:** 1, B. Field (Lotus Super 7), 27.75 s.; 2, S. Ashcroft (Lotus Super 7), 29.08 s. **Over 1,500 c.c.:** 1, K. Wilson (Lister-Jaguar), 26.51 s.; 2, P. Cottrell (Lotus 15), 27.42 s. **Racing Cars up to 1,100 c.c.:** 1, T. Jones (F.J. Envoy), 29.11 s.; 2, C. Priddey (Cooper-J.A.P.), 30.08 s. **Over 1,100 c.c.:** 1, G. Keylock (Cooper-Buick), 26.00 s.; 2, K. Wilson (Lister-Jaguar), 26.68 s.

Representations from competitors who could foresee daylight dicing were promptly met by the organizers who immediately, and to their credit, cut out the last section, although this had been intended as something of a sting in the tail. As it happened, the rally was not destined to get even thus far, for after a most promising 20 miles or so immediately after supper, which had every navigator and most drivers working at full stretch for the first time all night, the first cars through arrived at control 37 in company with the marshal, and at control 38 in advance of the official. With no further instructions, and with only the information that the next section was 5.5 miles long, competitors with organizing tendencies, led by Peter Jones and Ted Cowell, whose territory this is, played a guessing game and (they learned afterwards, for this control, too, was not yet manned) actually located the position of 39. Alas, they couldn't keep up the charade, and the first dozen or so cars did the only thing possible and motored straight to the finish. There they learned that some of the later numbers had indeed been able to complete the route, the missing marshals having appeared meanwhile. They also learned, with mixed feelings, that they had been deprived of the opportunity of trying conclusions with a four-minute, six-reference "any-order" in an area of six square kilometres east of Luton.

It is sad to have to record the misfortunes that beset well-meaning organizers through matters largely, though not altogether entirely, beyond their control, but Mid-Thames can take comfort from the knowledge that it is a fine thing for comparatively inexperienced crews to be able to return clean or nearly clean, sheets on a restricted rally. As for the other characters, well, they had some much-needed practice during the night-starvation period of the year and for this, at least, they will be grateful.

RON AMBROSE.

NORTH LONDON E.C.C.

JACOBAN RALLY

THE Jacobean Rally, organized by the North London Enthusiasts C.C. and run on maps 144, 145 and 146 on 8th/9th June, was generally held to be not quite "with it"—a 2½ hour run in, and three hours of daylight dicing did not meet with the approval of regular competitors.

From the start at Aldbury Common, near Berkhamsted, a 70-minute section led to T.C.I., which happened to be unmanned; luckily the organizers had given some intermediate control references so the field proceeded to T.C.5 with a 12-minute to T.C.6 and another 27 minutes to T.C.7 at 144/229230—a total of 2½ hours and still no excitement! Chedworth Airfield was visited with full instructions—two vias and "follow the cats' eyes to the control"! T.C.16 was the no-tolerance start to a series of four one-minuters in which many clean sheets disappeared as the junction at 988127 is not as shown; a 4, 2 and 1 followed into the half-way in Andoversford where Jack Wolchover/Peter Valentine (A.-H. 3000 JAX 12), Peter Noad/Mike Hayward (VW), Keith Stack/Pat Dearin (Herald) were all clean on the road, chased by Norman Pocock/Stuart Gray (Cooper) and the Kemp/Tuckett Zephyr on the one-minute mark.

An easy run from the half-way led to some good sections using the woods and fords around Kington including the river bed at 098268 and the very deep one at 129226 where most mini-cars kept to the bridge alongside. A south-west approach to T.C.44 at 0903328 caught a few crews and all that remained was a 2, 4, 5, 2, 2, 1 sequence around Hicote Bartrim (the name obscures the road on the map), Ilmington and Cathole—very dusty and in glorious sunshine! A long 1½ hour run back to the M1 finished off the rally.

STUART GRAY.

RESULTS

1, J. Wolchover/P. Valentine (Austin-Healey 3000), 0 marks; 2, P. Noad/M. Hayward (Volks-wagen), 7 (1 route check); 3, K. Stack/P. Dearin (Triumph Herald), 7, 1.

SOUTH WALES A.C.

CASTEL FARM HILL-CLIMB

WHIT-MONDAY was cat-among-the-pigeons day with a vengeance at Castel Farm, where the South Wales Automobile Club's hill-climb resulted in a new hill record. This hill was one of the few remaining strongholds where the distinctive note of the big Cooper "twins" had not yet been usurped by the equally characteristic noise of the V8s, but it is a sign of the times that the established hill record, set at 26.3 secs. by David Boshier-Jones and his Cooper as long ago as 1959, has now fallen to George Keylock, who brought his Geoff Richardson-prepared Cooper-Buick to South Wales for the first time last weekend. In practice George, despite a tendency to get in amongst the bales, was comfortably fastest. Came the afternoon runs and the potent blue Cooper fairly hurtled up, to record 26.00 secs. dead, a feat which it was unable to repeat on its second run, being slower to the tune of 26.48 secs., but nonetheless having achieved B.T.D. fairly safely. Not that the opposition was so very far behind; Ken Wilson, who has, beyond doubt, come a very long way indeed in recent months, also set his sights quite firmly on the old record with 26.68 secs. in his Lister-Jaguar, to win the unlimited racing class from Peter Cottrell's Lotus 15, with 28.18, and Charles Sgonina with the ex-Jim Clark Aston Martin DBR1, which roared its way up in 28.33 secs. The small racing class saw Tom Jones indulge in a hair-raising spin on his first run, but this did nothing to deter him from taking his F.J. Envoy up in a crisp 29.11 secs., to win the class second time out, while Colin



GEORGE KEYLOCK (Cooper-Buick) sends a bale flying but returns B.T.D. and breaks the four-year-old record in the process with a 26.00 secs. run.

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VICKERS ARMSTRONGS (HURN) C.C. DRIVING TESTS

ONCE again on Sunday, 2nd June, the Vickers-Armstrongs (Hurn) C.C. promoted one of the better driving tests held on the South Coast, though with a rather reduced entry of 50 due, no doubt, to the fact that its date clashed with the Whitsun holiday.

Everybody seemed to enjoy the event which was held by kind permission of the Commandant on the excellent gravelled square which also does duty as a "Kart" course.

The usual A.C.S.M.C. classes were provided for, although some were amalgamated in the A.S.R.s, as ever the winners of at least four of the classes could be picked out from the programme. The A.C.S.M.C. Driving Tests Championship scheme seems to ensure that entries and interest remain high and in this case the set-up was strengthened by the inclusion of the event in the A.S.W.M.C. Championship also. Three of the classes went to A.S.W.M.C. whilst the remaining four went to A.C.S.M.C. types. Honours reasonably shared!

A reasonably prompt start at 12 noon saw first runs through the seven tests completed by 1.15 p.m. with a break for lunch. At this point it was seen from the giant scoreboard, already kept up to date by a dedicated "horizontal" mathematician, that the competition was going to be fierce.

A surprise at this stage was Ron Randall who, having busted a half-shaft, had not recorded a score at all, and used his lunch-

hour doing the usual running-repairs with the aid of his "Ecupe" and David de Souza, who was so enthusiastic with his S-type Cooper (lucky fiddler) that he made a complete hash of Test 7 and got a shockingly low score.

Second runs showed improvements in the case of nearly every competitor in every test, the scoring being on the now universally popular system of best run to count and after a careful, quick first run everybody was out to improve, and this was abetted by the layout of the tests again on a contemporary basis of simple large tests which required careful positioning and thought in setting up the car for the next "shot" rather than the manoeuvre in progress at the time. At the end of the second runs all competitors were busily checking figures, for the

RESULTS

B.T.D.: R. Randall (M.G. Midget), 269.85 s. **Standard B.M.C. Minis:** 1, G. M. Hutchings, 321.15 s.; 2, R. Miller, 326.5 s. **Modified Minis and Coopers:** 1, D. de Souza (Cooper S), 285.4 s.; 2, L. V. Cruttenden (Cooper), 288.1 s.; 3, T. D. Warren (Cooper), 298.1 s.; 4, J. Farncombe (Cooper), 301.2 s. **Other Saloons up to 1,100 c.c.:** 1, T. Mears (Morris 1000), 326.6 s.; 2, T. N. H. Cammish (Anglia), 330.5 s. **Saloons over 1,100 c.c.:** 1, F. Bishop (Ford 100E), 348.3 s.; 2, W. Norman (Anglia 100E), 348.4 s. **Sports Cars up to 1,100 c.c.:** 1, D. A. Beare (Sprite), 279.3 s.; 2, H. Hossell (Midget), 286.2 s.; 3, N. Duntun (Midget), 291.1 s. **Sports Cars over 1,100 c.c.:** 1, C. N. Burt (M.G.A.), 331.8 s.; 2, R. Love (M.G.A.), 332.6 s. **Specials:** 1, B. Rowland (Minisport), 287.6 s.; 2, R. Miller (Minisport), 301.6 s. **Teams:** 1, Mighty Midgets: R. Randall, N. Duntun and J. Calton, 892.85 s.; The Minis: J. Farncombe, D. Crocker and L. Cruttenden, 905.5 s.

B.A.R.C. (SOUTH WALES GROUP)

ST. ATHAN SPRINT

LABOURING under the dual handicap of a small entry, no doubt due in part to the slightly bizarre nature of the supplementary regulations, and an organization which led to considerable delays, the B.A.R.C. (South Wales Group) Whitsun Sprint at St. Athan airfield could hardly be described by even the most rabid enthusiast as an unqualified success. However, onlookers were amply rewarded by seeing the more than welcome return to local events of one of the Boshier-Jones boys, namely Peter, who brought his championship-contending blown Climax-Lotus along and, after having been comfortably fastest in practice, returned an immaculate and shattering B.T.D. of 38.73 secs., establishing a course record some four seconds better than the best time of his nearest opposition!

The course has been lengthened to over three-quarters of a mile and improved since last year, and now consists of a short and slightly uphill straight and a sharp left-hander followed by a fast curve right and a straight which incorporates an artificial chicane; the straight continues into an acute left-hand hairpin to the finish. As is their way, the entrants in the small racing-car class produced alarums and excursions throughout the day. Tom Jones spun his F.J. Envoy in practice, but got down to it in the afternoon to take the class with 45.97 secs., while Roger David, out for the first time with his potent ex-Fred Jones Mk. 11 Cooper "Twin", also indulged in an exploratory spin and thereafter felt his way with some caution. D. R. Jones's M.G.-powered Lotus 11 shed a wheel on full song, but came to no great harm, and Bob Phillips's Cooper-J.A.P., with a troublesome gearbox, took to the grass second time out, while Colin Priddey, whose Mk. 8 Cooper-J.A.P. was bothered with a recalcitrant clutch which had been hastily sorted out in the paddock, came into second place with 46.17 secs. Ken Wilson's awe-inspiring Lister-Jaguar annexed the unlimited class with 42.76 secs. unopposed.

As usual, the day had started with touring cars, and the Mini class went to Howard Strawford with his Mini-Minor in 54.13 secs. Tim Bassett, with his similar car, despite some inspired three-wheel motoring at the dreaded hairpin, could not improve on 54.25 secs. for the place, and the corresponding Cooper class saw Wayne Parker displaying the underside of his car at the hairpin, keeping it on four wheels by good luck rather

than judgment and, with 55.02 secs., getting nowhere near class winner Norman Harvey's Austin-Cooper, which did an unostentatious 51.75 secs. The unlimited class produced a good deal of excitement: Emlyn Evans spun his Jaguar 3.4 at the chicane and took to the grass at some length in practice, and George Ward, who was eventually to finish third in the class with 49.67 secs., took his 3.8 into the countryside at the hairpin. Arthur Bassett was off his usual form, and even Micky Owen's 3.8, second in 49.36 secs., was unable to offer any sort of challenge to the incredible Hosea Lee, who rocketed round in 46.59 secs. in his 3.8 to take the class, and then went out again to return 46.28 secs. to walk away with the large sports and G.T. class from Ken Wilson's E-type, second with 47.21 secs., and a gaggle of other equally worthy opponents. The smaller class went to G. Smith's T.V.R., with Waldo Edwards bringing his Alfa Romeo Giulietta Sprint into second place with 50.54 secs., while the amalgamated class for small-capacity marque and sports cars produced an interesting extension to an old rivalry when Gordon Kitsell, having disposed of his blown Sprite and invested in a very hot Downton version instead, returned 49.87 secs. and found that he is still just unable to beat the ultra-rapid ex-Gerry Thomas Downton Sprite, which covered the distance in 49.21 secs., under Roger David's guidance, to take the class in comparative comfort.

HOWARD BILEY.

RESULTS

B.T.D.: P. Boshier-Jones (Lotus-Climax), 38.73 s. **B.M.C. Minis up to 850 c.c.:** 1, H. Strawford (Mini-Minor), 54.13 s.; 2, J. Bassett (Mini-Minor), 54.25 s. **Over 850 c.c.:** 1, N. Harvey (Austin-Cooper), 51.75 s.; 2, W. Parker (Austin-Cooper), 55.02 s. **Touring Cars up to 1,300 c.c.:** 1, R. Howells (Ford Cortina), 56.42 s.; 2, A. Reed-Gibbs (Ford Anglia s/c), 57.68 s. **1,301 to 2,000 c.c.:** 1, M. Gibbs (Allardette), 51.85 s.; 2, J. Churchill (Sunbeam Rapier), 52.44 s. **Over 2,000 c.c.:** 1, H. J. Lee (Jaguar 3.8), 46.58 s.; 2, M. Owen (Jaguar 3.8), 48.49 s. **Amalgamated Marque and Sports Cars:** 1, R. David (A.-H. Sprite), 49.21 s.; 2, G. Kitsell (A.-H. Sprite), 49.87 s. **Marque Sports Cars, 1,651 to 2,500 c.c.:** 1, K. Evans (Triumph TR2), 49.44 s.; 2, P. Herbert (Triumph TR4), 51.74 s. **1,151 to 1,900 c.c.:** 1, G. Smith (T.V.R.), 48.02 s.; 2, W. Edwards (Alfa Romeo G.S.), 50.54 s. **Over 3,000 c.c.:** 1, H. J. Lee (Jaguar 3.8), 46.28 s.; 2, K. Wilson (Jaguar E), 47.21 s. **Sports-Racing Cars, 1,301 to 1,600 c.c.:** 1, B. Field (Lotus Super 7), 44.13 s.; 2, S. Ashcroft (Lotus Super 7), 44.48 s. **Racing Cars up to 1,150 c.c.:** 1, T. Jones (F.J. Envoy), 45.97 s.; 2, C. Priddey (Cooper-J.A.P.), 46.17 s. **Racing Cars Over 1,150 c.c.:** 1, P. Boshier-Jones (Lotus-Climax), 38.73 s.; 2, K. Wilson (Lister-Jaguar), 42.76 s.

last (eighth) test was the opportunity to "pick-up" a few seconds, the test was to be attempted only once and as it was a very long one, times varied enormously.

When all the dust had settled, the treadless tyres checked and the gravel-rash noted on the undersides of the wings, it was seen that yet again Ron Randall had urged his Midget (with new half-shaft) to a quicker time than even the incredibly short Minisport as had de Souza in the S-type. Denis Beare had done well to keep ahead of Hossell. In Class D, Bishop only kept his advantage over Norman in a similar car by 0.1 sec., and the M.G.As of Burt and Love were only 0.6 sec. apart.

LEO CRUTTENDEN.

HAGLEY & D.L.C.C.

AUTOCROSS

AFTER a fierce battle, Bob Rose made B.T.D. at the Hagley and D.L.C.C.'s first Restricted Autocross held at Inkberrow on Whit-Monday. Watched by over 1,000 people, he recorded a time of 2 mins. 31.2 secs. in his Lotus Elite, over three laps of the 1,000 yard course comprising of a 70 m.p.h. straight and two semi-circle corners separated by two chicanes. He beat J. Bloxham who pushed the ex-Pat Moss Healey 3000 round to win the Open Production Car Class in 2 mins. 32 secs. Also running in this class, Mike Virr (Morgan 4/4) made a very good time of 2 mins. 34.8 secs. J. Wales in the Alexander Mini Cooper had earlier set the pace with a resounding time of 2 mins. 35.4 secs. on his first run when the course was considerably slower. Unfortunately, however, he blew up on his second attempt.

In a day of personal battles, Steve Neal in his Ford Zodiac and Malcolm Eaves (Zephyr) provided an awe-inspiring spectacle. After losing a tyre on his first run, Neal finally recorded a time of 2 mins. 40 secs. to take second in the class for Closed Production Cars behind David Blankstone's Aston Martin DB Mark 3.

The small car class saw J. Bloxham, again outstanding in his Saab 96, rolling round in 2 mins. 48.2 secs. A keen contest was fought in the separate class for Mini-Coopers.

Eight teams contested the Relay Races which produced some close finishes, the Award going to the Promoting Club's 'A' Team.

N. W. PARRISH.

PLYMOUTH M.C. TAUNTON M.C. WEST OF ENGLAND M.C. WISCOMBE PARK HILL-CLIMB

ON Whit-Monday the Three Clubs Meeting was held, organized by the Plymouth Motor Club, Taunton Motoring Club and West of England Motor Club. Despite the weather breaking half way through the first runs, this did not disrupt the usual first-class organization that one has come to expect of Wiscombe Park.

Class 1 was the usual fierce battle for honours between a host of Minis with Fred Ferris's DKW thrown in for good measure. Mike Bennett came out on top with 58.72 secs., followed closely by John Nicholls with 59.32, his fastest ever. Ian Woodruff was in such a hurry at Sawbench that he chopped a certain amount off the corner!

Class 2 consisted of only two Mini-Coopers with M. R. Evans winning very convincingly. The third class resulted in the inevitable win for Amie Lefevre with his Sunbeam Rapier, recording a time of 56.95 secs. Second was Ron Fry in a Riley 1.5 with 61.22 secs. and third was local boy M. R. Haynes at 61.38 secs.

Class 5, Grand Touring Cars up to 1,000 c.c., resulted in a win for the fairer sex by Christine Wells in her powder blue Sprite with a time of 56.85 secs. Christine

(Continued on page 886)

ROMFORD E.C.C.

SNETTERTON SPRINT

FROM a full entry at Snetterton on Whit Sunday an Anglia took best time. The hotted Anglias have been getting nearer every year and this year Norman Abbott recorded B.T.D., 40.64 secs., on an 0.8-mile course.

The course was a new one for the Romford Club. The start line was at the pits, then through Riches and Sear to finish about 200 yards after the left-hand kink on the Norwich Straight. Ian Jefferies, the clerk of the course, was not sure what course he was to be clerk of when he arrived and some delay was caused deciding what bit to use. The stretch originally booked (starting at the Esses and finishing on Coram) was not available. This was due to oil and rubber being deposited on the track just before the Esses, and he was only informed of this, by chance, two days before. But in spite of this the first car broke the light beam of the club's electronic timing apparatus at 10 o'clock.

The official runs began on time with the standard saloon class, won by Thurston in a Mini-Cooper S, and so it should, and of the larger capacity cars the Alfa Romeo TI, which Paul Webb borrowed from his father, was fastest.

The best of 12 Minis in the modified saloons up to 1,200 c.c. was John Dunster's Mini-Cooper leading J. K. Harris's Mini-Cooper and David Wynn-Williams's 848 c.c. race-scarred car, which tied 1½ secs. behind. The 1,200 c.c.-2,000 c.c. was won easily by Brian Peacock and Norman Abbott driving an Anglia of 1,650 c.c. and a body shell. In the first run Peacock was the fastest (40.97 secs.) and Abbott returned to the pits with grass protruding from underneath the car. But on his second attempt he recorded the astonishing time of 40.64 secs. to win the B.T.D. award and the James Sargent Trophy for the best club member.

The sports-racing cars up to 1,300 c.c. was won by Perry and Ainette (40.97 and 41.02 secs. respectively) in their very fast Attila-Climax. They beat Brandon in the Marcos by 0.7 sec. followed by about a dozen Lotuses of various marks in a class of 17 cars. The larger capacity class was even more hotly contested. The eight drivers making the class had only 2.3 secs. separating them. Doug. Price, who is still learning to drive his new car—a beautifully equipped Lotus-Climax 7—won with 41.93 secs. and Olding, driving another 7 with a supercharged unit, was only 0.02 sec. away. L. C. Fryer's Elan, admired by all, recorded the excellent time of 42.72 secs.

The sports car classes of named marques were run in three capacities. G. Slennett's (Sprite) won the up to 1,300 c.c. class in an unusually poorly supported class, Graty (T.V.R.) won the 1,300-2,000 c.c. class from a gaggle of TRs and M.G.s and R. Littler won the over 2,000 c.c. class in a C-type Jaguar from five Austin-Healeys and a couple of XKs.

The practice session reduced the number of starters in the *Formule Libre* class. Cranstone's Peejay (B.T.D. last year) failed on the line, and van Baars's Wuzzi blew a gasket on the course, leaving Biles in the Formula Junior Merlyn to take the class. J. Tilden might have been fastest, judging by his practice time of 41.6 secs. in his transverse rear-engined C.M.B. single-seater, but he made nonsense of both official runs. Digby (Gemini) was second and third was Roy Millbank in his new B.M.C.-engined Lola.

CHRISTOPHER PELLING.

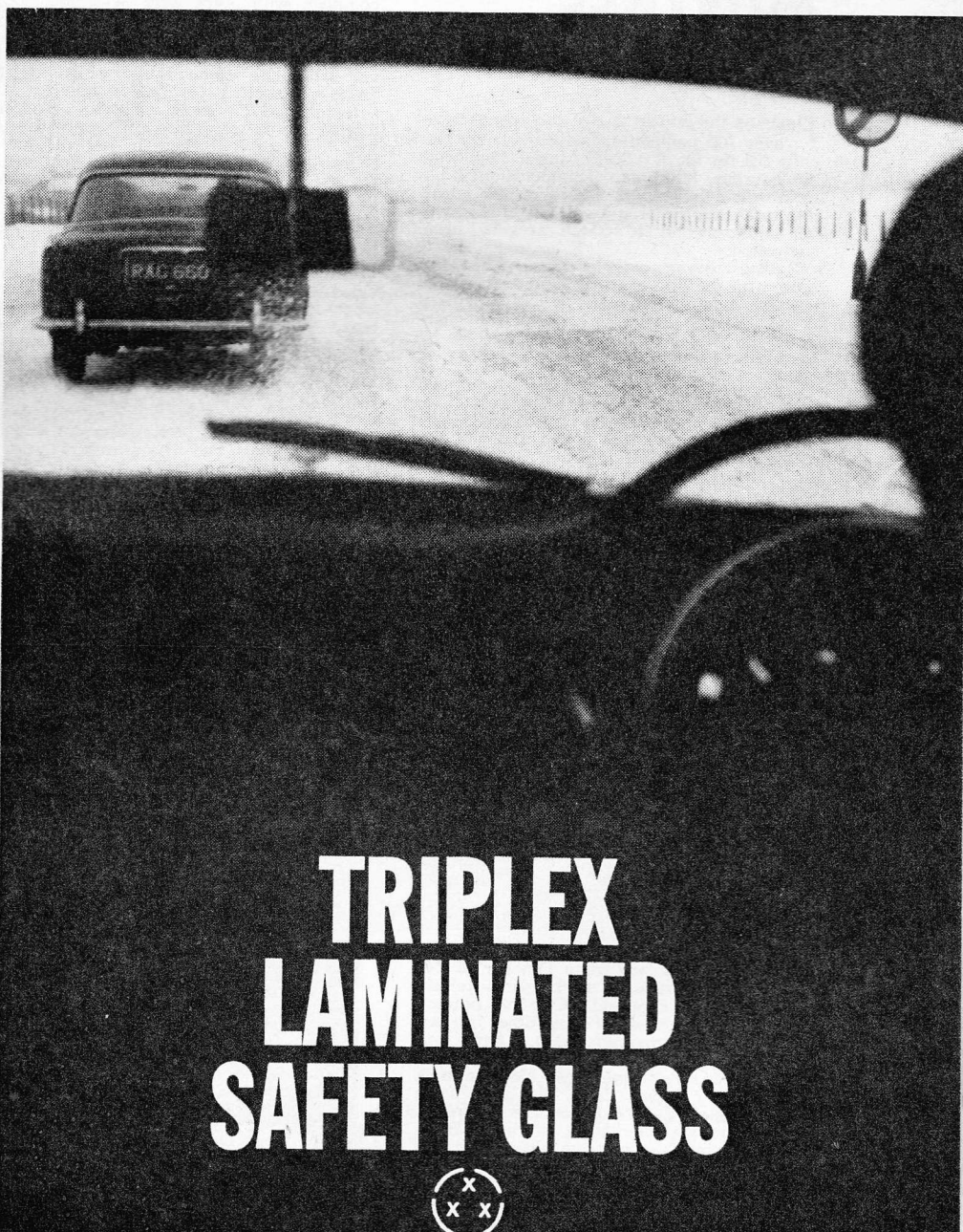
RESULTS

B.T.D.: N. Abbott (Anglia), 46.64 s. **Standard Saloons up to 1,200 c.c.:** J. Thurston (Mini-Cooper S), 47.10 s.; **Over 1,200 c.c.:** P. Webb (Alfa Romeo TI), 48.24 s. **Modified Saloons up to 1,200 c.c.:** J. Dunster (Austin-Cooper), 44.18 s.; **Over 1,200 c.c.:** N. Abbott (Anglia), 40.64 s. **Marque Sports Cars up to 1,300 c.c.:** G. Slennett (Sprite), 46.65 s. **Other Sports Cars up to 1,300 c.c.:** M. Perry (Attila-Climax), 40.97 s. **Marque Sports Cars, 1,300 c.c.-2,000 c.c.:** D. Price (Lotus-Climax 7), 41.93 s. **Sports Cars over 2,000 c.c.:** R. Littler (Jaguar C-type), 44.22 s. **750 Formula:** E. Lyon (750 Special), 57.68 s. **1172 Formula:** C. Garnham (Terrier), 41.14 s. **Formule Libre:** S. Biles (Merlyn F.J.), 40.71 s. **Best Time by Lady:** Mrs. E. Price (Lotus Mk. 6), 43.23 s.



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Wiscombe Park—continued

really showed the boys what to do, motor-ing-wise of course, with Nigel Hutton chasing her hard in his immaculate M.G. Mid-get with a time of 57.14 secs.; third was David Wynne (Group 3 Downton Morris-Cooper) with 57.44 secs.

The sixth class consisted of examples of M.G.A, Spitfire, Lotus Elite, T.V.R., Alfa Romeo, Porsche, M.G. Midget, Turner and Alpine and a furious battle ensued for the honours. E. W. Preston came out on top in his T.V.R. with 54.29 secs.

The heavens really opened during Class 7, but luckily for Ian Swift after his first run in the Morgan to record 51.38 secs., which proved to be B.T.D. Ron Fry, now Ferrari mounted, had the misfortune to climb during a real downpour but still recorded a shattering 52.83 secs. His progress towards Martini through the spray was worth going a long way to see.

The eighth class had only two entries with B. J. Newsome's Lotus 7 beating C. D.

Watts' Lotus 11. Class 9, for sport-racing cars over 1,300 c.c. started off in a most alarming fashion with A. B. Moyse really losing his Lotus Super 7 in a big way just before Bunny's Leap, finishing up facing from whence he came on the grass. John Grafton won the class easily after a most convincing demonstration of wet weather driving in his Lotus Super 7 to record 55.83 secs.

Racing cars up to 500 c.c. heralded the debut of Steven Cuff (Wally Cuff's son) in Hells Hammers V. John Brabin won the class in his J.B.S.-J.A.P., after spinning off at Sawbench on his first run, to record 61.82 secs., followed by Cuff with 63.38 secs.

Racing cars over 500 c.c. had the worst weather conditions imaginable with the rain bucketing down. David Good offered the Cooper-Daimler to John Dibben, the time-keeper, to drive whilst he timed him! A great pity that the hill was like a river as the car sounded really perfect. In prac-

tice David was in the 45s, but recorded 56.24 secs. after holding a good tail waggle up Wiscombe straight. Wally Cuff was second with 58.18 secs.

For followers of the hill, Class Vintage was rather a sad one as the Alta, affectionately known as the "Wiscombe Racer", made its final appearance prior to being sold. Major Lambton beat Major Chichester, but Sir Nicholas Williamson beat them both in his G.N. Ariel to record 60.36 secs.

RICHARD SPEAKMAN.

RESULTS

B.T.D.: I. Swift (Morgan Plus 4), 51.38 s. **Class Winners:** M. Bennett (Austin 7) 58.72 s.; M. R. Evans (Austin-Cooper), 55.81 s.; A. Lefevre (Rapier), 56.95 s.; Miss C. Wells (Sprite), 56.85 s.; E. W. Preston (T.V.R.), 54.29 s.; L. Swift (Morgan), 51.38 s.; B. Newsome (Lotus 7), 55.99 s.; J. Grafton (Lotus), 55.83 s.; V. Hood (Grayford), 66.39 s.; J. Brabin (J.B.S.), 61.82 s.; D. Good (Cooper-Daimler), 56.24 s.; Sir N. Williamson (G.N. Ariel), 60.36 s. **Best Lady:** Miss C. Wells (Sprite), 56.85 s.

RESULTS

Handicap Race (7 laps): 1, F. W. W. Banks (Turner-Climax), 82.59 m.p.h.; 2, Miss N. Goodwin (Lotus-Ford 7); 3, H. S. Lee (Lotus-Ford 7). **Fastest lap:** Banks, 1 m. 10.2 s., 84.10 m.p.h. **Handicap Race (7 laps):** 1, D. Rees (Marcos G.T.), 77.10 m.p.h.; 2, N. Surtees (Lotus Elite); 3, T. J. Lalonde (Marcos G.T.). **Fastest lap:** A. P. Chambers (Lotus Elite), 1 m. 12.2 s., 81.77 m.p.h. **Handicap Race (7 laps):** 1, R. J. Crosfield (Daimler SP250), 77.80 m.p.h.; 2, J. F. Normanton (Austin A40); 3, A. R. Allard (Ford Allardette s/c). **Fastest lap:** Crosfield, 1 m. 13.8 s., 80.00 m.p.h. **Formula Junior and Formule Libre Cars (10 laps):** Overall Winner: R. J. James (Brabham-Ford), 89.32 m.p.h.; 2, D. Prophet (Brabham-Ford); 3, D. Baker (Lola-Ford). **Fastest lap:** James, 1 m. 4.8 s., 91.11 m.p.h. **Formule Libre Class:** 1, A. Eccles (Cooper-Climax), 84.59 m.p.h.; 2, T. Lanfranchi (Lotus 7); 3, P. R. Dickinson (Elva-Climax Mk. 6). **Fastest lap:** Eccles, 1 m. 8.2 s., 86.57 m.p.h. **Marque Scratch Race (10 laps):** 1, T. Entwistle (T.V.R. Grantura), 78.45 m.p.h.; 2, A. C. Dence (Morgan Plus 4); 3, J. Carden (Austin-Healey 100/4). **Fastest lap:** Entwistle, 1 m. 14.0 s., 79.78 m.p.h. **Saloon Cars (10 laps):** Overall Winner: J. F. Normanton (Austin A40), 77.64 m.p.h.; 2, A. R. Allard (Ford Allardette s/c); 3, R. M. Bean (Riley 1.5). **Fastest lap:** Normanton, 1 m. 14.6 s., 79.14 m.p.h. **Up to 1,200 c.c. Class:** 1, P. T. Middlehurst (Austin A40), 77.56 m.p.h.; 2, R. G. Smith (Austin Mini); 3, D. Martland (Morris-Cooper). **Fastest lap:** Middlehurst, 1 m. 15.2 s., 78.51 m.p.h. **Grand Touring Cars (10 laps):** Overall Winner: J. W. Dean (Jaguar E), 80.04 m.p.h.; 2, T. Entwistle (T.V.R. Grantura); 3, R. J. Crosfield (Daimler SP250). **Fastest lap:** Dean, 1 m. 11.2 s., 82.92 m.p.h. **1,151-1,600 c.c. Class:** 1, N. Surtees (Lotus Elite), 79.53 m.p.h.; 2, A. P. Chambers (Lotus Elite); 3, E. Jones (Lotus Elite). **Fastest lap:** Chambers, 1 m. 12.0 s., 82.00 m.p.h. **Grand Touring Cars up to 1,150 c.c. (10 laps):** 1, F. W. W. Banks (Turner-Climax), 80.99 m.p.h.; 2, G. W. John (Marcos G.T.); 3, M. Brandon (Marcos G.T.). **Fastest lap:** Banks, 1 m. 11.8 s., 82.23 m.p.h. **Sports Cars (10 laps):** Overall Winner: R. McArthur (Lotus-Ford 23). **Up to 1,200 c.c. Class:** D. Prophet (Lotus-Ford 23B), 79.48 m.p.h. **Fastest lap:** Prophet, 1 m. 13.0 s., 80.88 m.p.h. **Up to 1,200 c.c. Class:** 1, R. McArthur (Lotus-Ford 23), 82.92 m.p.h.; 2, Miss N. Goodwin (Lotus-Ford 7). **Fastest lap:** McArthur, 1 m. 10.2 s., 84.10 m.p.h. **Up to 1,000 c.c. excluding o.h.c. engines Class:** 1, T. Lanfranchi (Lotus 7), 82.11 m.p.h.; 2, F. W. Smith (Lotus 7); 3, P. Mossman (Lotus 7). **Fastest lap:** Lanfranchi, 1 m. 10.6 s., 83.63 m.p.h.

B.A.R.C. at AINTREE

14th Members' Meeting

BY FRANCIS PENN

PERHAPS the hottest day of the year greeted over 100 competitors who made up the entry list for the B.A.R.C. Aintree Members' on Saturday, 8th June. Thunder clouds did make their appearance but retained their moisture until the programme of three seven-lap handicaps and six scratch races had been completed.

Racing commenced, as usual, dead on time, with the first of three handicaps, which was for open sports cars. Warwick Banks, driving "Tatty Turner", held off the challenge of Miss Natalie Goodwin and H. S. Lee (Lotus-Fords).



ahead of Adrian Dence (Morgan Plus 4), with John Carden's sick Austin-Healey 100/4 a trailing third.

The next event was for saloon cars competing for the Spring Grove Trophy and in it old rivals Normanton and Middlehurst complete with A40s were at it again, the former winning by under a second! (It's no good, Phil, you'll have to find a 14-litre engine from somewhere!) Allard and the s/c Allardette came third, whilst R. G. Smith's Mini led the babies home.

In the G.T. event, Charles Hodgson driving a very fast Elan led easily for the first five laps, but then he lost the lot at Country Corner and dropped right back. His successor, John Dean, who was using the full power of an E-type Jaguar, held off the Surtees Elite by five seconds. Third home was Adrian Chambers, similarly equipped, some six seconds later.

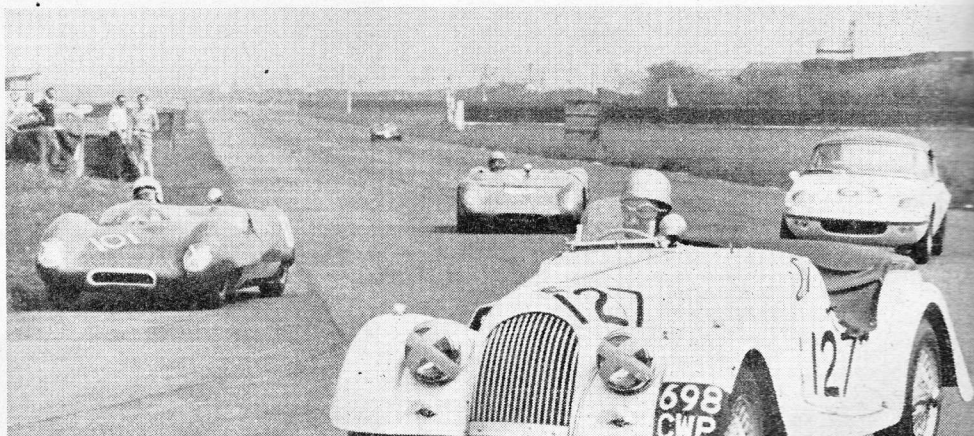
Grand Touring cars up to 1,150 c.c. provided Banks and "Tatty" with his second win when he well and truly trounced the combined Marcos attack of Grahame John and Mike Brandon to the tune of 15 seconds—their scrap for second spot was the day's highlight as only 0.2 sec. separated them at the flag.

The last race of the day was for sports cars and in it Robin McArthur, driving his Lotus 23, took Tony Lanfranchi (Lotus 7) by seven seconds with F. W. Smith (Lotus 7) a trailing third.

Grass-cutting, hedging and ditching and spins were numerous, but the offenders were so quickly dealt with by B.A.R.C. officials that to list them would serve no useful purpose! The whole meeting was, in fact, a lesson in how an event could (and should) be run!

WINNING DAIMLER of Dick Crosfield (left). This very rapid car won a handicap event.

MIXED BAG (below). G. Hoyle (Morgan Plus 4) leads N. H. Barnes (Lotus 11), Robin McArthur (Lotus 23) and B. Kemp (Lotus Elan) during the last race.



Handicap B, for G.T. cars, was a gift to Dave Rees (Marcos) who for some unknown reason was allowed 35 seconds. The placemen in this race were Norman Surtees (Lotus Elite) and T. J. Lalonde (Marcos).

Handicap C for a mixed bag proved a most entertaining win for a Daimler SP250, off from the scratch mark, very quickly driven by Dick Crosfield. Crosfield finished four seconds ahead of the other scratch man, J. F. Normanton (A40). Third was Allen Allard in his s/c Allardette.

The first scratch race was for Formula Junior and Formule Libre, the latter being so outclassed they did not gain a place. First home was Roy James driving a Brabham-Ford by 2 secs. from David Prophet similarly mounted. Third came David Baker (Lola-Ford).

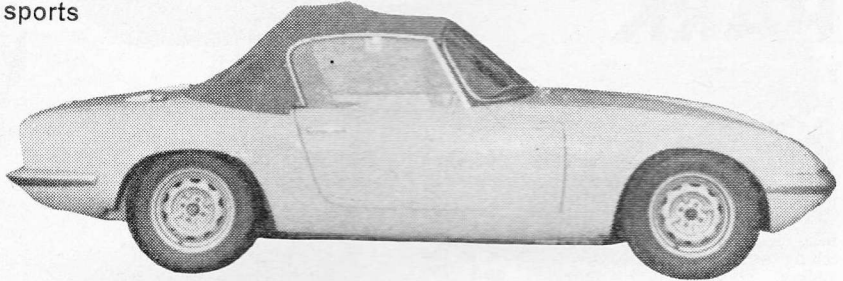
Marque Cars were next on turn and Tommy Entwistle, driving the latest T.V.R. Grantura, took the flag some five secs.

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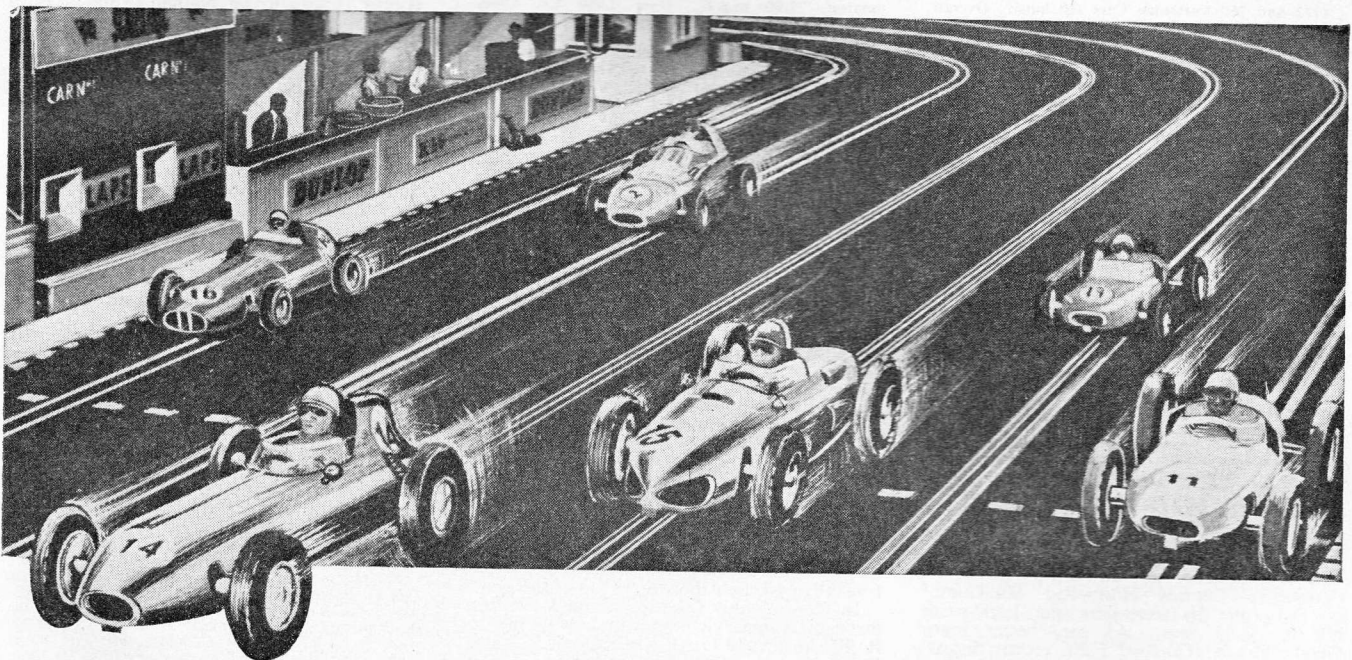
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B.R.S.C.C. at OULTON PARK

BY FRANCIS PENN

AN enormous entry of over 185 competitors attended the B.R.S.C.C.'s first meeting for 1963 at Oulton Park—and some further 175 applicants could not be accommodated!

As usual the meeting was excellent, running with mathematical precision and finishing well ahead of schedule. Now to the racing, commencing with 1172 and 750 Formula cars. From the start it was George Whitehead (W.R.A.), followed by Arthur Mallock (U2) and Bryan Small (Milmor Mk. V). Lap 2 and Mallock was in front, only to spin and resume later in fourth spot, Whitehead holding his now acquired lead till the eighth when he suffered the same fate, leaving Small an easy winner from Clive Garnham and John Corfield driving Terrier Mk. 2s. The 750 class, only completing eight laps, was led home by Colin Berry (Austin), G. B. Toft (T.S. Spl.) and Humphrey Bloor (Lewis Mk. 2).

The Guards Trophy Race came next, over 10 laps for sports-racing cars, and in this one, Brian Hart (Terrier Mk. 6) held the Lotus 23s of Alistair Welch and Chris Williams off for two laps. With the last-named getting by on the third, and Hart going sick on the sixth, the places were taken by Terry Bone and Welch (Lotus 23s), who humiliated Williams to the line, only



SALOONS at Lodge Corner. A. B. Griffiths (Lotus-Cortina) leads B. Pearson (Mini-Cooper), John Adams (Vauxhall VX4/90), and Anita Taylor (Ford Anglia 1200), each driver taking a different line to the others.

feet separating second and third at the flag.

Formula Juniors were next on turn and for once there was a full field, the distance this time being over 15 laps. It was just all Mike Hailwood (Brabham). Driving to the manner born, on lap 13 he led Jacques Maglia (Lotus 22) by 17 secs., but then the Frenchman came into the pits sans oil pressure, the places going to Teddy Dawson (Lotus 22) and Lionel Brooke (Lotus 20), but they were well behind. Incidentally Hailwood, fresh from T.T. triumphs, had all his papers stolen, the Oulton scrutineers having no option but to send him for a medical! After this race Hailwood told your Northern Editor that he was going on to full-time motor racing in 1964.

Saloon cars over 10 laps, split into the usual classes of 1,000 c.c., 2,000 c.c. and over 2,000 c.c., came next. Overall, it was the old, old tale of two A40s in the hands of J. F. Normanton and Phil Middlehurst, the former winning by some 12 seconds. Third, winner and only finisher in the larger class, came C. Bridges (Jaguar 3.8). Fourth, and driving like a bomb, came Anita Taylor (Ford Anglia Super) who only just held off the challenge of John Fitzpatrick in a Broadspeed 848 c.c. Mini who well and truly tanned all his Cooper brethren!

Grand Touring and Sports Cars Race (A) came next, again over the regulation 10 laps. This one produced a grand scrap between T. G. Sleigh (Lola), the ultimate winner, and Jackie Stewart (Jaguar "E"), that is till the latter retired on the eighth lap, his place being taken by F. W. Smith (Lotus 7) with Roger Nathan (Elite) in third spot. Cecil Booth in the old Frazer-Nash took a well-deserved fourth.

Event 6 was for *Formule Libre* cars over 10 laps. The start was somewhat hectic; Jack Pearce (Alexis F.J.) jumped the start "to get at" Chris Summers, whose five litres of Cooper Intercontinental nearly set the track on fire as he arrived at Old Hall in the lead! Lapping at around 1 min. 47 secs., Summers drew steadily away, the car doing the "twist" past the stands in a manner horrible to behold! Needless to say he won by some 30-odd seconds. Pearce, second on the road, was penalized one minute relegating him to seventh, so second and third places went to Dennis O'Sullivan (Brabham F.J.) and John Fenning (Cooper F1).

The last race of the day was another 10-lapper for Grand Touring and Sports cars (B) and in it E. A. Worswick (Lotus 7) was never headed, winning by some three seconds from C. J. Clark (Lotus 7), these two taking their respective classes.

RESULTS

1172 and 750 Formulae Cars (10 laps). Overall Winner: B. A. M. Small (Milmor Mk. V). 1172 Class: 1, B. A. M. Small (Milmor Mk. V), 79.99 m.p.h.; 2, C. Garnham (Terrier Mk. 2); 3, J. Corfield (Terrier Mk. 2). Fastest lap: Small, 81.87 m.p.h. 750 Class: 1, C. Berry (Austin), 64.80 m.p.h.; 2, G. B. Toft (T.S. Special); 3, H. L. Bloor (Lewis Mk. 2). Fastest lap: Berry, 65.66 m.p.h. Sports-Racing Cars (10 laps). Overall Winner: C. M. M. Williams (Lotus-Ford 23). Up to 1,200 c.c. Class: 1, C. M. M. Williams (Lotus 23), 86.64 m.p.h.; 2, T. Bone (Lotus 23); 3, A. Welch (Lotus 23). Fastest lap: Bone and G. Oliver (D.R.W. Mk. 5), 88.27 m.p.h. Over 1,200 c.c. Class: 1, D. Prophet (Lotus 23B), 81.12 m.p.h.; 2, E. A. Worswick (Lotus 7). Fastest lap: Prophet, 88.07 m.p.h. Formula Junior (15 laps). 1, M. Hailwood (Brabham), 91.06 m.p.h.; 2, E. Dawson (Lotus 22); 3, L. Brooke (Lotus 20). Fastest lap: Hailwood, 91.69 m.p.h. Saloon Cars (10 laps). Overall Winner: J. R. Normanton (A40). Up to 1,000 c.c. Class: 1, J. Fitzpatrick (Austin Mini), 73.93 m.p.h.; 2, M. E. Caulton (Morris-Cooper); 3, R. D. McCutcheon (Austin-Cooper). Fastest lap: Fitzpatrick, 75.30 m.p.h. 1,001-2,000 c.c. Class: 1, J. Normanton (A40), 76.74 m.p.h.; 2, P. T. Middlehurst (A40); 3, Miss A. Taylor (Ford Anglia 1200). Fastest lap: Nor-

manton, 77.90 m.p.h. Over 2,000 c.c. Class: 1, C. Bridges (Jaguar 3.8), 74.67 m.p.h. Fastest lap: Bridges, 75.76 m.p.h. Grand Touring and Sports Cars (10 laps). Overall Winner: T. E. Sleigh (Lola-Climax). Up to 1,000 c.c. Class: 1, F. W. Smith (Lotus 7), 82.23 m.p.h.; 2, M. M. Bell (Terrier Mk. 2); 3, D. Eva (Lotus 7). Fastest lap: Smith, 84.23 m.p.h. 1,001 to 2,000 c.c. Class: 1, T. E. Sleigh (Lola-Climax), 82.32 m.p.h.; 2, R. Nathan (Lotus Elite); 3, E. C. Booth (Frazer-Nash Le Mans). Fastest lap: Sleigh, 84.66 m.p.h. Over 2,000 c.c. Class: 1, K. J. Crook (Austin-Healey 3000), 74.45 m.p.h.; 2, R. Clark (TR3); 3, P. J. Brown (TR2). Fastest lap: J. Y. Stewart (Jaguar E), 83.95 m.p.h. Formule Libre (10 laps). 1, C. G. Summers (Cooper-Chevrolet), 91.34 m.p.h.; 2, D. E. Sullivan (Brabham F.J.); 3, J. Fenning (Cooper F1). Fastest lap: Summers, 93.95 m.p.h. Grand Touring and Sports Cars (10 laps). Overall Winner: E. A. Worswick (Lotus 7). Up to 1,000 c.c. Class: 1, C. J. Clark (Lotus 7), 81.02 m.p.h.; 2, D. J. V. Lewis (D.R.W. Mk. 2); 3, D. Rees (Marcos). Fastest lap: Clark, 82.83 m.p.h. Over 1,000 c.c. Class: 1, E. A. Worswick (Lotus 7), 81.15 m.p.h.; 2, J. R. Normanton (A40); 3, Miss N. Goodwin (Lotus 7). Fastest lap: Worswick, 82.83 m.p.h.

B.A.R.C. (YORKSHIRE CENTRE) HAREWOOD HILL-CLIMB

GREG WOOD notched his first hill-climb success with the ex-Jimmy Blumer Cooper Monaco at the third B.A.R.C. (Yorkshire Centre) Harewood Hill-Climb on 9th June by ascending the 1,200-yard hill in 51.85 secs., .63 sec. better than Geoff Garside (Garford F.J.), recent fastest at Barbon. Brian Waddilove in his Jaguar E-type was third, 3.1 secs. behind Wood.

Despite slippery road surfaces due to excessive heat melting the tar, 11 of the 19 class records fell during the afternoon, although Keith Schellenberg's overall record of 47.79 secs. remained unbroken.

Classes 1 and 2 were amalgamated and the sole Morris-Cooper S, making its debut driven by Peter Kaye owing to the illness of owner Ken Lee, was a clear winner with 60.74 secs. from J. A. Baines (Austin-Cooper).

Class 7 was not the anticipated clear win for Michael Wheatley in the ex-Ken Lee Morris-Cooper. D. Maitland, putting in a most spirited second run in his 1,088 c.c. Morris-Cooper, beat Wheatley by .5 sec. In Class 8 a lone Spitfire (which came fourth) faced eight Spitfires.

In Class 9 only .21 sec. covered the first three placemen, victory eventually going to R. K. Austin (M.G.A.), while Classes 11 and 12 amalgamated provided an expected win for Gerry Durham (Porsche Carrera).

On his first run Greg Wood had been much faster than anything else and as he ran last in his class he had the advantage of knowing, when he commenced his second run, he couldn't be beaten. However, judging by the way he stormed up the hill this fact meant little or nothing to Wood and he eventually crossed the finish line sideways on full chat to record B.T.D. at 51.85. In an amalgamated Class 19 and 20 Geoff Garside notched a fairly easy win in

his Garford F.J. by putting up 52.48 secs.—second best of the day—with T. C. Squance's Envoy 4.35 secs. behind.

J. A. STROUD.

RESULTS

B.T.D.: A. G. Wood (Cooper Monaco), 51.85 s. B.M.C. Minis up to 1,071 c.c.: F. P. Kaye (S-type), 60.74 s. Touring Cars up to 1,300 c.c.: A. Rathmell (Anglia Super), 61.06 s. 1,301-2,000 c.c.: G. E. Tuft (Volvo PV544), 61.59 s. Over 2,001 c.c.: J. Kennerley (Jaguar 3.8), 59.27 s. Touring Cars, Formule Libre: D. Maitland (Morris-Cooper), 56.95 s. Marque Sports Cars up to 1,300 c.c.: R. D. Sutherland (Sprite), 58.31 s. 1,301-1,650 c.c.: R. K. Austin (M.G.A.), 61.14 s. 1,651-2,500 c.c.: D. P. Stead (M.G.B.), 59.13 s. Sports Cars up to 1,900 c.c.: G. Durham (Porsche), 55.28 s. 1,901-3,000 c.c.: E. C. Booth (Frazer-Nash Le Mans), 56.16 s. Over 3,000 c.c.: B. Waddilove (E-type), 53.91 s. Sports-Racing Cars (small): F. W. Smith (Lotus Seven), 54.18 s. (Medium): J. B. Brierley (Lotus 7), 56.35 s. (Medium and large): A. G. Wood (Cooper Monaco), 51.85 s. Racing Cars: G. Garside (Garford F.J.), 52.48 s.

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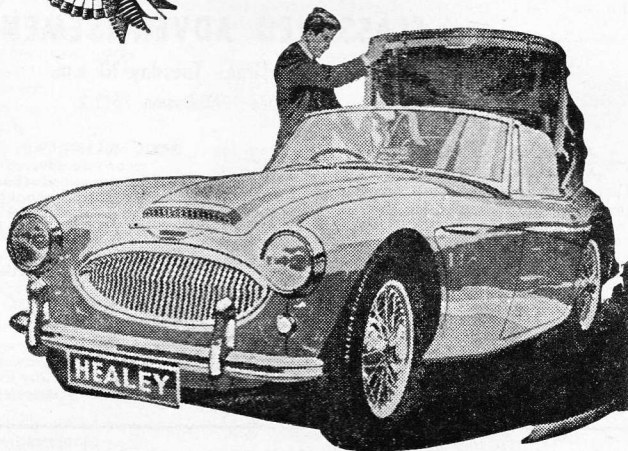
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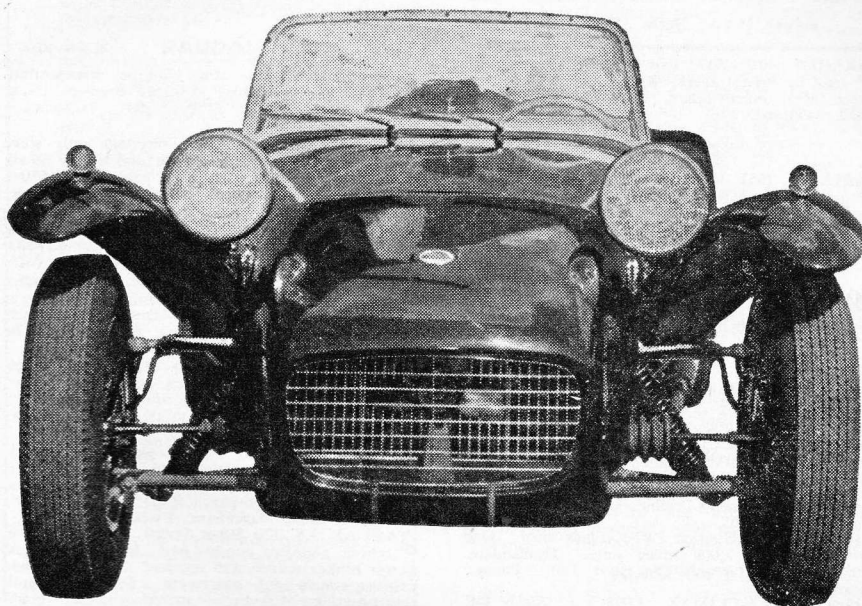
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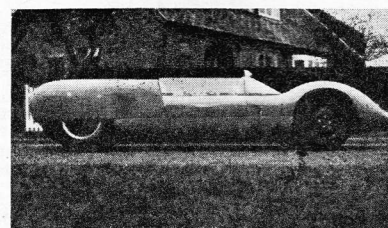
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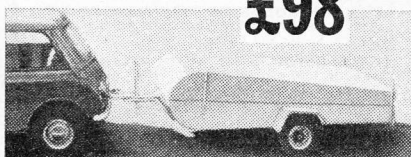
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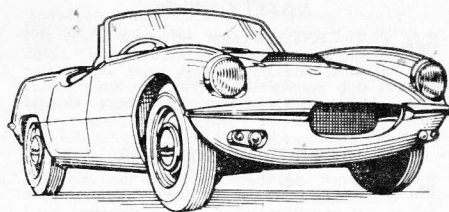
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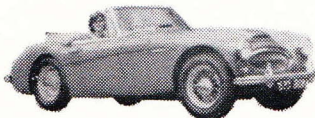
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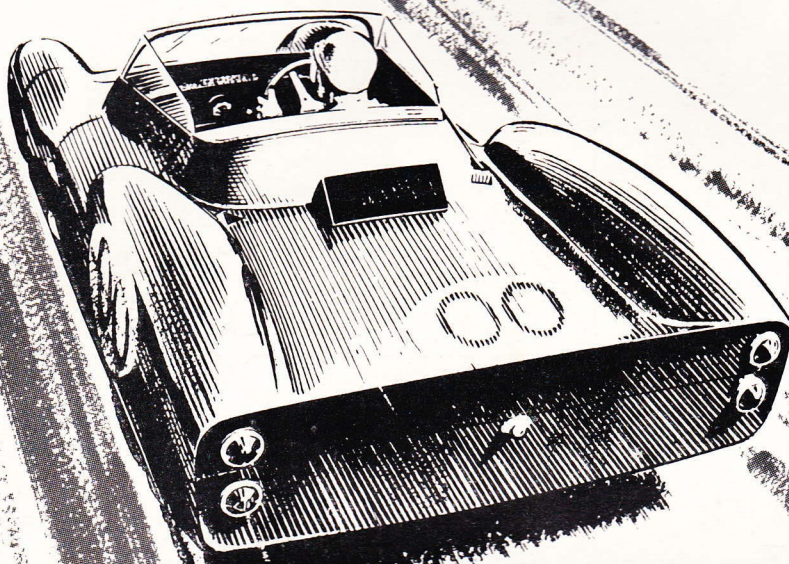
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